Transportation Master Plan

June 2025

PART 2 | CAPITAL INFRASTRUCTURE PLAN

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Introduction

The Transportation Master Plan (TMP) is the City's blueprint for planning, developing, and operating its walking, cycling, transit and vehicular networks in the decades to come. Guided by Ottawa's Official Plan, it identifies transportation policies and projects to meet the needs of residents and businesses from now to 2046. The TMP builds on previous plans completed in 2003, 2008 and 2013, and was developed based on extensive public feedback, following the Municipal Class Environmental Assessment process.

Through the Official Plan, the City has set a goal to become **North America's most liveable mid-sized city** and has developed five "Big Moves" related to growth, mobility, health and resiliency, urban design, and the economy - each providing strategic direction to achieve this broader vision. A key goal related to mobility is that **the majority of trips will be made using sustainable modes of travel (walking, cycling, transit or carpooling) by 2046**. This TMP supports the mobility objectives of the Official Plan with an emphasis on supporting growth and intensification, enabling 15-minute neighbourhoods, providing transit at the outset of new community development, creating healthy communities, responding to the climate emergency, and building a safe and equitable transportation system.

The TMP Policies, approved in April 2023, establishes a policy framework for improving Ottawa's transportation system across all modes. The **TMP Capital Infrastructure Plan** (this document), identifies the transit, road, and active transportation investments that are required to support Ottawa's projected growth and achieve the City's objectives. It also identifies a subset of projects that are expected to be implemented by 2046, based on affordability.

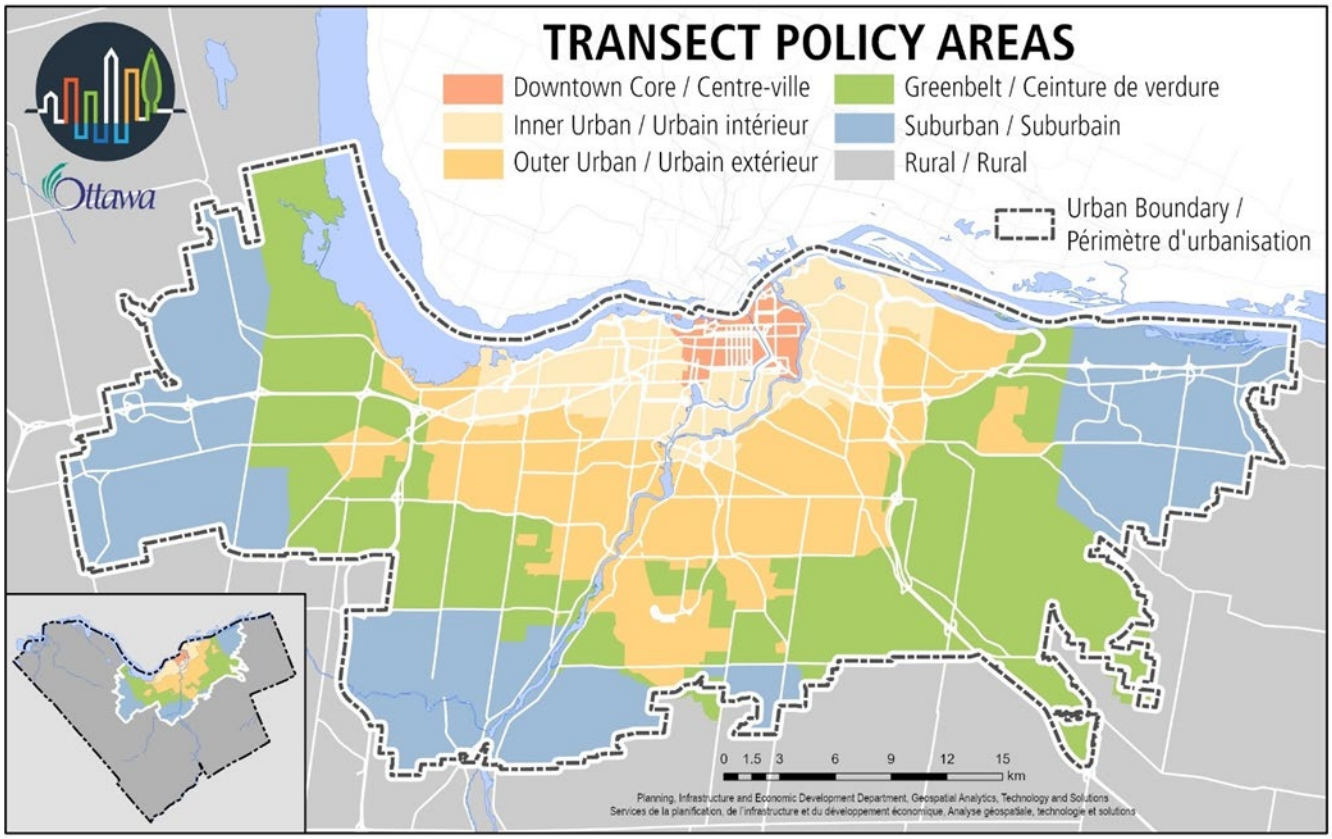
The projects and networks in the TMP Capital Infrastructure Plan contribute to an integrated, multimodal transportation network that supports Ottawa's goals for growth management, livability, social equity, public health, and climate change mitigation. Specific objectives guiding the development of the Plan include the following:

- Encourage the use of transit and active modes to reduce pressure on roads, mitigate greenhouse gas emissions, and use space efficiently
- Implement cost-effective transit infrastructure projects where there is the greatest potential to attract new riders and improve service for existing riders
- Pursue road capacity projects that provide access to development and address congestion bottlenecks
- Invest in "complete streets" that accommodate all modes of travel, to support growth and intensification
- Maintain a strong affordability focus.

Transportation Context

Canada's Capital Region is home to approximately 1.4 million people and is the sixth-most populous metropolitan area in Canada. The City of Ottawa is the largest municipality in the capital region with over a million residents, and covers an area of nearly 2,800 square kilometres. Though most of Ottawa's land area is rural, the bulk of the population lives within the city's urban area. Older urban neighbourhoods are generally found within the Greenbelt, while the newer suburban communities of Kanata, Stittsville, Barrhaven, Riverside South, Findlay Creek and Orleans continue to grow outside the Greenbelt. The City of Ottawa's Official Plan has categorized the lands within Ottawa's municipal boundary into six areas called "transects" which divide the City into different types of built environments. A map of these transects is shown in **Exhibit 1.**

Exhibit 1: The lands within the City of Ottawa Municipal Boundary [Official Plan - Schedule A]



Ottawa's large land area creates transportation challenges, including the potential for long travel distances. The transportation system is also characterized by several geographic barriers that pose challenges to network connectivity and accessibility. These include the Greenbelt, Rideau River, Rideau Canal, and Ottawa River, which are cornerstones of Ottawa's cultural identity and natural beauty. Highway 417 also bisects the city and can act as a barrier, particularly for active transportation.

Ottawa's transportation network connects two provinces (Ontario and Quebec) and two municipalities (Ottawa and Gatineau), and also supports federal interests given Ottawa's role as the nation's capital.

Within the City's boundaries, Ottawa's transportation system is managed by three levels of government, each responsible for the planning, design, construction and maintenance of its own facilities.

- City of Ottawa – The City owns, operates, and maintains most of the streets, transit facilities, and pathways in Ottawa, including but not limited to:
    - The O-Train system which will include 64.5 km of light rail and 41 stations across four lines once the Stage 2 extensions to Moodie Station, Algonquin Station, and Trim Station are completed.
    - Dedicated infrastructure for buses that consists of approximately 37 km of Transitway, 20 km of bus lanes, and 20 Transitway stations.
    - Over 700 buses and specialized paratransit vehicles, and 27 park and ride lots to help connect residents to the transit network.
    - More than 2,000 km of sidewalks, 300 kilometres of pathways and physically separated cycling facilities, and 300 km of on-road bicycle lanes.
    - Over 6,000 kilometres of roads, including more than 800 bridges.
- Province of Ontario – The Ontario Ministry of Transportation (MTO) owns and operates the provincial highway system through Ottawa, including Highways 416, 417, and 7. Ottawa Road 174 is currently in the process of being uploaded to the Province.
- Federal Government – The National Capital Commission (NCC) owns and manages a significant amount of land in the region, including the parkways along the Rideau Canal, and a substantial pathway network. The NCC also manages the Greenbelt and is the approval authority for any works on federally-owned lands. In addition, there are five interprovincial road bridges owned and operated by the federal government. In January 2025, the federal government announced its intention to construct a new interprovincial bridge that would connect the Aviation Parkway in Ottawa to Montée Paiement in Gatineau.

Ottawa is also served by four airports (one international airport and three general aviation airports), two passenger railway stations, two interprovincial ferries, an interprovincial water taxi, a freight rail yard, intercity bus service, taxi and rideshare companies, and an e-scooter sharing program.

The City of Ottawa, together with the federal, provincial, municipal, Indigenous, and private sector partners will continue to collaborate to move people and goods efficiently across a vast geography, supporting both urban and rural communities and enabling sustainable growth. The TMP Capital Infrastructure Plan provides a framework for advancing this vision to ensure that Ottawa's transportation network continues to serve residents, businesses, and visitors well into the future.

What's Inside

This document is one of two that forms the TMP:

- ***TMP Part 1 [2023] – Policies (separate document):*** TMP Part 1 was approved in April 2023. It sets out policies and actions to achieve the City's vision of a flexible, dependable, safe, and efficient transportation system. TMP Part 1 also included the Framework for Transit and Road Project Prioritization that is used within the Capital Infrastructure Plan.
- ***TMP Part 2 [2025] – Capital Infrastructure Plan (this document):*** The Plan recommends road and transit projects that are needed to accommodate growth and intensification. It also identifies a subset of projects that are affordable within the City's long-range financial plans and that should be prioritized for implementation.

In the following sections, the TMP Capital Infrastructure Plan presents key travel trends from the 2022 Origin-Destination travel survey and discusses the continued evolution of travel patterns over time. It then provides travel outlooks to 2046 based on travel demand forecasting using the Official Plan's population and employment growth projections. It identifies the transit, road and active transportation projects and networks that are needed to accommodate growth and advance the City's mobility objectives. Finally, the Plan discusses expected progress towards the Official Plan mode share targets and identifies estimated costs and implementation considerations.

Exhibit 2: Part 1 and Part 2 of the TMP

PART 1 | Policies (Separate Document)

- Transportation Vision and Guiding Principles
- Policies and Actions

PART 2 | Capital Infrastructure Plan (This Document)

- Travel Trends
- Mode Share Targets
- Transportation Network Scenarios
- Project Priorities and Implementation Timelines
- Transportation Network Performance, including GHG Impacts
- Affordability Analysis and Budget Implications

Approach and Methodology

The Capital Infrastructure Plan is based on technical analysis using the TRANS[1] regional travel demand model, as well as consultation with residents and stakeholders. The TRANS model is the basis for forecasting transit and automobile travel demand as part of the TMP. The model is used to estimate existing and future travel patterns in the National Capital Region (NCR), including the number of trips made for different trip purposes, the origin and destination of each trip, the mode of travel for the trip, and the transit routes and road segments used to complete the trip.

The model is designed to reflect the travel behaviour of residents of the NCR, drawing on data sources such as travel surveys, as well as observed traffic counts and transit ridership. Key inputs include population and employment projections for each area of the city (drawn from the Official Plan), as well as the characteristics of the city's road and transit networks (e.g. number of travel lanes, transit routes and schedules, etc.). Future conditions—such as changes in work from home trends and the opening of new Stage 2 O-Train lines—are captured in the model to understand the impact on residents' trips, including where, how, and when they travel. Outputs from the model are used to assess the performance of the transportation system – for example, the location of congestion or transit delays.

For the purpose of identifying transportation needs, analysis was conducted on modelled data from the morning peak travel period (6:30 a.m. to 9:00 a.m.), during which transit demand is at its highest. For roads needs analysis, an average morning peak hour approach was applied; traffic volumes reflect average demand over the entire peak period. This approach ensures that needs are identified only when congestion problems are persistent throughout a longer period of the day, rather than just the busiest 60 minutes. Weekly travel demand is averaged from Monday to Friday and may not reflect the demand for transit and roads on the busiest day (e.g. if hybrid workers travel more in the middle of the week). The City of Ottawa's Transportation Master Plan has used this approach for planning purposes since 2013.

The TRANS Model

The TRANS model is a dynamic and sophisticated regional travel demand forecasting tool, used to inform the evaluation of major infrastructure investments in the National Capital Region. Use of the TRANS model began in the 1970s with regular updates to its architecture and algorithms.

As part of the TMP, the TRANS model was used to test the performance of different network scenarios and investments. When candidate projects are added – such as a new road or transit improvement – the TRANS model predicts the resulting change in travel activity as people shift their mode or route of travel to take advantage of the project. Key outputs from the model include the level of congestion, transit ridership, and greenhouse gas emissions.

[1] The TRANS Committee coordinates transportation data collection and modelling efforts between the major transportation planning agencies of the National Capital Region. The TRANS Committee includes the City of Ottawa, la Ville de Gatineau, OC Transpo (City of Ottawa), la Société de transport de l'Outaouais, Ontario Ministry of Transportation, le Ministère des Transports et de la Mobilité durable du Québec, and the National Capital Commission.

Developing the Capital Infrastructure Plan involved a number of steps, including: preparing travel forecasts to identify network gaps and deficiencies; assessing candidate projects; determining the transit and road networks that are required to support growth; and identifying projects that should be prioritized for implementation.

Network development was an iterative process that applied a "transit-first" approach and considered alternative network solutions. First, transit improvements were identified to meet 2046 travel needs, leading to the Needs-Based Transit Network. The residual auto demand (i.e. the demand that is not expected to use transit) formed the basis for assessing road capacity needs. This approach helped to avoid overestimating auto demand. New roads to provide access to development were also considered in assessing network needs. The network development process is summarized in **Exhibit 3** and further described in the **Transit Network** and **Road Network** sections of the Capital Infrastructure Plan.

Exhibit 3: Network Development Process

Identifying and analyzing candidate projects	Evaluating and prioritizing transit and road projects
Candidate projects were compiled from: • 2013 Transportation Master Plan and Environmental Assessment studies • Internal stakeholders • Public consultation on existing transportation issues • Needs and opportunities analysis Candidate projects were assessed through modelling and analysis and carried forward if they addressed mobility needs to 2046, were expected to be technically feasible, and aligned with transportation policies. This analysis of projects resulted in the "**Needs-Based Networks**" of Transit and Road projects.	The Council-approved Transit and Road Project Prioritization Framework was used to score and rank projects for implementation. Prioritization for **transit projects** assessed ridership growth and service improvement. Prioritization for **road projects** assessed mobility needs like access to development and congestion reduction. For **both transit and road projects**, city-building considerations were assessed, including impacts to equity, impacts to natural systems, access to major destinations, economic development, and GHG emissions. Capital cost estimates were also assessed. The prioritization of projects resulted in the "**Priority Networks**" of Transit and Road projects.

Transit project evaluation

Road project evaluation

Environmental Assessment Requirements

Environmental assessment (EA) legislation requires the City to identify and mitigate the impacts of transportation projects, considering all aspects of the environment. All projects identified in the TMP are subject to various EA legislation and associated processes. As of 2025, these include:

- Ontario Environmental Assessment Act, 1990, as amended;
- Ontario Regulation 231/08 – Transit and Rail Project Assessment Process, 2024;
- Municipal Engineers Association Municipal Class Environmental Assessment, October 2000, as amended;
- Impact Assessment Act, 2019 (formerly the Canadian Environmental Assessment Act, 2012); and
- National Capital Commission (NCC) Framework for the Harmonization of EAs, which applies to projects affecting NCC lands and fulfills the requirements of both the Impact Assessment Act and the NCC's Environmental Assessment Policy.

The City's transportation and transit projects typically fall under one of two EA process types:

1. Municipal Class Environmental Assessment (Class EA) - Under provincial legislation, roadway and roadway-related projects are required to follow the Class EA process, which is an approved process under the Ontario *Environmental Assessment Act*. The Class EA project tables define the appropriate Schedule (level of assessment) for a given undertaking. Projects may also be subject to a screening process or exemption.

2. Transit and Rail Project Assessment Process (TRPAP) (O.Reg. 231/08) - As a public-sector proponent, the City is required to follow the TRPAP for transit, transit-related and rail infrastructure projects, unless the project is exempt. A transit project may proceed under the Class EA process if the City, as the proponent, provides written notice to the Ontario Ministry of the Environment, Conservation and Parks prior to starting the EA process.

The TMP update has followed the Municipal Class Environmental Assessment Master Planning process ("Approach 1"), thereby fulfilling the requirements of Phases I and II of the Class EA process, which includes the identification of problems and opportunities, and the selection of preferred solutions. The TMP and related background technical reports will become the basis for and inform future EA studies. All major road and transit projects require an approved EA, including public and stakeholder consultation, before design and construction can proceed. **Annex A – Transit Projects** and **Annex B – Road Projects** include a description of the EA status for each identified transit and road infrastructure project, respectively. EA requirements are subject to change in response to changes in EA processes and legislation.

Transportation Trends and Forecasts

The Capital Infrastructure Plan reflects an understanding of current travel patterns, recent trends, and projected future demand to 2046. This section summarizes the results of the 2022 Origin-Destination household travel survey, discusses changes in travel since 2022, and presents the 2046 travel forecasts that underpin the Plan.

Origin-Destination Household Travel Survey

The TRANS Origin-Destination (OD) survey provides a snapshot in time of the travel patterns of Ottawa residents. The OD survey is a comprehensive survey of households in Canada's Capital Region that collects information on residents' daily travel patterns, including trip origins and destinations, modes of travel, and trip purposes. Survey participants are asked about the trips made on the previous day by each member of their household 5 years of age or older. The survey also collects data on the characteristics of the household and the people who live there, such as dwelling type and vehicle ownership.

The latest OD Survey was completed in the Fall of 2022 and obtained travel data for 69,501 persons across 31,818 households, capturing 162,243 trips. Overall, a 5% random sample of households was surveyed from each part of the region, including urban, suburban, and rural areas. Previous OD surveys were conducted in 2011, 2005, and 1995.

Changes in Travel Patterns

Ottawa has seen many changes between the 2011 and 2022 OD surveys, including the COVID-19 pandemic, O-Train construction, and significant investments in walking and cycling infrastructure. The 2022 OD survey results indicate significant changes in travel patterns, including:

More people working from home - The COVID-19 pandemic caused significant disruptions to travel, with implications that are likely to be long-lasting. In particular, there has been a dramatic increase in working from home. In the Fall of 2022, 19% of Ottawa workers were still fully working from home, with 35% having hybrid work arrangements (commuting on average 1.6 days a week). Linked to hybrid work arrangements, commuting activity was found to be concentrated in the middle of the week.

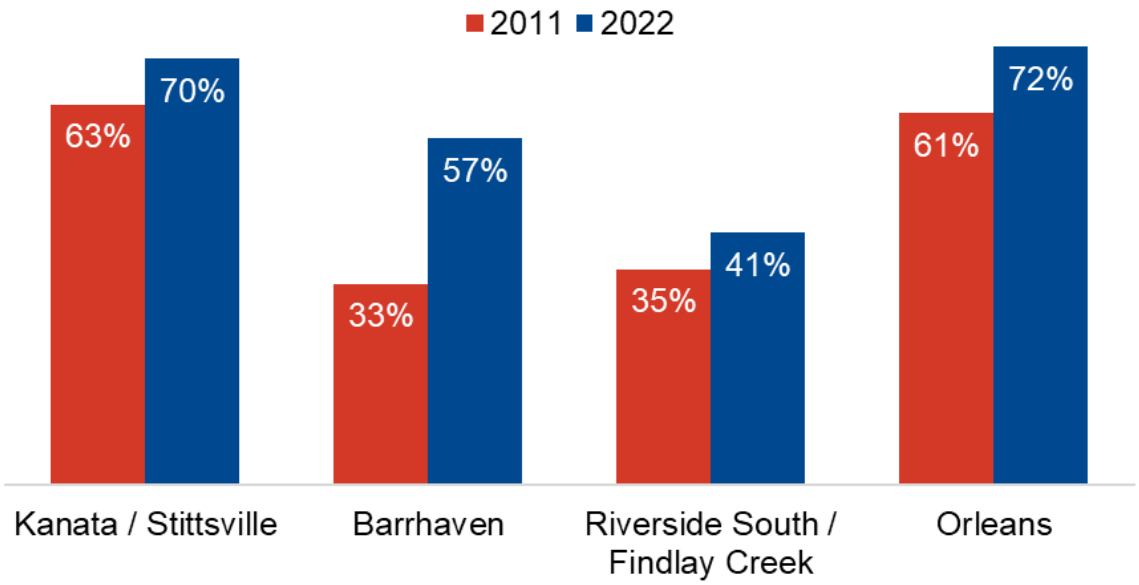
Fewer and shorter trips - With the increase in working from home, the number of daily trips per person decreased from 2.76 to 2.50 between 2011 and 2022. Overall, the total daily trips starting or ending in Ottawa decreased by 0.7% over this period, despite significant population growth. This is a notable departure from the historical trend of trips increasing with population.

Fewer people travelling downtown - Compared to 2011, daily trips to the downtown core decreased dramatically due to a reduction in work trips, while trips for other purposes remained relatively stable. Overall, daily commuting trips to the downtown core from Kanata/Stittsville, Orleans, Riverside

South/Findlay Creek and Barrhaven decreased by over 51% between 2011 and 2022. Daily commuting trips by transit from these areas dropped by almost 70%.

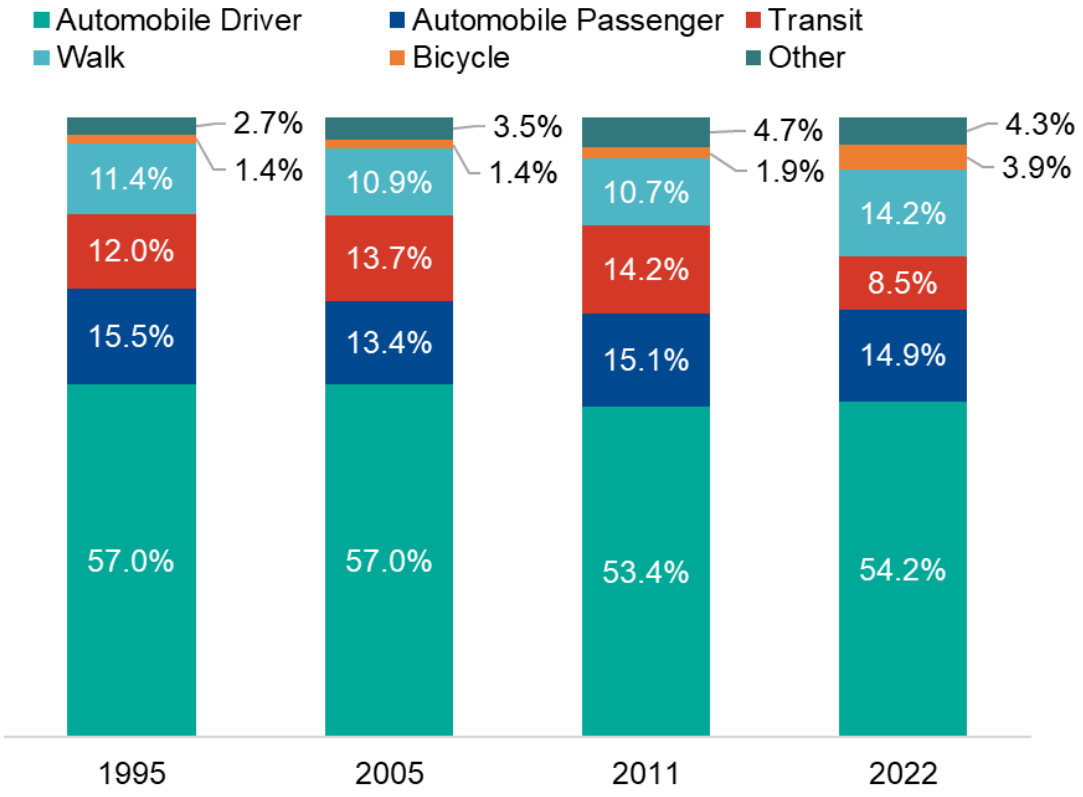
More "internal" trips within the suburbs - Trips made in the communities outside the Greenbelt were also more localized, showing an increase in "internal trips" starting and ending in the same community (see **Exhibit 4**). This suggests that these areas increasingly operate as complete communities with many services and amenities, in line with the City's Official Plan objectives.

Exhibit 4: Percentage of Trips that Start and End in the Same Area



More walking and cycling, less transit use – The proportion of trips made by a particular mode of travel is referred to as the "mode share". Between 2011 and 2022, there was significant growth in the walking and cycling mode share, with the walking mode share increasing from 10.7% to 14.2%, and the cycling mode share more than doubling from 1.9% to 3.9% (refer to **Exhibit 5**). This increase largely offset the decrease in transit mode share during this period, with the auto driver and auto passenger mode shares staying relatively stable.

Exhibit 5: Daily Mode Share Over Time (1995-2022)



Travel Trends by Geography, Income, Age, and Gender

Travel patterns are closely tied to factors such as geography, income, age, and gender. Key results from the 2022 Origin-Destination Survey include the following:

- Trips starting in the downtown core and inner urban areas have the highest walking, cycling and transit mode shares, while trips starting in the suburbs and rural areas have the highest auto mode shares (refer to **Exhibit 6**).
- People living in lower income households are more likely to use transit (refer to **Exhibit 7**). As a result, they are also more likely to make longer duration trips (since transit trips are generally longer than trips by other modes).
- Youth have very high usage of transit as well as active modes of travel, with the percentage of trips by driving increasing incrementally with age up to approximately age 60 (refer to **Exhibit 8**). Starting in the 61 to 70 age bracket, the share of passenger trips increases while the share of driving trips declines.
- Men are more likely to drive than women, while women are more likely to be a passenger. Men are more likely to cycle, while women are slightly more likely to walk and use transit (refer to **Exhibit 9**). Meanwhile, those who identify as non-binary or prefer to self-describe are more than 60% less likely to use automobile modes and are more than twice as likely to take transit.

Exhibit 6: Daily Mode Share by Trip Origin (2022)

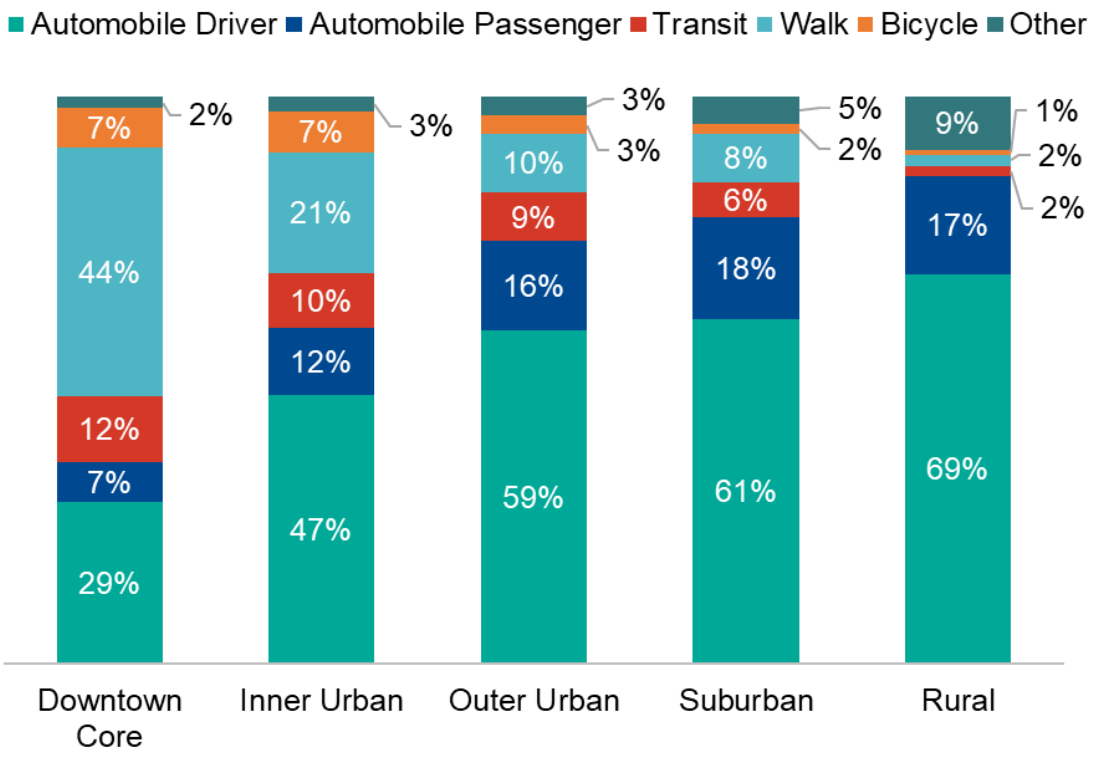


Exhibit 7: Daily Mode Share by Household Income (2022)

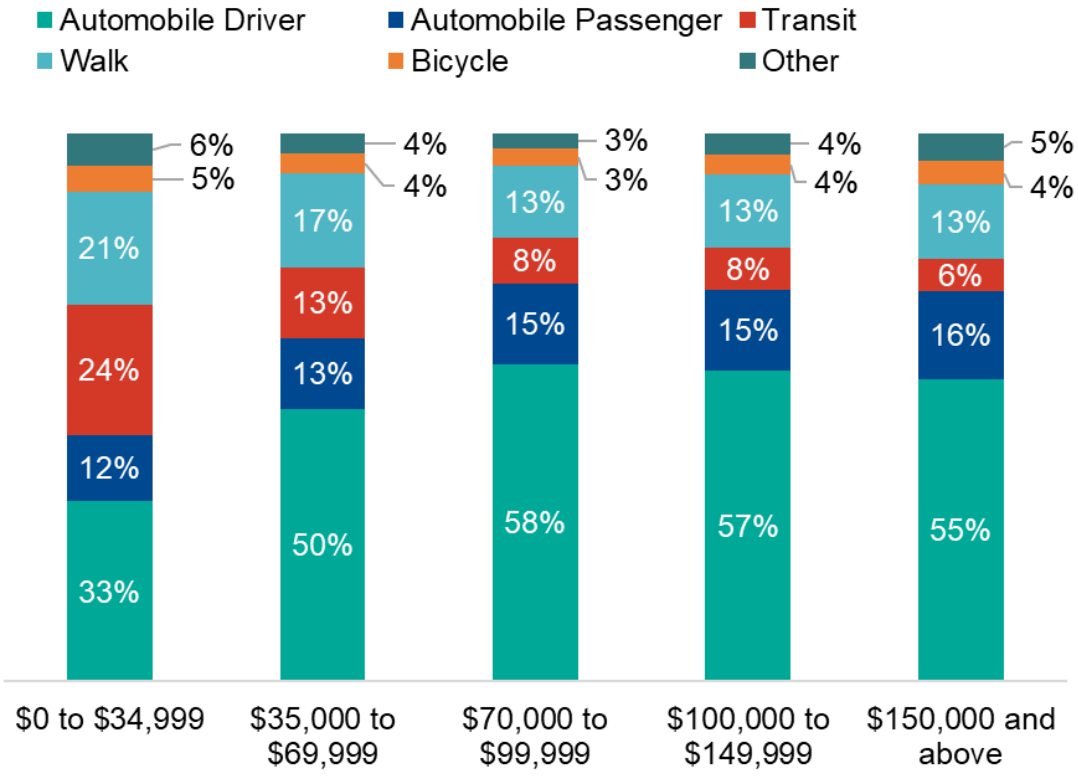


Exhibit 8: Daily Mode Share by Age (2022)

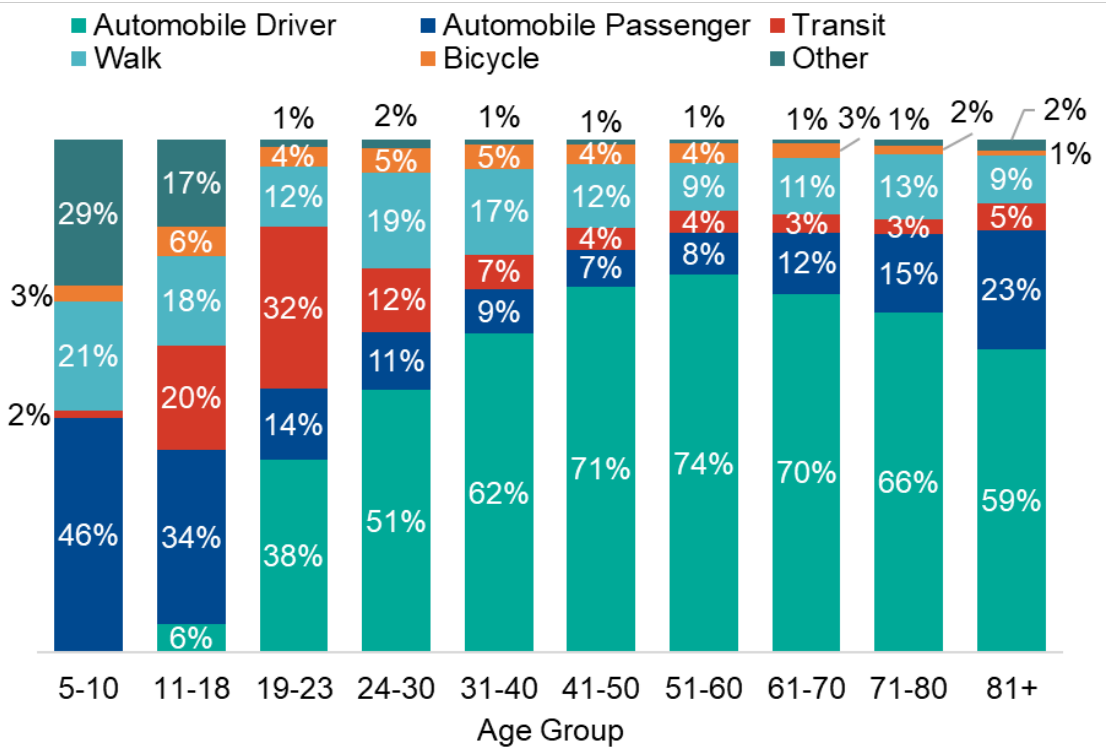
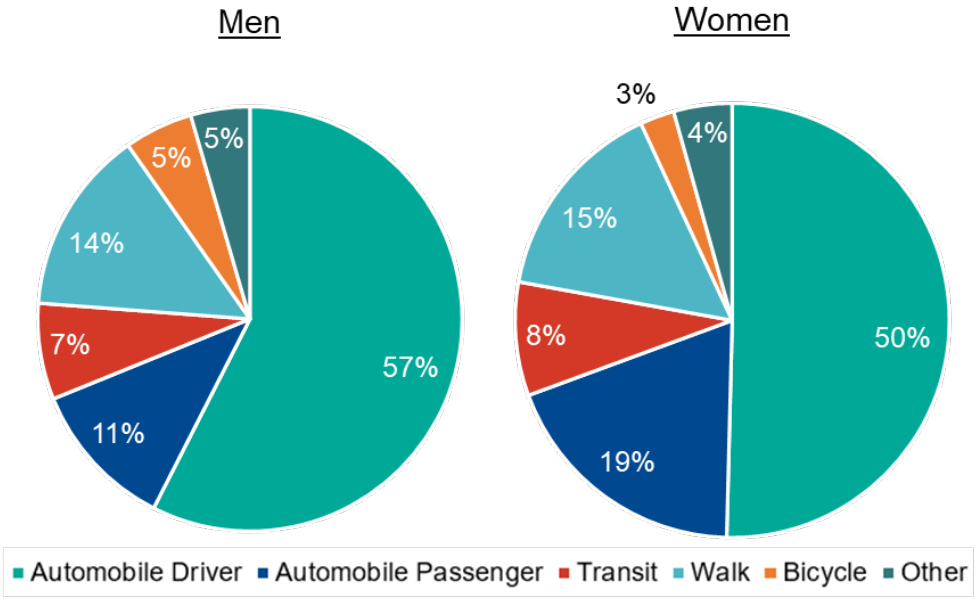


Exhibit 9: Daily Mode Share by Gender (2022)



The Evolution of Travel Since 2022

The 2022 OD Survey captured travel patterns at a moment in time when the region was still transitioning from the impacts of the COVID-19 pandemic. Since then, travel behavior has continued to evolve. Notably, the federal government has mandated a hybrid return-to-office policy which requires a minimum of three days on-site per week, effective September 2024. In contrast, sectors such as construction, retail, hospitality, healthcare, and education generally do not support work-from-home arrangements, and have not seen significant changes since the pandemic.

