

1 Network Modification Program: New Projects

The Transportation Master Plan (TMP) analysis identified several locations where capacity restrictions are localized and can be addressed by isolated road widenings near intersections. Projects to address these isolated capacity restrictions are not included in the Capital Infrastructure Plan and will instead be funded through other programs such as the City’s Network Modification Program. New projects identified for inclusion in the Network Modification Program are listed in **Exhibit 1-1**. These projects are expected to address growth-related pressures where a road is not identified for widening within the Priority Road Network.

Exhibit 1-1: Network Modification Program: New Projects

CANDIDATE LOCATION	DESCRIPTION
Hope Side Road at Terry Fox Drive / Eagleson Road	Intersection improvements and localized widening to alleviate congestion at and around the intersection.
Innes Road, Blair Road to Highway 417	Intersection improvements and/or modifications to ingress/egress points to reduce friction along the corridor.
Leitrim Road and Anderson Road	Conversion of the existing four-way stop-controlled intersection of Leitrim Road and Anderson Road to include enhanced and/or coordinated intersection control(s), intended to alleviate anticipated congestion and support regional connections along the Anderson corridor between Leitrim Road and the Highway 417 ramp terminals.
Lester Road and Albion Road South	Intersection improvements and localized widening to alleviate congestion at and around the intersection.
Terry Fox Drive, Winchester Drive to Castlefrank Road	Intersection improvements and/or targeted widening to reduce friction along the corridor. Addresses existing capacity deficiency and congestion along Terry Fox Drive.
Fallowfield Road and Princes of Wales Drive	Intersection improvements and/or targeted widening to reduce congestion around the intersection.

2 Transit Priority Projects

Transit Priority Corridors appear in both the Needs-Based and Priority Transit Networks in the Capital Infrastructure Plan. However, improvements are not necessarily expected along their full length. Instead, the Capital Infrastructure Plan allocates \$8 million annually to implement the most critical isolated measures and tactical improvement projects. These capital investments are expected to include measures such as intersection works to add queue jump lanes, bus stop reconfigurations, short segments of bus lanes, and transit signal priority on congested corridors. An initial list of locations has been developed in collaboration with OC Transpo and is provided in this section. These projects to implement improvements along transit priority corridors will be reviewed and updated on a regular basis and brought forward annually through the budget process.

Isolated Measures Projects

Exhibit 2-1 and Exhibit 2-2 provide initial lists of candidate locations for Isolated Measures Projects. These capital projects will implement intersection improvements and/or changes to bus stop configurations (e.g. stop relocation and/or consolidation, bus bay removals, construction of bus bulbs), with the objective of increasing operational efficiency and reducing transit delays to improve service reliability and the customer experience. These project lists will be updated periodically based on observed operational needs and bottlenecks.

Transportation Master Plan Capital Infrastructure Plan

Document 2: New Network Modification Program Projects and Transit Priority Projects

Exhibit 2-1: Isolated Measures Projects: Candidate Locations for Intersection Improvements

CANDIDATE LOCATION
Bayshore Drive and Richmond Road
Egleson Road and Hazeldean Road
Egleson Road and Katimavik Road
Greenbank Road and Iris Street
Hunt Club Road at Airport Parkway
Innes Road and Jeanne d’Arc Boulevard S
Innes Road and Orleans Boulevard
Innes Road and Tenth Line Road
Ogilvie Road and Blair Road
Ogilvie Road and Montreal Road
Russell Road and Walkley Road
St-Laurent Boulevard and Smyth Road

Exhibit 2-2: Isolated Measures Projects: Candidate Locations for Bus Stop Reconfigurations

CANDIDATE LOCATION
Baseline Road (Centrepointe Drive to Valley Stream Drive)
Carling Avenue (Pinecrest Road to Roseview Avenue)
Ogilvie Road (Palmerston Drive to Elmlea Gate)
Montreal Road (Elwood Street to Bethamy Lane)
Richmond Road / Wellington Street W/ Somerset Street W (select locations)
Riverside Drive (Malhotra Court to Ridgewood Avenue)
Walkley Road (Halifax Drive to Siblings Place)
Vanier Parkway (Coventry Road to McArthur Avenue)

Tactical Improvement Projects

Exhibit 2-3 provides an initial list of candidate corridors with the potential for tactical improvements. These Transit Priority Corridors 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. Improvements may be proposed along segments of these corridors or at isolated locations. These projects will be updated periodically based on corridor-level reviews of opportunities to implement tactical improvements through modifications to parking or lane configurations.

Exhibit 2-3: List of Candidate Projects for Tactical Improvements

CANDIDATE CORRIDOR
Bank Street (Wellington Street to Billings Bridge Station)
Bronson Avenue (Heron Road to Albert Street / Slater Street)
Carling Avenue (Kichi Zībī Mīkan Parkway to Richmond Road)
Eagleson Road (Hazeldean Road to Eagleson Station)
Elgin Street (Queen Elizabeth Driveway to Wellington Street)
Fisher Avenue (Prince of Wales Drive to Carling Avenue)
Holland Avenue (Scott Street to Carling Avenue)
Hunt Club Road (Bank Street to Albion Road S / Cahill Drive to Lorry Greenberg Drive)
Jeanne d’Arc Boulevard (Champlain Street to Innes Road)
March Road (Campeau Drive to Herzberg Road)
Merivale Road (Baseline Road to Kirkwood Avenue)
Ogilvie Road (St-Laurent Boulevard to Montreal Road)
Queen Street (Bank Street to Elgin Street)
Raymond Street, Catherine Street, Chamberlain Avenue, Isabella Street
Rideau Street-Montreal Road corridor (west of St-Laurent Boulevard)
Smyth Road (Alta Vista Drive to St-Laurent Boulevard)
Somerset Street W (Preston Street to Bronson Avenue)
St-Laurent Boulevard (McArthur Avenue to St-Laurent Station)
Wellington Street (Elgin Street to Sussex Drive)
West Hunt Club Road (VIA Rail Bridge to Riverside Drive)