

City of Ottawa

Transportation Master Plan Update

TMP Capital Infrastructure Plan *Highlights Report*

March 31, 2025

This report provides an overview of the City of Ottawa's draft Transportation Master Plan (TMP) Capital Infrastructure Plan. It presents the recommended transit and road projects that are needed to meet Ottawa's mobility needs and achieve the City's objectives. Additional information is provided in the accompanying reports that are available on [Engage Ottawa](#): Travel Outlooks Report, Transit Network Development Report, and Road Network Development Report.

This Highlights Report also provides geographic overviews of the projects recommended for different areas of the City: Inside the Greenbelt, East (Orléans), West (Kanata-Stittsville), Southwest (Barrhaven), Southeast (Riverside South-Findlay Creek), and Ottawa's Rural Areas.

Transportation Master Plan – Capital Infrastructure Plan

The TMP is the City of Ottawa's blueprint for planning, developing, and operating its walking, cycling, transit and road networks over the next several decades. Guided by the Official Plan, the TMP aims to meet the city's travel needs and accommodate growth to 2046. The TMP update is comprised of two parts:

- **TMP Part 1 - Policies** was approved in April 2023 and sets out the policies and actions to achieve the City's vision of a flexible, dependable, safe, and efficient transportation system. TMP Part 1 also included Active Transportation Projects and Networks, and the Framework for Transit and Road Project Prioritization that is used within the Capital Infrastructure Plan.
- **TMP Part 2 - Capital Infrastructure Plan** is underway and is the focus of this report. The draft 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.

The TMP Capital Infrastructure Plan is guided by the following objectives:

- 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 to support growth and intensification
- Maintain a strong focus on affordability.

Development of the Capital Infrastructure Plan required 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. These steps are described in the following sections.

Travel Demand Forecasting

The TRANS¹ regional travel demand model was used to forecast transportation network needs to 2046, the study's planning horizon. The TRANS model estimates existing and future travel patterns in the National Capital Region, 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 uses population and employment projections, travel surveys, and other inputs to estimate future travel. It also accounts for the commuting patterns of “hybrid” workers.

The TMP analysis started from a 2046 “business-as-planned” scenario, which included the existing transportation network as well as several committed and funded transit and road projects currently under design or construction. Alternative networks were then tested in the TRANS model to assess how they performed. 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.

Travel Outlooks to 2046

The population of Ottawa is expected to grow from 1,064,000 in 2021 to approximately 1.4 million by 2046. The distribution of population growth has a major impact on future travel demand. Significant intensification is occurring inside the Greenbelt; at the same time, much of the city's anticipated growth will occur in the outer suburbs that have historically had lower use of transit and walking/cycling. In terms of new dwelling units, 47% of the City's new dwellings to 2046 are expected to be built within the City's existing built-up area (mainly inside the Greenbelt), while 46% are forecast for suburban greenfield areas (generally outside of the Greenbelt). Finally, 7% of new dwelling units are projected to be constructed in Ottawa's rural villages and surrounding lands.

Travel demand forecasting for the 2046 “business-as-planned” scenario helped to identify the transportation needs, constraints, and gaps that are likely to emerge as Ottawa grows. Modeling of the business-as-planned scenario identified the following:

- The city is expected to see demand for an additional 1.2 million daily trips, including more than 620,000 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.

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.

- The largest growth in auto trips involves trips between suburban and outer urban communities. Many roads across the Greenbelt will be congested, and additional localized congestion hot spots are expected, especially within suburban communities, on two-lane arterial roads near the urban boundary, and at crossings of the Rideau River.
- The proportion of trips by transit (i.e. the transit mode share) is projected to increase between 2022 and 2046. This reflects, in part, a return to downtown-based in-office employment compared to 2022, as well as the opening of Stage 2 O-Train extensions. Transit trip growth is most prominent in downtown and inner urban-oriented routes. There is also significant suburban and outer urban transit trip growth, largely destined to the downtown and inner urban areas along the O-Train and Transitway corridors.

Transit Network Development

The starting point for the transit network development was the “business-as-planned” scenario that captures all existing transit infrastructure, including the newly opened O-Train extensions to Limebank Station and the Airport, as well as committed projects that are expected to be in operation by 2046. These “committed” projects include the City’s east and west extensions of the O-Train to Moodie Station, Algonquin Station, and Trim Station. The business-as-planned scenario also includes projects by other agencies that are expected to be in place by 2046, in particular, the STO’s planned Tramway in Gatineau which will connect into downtown Ottawa via the Portage Bridge.

Model results for the 2046 business-as-planned scenario revealed a number of transportation issues and opportunities, including the need for investment in transit infrastructure to improve service, increase ridership, and reduce congestion. The recommended transit networks were developed using the following process:

1. **Identify a list of candidate projects:** This step involved modelling future travel activity and identifying candidate projects to meet mobility needs and improve transit system performance. Previously identified projects from the 2013 TMP and environmental assessment studies formed the starting point for this list, and additional projects were identified based on input from public engagement, origin-destination trip patterns, transit service patterns, ridership projections, and information on existing and projected transit delays.
2. **Analyze and select projects:** In this step, modelling and analysis was undertaken to assess whether candidate projects met technical thresholds for need, justification, and feasibility. The recommended projects to accommodate anticipated travel demand form the Needs-Based Transit Network.
3. **Evaluate and prioritize projects:** At this stage, a segment-by-segment analysis of the projects in the Needs-Based Network was conducted to identify the segments that are most critical to transit network performance. Finally, the top performing projects were prioritized using the Council-approved Transit and Road Project Prioritization Frameworks. The framework accounts for criteria including mobility

benefits, city-building impacts, and cost. The result of this process is the Priority Transit Network and the scoring / prioritization of projects for City funding.

Needs-Based Transit Network

The projects in the Needs-Based Transit Network address the City's mobility needs to 2046, given the Official Plan population and employment growth projections. These projects are also required to help achieve the Official Plan objective that half of all trips be made by sustainable modes, along with increased transit service hours and investments in active transportation infrastructure. However, the full set of projects in the Needs-Based Transit Network is not expected to be affordable within the 2046 planning horizon. The Needs-Based Transit Network is illustrated in **Figure 1** at the end of this document.

To expand and improve rail transit, the Needs-Based Transit Network includes the O-Train Line 1 extension to Barrhaven Centre, the O-Train Line 3 extension to Hazeldean Station, as well as new O-Train infill stations, station connections, and capacity improvements on O-Train Line 2. The Needs-Based Transit Network also identifies major investments in bus-based transit, including the Cumberland Transitway, the Baseline Transitway, the Carling Transitway, the Kanata North Transitway, the Southwest Transitway, the South Transitway and continuous curbside bus lanes on segments of Merivale Road, Montreal Road and Conroy Road. The total capital cost of the projects in the Needs-Based Transit Network is \$4.9B, plus \$8.3B for the O-Train Line 1/3 extensions.

Priority Transit Network

The Priority Transit Network is a subset of the Needs-Based Network, focusing on the highest priority projects and the most critical transit infrastructure investments that are affordable based on the City's long-range financial plans. The projects in the Priority Network are expected to be implemented by 2046 based on current funding assumptions. The Priority Transit Network is illustrated in **Figure 2** at the end of this document.

Tables 1 and 2 identify the projects that are recommended as priorities for City funding (listed from highest to lowest score). Project limits and facility types were identified to maximize cost-effectiveness and enable implementation of improvements citywide. These projects 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. Infrastructure investments are expected to be accompanied by increases in transit service hours. The total capital cost of these projects is \$2.2B. Operating costs associated with higher service levels on these corridors will be captured as part of the final TMP Capital Infrastructure Plan.