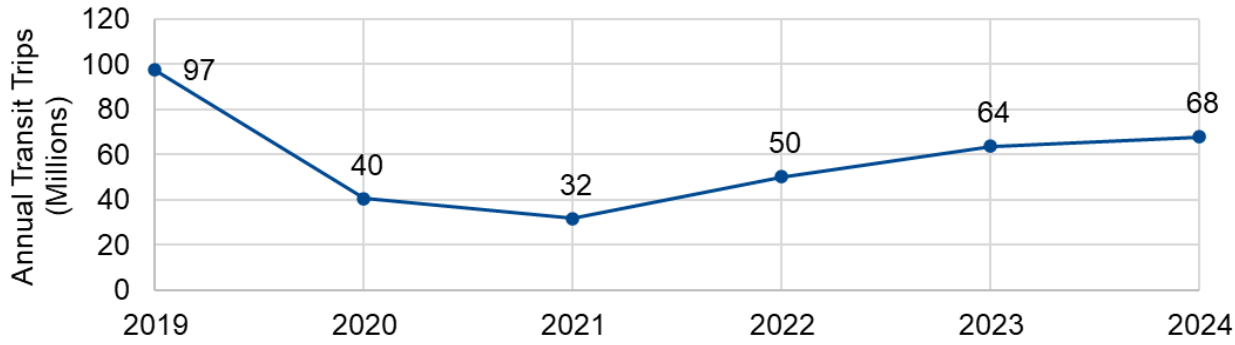
Recent data collected since the 2022 OD survey has revealed a gradual recovery of peak period travel volumes, likely as a result of increased commuting rates for hybrid workers:

- **Transit trips are rebounding -** Ridership increased by 35% between 2022 and 2024 but to a level significantly lower than pre-pandemic (see **Exhibit 10).** At the same time, many of the busiest routes such as routes on Baseline and Merivale have rebounded to at or above pre-pandemic levels.
- **Driving trips have increased -** Inbound vehicle trips crossing the Greenbelt in the morning peak period increased by about 9% between 2022 and 2024, while trips entering the inner areas of the city increased by about 26% (see **Exhibit 11** and **Exhibit 12**).

The TMP's 2046 forecasts reflect increases in commuting that have occurred since 2022, as well as future changes in commuting that are expected to occur between now and 2046. The core TMP modelling assumes "hybrid" workers commute to work three days per week on average in the public sector, and three-and-a-half days per week on average in the private sector – this is significantly higher than the 1.6 days a week from the 2022 OD Survey. he TMP forecasts also account for jobs that are expected to remain fully remote in the future; fewer jobs are expected to be fully remote in 2046, compared to what was reported in 2022.

Just as travel patterns shifted rapidly during and after the pandemic, they are expected to continue evolving throughout the 2046 planning horizon. Ongoing monitoring will be conducted to ensure transportation investments remain responsive to changing needs moving forward.

Exhibit 10: Annual Transit Trips (2019 – 2024)*



* Data is based on linked trips. If a person boards a bus or train and transfers to another route, the trip is counted as one linked trip.

Exhibit 11: City of Ottawa Screenline System

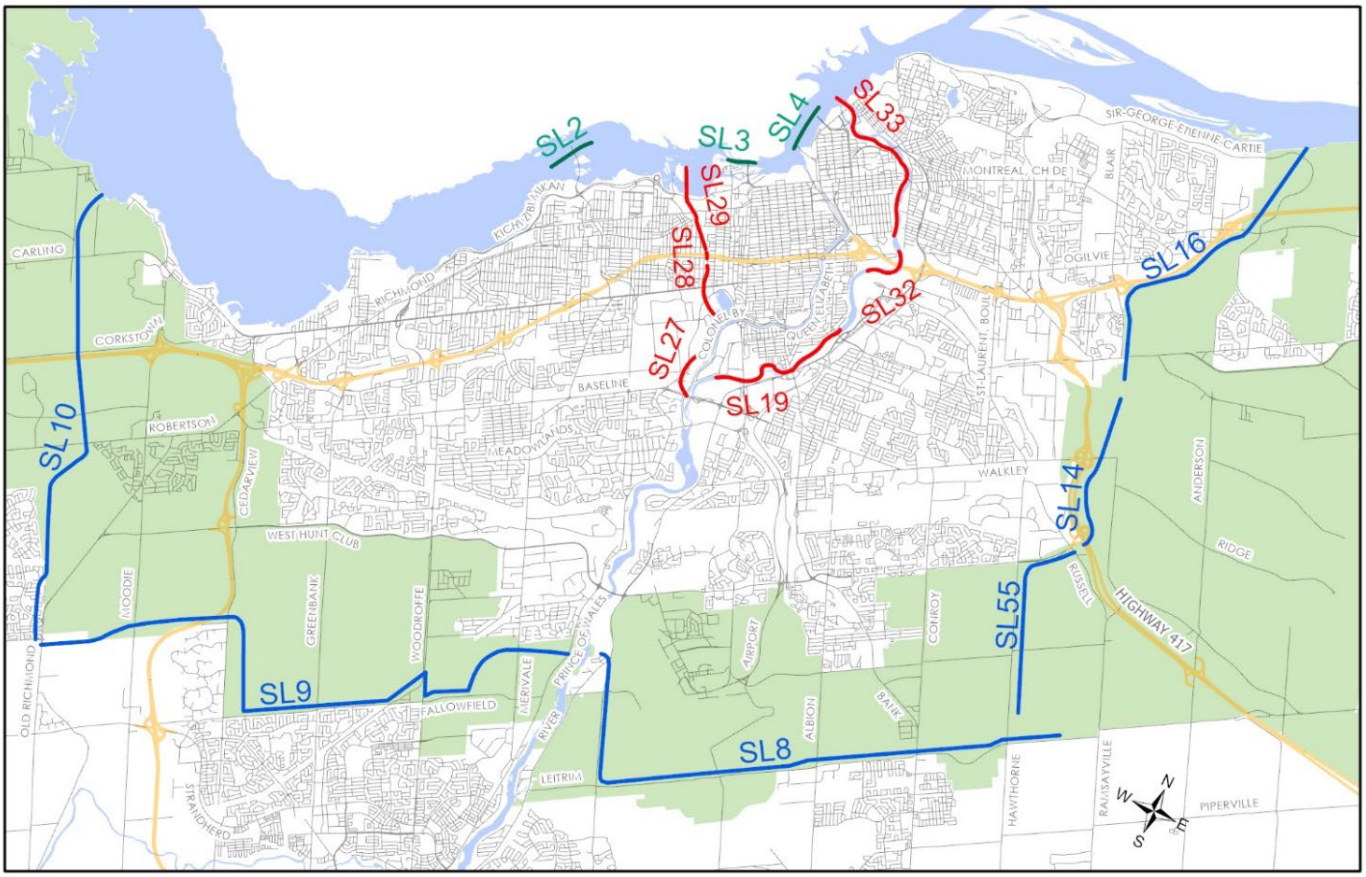
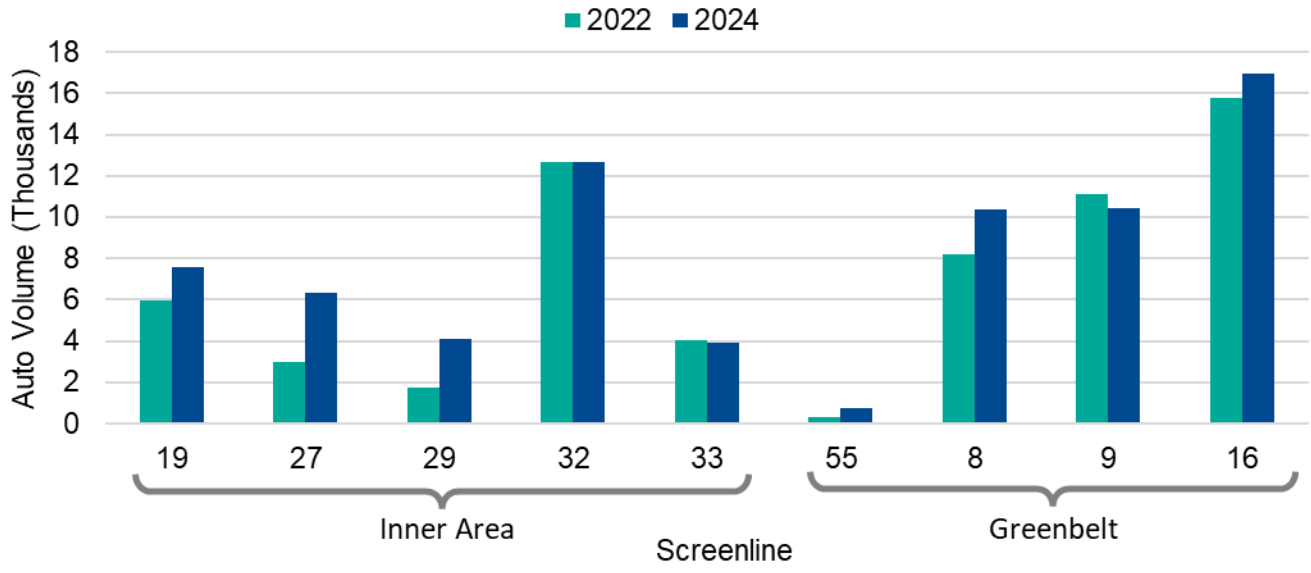


Exhibit 12: Change in Morning Peak Period Automobile Trips Towards the Downtown (2022 – 2024)



Note: Not all screenlines are shown due to data gaps.

Travel Outlooks to 2046

Ottawa's population is expected to reach 1.4 million by 2046, growing by approximately 300,000 people from 2021. The distribution of this population growth has a major impact on future travel demand. The Official Plan calls for 47% of the City's new dwellings to be built within the existing built-up area (mainly inside the Greenbelt), 46% to be built in suburban greenfield areas (outside the Greenbelt), and 7% to be constructed in Ottawa's rural villages and surrounding lands.

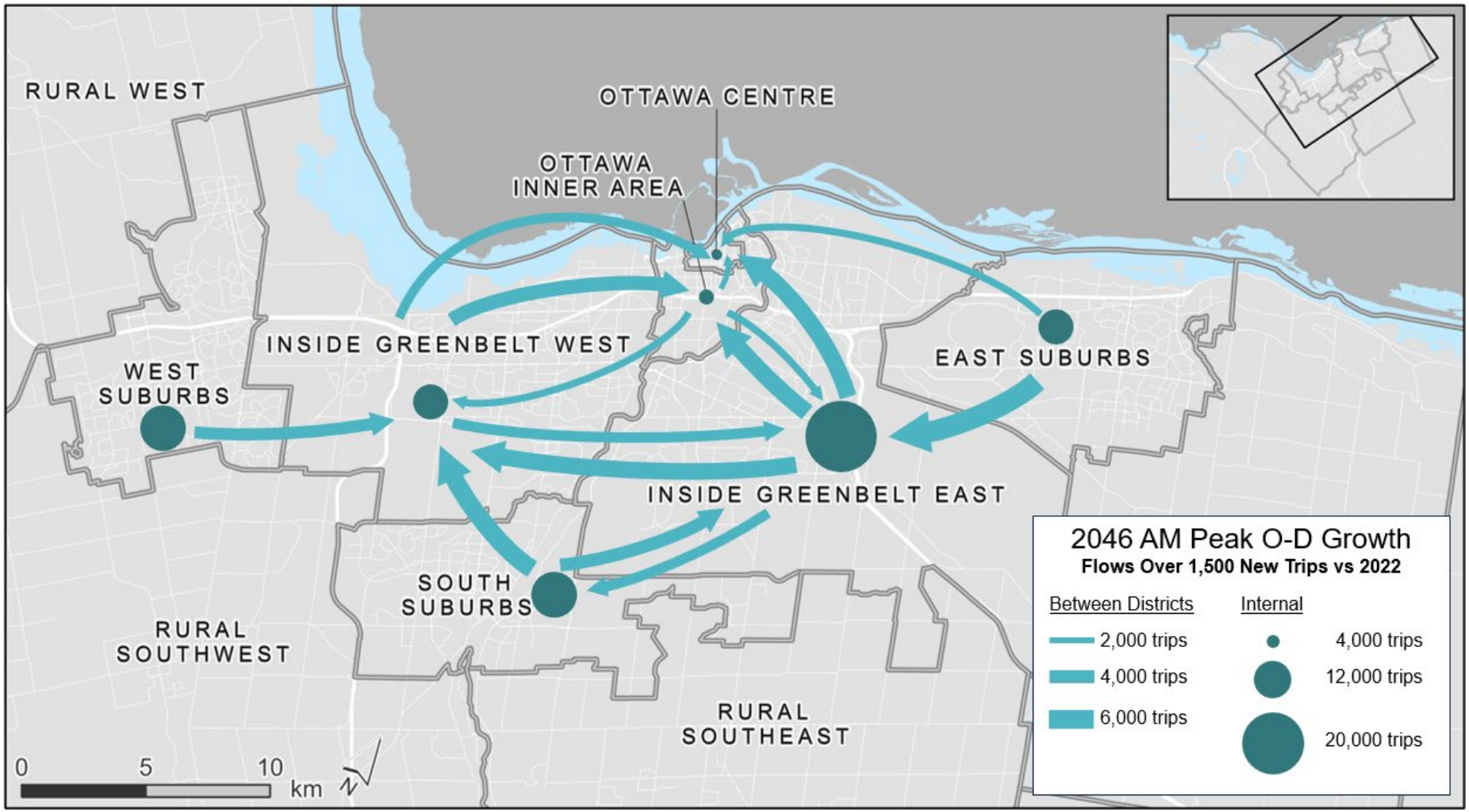
The technical analysis to support the development of the Capital Infrastructure Plan involved forecasting a "business-as-planned" scenario. This scenario shows how the city's future population is expected to use the transportation system in 2046, assuming no additional investments or changes other than projects which are currently under construction, or for which funding has been committed. These projects include the O-Train extensions to Moodie Station, Algonquin Station, and Trim Station, as well as the STO Tramway, the Barnsdale Road / Highway 416 interchange, and several road capacity projects that are illustrated in the maps in **Annex B – Road Projects**. In essence, the business-as-planned scenario reflects the existing transportation network and current bus service ("New Ways to Bus"), plus any projects that are currently under construction or expected to be built based on funding commitments ("committed projects"). The business-as-planned scenario shows the expected future constraints (access needs, transit delays, congestion bottlenecks) that the TMP should address.

Analysis of the business-as-planned scenario found that Ottawa's current growth and travel trends will lead to changes that include the following:

- **A demand for 1.25 million more trips** - The city is expected to see demand for an additional 1.25 million daily trips, including upwards of 630,000 driving trips. This reflects a total trip increase of almost 52%, outpacing both population (34%) and employment growth (25%), and includes the expectation of increased commuting in 2046 relative to 2022.
- **More trips from suburban and outer urban communities** – As illustrated in **Exhibit 13**, there are significant increases in the projected number of trips originating in suburban and outer urban communities in the morning peak period. These trips are a mix of "internal" trips starting and ending in the same area of the City, trips from the suburbs to the outer urban areas, and trips destined to the inner area and downtown. Transit trip growth is expected to be most significant for downtown- and inner urban-oriented routes, with more than 22,000 new transit trips per hour destined to these areas during the morning peak period, compared to only 9,700 new auto trips. New auto trip growth is expected to be most significant for suburban and outer urban "internal" trips.
- **An increase in congestion for peak period automobile trips**. Many roads crossing the Greenbelt will become more congested. Additional localized congestion hot spots are also expected, especially within suburban communities and on two-lane arterial roads near the urban boundary. With increased congestion in the business-as-planned scenario, average trip times by driving are projected to increase by approximately two minutes, despite a small reduction in average trip distance.

- **An increasing share of transit trips** – The proportion of trips made by transit is projected to increase between 2022 and 2046 from 8.9% in 2022 to 11.4% in 2046. This reflects, in large part, a return to downtown office employment compared to 2022, as well as the opening of the Stage 2 O-Train extensions and STO Tramway. With these projects, average "in-vehicle" transit trip times are projected to improve by more than a minute, despite a small increase in trip distances.

Exhibit 13: Origin-Destination Trip Growth, AM Peak Period, Auto and Transit Trips (2022 Base vs. 2046 Business-as-Planned)



Mode Share Targets

The Official Plan's Big Policy Move 2 states that:

The overarching mobility goal of the Official Plan is that by the end of its planning horizon, more than half of all trips will be made by sustainable transportation such as walking, cycling, transit or carpooling.

This policy is more ambitious than the 2013 TMP targets and those of earlier plans. In previous versions of the TMP, targets were expressed as mode share to be achieved during the morning peak period. This is the time of day during which transit ridership is typically at its highest, making it easier to achieve a higher sustainable mode share. Moving to a daily target better reflects the Official Plan's vision for half of *all* trips to be made by sustainable modes of transportation, but also requires shifting off-peak trips that are more typically made by car.

As shown in **Exhibit 14**, achieving the Official Plan's mode share target will require increasing the share of trips made by sustainable modes by 6.6% above 2022 levels. Based on trip characteristics observed in the 2022 Origin-Destination Survey and 2046 forecast (for example, trip lengths and trip destinations), it is anticipated that the majority of these trips will need to be accommodated on transit (a 5.1% increase), while a smaller share will be accommodated by a shift to active transportation (a 3.1% increase). The targets also show a reduction in the share of trips made as an auto passenger, reflecting the increased attractiveness of walking, cycling, and transit for residents who are not able or prefer not to drive.

Since the total number of trips made in Ottawa is forecast to increase substantially between 2022 and 2046, the overall increase in trips made by transit and active transportation will need to increase at a greater rate than the increase in mode share. That is, to hit the 14% transit mode share target, the total number of daily transit trips would need to increase by 140%, from 215,000 in 2022 to 515,000 by 2046. Likewise, active transportation (cycling and walking) trips would need to increase by 76%, from 459,000 in 2022 to 810,000 by 2046, to achieve the 22% target.

Exhibit 14: 2046 Mode Share Targets

Mode	2022 Actual Mode Share	2046 Target Mode Share
Auto Driver	56.6%	50.0%
Auto Passenger	15.6%	14.0%
Transit	8.9%	14.0%
Cycling	4.1%	6.5%
Walking	14.8%	15.5%
Sustainable Mode Share	**43.4%**	**50.0%**

Transit Network

Transit is at the heart of Ottawa's vision for a healthy, connected, and thriving city. As the population continues to grow and urban development intensifies both within and outside the Greenbelt, public transit plays a critical role in supporting mobility, reducing congestion, reducing greenhouse gas emissions, and fostering equitable access to jobs and services.

Since the last TMP in 2013, Ottawa has made significant strides in implementing its O-Train network. O-Train Line 1 from Blair to Tunney's Pasture opened in 2019, providing a backbone for rapid transit across the city. This progress continued with an extended and upgraded Line 2 to Limebank Station and a new Line 4 connection to the Macdonald-Cartier International Airport that opened in early 2025. Extensions to Lines 1 and 3 east to Trim Station and west to Algonquin Station and Moodie Station are under construction and set to open in the coming years.

The TMP Capital Infrastructure Plan aims to continue to build a transit network that meets the needs of residents and advances the City's long-term goals for livability, economic prosperity, and environmental sustainability. It identifies O-Train, Transitway, and bus lane projects to improve travel speed and reliability, and drive a significant daily mode shift toward public transit and sustainable transportation.

While the TMP plays an important role in establishing priorities for future capital investments, infrastructure is just one part of the equation. Ongoing operations funding, delivered through the City's transit operating budget, is critical to making transit attractive to users. Service frequency, reliability, and overall customer experience are key factors in driving mode shift, and both operational and capital investment are vital to achieving Ottawa's transit goals.

Needs-Based Transit Network

The Transportation Master Plan presents a **Needs-Based Transit Network** that addresses the City's mobility needs to 2046, given the Official Plan population and employment growth projections. These are the projects that are required to address travel demand and to help achieve the Official Plan's objective that half of all trips be made by sustainable modes.

Project details for the Needs-Based Transit Network are provided in **Table A1** of **Annex A – Transit Projects**, along with the corresponding network **Map A1**. Projects include O-Train extensions, new Transitway corridors, continuous bus lane projects, transit priority corridors, and other transit investments needed to serve growth and improve transit travel time and reliability. Major infrastructure investments are expected to be accompanied by increases in transit service hours.

While all the projects identified as a part of the Needs-Based Transit Network have a strong rationale for implementation and are important to citywide mobility, the full set of projects is not expected to be affordable within the 2046 planning horizon. Given affordability constraints, the individual projects identified in the Needs-Based Transit Network were prioritized to develop a Priority Network that focuses on the most critical transit infrastructure investments for the City.

The projects in the Needs-Based Transit Network were analyzed based on criteria including modelled ridership (peak ridership, average corridor ridership, and ridership growth), travel time savings, estimated costs, and city-building impacts. City-building impacts included equity considerations, impacts on the environment and natural systems, and economic development metrics. The outcome of the prioritization process was the Priority Transit Network.

Priority Transit Network

The Priority Transit Network is a subset of the Needs-Based Transit Network, focusing on the highest priority projects that are expected to be implemented by 2046 based on current funding assumptions. Project details for the Priority Transit Network are provided in **Table A2** of **Annex A – Transit Projects**, along with the corresponding network **Map A2**.

The projects in the Priority Transit Network are expected to attract new riders and accommodate growth by improving travel speed and reliability on existing high ridership urban corridors, and by connecting suburban communities to the core O-Train and Transitway networks. Project limits and facility types were identified to maximize cost-effectiveness and enable implementation of improvements citywide. As in the Needs-Based Network, major infrastructure investments are expected to be paired with transit service hour increases to ensure a minimum frequency of service along the corridor.

Major City-led projects include the Baseline Transitway, Cumberland Transitway, South Transitway, Southwest Transitway, Kanata North Transitway, and Heron/Walkley Transitway. Other transit investments include continuous bus lanes on Carling Avenue, Blair Road, St-Laurent Boulevard, Montreal Road, Merivale Road, and Conroy Road. The Priority Transit Network also includes the O-Train Line 1 extension to Barrhaven Centre and the O-Train Line 3 extension to Hazeldean Station; the implementation of these important projects remains fully reliant on funding from other levels of government.

Projects from the Needs-Based Transit Network (that are not included in the Priority Transit Network) may be advanced if there is additional funding from other sources or levels of government beyond the current assumptions within the City's Long-Range Financial Plans.

Implementing the Priority Transit Network

The City-led Transitway and continuous bus lane projects in **Table A2** of **Annex A – Transit Projects** are listed in order of priority. However, all projects in the Priority Transit Network are of high importance, and the order of implementation may be adjusted depending on factors such as coordination opportunities or funding from other levels of government. The overall objective will be to implement as many of these projects as possible in the near-term. Projects may also be advanced concurrently with one another.

Most continuous bus lane projects were costed based on implementation through full or partial road widenings. (As an exception, implementation of bus lanes on Carling Avenue is expected to be through lane conversion in many segments of the corridor.) As projects move forward, opportunities to implement bus lanes through lane conversion will be explored for all corridors. On segments where lane conversion is feasible, these shall be pursued without reconstruction beyond the curb edge.

In addition to the projects identified in **Table A2** of **Annex A – Transit Projects**, the Priority Network includes $8 million annually for isolated transit priority measures, to be implemented primarily along Transit Priority Corridors as described below. The portfolio cost for the Priority Transit Network is identified in the section titled **Implementing the Capital Infrastructure Plan**.

Transit Priority Corridors

The maps in **Annex A – Transit Projects** identify a citywide network of Transit Priority Corridors. A Transit Priority Corridor is a road or segment of road that serves as an important route for frequent bus service. These corridors often experience congestion, creating delays that compromise travel times and service reliability. Measures to reduce delays and improve service along Transit Priority Corridors may include segments of dedicated bus lanes, queue jump lanes at intersections, transit priority signals, and changes to bus stop configurations.

Improvements along Transit Priority Corridors may be implemented through capital works outside of the TMP, such as integrated road renewal projects. The TMP Capital Infrastructure Plan also identifies funding for implementation of "isolated measures" and "tactical improvements" along these corridors.

Isolated measures projects will consist of capital projects to implement intersection improvements and/or changes to bus stop configurations, with the objective of increasing operational efficiency and reducing transit delays to improve service reliability and the customer experience. Examples of isolated measures projects are reconstruction of a signalized intersection to add queue jump lanes, or the removal of bus bays along a corridor. Isolated measures projects will be identified and prioritized based on service performance metrics (e.g. existing bus delays, travel time variability, and transit ridership) to maximize the operational cost savings and customer travel time benefits.

Some Transit Priority Corridors – especially those in constrained urban contexts – are expected to have the potential for tactical transit improvements that can be implemented relatively quickly and at low cost. An example of a tactical improvement is reallocation of existing road space to a permanent or peak-period bus lane or queue jump lane, using pavement markings, signage, and/or small-scale roadway modifications. Corridor-level reviews will be conducted to identify and implement tactical improvements through modifications to parking or lane configurations. Improvements may be proposed along segments of these corridors or at isolated locations.

Specific capital projects along Transit Priority Corridors are not identified in the TMP and will be brought forward for funding through the annual budget process.

Park and Ride Network

Park and ride lots provide convenient access to public transit by allowing customers to park their vehicle or bicycle in the outer parts of the city and easily connect to transit to complete their trip. Ottawa's transit system currently benefits from a network of 27 park and ride lots, offering a total of 8,646 parking spaces. These facilities are located at select transit stations and other key sites to support the city's transit network and encourage more sustainable commuting.

The Capital Infrastructure Plan identifies new and expanded park and ride facilities to support transit growth. Objectives are to establish a convenient park and ride network that enables seamless connections to rapid transit, prioritizing lots in the outer suburbs and at the urban periphery to minimize car trips to denser urban areas and across the Greenbelt, and to accommodate rural residents living outside the urban area. In addition, several existing park and ride facilities have been identified as candidates for redevelopment as transit-oriented development by 2046.

As Ottawa's population continues to grow and transit infrastructure expands, new or expanded park and ride lots will be implemented in suburban and rural areas to meet increasing demand, once existing lots start to approach capacity. New lots will also be included in higher order transit projects, where appropriate, to facilitate access to the corridor. Finally, the City will continue to acquire land for park and ride lots as development proceeds; otherwise, the opportunity to construct these lots in the future will be lost.

Rapid transit stations are expected to attract high-density development over time. Select park and ride facilities adjacent to rapid transit have the potential to generate higher transit ridership if redeveloped into transit-oriented development compared to their current or planned use as a parking lot. Facilities proposed for conversion are located within Official Plan "Hubs" or "Corridors" that are focal points for significant levels of residential and employment growth and where the City is aiming to create vibrant, walkable communities with seamless access to transit. These lots include: Nepean Woods, Terry Fox, Eagleson (western portion only), Algonquin, Greenboro, and Place d'Orléans.

While the above lots have been identified as candidates for redevelopment, this does not necessarily mean that they will be repurposed within the 2046 horizon. Additional study is required to confirm feasibility, timing, and impacts based on updated utilization rates. Any redevelopment will be market-driven, will adhere to the City's property disposal process, and will be required to meet minimum density targets. Alternative park and ride spaces must also be available for transit customers travelling from outside the urban boundary. Should the City proceed with full or partial redevelopment of these lots, park and ride facilities should be retained for as long as feasible, with phased removal of spaces where necessary. Opportunities to incorporate park and ride spaces into the redeveloped site may also be explored, depending on the type of development and local transit context. In all cases, requirements for bus platforms, loops, and other related transit infrastructure will be maintained.

The recommended changes to the park and ride network are presented in **Table A3** of **Annex A – Transit Projects.** By 2046, the park and ride network is planned to accommodate a total capacity of up to 11,400 spaces — an 11% increase from current levels. These changes reflect long-term population and employment projections to 2046, regional transit demand forecasts, and Official Plan policies that promote more sustainable land use planning around transit stations. Funding for future Park-and-Ride facilities will be requested annually to support the timely acquisition of strategic lands and ensure sufficient capital is available to construct new facilities in response to evolving demand.

Ultimate Transit Network

The TMP identifies an **Ultimate Transit Network** that includes additional long-range transit projects, beyond the Needs-Based Network. These projects are expected to be required beyond the 2046 horizon to support the City's future growth and intensification. They are identified as part of this plan to safeguard key transit corridors and support long-term land use planning, corridor protection, and future network expansion.

