

# TMP Phase 5 Changes Report



## Introduction

In April 2025, the City of Ottawa launched the final phase (Phase 5) of consultation on the Transportation Master Plan (TMP). The Phase 5 consultations focused on the draft TMP Capital Infrastructure Plan, which presents the recommended transit and road projects that are needed to meet Ottawa's mobility needs and meet the City's objectives. Information was shared in reports that are available on Engage Ottawa: Highlights Report, Travel Outlooks Report, Transit Network Development Report, and Road Network Development Report.

The project team was also seeking feedback on the prioritized list of Council-approved active transportation projects proposed for the first phase of implementation. Furthermore, updates were proposed to the Official Plan Schedule C-16 Rights-of-Way protection requirements and to select road classifications.

**This Phase 5 Changes Report summarizes the changes to the transit, road, and active transportation networks, and to the right-of-way protection and road classification recommendations, following feedback received during Phase 5 engagement.**

The final TMP Part 2 – Capital Infrastructure Plan will be presented to the Public Works and Infrastructure Committee on June 26, and to Council on July 23, 2025, for approval.



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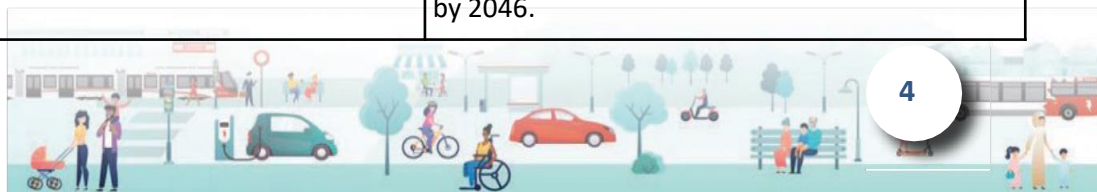
# TMP Phase 5 - Changes

## Section 1 - Changes to the Draft Transit Networks

The recommended changes to the transit networks and projects following consultation are summarized in Table 1.

Table 1 – Transit Network Changes

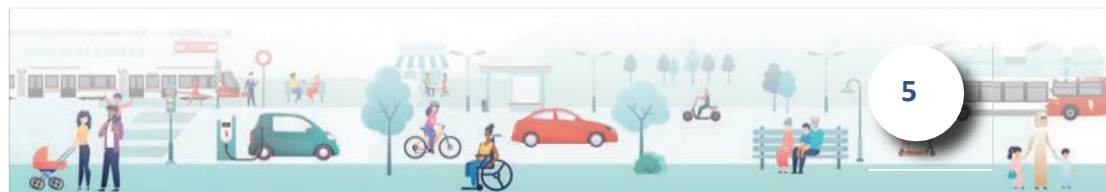
Project name	Description	Change	Rationale
Heron/Walkley Transitway (Billings Bridge to Russell Road)	Transitway on Heron Road and Walkley Road between Billings Bridge Station and Russell Road	Transitway segment moved to Priority Network (previously in Needs-Based Network)  Replaces Heron Road Continuous Bus Lanes project (Conroy to Bank)	Technical analysis and scoring supports a transitway instead of bus lanes to provide high quality east-west connectivity, and improve access to employment, commercial and institutional uses adjacent to the corridor. Extends Baseline Transitway easterly sooner.  The Priority Network remains affordable due to refinements to cost estimates and to changes to other projects such as Conroy.
Conroy Continuous Bus Lanes (Walkley to Rosabella, and Bank to Leitrim)	Continuous bus lanes on Conroy Road between Walkley Road and Rosebella Avenue, and Bank Street and Leitrim Road	Modified limits (continuous bus lanes previously from Walkley Road to Leitrim Road); now transit priority measures between Rosabella and Bank	Technical analysis indicates minimal congestion on Conroy Road between Rosebella and Bank to 2046. Transit priority measures will be sufficient to ensure reliability of frequent transit service. Change also minimizes impact to the Greenbelt and increases cost-effectiveness.
Transit Priority Corridors	Transit Priority Corridors may include segments of dedicated bus lanes, queue jump lanes at intersections, transit priority signals, and changes to bus stop configurations.	All Transit Priority Corridors added to the Priority Network (originally were only shown on the Needs-Based Network)	Clarifies the City's intention to implement improvements in isolated locations along these corridors, as the TMP Capital Infrastructure Plan's includes \$8M per year in funding for isolated transit priority measures. Note that improvements will not be made at all locations by 2046.



# TMP Phase 5 - Changes

Table 1 – Transit Network Changes

Project name	Change
Transit Priority Corridors for Isolated Measures	<p>New corridors added where they are beneficial for frequent transit, higher ridership, and/or congested corridors, or for supporting future growth in suburban communities. Corridors include:</p> <ul style="list-style-type: none"> <li>• Earl Armstrong Road Transit Priority Corridor (Bowesville Station to Albion Bank)</li> <li>• Richmond Road Transit Priority Corridor (Carling to Bayshore)</li> <li>• Gladstone Avenue Transit Priority Corridor (Elgin to Line 2)</li> <li>• Beechwood Transit Priority Corridor (Acacia to Vanier)</li> <li>• Ogilvie Road Transit Priority Corridor (Blair to Montreal)</li> <li>• Tenth Line Transit Priority Corridor (Charlemagne to St. Joseph)</li> </ul>
Refinements to tactical improvements list and isolated measures lists	<p>New candidates and refinements for potential tactical transit improvements that could be implemented relatively quickly and at low cost. Addition of:</p> <ul style="list-style-type: none"> <li>• Wellington Street (Elgin to Sussex)</li> <li>• Hunt Club Road (Rail Bridge to Riverside)</li> <li>• St. Laurent Boulevard (McArthur to St. Laurent Station)</li> <li>• Bank Street (Wellington to Billings Bridge Station) (<i>previously Wellington to Riverdale</i>)</li> <li>• Removal of Meadowlands Drive (Merivale Road to Prince of Wales)</li> </ul> <p>Refinements to isolated measures:</p> <ul style="list-style-type: none"> <li>• Vanier Parkway (Coventry to Beechwood) (<i>previously Coventry to MacArthur</i>)</li> </ul>