The Priority Network also includes the O-Train Line 1 extension to Barrhaven Centre and the O-Train Line 3 extension to Hazeldean Station. However, implementation of these projects remains fully reliant on funding from other levels of government.

Finally, the Priority Transit Network includes \$8M per year in funding for isolated transit priority measures along Transit Priority Corridors to reduce transit delays and improve reliability. Transit Priority Corridors are illustrated in **Figure 1**. Projects are expected to include adding queue jump lanes and transit signal priority at intersections, changes to bus stop configurations, and/or low-cost tactical changes to improve transit operations through lane or parking conversion on urban corridors. An initial list of candidate projects was developed based on current operating conditions, considering existing ridership and delays. Examples of these projects are included in the **Geographic Overviews** later in this report.

Table 1: City Rapid Transit Projects in the Priority Network

Project Name and Limits	Description and Rationale	Cost in Millions (\$2024)
Baseline Transitway - Algonquin College to Billings Bridge	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.	360
Cumberland Transitway – Blair Road to Chapel Hill Park and Ride	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.	257
Cumberland Transitway - Chapel Hill Park and Ride to Esprit Drive	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.	140
South Transitway - Longfields Drive to Greenbank Road	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.	32
O-Train Line 2, Infrastructure Modifications near Walkley Station	Extension of double tracking and associated infrastructure modifications to enable ten-minute headways on O-Train Line 2. Supports development in Riverside South and associated ridership growth, accommodating an additional 420 passengers per hour.	80
Southwest Transitway - Chapman Mills Drive to Kilbirnie Park and Ride	Connects the growing Barrhaven South community to Barrhaven Centre Station, the South Transitway, and destinations within the community.	90

Project Name and Limits	Description and Rationale	Cost in Millions (\$2024)
Kanata North Transitway - Corkstown Road to Terry Fox Drive	Provides fast, reliable service to the Kanata North Economic District and supports new development in the corridor.	210
South Transitway – Riverview Station to Limebank Station	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.	118

Table 2: Continuous Bus Lane Projects in the Priority Transit Network

Project Name and Limits	Description and Rationale	Cost in Millions (\$2024)
Carling Avenue - Lincoln Fields Station to Sherwood Drive	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.	154
Heron Road – Conroy Road to Bank Street	Enables reliable connectivity to the Southeast Transitway and O-Train Line 2; addresses congestion and supports new development.	122
Blair Road – Blair Station to Cumberland Transitway	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.	53
St. Laurent Blvd – Innes Road to St. Laurent Station	Supports ridership growth and addresses congestion in the corridor; improves north-south connectivity to O-Train Line 1.	80
Montreal Road – St. Laurent Boulevard to Blair Road	Improves transit speed and reliability for several routes with high existing ridership and promotes redevelopment along the corridor.	90
Merivale Road - Woodfield Drive to Baseline Road	Supports enhanced transit service for adjacent businesses and residents and promotes redevelopment along the corridor.	142
Conroy Road - Leitrim Road to Walkley Road	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.	230

Park and Ride Network

The City of Ottawa's transit system is supported by a network of Park and Ride facilities located at select transit stations and other sites. The TMP Capital Infrastructure Plan includes a Park and Ride network plan that identifies new lots to support the City's transit network. New or expanded Park and Ride facilities will continue to be implemented within suburban and rural communities to support the City's new transit infrastructure and as existing lots reach capacity. The Park and Ride network plan also identifies existing lots that should be considered for future conversion to transit-oriented development. 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. Lots proposed for potential transit-oriented development by 2046 are as follows: Nepean Woods, Terry Fox, Eagleson (western portion only), Algonquin, Greenboro, and Place d'Orléans.

Road Network Development

Road network development used a "transit first" approach. 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 over-estimating auto demand. New roads to provide access to development were also considered in assessing network needs. All projects to build new or widened roads include walking, cycling, and/or transit infrastructure in their scope, as appropriate, as per the City's "Complete Streets" policy.

The process used to develop the recommended networks includes the following steps:

- 1. Undertake a road capacity needs analysis:** This involves modelling future travel activity and identifying needs based on observed capacity constraints.
- 2. Identify a list of candidate projects:** This step builds on the needs analysis and draws from a number of additional sources including the 2013 TMP, environmental assessment studies, and public engagement.
- 3. Analyze and select projects:** In this step, a detailed modelling and analysis exercise is undertaken to assess the feasibility of each candidate project and its impact on network performance. The recommended projects form the Needs-Based Road Network.
- 4. Prioritize projects:** At this stage, projects are evaluated using the Council-approved prioritization framework. The framework accounts for a number of criteria including mobility benefits, city-building impacts, and cost. The highest scoring projects from this process make up the Priority Road Network.

In addition to capacity-driven projects, the TMP also identifies projects to reconfigure existing streets to better accommodate sustainable modes, in support of growth and intensification. Two categories of projects are included:

- **Road urbanization projects** – Projects to add walking and cycling facilities to arterial and collector roads without sidewalks; most roads in this category currently have a rural cross-section.² 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.
- **Mainstreet improvements** – Projects to upgrade existing Corridors³ and roads in Design Priority Areas⁴ with new sidewalks, cycle tracks, and amenities to support sustainable transportation.

Committed Projects

The following road projects were included in the business-as-planned scenario as “committed projects”, so were not evaluated as part of the TMP:

- Bank Street widening from two to four lanes between Leitrim Road and Blais Road, including modifications to the Bank and Leitrim intersection.
- Carp Road South widening from two to four lanes between Highway 417 and Hazeldean Road.
- Greenbank Road re-alignment and widening between Chapman Mills Drive and Cambrian Road.
- Mer-Bleue Road widening from two to four lanes between Decoeur Drive and Renaud Road.
- Renaud Road realignment from Brian Coburn Boulevard to existing Renaud Road, with closure of existing Renaud Road near Bradley Estates.
- Earl Grey Drive extension and underpass of Terry Fox Drive.
- Robert Grant Avenue Extension: extension of Robert Grant from Abbott Street to Hazeldean Road.

These projects are currently being constructed or are under design, with construction planned as soon as funding permits.

Needs-Based Road Network

The Needs-Based Road Network includes the road capacity projects that are needed to address forecast traffic volumes to 2046, and/or that provide transportation access to support development. The Need-Based Road Network is illustrated in **Map 3** at the end

² 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. Most projects in this category would also upgrade to an urban or semi-urban cross-section.

³ The Corridor designation under the Official Plan that applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service.

⁴ Design Priority Areas are defined in the Official Plan as locations within the City that are of high importance and are intended to support the image of Ottawa as a Capital and major city and contribute to a positive experience for residents and visitors.

of this document. The total portfolio cost of the projects in the Needs-Based Road Network is \$2.7B.

Projects were only included in the Needs-Based Road Network if they fulfilled at least one of the two core mobility needs: addressing a road capacity deficiency; or providing transportation access to support new development. Based on these criteria, several road projects from the 2013 Transportation Master Plan are not included in the Needs-Based Road Network. For most of these projects, the City will continue to show them in the “ultimate” road network in the Official Plan and will re-assess the need for them the next time the TMP is updated as travel patterns evolve and the City continues to grow. However, in a few instances, projects will no longer be carried forward in the Official Plan. This includes the northern segment of the Alta Vista Transportation Corridor, as described below.