These additional projects include the Chief William Commanda Bridge as a potential future interprovincial rail link (with active transportation facilities), the double tracking and electrification of O-Train Line 2, and a bus rapid transit facility extending east from Trim Station along Old Montreal Road. In addition, as per the Official Plan policies, the City will continue to protect existing rail corridors for potential future transit use, and acquire abandoned rail corridors as they become available, ensuring the continued long-term viability of these corridors for transit network expansion. **Map D3** in **Annex D – Ultimate Network Maps** presents the Ultimate Transit Network.

Road Network

Ottawa's roads connect people, goods, communities, employment hubs, services, and neighbouring municipalities. They are a key element of Ottawa's transportation system, moving buses, bikes, vehicles, and pedestrians. They also act as entry points to businesses, parks, schools, and homes, serve as social places, and provide space for trees and greenery, vehicle and bicycle parking, and utilities.

The TMP Capital Infrastructure Plan identifies the needs and priorities for Ottawa's road network to support the City's growth to 2046, considering the Official Plan and Transportation Master Plan policies and objectives. The Plan includes new roads, road widenings, road urbanizations, and mainstreet improvements to accommodate growth, focusing primarily on arterial roads (most local and collector roads are delivered through development). Road capacity projects – new roads and road widenings – provide access to new communities and address congestion where transit alternatives are infeasible or have been exhausted. Road urbanization and mainstreet improvement projects reconfigure existing streets to better accommodate sustainable modes in support of growth and intensification, without adding new vehicle capacity.

Collectively, these road projects will add new infrastructure to accommodate the 400,000 new residents that are expected by 2046, while also supporting 15-minute neighbourhoods and building "complete streets" that serve all users.

Needs-Based Road Network

The **Needs-Based Road Network** identifies the road capacity projects that are needed to address the City's mobility needs to 2046, given the Official Plan population and employment growth projections. Projects were included in the Needs-Based Road Network if they fulfilled at least one of two core mobility needs: address a road capacity deficiency; or provide transportation access to support new development. Development of the Needs-Based Road Network followed a "transit-first" approach. First, transit improvements were identified as part of the Needs-Based Transit Network. The TRANS model was then used to identify the remaining travel demand that could not be met by transit alone, and the associated road capacity needs. This approach avoided over-estimating auto demand. Capacity needs were identified based on a target volume-to-capacity (v/c) ratio of 1.0[2]; where volume exceeds capacity (v/c > 1.0) along a particular desire line, congestion occurs, indicating a need for road improvements. This target was applied to the average travel demand throughout the peak period (rather than the peak hour) to optimize the City's investment in road infrastructure and ensure space is used as efficiently as possible.

[2] The volume-to-capacity ratio is the ratio of total vehicular traffic volumes to available road capacity. A road segment with a volume-to-capacity ratio of 1.0 indicates that the infrastructure is being used to its maximum efficiency, although some isolated congestion may be observed for short periods of time. A ratio less than 1.0 indicates that the road has residual capacity to accommodate more traffic and is not being used to its full potential. A ratio greater than 1.0 indicates that vehicular demand has exceeded the road capacity, resulting in congestion and delay.

The Needs-Based Road Network identifies City-delivered projects, as well as projects planned by other levels of government (such as the Barnsdale Road / Highway 416 interchange and the new interprovincial bridge over the Ottawa River near Kettle Island). Pedestrian, cycling, and transit facilities will be incorporated as appropriate in all road capacity projects, as per the City's Complete Streets Policy. A map and additional details on the projects, including the project rationale and Environmental Assessment status, can be found in **Table B1** of **Annex B – Road Projects.**

Given fiscal constraints, it is not anticipated that all projects in the Needs-Based Road Network can be delivered within the 2046 planning horizon. As a result, projects were prioritized using the approved **Transit and Road Project Prioritization Frameworks**. Projects were prioritized based on their mobility benefits (congestion reduction, access to new development), estimated costs, and city-building impacts. City building impacts considered potential negative effects such as induced demand and greenhouse gas (GHG) emissions, impacts on Equity Priority Neighbourhoods and impacts on natural systems. The prioritization also considered how projects contribute to place-making and healthy streets, support transit, and facilitate goods movement and economic development. The highest priority projects from the Needs-Based Network were carried forward into the Priority Network.

Priority Road Network

The **Priority Road Network** includes three types of projects: road capacity projects, road urbanization projects, and mainstreet improvement projects. A map and description of the projects in the Priority Road Network, including the project rationale and Environmental Assessment status, can be found in **Table B2** of **Annex B – Road Projects**.

The road capacity projects represent a subset of the most critical and cost-effective projects from the Needs-Based Road Network that can be delivered by 2046 based on current funding assumptions. Road capacity projects in the Priority Network include strategic widenings, new road connections, and extensions that directly address congestion bottlenecks and enable access to new development. These projects are essential for supporting growth in suburban and developing areas.

Road urbanization projects also support growth by retrofitting existing higher order roads (primarily arterials) built with rural cross-sections[3] and no sidewalks. These projects will add urban amenities like sidewalks and cycling facilities, bus stops, and lighting; some projects will also upgrade roads to an urban or semi-urban cross-section. Projects are intended to provide access to available services and amenities and support Official Plan objectives for 15-minute neighbourhoods. They are required to support growth by providing basic multi-modal infrastructure in new and intensifying communities, and in areas transitioning from a typical rural context to more compact, community-focused development due to planned growth. In several locations, road urbanization projects replace previously identified road widenings, supporting new and growing communities at a lower cost (compared to widening).

[3] A rural cross-section refers to a roadway that has paved or unpaved shoulders adjacent to the travel lanes, and ditches or swales to manage stormwater runoff.

Mainstreet improvement projects focus on upgrading arterial corridors in Design Priority Areas and along Mainstreet Corridors to directly support intensification, placemaking, and economic development. These projects enhance the public realm and help existing streets accommodate more people within the same space through investments in walking and cycling infrastructure, improved transit access, and public amenities. These road improvements are particularly important in built-up areas where physical widening to increase vehicle capacity is not feasible, and where supporting growth depends on high-quality sustainable transportation infrastructure.

Road urbanization and mainstreet improvement projects were identified from a "long list" of candidate projects. For road urbanizations, the long list included higher order roads within the City's urban boundary and villages that do not have sidewalks or multi-use pathways. For mainstreet improvements, the long list consisted of any Mainstreet Corridor or higher order road in a Design Priority Area that is missing pedestrian or cycling facilities. Projects were then screened and prioritized based on criteria that followed from the **Transit and Road Project Prioritization Frameworks**. Road urbanization and mainstreet improvement projects that were evaluated but not prioritized for implementation are not included in the Needs-Based Road Network but remain candidates for future consideration. A small amount of "undefined" funding for road urbanizations and mainstreet improvements has also been included in the Capital Infrastructure Plan. This will generally be used to address unforeseen needs on arterial roads along or adjacent to development frontages.

A description of the recommended road urbanization and mainstreet improvement projects is provided in **Table B2** of **Annex B – Road Projects**. These descriptions are based on preliminary concepts only. The conceptual designs maintain the existing arrangement of vehicle lanes and aim to work within the existing road right-of-way to minimize the need for property. The preferred facility types will be reviewed and confirmed through future stages of design and are subject to change as technical studies, public consultation, and functional design progress.

Implementing the Priority Road Network

Road projects in the Priority Network have been organized into two phases to guide implementation and are listed in **Table B2** of **Annex B – Road Projects** in order of priority. While the City generally intends to pursue projects in the order listed, there may be cases where the implementation of a specific project is delayed or advanced. For example, adjustments may be made to reflect factors such as: opportunities for coordination with other capital works, project readiness, property requirements, or funding availability.

Phase 1 projects include the highest priority projects, many of which are tied to areas of active or imminent development. Phase 2 projects will follow in the later years of the planning horizon. In line with the TMP Part 1 policies, the City will monitor progress and review project priorities approximately every five years. This will ensure continued alignment with new development, growth patterns, funding availability, and emerging transportation needs.

Ultimate Road Network

The **Ultimate Road Network** defines the long-term arterial and collector roads that are expected to be needed to support mobility beyond the 2046 planning horizon, based on current trends and growth patterns. While not all future road requirements are captured in the Ultimate Network, identifying certain projects now, where possible, ensures key corridors are protected and can be integrated into future land use planning, even if not needed by 2046. The network includes a mix of City and developer delivered projects. In addition to future infrastructure, the Ultimate Road Network maps also document the road classification for each road in the city, including any changes resulting from the recent Road Classification and Designation Review.

Several road projects identified as being required in the 2013 Transportation Master Plan are not included in the Needs-Based Road Network. Most of these projects continue to be shown in the Ultimate Road Network so that land is protected; these projects will be re-assessed the next time the TMP is updated as the City continues to grow and travel patterns evolve.

However, in a few instances, projects were removed entirely from the Transportation Master Plan and will no longer be carried forward in the Official Plan. This includes the northern segment of the Alta Vista Transportation Corridor, from existing Hospital Link Road to Nicholas Street and the Highway 417 on-ramps. Travel demand modelling indicates that a road connection within this segment would provide no effective congestion relief, primarily due to downstream capacity constraints. The northern segment of the Alta Vista Transportation Corridor is therefore excluded from the Needs-Based Road Network and Ultimate Road Network, and land will no longer be protected for a future transportation project.

Ultimate Road Network maps for the Rural, Urban, and Inner-City areas, as well as Select Villages, are included in **Annex D – Ultimate Network Maps**.

Active Transportation Projects

In Part 1 of the TMP, completed in April 2023, Council approved over 240 retrofit walking and cycling projects to be implemented between 2023 and 2046. These projects target critical walking and cycling missing links and network expansion opportunities where no other capital works are planned. They add or upgrade facilities such as sidewalks, multi-use pathways, bike lanes, cycle tracks, street crossings, and bridges or other major structures. These projects are generally standalone projects that are in areas where active transportation improvements are unlikely to be delivered through other planned capital works or renewal projects.

In Part 2 of the TMP, the approved list of active transportation projects was evaluated, and the highest priority projects were identified for implementation in the first phase, over the next seven to ten years. Projects were prioritized based on several criteria including coordination opportunities, potential to support new trips by active transportation, cost and ease of implementation, and equity impacts. The first phase of implementation includes 149 of the 238 active transportation projects. Projects not included in the first phase of implementation may be advanced if opportunities arise, such as coordination with other projects or availability of funding from other levels of government. The final active transportation project list also includes a few changes to the projects based on recent Council decisions.

The updated and prioritized active transportation project list can be found in **Annex C – Active Transportation Projects.** The active transportation projects are part of the Capital Infrastructure Plan Priority Networks.

Network Performance

Mode Shares

Implementing the TMP's Priority Networks for transit, roads and active transportation, coupled with the TMP Part 1 policies, could achieve a very significant shift towards sustainable modes of travel relative to the 2022 Origin-Destination Survey. The 2046 mode shares corresponding to the Priority Networks yield a citywide daily sustainable mode share of 48%, as illustrated in **Exhibit 15**.

Exhibit 15: 2046 Priority Networks Mode Shares and Comparison to 2022

	2022 Origin-Destination Survey		2046 TMP Priority Networks	
Mode	**Number of Trips**	**Mode Share (%)**	**Number of Trips**	**Mode Share (%)**
Auto Driver	1,373,000	56.6%	1,915,000	52.0%
Auto Passenger	379,000	15.6%	515,000	14.0%
Transit	215,000	8.9%	479,000	13.0%
Cycling	99,000	4.1%	221,000	6.0%
Walking	360,000	14.8%	552,000	15.0%
Sustainable Modes Total	**1,053,000**	**43.4%**	**1,767,000**	**48.0%**
Total	**2,426,000**	**100%**	**3,682,000**	**100%**

These 2046 mode shares account for the following direct factors: "committed" transit projects (i.e. O-Train Stage 2 extensions and the STO Tramway); new investments in transit infrastructure and service as identified in the Priority Transit Network; and improvements to active transportation through TMP stand-alone projects and the City's "Complete Streets" policy. It also accounts for background changes to the land use and transportation context including: increased post-pandemic commuting to office-based employment; and Official Plan policies to promote compact, mixed-use communities.

The mode share by transect of residence for the TMP Priority Networks is shown in **Exhibit 16**. Within the Downtown and Inner Urban transects, very high daily sustainable mode shares of 79.5% and 59.0% are expected to be achieved. However, the outer urban, suburban and rural areas are not expected to achieve the target. Despite the significant intensification planned for suburban centres, lower densities and longer travel distances are expected to continue to limit the competitiveness of sustainable modes of transportation relative to driving. At the same time, it is expected that all areas of the City will increase the percentage of trips by sustainable modes relative to 2022. Observed mode shares by transect from the 2022 Origin-Destination Survey are presented for comparison in **Exhibit 17**.

Exhibit 16: TMP Priority Networks 2046 Daily Mode Shares by Transect of Residence

Mode	Downtown	Inner Urban	Outer Urban	Suburban	Rural
Auto Driver	20.5%	41.0%	54.0%	63.0%	74.0%
Auto Passenger	7.5%	11.0%	14.5%	15.0%	19.0%
Transit	15.0%	12.5%	14.0%	9.5%	3.0%
Bicycle	11.0%	11.5%	5.0%	2.5%	1.0%
Walk	46.0%	24.0%	12.5%	10.0%	3.0%
Sustainable Modes Total	**79.5%**	**59.0%**	**46.0%**	**37.0%**	**26.0%**
Total	**100%**	**100%**	**100%**	**100%**	**100%**

Exhibit 17: Daily Mode Shares from the 2022 Origin-Destination Survey by Transect of Residence

Mode	Downtown	Inner Urban	Outer Urban	Suburban	Rural
Auto Driver	26.0%	45.4%	57.5%	62.5%	75.8%
Auto Passenger	7.8%	12.1%	16.4%	18.8%	18.4%
Transit	12.7%	10.3%	10.1%	7.1%	2.3%
Bicycle	7.1%	7.7%	3.5%	1.8%	0.7%
Walk	46.5%	24.5%	12.5%	9.8%	2.9%
Sustainable Modes Total	**74.0%**	**54.6%**	**42.5%**	**37.5%**	**24.2%**
Total	**100%**	**100%**	**100%**	**100%**	**100%**

Achieving a 48% mode share by 2046 represents a substantial shift in how people move around the City. While Ottawa's population is projected to grow by approximately 34% between 2022 and 2046, transit trips are forecast to more than double, rapidly outpacing population growth. This highlights the transformative impact of the TMP's recommended investments and policies in shifting travel behaviour toward more sustainable modes. It also underscores the importance of sustained investment in transit infrastructure, service improvements, and active transportation facilities to meet the City's Official Plan goals.

Achieving the Official Plan's 50% sustainable mode share target will require additional investment beyond the Priority Networks. Factors that would contribute to achieving additional mode shift include: increasing transit service hours, advancing additional transit projects from the Needs-Based Transit Network, expanding active transportation infrastructure, exceeding the Official Plan projections for transit-oriented development, and enhancing or implementing programs and initiatives to encourage the use of sustainable modes. These all require additional funding to implement.

Other Performance Metrics

Implementation of the Priority Networks will bring additional benefits for residents and businesses, beyond changes in mode share. Select metrics related to mobility, sustainability, equity and public health are noted below.

Transit Travel Time Improvements

Faster transit travel times help to increase the attractiveness of travel by transit. In the business-as-planned scenario, average transit trip times[4] are 20.4 minutes. With the Priority Networks, this improves by 11%, to 18.2 minutes. These increased average transit travel speeds are the result of more dramatic improvements on individual project corridors. For example, on the Baseline corridor between Algonquin College and Billings Bridge, transit travel times are expected to improve by up to 30% relative to the business-as-planned.

Congestion Reduction

With implementation of the Priority Networks, congestion decreases on City roads. In the business-as-planned scenario, there are 305,000 vehicle kilometres traveled in the morning peak period on congested[5] City arterial and collector roads. With the Priority Network, there is an 12% decrease in vehicle kilometres traveled on congested arterial and collector roads. Average driving speeds on City roads in the morning peak period also improve slightly, by 0.5 km per hour.

Greenhouse Gas Emissions

In the business-as-planned network, about 2,479,000 kg $CO2_2e$ were emitted daily by personal vehicles. This decreases to 2,461,000 kg CO_2e in the Priority Networks. This decrease is very modest compared to the mode shift, in large part because of the larger share of electric vehicles in the future. This 2046 "snapshot in time" does not capture the importance of mode shift in the first decade of the Capital Infrastructure Plan, while electric vehicle penetration remains low. Reducing vehicle travel in the near-term will reduce Ottawa's total community emissions between 2025 and 2046.

Equity

The overall equity performance of each network was estimated by considering job accessibility by transit within 30 minutes of the TMP Equity Priority Neighbourhoods. The number of jobs accessible by transit increased from 631,000 jobs in the business-as-planned to 682,000 in the Priority Networks, showing that the Priority Networks improve job accessibility.

[4] Average travel time includes time spent riding on board a vehicle, but excludes time spent waiting and walking to and from stops.

[5] Congested roads are those with a morning peak period volume to capacity ratio of greater than 1.0. This metric excludes travel on provincial highways and Ottawa Road 174 which is in the process of being transferred to the Province.

Public Health

One of the primary ways in which the transportation system can support public health goals is by encouraging active transportation as a form of physical activity. Physical activity from transportation was assessed based on the estimated total kilometres travelled by walking and cycling, including travel from home to a transit stop or station. Walking and cycling distance (including trips to transit) increased from 1,088,000 kilometres in the business-as-planned to 1,178,000 in the Priority Networks. This increased physical activity would have positive health effects.[6]

Transit-Oriented Development

Implementing the transit projects in the Priority Networks is expected to encourage additional transit-oriented development in Hubs and along Corridors in all transects of the City. Increasing transit-oriented development will, in turn, support a wide range of City objectives for land use, housing, transportation, and sustainability.

Sensitivity Testing

Given the inherent uncertainties in long-range transportation planning, sensitivity testing can help to evaluate how alternative assumptions could affect the proposed networks. For the TMP Capital Infrastructure Plan, sensitivity testing was conducted for two factors: variation in hybrid work commuting rates and the potential impacts of a new interprovincial bridge in Ottawa's east end.

The core TMP modelling assumes "hybrid" workers commute to work three days per week on average in the public sector, and three-and-a-half days per week on average in the private sector. Recognizing the uncertainty associated with the future of working from home, two alternative travel demand scenarios were developed for the business-as-planned scenario: a Low Commuting scenario and a High Commuting scenario. The Low Commuting scenario assumes hybrid workers commute on average two days per week (public sector) to two-and-a-half days per week (private sector). The High Commuting scenario assumes hybrid workers commute on average four days per week (public sector) to four-and-a-half days per week (private sector). Both alternative work-from-home scenarios are considered plausible.

The TMP Capital Infrastructure Plan included testing of the Priority Networks with the Low and High Commuting scenarios. In the High Commuting scenario (with less working-from-home), the added commuting trips resulted in more congestion, longer average travel time, and an increase in the transit mode share. In the Low Commuting scenario (with more working-from-home), the reduced number of commuting trips resulted in less network congestion and a decrease in transit mode share.

The sensitivity testing did not yield recommended changes to the projects and networks within the TMP Capital Infrastructure Plan. However, with the High Commuting scenario, faster implementation of the

[6] Physical activity can lower the risk of many medical conditions, including heart disease, stroke, hypertension, breast cancer, colon cancer, type 2 diabetes, and osteoporosis. It can also improve mental health, reduce the risk of falls, and contribute to healthy child development.

projects within the Priority Networks would be required to accommodate the growth in travel demand, and additional projects could be required by 2046 within the Needs-Based Network. With the Low Commuting scenario, all of the road and transit projects within the Priority Networks would still be required; however, network performance would be better than projected. The City will continue to monitor travel trends in the coming years. If commuting rates change relative to the current expectation in the "base scenario" of hybrid workers commuting 3 to 3.5 days per week, this will be captured in future TMP updates.

A separate sensitivity test was completed to assess the potential impacts of a new interprovincial bridge in Ottawa's east end. The Government of Canada has recently announced its commitment to constructing a new interprovincial bridge over the Ottawa River, connecting Ottawa and Gatineau via Kettle Island. This project aims to reduce interprovincial truck traffic in the downtown and enhance regional mobility by providing an additional crossing in the east. The bridge is planned to be multimodal, accommodating vehicles, public transit, pedestrians, and cyclists.

Given the timing of the Federal Government's announcement of this project, it was not included in the TMP modelling. However, a sensitivity test was conducted to assess the potential impacts of the new crossing on the projects identified in the TMP Capital Infrastructure Plan. The results of this analysis generally showed a redistribution of auto volumes across the city, with significant reductions in traffic on existing interprovincial crossings; predominantly the Macdonald-Cartier, Portage, and Chaudière bridges. Traffic volume reductions were also noted on connecting corridors such as King Edward Avenue, St. Patrick Street, Sussex Drive, Vanier Parkway, and McArthur Avenue. At the same time, traffic volumes are expected to increase on corridors leading to the new Kettle Island bridge. This includes the Aviation Parkway, St-Laurent Boulevard, and Sir George Étienne-Cartier Parkway.

The anticipated transit impacts of the Kettle Island interprovincial bridge are more difficult to quantify at this stage, as they will depend on future decisions about how the bridge accommodates transit service. If the bridge includes dedicated infrastructure that enables fast, reliable, and well-connected transit service, it has the potential to increase interprovincial transit trips by improving connectivity between Ottawa and Gatineau. Conversely, if new transit routes are not introduced and the bridge functions primarily as an auto-oriented facility, there is a risk that interprovincial transit ridership could decline due to the added vehicle capacity and travel time advantage for drivers.

Ultimately, the sensitivity testing for the new interprovincial bridge did not identify the need for any modifications to the TMP Capital Infrastructure Plan. Changes in traffic projections and associated network performance will continue to be monitored as the planning for the bridge project progresses.

Implementing the Capital Infrastructure Plan

The TMP Capital Infrastructure Plan identifies the transit, road, and active transportation investments that are required to support Ottawa's growth and enable a connected and livable city. It also identifies a subset of priority projects that are expected to be implemented by 2046, based on current affordability assumptions. Implementation of the Capital Infrastructure Plan involves designing, funding and building individual projects within the Priority Networks. Key aspects of this process are as follows:

- Once a project is identified and prioritized in the TMP, it proceeds through the City's planning, design, and delivery process. This includes completing functional design or Environmental Assessment studies, followed by detailed design, property acquisition (where necessary), and construction. It is through this process that the details of the project are confirmed, impacts are identified and mitigated, and the project is prepared for construction – with public consultation carried out at key milestones to inform and refine the preferred design.
- While Council approves the Capital Infrastructure Plan as a whole, each project within the Plan requires Council authority before proceeding. This typically occurs as projects are brought forward for funding through the City's annual capital budget process. For larger projects, funding is typically acquired over multiple years. The capital costs of the Priority Network projects will also inform the next update to the City's Development Charges Background Study, ensuring growth-related costs are appropriately allocated to future development.
- For some projects, implementation will require partnership with other levels of government. The City will aim to maximize funding from other levels of government for advancement of projects within the Priority Networks. Prior to implementing projects with impacts on the Greenbelt, the City and the National Capital Commission will conduct a cumulative effects study to assess the impacts of approved transportation projects on Canada's Capital Greenbelt.

Implementation of the Priority Networks also depends on their ongoing affordability, based on the City's Long-Range Financial Plans. The capital and lifecycle costs of the projects in the Priority Networks are discussed below. While the TMP identifies the projects that are expected to be feasible to deliver based on current funding assumptions, affordability will need to be reviewed and confirmed as part of current and future updates to the Long-Range Financial Plans.

Capital Costs

Exhibit 18 summarizes the capital costs of implementing the Priority Networks detailed in this Plan. The total capital investment being considered for all modes is approximately $4.2 billion. In addition, $8.3 billion for the Stage 3 O-Train extensions is expected to be funded by other levels of government.

Exhibit 18: Capital Cost Estimate for the Priority Networks

Project Type	Capital Cost (Millions, $2024)
Transit	**$2,272**
Rapid Transit	$1,475[1]
Continuous Bus Lanes	$637
Transit Priority	$160
Roads	**$1,581**
Road Capacity	$1,117
Urbanization	$267
Mainstreet Improvement	$197
Active Transportation	**$350**

1. An additional $8.3B for the O-Train Line 1 and Line 3 extensions is expected to be funded by other levels of government

Capital costs for the Needs-Based Networks are significantly higher. The Needs-Based Transit Network includes $4.5B in transit infrastructure, plus the $8.3 billion for the Stage 3 O-Train extensions, while the Needs-Based Road Network includes $2.8B in road capacity projects. All projects in the Needs-Based Networks are generally not expected to be affordable within the 2046 horizon; however, it may be possible to advance projects if there is additional funding from other levels of government or other funding sources, beyond the current assumptions within the City's Long-Range Financial Plans.

Costs provided are high-level estimates which will be refined once the projects are studied in more detail (e.g. through Environmental Assessments and/or detailed designs). Project costs include a contingency amount to account for the fact that the planning-level cost estimates carry significant uncertainty.

Lifecycle Costs

It is important to account for the full lifecycle cost of new transportation infrastructure, which includes not only the cost of building the infrastructure, but also operating and maintaining it over its entire lifespan. These costs include but are not limited to the lifecycle costs for operations and maintenance of roadway infrastructure, as captured in **Exhibit 19** and **Exhibit 20**.

Exhibit 19: Estimated Operations Costs for New Roadway Infrastructure

Item	Estimated Increase in Annual Operations Costs	Total Estimated Increase in Annual Operations Costs in 2046
Arterial Roads	$7,400 per lane-km	$1,391,200
Sidewalks	$6,800 per km	$326,400
Pathways and Cycling Facilities	$1,300 per km	$219,700

Exhibit 20: Estimated Lifecycle Maintenance Costs for Paved Roads

Lifecycle Activity	Typical Timing After Construction	Typical Cost per Lane-kilometre		
		Arterials & Collectors	Locals	Transitway
Crack sealing	Year 7	$24,500	$17,500	$45,000
Minor rehabilitation (mill and overlay)	Year 15	$262,500	$227,500	$499,500
Crack sealing	Year 18	$24,500	$17,500	$45,000
Minor rehabilitation (mill and overlay)	Year 30	$262,500	$227,500	$499,500
Crack sealing	Year 33	$24,500	$17,500	$45,000
Major rehabilitation (pulverize and pave)	Year 45	$297,500	$280,000	$720,000

Allocating enough funding for operations, maintenance, and renewal through the Long-Range Financial Plans helps protect both current and future assets, ensuring the City can keep providing essential services to residents. Accordingly, the City's Long Range Financial Plans should incorporate the full lifecycle costs of the Road, Transit and Active Transportation Networks to ensure any associated operations, maintenance, and renewal costs are appropriately accounted for in the financial analysis.

Updating This Plan

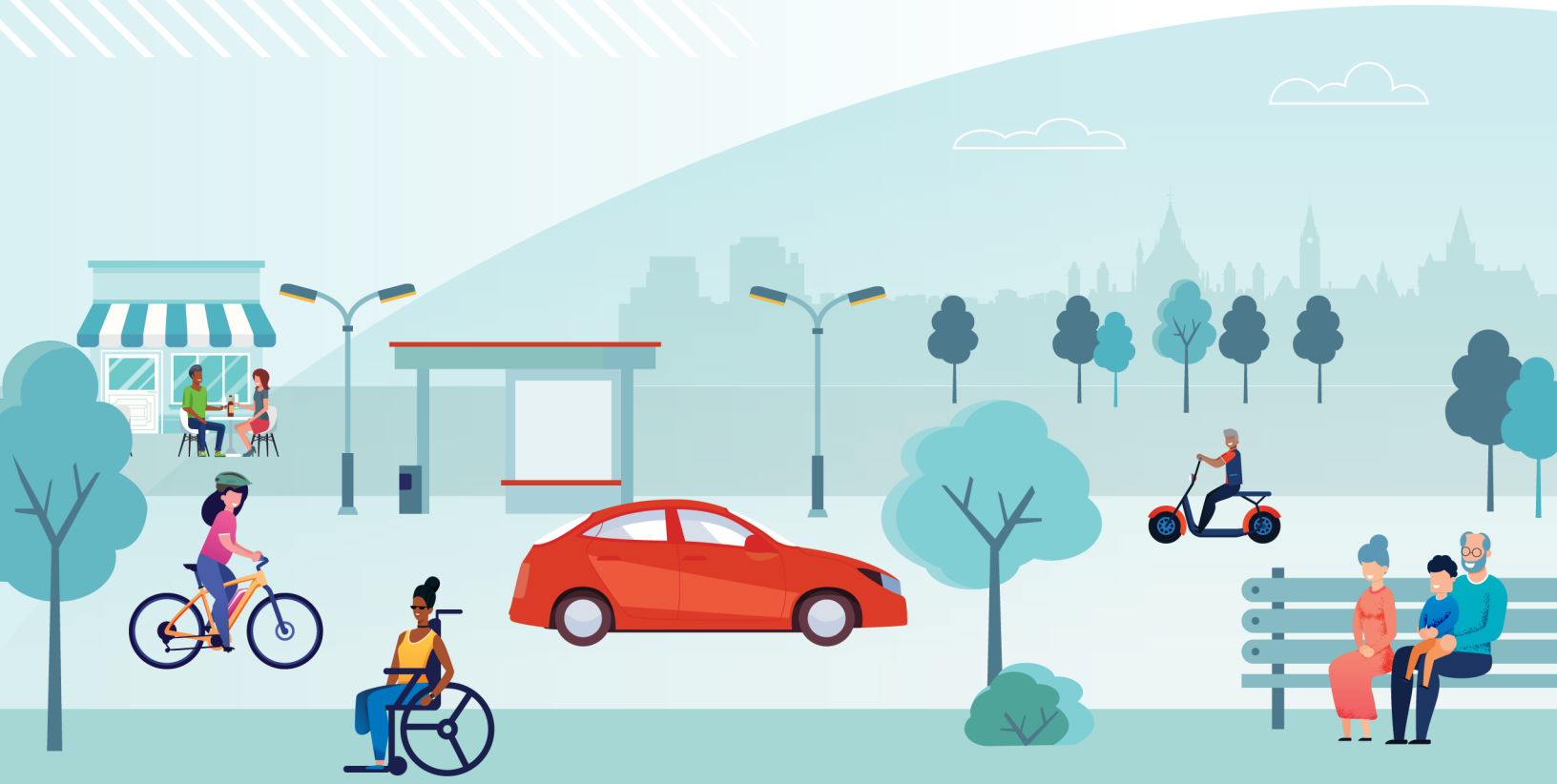
The TMP Capital Infrastructure Plan aligns with the Official Plan and Council strategic priorities, and lays the foundation for long-term, coordinated investment in Ottawa's transportation system. As time passes, changes in the assumptions behind this Plan's capital infrastructure recommendations—such as the pace and location of development—may require adjustments to the recommendations. The timing and phasing

of projects may also be affected by factors such as the availability of funding, observed transportation network conditions, and/or the feasibility and cost of different projects. Project limits, facility types and design expectations may be refined or revised through Environmental Assessments and planning studies. Council decisions can also amend or override TMP recommendations. For this reason, readers must consider this Plan in conjunction with the record of subsequent Council decisions.

The City will review this Plan following major changes to the City's population and employment growth projections in the Official Plan. The City will also continue to monitor transportation trends, development patterns, and travel behaviour over time, to ensure that the TMP recommendations remain responsive to Ottawa's mobility needs.