# TMP Phase 5 - Changes

Table 1 – Transit Network Changes

Project name	Description	Change	Rationale
Line 2 North Extension (Bayview to Gatineau)	Extension of Line 2 from Bayview Station to Gatineau via William Commanda Bridge	Added to Ultimate Transit Network	A long-range transit project (beyond 2046) to supplement the STO Tramway. This project would still include a high-quality active transportation connection.
Line 2 Double Tracking and Electrification (Limebank to Bayview)	Double tracking and electrification of Line 2 between Limebank Station and Bayview Station	Added to Ultimate Transit Network	A long-range transit project expected to be needed beyond 2046. Supports growth in south Ottawa and reduces greenhouse gas emissions from transit operations.
East Transitway Extension (Old Montreal Road from Trim Station to Cox Country Road)	At grade bus rapid transit following Old Montreal Road from Trim Station to Cox Country Road	Added to Ultimate Transit Network	A long-range transit project expected to be needed beyond 2046.
Several Projects	Refinements to cost estimates	Minor changes to cost estimates for several transit projects	The cost estimate for Baseline Transitway (Algonquin College to Data Centre) was updated to \$290M (\$2024) to reflect the most recent cost estimate from detailed design. Cost estimates for several other projects were also modified slightly based on a final review of the planning-level estimates.
Several Projects	Provision of additional transit ridership information	Added ridership information (Attachment 2 to this document)	Residents requested additional information on transit ridership, especially for the O-Train Line 1 and Line 3 Extensions. This information has been added to the re-issued Appendix C of the Transit Network Development Report (see Attachment 1 to this document).

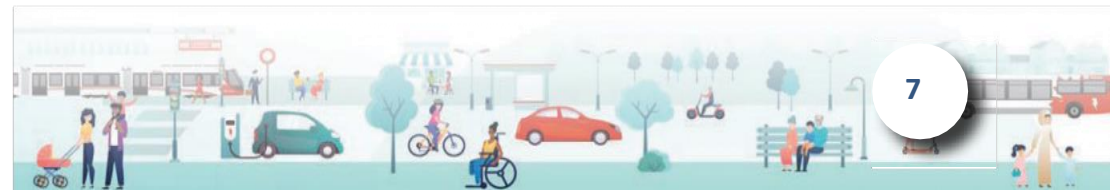




# TMP Phase 5 - Changes

Table 1 – Transit Network Changes

Project name	Description	Change	Rationale
Several Projects	Updates to Appendix A and other minor revisions to the Transit Network Development Report	Minor corrections and clarifications	<p>Appendix A of the Transit Network Development Report has been re-issued with minor correction and revisions (see Attachment 1 to this document).</p> <p>The following minor corrections to the Transit Network Development Report are also noted:</p> <ul style="list-style-type: none"> <li>Needs-Based Transit Network (page 10), Kanata North Transitway limits should be Corkstown Road to Buckbean Avenue</li> <li>Needs-Based Transit Network (page 10), Robert Grant Transitway (Hazeldean to Abbott) should be added</li> <li>Evaluating and Prioritizing Projects, Service Improvement (page 20), travel time reductions were weighted by 2046 ridership (not by ridership growth).</li> </ul>



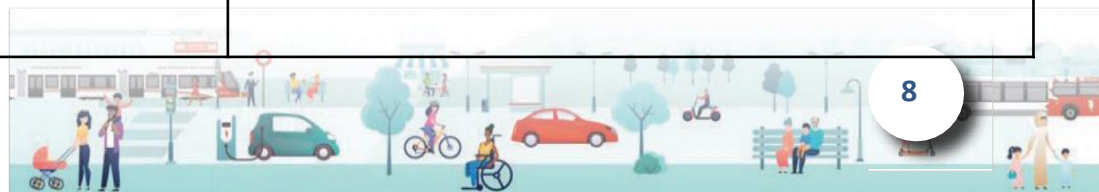
# TMP Phase 5 - Changes

## Section 2 - Changes to the Draft Road Networks

The recommended changes to the road networks and projects following consultation are summarized in Table 2.

Table 2 – Road Network Projects

Project name	Description	Change	Rationale
Terry Fox Widening (Winchester to Castlefrank)	Widen from two to four lanes between Winchester Drive and Castlefrank Road	Removed from the Priority Network Phase 1 and moved to the Network Modification Program	A scaled-down version of this project to address localized congestion will be implemented through the Network Modification Program in the coming years. Active transportation connectivity to be maintained via the existing multi-use pathway
Brian Coburn Widening (Mer-Bleue to Tenth Line)	Widen from two to four lanes between Mer-Bleue Road and Tenth Line Road	Moved up to a Committed Project in the Priority Network (previously Phase 1)	Replaces Mer-Bleue Road Widening (Decoeur to Renaud), which was originally identified as a Committed Project. Technical analysis does not show clear need for additional capacity on Mer-Bleue by 2046.  Widening of Brian Coburn is a more urgent priority for Orléans residents and a more effective investment than Mer-Bleue Widening.  Brian Coburn Boulevard experiences greater congestion, offers more significant network benefits as an alternative to Innes Road, and is in an area where surrounding development has already occurred.
Brian Coburn Widening (Navan to Mer-Bleue)	Widen from two to four lanes between Navan Road and Mer Bleue Road	Moved up to Priority Network Phase 1 (Previously Phase 2)	Identified as an urgent need for Orléans residents and to support planned development.