Alta Vista Transportation Corridor

The TMP Capital Infrastructure Plan reviewed the need and justification for additional road and/or transit infrastructure within different segments of the Alta Vista Transportation Corridor (AVTC). The AVTC extends from the intersection of Walkley Road and Conroy Road in southeast Ottawa, north through the Alta Vista community to the Smyth Road Hospital Complex, crosses the Rideau River and connects to Nicholas Street at the Highway 417 Interchange. A transportation facility has been proposed in this corridor since at least 1950. Based on the updated TMP analysis, the recommendations for the AVTC are as follows:

Exhibit 1: Alta Vista Transportation Corridor

- **Northern Section** (Hospital Link Road to Nicholas Street/Highway 417 On-ramps): Remove the northern section of the AVTC from the TMP Needs-Based Road Network, and from the Ultimate Road Network in the Official Plan. Travel demand modelling for the TMP indicates that a road connection within this segment would provide no effective congestion relief, primarily due to downstream capacity constraints.
- **Southern Section** (Walkley Road to Hospital Link Road): Maintain this segment of the AVTC within the TMP Needs-Based Road Network, and retain the designation of the AVTC from Walkley Road to the Southeast Transitway as a Transit Priority Corridor. Travel demand modelling for the TMP indicates that a road connection within this segment of the AVTC would reduce pressure on Alta Vista Drive and St.



Laurent Boulevard, improve connectivity, and provide direct transit access from Conroy Road to the Southeast Transitway.

Priority Road Network

The Needs-Based Road Network identifies the full list of road capacity projects that are needed to address development needs and peak period capacity constraints to 2046. However, it is not affordable to implement all of the projects in the Needs-Based Network within the planning horizon.

The TMP's Priority Road Network identifies the subset of capacity projects from the Needs-Based Network that should be prioritized for implementation. Table 3 provides an overview of these projects and their recommended phasing; within each phase, projects are ordered from highest score to lowest score. The total portfolio cost of these projects is \$1.1B.

The Priority Network also includes road urbanization and mainstreet improvement projects. These projects involve upgrading existing streets to enable walking, cycling and transit, without adding vehicle capacity. They are important to support growth and intensification, and align with Official Plan objectives for creating healthy, livable neighbourhoods. Recommended projects are included in the **Geographic Overviews** at the end of this document. The portfolio cost of these projects is \$142M and \$82M, respectively.

The Priority Road Network is illustrated in **Figure 4** at the end of this document. The projects in the Priority Network are expected to be implemented by 2046, based on the City's long-range financial plans.

Table 3: Projects in the Priority Road Network

Project Name and Limits	Description and Rationale	Cost in millions (\$2024)
Phase 1 Projects		
Stittsville Main Street Extension – Maple Grove Road to Derreen Avenue	New north-south collector road to improve connectivity and provide access to development in Stittsville. Also connects to a new east-west road delivered through development.	8
Greenbank Road Extension – Cambrian Road to Kilbirnie Drive	New arterial road to provide access to new development lands in South Nepean.	33
Robert Grant Extension – Hazeldean Road to Palladium Drive	New two-lane road to provide access and capacity for development in Stittsville.	88
Prince of Wales Drive - Deakin Street to Amberwood Crescent	Widening from two to four lanes to address capacity deficiencies along the Prince of Wales corridor.	31
Brian Coburn Boulevard – Mer Bleue Road to Tenth Line Road	Widening from two to four lanes to provide additional vehicular capacity to growth areas in Orléans and address existing congestion.	42
Terry Fox Drive – Winchester Drive to Castlefrank Road	Widen from two to four lanes to address existing capacity deficiency and congestion along Terry Fox Drive.	34
Earl Armstrong Road Extension – Bowesville Station to Bank Street	New two-lane road to provide 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.	98
Airport Parkway Widening – Brookfield Road to 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.	89
Innes-Walkley Link – Innes Road to Walkley Road	New two-lane road which bypasses the congested section of Innes Road, providing a direct connection between Orléans and the Walkley / Hunt Club area.	110

Table 3: Projects in the Priority Road Network (continued)

Project Name and Limits	Description and Rationale	Cost in millions (\$2024)
Phase 2 Projects		
Greenbank Road Extension - Kilbirnie Road to Barnsdale Road	New arterial road to provide access to new development lands in South Nepean.	20
Prince of Wales Drive – Hunt Club Road to Colonnade Road	Widening from two to four lanes to address capacity deficiencies along the Prince of Wales corridor.	81
Prince of Wales Drive – Merivale Road to Barnstone Drive	Widening from two to four lanes to address capacity deficiencies along the Prince of Wales corridor.	92
Navan Road - Renaud Road to Blackburn Hamlet Bypass	Widening from two to four lanes to address capacity constraints.	96
Brian Coburn Boulevard - Navan Road to Mer Bleue Road	Widening from two to four lanes to address congestion and capacity constraints for residents of Chapel Hill.	72
March Road - Maxwell Bridge Road to Buckbean Avenue	Widening from two to four lanes to provide additional vehicular capacity to growth areas in north Kanata.	48
Old Montreal Road – Trim Road to Famille-Rapporte Avenue	Widening from two to four lanes to provide capacity for the Cardinal Creek development areas east of Trim Road.	30
Bank Street – Blais Road to Earl Armstrong Road Extension	Widening from two to four lanes to provide capacity for growth in Findlay Creek and Greely.	35
Earl Armstrong Road – Limebank Road to Bowesville Road	Widening from two to four lanes to provide capacity for growth in Riverside South.	85

Active Transportation Projects

The TMP [Active Transportation Projects](#), approved in 2023, are intended to address critical missing links, encourage sustainable transportation and contribute to healthy communities. The projects have recently been prioritized for the first phase of implementation, expected to be completed over the next 7 to 10 years. The estimated cost of Phase 1 is \$29M for pedestrian projects, and \$48M for cycling projects. Additional information on the proposed project priorities can be found on the [TMP project website](#). Some of the prioritized projects are highlighted in the **Geographic Overviews** below.

Mode Share Targets

The Official Plan includes the goal that the majority of trips in Ottawa should be made by walking, cycling, transit, and car-pooling by 2046. This is an ambitious goal, as outlined below:

- The daily sustainable mode share⁵ from the 2022 Origin-Destination survey was 43.4%. Considering the expected 3.7 million total daily trips in 2046 and the 1.0M trips by sustainable modes in 2022, an additional 850,000 daily trips would need to be made by sustainable modes to achieve the 50% mode share target.
- Mode shift is difficult to achieve in any city; however, citywide mode shift will be especially difficult to achieve in the Ottawa context, where rapid growth is expected in suburban communities that have historically had lower transit and active transportation mode shares.
- Mode share targets are more difficult to achieve for “daily” trips than for “peak period” trips. In the 2022 Origin-Destination survey, the sustainable mode share was 46% in the morning peak period, compared to 42% over the course of an entire day.

Implementing the TMP’s Priority Networks for Transit, Roads and Active Transportation, coupled with implementing TMP Part 1 policies, could achieve a very significant mode shift relative to the 2022 Origin-Destination Survey. The 2046 mode share targets corresponding to the Priority Networks are identified in Table 4 below, yielding a citywide daily sustainable mode share of 48%.

⁵ Mode share refers to the proportion of trips that are made by different modes of travel.

Table 4: Mode Share Targets and Comparison to 2022

Mode of Travel	2022 Origin-Destination Survey		2046 TMP Priority Network		
	Number of Trips	Mode Share (%)	Number of Trips	Mode Share (%)	Increase in # of Trips
Auto Driver	1,373,000	56.6%	1,915,000	52%	542,000
Carpool (Auto Passenger)	379,000	15.6%	515,000	14%	136,000
Transit	215,000	8.9%	479,000	13%	264,000
Cycling	99,000	4.1%	221,000	6%	122,000
Walking	360,000	14.8%	552,000	15%	192,000
Sustainable Modes Total	1,053,000	43.4%	1,777,000	48%	725,000

This mode share target accounts 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; expected intensification through transit-oriented development; and Official Plan policies to promote compact, mixed-use communities.