Annex A:

Transit Projects



Annex A – Transit Projects

Table A1: Needs-Based Transit Network
Table A2: Priority Transit Network
Table A3: Park and Ride Lots and Capacities
Map A1: Needs-Based Transit Network
Map A2: Priority Transit Network

Table A1: Needs-Based Transit Network

Project Name and Limits	Project Description	Project Rationale	EA Status
O-Train Projects			
O-Train Line 1 Extension (Algonquin Station to Barrhaven Centre)	Dedicated, grade-separated LRT.	Extends O-Train service to Barrhaven Town Centre, increasing long-term ridership capacity and supporting growth in Barrhaven.	Completed
O-Train Line 3 Extension (Moodie Station to Hazeldean Station)	Dedicated, grade-separated LRT.	Extends O-Train service to Kanata and Stittsville, increasing long-term ridership capacity and supporting growth in Kanata-Stittsville.	Completed
O-Train Line 2 Infrastructure Modifications (near Walkley Station)	Infrastructure modifications to enable 10-minute headways: expected to include extension of double tracking near Walkley Station, bridge modifications, west side platform, and station connection.	Providing 10-minute headways on O-Train Line 2 by 2046 will support development in Riverside South and associated ridership growth, accommodating approximately 400 additional riders per hour.	Not started
Transitway Projects			
Baseline-Heron Transitway (Bayshore Station to St-Laurent Station via Heron Station)	Median bus rapid transit.	Provides high quality east-west connectivity; improves transit access to employment, commercial and institutional uses adjacent to the corridor; and supports connectivity to Bayshore Station, Algonquin Station, Mooney's Bay Station, Heron Station, and St-Laurent Station. Also improves transit speed and reliability for several routes with very high existing ridership.	Completed for section from Bayshore to Billings Bridge; not started for remaining sections

Table A1: Needs-Based Transit Network

Project Name and Limits	Project Description	Project Rationale	EA Status
Carling Transitway (Lincoln Fields Station to Dow's Lake Station)	Median bus rapid transit.	Provides enhanced transit service for businesses and residents adjacent to Carling Avenue; supports redevelopment along the corridor; and improves connectivity to Dow's Lake Station and Lincoln Fields Station. Also improves transit speed and reliability for several routes with high existing ridership.	Not started
Cumberland Transitway (Blair Station to Millennium Station)	Dedicated bus rapid transit with at-grade crossings.	Provides fast, reliable service across the Greenbelt and to/from downtown for south Orléans and Blackburn Hamlet residents. Also improves service for residents travelling within the south Orléans community.	Completed, update required
Kanata North Transitway (Eagleson-March Station to Buckbean Avenue)	Median bus rapid transit.	Provides fast, reliable service to Kanata North Business Park (an integral part of the Official Plan's Kanata North Economic District) and supports new development in the corridor.	Completed, update in progress
Robert Grant Transitway (Hazeldean Station to Abbott Street East)	Median bus rapid transit.	Connects the growing Kanata South community to the future O-Train Line 3 extension.	Not started
South Transitway (Limebank Station to Borrisokane Road)	Dedicated bus rapid transit with at-grade crossings from Limebank Station to Nepean Woods Station, transitioning to median bus rapid transit in the Chapman Mills corridor.	Provides connectivity to Limebank Station and Barrhaven Centre Station and supports east-west transit access to destinations within Riverside South and Barrhaven. Median bus rapid transit has already been built in the Chapman Mills corridor from Nepean Woods Station to Longfields Drive.	Completed, update required
Southwest Transitway (Barrhaven Centre Station to Kilbirnie Station)	Median bus rapid transit.	Connects the growing Barrhaven South community to Barrhaven Centre Station, the South Transitway and destinations within the community.	Completed, update required

Table A1: Needs-Based Transit Network

Project Name and Limits	Project Description	Project Rationale	EA Status
Continuous Bus Lane Projects			
Conroy Road (Leitrim Road to Bank Street and Rosebella Avenue to Walkley Road)	Continuous bus lanes.	Serves Findlay Creek and Tewin with a direct connection to O-Train Line 1 at Hurdman Station or St-Laurent Station, or to destinations inside the Greenbelt within the Alta Vista district. Project limits minimize widening through the Greenbelt where minimal congestion is expected.	Not started
Merivale Road (Slack Road to Baseline Road)	Continuous bus lanes.	Supports fast and reliable transit service along a high ridership, increasingly congested corridor, and supports intensification.	Not started
Montreal Road (St-Laurent Boulevard to Blair Road)	Continuous bus lanes.	Improves transit speed and reliability for several routes with high existing ridership and supports intensification along the corridor.	Completed
O-Train Station Projects			
O-Train Line 1/3 Infill Stations	Two infill stations between Place d'Orleans Station and Trim Station (at Orleans Town Centre and Tenth Line) and a third infill station between Blair Station and Montreal Station, near Gloucester High School.	Support additional transit-oriented development and improve transit access to destinations such as Splash Wave Pool, Earl Armstrong Arena and Gloucester High School.	Completed, update required
Dow's Lake Station Pedestrian and Cycling Connection	Pedestrian and cycling crossing of Carling Avenue, between Dow's Lake Station and the new Ottawa Hospital campus.	Supports transit access to the new Ottawa Hospital campus.	In progress

Table A1: Needs-Based Transit Network

Project Name and Limits	Project Description	Project Rationale	EA Status
O-Train Line 2 Infill Stations	Three infill stations between Limebank Station and Bowesville Station: Ceremonial Station, Mosquito Creek Station, and an unnamed Station (closest to Bowesville Station).	Support additional transit-oriented development in Riverside South in conjunction with capacity improvements to O-Train Line 2 to achieve more frequent headways.	Completed, update required
Trim Station Pedestrian and Cycling Connection	Pedestrian and cycling crossing from Trim O-Train Station to the north side of OR 174.	Supports transit access to destinations such as Petrie Island and La Cité and supports planned development north of OR 174.	Completed

Table A2: Priority Transit Network

Project Name and Limits	Project Description	Project Rationale	EA Status
O-Train Projects			
O-Train Line 1 Extension (Algonquin Station to Barrhaven Centre)	Dedicated, grade-separated LRT.	Extends O-Train service to Barrhaven Town Centre, increasing long-term ridership capacity and supporting growth in Barrhaven	Completed
O-Train Line 3 Extension (Moodie Station to Hazeldean Station)	Dedicated, grade-separated LRT.	Extends O-Train service to Kanata and Stittsville, increasing long-term ridership capacity and supporting growth in Kanata-Stittsville.	Completed
O-Train Line 2, Infrastructure Modifications (near Walkley Station)	Infrastructure modifications to enable 10-minute headways: expected to include extension of double tracking near Walkley Station, bridge modifications, west side platform, and station connection.	Providing 10-minute headways on O-Train Line 2 by 2046 will support development in Riverside South and associated ridership growth, accommodating approximately 400 additional riders per hour.	Not started
Transitway Projects			
Baseline-Heron Transitway (Algonquin College to Billings Bridge)	Median bus rapid transit.	Provides high quality east-west connectivity; improves access to employment, commercial and institutional uses adjacent to the corridor; improves transit speed and reliability for routes with high existing ridership.	Completed
Cumberland Transitway (Blair Road to Chapel Hill Station)	Dedicated bus rapid transit with at-grade crossings.	Provides fast, reliable service across the Greenbelt for south Orléans and Blackburn Hamlet residents, connecting to the downtown and other destinations along the O-Train.	Completed, update required
Cumberland Transitway (Chapel Hill Station to Esprit Drive)	Dedicated bus rapid transit with at-grade crossings.	Improves the speed and reliability of service for residents travelling within the south Orléans community or connecting to the western segment of the Cumberland Transitway.	Completed, update required

Table A2: Priority Transit Network

Project Name and Limits	Project Description	Project Rationale	EA Status
South Transitway (Longfields Drive to Greenbank Road)	Dedicated bus rapid transit with at-grade crossings.	Extends the South Transitway from its current terminus at Longfields Drive to connect to the Southwest Transitway at Barrhaven Town Centre. Improves service and connectivity.	Completed
Southwest Transitway (Barrhaven Centre Station to Kilbirnie Station)	Median bus rapid transit.	Connects the growing Barrhaven South community to Barrhaven Centre Station, the South Transitway, and destinations within the community.	EA update in progress
South Transitway (Riverview Station to Limebank Station)	Dedicated bus rapid transit with at-grade crossings.	Connects O-Train Line 2 with Barrhaven Town Centre and the future O-Train Line 1 extension via the existing bus lanes on Strandherd Drive and Chapman Mills Drive.	Completed, update required
Kanata North Transitway (Eagleson-March Station to Terry Fox Drive)	Median bus rapid transit.	Provides fast, reliable service to the Kanata North Economic District and supports new development in the corridor.	EA update in progress
Heron-Walkley Transitway (Billings Bridge Station to Russell Road)	Median bus rapid transit.	Extends Baseline Transitway, providing high quality east-west connectivity and improving access to destinations; addresses congestion and supports new development.	Not started
Continuous Bus Lane Projects			
Carling Avenue (Lincoln Fields Station to Sherwood Drive)	Continuous bus lanes.	Improves travel speed and reliability on a high ridership corridor and supports transit-oriented development. Connects to existing bus lanes from Sherwood Drive to Bronson Avenue.	Not expected to be required
Blair Road (Blair Station to Cumberland Transitway)	Continuous bus lanes.	Provides fast, reliable service to/from O-Train Line 1 for south Orléans and Blackburn Hamlet residents. Ensures network connectivity between the Cumberland Transitway and the O-Train.	Completed

Table A2: Priority Transit Network

Project Name and Limits	Project Description	Project Rationale	EA Status
St-Laurent Boulevard (Innes Road to St-Laurent Station)	Continuous bus lanes.	Supports ridership growth and addresses congestion in the corridor; improves north-south connectivity to O-Train Line 1.	In progress
Montreal Road (St-Laurent Boulevard to Blair Road)	Continuous bus lanes.	Improves transit speed and reliability for several routes with high existing ridership and supports intensification along the corridor.	Completed
Merivale Road (Woodfield Drive to Baseline Road)	Continuous bus lanes.	Supports fast and reliable transit service along a high ridership, increasingly congested corridor, and supports intensification.	Not started
Conroy Road (Leitrim Road to Bank Street and Rosebella Avenue to Walkley Road)	Continuous bus lanes.	Serves Findlay Creek and Tewin with a direct connection to O-Train Line 1 at Hurdman Station or St-Laurent Station, or to destinations inside the Greenbelt within the Alta Vista district. Project limits minimize widening through the Greenbelt where minimal congestion is expected.	Not started

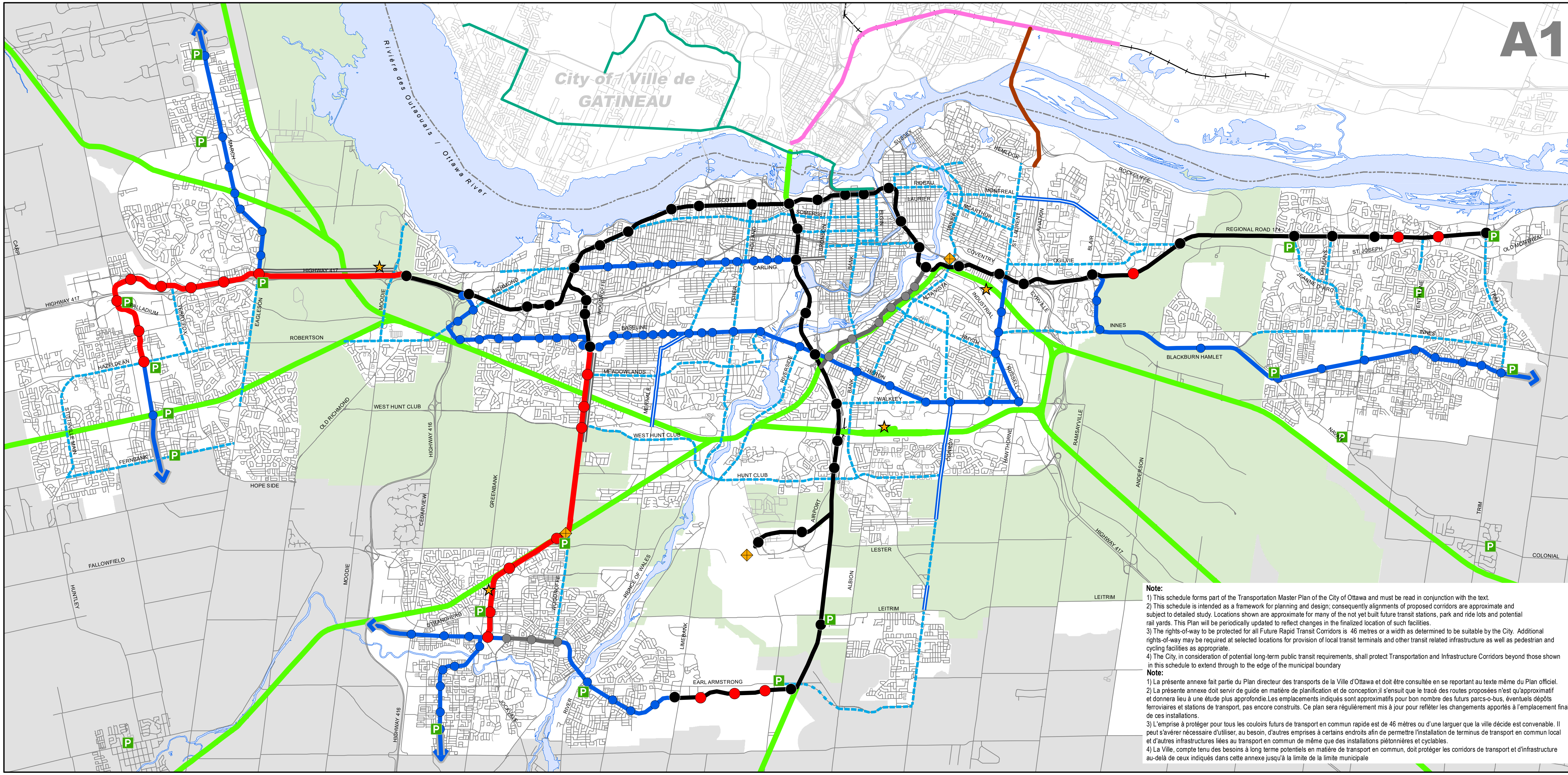
Table A3: Park and Ride Lots and Capacities

Lot Name	Existing Capacity	Proposed Capacity	Proposed 2046 Lot Status
West			
Terry Fox	538	TBD	Potential TOD redevelopment
Eagleson	1,220	TBD	Potential TOD redevelopment
Innovation	254	254	No change
Carp Road	156	-	Replacement
Palladium	-	310	New
Fernbank	-	200	New
Abbott	-	250	New
Hazeldean	-	650	New
March Road	-	500	New
Southwest			
Algonquin (Baseline)	107	TBD	Potential TOD redevelopment
Nepean Woods	287	TBD	Potential partial TOD redevelopment
Strandherd	408	408	No change
Fallowfield	1,709	1,709	No change
Manotick**	62	62	No change
Richmond**	36	36	No change
Munster**	30	30	No change
Kilbirnie	-	400	New
Southeast			
Greenboro	658	TBD	Potential TOD redevelopment
Leitrim	336	Up to 925	Expansion
Riverview	390	390	No change
Bowesville	800	Up to 2,000	Expansion

Table A3: Park and Ride Lots and Capacities

Lot Name	Existing Capacity	Proposed Capacity	Proposed 2046 Lot Status
Place d'Orléans	459	TBD	Potential TOD redevelopment
Chapel Hill	265	Up to 425	Expansion
Jeanne d'Arc	60	60	No change
Ray Friel**	10	10	No change
Millennium	171	Up to 574	Expansion
Trim	1,011*	1,011	No change
Carlsbad Springs**	15	15	No change
Cumberland Village**	70	70	No change
Navan**	18	18	No change
Notre-Dame-Des-Champs**	30	30	No change
Sarsfield**	38	38	No change
Vars***	200	200	No change
Total	**9,338**	**Up to 10,617**	

* Under construction
** Shared or leased
*** Outside the City of Ottawa



Note:

1) This schedule forms part of the Transportation Master Plan of the City of Ottawa and must be read in conjunction with the text.

2) This schedule is intended as a framework for planning and design; consequently alignments of proposed corridors are approximate and subject to detailed study. Locations shown are approximate for many of the not yet built future transit stations, park and ride lots and potential rail yards. This Plan will be periodically updated to reflect changes in the finalized location of such facilities.

3) The rights-of-way to be protected for all Future Rapid Transit Corridors is 46 metres or a width as determined to be suitable by the City. Additional rights-of-way may be required at selected locations for provision of local transit terminals and other transit related infrastructure as well as pedestrian and cycling facilities as appropriate.

4) The City, in consideration of potential long-term public transit requirements, shall protect Transportation and Infrastructure Corridors beyond those shown in this schedule to extend through to the edge of the municipal boundary

Note:

1) La présente annexe fait partie du Plan directeur des transports de la Ville d'Ottawa et doit être consultée en se reportant au texte même du Plan officiel.

2) La présente annexe doit servir de guide en matière de planification et de conception;il s'ensuit que le tracé des routes proposées n'est qu'approximatif et donnera lieu à une étude plus approfondie.Les emplacements indiqués sont approximatifs pour bon nombre des futurs parcs-o-bus, éventuels dépôts ferroviaires et stations de transport, pas encore construits. Ce plan sera régulièrement mis à jour pour refléter les changements apportés à l'emplacement final de ces installations.

3) L'emprise à protéger pour tous les couloirs futurs de transport en commun rapide est de 46 mètres ou d'une larguer que la ville décide est convenable. Il peut s'avérer nécessaire d'utiliser, au besoin, d'autres emprises à certains endroits afin de permettre l'installation de terminus de transport en commun local et d'autres infrastructures liées au transport en commun de même que des installations piétonnières et cyclables.

4) La Ville, compte tenu des besoins à long terme potentiels en matière de transport en commun, doit protéger les corridors de transport et d'infrastructure au-delà de ceux indiqués dans cette annexe jusqu'à la limite de la limite municipale

EXISTING RAPID TRANSIT / TRANSPORT EN COMMUN RAPIDE EXISTANT

- O-Train and Station / O-Train et station
- Transitway / Transitway
- Continuous Bus Lanes / Voies continues réservées aux autobus

TRANSIT PROJECTS / PROJETS DE TRANSPORT EN COMMUN

- O-Train and Station / O-Train et station
- Transitway / Transitway
- Continuous Bus Lanes / Voies continues réservées aux autobus
- Transit Priority Corridor / Corridor donnant priorité au transport en commun
- Transportation and Infrastructure Corridor /Corridor de transport et d'infrastructure
- Gatineau-Ottawa Tram (delivered by others) / Tramway Gatineau-Ottawa (livré par d'autres)
- Future Bridge in the East (Government of Canada) (delivered by others) / Futur pont dans l'Est (gouvernement du Canada) (réalisé par des tiers)

- P Park and Ride / Parc-O-Bus
- Conceptual Future Transit Corridor / Couloir de transports en commun futur conceptuel
- Inter-regional Stations / Stations interrégionales
- Rail Yard / Cour de tirage pour trains
- Rail Corridor / Couloir ferroviaire
- Gatineau RapiBus / Rapibus de Gatineau

TRANSPORTATION MASTER PLAN - Map A1

TRANSIT NETWORK - NEEDS-BASED

PLAN DIRECTEUR DES TRANSPORTS - Carte A1

RÉSEAU DE TRANSPORTS EN COMMUN – D'APRÈS LES BESOINS

0 0.5 1 2 3 4 5 km

Planning, Development and Building Services, Geospatial Analytics, Technology and Solutions
Direction générale des sevices de planification, de l'aménagement se du bâtiment, Analyse géospatiale, technologie et solutions

A2

City of / Ville de GATINEAU

Rivière des Outaouais / Ottawa River

Note:
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3) The rights-of-way to be protected for all Future Rapid Transit Corridors is 46 metres or a width as determined to be suitable by the City. Additional rights-of-way may be required at selected locations for provision of local transit terminals and other transit related infrastructure as well as pedestrian and cycling facilities as appropriate.
4) The City, in consideration of potential long-term public transit requirements, shall protect Transportation and Infrastructure Corridors beyond those shown in this schedule to extend through to the edge of the municipal boundary

Note:
1) La présente annexe fait partie du Plan directeur des transports de la Ville d'Ottawa et doit être consultée en se reportant au texte même du Plan officiel.
2) La présente annexe doit servir de guide en matière de planification et de conception;il s'ensuit que le tracé des routes proposées n'est qu'approximatif et donnera lieu à une étude plus approfondie.Les emplacements indiqués sont approximatifs pour bon nombre des futurs parcs-o-bus, éventuels dépôts ferroviaires et stations de transport, pas encore construits. Ce plan sera régulièrement mis à jour pour refléter les changements apportés à l'emplacement final de ces installations.
3) L'emprise à protéger pour tous les couloirs futurs de transport en commun rapide est de 46 mètres ou d'une larguer que la ville décide est convenable. Il peut s'avérer nécessaire d'utiliser, au besoin, d'autres emprises à certains endroits afin de permettre l'installation de terminus de transport en commun local et d'autres infrastructures liées au transport en commun de même que des installations piétonnières et cyclables.
4) La Ville, compte tenu des besoins à long terme potentiels en matière de transport en commun, doit protéger les corridors de transport et d'infrastructure au-delà de ceux indiqués dans cette annexe jusqu'à la limite de la limite municipale

EXISTING RAPID TRANSIT /
TRANSPORT EN COMMUN RAPIDE EXISTANT

- O-Train and Station / O-Train et station
- Transitway / Transitway
- Continuous Bus Lanes / Voies continues réservées aux autobus

TRANSIT PROJECTS /
PROJETS DE TRANSPORT EN COMMUN

- O-Train and Station / O-Train et station
- Transitway / Transitway
- Continuous Bus Lanes / Voies continues réservées aux autobus
- Transit Priority Corridor / Corridor donnant priorité au transport en commun
- Transportation and Infrastructure Corridor /Corridor de transport et d'infrastructure
- Gatineau-Ottawa Tram (delivered by others) / Tramway Gatineau-Ottawa (livré par d'autres)
- Future Bridge in the East (Government of Canada) (delivered by others) / Futur pont dans l'Est (gouvernement du Canada) (réalisé par des tiers)

- Inter-regional Stations / Stations interrégionales
- Rail Yard / Cour de tirage pour trains
- Rail Corridor / Couloir ferroviaire

TRANSPORTATION MASTER PLAN - Map A2

TRANSIT NETWORK - PRIORITY

PLAN DIRECTEUR DES TRANSPORTS - Carte A2

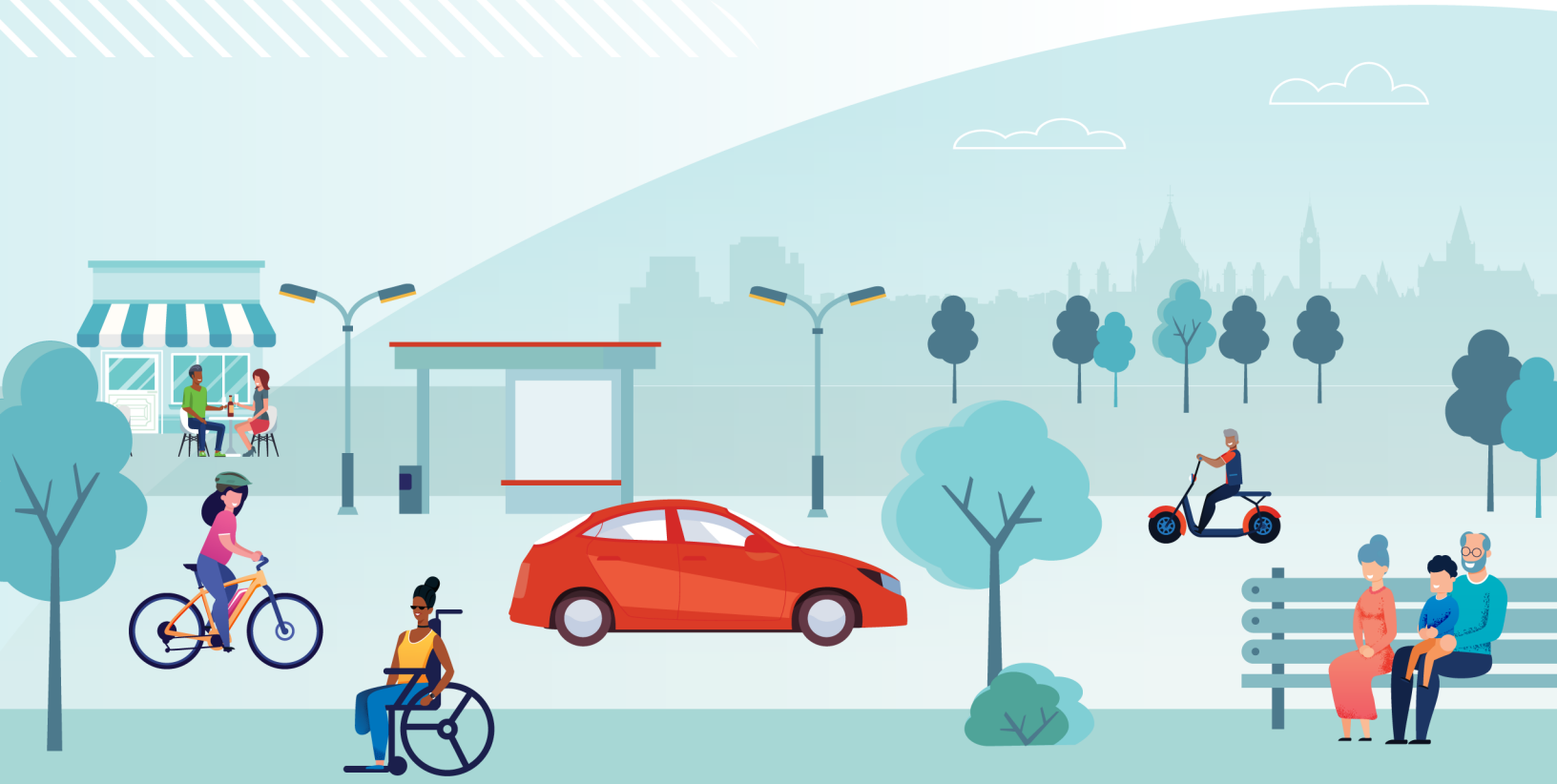
RÉSEAU DE TRANSPORT EN COMMUN – PRIORITAIRE

0 0.5 1 2 3 4 5 km

Planning, Development and Building Services, Geospatial Analytics, Technology and Solutions
Direction générale des sevices de planification, de l'aménagement se du bâtiment, Analyse géospatiale, technologie et solutions

Annex B:

Road Projects



Annex B – Road Projects

Table B1: Needs-Based Road Network
Table B2: Priority Road Network
Map B1: Needs-Based Road Network
Map B2: Priority Road Network

Table B1: Needs-Based Road Network

Project Name and Limits	Project Description	Project Rationale	EA Status
Capacity Projects			
Airport Parkway Widening (Brookfield Road to Hunt Club Road)	Widen from two to four lanes between Brookfield Road and Hunt Club Road.	Addresses a major capacity deficiency for north-south traffic using Riverside Drive, the Airport Parkway, and Bank Street, and improves access to the MacDonald-Cartier International Airport. This project is needed even with O-Train Line 2 to accommodate significant growth in Riverside South and Findlay Creek.	Completed
Airport Parkway Widening (Hunt Club Road to the Airport)	Widen from two to four lanes between Hunt Club Road and MacDonald-Cartier International Airport, including realignment south of Hunt Club Road.	Accommodates growth in Riverside South - Findlay Creek and improves access to and from MacDonald-Cartier International Airport.	Completed
Albion Road Widening (Leitrim Road to Lester Road)	Widen from two to four lanes between Leitrim Road and Lester Road.	Accommodates growth in Riverside South and Findlay Creek and provides capacity for north-south travel to downtown via the Airport Parkway.	Not started
Alta Vista Transportation Corridor South (Hospital Link to Walkley Road)	New two-lane road between Hospital Link Road/Ring Road (north side of the Ottawa Hospital Ottawa Health Sciences Centre) and Walkley Road.	Improves connectivity and reduces short-cutting on local streets in Alta Vista and Elmvale.	Completed
Bank Street Widening (Blais Road to Earl Armstrong Road Extension)	Widen from two to four lanes between Blais Road and Earl Armstrong Road Extension.	Provides capacity for growth in Findlay Creek and Greely.	Completed
Barnsdale Road Widening (Highway 416 to Greenbank Road Extension)	Widen from two to four lanes between Highway 416 and Greenbank Road Extension.	Required in conjunction with new Barnsdale Road –Highway 416 interchange.	In progress

Table B1: Needs-Based Road Network

Project Name and Limits	Project Description	Project Rationale	EA Status
Blackburn Hamlet Bypass Widening (Navan Road to Innes Road)	Widen between Navan Road and Innes Road.	Addresses localized capacity deficiency across the Greenbelt for the growth areas in south Orléans.	Not started
Brian Coburn Boulevard Widening (Navan Road to Mer-Bleue Road)	Widen from two to four lanes between Navan Road and Mer-Bleue Road.	Addresses congestion and capacity constraints for residents of Chapel Hill.	Completed
Earl Armstrong Road Extension (Bowesville Station to Bank Street)	New/upgraded two-lane road between Bowesville Station and Bank Street.	Provides capacity and connectivity for growth in Riverside South and Findlay Creek, helping to complete the road network, support goods movement, improve access to development, and alleviate congestion on Albion Road.	Completed, update required
Earl Armstrong Road Widening (Limebank Road to Bowesville Road)	Widen from two to four lanes between Limebank Road and Bowesville Road.	Provides capacity for growth in Riverside South.	Completed, update required
Eastern Connectivity in the Innes-Walkley Area	New four-lane road (initial phase two-lanes) between Innes Road and Walkley Road. Project alignment and tie-in points to be reviewed, including its integration with the Brian Coburn extension.	Bypasses congested section of Innes Road and provides direct connection between Orléans and Walkley Road / Hunt Club Road.	Completed, update required
Fallowfield Road Widening (Old Richmond Road to Moodie Drive)	Widen from two to four lanes between Old Richmond Road and Moodie Drive.	Addresses increasing travel demand between Barrhaven and Kanata South.	Not started
Frank Kenny Road Extension (Trim Road to Innes Road)	New two-lane road between Trim Road and Innes Road.	Improves connectivity and supports development beyond 2046.	Completed, update required
Greenbank Road Re-Alignment (Cambrian Road to Kilbirnie Drive)	New road (two lanes with median bus lanes) connecting Cambrian Road to Kilbirnie Drive.	Provides access to new development lands in South Nepean.	Completed, update required

Table B1: Needs-Based Road Network

Project Name and Limits	Project Description	Project Rationale	EA Status
Greenbank Road Re-Alignment (Kilbirnie Drive to Barnsdale Road)	New road (two lanes) between Kilbirnie Drive and Barnsdale Road.	Provides access to new development lands in South Nepean.	Completed, update required
Hunt Club Road Bridge Widening (Prince of Wales Drive to Riverside Drive)	Widen from four to six lanes between Prince of Wales Drive and Riverside Drive.	Addresses capacity deficiencies crossing the Rideau River.	Not started
Huntmar Drive Widening (Maple Grove Road to Campeau Drive)	Widen from two to four lanes between Maple Grove Road and Campeau Drive.	Needed to support planned growth and intensification. The Province of Ontario is expected to fund the widening over Highway 417.	Completed
Leitrim Road Re-Alignment (Limebank Road to Bank Street)	Re-align and widen from two to four lanes between Limebank Road and Bank Street.	Provides capacity for development in Riverside South and Findlay Creek and supports future airport expansion; federal funding contribution expected to support this project.	Completed
Lester Road Widening (Airport Parkway to Albion Road)	Widen from two to four lanes between Airport Parkway and Albion Road.	Accommodates growth in Riverside South and Findlay Creek and provides capacity for north-south travel to downtown via the Airport Parkway.	Completed
March Road Widening (Maxwell Bridge Road to Buckbean Avenue)	Widen from two to four lanes between Maxwell Bridge Road and Buckbean Avenue.	Provides additional vehicular capacity to growth areas in north Kanata.	In progress
Mer-Bleue Road Extension (Renaud Road to Navan Road)	Extend Mer-Bleue Road between Renaud Road and Navan Road as a two-lane arterial to the west of existing Mer-Bleue Road.	Provides arterial road connectivity for the development areas south of Innes Road.	Completed