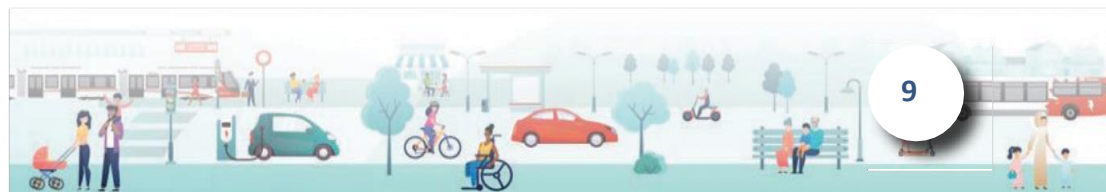




# TMP Phase 5 - Changes

Table 2 – Road Network Projects

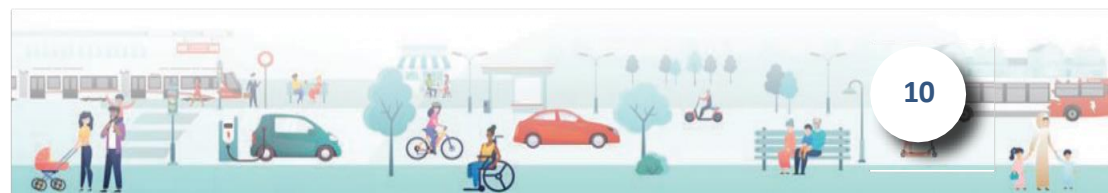
Project name	Description	Change	Rationale
Greenbank Road Re-Alignment (Kilbirnie to Barnsdale)	New two-lane road between Kilbirnie Road and Barnsdale Road	Moved up to Priority Network Phase 1 (previously Phase 2)	Phasing has been updated to match scoring.
Eastern Connectivity in the Innes-Walkley Area	New two-lane road between Innes Road and Walkley Road in the Priority Network. Widening to four lanes in the Needs-Based Road Network.	Moved down to Priority Network Phase 2 (previously Phase 1).	Review of costing assumptions yielded a higher cost estimate, which reduces the relative priority of this project.  Project alignment and tie-in points to be reviewed, including its integration with the Brian Coburn extension.  Subject to further planning work and review of network connectivity.
Huntmar Road (Maple Grove to Campeau)	Widen from two to four lanes between Maple Grove Road and Campeau Drive	Added to the Priority Network Phase 2	Needed to support planned growth and intensification. The Province of Ontario is expected to fund the widening over Highway 417.
New Road in the Hurdman Area	New two-lane road in the Hurdman Area	Added to Priority Network Phase 1	Required to enable new development in the Hurdman area.



# TMP Phase 5 - Changes

Table 2 – Road Network Projects

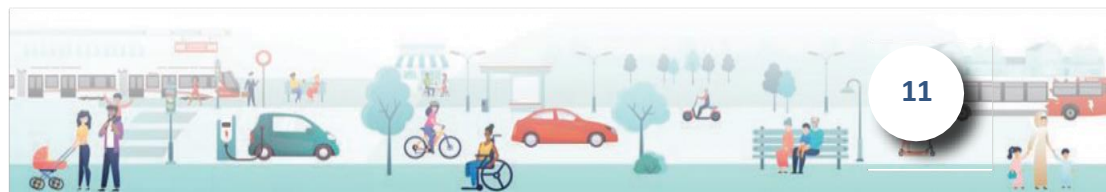
Project name	Description	Change	Rationale
Prince of Wales Drive (Merivale to Amberwood)	Urbanization between Merivale Road and Amberwood Crescent  Widening between Merivale and Amberwood Crescent (Needs-Based Network)	Added as a Road Urbanization Project to the Priority Network  Added as a Road Widening Project to the Needs Based Network (previously removed)	Road widening needed prior to 2046 but not as a priority project.  Road urbanization required in advance of widening to deliver a new multi-use pathway for improved connectivity; the multi-use pathway will be in the ultimate location.
Richmond Road (Bayshore to Pinecrest)	Urbanization between Bayshore Drive and Pinecrest Road	Added as a Road Urbanization Project to the Priority Network  Removed as a Road Widening Project (previously in the Needs-Based Network)	Urbanization is needed to support growth and intensification in this area, instead of widening.
Fallowfield Road (Greenbank to Strandherd)	Urbanization between Greenbank Road and Strandherd Road	Added as a Road Urbanization Project to the Priority Network	Urbanization is needed to support growth and intensification in this area, instead of widening.



# TMP Phase 5 - Changes

Table 2 – Road Network Projects

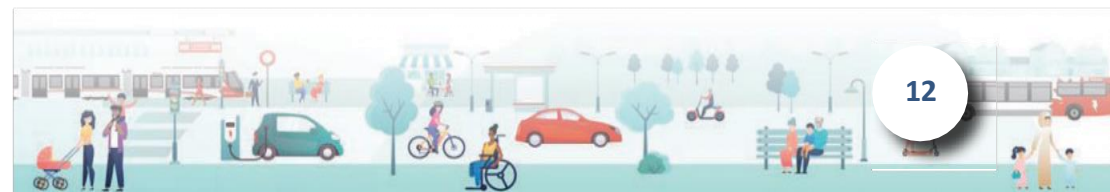
Project name	Description	Change	Rationale
Blair Road (Montreal to Ottawa River Pathway)	Urbanization between Montreal Road and Ottawa River Pathway	Added as a Road Urbanization Project to the Priority Network	New multi-use pathway to provide improved connectivity and support growth and intensification.
Carling (Pinecrest to Connaught)	Mainstreet Improvement between Pinecrest Road and Connaught Avenue	Project limits extended to Connaught (previously ended at Croydon)	Improves pedestrian and cycling connectivity to Lincoln Fields Centre and Station.
Frank Kenny Extension (Trim to Innes)	New two-lane road between Trim Road and Innes Road	Moved to Needs-Based Network (previously a 2013 TMP project not carried forward)	Improves connectivity and supports development beyond 2046. Not included in Priority Network; scoring on mobility criteria using Council-approved Framework is below threshold of 10.
Coventry Road (Belfast to St. Laurent Shopping Centre)	Widen from two to four lanes between Belfast Avenue and St. Laurent Shopping Centre Western Entrance	Removed from Needs Based Network	Technical analysis indicates that there is no need for additional vehicle capacity to 2046.