The TMP also includes mode share targets for different “transects”, or areas of the city, recognizing that the land use and transportation environment is very different downtown compared to suburban and rural communities. Mode share targets for different areas are presented in Table 5 below. Observed mode shares from the 2022 Origin-Destination Survey are also presented for comparison.

Table 5: Mode Share Targets by Area and Comparison to 2022

2046 Mode Share Targets – TMP Priority Network

Mode Share	Downtown Core	Inner Urban	Outer Urban	Suburban	Rural
Automobile Driver	19.0%	43.0%	59.0%	65.0%	68.0%
Automobile Passenger	7.0%	11.0%	13.5%	14.5%	24.0%
Transit	27.0%	15.0%	12.0%	8.5%	3.0%
Bicycle	12%	10.0%	4.5%	3.0%	2.0%
Walk	35.0%	21.0%	11.0%	10.0%	3.0%

2022 Observed Mode Shares

Mode Share	Downtown Core	Inner Urban	Outer Urban	Suburban	Rural
Automobile Driver	38.0%	53.5%	64.0%	65.5%	76.0%
Automobile Passenger	8.5%	13.5%	16.0%	18.5%	18.5%
Transit	20.0%	11.5%	9.0%	6.5%	2.5%
Bicycle	7.5%	6.0%	3.0%	2.0%	1.0%
Walk	26.0%	15.5%	8.0%	7.5%	2.0%

Additional investments in transit, active transportation and travel demand management would be required to achieve the Official Plan objective of 50% of daily trips by sustainable modes. This includes implementation of the Needs-Based Transit Network as well as transit service improvements.

The transit investments in the TMP will also help the City achieve its greenhouse gas emission reduction targets. However, as detailed in the City's Energy Evolution Strategy, additional measures will be needed to fully realize the targets, beyond the scope of the TMP Capital Infrastructure Plan. The final TMP Capital Infrastructure Plan will quantify the greenhouse gas emissions reduction benefits of the Priority Network relative to the “Business as Planned” scenario, and the additional benefits of implementing the Needs-Based Transit Network.

Next Steps

The draft TMP Capital Infrastructure Plan is being presented to the public as part of Phase 5 engagement. Comments about the projects and networks, including the project priorities, will be collected for consideration in the final TMP Capital Infrastructure Plan that will be presented to Council for approval.

Geographic Overviews

This section provides overviews of the transportation improvements recommended for different areas of the city, focusing on projects in the “Priority” networks that are expected to be implemented by 2046. The overviews also identify “committed projects” that are either underway or have received funding.

Inside the Greenbelt

The area of Ottawa inside the Greenbelt is expected to see substantial population growth through intensification, including transit-oriented development around rapid transit stations and along corridors with high quality transit. This area generally has a more compact urban form and a mixture of land uses. Trip distances tend to be shorter, and it has the highest use of sustainable transportation modes. This area also features significant existing and planned rapid transit infrastructure, including O-Train Line 1/3, O-Train Line 2 and the Southeast Transitway. The TMP Capital Infrastructure Plan focuses transportation improvements on walking, cycling and transit infrastructure projects, with limited road capacity expansion.

Committed Projects

The City recently extended O-Train Line 2 to the Airport and Limebank Station, and added new stations inside the Greenbelt at Corso Italia, Walkley, South Keys and Uplands. The O-Train Line 1/3 extensions to Trim Road, Algonquin Station, and Moodie Station are under construction and will open in the coming years. The STO Tramway between Gatineau and Ottawa, and the sixth crossing of the Ottawa River at Kettle Island are also included in this category, to be delivered by others.

Transit Projects

Transit projects in the Priority Transit Network aim to attract new riders and improve travel speed and reliability on existing high ridership urban corridors. Projects include:

- **Baseline Transitway:** A bus rapid transit facility in the median of Baseline Road, running from Algonquin Station to Billings Bridge. This project will reduce delays and support ridership growth on this highly utilized corridor.
- **Carling Bus Lanes:** Continuous bus lanes between Lincoln Fields Station and Sherwood Drive will provide travel speed and reliability, and support transit-oriented development along the corridor. These bus lanes will tie into the existing bus lanes that extend easterly to Bronson Avenue. Implementation is expected to be through lane conversion in some segments of the corridor.
- **Heron and St-Laurent Bus Lanes:** Continuous bus lanes will be provided on key segments of Heron Road and St Laurent Boulevard to address congestion and enable high-quality service.

- **Conroy Bus Lanes:** Bus lanes on Conroy Road south of Walkley Road will support reliable service to/from southeast Ottawa and the urban neighbourhoods of Blossom Park and Greenboro/Hunt Club.
- **Merivale Bus Lanes:** Continuous bus lanes between Woodfield Drive and Baseline Road will enable buses to bypass corridor congestion and promote redevelopment.
- **O-Train Line 2, Infrastructure Modifications near Walkley Station:** Track upgrades to support ten-minute headways on O-Train Line 2, increasing capacity by over 400 passengers per hour.
- Along **Transit Priority Corridors**, improvements will be pursued to reduce bus delays due to congestion. Examples of projects include:
 - Intersection improvements at Russell Road and Walkley Road; Bayshore Road and Richmond Road; Ogilvie Road and Montreal Road; Hunt Club Road at the Airport Parkway; and Greenbank Road and Iris Street.
 - Bus stop reconfigurations along corridors including Baseline Road (west of Greenbank Road), Carling Avenue (west of Pinecrest), Ogilvie Road, Walkley Road, and Riverside Drive.
 - Review of transit improvements through lane conversion or parking removal on Bank Street, Holland Avenue, Queen Street, Elgin Street, Rideau Street, Montreal Road, Somerset Street W, and Smyth Road. Improvements may be feasible along segments of these corridors or at isolated locations.

Road Projects and Active Transportation Projects

The Priority Road Network includes two road widening projects inside the Greenbelt, in locations where travel demand cannot be fully accommodated by transit.

- **Airport Parkway widening, from Brookfield Road to Hunt Club Road:** Even with O-Train Line 2 operating at greater frequencies, the Airport Parkway is still expected to experience significant congestion to 2046, and widening is needed to address regional capacity needs.
- **Prince of Wales Drive widening, from Colonnade Road to Hunt Club Road:** Includes widening under the CN rail bridge, addressing a significant congestion bottleneck.
- **Prince of Wales Drive widening, from Deakin Street to Amberwood Crescent:** widening from two to four lanes to address capacity deficiencies along the corridor.

The Priority Road Network also identifies several road urbanization and mainstreet improvement projects, in support of intensification and mode shift. These projects would upgrade existing streets to better accommodate walking, cycling and transit, without adding vehicle capacity. Projects include:

- **Prince of Wales Drive:** Meadowlands Drive to Colonnade Road (urbanization)

- **Beechwood Avenue:** Vanier Parkway to Juliana Road (mainstreet improvement)
- **King Edward Avenue:** Cathcart Street to Rideau Street (mainstreet improvement)
- **Carling Avenue:** Pinecrest Road to Croydon Road (mainstreet improvement)

The full list of TMP [Active Transportation Projects](#), approved in 2023, has been prioritized for the first phase of implementation. The proposed prioritization is part of the [TMP Phase 5 consultations](#). Some of the projects recommended to proceed in the first phase are highlighted below:

New sidewalks are proposed for several streets, including Nanaimo Drive, Neepawa Avenue and Withrow Avenue in the west, and Clover Street, Albion Road and Merivale Road in the south. In the eastern area, sidewalks are planned for Edith Avenue, Casey Avenue and Melfort Street. Cycling projects include the extension of the O'Connor Street bike lanes to Wellington Street, separated bike lanes along Richmond Road from Carling Avenue to Bayshore Drive, and adding cycling facilities on Cummings Avenue from Donald Street to Cyrville Road.