Table B1: Needs-Based Road Network

Project Name and Limits	Project Description	Project Rationale	EA Status
Navan Road Widening (Renaud Road to Blackburn Hamlet Bypass)	Widen from two lanes to four lanes between existing Renaud Road and Blackburn Hamlet Bypass.	Addresses capacity constraints along Navan Road from existing Renaud Road to Brian Coburn Boulevard and Blackburn Hamlet Bypass.	Not started
New Road in the Hurdman Area	New two-lane road in the Hurdman Area.	Required to enable new development in the Hurdman area.	Not started
Old Montreal Road Widening (Trim Road to Famille-Laporte Avenue)	Widen from two to four lanes between Trim Road and Famille-Laporte Avenue.	Provides capacity for the Cardinal Creek development areas east of Trim Road.	Not started
Preston Street Extension (Albert Street to Wellington Street)	Extend existing two-lane urban roadway from Albert Street to Wellington Street.	Provides new road connection through Lebreton Flats including structure crossing the O-Train and aqueduct.	Not started
Prince of Wales Drive Widening (Deakin Street to Amberwood Crescent)	Widen from two to four lanes from ~200 m south of Deakin Street to Amberwood Crescent.	Addresses capacity deficiencies along Prince of Wales corridor.	Completed
Prince of Wales Drive Widening (Colonnade Road to Hunt Club Road)	Widen from two to four lanes from Colonnade Road to West Hunt Club Road. Also includes addition of auxiliary lanes at the Fisher Avenue intersection and access restrictions between Colonnade Road and Fisher Avenue.	Addresses capacity deficiencies along Prince of Wales corridor.	Completed
Prince of Wales Drive Widening (Merivale Road to Barnstone Drive)	Widen from two to four lanes between Merivale Road and Barnstone Drive.	Addresses capacity deficiencies along Prince of Wales corridor.	Completed
Prince of Wales Drive Widening (Longfields Drive to Barnsdale Road)	Widen from two to four lanes between Longfields Drive and Barnsdale Road.	Addresses increasing traffic volume originating in South Barrhaven.	Not started

Table B1: Needs-Based Road Network

Project Name and Limits	Project Description	Project Rationale	EA Status
Prince of Wales Widening (Merivale Road to Amberwood Crescent)	Widen from two to four lanes between Merivale Road and Amberwood Crescent.	Addresses capacity deficiencies along Prince of Wales corridor.	Completed
Rideau River Crossing at Fallowfield Road	New four-lane bridge and approaches between Prince of Wales Drive and Limebank Road.	Provides capacity and connectivity across the Rideau River, alleviating congestion at the Strandherd Drive and Hunt Club Road river crossings.	Not started
Robert Grant Avenue Extension (Palladium Drive to Hazeldean Road)	New two-lane road between Palladium Drive and Hazeldean Road.	Provides access and capacity for development in Stittsville.	Completed
Stittsville Main Street Extension (Maple Grove Road to Derreen Avenue)	New north-south collector road between Maple Grove Road and Derreen Avenue, connecting to the new east-west road delivered through development.	Provides connectivity and access for development in Stittsville.	Completed
Terry Fox Drive Widening (Castlefrank Road to Eagleson Road)	Widen from two to four lanes between Castlefrank Road and Eagleson Road.	Addresses existing capacity deficiency and congestion along Terry Fox Drive.	Completed, update required

Table B2: Priority Road Network

Project Name and Limits	Project Description	Project Rationale	EA Status
Phase 1 Capacity Projects			
Stittsville Main Street Extension (Maple Grove Road to Derreen Avenue)	New north-south collector road between Maple Grove Road and Derreen Avenue, connecting to the new east-west road delivered through development.	Provides connectivity and access for development in Stittsville.	Completed
Greenbank Road Re-Alignment (Cambrian Road to Kilbirnie Drive)	New road (two lanes) connecting Cambrian Road to Kilbirnie Drive.	Provides access to new development lands in South Nepean.	Completed
Robert Grant Avenue Extension (Palladium Drive to Hazeldean Road)	New two-lane road between Palladium Drive and Hazeldean Road.	Provides access and capacity for development in Stittsville.	Completed
Prince of Wales Drive Widening (Deakin Street to Amberwood Crescent)	Widen from two to four lanes from ~200 m south of Deakin Street to Amberwood Crescent.	Addresses capacity deficiencies along Prince of Wales corridor.	Completed
Brian Coburn Boulevard Widening (Navan Road to Mer-Bleue Road)	Widen from two to four lanes between Navan Road and Mer-Bleue Road.	Addresses congestion and capacity constraints for residents of Chapel Hill.	Completed
Earl Armstrong Road Extension (Bowesville Station to Bank Street)	New/upgraded two-lane road between Bowesville Station and Bank Street.	Provides capacity and connectivity for growth in Riverside South and Findlay Creek, helping to complete the road network, support goods movement, improve access to development, and alleviate congestion on Albion Road.	Completed, update required
Greenbank Road Re-Alignment (Kilbirnie Drive to Barnsdale Road)	New road (two lanes) between Kilbirnie Drive and Barnsdale Road.	Provides access to new development lands in South Nepean.	Completed, update required

Table B2: Priority Road Network

Project Name and Limits	Project Description	Project Rationale	EA Status
Airport Parkway Widening (Brookfield Road to Hunt Club Road)	Widen from two to four lanes between Brookfield Road and Hunt Club Road.	Addresses a major capacity deficiency for north-south traffic using Riverside Drive, the Airport Parkway, and Bank Street, and improves access to the MacDonald-Cartier International Airport. This project is needed even with O-Train Line 2 to accommodate significant growth in Riverside South and Findlay Creek.	Completed
New Road to Serve Development Near Hurdman Station	New two-lane road in the Hurdman Area.	Required to enable new development in the Hurdman area.	Not started
Phase 1 Urbanization Projects			
Richmond Road Urbanization (Bayshore Drive to Pinecrest Road)	Implement new sidewalks and cycle tracks on both sides	Provides connectivity and multi-modal capacity for development in the adjacent Hub and Mainstreet Corridor, and provides access to Bayshore O-Train station; replaces a previously planned road widening.	Not expected to be required
Fernbank Road Urbanization (West Ridge Drive to Shea Road)	Implement new active transportation facilities on both sides and improve connection to the existing pathway on the south side of Fernbank Road (Stittsville Main Street to Hartsmere Drive).	Provides connectivity and access for development in Stittsville; replaces a previously planned road widening.	Not expected to be required
River Road Urbanization (Earl Armstrong Road to Solarium Avenue)	Implement active transportation facilities and boulevard on the east side to support adjacent residential developments, and active transportation facilities and ditch on the west side to account for the rural characteristics adjacent to the Rideau River.	Provides connectivity and access for development in Riverside South.	Not expected to be required

Table B2: Priority Road Network

Project Name and Limits	Project Description	Project Rationale	EA Status
Manotick Main Street Urbanization (Eastman Avenue to Kelly Marie Drive (N))	Implement active transportation facilities to support the surrounding residential land use on approach to Manotick Village, while accounting for the natural landscape characteristics adjacent to the Rideau River.	Provides connectivity and access for development in the Village of Manotick.	Not expected to be required
Shea Road Urbanization (Abbott Street to the northern edge of the Stittsville South W4 future community)	Implement new sidewalks and cycle tracks on both sides to enhance safety and improve connectivity to future developments as part of the Fernbank Community.	Provides connectivity and access for development in Stittsville including the W4 expansion lands.	Not expected to be required
Longfields Drive Urbanization (Cambrian Road to Prince of Wales Drive)	Implement new pedestrian and cycling facilities on both sides and ensure integration with existing infrastructure north of Cambrian Road.	Provides connectivity and access for development in Barrhaven; replaces a previously planned road widening.	Not expected to be required
Maple Grove Road Urbanization (east of Huntmar Drive to Terry Fox Drive)	Implement new sidewalks, cycle tracks and boulevards on both sides.	Provides connectivity and access for development in Stittsville; accommodates future development as outlined in the Kanata West Concept Plan. Replaces a previously planned road widening.	Not expected to be required
Tenth Line Road Urbanization (Harvest Valley Drive to connect into the future E1 community)	Provide new pedestrian and cycling facilities on both sides and tie into the existing facilities to improve safety and accessibility.	Provides connectivity and access for development in south Orleans including the E1 expansion lands; replaces a previously planned road widening.	Not expected to be required
Eagleson Road Urbanization (Cope Drive / Cadence Gate to Hope Side Road)	Implement new and/or improve existing sidewalks and cycle tracks on both sides of the road to improve safety and accessibility.	Provides connectivity and access for development in Kanata South; replaces a previously planned road widening.	Not expected to be required

Table B2: Priority Road Network

Project Name and Limits	Project Description	Project Rationale	EA Status
Borrisokane Road Urbanization (Strandherd Drive to Cambrian Road)	Implement new active transportation facilities on both sides, and tie into the existing sidewalk and cycle tracks at the recently reconstructed Strandherd Drive / Borrisokane Road intersection.	Provides connectivity and access for development in Half Moon Bay. Provides active transportation facilities for proposed residential and mixed-use developments along the corridor.	Not expected to be required
Rockdale Road Urbanization (Buckland Road to Devine Road)	Implement new active transportation facilities through the center of the Vars community.	Provides connectivity and access within the Village of Vars; maintains walkability as vehicle volumes increase due to growth.	Not expected to be required
Phase 1 Mainstreet Improvement Projects			
Stittsville Main Street Improvements (Hazeldean Road to Bobcat Way)	Implement the recommendations from the Stittsville Main Street Public Realm Plan. Deliver new sidewalks and cycle tracks along the corridor where feasible.	Supports intensification by encouraging sustainable transportation, improving the public space and revitalizing the area.	Not expected to be required
St-Joseph Boulevard Improvements (Jeanne D'Arc Boulevard to Belcourt Boulevard)	Implement the recommendations from the Orléans Corridor Secondary Plan. Implement new sidewalks and cycle tracks to improve safety and accessibility.	Supports intensification identified in the Secondary Plan by encouraging sustainable transportation and improving the public space.	Not expected to be required
Beechwood Avenue Improvements (Vanier Parkway to Juliana Road)	Provide continuous cycling and pedestrian facilities and upgrade the existing mix of on-road and off-road facilities, including reviewing the need for traffic calming.	Supports intensification along this Mainstreet Corridor by encouraging sustainable transportation, improving the public realm, and improving safety and accessibility.	Not expected to be required
Bronson Avenue Improvements (Plymouth/Imperial Avenue to Findlay Avenue)	Integrated road renewal project that meets Mainstreet Improvements criteria. Design and implementation led by City's Asset Management.	Supports intensification and sustainable transportation along this Mainstreet Corridor in a Design Priority Area.	Not expected to be required

Table B2: Priority Road Network

Project Name and Limits	Project Description	Project Rationale	EA Status
Bank Street Improvements (Collins Avenue to Ledbury Avenue)	Integrated road renewal project that meets Mainstreet Improvements criteria. Design and implementation led by City's Asset Management.	Supports intensification and sustainable transportation along this Mainstreet Corridor in a Design Priority Area.	Not expected to be required
Merivale Road Improvements (Carling Avenue to Kirkwood Road)	Integrated road renewal project that meets Mainstreet Improvements criteria. Design and implementation led by City's Asset Management.	Supports intensification and sustainable transportation along this Mainstreet Corridor in a Design Priority Area.	Not expected to be required
Woodroffe Avenue Improvements (Saville Row to Byron Avenue)	Integrated road renewal project that meets Mainstreet Improvements criteria. Design and implementation led by City's Asset Management.	Supports intensification and sustainable transportation along this Mainstreet Corridor in a Design Priority Area.	Not expected to be required
Booth Street Improvements (Gladstone Avenue to Orangeville Street)	Integrated road renewal project that meets Mainstreet Improvements criteria. Design and implementation led by City's Asset Management.	Supports intensification and sustainable transportation along this Minor Corridor in a Design Priority Area.	Not expected to be required
Phase 2 Capacity Projects			
Prince of Wales Drive Widening (Merivale Road to Barnstone Drive)	Widen from two to four lanes between Merivale Road and Barnstone Drive.	Addresses capacity deficiencies along Prince of Wales Drive corridor.	Completed
Navan Road Widening (Renaud Road to Blackburn Hamlet Bypass)	Widen from two lanes to four lanes between existing Renaud Road and Blackburn Hamlet Bypass.	Addresses capacity constraints along Navan Road from existing Renaud Road to Brian Coburn Boulevard and Blackburn Hamlet Bypass.	Not started

Table B2: Priority Road Network

Project Name and Limits	Project Description	Project Rationale	EA Status
Prince of Wales Drive Widening (Colonnade Road to Hunt Club Road)	Widen from two to four lanes from Colonnade Road to West Hunt Club Road. Also includes addition of auxiliary lanes at the Fisher Avenue intersection and access restrictions between Colonnade Road and Fisher Avenue.	Addresses capacity deficiencies along Prince of Wales Drive corridor.	Completed
March Road Widening (Maxwell Bridge Road to Buckbean Avenue)	Widen from two to four lanes between Maxwell Bridge Road and Buckbean Avenue.	Provides additional vehicular capacity to growth areas in north Kanata.	In progress
Old Montreal Road Widening (Trim Road to Famille-Laporte Avenue)	Widen from two to four lanes between Trim Road and Famille-Laporte Avenue.	Provides capacity for the Cardinal Creek development areas east of Trim Road.	Not started
Bank Street Widening (Blais Road to Earl Armstrong Road Extension)	Widen from two to four lanes between Blais Road and Earl Armstrong Road Extension.	Provides capacity for growth in Findlay Creek and Greely.	Completed
Earl Armstrong Road Widening (Limebank Road to Bowesville Road)	Widen from two to four lanes between Limebank Road and Bowesville Road.	Provides capacity for growth in Riverside South.	Completed, update required
Eastern Connectivity in the Innes-Walkley Area	New two-lane road between Innes Road and Walkley Road.	Bypasses congested section of Innes Road and provides direct connection between Orléans and Walkley Road / Hunt Club Road. 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.	Completed, update required

Table B2: Priority Road Network

Project Name and Limits	Project Description	Project Rationale	EA Status
Huntmar Drive Widening (Maple Grove Road to Campeau Drive)	Widen from two to four lanes between Maple Grove Road and Campeau Drive.	Needed to support planned growth and intensification. The Province of Ontario is expected to fund the widening over Highway 417.	Completed
Phase 2 Urbanization Projects			
Prince of Wales Drive Urbanization (Meadowlands Drive to Colonnade Road)	Implement new sidewalks and cycle tracks on both sides.	Provides connectivity and north-south multi-modal capacity.	Not expected to be required
Hazeldean Road Urbanization (west of Carp Road to connect to the Stittsville North W2 future community)	Implement new pedestrian and cycling facilities on the south side and upgrade the existing active transportation facilities on the north side.	Provides connectivity and access for development in Stittsville North including the W2 expansion lands.	Not expected to be required
Bank Street Urbanization (Meadow Drive to Evening Shadow Avenue)	Implement new active transportation facilities on both sides of the road.	Provides connectivity and access within the Village of Greely; supports the expanding Greely Village Centre, as outlined in the Village of Greely Community Design Plan. Replaces a previously planned road widening.	Not expected to be required
Fallowfield Road Urbanization (Greenbank Road to Strandherd Drive)	Implement new active transportation facilities, likely in the form of a new multi-use pathway on the south side.	Provides connectivity and access for development in Barrhaven; replaces a previously planned road widening.	Not expected to be required
Munster Road Urbanization (Butterfield Road to Dogwood Drive)	Implement new active transportation facilities through the center of Munster Village.	Provides connectivity and access within the Village of Munster; maintains walkability as vehicle volumes increase due to growth.	Not expected to be required
Blair Road Urbanization (Montreal Road to Ottawa River Pathway)	Implement new active transportation facilities, likely in the form of a new multi-use pathway.	Provides connectivity and access to employment, to support the National Research Campus development.	Not expected to be required

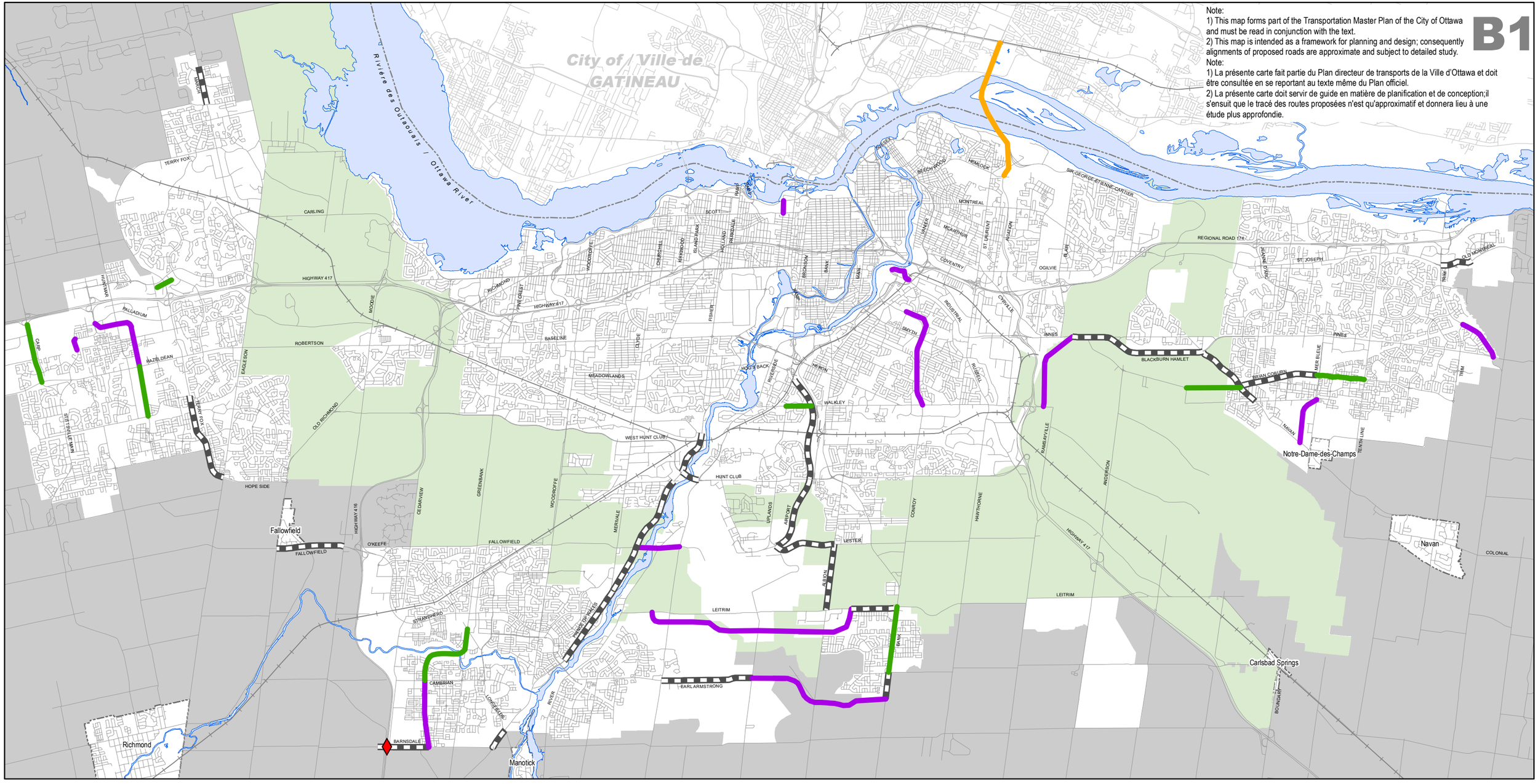
Table B2: Priority Road Network

Project Name and Limits	Project Description	Project Rationale	EA Status
Prince of Wales Drive Urbanization (Merivale Road to Amberwood Crescent)	Implement a new multi-use pathway in its ultimate location based on the eventual widening of this road to four lanes.	Provides connectivity and north-south multi-modal capacity; expected to be delivered in conjunction with the widening of Prince of Wales from Barnstone to Merivale.	Not expected to be required
Phase 2 Mainstreet Improvement Projects			
Carling Avenue Improvements (Pinecrest Road to Connaught Avenue)	Implement new cycle tracks and upgrade the existing sidewalks. Integrate with the planned works at the nearby Lincoln Fields station.	Provides connectivity and multi-modal capacity for development in the Secondary Plan area, and provides access to Lincoln Fields O-Train station.	Not expected to be required
King Edward Avenue Improvements (Cathcart Street to Rideau Street)	Enhance active transportation facilities and the public realm. The design details and timing of implementation will be determined in coordination with work on the planned new interprovincial crossing from Aviation Parkway in Ottawa to Montée Paiement in Gatineau.	Supports intensification and sustainable transportation along this Mainstreet Corridor in a Design Priority Area.	Not expected to be required
Strandherd Drive Improvements (Greenbank Road to Longfields Drive)	Improve cycling safety and comfort along Strandherd Drive by replacing the existing on-road cycling lanes with raised cycle tracks.	Supports growth, intensification and sustainable transportation in Barrhaven.	Not expected to be required

B1

Note:
1) This map forms part of the Transportation Master Plan of the City of Ottawa and must be read in conjunction with the text.
2) This map is intended as a framework for planning and design; consequently alignments of proposed roads are approximate and subject to detailed study.

Note:
1) La présente carte fait partie du Plan directeur de transports de la Ville d'Ottawa et doit être consultée en se reportant au texte même du Plan officiel.
2) La présente carte doit servir de guide en matière de planification et de conception;il s'ensuit que le tracé des routes proposées n'est qu'approximatif et donnera lieu à une étude plus approfondie.



- Road Widening / Élargissement de routes
- New Road / Nouvelles routes
- Committed Projects / Projets engagés
- New Interchange (delivered by others) / Nouvel échangeur (réalisé par des tiers)
- Future Bridge in the East (Government of Canada) (delivered by others) / Futur pont dans l'Est (gouvernement du Canada) (réalisé par des tiers)
- Village Boundary / Limite du village
- Greenbelt / Ceinture de verdure

TRANSPORTATION MASTER PLAN - Map B1
ROAD NETWORK - NEEDS-BASED

PLAN DIRECTEUR DES TRANSPORTS - Carte B1
RÉSEAU ROUTIER – D'APRÈS LES BESOINS

Ottawa

0 0.5 1 2 3 4 5 km

Planning, Development and Building Services, Geospatial Analytics, Technology and Solutions
Direction générale des sevices de planification, de l'aménagement se du bâtiment, Analyse géospatiale, technologie et solutions

Note:
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B2

Road Widening / Élargissement de routes

New Road / Nouvelles routes

Committed Projects / Projets engagés

Road Urbanization and Mainstreet Improvements / Urbanisation de la voirie et améliorations à apporter aux rues principales

New Interchange (delivered by others) / Nouvel échangeur (réalisé par des tiers)

Future Bridge in the East (Government of Canada) (delivered by others) / Futur pont dans l'Est (gouvernement du Canada) (réalisé par des tiers)

Village Boundary / Limite du village

Greenbelt / Ceinture de verdure

TRANSPORTATION MASTER PLAN - Map B2
ROAD NETWORK - PRIORITY

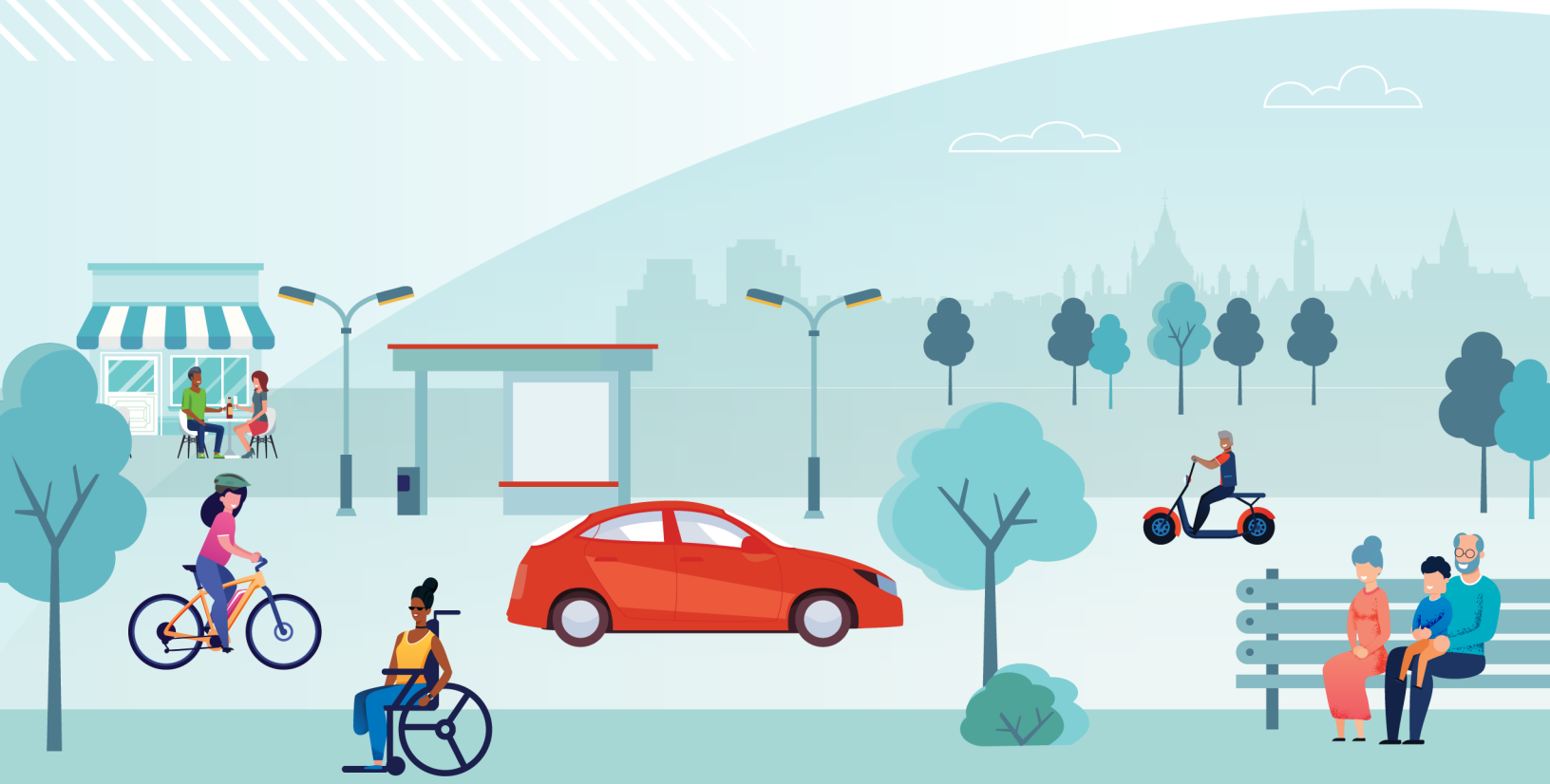
PLAN DIRECTEUR DES TRANSPORTS - Carte B2
RÉSEAU ROUTIER - PRIORITAIRE

0 0.5 1 2 3 4 5 km

Planning, Development and Building Services, Geospatial Analytics, Technology and Solutions
Direction générale des sevices de planification, de l'aménagement se du bâtiment, Analyse géospatiale, technologie et solutions

Annex C:

Active Transportation Projects



Annex C – Active Transportation Projects

Table C1: Pedestrian Projects with Prioritization
Table C2: Cycling Projects with Prioritization
Map C1: Pedestrian Projects with Prioritization
Map C2: Cycling Projects with Prioritization

Table C1: Pedestrian Projects with Prioritization

Project Name	Project Description	Ward	Project Type	Prioritization
Benjamin Ave, Iroquois Rd, Parkhurst Blvd Sidewalks	Sidewalk along Benjamin Ave from Fairlawn Ave to Hare Ave. Sidewalk along Iroquois Rd from Strathmore Blvd to Carling Ave. Sidewalk along Parkhurst Blvd from Benjamin Ave to Strathmore Blvd.	7	Infrastructure	Later Phase
Doheny St Sidewalk	Sidewalk along Doheny St from Boyd Ave to Clyde Ave N.	7	Infrastructure	First Phase
Lincoln Heights Rd Sidewalk	Sidewalk along Lincoln Heights Rd from Regina St to multi-use pathway.	7	Infrastructure	Later Phase
Moodie Dr Sidewalk	Sidewalk along east side of Moodie Dr from Crystal Bay School to South Ring Rd.	7	Infrastructure	Later Phase
Neepawa Ave and Iroquois Rd Sidewalk	Sidewalk along Iroquois Rd from Haymarket St to Neepawa Ave. Sidewalk along Neepawa Ave from Iroquois Rd to Lockhart Ave.	7	Infrastructure	First Phase
Queensway Terrace North Sidewalks	Sidewalk along Clarenda St from Alpine Ave to Pinewood Cres, including link to Frank Ryan Park. Sidewalk from park to Harwood Ave and Pinecrest Rd. Sidewalk and pathway along Stuart Kettles St and Frank Ryan Park from Maplewood Ave to Alpine Ave.	7	Infrastructure	Later Phase
Scrivens St Sidewalk	Sidewalk along Scrivens St between Carling Ave and Ottawa River Pathway.	7	Infrastructure	Later Phase
Westdale Ave Sidewalk	Sidewalk along Westdale Ave from Corkstown Rd to Lakeview Park pathway.	7	Infrastructure	Later Phase
Woodpark Connectivity	Sidewalk along Edgeworth Ave between Carling Ave and Richmond Rd. Sidewalk along Lawn Ave between Edgeworth Ave and Ancaster Ave. Sidewalk along Woodland Ave between Byron Ave and Carling Ave.	7	Infrastructure	Later Phase
Ainsley Park Pathway	Path through Ainsley Park from Ainsley Dr to Baseline Rd.	8	Infrastructure	First Phase
Albany Dr Sidewalk	Sidewalk along Albany Dr from Navaho Dr to Emerald Ave.	8	Infrastructure	Later Phase

Table C1: Pedestrian Projects with Prioritization

Project Name	Project Description	Ward	Project Type	Prioritization
Cityview Sidewalks	Sidewalk along Withrow Ave from St Helen's Pl to Meadowlands Dr. Sidewalk on Parkglen Dr from Woodroffe Ave to Withrow Ave. Sidewalk along St Helen's Pl from Withrow Ave to Rossland Ave, and along Rossland Ave from St. Helen's Pl to Merivale Rd.	8	Infrastructure	First Phase
Fieldrow St, Sullivan Ave, Brook Ln Sidewalks	Sidewalk along Fieldrow St between Viewmount Dr and Aldercrest Dr. Sidewalk along Sullivan Ave from Meadowlands Dr to Norice St. Sidewalk on Brook Ln from Meadowlands Dr to Oakridge Blvd.	8	Infrastructure	Later Phase
Nanaimo Dr Sidewalk	Sidewalk along Nanaimo Dr from Nanaimo Park to Richmond Rd.	8	Infrastructure	First Phase
Robertson Rd Sidewalk	Sidewalk along Robertson Rd from Fitzgerald Rd to Westcliffe Rd.	8	Infrastructure	First Phase
Southwood Dr Sidewalk	Sidewalk along Southwood Dr between Baseline Rd and Iris St.	8	Infrastructure	Later Phase
Stanton Rd Sidewalk	Sidewalk along Stanton Rd from Thorson Ave to McWatters Rd.	8	Infrastructure	First Phase
Auriga Dr and Antares Dr Sidewalk	Sidewalk along Auriga Dr and Antares Dr from West Hunt Club Rd to Deakin St.	9	Infrastructure	Later Phase
Banner Rd Pedestrian Crossing	Feasibility study of a crossing of Banner Rd at Nancy Ave.	9	Feasibility Study	First Phase
Beaver Ridge Sidewalk	Sidewalk along Beaver Ridge between Meadowlands Dr and Eagle Ln.	9	Infrastructure	Later Phase
Colonnade Rd Pedestrian Crossing	Feasibility study of pedestrian crossings of Colonnade Rd near Nepean Pond Park and 38 Colonnade Rd.	9	Feasibility Study	Later Phase
Eleanor Dr, Wallford Way, Trillium Ave Sidewalk	Sidewalk along Eleanor Dr from Farlane Blvd to Greencrest Pl. Sidewalk along Wallford Way from Highwood Dr to Trillium Ave. Sidewalk along Trillium Ave from Wallford Way to Beaver Ridge.	9	Infrastructure	Later Phase
Elvaston Ave and Craig Henry Dr Sidewalk	Sidewalk along Elvaston Ave from Conover St to Craig Henry Dr. Sidewalk on Craig Henry Dr from Chartwell Ave to 48m west.	9	Infrastructure	Later Phase
Normandy Cres Sidewalk	Sidewalk along Normandy Cres from Falaise Rd to Inverness Ave.	9	Infrastructure	Later Phase