# TMP Phase 5 - Changes

Table 2 – Road Network Projects

Project name	Description	Change	Rationale
Leitrim Road (Kelly Farm to Bank)	Widening between Kelly Farm Drive and Bank Street	Remove the project from Appendix A (Exhibit A.1: 2013 TMP Projects Not Carried Forward to the Needs-Based Road Network) of the Road Network Development Report	Project is in the Needs-Based Network (it was listed in Appendix A in error)
Earl Armstrong Extension (Bank to Hawthorne)	New two-lane road between Bank Street and Hawthorne Road	Remove the project from the Needs-Based Network map	Project is not in the Needs-Based Network (it was placed on the map in error)



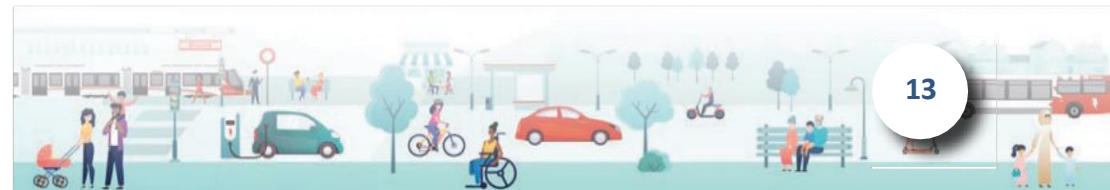
# TMP Part 2 - Changes

## Section 3 - Changes to the Draft Active Transportation Networks

The recommended changes to the transit networks and projects following consultation are summarized in Table 3.

Table 3 – Active Transportation Network Projects

Project name	Description	Ward	Change	Rationale
Stanton Road Sidewalk	Sidewalk along Stanton between Thorson Avenue and McWatters Road	8	Moved to First Phase	<ul style="list-style-type: none"><li>• More of a priority than the Albany Sidewalk (see row below)</li><li>• Provides access to a school</li><li>• Will also consider minor rescope to address neighbourhood pedestrian connections</li></ul>
Albany Drive Sidewalk	Sidewalk along Albany Drive between Navaho Drive and Emerald Avenue	8	Moved to Later Phase	<ul style="list-style-type: none"><li>• Less of a priority than the Stanton Sidewalk (see row above)</li></ul>
Blossom Drive Sidewalk	Sidewalk along Blossom Drive from Kilborn Ave to Begonia Avenue. Sidewalk on Begonia Avenue between Blossom Drive and Applewood Park pathway	18	Moved to First Phase	<ul style="list-style-type: none"><li>• Provides access to transit and park</li></ul>
Brant Street Sidewalk	Sidewalk along Brant Street between Donald Street and Spartan Avenue	13	Moved to First Phase	<ul style="list-style-type: none"><li>• Provides access to a school</li><li>• TMP Equity Priority Neighbourhood</li></ul>



# TMP Part 2 - Changes

Table 3 – Active Transportation Network Projects

Project name	Description	Ward	Change	Rationale
Notting Hill Avenue Sidewalk	Sidewalk along Notting Hill Avenue between Bank Street and Jasper Avenue	16	Moved to First Phase	<ul style="list-style-type: none"> <li>• Opportunity to coordinate with Bank St. Renewal Project</li> <li>• Provides access to transit</li> <li>• TMP Equity Priority Neighbourhood</li> </ul>
Trent Street Sidewalk	Sidewalk along Trent Street between Fisher Avenue and Chevrier Street	16	Moved to First Phase	<ul style="list-style-type: none"> <li>• Provides access to transit</li> <li>• TMP Equity Priority Neighbourhood</li> </ul>
Kanata Avenue and Campeau Drive	Bikes lanes and/or separated cycling facilities to address missing links along Campeau Dr and Kanata Ave	4	Moved to First Phase	<ul style="list-style-type: none"> <li>• Key missing link</li> </ul>
Brian Coburn Boulevard MUP	MUP along Brian Coburn Boulevard between Tenth Line Road and Portobello Boulevard	19	Moved to First Phase	<ul style="list-style-type: none"> <li>• Key community link</li> <li>• Opportunity to coordinate with TMP road project</li> </ul>
Clarke Avenue Sidewalk	Sidewalk along Clarke Avenue between Cummings Avenue and Claude Street	13	Moved to First Phase	<ul style="list-style-type: none"> <li>• Provides access to transit and schools</li> </ul>
Riverside Drive	Separated cycling facilities or multi-use pathway on Riverside Drive from Walkley Road to Rivergate Way (350m). Project also includes a pathway connection from Riverside Drive to Gillespie Crescent	16	Moved to First Phase	<ul style="list-style-type: none"> <li>• Key missing link</li> </ul>





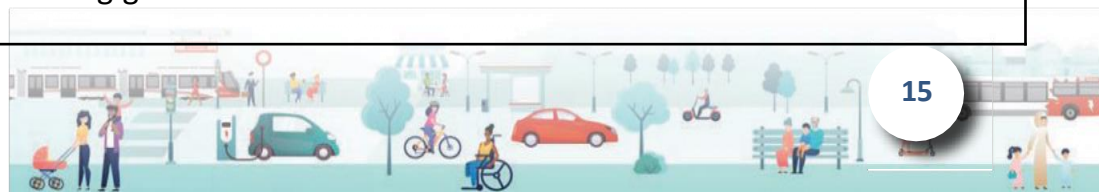
# TMP Phase 5 - Changes

## Section 4 - Changes to the Road Right-of-Way and Road Classification Reviews

The recommended changes to road right-of-way protections and road classifications are summarized in Table 4.