Furthermore, all proposed transit and road projects also include walking and cycling facilities as per the City's Complete Streets Policy.

East (Orléans)

Orléans is the largest suburban community, but has comparably fewer roadway connections across the Greenbelt, resulting in congestion on roads such as Ottawa Road 174 and Innes Road. Growth in Orléans is expected to continue with over 45,000 new residents added by 2046. Much of this growth is expected in south Orléans, where existing road infrastructure is already at or approaching capacity. Residents have also expressed concerns about long transit travel times, particularly for trips across the Greenbelt. The TMP Capital Infrastructure Plan includes significant investment in projects for all modes of travel, including major transitway investments to support travel across the Greenbelt, road widening to support growth within south Orléans, and investments in walking and cycling infrastructure.

Committed Projects

The extension of O-Train Line 1 to Trim Road, which is expected to enter service in 2025, will provide high frequency, high capacity service, helping to address existing road congestion issues. Committed road projects include the Mer Bleue Road widening between Decoeur Drive and Renaud Road and the realignment of Renaud Road from the intersection of Navan Road and Brian Coburn Boulevard to existing Renaud Road. The realignment provides more direct connectivity, removes the two sharp bends on Renaud Road, and reduces traffic volumes within the Bradley Estates community.

Transit Projects

The TMP's transit focus for Orléans involves the implementation of a second east-west rapid transit corridor to serve the southern part of the community. The specific projects include:

- **Cumberland Transitway Eastern Segment:** A bus rapid transit facility from Esprit Drive to Chapel Hill Park and Ride. This project will improve the speed and reliability of service for residents travelling within the south Orléans community or connecting to the western segment of the Cumberland Transitway.
- **Cumberland Transitway Western Segment:** A bus rapid transit facility from Chapel Hill Park and Ride to Blair Road. This project will enable fast, reliable service across the Greenbelt for south Orléans and Blackburn Hamlet residents, connecting to the downtown and other destinations along the O-Train.
- **Blair Road Bus Lanes:** Bus lanes and transit signal priority will connect the Cumberland Transitway to O-Train Line 1 at Blair Station.
- Along **Transit Priority Corridors**, improvements will be pursued to reduce bus delays due to congestion. Examples of projects include:
 - Intersection improvements on Innes Road at Jeanne d'Arc Boulevard, Orleans Boulevard, and Tenth Line Road. The intersection of Ogilvie Road and Blair Road is also identified.
 - Review of opportunities for low-cost improvements on Jeanne d'Arc Boulevard between Champlain Street and Innes Road.

Road Projects and Active Transportation Projects

A number of road projects are included in the TMP, reflecting the capacity gaps across the Greenbelt as well as localized congestion choke points. The Priority Road Network includes the following projects:

- **Brian Coburn Boulevard widening**, from Mer-Bleue Road to Tenth Line Road: widening from two to four lanes to address existing congestion and provide additional vehicular capacity to growth areas in Orléans.
- **Innes-Walkley Link**, from Innes Road to Walkley Road: new two-lane road which bypasses the congested section of Innes Road, providing a direct connection between Orleans and the Walkley / Hunt Club area.
- **Navan Road widening**, from Renaud Road to Blackburn Hamlet Bypass: widening from two to four lanes to address capacity constraints.
- **Brian Coburn Boulevard widening**, from Navan Road to Mer Bleue Road: widening from two to four lanes to address congestion and capacity constraints for residents of Chapel Hill.

- **Old Montreal Road widening**, from Trim Road to Famille-Laporte Avenue: widening from two to four lanes to provide capacity for the Cardinal Creek development areas east of Trim Road.

Two streets are proposed for upgrades under the TMP's Road Urbanization and Mainstreet Improvement projects. These projects will improve the walking and cycling environment without adding vehicle capacity:

- **Tenth Line Road:** Harvest Valley Drive to Sweet Valley Drive (urbanization)
- **St. Joseph Boulevard:** Jeanne D'Arc Boulevard to Belcourt Boulevard (mainstreet improvement)

Within the first phase of implementation of approved [Active Transportation projects](#), a new sidewalk is planned for Notre-Dame Street between St-Joseph Boulevard and Henri Lauzon Street. Bike lanes are planned for Orléans Boulevard from the Ottawa River Pathway to Boyer Road, and along some collector roads such as Provence Avenue, Portobello Boulevard and Valin Street. The full list of Council-approved Active Transportation Projects and their proposed prioritization can be viewed as part of the [TMP Phase 5 consultations](#). Furthermore, all proposed transit and road projects also include walking and cycling facilities as per the City's Complete Streets Policy.

West (Kanata-Stittsville)

As a major growth area, increased travel demand is expected both within and to/from the suburban community of Kanata/Stittsville. The Kanata North Economic District is expected to be the site of very significant employment growth, attracting new trips from across the city. Vehicular travel across the Greenbelt is accommodated by Highway 417 and several arterial roads including Carling Avenue, Robertson Road and Old Richmond Road / West Hunt Club Road; these roads are expected to provide sufficient road capacity to 2046. However, there are areas of localized congestion as well as new roads needed to support growth. There are also many roads within these communities that lack sidewalks. The TMP Capital Infrastructure Plan includes transit and road infrastructure to support the community's growth and development, as well as projects to address gaps in the walking and cycling network.

Committed Projects

Transit service from Kanata and Stittsville to central Ottawa will be enhanced when O-Train Line 3 to Moodie Station opens for service in the coming years. Road projects with committed funding include the Earl Grey Drive underpass of Terry Fox Drive, the Carp Road widening from Highway 417 to Hazeldean Road, and Robert Grant Avenue extension from Abbott Street to Hazeldean Road.

Transit Projects

Transit projects in the Priority Transit Network aim to connect this area into the O-Train network, encourage transit trips to the Kanata North Economic District, and address localized transit delays. New transit projects include:

- **O-Train Line 3 Extension:** The extension of Line 3 from Moodie Station to Hazeldean Station is included in the Priority Network. This project is contingent on securing 100% federal and/or provincial funding.
- **Kanata North Transitway:** A median bus rapid transit facility from Corkstown Road to Terry Fox Drive. This project will enable fast and reliable service to the Kanata North Economic District, and support new residential and employment growth along the corridor.
- Along **Transit Priority Corridors**, improvements will be pursued to reduce bus delays due to congestion. Examples of projects include:
 - Intersection improvements along the Eagleson Road at Hazeldean/Robertson and Katimavik/Timm.
 - Review of opportunities for low-cost improvements along Eagleson Road between Hazeldean Road and Eagleson Station (just south of Highway 417), as well as along March Road between Campeau Drive and Herzberg Road.

Road Projects and Active Transportation Projects

As a growing community, Kanata/Stittsville requires new road construction and expansion of existing roads to provide access to new development, improve connectivity and remove congestion bottlenecks. New road capacity projects include:

- **Stittsville Main Street extension**, from Maple Grove Road to Derreen Avenue: New north-south two-lane road to provide connectivity and access to development in Stittsville; connects to the new east-west road delivered through development.
- **Robert Grant Avenue extension**, from Hazeldean Road to Palladium Drive: New two-lane road to provide access for development in Stittsville.
- **Terry Fox Drive widening**, from Winchester Drive to Castlefrank Road: widening from two to four lanes to address congestion along this corridor.
- **March Road widening**, from Maxwell Bridge Road to Buckbean Avenue: widening from two to four lanes to provide additional vehicular capacity to growth areas in north Kanata.