Table C1: Pedestrian Projects with Prioritization

Project Name	Project Description	Ward	Project Type	Prioritization
Pineglen Pedestrian Improvements	Sidewalk along Merivale Rd from Pineglen Cres to MacFarlane Rd and feasibility study of a pedestrian crossing of Merivale Rd at Brookdale Ave. Sidewalk along Amberwood Cres from Merivale Rd to Broad Oaks Ct. Pathway from Amberwood Cres to Pineglen Cres.	9	Infrastructure	First Phase
Zena St, Sunnycrest Dr, Barlyn Ave Sidewalks	Sidewalk along Zena St from Baseline Rd to Sunnycrest Dr. Sidewalk along Sunnycrest Dr from Zena St to Barlyn Ave. Sidewalk along Barlyn Ave from Sunnycrest Dr to Hilliard Ave.	9	Infrastructure	First Phase
Blossom Park Sidewalks	Sidewalk along Bank St between Sieveright Ave and Athans Ave. Sidewalk along Athans Ave between Bank St and Sixth St. Sidewalk along Sixth St between Athans Ave and Queensdale Ave. Sidewalk along Rosebella Ave between Bank St and Sixth St.	10	Infrastructure	First Phase
Greenboro Pedestrian Improvements	Sidewalk along Albion Rd S between Johnston Rd and Pebble Rd. Sidewalk along Albion Rd between Hunt Club Rd and Bank St. Feasibility review of a pedestrian crossing of Tapiola Cres east of White Clover Priv.	10	Infrastructure	First Phase
Johnston Rd to Swansea Cres Pathway	Multi-use pathway from Johnston Rd to Swansea Cres.	10	Infrastructure	First Phase
St. Bernard Crossing	Pedestrian Crossing of St. Bernard St in front of St. Bernard School and sidewalk or pathway upgrades to connect to the pedestrian crossing.	10	Infrastructure	Later Phase
Walkley Rd Pedestrian Crossings	Feasibility study of pedestrian crossings of Walkley Rd at Heron Rd and Canterbury High School.	10 / 18	Feasibility Study	Later Phase
Wyldewood St Sidewalk	Sidewalk along Wyldewood St from Albion Rd to pathway at 2717 Wyldewood St.	10	Infrastructure	Later Phase
Coldrey Ave Sidewalk	Sidewalk along Coldrey Ave from Kirkwood Ave to Laperriere Ave.	16	Infrastructure	Later Phase

Table C1: Pedestrian Projects with Prioritization

Project Name	Project Description	Ward	Project Type	Prioritization
Meadowvale Park Sidewalks	Sidewalk along Chevrier St from Summerville Ave to Hollington St. Sidewalk along Emperor Ave from Fisher Ave to Bakervale Dr. Pathway from Kingston Ave at Hollington St to Experimental Farm Pathway. Pathway between Kingston St at Silver St to Experimental Farm Pathway. Pathways off Carling Ave at Parkdale Ave, and Fisher Ave at Shillington Ave, to Experimental Farm.	16	Infrastructure	Later Phase
Morisset Ave Sidewalk	Sidewalk along Morisset Ave from Caldwell Ave to 1455 Morisset Ave.	16	Infrastructure	Later Phase
Morley Blvd and Sanford Ave	Sidewalk along Morley Blvd from Baseline Rd to Sanford Ave, and from Lexington St to Dynes Rd. Sidewalk along Sanford Ave from Morley Blvd to Prince of Wales Dr.	16	Infrastructure	Later Phase
Notting Hill Ave Sidewalk	Sidewalk along Notting Hill Ave from Bank St to Jasper Ave.	16	Infrastructure	First Phase
Provost Dr Pedestrian Facilities	Feasibility study of pedestrian facilities along Provost Dr from McCarthy Rd to Thorndale Dr.	16	Feasibility Study	Later Phase
Trent St Sidewalk	Sidewalk along Trent St between Fisher Ave and Chevrier St.	16	Infrastructure	First Phase
Echo Dr Pedestrian Facilities	Feasibility study of pedestrian facilities along Echo Dr from Bank St to Colonel By Dr and a crossing of Colonel By Dr.	17	Feasibility Study	First Phase
Evelyn Ave Sidewalk	Sidewalk along Evelyn Ave from Chestnut St to Brunswick St.	17	Infrastructure	Later Phase
Heron Park Sidewalks	Sidewalk along Clover St from Aldea Ave to Brookfield Rd E, and Aldea Ave from Clover St to Gilles St. Sidewalk along Gilles St from Heron Rd to Apolydor Ave, Apolydor Ave from Gilles St to Lasalle St, and Lasalle St from Aldea Ave to Apolydor Ave.	17	Infrastructure	First Phase
Traverse Dr Sidewalk	Sidewalk along Traverse Dr from Brookfield Rd E to Kaladar Park.	17	Infrastructure	Later Phase
Queen Elizabeth Driveway, Lansdowne Park Entrance	Crossing improvements of Queen Elizabeth Driveway at Princess Patricia Way, for improved access for pedestrians and cyclists to Lansdowne	17	Infrastructure	First Phase

Table C1: Pedestrian Projects with Prioritization

Project Name	Project Description	Ward	Project Type	Prioritization
Belfast Rd Sidewalk	Sidewalk along east side of Belfast Rd in front of 865 and 925 Belfast Rd to existing sidewalks.	18	Infrastructure	First Phase
Billings Ave Sidewalk	Sidewalk along Billings Ave from Lynda Ln to Highridge Ave.	18	Infrastructure	Later Phase
Blossom Dr Sidewalk	Sidewalk along Blossom Dr from Kilborn Ave to Begonia Ave. Sidewalk on Begonia Ave from Blossom Dr Applewood Park pathway.	18	Infrastructure	First Phase
Dakota Ave Sidewalk	Sidewalk along Dakota Ave from Halifax Dr to Foley Ave.	18	Infrastructure	First Phase
Dale Park Pathway	Pathway from Dale Park to Riverside Dr.	18	Infrastructure	Later Phase
Delmar Dr and Playfair Dr Sidewalks	Sidewalk along Delmar Dr from Kilborn Ave to Thistle Cres. Sidewalk along Playfair Dr from Delmar Dr to Beattie Ave.	18	Infrastructure	First Phase - Completed
Evans Blvd Sidewalk	Sidewalk along Evans Blvd from Heron Rd to Willowdale Ave.	18	Infrastructure	Later Phase
Hawthorne Park Sidewalks	Sidewalk along Tupper Ave from Russell Rd to Joliffe St with pathway connection to St. Luke's School. Sidewalk along Joliffe St and Melfort St from Tawney Rd to Walkley Rd.	18	Infrastructure	First Phase
Heron Rd Pedestrian Facilities	Feasibility study of pedestrian facilities along the south side of Heron Rd from Walkley Rd to the existing sidewalk.	18	Feasibility Study	Later Phase
Sheffield Glen Park Pedestrian Improvements	Pathway from Russell Rd to Sheffield Glen Park path. Feasibility review of a crossing of Southvale Cres at Sheffield Glen Park.	18	Infrastructure	Later Phase
Tawney Rd Sidewalk	Sidewalk along Tawney Rd from St-Laurent Blvd to Dwight Cres, and from Joliffe St to Walkley Rd.	18	Infrastructure	Later Phase
Penfield Dr Sidewalk	Sidewalk or pathway along Penfield Dr between Banting Cres and Petrie Ln.	4	Infrastructure	Later Phase
Constance Bay Rd Sidewalk	Feasibility study of sidewalk along Constance Bay Rd between Allbirch Rd and Bayview Dr.	5	Feasibility Study	Later Phase
Donald B. Munro Dr Sidewalk	Sidewalk along Donald B Munro Dr from railway line to 518 Donald B Munro Dr.	5	Infrastructure	First Phase

Table C1: Pedestrian Projects with Prioritization

Project Name	Project Description	Ward	Project Type	Prioritization
Juanita Ave Sidewalk	Sidewalk along Juanita Ave from Carp Rd to Langstaff Dr.	5	Infrastructure	Later Phase
Langstaff Dr Sidewalk	Sidewalk along Langstaff Dr from Juanita Ave to Langstaff Dr Soccer Fields.	5	Infrastructure	Later Phase
Hobin St Sidewalk	Sidewalk along Hobin St from Carp Rd to Crossing Bridge Park.	6	Infrastructure	First Phase
Johnwoods St Pathway	Multi-use Pathway along Johnwoods St between Alon St and Rosehill Ave.	6	Infrastructure	First Phase
West Ridge Dr Sidewalk	Sidewalk along West Ridge Dr from Sable Run Dr to Alfred McCoy Park.	6	Infrastructure	First Phase
Glen Cairn Pedestrian Improvements	Sidewalk on Old Colony Rd from Rothesay Dr to Courtney Rd. Multi-use pathway on Castlefrank Rd from Dog Bone Park pathway to Glamorgan Dr.	23	Infrastructure	Later Phase
Maple Grove Rd Ped Improvements	Sidewalk or pathway along Maple Grove Rd between Terry Fox Dr and Bell Sensplex.	23	Infrastructure	Later Phase
Jockvale Rd Pedestrian Crossing	Feasibility study of pedestrian crossing of Jockvale Rd approximately 170m west of the VIA Rail crossing.	3	Feasibility Study	First Phase
Kinetic Way Pathway	Multi-use pathway between Kinetic Way and Cedarview Rd.	3	Infrastructure	Later Phase
Cuddy St to MacTavish Pl Pathway	Pathway between Cuddy St and MacTavish Pl across the Doug Thompson Pathway.	20	Infrastructure	First Phase
Meadow Dr Pedestrian Facilities	Feasibility study of pedestrian facilities along Meadow Dr from Greely Community Centre to Parkway Rd.	20	Feasibility Study	Later Phase
Vance St and Logan Farm Dr Sidewalk	Sidewalk along Vance St from Osgoode Main St to Philip St. Sidewalk along east side of Logan Farm Dr from 5656 Lombardy Dr to 5657 Osgoode Main St.	20	Infrastructure	Later Phase
Church St Pedestrian Connections	Feasibility study of a pedestrian connection along Church St between Lenida Dr and Farmstead Ridge.	21	Feasibility Study	First Phase

Table C1: Pedestrian Projects with Prioritization

Project Name	Project Description	Ward	Project Type	Prioritization
Eastman Ave and Potter Dr Sidewalks	Sidewalk along Eastman Ave from Rideau Valley Dr to existing sidewalk. Sidewalk along Potter Dr to 81m south of Eastman Ave.	21	Infrastructure	First Phase
Huntley Rd Pedestrian Facilities	Feasibility study of pedestrian facilities along Huntley Rd from Richmond Community Centre to Queenston Dr.	21	Feasibility Study	Later Phase
Long Island Rd Pedestrian Improvements	Sidewalk along south side of Long Island Rd from Bridge St to Riverside Cres, and feasibility review of a pedestrian crossing near Bracken Field.	21	Infrastructure	First Phase - Completed
Eye Bright Cres Sidewalk	Sidewalk along Eye Bright Cres between N Bluff Dr and Royal Fern Way.	22	Infrastructure	Later Phase
Meadowlilly Rd Sidewalk	Sidewalk along Meadowlilly Rd between Purple Finch Cres and Cache Bay Cres.	22	Infrastructure	Later Phase
Riverview Park & Ride Pathway	Pathway between Riverview Park & Ride and Brian Good Ave at Poplin St.	22	Infrastructure	Later Phase
Celeste Way Sidewalk	Sidewalk along Celeste Way from Ballantyne Dr to Valin Park.	1	Infrastructure	Later Phase
Jeanne d'Arc Blvd Pedestrian Improvements	Isolated measures (segments of sidewalk and pedestrian crossings) along Jeanne d'Arc Blvd N between Tenth Line Rd and Lawnberry Dr.	1	Infrastructure	Later Phase
Tenth Line Rd Pedestrian Crossing	Feasibility study of a pedestrian crossing of Tenth Line Rd near Ray Friel Recreation Complex.	1	Feasibility Study	Later Phase
Bearbrook Rd Pedestrian Facilities	Feasibility study of pedestrian facilities along Bearbrook Rd between Westpark Dr and Hornets Nest Park.	2	Feasibility Study	Later Phase
Bilberry Creek Crossing	Feasibility study of pedestrian crossing of the Bilberry Creek from Sugar Creek Way to the pathway connecting to Bilberry Dr.	2	Feasibility Study	Later Phase
Boyer Rd and Orléans Blvd Pedestrian Crossing	Feasibility study of a pedestrian crossing of Orléans Blvd at Boyer Rd.	2	Feasibility Study	Later Phase
Hiawatha Park Rd Sidewalk	Sidewalk along east side of Hiawatha Park Rd from Ravine Way to Hiawatha Park.	2	Infrastructure	Later Phase

Table C1: Pedestrian Projects with Prioritization

Project Name	Project Description	Ward	Project Type	Prioritization
Notre-Dame St Sidewalk	Sidewalk along southwest side of Notre-Dame St from Henri Lauzon St to St-Joseph Blvd.	2	Infrastructure	First Phase
St-Joseph Blvd at Boyer Rd Pedestrian Crossing	Feasibility study of a pedestrian crossing of St-Joseph Blvd near Boyer Rd.	2	Feasibility Study	Later Phase
Viseneau Dr Pedestrian Crossing	Feasibility study of a pedestrian crossing of Viseneau Dr at Cathedral Park.	2	Feasibility Study	Later Phase
Cardinal Heights Sidewalks	Sidewalk along Crownhill St from Blair Rd (N) to Blair Rd (S). Sidewalk along Mowat St from Blair Rd to Steel St. Sidewalk along Steel St from Mowat St to Crownhill St. Sidewalk along Elwood St from Seguin St to Montréal Rd.	11	Infrastructure	First Phase
Casey Ave Sidewalk	Sidewalk along Casey Ave between Shefford Rd and Eastvale Dr.	11	Infrastructure	First Phase
Meadowbrook Rd Pedestrian Crossings	Feasibility study of pedestrian crossings of Meadowbrook Rd at strategic locations.	11	Feasibility Study	Later Phase
Michael St, Parisien St and Labrie Ave Sidewalks	Sidewalk along Parisien St from Michael St to 1056 Parisien St. Sidewalk along Michael St from Parisien St to Kenaston St. Sidewalk along Labrie Ave from 1165 Kenaston St to Cyrville Rd.	11	Infrastructure	Later Phase
Barnwell Cres Pathway	Pathway from Barnwell Cres to Prescott-Russell Recreational Trail.	19	Infrastructure	First Phase - Completed
Brian Coburn Blvd Sidewalk	Sidewalk along Brian Coburn Blvd from Tenth Line Rd to Selene Way pathway.	19	Infrastructure	Later Phase
Kipp St Sidewalk	Sidewalk along Kipp St from Carillon St to Vanier Pkwy.	12	Infrastructure	Later Phase
Ste-Anne Ave Sidewalk	Sidewalk along Ste-Anne Ave between St-Denis St and Montfort St.	12	Infrastructure	Later Phase
Brant St Sidewalk	Sidewalk along Brant St from Donald St to 40 m north of Spartan Ave.	12 / 13	Infrastructure	First Phase
Buena Vista Rd Sidewalk	Feasibility study of a sidewalk along Buena Vista Rd from Springfield Rd to Lisgar Rd.	13	Feasibility Study	Later Phase

Table C1: Pedestrian Projects with Prioritization

Project Name	Project Description	Ward	Project Type	Prioritization
Clarke Ave Sidewalk	Sidewalk along Clarke Ave from Cummings Ave to Claude St.	13	Infrastructure	First Phase
Edith Ave and Glynn Ave Sidewalk	Sidewalk along Edith Ave from Queen Mary St to Donald St. Sidewalk along Glynn Ave from Quill St to VINCI School.	13	Infrastructure	First Phase
Eve St Sidewalk	Sidewalk along Eve St from René-Doré Way to Donald St. Sidewalk along René Doré Way from Allen Blvd to Eve St.	12 / 13	Infrastructure	Later Phase
Gil-O-Julien Pathway	Pathway from Gil-O-Julien Park to Grant Toole Way.	13	Infrastructure	First Phase
Hardy Ave and Gardenvale Rd Sidewalk	Sidewalk along Hardy Ave from Bernard St to Presland Park. Sidewalk along Mutual St, Claude St, and Gardenvale Rd from St-Laurent Blvd to Cummings Ave.	13	Infrastructure	First Phase
London Terr and Mart Circ Sidewalk	Sidewalk along London Terr between Alvin Heights Park and Alvin Rd. Sidewalk along Mart Cir from St-Laurent Blvd to Jardin Priv.	13	Infrastructure	First Phase
Manor Park Sidewalks	Sidewalk along Thornwood Rd from Hemlock Rd to Eastbourne Ave. Sidewalk along Braemar St from Hemlock Rd to Eastbourne Ave.	13	Infrastructure	First Phase
Noranda Ave Sidewalk	Sidewalk along Noranda Ave from St-Laurent Blvd to Malartic Ave.	13	Infrastructure	Later Phase
Rideau Terr Sidewalk	Sidewalk along Rideau Terr from Lambton Ave to Acacia Ave.	13	Infrastructure	First Phase
Metcalfe St Sidewalk	Sidewalk along Metcalfe St from Argyle Ave to McLeod St.	14	Infrastructure	Later Phase
Queen Elizabeth Drwy at Argyle Ave Crossing	Crossing of Queen Elizabeth Drwy at Argyle Ave.	14	Infrastructure	Later Phase
Lanark Ave Sidewalk	Sidewalk along Lanark Ave from Kirchoffer Ave to Churchill Ave.	15	Infrastructure	Later Phase
Madison Ave Sidewalk	Sidewalk along Madison Ave from Winston Ave to Churchill Ave N.	15	Infrastructure	First Phase
Mayfair Ave S and Java St Sidewalk	Sidewalk along Mayfair Ave S from Byron Ave to Iona St. Sidewalk along Java St from Mayfair Ave to Elmdale Public School.	15	Infrastructure	Later Phase
Roosevelt Ave Sidewalk	Sidewalk along Roosevelt Ave from Princeton Ave to Cole Ave S.	15	Infrastructure	Later Phase

Table C1: Pedestrian Projects with Prioritization

Project Name	Project Description	Ward	Project Type	Prioritization
Slidell St Sidewalk	Sidewalk along Slidell St from Ottawa River Pathway to Bayview Station Rd.	15	Infrastructure	First Phase
Tillbury Ave Sidewalk	Sidewalk along Tillbury Ave from Cole Ave S to David Shentow Park.	15 / 7	Infrastructure	Later Phase

Table C2: Cycling Projects with Prioritization

Project Name	Project Description	Ward	Project Type	Prioritization
Carling Ave, Beachburg Rail Underpass	Widening of the roadway beneath the Beachburg rail corridor to address safety concerns at this pinch point.	7	Infrastructure	First Phase
Fairlawn Ave and Woodroffe Ave	Cycling facilities on Fairlawn Ave and Woodroffe Ave from Lenester Ave to Saville Row, with an improved crossing from Flower Ave to Saville Row.	7	Infrastructure	Later Phase
Lincoln Fields Crossings, Carling Ave and Richmond Rd	Feasibility study of improving the cycling crossing of Carling Ave at Connaught Ave, and Richmond Rd 150m east of Croydon Ave, in conjunction with establishing a cycling route through Lincoln Fields Shopping Centre.	7	Feasibility	First Phase
O-Train Crossing at Hwy 417	Feasibility study of connecting Parkhaven Ave to Roman Ave over the O-Train corridor using the existing Transitway bridge on the north side of Hwy 417.	7	Feasibility	First Phase
Queensview Dr	Bike lanes where feasible on Queensview Dr.	7	Pavement Markings and Signage	First Phase
Richmond Rd	Separated cycling facilities and/or bike lanes from Carling Ave to Bayshore Dr and on Pinecrest Rd from Richmond Rd to Fallis Ave.	7	Infrastructure	First Phase
Maitland Ave Cycling	Cycling facilities on Maitland Ave from Hwy 417 westbound on-ramp to Riddell Ave South, including the MTO Maitland Ave structure over Highway 417.	7 / 8	Infrastructure	First Phase
Maitland Ave Cycling Connections	Feasibility study of cycling facilities on Maitland Ave from Hwy 417 westbound on-ramp to Carling Ave, and from Hwy 417 eastbound on-ramp to the Experimental Farm Pathway.	7 / 8	Feasibility	First Phase
Pinecrest Rd and Greenbank Rd	Cycling facilities along Pinecrest Rd and Greenbank Rd from the Hwy 417 westbound offramp to Iris St, including the MTO structure over Highway 417.	7 / 8	Infrastructure	First Phase

Table C2: Cycling Projects with Prioritization

Project Name	Project Description	Ward	Project Type	Prioritization
Richmond Rd over Hwy 417	Cycling facilities along Richmond Rd between Holly Acres Rd and Bayshore Dr, including the MTO Richmond Rd structure over Highway 417.	7 / 8	Infrastructure	First Phase
Woodroffe Ave Cycling	Cycling facilities on Woodroffe Ave from Iris St to Benjamin Ave, including the MTO Woodroffe Ave structure over Highway 417.	7 / 8	Infrastructure	First Phase
Cordova St and Meadowlands Dr	Advisory bike lanes on Cordova St from Baseline Rd to Withrow Ave, and bike lanes on Meadowlands Dr from Woodroffe Ave to Sullivan St.	8	Pavement Markings and Signage	First Phase
Fitzgerald Rd	Bike lanes where feasible on Fitzgerald Rd from Robertson Rd to the Ottawa-Carleton Trailway.	8	Pavement Markings and Signage	First Phase - Completed
Iris St and Navaho Dr	Bike lanes on Iris St from the O-Train station to Navaho Dr. Bike lanes on Navaho from the Iris St to Baseline Rd. Scope may include parking removal.	8	Pavement Markings and Signage	First Phase
Moodie Dr	Cycling improvements from Fitzgerald Rd to north of Hwy 417 and stone dust link from Fitzgerald Rd to the Ottawa-Carleton Trailway. Project will also address missing link south of Fitzgerald Rd.	8 / 7	Infrastructure	Later Phase
Nepean Creek Pathway	Multi-use pathway from Merivale Rd and Colonnade Rd to Parkside Cres.	8	Infrastructure	Later Phase
Woodward Dr	Bike lanes where feasible on Woodward Dr.	8	Pavement Markings and Signage	First Phase
Withrow Ave and Capilano Dr	Bike lanes where feasible between St. Helen's Pl. and Kerry Cres.	8 / 9	Pavement Markings and Signage	First Phase
Iris St West	Feasibility study of improving cycling facilities along Iris St between Iris Station and Greenbank Rd.	8	Feasibility	First Phase

Table C2: Cycling Projects with Prioritization

Project Name	Project Description	Ward	Project Type	Prioritization
McClellan Rd Pathway Connectivity	Improvements to McClellan Rd pathway alignments and connectivity east and west of Riverbrook Rd.	9	Infrastructure	Later Phase
Meadowlands Dr	Cycling facilities on Meadowlands Dr from Merivale Rd to east of Prince of Wales Dr. Scope may include parking and/or lane removal.	9 / 16	Infrastructure	Later Phase
Colonnade Rd N	Bike lanes where feasible on Colonnade Rd N from Prince of Wales Dr to the pathway 250m east of Merivale Rd.	9	Pavement Markings and Signage	First Phase
Crestview-Tanglewood Rail Crossing	Feasibility study of providing an at-grade rail crossing from Parkside Crescent to Woodfield Dr and Nestow Drive.	9 / 8	Feasibility	First Phase
Leslie Park-Banner Rd Rail Crossing	Feasibility study of providing an at-grade rail crossing from Leslie Park to Banner Rd.	9 / 8	Feasibility	First Phase
Bank St South	Paved shoulders on Bank St from Leitrim Rd to Orville Kemp St.	10	Infrastructure	First Phase
D'Aoust Ave and Bridle Path Dr	Bike lanes where feasible on D'Aoust Ave from Wyngate Priv to Timbermill St, and on Bridle Path Dr from Hunt Club Rd to Trappers Rd.	10	Pavement Markings and Signage	First Phase
Dazé St	Cycling facilities on Dazé St and Cahill Dr from Southgate Rd to 200m south of Bank St to facilitate access to South Keys O-Train station. Isolated measures to improve the Bank St crossing. Scope may include lane removal.	10	Infrastructure	First Phase
Emerald Woods O-Train Pathway Connection	Multi-use pathway connection from Emerald Woods neighbourhood to the new O-Train Line 2 pathway.	10	Infrastructure	First Phase
Johnston Rd	Cycling crossing of Bank St and separated cycling facilities on Johnston Rd from Bank St to Southgate Rd. Bike lanes from Southgate Rd to Conroy Rd. Scope may include parking removal.	10	Infrastructure	Later Phase
Lorry Greenberg Dr	Bike lanes where feasible on Lorry Greenberg Dr from Hunt Club Rd to Zaidan Dr and from Conroy Rd to the pathway west of Huntersfield Rd.	10	Pavement Markings and Signage	First Phase

Table C2: Cycling Projects with Prioritization

Project Name	Project Description	Ward	Project Type	Prioritization
Bank St Over Rail	Feasibility study of options to improve Bank St cycling facilities over the rail corridor, between Kitchener Ave and Johnston Rd.	10 / 16	Feasibility	First Phase
Experimental Farm Path Connections	Feasibility study of improved road crossings and connectivity to the Experimental Farm Pathway at Merivale Rd, Baseline Rd and Prince of Wales Dr.	16	Feasibility	First Phase
McCarthy Rd and Paul Anka Dr	Bike lanes where feasible on McCarthy Rd from Southmore Dr to Paul Anka Dr and on Paul Anka Dr from McCarthy Rd to Uplands Dr.	16	Pavement Markings and Signage	First Phase
Riverside Dr	Separated cycling facilities or multi-use pathway on Riverside Dr from Walkley Rd to Rivergate Way (350m). Project also includes a pathway connection from Riverside Dr to Gillespie Cres.	16	Infrastructure	First Phase
Walkley Rd	Separated cycling facilities on Walkley Rd from Bank St to the Airport Pkwy.	16 / 17	Infrastructure	First Phase
Albion Rd North	Feasibility study of cycling improvements to the Albion Rd north corridor, including the Walkley Rd intersection.	16 / 10 / 18	Feasibility	First Phase
Clyde Ave N and Laperriere Ave	Separated cycling facilities and/or bike lanes on Clyde Ave N from Carling Ave to Laperriere Ave and on Laperriere Ave from Clyde Ave N to Kirkwood Ave. Scope may include parking removal.	16 / 7 / 8	Infrastructure	First Phase
McCarthy Rd Cycling	Feasibility study of cycling facilities on McCarthy Rd from Walkley Rd to Southmore Dr.	16	Feasibility	First Phase
Sawmill Creek Connection from Walkley Rd	Feasibility study of a pathway connection from Walkley Rd to the Sawmill Creek Pathway.	16	Feasibility	First Phase
Clover St	Contraflow bike lane on Clover St from Aldea Ave to Heron Rd.	17	Pavement Markings and Signage	First Phase
Bank St, Lansdowne North	Feasibility study of improved active transportation facilities along Bank St, between Lansdowne and Highway 417.	17	Feasibility	First Phase

Table C2: Cycling Projects with Prioritization

Project Name	Project Description	Ward	Project Type	Prioritization
Lees Ave to Hawthorne Ave	Westbound bike lane on Hawthorne Ave and connection from Lees Ave.	17	Infrastructure	First Phase
Riverdale Ave and Neighbourhood Connections	Bike lanes where feasible on Riverdale Ave from Bank St to Main St, and connections to Echo Dr and the river pathway. Also includes pathway widening and potential realignment from Fentiman Ave to Brighton Ave. Scope may include parking removal.	17	Infrastructure	First Phase
Bank St Cycling	Feasibility study of cycling facilities on Bank St from Riverside Dr (north) to the Rideau Canal.	17	Feasibility	First Phase
Hartwell Locks Accessible Crossing	Feasibility study of modifications to the Rideau Canal crossing at Hartwell Locks for accessibility purposes in collaboration with Parks Canada.	17 / 16	Feasibility	First Phase
Main St Southbound Cycling Link	Feasibility study of adding southbound cycling facilities on Main St from the Hwy 417 bridge to Lees Ave to address the missing link.	17	Feasibility	First Phase
Alta Vista East-West Route	Multi-use pathway segments forming an east-west route within Alta Vista ward.	18	Infrastructure	First Phase
Alta Vista North-South Route	Multi-use pathway segments along the north-south Alta Vista Western Pathway corridor alignment.	18	Infrastructure	First Phase
Elmvale-Canterbury Neighbourhood Bikeway	Minor improvements to this north-south route between Kilborn Ave and Coronation Ave.	18	Infrastructure	First Phase
Russell Rd, St-Laurent Blvd and Lancaster Rd	Northbound separated cycling on Russell Rd and St-Laurent Blvd from north of Southvale Cres to Bourassa St. Scope includes bike lanes on Lancaster Rd east of St-Laurent Blvd, and review west of St-Laurent Blvd to Hamlet Rd/Othello Ave/Russell Rd.	18	Infrastructure	Later Phase
Smyth Rd and Rideau River Eastern Pathway Connection	Separated cycling facilities and/or bike lanes on Smyth Rd from Alta Vista Dr to the Riverside Hospital intersection. Project also includes cycling connections from Smyth Rd to the Rideau River Eastern Pathway.	18 / 17	Infrastructure	Later Phase

Table C2: Cycling Projects with Prioritization

Project Name	Project Description	Ward	Project Type	Prioritization
Tremblay Road to Terminal Avenue	Multi-use pathway from Tremblay Road, along the east side of Riverside Drive, ascending to Terminal Avenue.	18	Infrastructure	First Phase
Beachburg Subdivision Rail Corridor Pathway	Conversion of rail corridor to multi-use pathway from Celtic Ridge Cres to the Capital Pathway east of March Valley Rd.	4 / 7	Infrastructure	First Phase
Beaverbrook - Kanata North Pathway	Multi-use pathway from Walden Dr to north of the rail line.	4	Infrastructure	First Phase
Beaverbrook Rd, Knudson Dr, Weslock Way, Walden Dr, Teron Rd, Kanata Ave and Campeau Dr	Formalize bike lanes and restrict parking on segments of Beaverbrook Rd, Knudson Dr, Weslock Way and Walden Dr to create a north-south route and an east-west route. Formalize bike lanes on Kanata Ave, Teron Ave and Campeau Dr.	4	Pavement Markings and Signage	First Phase
Flamborough Way and Innovation Dr	Bike lanes where feasible on Flamborough Way and Innovation Dr.	4	Pavement Markings and Signage	First Phase
Kanata Ave and Campeau Dr	Bikes lanes and/or separated cycling facilities to address missing links along Campeau Dr and Kanata Ave.	4	Infrastructure	First Phase
Legget Dr, Solandt Rd and Hines Rd	Bike lanes where feasible on Legget Dr, Solandt Rd and Hines Rd from Herzberg Rd to Innovation Dr.	4	Pavement Markings and Signage	First Phase
Carp River Pathway under Hwy 417	Feasibility study of a Hwy 417 underpass to extend the Carp River pathway system from Frank Nighbor Place to Roger Neilson Way.	4 / 23	Feasibility	First Phase
Donald B Munro Dr and Old Carp Rd	Paved shoulders on Donald B Munro Dr from March Rd to Meadowridge Cir and on Old Carp Rd where roadbed permits.	5	Infrastructure	Later Phase
Echowoods Park	Multi-use pathway connection from Echowoods Park to Feedmill Creek Recreational Trail.	6	Infrastructure	First Phase
Stittsville Trans Canada Trail Crossing	Cycling connection across Stittsville Main St for the Trans Canada Trail and other improved connections to the Trans Canada Trail.	6	Infrastructure	Later Phase

Table C2: Cycling Projects with Prioritization

Project Name	Project Description	Ward	Project Type	Prioritization
Terry Fox Dr Pathway	Multi-use pathway connections along Terry Fox Dr from Westphalian Ave to Condado Cres, and a feasibility review of a crossing of Fernbank Rd near Brigitta Park.	6	Infrastructure	First Phase
West Ridge Dr	Bike lanes where feasible on West Ridge Dr from Beverly St to Stittsville Main St.	6	Pavement Markings and Signage	First Phase
Carp River Pathway	Multi-use pathway from Terry Fox Dr to Hazeldean Rd along the Carp River.	23	Infrastructure	Later Phase
Barrhaven VIA Pathway (Jockvale Rd – Antler-Dolan underpass)	Multi-use pathway from Jockvale Rd to the Antler-Dolan underpass next to the VIA Rail line, including crossing improvements of Jockvale Rd.	3	Infrastructure	First Phase
Fallowfield Rd – Forager St Pathway	Multi-use pathway along Fallowfield Rd from Strandherd Dr to Forager St.	3	Infrastructure	Later Phase
Strandherd Dr Eastbound	Eastbound separated cycling facilities from Jockvale Rd and Greenbank Rd to address missing link.	3	Infrastructure	First Phase
Malvern Dr, Foxfield Dr, and Highbury Park Dr	Bike lanes where feasible on Malvern Dr and Foxfield Dr from Fable St to Holitman Dr. Bike lanes where feasible on Highbury Park Dr from Greenbank Rd to San Marino St.	3 / 24	Pavement Markings and Signage	First Phase
Logan Farm Dr and Osgoode Main St	Cycling facilities on Logan Farm Dr from Lombardy Dr to Osgoode Main St and on Osgoode Main St from Logan Farm Dr to Vance St. Scope may include parking removal.	20	Infrastructure	Later Phase
Osgoode Link Pathway Extension	Feasibility study of extending the Osgoode Link Pathway south toward Kemptville, in collaboration with the Municipality of North Grenville.	20	Feasibility	First Phase – Study Completed
Fourth Line Rd	Bike lanes where feasible on Fourth Line Rd from Prince of Wales Dr to Church St.	21	Pavement Markings and Signage	First Phase