Table 4 – Changes to Road Right-of-Way Protections and Road Classifications

Change	Description
Additional Official Plan Schedule C16 changes:	<p>Montréal Road – split at Vanier Parkway to capture previously omitted revisions:</p> <ul style="list-style-type: none"> <li>• North River Road - Vanier Parkway (Protection width: 26 m - Unequal widening: north side 12 m, south side 14 m)</li> <li>• Vanier Parkway - St. Laurent Boulevard (Protection width: 23 m)</li> </ul> <p>Heron Road – added segment to reflect the recently approved Omnibus amendment:</p> <ul style="list-style-type: none"> <li>• Data Centre Road - Walkley Road (Protection width: 44.5 m)</li> </ul> <p>Albion Road – added segment:</p> <ul style="list-style-type: none"> <li>• Hunt Club Road to Bank Street (Protection width: 26 m)</li> </ul> <p>Lagan Way</p> <ul style="list-style-type: none"> <li>• Updated the reference from Triole Street to Lagan Way to reflect recently approved street name change.</li> </ul> <p>Corner Triangles</p> <ul style="list-style-type: none"> <li>• Clarified that the 3 metres x 3 metres are <b>isocèles</b> triangles</li> </ul>
Additional road classification changes:	<p>Add reclassification of Clyde Avenue North as a collector between Carling Avenue and Laperriere Ave.</p> <p>Add reclassification of Axis Way and Compass Street from Local to Collector. Limits from Fern Casey Street to Renaud Road.</p> <p>Add reclassification of Dun Skipper Drive from Local to Collector. Limits from Bank Street to Kelly Farm Drive.</p> <p>Add reclassification of Hemlock Road from Collector to Major Collector. Limits from St Laurent Boulevard to Aviation Parkway.</p> <p>Woodroffe Avenue major collector designation to be extended from Bren Maur Road to Cortleigh Drive/Castlestone Way to align with the existing geoOttawa classification.</p>

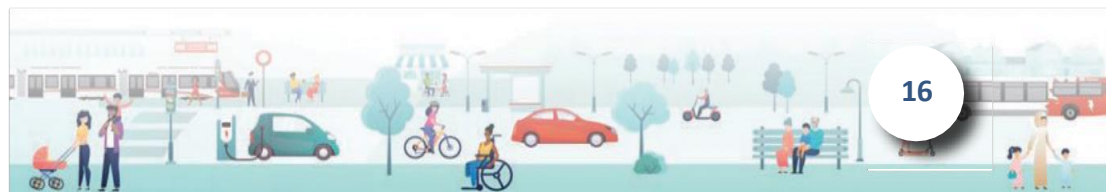


# TMP Phase 5 - Changes

## Section 5 – Comments and Themes that Did Not Yield Changes

This section summarizes key comments received during the consultations, as referenced in the Consultation Summary Report. It focuses on themes that generated significant public input and warranted close consideration, including additional technical analysis where appropriate.

Comment	Response
The TMP 2046 mode share projections do not achieve the Official Plan's objective that half of all trips be made by sustainable modes	<ul style="list-style-type: none"><li>• The Official Plan (OP) sets an ambitious target of having the majority of trips in Ottawa made by sustainable modes of travel (walking, cycling, transit, and car-pooling) by 2046. According to the 2022 Origin-Destination Survey, sustainable modes currently account for 43.4% of daily trips, indicating the need for a significant shift in travel behaviour over the next two decades as the city continues to grow.</li><li>• The projects in the TMP Priority Networks, in conjunction with the Active Transportation Projects, are forecast to result in a daily sustainable mode share of 48% by 2046. This represents a substantial shift toward sustainable modes. For example, while Ottawa's population is projected to grow by approximately 25% between 2025 and 2046, transit ridership is forecast to increase by 59% - more than double the rate of population growth.</li><li>• Achieving the OP's sustainable mode share target will require additional investment beyond the Priority Networks. Factors that would contribute to achieving additional shift include: increasing transit service hours, advancing additional transit projects from the Needs-Based Transit Network, expanding active transportation infrastructure, exceeding the OP projections for transit-oriented development, and enhancing or implementing programs and initiatives to encourage the use of sustainable modes. These actions will require additional funding to implement.</li></ul>



# TMP Phase 5 - Changes

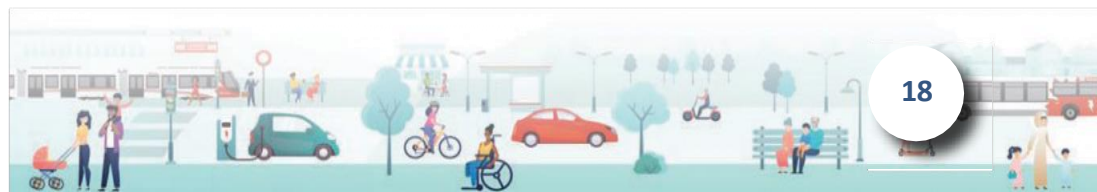
## Section 5 – Comments and Themes that Did Not Yield Changes

Comment	Response
Interest in and support for rapid transit projects along existing rail corridors	<p>The TMP team conducted additional modeling of projects along existing rail corridors. Based on the City's population projections, transit projects along these rail corridors were well below minimum ridership thresholds for the 2046 horizon. However, these corridors are protected in the Official Plan for potential future transit use, and the OP also includes policies for the City to acquire abandoned rail corridors as they become available, ensuring the continued long-term viability of these corridors for transit network expansion.</p> <p>In particular, the Beachburg rail corridor from Kanata North to the Ottawa International Airport should continue to be considered for future rail use. From a land use perspective, it intersects multiple Mainstreet Corridors that already have high-rise permissions under the Official Plan. In the future, as the City's population increases, it could catalyze additional transit-oriented development in the Outer Urban Transect, supporting intensification where it is already planned and desired. From a mobility and economic development standpoint, this corridor would offer a direct transit connection between significant employment and travel hubs, including the Kanata North Technology Park and the Ottawa International Airport.</p> <p>Another candidate corridor is Barrhaven-Tremblay Regional Rail that would connect Barrhaven and Tremblay Station using the existing VIA corridor, from west of Cedarview Road to Tremblay Station. There are technical and operational challenges of potentially sharing the rail corridor with VIA Rail; and ridership is below thresholds for regional rail. This project could be considered in the future to provide a direct transit connection between major destinations.</p>
Interest in and support for rapid transit along Bank Street	<p>The TMP team conducted additional modeling of ridership for rapid transit along the Bank Street corridor. The Bank Street corridor has adequate ridership levels for surface rapid transit but does not meet ridership levels for underground rapid transit to 2046. Underground rapid transit would be extremely high cost given the complex and constrained urban context. The Bank Street corridor will be reviewed for isolated transit priority measures through lane conversion or parking removal. If O-Train Line 2 from Walkley to Bayview requires double tracking in the future (beyond 2046), adding this north-south capacity along Bank Street from Walkley Station to Parliament Station could be considered as an alternative. In addition to meeting future capacity needs, this alignment would also improve transit access to neighbourhoods along Bank Street and enable higher capacity event service to Lansdowne Park.</p>