The TMP's Road Urbanization and Mainstreet Improvement projects will result in upgrades to existing streets to improve the walking and cycling environment, without adding vehicle capacity. Recommended projects in the western area include:

- **Fernbank Road:** West Ridge Drive to Shea Road (urbanization)

- **Maple Grove Road:** East of Huntmar Road to Terry Fox Drive (urbanization)
- **Shea Road:** Abbott Street to Cosanti Drive (urbanization)
- **Hazeldean Road:** Carp Road to West Ridge Drive (urbanization)
- **Eagleson Road:** Cope/Cadence Gate to Hope Side Road (urbanization)
- **Stittsville Main Street:** Hazeldean Road to Bobcat Way (mainstreet improvement)

Within the first phase of implementation of the approved [Active Transportation projects](#), a number of projects are planned for Kanata/Stittsville, including new sidewalks on Hobin Street and West Ridge Drive, and segments of multi-use pathway on Terry Fox Drive and Johnwoods Street. Bike lanes are also planned for several streets in north Kanata including Knudson Drive and Beaverbrook Road. Construction of a multi-use pathway within the Beachburg subdivision rail corridor is also planned in the first phase. The full list of Council-approved Active Transportation Projects and their proposed prioritization can be viewed at the [TMP Phase 5 consultations](#). Furthermore, all proposed transit and road projects also include walking and cycling facilities as per the City's Complete Streets Policy.

Southwest (Barrhaven)

The Barrhaven community in southwest Ottawa continues to be a growth node and travel demand will continue to increase in the coming years. The past decade has seen the widening of Strandherd Road leading to Highway 416 and the opening of the Vimy Memorial Bridge connecting Barrhaven to the new growth areas in southeast Ottawa. The Southwest Transitway accommodates many trips across the Greenbelt, while the January 2025 opening of the O-Train Line 2 extension to Limebank Station in Southeast Ottawa provides additional transit travel options for residents. Congestion is evident at multiple intersections along Prince of Wales Drive and there are also bottlenecks crossing the Rideau River on the Vimy Memorial Bridge and other crossings to the north and south.

Committed Projects

The extension of O-Train Line 1 to Algonquin Station will open for service in the near future. Also, the widening and realignment of Greenbank Road from Chapman Mills Drive to Cambrian Road is partially funded. Finally, the Province of Ontario has announced funding for the construction of a new Highway 416 interchange at Barnsdale Road.

Transit Projects

Transit projects in the Priority Transit Network aim to extend O-Train service to Barrhaven and attract new riders by connecting more neighbourhoods into the rapid transit network. New transit projects in the TMP include:

- **O-Train Line 1 Extension:** The extension of Line 1 south from Algonquin Station to Barrhaven Centre is included in the Priority Network. This project is contingent on securing 100% federal and/or provincial funding.
- **South Transitway:** Median bus rapid transit facility from Longfields Drive to Greenbank Road, connecting the existing Chapman Mills busway to the Southwest Transitway/future O-Train Line 1.
- **Southwest Transitway:** Median bus rapid transit facility extending south from Chapman Mills Drive to the Kilbirnie Park-and-Ride, enabling fast and reliable transit connections for south Barrhaven.

Road Projects and Active Transportation Projects

The continued growth in Barrhaven will require new roads and expansion of existing roads to service new development and address congestion bottlenecks. New road projects include:

- **Realigned Greenbank Road, middle segment** from Cambrian Road to Kilbirnie Drive: new two-lane road to provide access to new development lands in south Nepean.
- **Realigned Greenbank Road, southern segment** from Kilbirnie Drive to Barnsdale Road: new two-lane road to provide access to new development lands in south Nepean. Also provides connectivity to the new Highway 416 interchange at Barnsdale Road.
- **Prince of Wales Drive widening, middle segment** from Deakin Street to Amberwood Crescent: widening from two to four lanes to address capacity deficiencies along the corridor.
- **Prince of Wales Drive widening, southern segment**, from Merivale Road to Barnstone Drive: widening from two to four lanes to address capacity deficiencies along the corridor.

The TMP's Road Urbanization and Mainstreet Improvement projects involve upgrades to existing streets to improve the walking and cycling environment, without adding vehicle capacity. Recommended projects in Barrhaven include:

- **Longfields Drive:** Cambrian Road to Prince of Wales Drive (urbanization)
- **Borrisokane Road:** Strandherd Drive to Cambrian Road (urbanization)
- **Strandherd Drive:** Greenbank Road to Longfields Drive (mainstreet improvement)

Within the first phase of implementation of the approved Active Transportation Projects, a feasibility study for a new pedestrian crossing of Jockvale Road

between Fable Street and Tartan Drive is planned. Additionally, cycling projects are planned to add a multi-use pathway between Jockvale Road and the Antler Avenue – Dolan Drive underpass, and to improve other gaps in the cycling network such as along Highbury Park Drive between Greenbank Road and Via San Marino Street, and along Strandherd Drive, between Jockvale Road and Greenbank Road. The full list of Council-approved Active Transportation Projects and their proposed prioritization can be viewed as part of the [TMP Phase 5 consultations](#). Furthermore, all proposed transit and road projects also include walking and cycling facilities as per the City's Complete Streets Policy.

Southeast (Riverside South-Findlay Creek)

As the newest suburban growth area, the transportation network in Southeast Ottawa is less developed and is expecting the most significant growth, with almost 60,000 new residents expected by 2046. East of Findlay Creek, the new Tewin community will also be developed. Limebank Road, which provides a north-south connection to Riverside Drive, was widened in 2010 while Earl Armstrong Road and the Vimy Memorial Bridge connection to Barrhaven were opened a few years later. The rapid growth in southeast Ottawa will generate significant additional north-south travel demand across the Greenbelt and is also expected to lead to localized congestion. The TMP Capital Infrastructure Plan includes transit and road infrastructure projects to support the growth and development in this area, as well as projects to address gaps in walking and cycling infrastructure as this area transitions from rural to urban.

Committed Projects

The widening of Bank Street from two to four lanes between Leitrim Road and Blais Road is underway. A project to add capacity to the intersection of Bank Street and Leitrim Road has committed funding and will also proceed in the near future. In early 2025, the O-Train Line 2 extension to Limebank Station opened, supporting transit-oriented development in Riverside South and providing a new rapid transit connection to the inner areas of the City.

Transit Projects

Transit projects in the Priority Transit Network aim to connect more neighbourhoods to the O-Train network as well as providing new alignments to enable direct connectivity to more destinations. The TMP includes the following transit improvements:

- **South Transitway:** The implementation of an at-grade new bus rapid transit facility that connects O-Train Line 2 with Barrhaven Town Centre and the future Line 1 extension via the existing bus lanes on Strandherd Drive and Chapman Mills Drive.
- **O-Train Line 2, Capacity Improvements:** Infrastructure modifications near Walkley Station to enable ten-minute headways on O-Train Line 2 will support development in Riverside South and associated ridership growth, accommodating more than 400 new passengers per hour.

- **Conroy Road Bus Lanes:** New bus lanes from Leitrim Road to Walkley Road will serve 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 area.

Road Projects and Active Transportation Projects

The TMP proposes several road capacity projects to address congestion and improve road network connectivity:

- **Earl Armstrong Road extension** from Bowesville Station to Bank Street: new/upgraded two-lane road between Bowesville Station and Bank Street.
- **Bank Street widening** from Blais Road to Earl Armstrong Road Extension: widening from two to four lanes to provide capacity for growth in Findlay Creek and Greely.
- **Airport Parkway widening from Brookfield Road to 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. The project is needed even with O-Train Line 2 to accommodate significant growth in Riverside South and Findlay Creek.
- **Earl Armstrong Road widening** from Limebank Road to Bowesville Road: widening from two to four lanes to provide capacity for growth in Riverside South.