Table C2: Cycling Projects with Prioritization

Project Name	Project Description	Ward	Project Type	Prioritization
Manotick Main St / Bridge St	Feasibility study of adding pedestrian and cycling facilities on Manotick Main St from Eastman Ave to Century Rd E, and adding cycling facilities on Manotick Main St from Eastman Ave to Bankfield Rd and on Bridge St, east of Manotick Main St.	21	Feasibility	First Phase
Findlay Creek Dr	Bike lanes where feasible on Findlay Creek Dr.	22	Pavement Markings and Signage	First Phase
Leitrim Station Pathway	Multi-use pathway connecting Findlay Creek to Leitrim LRT station via Quinn Rd.	22	Infrastructure	First Phase
Limebank Station Pathway	Multi-use pathway connecting western Riverside South to Limebank LRT station.	22	Infrastructure	Later Phase
Spratt Rd Cycling	Feasibility study of lane removal to add buffered cycling facilities on Spratt Rd from Earl Amstrong Rd to Urbandale Shopping Plaza Entrance.	22	Feasibility	First Phase
Crestway Dr	Southbound bike lane on Crestway Dr from Strandherd Dr to 135m north of Strandherd Dr. Address missing link by removing a turn lane at the intersection.	24	Pavement Markings and Signage	First Phase
Longfields Dr and Berrigan Dr	Bike lanes on Longfields Dr between Strandherd Dr and Berrigan Dr, and on Berrigan Dr from Longfields to Claridge Dr. Scope may include turn lane removal.	24	Pavement Markings and Signage	First Phase
Charlemagne Blvd	Bike lanes on Charlemagne Blvd from Tenth Line Rd (north) to Tenth Line Rd (south). Scope may include lane removal.	1	Infrastructure	Later Phase
Dunning Rd	Bike lanes where feasible on Dunning Rd from Old Montréal Rd to Lookout Dr.	1	Pavement Markings and Signage	First Phase
Old Montreal Rd	Paved shoulders on Old Montreal Rd from Dunning Rd to Pierrette Dr (E).	1	Infrastructure	Later Phase

Table C2: Cycling Projects with Prioritization

Project Name	Project Description	Ward	Project Type	Prioritization
Duford Dr, Prestone Dr and Tompkins Ave	Bike lanes where feasible on Duford Dr between St-Joseph Blvd to Lacroix Ave (north) and on Tompkins Ave from Tenth Line Rd to Prestone Dr. Project also includes formalizing bike lanes on Prestone Dr from Amiens St to Tompkins Ave.	1	Pavement Markings and Signage	First Phase
Valin St and Watters Rd	Bike lanes where feasible on Valin St and Watters Rd east of Charlemagne Blvd.	1	Pavement Markings and Signage	First Phase
St-Joseph Blvd Cycling	Feasibility study of cycling facilities on St-Joseph Blvd between Forest Valley Dr and Tenth Line Rd, as part of the Orléans Corridor Secondary Plan Study.	1 / 2	Feasibility	First Phase
Trim Road Bridge	Feasibility study of active transportation bridge across OR174, adjacent to Trim LRT Station.	1	Feasibility	First Phase
Belcourt Blvd to Frank Bender St	Cycling connection from the north end of Frank Bender St to the south end of Belcourt Blvd.	2	Infrastructure	First Phase - Completed
Garneau Park to Carrière St	Multi-use pathway connection from Garneau Park to Carrière St.	2	Infrastructure	Later Phase
Innes Rd Eastbound	Eastbound separated cycling facilities from the Blackburn Hamlet Bypass to Orléans Blvd to address missing link. Isolated measures to improve on- St bike lanes from Orléans Blvd to Boyer Rd.	2 / 19	Infrastructure	Later Phase
Jeanne d'Arc Blvd North	Separated or buffered cycling facilities on Jeanne d'Arc Blvd N from Décarie Dr to Paddlers Way/Vorlage Dr. Scope may include travel lane and/or parking removal.	2	Infrastructure	First Phase
Orléans Blvd	Separated or buffered cycling facilities on Orléans Blvd from the Ottawa River Pathway to Boyer Rd and a controlled crossing at Boyer Rd. Scope may include lane removal.	2	Infrastructure	First Phase
Youville Dr	Bike lanes where feasible on Youville Dr from St-Joseph Blvd to Jeanne d'Arc Blvd.	2	Pavement Markings and Signage	First Phase

Table C2: Cycling Projects with Prioritization

Project Name	Project Description	Ward	Project Type	Prioritization
Aviation Pathway Connections	Community connections to the Aviation Pathway at Thibault St and Gardenvale Rd. Also includes a feasibility review of a crossing of Aviation Parkway near La Cite Priv.	11 / 13	Infrastructure	First Phase
Canotek Rd	Bike lanes on Canotek Rd from Shefford Rd to Rainbow St.	11	Pavement Markings and Signage	First Phase
Cummings Ave	Cycling facilities on Cummings Ave from Donald St to Cyrville Rd. Scope may include lane removal. Project also includes measures to address the missing link on Donald St at Elaine Dr.	11	Infrastructure	First Phase
Innes Rd over Highway 417	Feasibility study of improving pedestrian and cycling facilities to avoid the Innes Rd Highway 417 overpass, between Startop Rd and Cyrville Rd.	11 / 18	Feasibility	First Phase
Meadowbrook Rd	Bike lanes where feasible on Meadowbrook Rd from Cyrville Rd to Telesat Crt.	11	Pavement Markings and Signage	First Phase
Ogilvie Rd	Bikes lanes where feasible on Ogilvie Rd.	11	Pavement Markings and Signage	First Phase
Prescott-Russell Recreational Trail	Prescott-Russell Recreational Trail, Connection to Cyrville Rd.	11 / 19	Infrastructure	Later Phase
Aquaview Drive	Bike lanes where feasible on Aquaview Dr from Brian Coburn Blvd to Esprit Dr.	19	Pavement Markings and Signage	First Phase
Brian Coburn Blvd	Eastbound multiuse path from Mer Bleue Rd to Portobello Blvd. Westbound bike lane from Montmère Ave to Mer Bleue Rd where feasible.	19	Infrastructure	First Phase

Table C2: Cycling Projects with Prioritization

Project Name	Project Description	Ward	Project Type	Prioritization
Provence Ave and Portobello Blvd	Bike lanes where feasible on Portobello Blvd south of Brian Cobun Blvd and on Provence Ave from Brian Coburn Blvd to Valin St.	19 / 1	Pavement Markings and Signage	First Phase
Byward Market to Somerset St East	Improved cycling connection between Byward Market and Somerset St East including an improved crossing of King Edward Ave at York St.	12	Infrastructure	First Phase
Cumberland St and Murray St East	Cycling faciliites on Cumberland St from George St to St Patrick St and on Murray St from Cumberland St to King Edward Ave. Scope may include parking removal.	12	Infrastructure	First Phase
Murray St West	Cycling facilities on Murray St from Sussex Dr to Cumberland St. Scope may include parking removal.	12	Infrastructure	First Phase
North River Rd	Bike lanes where feasible on North River Rd from Montréal Rd to Donald St.	12 / 13	Pavement Markings and Signage	First Phase
Sussex Dr	Northbound bike lane on Sussex Dr from Rideau St to George St. Address missing link by removing the left turn lane on this block.	12	Pavement Markings and Signage	First Phase
Cummings Bridge Underpass	Feasibility study of an underpass of Cummings Bridge along the Rideau River Eastern Pathway.	12	Feasibility	First Phase – Study Completed
Nicholas St and Daly Ave Cycling	Feasibility study of cycling facilities on Nicholas St between Rideau St and Laurier Ave, and on Daly Ave east of Nicholas St.	12	Feasibility	First Phase
Somerset St East Cycling	Feasibility study of options to improve cycling on Somerset St East, focusing on the missing link from Sweetland Ave to King Edward Ave, including changes to traffic flows or parking.	12	Feasibility	First Phase
Beechwood Ave	Convert three short segments of Beechwood Ave bike lanes to parking-protected cycling facilities.	12 / 13	Infrastructure	First Phase

Table C2: Cycling Projects with Prioritization

Project Name	Project Description	Ward	Project Type	Prioritization
Den Haag Dr and Bathgate Dr	Bike lanes on Den Haag Dr from Montréal Rd to Bathgate Dr and on Bathgate Dr from Montréal Rd to Ogilvie Rd.	13	Pavement Markings and Signage	First Phase
Lola St	Bike lanes on Lola St from Coventry Rd to Presland Rd, and feasibility review of bike lanes to Donald St.	13	Infrastructure	Later Phase
St-Laurent Blvd Cycling	Feasibility study of cycling facilities on St-Laurent Blvd from Donald St to Montréal Rd, as part of the St-Laurent Boulevard Transit Priority Corridor Environmental Assessment Study (ongoing).	13 / 11	Feasibility	First Phase
Gilmour St	Westbound bike lane on Gilmour St from Percy St to Cartier St.	14	Infrastructure	First Phase
O'Connor St	Separated cycling facilities on O'Connor St from Laurier Ave to Wellington St.	14	Infrastructure	First Phase
Wellington St	Separated cycling facilities on Wellington St from Sussex Dr to the Portage Bridge. Proposed shared project between the City of Ottawa and the National Capital Commission.	14 / 12	Infrastructure	Later Phase
Laurel St Bridge	Feasibility study of the Laurel St crossing of the O-Train Corridor.	14 / 15	Feasibility	First Phase
Elgin St Cycling	Feasibility study of adding cycling facilities on Elgin St from Laurier Ave to Wellington St.	14 / 12	Feasibility	First Phase
Gladstone Ave and Percy St Cycling	Feasibility study of adding cycling facilities on Gladstone Ave from Percy St to Corso Italia Station, and options to the west. Project to consider converting Percy St southbound lane to northbound contraflow from Flora St to Gilmour St.	14	Feasibility	First Phase
Byron Ave and Churchill Ave	Cycling facilities through the Byron Ave and Churchill Ave intersection to connect cycle tracks on Byron Ave, east of Churchill Ave, and on Churchill Ave south of Byron Ave.	15	Infrastructure	First Phase
Churchill Ave Cycling	Feasibility study of adding cycling facilities on Churchill Ave from Byron Ave to Scott St.	15	Feasibility	First Phase

Table C2: Cycling Projects with Prioritization

Project Name	Project Description	Ward	Project Type	Prioritization
Holland Ave Cycling	Feasibility study of cycling facilities on Holland Ave from Tyndall St to Scott St.	15	Feasibility	First Phase
Rural Paved Shoulder Gaps	Strategic addition of paved shoulders along certain short rural Rd segments to close gaps within the rural active transportation network.	Rural Wards	Infrastructure	First Phase

C1

Note:
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2) This map is intended as a framework for planning and design; consequently alignments of proposed roads are approximate and subject to detailed study.
Note:
1) La présente carte fait partie du Plan directeur de transports de la Ville d'Ottawa et doit être consultée en se reportant au texte même du Plan officiel.
2) La présente carte doit servir de guide en matière de planification et de conception;il s'ensuit que le tracé des routes proposées n'est qu'approximatif et donnera lieu à une étude plus approfondie.

First Phase - Completed / Première phase achevée
First Phase / Première phase
Later Phase / Dernière phase

Village Boundary / Limite du village
Greenbelt / Ceinture de verdure

Carp
Constance Bay
Manotick
North Gower
Osgoode
Greely

1 Sentier du parc Ainsley Park Pathway
2 Trott. de la proms. Auriga et/and Antares Dr Sidewalk
3 Passage piétonnier du ch. Banner Rd Pedestrian Crossing
4 Sentier du crois. Barnwell Cres Pathway
5 Infrastructures piétonnières du ch. Bearbrook Rd Pedestrian Facilities
6 Trott. de la côte Beaver Ridge Sidewalk
7 Trott. du ch. Belfast Rd Sidewalk
8 Trott. de Benjamin, Iroquois et Parkhurst, Benjamin, Iroquois and Parkhurst Sidewalks
9 Passages du ruisseau Bilberry Creek Crossing
10 Trott. de l'av. Billings Ave Sidewalk
11 Trott. de la prom. Blossom Dr Sidewalk
12 Trott. de Blossom Park Sidewalks
13 Passages piétonnier du ch. Boyer Rd et/and Boul. Orléans Blvd Ped. Crossing
14 Trott. de la rue Brant St Sidewalk
15 Trott. du boul. Brian Coburn Blvd Sidewalk
16 Trott. du ch. Buena Vista Rd Sidewalk
17 Trott. de Cardinal Heights Sidewalks
18 Trott. de l'av. Casey Ave Sidewalk
19 Trott. du Voie Celeste Way Sidewalk
20 Liaisons piétonnières de la rue Church St Pedestrian Connections
21 Trott. de Cityview Sidewalks
22 Trott. de l'avenue Clarke Ave Sidewalk
23 Trott. de l'av. Coldrey Ave Sidewalk
24 Passage piétonnier du ch. Colonnade Rd Pedestrian Crossing
25 Trott. et sentier du ch. Constance Bay Rd Sidewalk
26 Sentier entre la rue Cuddy et la place MacTavish, Cuddy St to MacTavish Pl Pathway
27 Trott. de l'av. Dakota Ave Sidewalk
28 Sentier du parc Dale Park Pathway
29 Trott. de les proms. Delmar. Playfair, Delmar Dr et/and Playfair Dr Sidewalks
30 Trott. de la rue Doheny St Sidewalk
31 Trott. de la prom. Donald B. Munro Dr Sidewalk
32 Trott. de l'av. Eastman et de la prom. Potter, Eastman Ave and Potter Dr Sidewalks
33 Infrastructures piétonnières de la prom. Echo Dr Pedestrian Facilities
34 Trott. de l'av. Edith et de l'av. Glynn, Edith Ave and Glynn Ave Sidewalk
35 Trott. de la prom. Eleanor Dr., de la voie Wallford Way et de l'av. Trillium Ave. Sidewalks
36 Trott. de l'av. Elvaston et de la prom. Craig Henry, Elvaston Ave and Craig Henry Dr Sidewalk
37 Trott. du boul. Evans, Evans Blvd Sidewalk
38 Trott. de l'av. Evelyn Ave Sidewalk
39 Trott. du croiss. Eye Bright Cres Sidewalk
40 Trott. Fieldrow, Sullivan, and Brook Sidewalks
41 Sentier Gil-O-Julien Pathway
42 Améliorations piétonnières de Glen Cairn Pedestrian Improvements
43 Améliorations piétonnes du quartier de Greenboro Neighbourhood Pedestrian Improvements
44 Trott. de l'av. Hardy et du ch. Gardenvale, Hardy Ave and Gardenvale Rd Sidewalk
45 Trott. du parc Hawthorne Park Sidewalks
46 Trott. du parc Heron Park Sidewalks
47 Infrastructures piétonnières du ch. Heron Rd Pedestrian Facilities
48 Trott. du ch. Hiawatha Park Rd Sidewalk
49 Trott. de la rue Hobin St Sidewalk
50 Infrastructures piétonnières du ch. Huntley Rd Pedestrian Facilities
51 Améliorations piétonnières du boul. Jeanne d'Arc Blvd Pedestrian Improvements
52 Passage piétonnier du ch. Jockvale Rd Pedestrian Crossing
53 SP entre le ch. Johnston et le croiss. Swansea, Johnston Rd to Swansea Cres Pathway
54 SP de la rue Johnwoods St Pathway
55 Trott. de l'av. Juanita Ave Sidewalk
56 SP de la voie Kinetic Way Pathway
57 Trott. de la rue Kipp St Sidewalk
58 Trott. de l'av. Lanark Ave Sidewalk
59 Trott. de la prom. Langstaff Dr
60 Trott. du ch. Lincoln Heights Rd Sidewalk
61 Trott. de la terrasse London et du cercle Mart, London Terr and Mart Circ Sidewalk
62 Améliorations piétonnières du ch. Long Island Rd Pedestrian Improvements
63 Trott. de l'av. Madison Ave Sidewalk
64 Trott. du parc Manor Park Sidewalks
65 Améliorations piétonnières du ch. Maple Grove Rd Ped Improvements
66 Trott. de l'av. Mayfair S et de la rue Java, Mayfair Ave S and Java St Sidewalk
67 Infrastructures piétonnières de la prom. Meadow Dr Pedestrian Facilities
68 Passage piétonnier du ch. Meadowbrook Rd Pedestrian Crossings
69 Trott. du ch. Meadowlilly Rd Sidewalk
70 Trott. de la rue Trent St Sidewalk
71 Trott. de la rue Metcalfe St Sidewalk
72 Trott. de la rue Michael St, de la rue Parisien St, and/et av.Labrie Ave Sidewalks
73 Trott. de la prom. Moodie Dr Sidewalk
74 Trott. de l'av. Morisset Ave Sidewalk
75 Trott. du boul. Morley et de la rue Sandford, Morley Blvd and Sanford Ave Sidewalks
76 Trott. de la prom. Nanaimo Dr Sidewalk
77 Trott. de l'av. Neepawa et du ch. Iroquois, Neepawa Ave and Iroquois Rd Sidewalk
78 Trott. de l'av. Noranda Ave Sidewalk
79 Trott. de la crois. Normandy Cres Sidewalk
80 Trott. de la rue Notre-Dame St Sidewalk
81 Trott. de l'av. Notting Hill Ave Sidewalk
82 Trott. de la prom. Penfield Dr Sidewalk
83 Améliorations piétonnières du croiss. Pineglen Pedestrian Improvements
84 Infrastructures piétonnières de la prom. Provost Dr Pedestrian Facilities
85 Promenade Reine-Élizabeth, entrée du parc Lansdowne / Queen Elizabeth Driveway, Lansdowne Park Entrance
86 Passage de la prom. Reine-Elizabeth à la hauteur de l'av. Argyle, Queen Elizabeth Drwy at Argyle Ave Crossing
87 Trott. de Terrasse Queensway Nord, Queensway Terrace North Sidewalks
88 Trott. de la terrasse Rideau Terr Sidewalk
89 Liaison avec le POB de Riverview Park & Ride Pathway
90 Trott. du ch. Robertson Rd Sidewalk
91 Trott. de l'av. Roosevelt Ave Sidewalk
92 Trott. de la rue Scrivens St Sidewalk
93 Améliorations piétonnières du parc Sheffield Glen Park Pedestrian Improvements
94 Sentier de la rue Slidell St Sidewalk
95 Trott. de la prom. Southwood Dr Sidewalk
96 Passage piétonnier du boul. St. Joseph et du ch. Boyer, St-Joseph Blvd at Boyer Rd Pedestrian Crossing
97 Passage de la rue St. Bernard St. Crossing
98 Trott. du ch. Stanton Rd Sidewalk
99 Trott. de l'av. Ste-Anne Ave Sidewalk
100 Trott. du ch. Tawney Rd Sidewalk
101 Passage piétonnier du ch. Tenth Line Rd Pedestrian Crossing
102 Trott. de l'av. Tillbury Ave Sidewalk
103 Trott. de la prom. Traverse Dr Sidewalk
104 Trott. de la rue Vance et de la prom. Logan Farm, Vance St and Logan Farm Dr Sidewalk
105 Passage piétonnier de la prom. Viseneau Dr Pedestrian Crossing
106 Passages piétonniers du ch. Walkley Rd Pedestrian Crossings
107 Trott. de la prom. West Ridge Dr Sidewalk
108 Trott. de l'av. Westdale Ave Sidewalk
109 Connectivité de Woodpark Connectivity
110 Trott. de la rue Wyldewood St Sidewalk
111 Trott. de la rue Zena, de la prom. Sunnycrest et de l'av. Barlyn / Zena St, Sunnycrest Dr, Barlyn Ave Sidewalks
112 Trott. de la prom. Albany Dr Sidewalk
113 Trott. de la rue Eve St Sidewalk
114 Trott. du parc Meadowvale, Meadowvale Park Sidewalks

TRANSPORTATION MASTER PLAN - Map C1
PEDESTRIAN PROJECTS WITH PRIORITIZATION

PLAN DIRECTEUR DES TRANSPORTS - Carte C1
PROJETS PIÉTONNABLES AVEC PRIORISATION

0 0.5 1 2 3 4 5 km

Planning, Development and Building Services, Geospatial Analytics, Technology and Solutions
Direction générale des sevices de planification, de l'aménagement se du bâtiment, Analyse géospatiale, technologie et solutions

First Phase - Completed / Première phase - Terminée
First Phase / Deuxième phase
Later Phase / Phase ultérieure

Village Boundary / Limite du village
Greenbelt / Ceinture de verdure

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C2

Rivière des Outaouais / Ottawa River

Carp
Notre-Dame-des-Champs
Cumberland
Manotick
Richmond
Fallowfield
North Gower
Osgoode

1 Rue Albion Rd Nord/North
2 Circuit est-ouest du quartier Alta Vista East-West Route
3 Circuit nord-sud du quartier Alta Vista North-South Route
4 Prom. Aquaview Drive
5 Liaisons avec la prom. de l'Aviation Pathway Connections
6 Infrastructures cyclables de la rue Bank, Bank St Cycling
7 Rue Bank enjambant le couloir ferroviaire, Bank St Over Rail
8 Rue Bank St. Sud/South
9 Rue Bank St., Lansdowne Nord/North
10 Sentier de VIA dans Barrhaven (Jockvale-Antler/Dolan) Barrhaven VIA Pathway (Jockvale-Antler/Dolan)
11 Sentier du couloir ferroviaire du lotissement Beachburg Subdivision Rail Corridor Pathway
12 Sentier Beaverbrook - Kanata North/Nord Pathway
13 Beaverbrook, Knudson, Weslock, Walden, Teron, Kanata and/et Campeau
14 Av. Beechwood Ave
15 Entre le boul. Belcourt et la rue Frank Bender, Belcourt Blvd to Frank Bender St
16 Boul. Brian Coburn Blvd
17 Av. Byron et/and Churchill Ave
18 Marché By jusqu'à la rue Somerset Est , Byward Market to Somerset St East
19 Ch. Canotek Rd
20 Passage souterrain ferroviaire du chemin Carling et de Beachburg Rail Underpass
21 Sentier de la rivière Carp River Pathway
22 Sentier de la rivière Carp sous / under 417, Carp River Pathway under Hwy 417
23 Boul. Charlemagne Blvd
24 Infrastructures cyclables de l'av. Churchill Ave Cycling
25 Rue Clover St
26 Av. Clyde N et av. Laperrière, Clyde Ave N and Laperriere Ave
27 Ch. Colonnade Rd N
28 Rue Cordova St et/and prom. Meadowlands Dr
29 Passage ferroviaire Crestview-Tanglewood Rail Crossing
30 prom. Crestway Dr
31 Rue Cumberland St est et/and rue Murray St East
32 Av. Cummings Ave
33 Passage souterrain du pont Cummings Bridge Underpass
34 Av. D'Aoust Ave et/and prom. Bridle Path Dr
35 Rue Dazé St
36 Prom. Den Haag et/and Bathgate Drive
37 Prom. Donald B Munro Dr et/and chem. Old Carp Rd
38 Prom. Duford et/and Prestone Dr et/and av. Tomkins Ave
39 Ch. Dunning Rd
40 Parc Echowoods Park
41 Infrastructures cyclables de la rue Elgin St Cycling
42 Voie cyclable de quartier Elmvale-Canterbury Neighbourhood Bikeway
43 Emerald Woods - Liaison avec le sentier de l'O-Train, Emerald Woods O-Train Pathway Connection
44 Liaisons avec les sentiers de la Ferme expérimentale, Experimental Farm Path Connections
45 Av.Fairlawn Ave and av. Woodroffe Ave
46 Sentier entre rue Fallowfield et ch. Forager, Fallowfield Rd – Forager St Pathway
47 Prom. Findlay Creek Dr
48 Ch. Fitzgerald Rd
49 Ch. Flamborough Way et/and prom. Innovation Dr
50 ch. Fourth Line Rd
51 Du parc Garneau jusqu'à la rue Carrière, Garneau Park to Carrière St
52 Rue Gilmour St
53 Infrastructures cyclables de av.Gladstone Ave et/and rue Percy St Cycling
54 Passage accessible des écluses Hartwell Locks Accessible Crossing
55 Infrastructures cyclables de l'av. Holland Ave Cycling
56 Ch. Innes dans le sens est, Innes Rd Eastbound
57 Ch. Innes enjambant l'autoroute 417, Innes Rd over Highway 417
58 Rue Iris St et/and prom. Navaho Dr
59 Rue Iris Ouest, Iris St West
60 Boul. Jeanne-d'Arc Blvd, Nord / North
61 Ch. Johnston Rd
62 Av. Kanata et prom. Campeau, Kanata Ave and Campeau Dr
63 Pont de la rue Laurel St Bridge
64 Av. Lees Ave to av. Hawthorne Ave
65 Prom. Legget Dr, ch. Solandt/Rd et/and ch. Hines Rd
66 Sentier de la station Leitrim Station Pathway
67 Passage ferroviaire du parc Leslie et du ch. Banner, Leslie Park-Banner Rd Rail Crossing
68 Sentier de la station Limebank Station Pathway
69 Passages de Lincoln Fields Crossings, av. Carling Ave, ch. Richmond Rd.
70 Prom. Logan Farm Dr et/and rue Osgoode Main St
71 Rue Lola St
72 Prom. Longfields Dr. et/and prom. Berrigan Dr
73 Prom. Lorry Greenberg Dr
74 Liaison cyclable dans le sens sud sur la rue Main St Southbound Cycling Link
75 Infrastructures cyclables de l'av. Maitland Ave Cycling
76 Liaisons avec de l'av. Maitland Ave Cycling Connections
77 Prom. Malvern Dr, prom. Foxfield Dr, prom Highbury Park Dr.
78 Rue Manotick Main St / rue Bridge St
79 Ch. McCarthy Rd et/and prom. Paul Anka Dr
80 Infrastructures cyclables de ch. McCarthy Rd Cycling
81 Connectivité du sentier du ch. McClellan Rd Pathway Connectivity
82 Ch. Meadowbrook Rd
83 Prom. Meadowlands Dr
84 Prom. Moodie Dr
85 Rue Murray St Ouest/West
86 Sentier du ruisseau Nepean Creek Pathway
87 Infrastructures cyclables de la rue Nicholas St et/and de l'av. Daly Ave Cycling
88 Ch. North River Rd
89 Rue O'Connor St
90 Passage de l'O-Train à la hauteur de l'autoroute 417, O-Train Crossing at Hwy 417
91 Ch. Ogilvie Rd
92 Ch. Old Montreal Rd
93 Boul. Orléans Blvd
94 Prolongement du sentier de liaison d'Osgoode Link Pathway Extension
95 Ch. Pinecrest Rd et/and ch. Greenbank Rd
96 Sentier récréatif Prescott-Russell Recreational Trail
97 Av. Provence Ave et/and boul. Portobello Blvd
98 Prom. Queensview Dr
99 Ch. Richmond Rd
100 Ch. Richmond enjambant l'autoroute 417, Richmond Rd over Hwy 417
101 Liaisons de l'av. Riverdale et du quartier, Riverdale Ave and Neighbourhood Connections
102 Prom. Riverside Dr
103 Ch. Russell Rd, Boul. St-Laurent Blvd, et/and ch. Lancaster Rd
104 Liaison du ruisseau Sawmill avec le ch. Walkley, Sawmill Creek Connection from Walkley Rd
105 Liaison du sentier est du ch. Smyth et de la rivière Rideau, Smyth Rd and Rideau River Eastern Pathway Connection
106 Infrastructures cyclables de la rue Somerset St East Cycling
107 Infrastructures cyclables du ch. Spratt Rd Cycling
108 Infrastructures cyclables du boul. St. Joseph, St-Joseph Blvd Cycling
109 Infrastructures cyclables du boul. St-Laurent Blvd Cycling
110 Passage du sentier Transcanadien, Stittsville Trans Canada Trail Crossing
111 Prom. Strandherd dans le sens est, Strandherd Dr Eastbound
112 Prom. Sussex Dr
113 Sentier de la prom. Terry Fox Dr Pathway
114 Entre le chemin Tremblay et l'avenue Terminal, Tremblay Road to Terminal Avenue
115 Pont du chemin Trim Road Bridge
116 Rue Valin St et/and ch, Watters Rd
117 Ch. Walkley Rd
118 Rue Wellington St
119 Prom. West Ridge Dr
120 Av. Withrow et prom. Capilano, Withrow Ave and Capilano Dr
121 Infrastructures cyclables de l'av. Woodroffe Ave Cycling
122 Prom. Woodward Dr
123 Prom. Youville Dr

TRANSPORTATION MASTER PLAN - Map C2
CYCLING PROJECTS WITH PRIORITIZATION

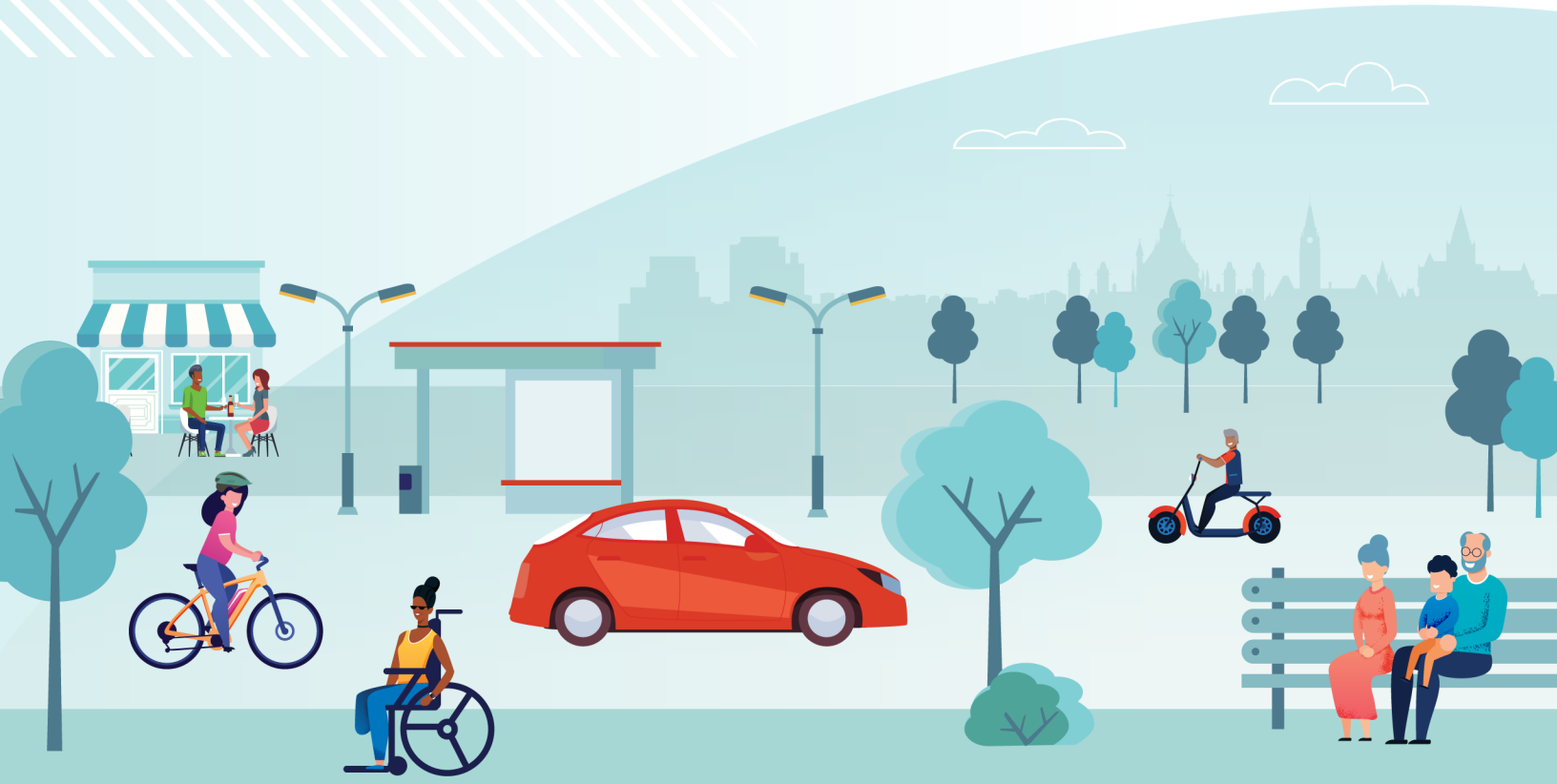
PLAN DIRECTEUR DES TRANSPORTS - Carte C2
PROJETS CYCLISME AVEC PRIORISATION

0 0.5 1 2 3 4 5 km

Planning, Development and Building Services, Geospatial Analytics, Technology and Solutions
Direction générale des sevices de planification, de l'aménagement se du bâtiment, Analyse géospatiale, technologie et solutions

Annex D:

Ultimate Network Maps



Annex D – Ultimate Network Maps

Map D1: Cycling Network – Urban
Map D2: Cycling Network – Rural
Map D3: Transit Network – Ultimate
Map D4: Road Network – Urban
Map D5: Road Network – Central Area / Inner City
Map D6: Road Network – Rural
Map D7: Road Network – Select Villages

Note:
1) This map outlines the primary urban cycling network. Refer to Policy 7-2 of this Plan for implementation details.
2) This map reflects policy designation of the future cycling network. For existing facilities, please refer to the city cycling map.