# TMP Phase 5 - Changes

## Section 5 – Comments and Themes that Did Not Yield Changes

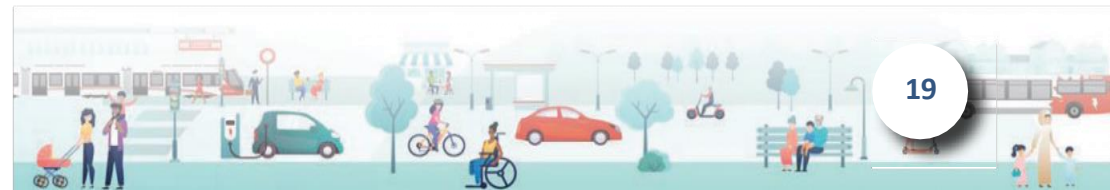
Comment	Response
Airport Parkway Widening (Brookfield to Hunt Club) project may negatively impact ridership on O-Train Line 2, has potential to induce new demand, and may impact Bronson Avenue north of the Rideau Canal	<p>The project team has reviewed the modelling and technical analysis for Airport Parkway Widening (Brookfield to Hunt Club) and maintains the recommendation to include it in the Priority Network based on the following findings:</p> <ul style="list-style-type: none"> <li>• Congested conditions remain even after improvements to O-Train Line 2 and other rapid transit initiatives: Despite the “transit-first approach” employed to assess roadway needs, the Airport Parkway is still forecast to experience substantial congestion, with average peak hour volumes exceeding available capacity before 2046. This would be the case even with full double tracking and six-minute headways on Line 2.</li> <li>• Widening of the Airport Parkway helps to alleviate congestion on other roads: The Airport Parkway is part of the CNR East screenline, which includes Riverside Drive, Bank Street, and Conroy Road. The entirety of this screenline is forecast to be above capacity by 2046; widening the Airport Parkway will help reduce pressure and avoid widening other roads along the screenline. Reduction of cut-through traffic on adjacent roads such as Flannery Drive, Springland Drive and McCarthy Road is also expected.</li> <li>• Downstream impacts may be exacerbated: A widened Airport Parkway is expected to lead to more vehicles on Bronson south of the Rideau Canal, but no net new vehicles on Bronson north of the Canal. Some users of the widened Airport Parkway will continue on to Bronson through the Glebe; but previous users will shift to alternative corridors. Some additional vehicles are expected on Brookfield and Riverside north of Brookfield.</li> <li>• Most users of the Airport Parkway are travelling to and from destinations that are not directly adjacent to the Line 2 corridor: Approximately 90% of users of the Airport Parkway between Brookfield Road and Hunt Club Road start and end their trip more than 1 km from the O-Train Line 2 corridor. This means that an alternative transit trip for these travellers would likely require at least three transit routes to complete: one to access the O-Train, the O-Train itself, and one to access the final destination.</li> </ul>



# TMP Phase 5 - Changes

## Section 5 – Comments and Themes that Did Not Yield Changes

Comment	Response
Rideau River Crossing at Barnsdale Road	The project team has reviewed the benefits of a potential new bridge over the Rideau River, approximately between Barnsdale Road and Rideau/River roads. The city-wide mobility benefits of this crossing were compared to the bridge already planned at Fallowfield Road, approximately between Prince of Wales Drive and Limebank Road. The crossing at Fallowfield would provide greater mobility benefits, providing improved capacity and connectivity across the Rideau River, and alleviating congestion at the Strandherd Drive and Hunt Club Road river crossings. This analysis focused on mobility needs and did not include a technical feasibility review.



# Appendix A

## Projects Screened From Needs-Based Network



Exhibit A.1: Summary Table for Transit Screening Results

Project Name	General Description	Rationale for Removal
<b>Airport Parkway Continuous Bus Lanes</b>	Bus lanes between Hunt Club Road and MacDonald-Cartier International Airport.	Low ridership; competes with Line 2 and Line 4.
<b>Albion Road Continuous Bus Lanes</b>	Curbside bus lanes on Albion between Leitrim Rd and Lester Road.	Low ridership; competes with Line 2
<b>Hospital Link - St Laurent Transitway</b>	Transitway between the Hospital Link and Industrial Avenue at St. Laurent Boulevard.	Low ridership; technical feasibility of relocating existing transformer.
<b>Bank Street Subway</b>	Subway under Bank Street and Wellington Street connecting Parliament Station and Walkley Station. Enables higher capacity event service to Lansdowne Park. Could serve as an alternative to double tracking O-Train Line 2 from Walkley to Bayview.	Adequate ridership levels for surface rapid transit but does not meet ridership levels for underground rapid transit. Extremely high cost; complex and constrained urban context. Corridor will be reviewed for isolated transit priority measures through lane conversion or parking removal.
<b>Hemlock Road Transit Priority</b>	Transit signal priority on Hemlock Road between St. Laurent Boulevard and Acacia Avenue. May also include parking lane conversion in the immediate vicinity of selected intersections	Low ridership, limited ability to improve transit travel times
<b>Belfast Road / Terminal Avenue Transit Priority</b>	Exclusive bus lanes and transit signal priority on Belfast Road and Terminal Avenue between Hurdman Station and St. Laurent Boulevard (provided through road widening)	Low ridership
<b>Blair Transit Priority</b>	Exclusive bus lanes and transit signal priority between Blair Station and Montreal Road. Bus lanes to be provided through a combination of road widening (north of Ogilvie Road) and conversion of existing traffic lanes (south of Ogilvie Road)	Low ridership
<b>Carling LRT – 1</b>	At-grade LRT between Lincoln Fields Station and Dow's Lake Station.	High cost relative to ridership benefits; ridership levels are better suited to bus-based transit.
<b>Carling LRT – 2</b>	Grade-separated LRT between Carling Station and Hurdman Station	Technical feasibility and high cost
<b>Carp - Kanata Regional Rail</b>	Regional rail service connecting Carp Village and March Road via existing Beachburg rail subdivision	Low ridership
<b>Codd's Road Transit Priority</b>	Exclusive bus lanes and transit signal priority between Montreal Road and Hemlock Road (provided through road widening)	Low ridership