The TMP's Road Urbanization and Mainstreet Improvement projects involve upgrades to existing streets to improve the walking and cycling environment, without adding vehicle capacity. One urbanization project is recommended in Southeast Ottawa:

- **River Road:** Earl Armstrong Road to Solarium Avenue (urbanization)

Within the first phase of the approved [Active Transportation projects](#), implementation of a new multi-use pathway is planned along Albion Road to better connect pedestrians and cyclists from Findlay Creek to the new Leitrim O-Train station. Bike lanes are also planned for Findlay Creek Drive, as well as a feasibility study for bike lanes along Spratt Road. The full list of Council-approved Active Transportation Projects and their proposed prioritization can be viewed as part of the [TMP Phase 5 consultations](#). Furthermore, all proposed transit and road projects also include walking and cycling facilities as per the City's Complete Streets Policy.

Rural Areas

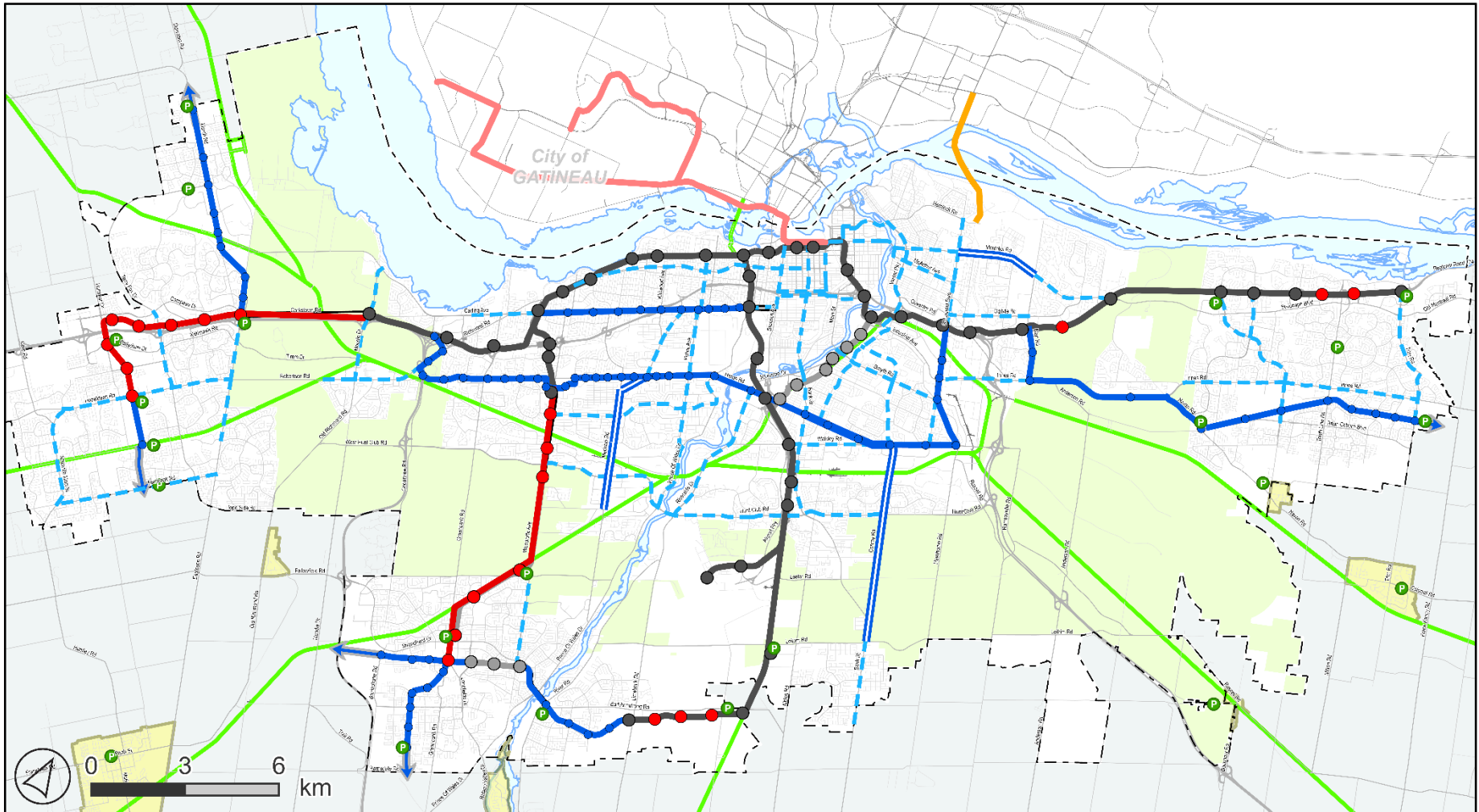
The rural areas of Ottawa are served by an extensive network of City roads, as well as provincial highways. Current road capacity is expected to be sufficient to accommodate

growth to 2046. Intersection improvements will continue to be pursued where needed, in response to new development. Safety improvements will also continue to be implemented in accordance with the City's Strategic Road Safety Action Plan, with rural roads being one of four main emphasis areas. Within villages, three urbanization projects are planned in order to improve the pedestrian and cycling environment:

- **Manotick Main Street:** Eastman Avenue to Kelly Marie Drive
- **Rockdale Road (Vars):** Buckland Road to Devine Road
- **Munster Road (Munster):** Butterfield Road to Dogwood Drive
- **Bank Street (Greely):** Meadow Drive to Evening Shadow Avenue

New sidewalks are planned within several villages within the first phase of implementing the approved [Active Transportation projects](#). This includes a sidewalk along Eastman Avenue in Manotick, along Donald B. Munro Drive within Carp, and along Church Street in North Gower. For cycling, improved facilities are planned within Cumberland Village along Old Montreal Road and Dunning Road. The full list of Council-approved Active Transportation Projects and their proposed prioritization can be viewed as part of the [TMP Phase 5 consultations](#). Furthermore, all proposed transit and road projects also include walking and cycling facilities as per the City's Complete Streets Policy.

The TMP Capital Infrastructure Plan also includes a review of road classifications in the rural area, as well as a review of road "right-of-way" protections that will reduce the right-of-way protected for some rural roads. Additional information can be found on the website for the [TMP Phase 5 consultations](#).



Existing Rapid Transit

- O-Train
- Transitway
- Existing Bus Lanes
- O-Train Station
- Transitway Station