Note:
1) Cette carte dresse les grandes lignes d'un réseau primaire de transport à bicyclette en région urbaine.Consultez la politique 7-2 de ce plan pour les détails de mise en œuvre.
2) Ce plan illustre la désignation de politique du futur réseau de pistes cyclables. Pour avoir un aperçu des installations existantes, consultez la Carte du vélo de la ville.

D1

City of / Ville de GATINEAU

Rivière des Outaouais / Ottawa River

Carp
HUNTMAR
CARP
MARCH
CARLING
CAMPEAU
PALADIUM
HAZELDEAN
TERRY FOX
EAGLESON
TIMM
ROBERTSON
STITTSVILLE MAIN
FERNBANK
OLD RICHMOND
WEST HUNT CLUB
CEDARVIEW
GREENBANK
FALLOWFIELD
Fallowfield
WOODROFFE
MERIVALE
BASELINE
SCOTT
KIRKWOOD
FISHER
BRONSON
BANK
MAIN
SMYTH
RIVERSIDE
HERON
WALKLEY
HEMLOCK
MONTREAL
McARTHUR
ST LAURENT
OGILVIE
BLAIR
INNES
BLACKBURN BYPASS
ANDERSON
HUNT CLUB
CONROY
ALBION
HAWTHORNE
RAMSAYVILLE
RUSSELL
LEITRIM
ST JOSEPH
JEANNE D'ARC
ORLEANS
TRIM
TENTH LINE
MER BLEUE
NAVAN
Notre-Dame-des-Champs
Navan
Carlsbad Springs
MILTON
FRANK KENNY
MOODIE
PRINCE OF WALES
RIVER
EARL ARMSTRONG
PERTH
Richmond
BROPHY
BANKFIELD
Manotick
Greely
MITCH OWENS
Vars

Ottawa

0 0.5 1 2 3 4 5 km

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PRIMARY NETWORK / **RÉSEAU PRINCIPAL**

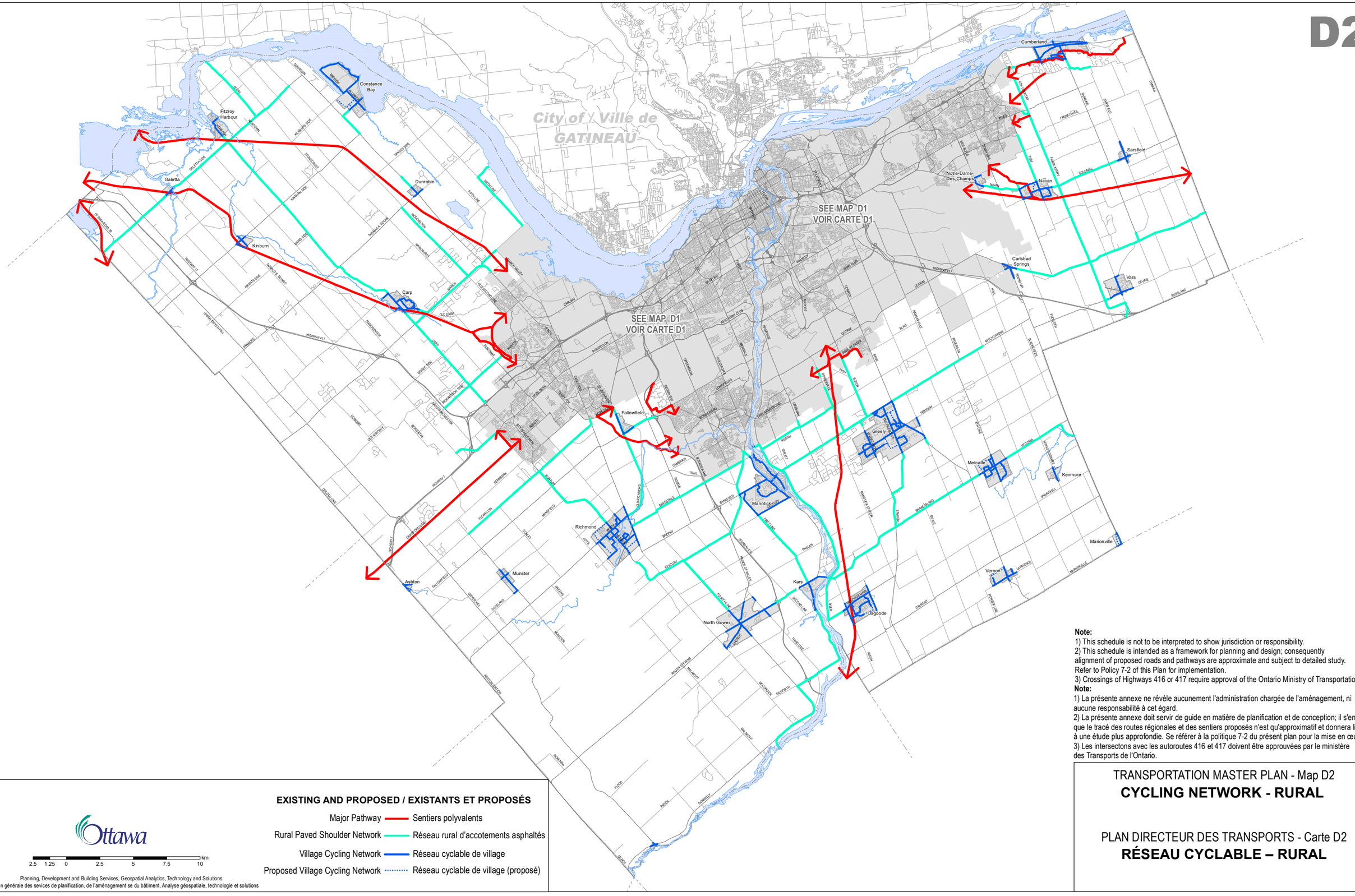
- Cycling Network — Réseau cyclable
- Cycling Network - Proposed — Réseau cyclable - proposé
- Major Pathway — Sentier principal
- Cross-town Bikeway — Parcours cyclable transurbain

- Village Boundary — Limite du village
- Greenbelt — Ceinture de verdure

TRANSPORTATION MASTER PLAN - Map D1
CYCLING NETWORK - URBAN

PLAN DIRECTEUR DES TRANSPORTS - Carte D1
RÉSEAU CYCLABLE – URBAIN

D2



EXISTING AND PROPOSED / EXISTANTS ET PROPOSÉS

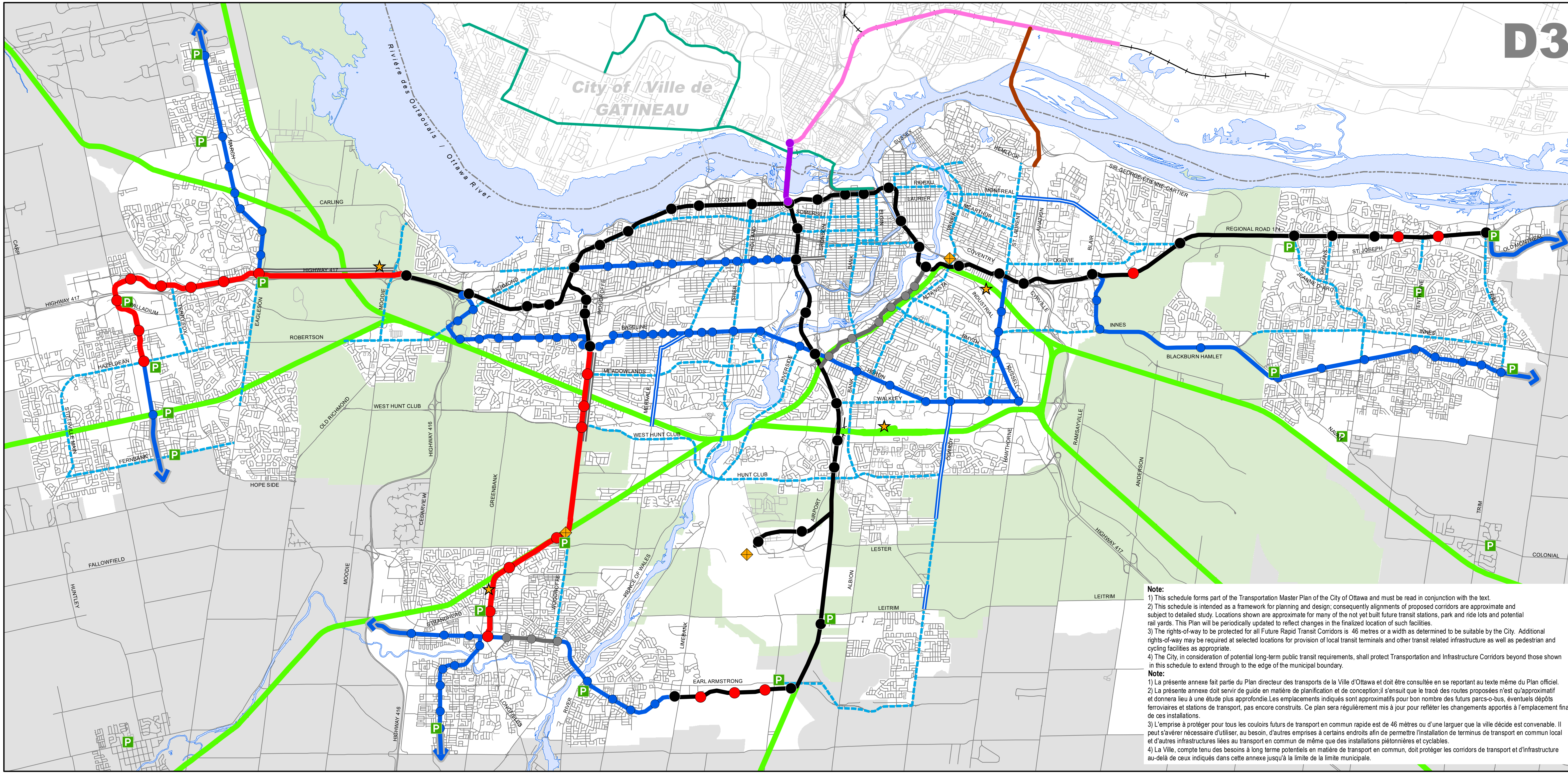
Major Pathway	Sentiers polyvalents
Rural Paved Shoulder Network	Réseau rural d'accotements asphaltés
Village Cycling Network	Réseau cyclable de village
Proposed Village Cycling Network	Réseau cyclable de village (proposé)

Note:
1) This schedule is not to be interpreted to show jurisdiction or responsibility.
2) This schedule is intended as a framework for planning and design; consequently alignment of proposed roads and pathways are approximate and subject to detailed study. Refer to Policy 7-2 of this Plan for implementation.
3) Crossings of Highways 416 or 417 require approval of the Ontario Ministry of Transportation.

Note:
1) La présente annexe ne révèle aucunement l'administration chargée de l'aménagement, ni aucune responsabilité à cet égard.
2) La présente annexe doit servir de guide en matière de planification et de conception; il s'ensuit que le tracé des routes régionales et des sentiers proposés n'est qu'approximatif et donnera lieu à une étude plus approfondie. Se référer à la politique 7-2 du présent plan pour la mise en œuvre.
3) Les intersectons avec les autoroutes 416 et 417 doivent être approuvées par le ministère des Transports de l'Ontario.

TRANSPORTATION MASTER PLAN - Map D2
CYCLING NETWORK - RURAL

PLAN DIRECTEUR DES TRANSPORTS - Carte D2
RÉSEAU CYCLABLE – RURAL



Note:

1) This schedule forms part of the Transportation Master Plan of the City of Ottawa and must be read in conjunction with the text.
2) This schedule is intended as a framework for planning and design; consequently alignments of proposed corridors are approximate and subject to detailed study. Locations shown are approximate for many of the not yet built future transit stations, park and ride lots and potential rail yards. This Plan will be periodically updated to reflect changes in the finalized location of such facilities.
3) The rights-of-way to be protected for all Future Rapid Transit Corridors is 46 metres or a width as determined to be suitable by the City. Additional rights-of-way may be required at selected locations for provision of local transit terminals and other transit related infrastructure as well as pedestrian and cycling facilities as appropriate.
4) The City, in consideration of potential long-term public transit requirements, shall protect Transportation and Infrastructure Corridors beyond those shown in this schedule to extend through to the edge of the municipal boundary.

Note:

1) La présente annexe fait partie du Plan directeur des transports de la Ville d'Ottawa et doit être consultée en se reportant au texte même du Plan officiel.
2) La présente annexe doit servir de guide en matière de planification et de conception;il s'ensuit que le tracé des routes proposées n'est qu'approximatif et donnera lieu à une étude plus approfondie.Les emplacements indiqués sont approximatifs pour bon nombre des futurs parcs-o-bus, éventuels dépôts ferroviaires et stations de transport, pas encore construits. Ce plan sera régulièrement mis à jour pour refléter les changements apportés à l'emplacement final de ces installations.
3) L'emprise à protéger pour tous les couloirs futurs de transport en commun rapide est de 46 mètres ou d'une larguer que la ville décide est convenable. Il peut s'avérer nécessaire d'utiliser, au besoin, d'autres emprises à certains endroits afin de permettre l'installation de terminus de transport en commun local et d'autres infrastructures liées au transport en commun de même que des installations piétonnières et cyclables.
4) La Ville, compte tenu des besoins à long terme potentiels en matière de transport en commun, doit protéger les corridors de transport et d'infrastructure au-delà de ceux indiqués dans cette annexe jusqu'à la limite de la limite municipale.

EXISTING RAPID TRANSIT /
TRANSPORT EN COMMUN RAPIDE EXISTANT

- O-Train and Station / O-Train et station
- Transitway / Transitway
- Continuous Bus Lanes / Voies continues réservées aux autobus

TRANSIT PROJECTS /
PROJETS DE TRANSPORT EN COMMUN

- O-Train and Station / O-Train et station
- Transitway / Transitway
- Continuous Bus Lanes / Voies continues réservées aux autobus
- Transit Priority Corridor / Corridor donnant priorité au transport en commun
- Transportation and Infrastructure Corridor / Couloir de transport et d'infrastructure
- Gatineau-Ottawa Tram (delivered by others) / Gatineau-Ottawa Tram (delivered by others)
- Future Bridge in the East (Government of Canada) (delivered by others) / Futur pont dans l'Est (gouvernement du Canada) (réalisé par des tiers)
- Future Regional Rail / Future voie ferrée régionale
- Park and Ride / Parc-O-Bus
- Conceptual Future Transit Corridor / Couloir de transports en commun futur conceptuel
- Inter-regional Stations / Stations interrégionales
- Rail Yard / Cour de tirage pour trains
- Rail Corridor / Couloir ferroviaire
- Gatineau RapiBus / Rapibus de Gatineau

TRANSPORTATION MASTER PLAN - Map D3

Ottawa

TRANSIT NETWORK - ULTIMATE

PLAN DIRECTEUR DES TRANSPORTS - Carte D3

RÉSEAU DE TRANSPORTS EN COMMUN – ABSOLU

0 0.5 1 2 3 4 5 km

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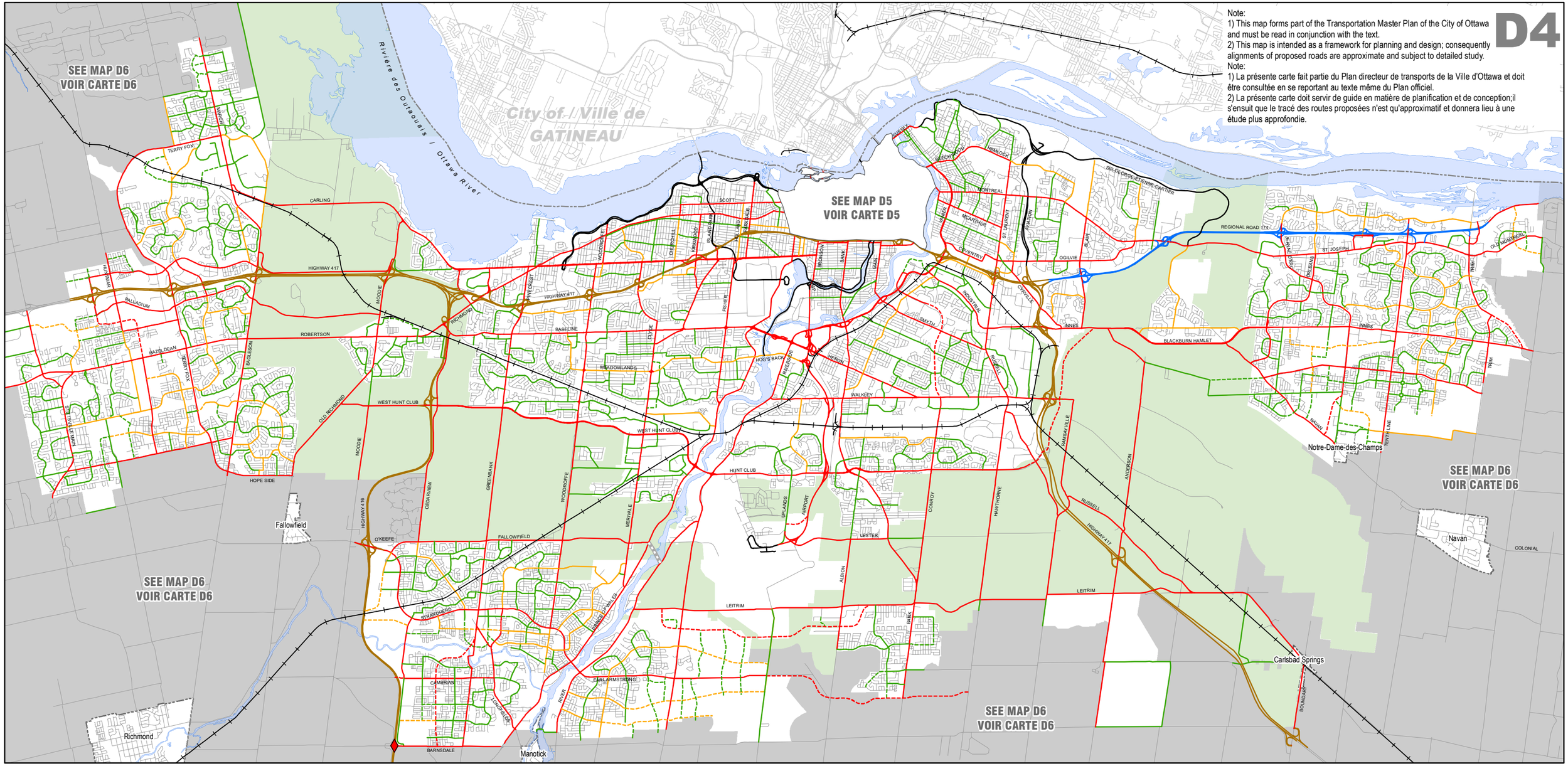
D4

Note:
1) This map forms part of the Transportation Master Plan of the City of Ottawa and must be read in conjunction with the text.
2) This map is intended as a framework for planning and design; consequently alignments of proposed roads are approximate and subject to detailed study.

Note:
1) La présente carte fait partie du Plan directeur de transports de la Ville d'Ottawa et doit être consultée en se reportant au texte même du Plan officiel.
2) La présente carte doit servir de guide en matière de planification et de conception;il s'ensuit que le tracé des routes proposées n'est qu'approximatif et donnera lieu à une étude plus approfondie.



Arterial - Existing — Artère - Établie
Arterial - Future (alignment defined) — Artère - Future (alignement déterminée)
Major Collector - Existing — Grande collectrice - Établie
Major Collector - Future — Grande collectrice - Future
Collector - Existing — Collectrice - Établie
Collector - Future — Collectrice - Future
River Crossing (corridor undefined) — Traversée de rivière (couloir non défini)

Existing Provincial Highway — Route provinciale existante
Federally Owned Road — Chemins de propriété fédéral
City Freeway — Autoroute municipale
New Interchange (delivered by others) — Nouvel échangeur (réalisé par d'autres)
Greenbelt — Ceinture de verdure

TRANSPORTATION MASTER PLAN - Map D4
ROAD NETWORK - URBAN

PLAN DIRECTEUR DES TRANSPORTS - Carte D4
RÉSEAU ROUTIER - URBAIN

Ottawa

0 0.5 1 2 3 4 5 km

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Note:
1) This schedule includes some lands adjacent to the Downtown Core Transect that are designated Inner Urban Transect.

Note:
1) Cette annexe englobe des terrains contigus au transect du centre-ville qui portent la désignation Transect Secteur urbain intérieur.

D5

City of / Ville de GATINEAU

Rivière des Outaouais / Ottawa River

Rideau Canal

Canal Rideau

Rivière Rideau River

Ottawa

0 0.125 0.25 0.5 0.75 1 km

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Provincial Highway	Route provinciale
Federally Owned Road	Chemins de propriété fédéral
Arterial - Existing	Artère - Établie
Arterial - Proposed (alignment defined)	Artère - Proposé (alignement déterminée)
Major Collector - Existing	Grande collectrice - Établie
Collector - Existing	Collectrice - Établie

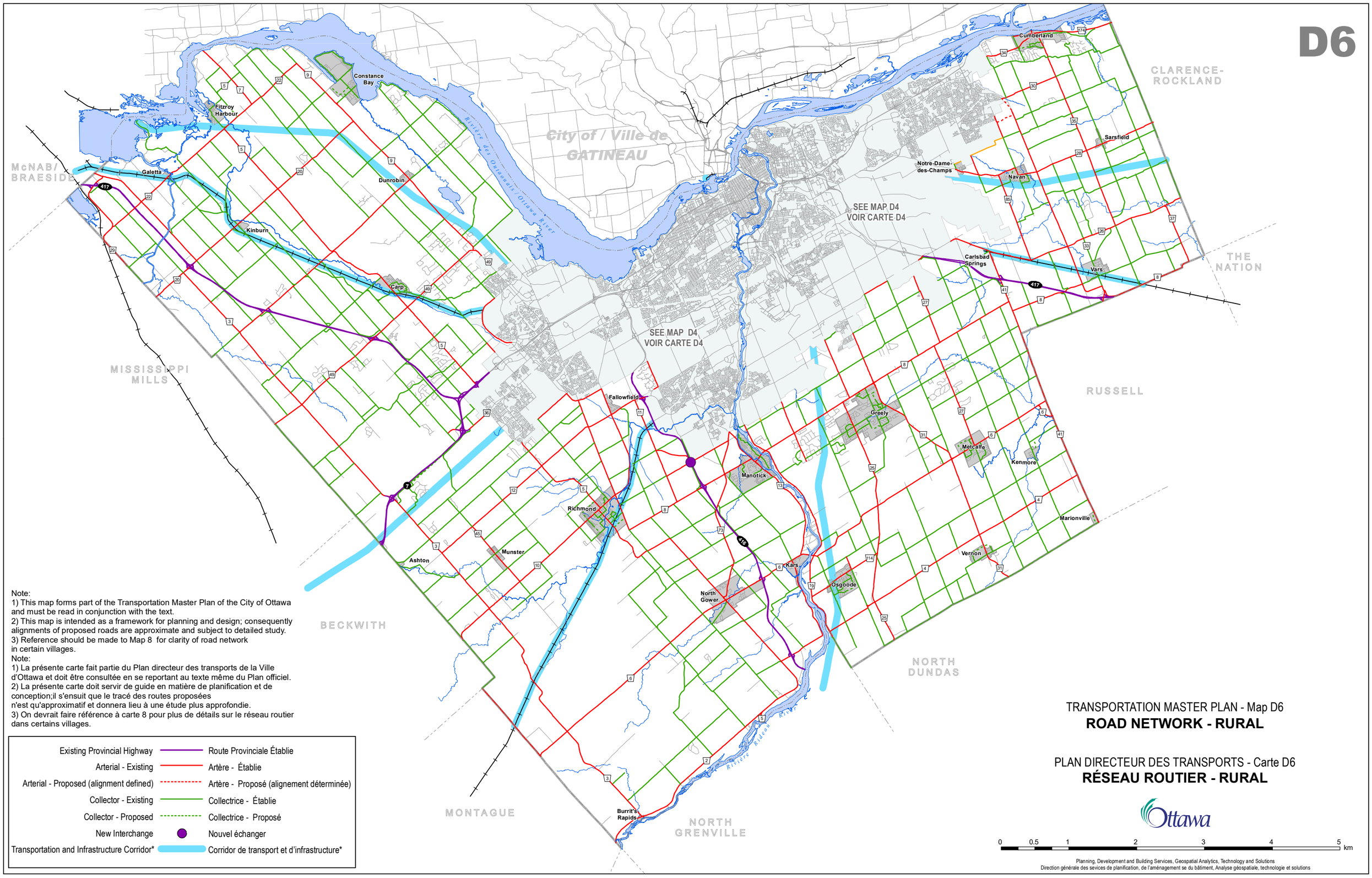
TRANSPORTATION MASTER PLAN - Map D5

ROAD NETWORK - CENTRAL AREA / INNER CITY

PLAN DIRECTEUR DES TRANSPORTS - Carte D5

RÉSEAU ROUTIER – SECTEUR CENTRAL / NOYAU CENTRAL DE LA VILLE

D6



Note:
1) This map forms part of the Transportation Master Plan of the City of Ottawa and must be read in conjunction with the text.
2) This map is intended as a framework for planning and design; consequently alignments of proposed roads are approximate and subject to detailed study.
3) Reference should be made to Map 8 for clarity of road network in certain villages.

Note:
1) La présente carte fait partie du Plan directeur des transports de la Ville d'Ottawa et doit être consultée en se reportant au texte même du Plan officiel.
2) La présente carte doit servir de guide en matière de planification et de conception;il s'ensuit que le tracé des routes proposées n'est qu'approximatif et donnera lieu à une étude plus approfondie.
3) On devrait faire référence à carte 8 pour plus de détails sur le réseau routier dans certains villages.

Existing Provincial Highway	Route Provinciale Établie
Arterial - Existing	Artère - Établie
Arterial - Proposed (alignment defined)	Artère - Proposé (alignement déterminée)
Collector - Existing	Collectrice - Établie
Collector - Proposed	Collectrice - Proposé
New Interchange	Nouvel échanger
Transportation and Infrastructure Corridor*	Corridor de transport et d'infrastructure*

TRANSPORTATION MASTER PLAN - Map D6
ROAD NETWORK - RURAL

PLAN DIRECTEUR DES TRANSPORTS - Carte D6
RÉSEAU ROUTIER - RURAL

Ottawa

0 0.5 1 2 3 4 5 km

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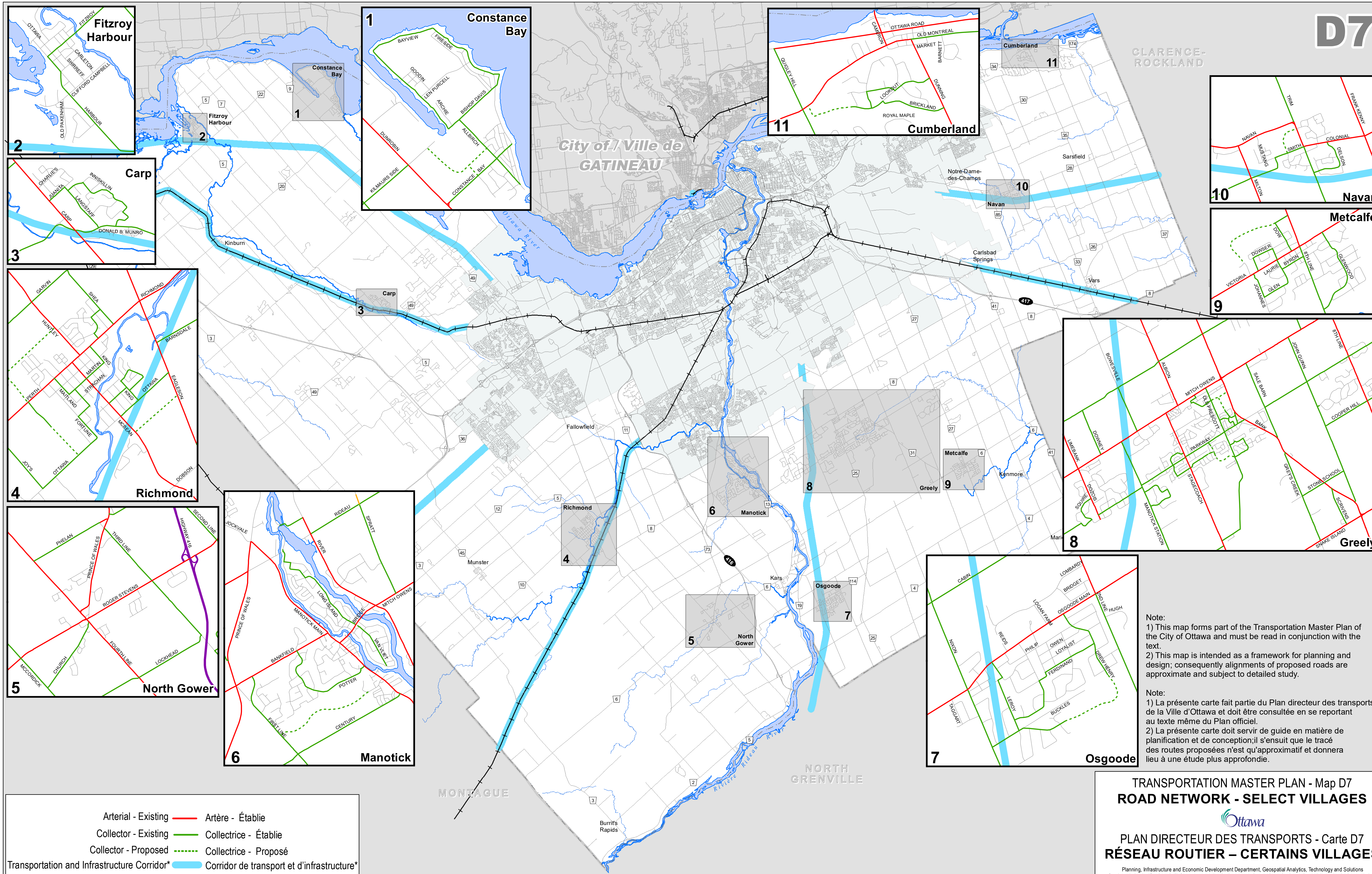

Note:
1) This map forms part of the Transportation Master Plan of the City of Ottawa and must be read in conjunction with the text.
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Note:
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TRANSPORTATION MASTER PLAN - Map D7

ROAD NETWORK - SELECT VILLAGES

Ottawa

PLAN DIRECTEUR DES TRANSPORTS - Carte D7

RÉSEAU ROUTIER – CERTAINS VILLAGES

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