<b>Project Name</b>	<b>General Description</b>	<b>Rationale for Removal</b>
<b>Conroy Road Transitway</b>	At-Grade BRT along Conroy Road between Walkley and Leitrim	Ridership levels more suited to continuous bus lanes
<b>Cumberland Transitway East Extension</b>	Transitway between Millennium (East of Trim) and Frank Kenny Road	Low ridership
<b>Barrhaven - Tremblay Regional Rail</b>	Connect Barrhaven and Tremblay Station using existing VIA corridor, from west of Cedarview Road to Tremblay Station.	Technical and operational challenges of sharing rail corridor with VIA Rail; ridership below thresholds for regional rail. Should be considered in the future to provide a direct transit connection between major destinations. Corridor is already protected.
<b>Greenboro - Tremblay Regional Rail</b>	Regional rail service between Greenboro Station and Tremblay Station via existing Alexandria-Walkley Line spur and Alexandria subdivision	Low ridership; technical feasibility of sharing rail corridor with VIA Rail
<b>Tremblay - South Orleans Regional Rail</b>	Regional rail line between Tremblay and South Orleans (Mer-Bleue) via Alexandria subdivision and former Montreal and Ottawa subdivision	Low ridership; technical feasibility; environmental impact
<b>Hemlock Road Transit Priority</b>	Exclusive bus lanes and transit signal priority on Hemlock Road between Aviation Parkway and St. Laurent Boulevard (provided through road widening)	Low ridership
<b>Innes - Walkley Transitway</b>	At-grade BRT between proposed Cumberland Transitway at Innes Road (or Anderson Rd) and Walkley Road/Russell Road.	Low ridership
<b>Beachburg Regional Rail (Terry Fox to Innes)</b>	Regional rail line between Kanata North and Innes Road via Beachburg subdivision, including connections to O-Train Lines 1, 2, and 3.	Low ridership to 2046; should be considered beyond 2046 due to its potential role in catalyzing future intensification, and providing a direct connection between major hubs such as the Kanata North Technology Park and the Ottawa International Airport. Corridor is already protected.
<b>Kelly Farm Drive Extension Transit Priority Corridor</b>	Transit priority (queue jump lanes + TSP) on proposed extension of Kelly Farm Drive between Rallidale Street/ Paakanaak Avenue and proposed extension of Earl Armstrong Drive.	Low ridership
<b>Leitrim E Continuous Bus Lanes</b>	Curbside Bus lanes on Leitrim Road between Tewin lands and Bank St	Low ridership; limited ability to improve transit travel times
<b>Leitrim W Continuous Bus Lanes</b>	Curbside bus lanes on Leitrim Road between Kelly Farm Drive and Leitrim Station	Low ridership; limited ability to improve transit travel times

<b>Project Name</b>	<b>General Description</b>	<b>Rationale for Removal</b>
<b>Lester Continuous Bus Lanes</b>	Curbside bus lanes on Lester Road between Albion Road and Airport Parkway.	Low ridership
<b>Merivale South Transit Priority Corridor</b>	Transit priority on Merivale Road between Slack Road and Leikin Drive	Low ridership; limited ability to improve transit travel times
<b>East Transitway Extension</b>	At-grade BRT following Old Montreal Rd from Trim Station to Cox Country Road	Low ridership
<b>O-Train Line 2 - Downtown Extension</b>	Extension of Line 2 to Downtown from Bayview to Rideau Station	High cost relative to ridership benefits
<b>O-Train Line 2 Gatineau Extension</b>	Extension of Line 2 from Bayview Station to Montcalm Station (alternatively Boulevard Alexandre-Taché) in Gatineau using the William Commanda Bridge.	High cost relative to ridership benefits
<b>O-Train Line 4 - Tremblay Extension</b>	Extension of Line 4 to Tremblay Station along VIA rail/SE Transitway corridor.	Low ridership; technical feasibility of sharing rail corridor with VIA Rail
<b>Queen Elizabeth Drive LRT</b>	LRT on Queen Elizabeth Drive between Dows Lake Station (Carling/Preston St) and Laurier Avenue	Low ridership; technical and operational feasibility
<b>Rideau Street / Montreal Road Subway - 1</b>	Subway along Rideau and Montreal Road, from Rideau Station and St Laurent Blvd	Adequate ridership levels for surface rapid transit but does not meet ridership levels for underground rapid transit. Extremely high cost; complex and constrained urban context. Corridor will be reviewed for isolated transit priority measures through lane conversion or parking removal.
<b>Rideau Street / Montreal Road Subway - 2</b>	Subway along Rideau and Montreal Road, from St Laurent Boulevard to Montreal Road Station	Adequate ridership levels for surface rapid transit but does not meet ridership levels for underground rapid transit. Extremely high cost; complex and constrained urban context. Corridor will be reviewed for isolated transit priority measures through lane conversion or parking removal.
<b>West Transitway Extension</b>	At-grade BRT (median bus lanes) on Robert Grant Drive between Fernbank Road and Abbott St E	Low ridership; limited ability to improve transit travel times
<b>Robertson Road Transit Priority Corridor</b>	Transit signal priority and queue jump lanes between Eagleson Road and Mill Hill Road	Limited ability to improve transit travel times
<b>South Keys - Osgoode Village LRT</b>	New Line 2 branch south of Leitrim Station via former Prescott subdivision	Low ridership
<b>Southwest Transitway Extension</b>	At-grade BRT following the Greenbank Road extension between Kilbirnie Rd to Barnsdale Road	Low ridership

<b>Project Name</b>	<b>General Description</b>	<b>Rationale for Removal</b>
<b>Stittsville - Bayshore Regional Rail</b>	Regional rail service connecting Stittsville Main St and Bayshore Station via former Central Canada Railway corridor	Low ridership, technical feasibility of crossing Highway 417
<b>Stittsville – Greenboro Regional Rail</b>	Regional rail service connecting Stittsville Main St and Greenboro Station via former Central Canada Railway corridor and Beachburg subdivision	Low ridership
<b>Terry Fox Drive Transit Priority</b>	Transit priority on Terry Fox Drive between March Road and Campeau Drive	Low ridership
<b>Tewin - Hwy 417 Transitway</b>	Exclusive BRT between Tewin Community (Piperville Rd) and Walkley Road via the former New York and Ottawa Railway right-of-way and Highway 417.	Low ridership
<b>Tewin – Tremblay Regional Rail</b>	Regional rail service connecting Tremblay Station and Tewin community via former New York and Ottawa Railway right-of-way and Alexandria subdivision	Low ridership; technical feasibility of sharing rail corridor with VIA Rail
<b>Trim Road Transit Priority Corridor</b>	Transit priority (queue jump lanes + TSP) on Trim Road between Cumberland Transitway and Wall Road	Low ridership
<b>Wellington Transit Priority</b>	Transit signal priority and queue jump lanes between Elgin Street and the Portage Bridge.	Limited ability to improve transit travel times
<b>Woodroffe Avenue Transit Signal Priority</b>	Transit signal priority and queue jump lanes between Carling Avenue and Richmond Road	Low ridership

# Appendix C

## **Metrics on Rapid Transit Facilities in the Needs-Based Network**

Exhibit C.1: Summary Table for Metrics on Rapid Transit Facilities in the Needs-Based Network

Project	Peak Unidirectional Ridership (pax/hr/direction)	Typical Bidirectional Corridor Ridership Range (pax/hr)	Corridor Congestion
Baseline Transitway (Bayshore Station to Algonquin Station)	900	800-1,200	Low west of Greenbank; moderate from Greenbank to Algonquin Station; transit priority improvements underway from
Baseline Transitway (Algonquin Station to Billings Bridge)	1,800	2,200-3,000	Moderate to high; high from Riverside to Fisher
Baseline Transitway (Billings Bridge to Russell Road)	1,500	900-2,000	Moderate
Baseline Transitway (Russell Road to St Laurent Station)	870	1,100-1,700	Moderate to high; high from Smyth to Belfast
Carling Transitway (Lincoln Fields Station to Dow's Lake Station)	1,300	1,200-1,600	Low to moderate; high from Fisher to Parkdale
Cumberland Transitway (Blair Station to Chapel Hill Park and Ride)	2,150	1,500-2,400	High
Cumberland Transitway (Chapel Hill Park and Ride to Millennium Park and Ride)	1,400	900-1,500	High (Chapel Hill to Tenth Line)
Kanata North Transitway (Corkstown Road to Terry Fox Drive)	1,100	800-1,600	High (Corkstown Road to Carling Ave)
South Transitway (Longfields to Greenbank)	1,100	1,600-1,800	Low to moderate
South Transitway (Nepean Woods to Riverview Park and Ride)	1,300	1,800-2,000	Moderate to high, but existing bus lanes
South Transitway (Riverview Park and Ride to Limebank Station)	1,400	1,400-1,900	Low to moderate
Southwest Transitway (Chapman Mills to Kilbirnie Park-and-Ride)	1,050	700-1,200	Low to moderate
Conroy Road Dedicated Transit Corridor (Leitrim Road to Walkley Road)	800	900-1,200	Moderate to high
Merivale Road Dedicated Transit Corridor (Slack Road to Baseline Road)	600	700-900	Moderate to high
Montreal Road Dedicated Transit Corridor (St. Laurent Boulevard to Blair Road)	750	700-1,400	Moderate to high (Aviation Parkway to Blair Road)
O-Train Line 1 Extension (Baseline Station to Fallowfield Station)	4,100	4,300-4,800	n/a
O-Train Line 1 Extension (Fallowfield Station to Barrhaven Town Centre)	2,300	2,000-2,900	n/a
O-Train Line 3 Extension (Moodie Station to Terry Fox Station)	3,400	2,200-4,500	n/a
O-Train Line 3 Extension (Terry Fox Station to Palladium Station)	1,250	1,500-1,700	n/a
O-Train Line 3 Extension (Palladium Station to Hazeldean Station)	900	800-1,200	n/a



To provide a clearer understanding of expected transit demand patterns in the 2046 horizon year, Exhibit C.2 illustrates 2046 AM peak hour transit volumes across the Needs-Based Transit Network. This incorporates the Stage 3 O-Train extensions as well as several major Transitway and continuous bus lane projects and demonstrates how transit volumes are expected to be distributed across the built-out network.

Segments with very high ridership (5,000 to 9,600 passengers/hour) are shown in red and are concentrated along the east-west O-Train Line 1/3 corridors through the Inner Urban and Downtown Transects. Corridors with moderate to high projected demand (1,000 to 5,000 passengers/hour) are shown in yellow and orange. These include the O-Train Line 1 and 3 extensions through the Greenbelt and Suburban Transects as well as the O-Train Line 2 corridor. Moderate to high volumes are also projected on sections of key bus rapid transit corridors including the Cumberland Transitway, Southeast Transitway, Baseline Transitway, and Carling Transitway.

Exhibit C.2: Needs Based Transit Network AM Peak Hour Transit Volumes