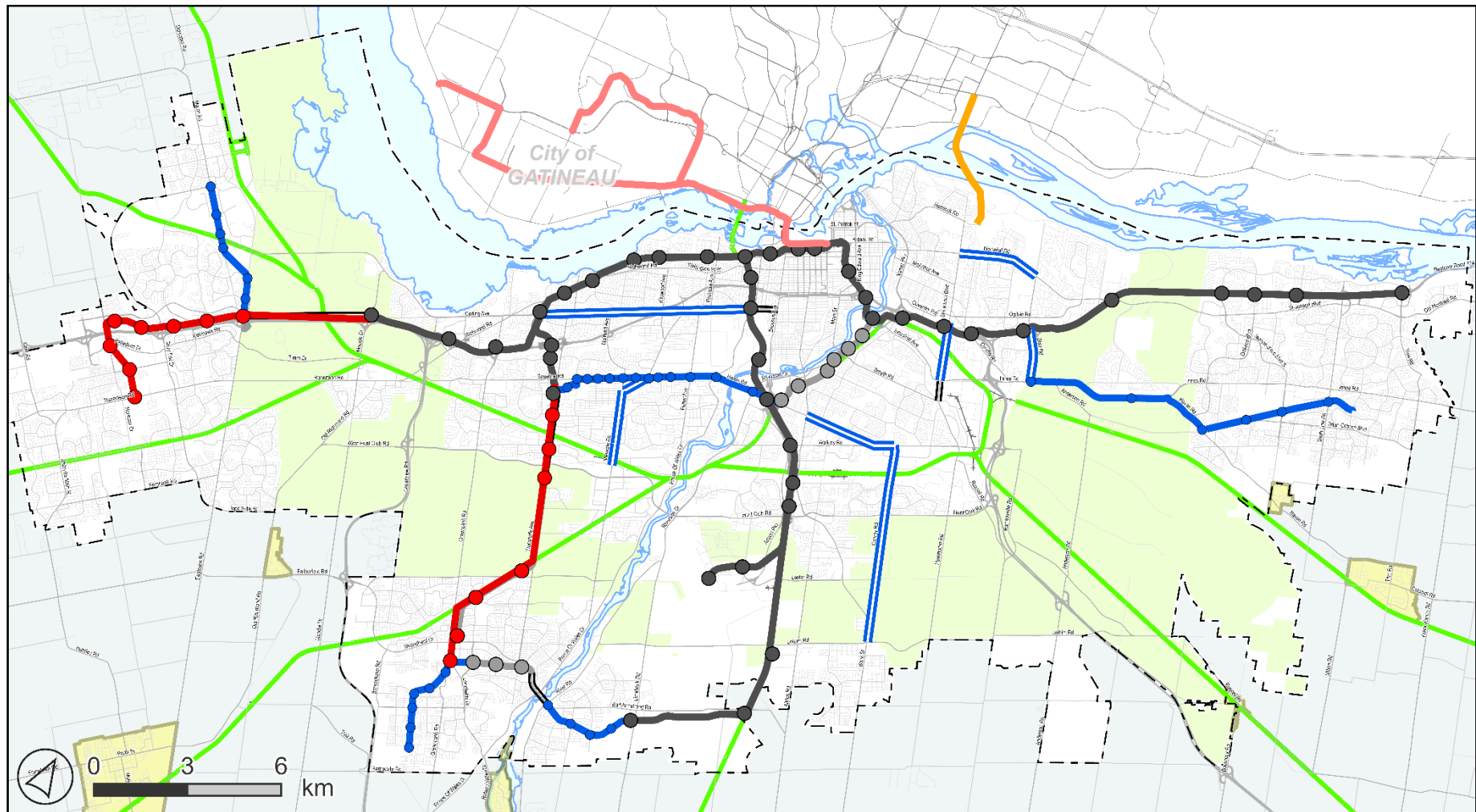
Transit Projects

- O-Train
- Transitway
- Continuous Bus Lanes
- Transit Priority Corridor
- Gatineau Tramway (Delivered by Others)
- Future Corridor

- Transportation and Infrastructure Corridor
- New Interprovincial Crossing (Delivered by Others)
- New O-Train Station
- New Transitway Station
- Park and Ride

- Village
- Existing Urban Boundary

Needs Based Transit Network



Existing Rapid Transit

- O-Train
- Transitway
- Existing Bus Lanes
- O-Train Station
- Transitway Station

Transit Projects

- O-Train
- Transitway
- Continuous Bus Lanes
- Gatineau Tramway (Delivered by Others)

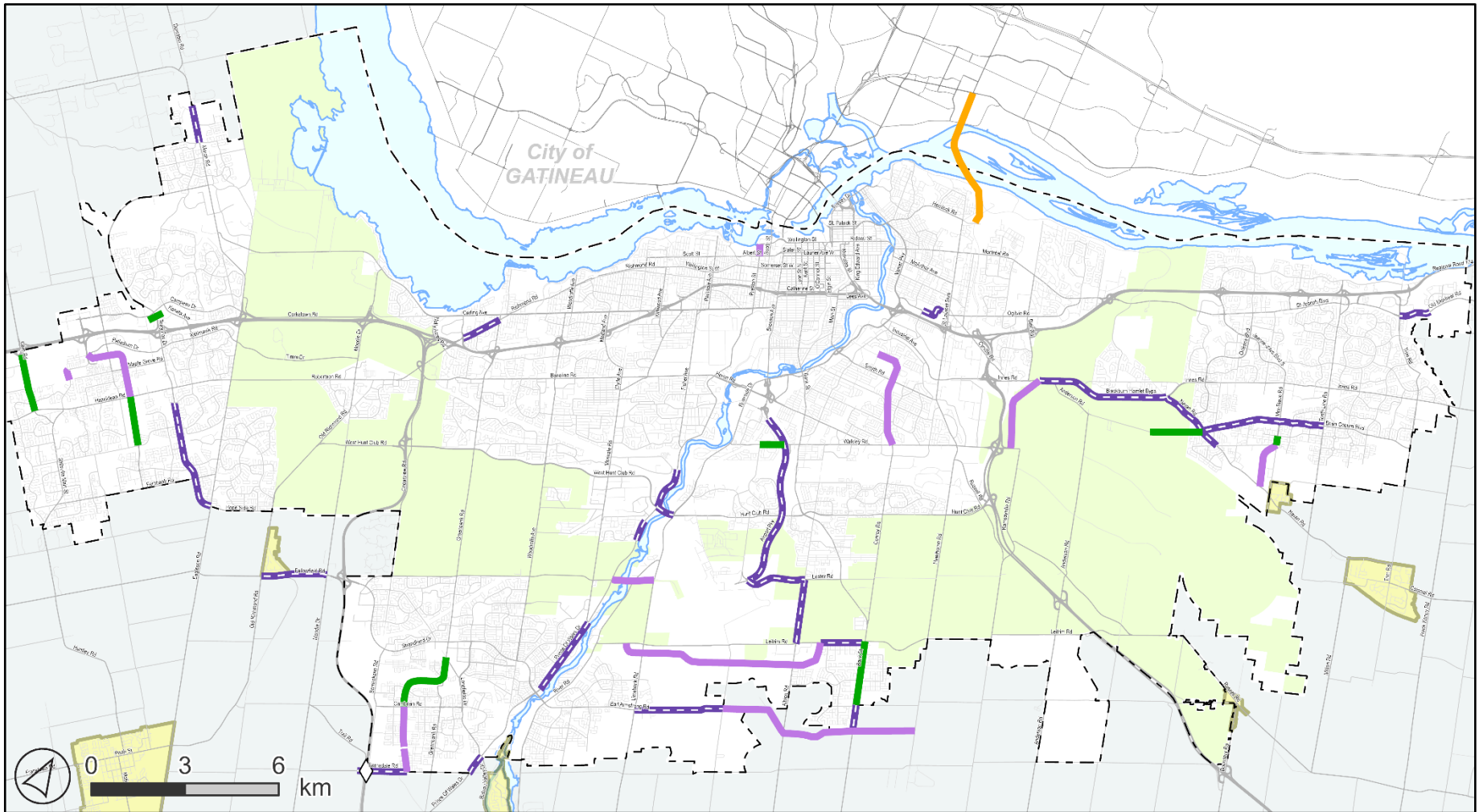
- Transportation and Infrastructure Corridor
- New Interprovincial Crossing (Delivered by Others)

- New O-Train Station
- New Transitway Station

- Village Boundaries

- Existing Urban Boundary

Priority Transit Network



Roads

- Road Widening
- New Road
- Committed Projects



- New Interchange
(Delivered by
Others)
- New Interprovincial
Crossing (Delivered
by Others)

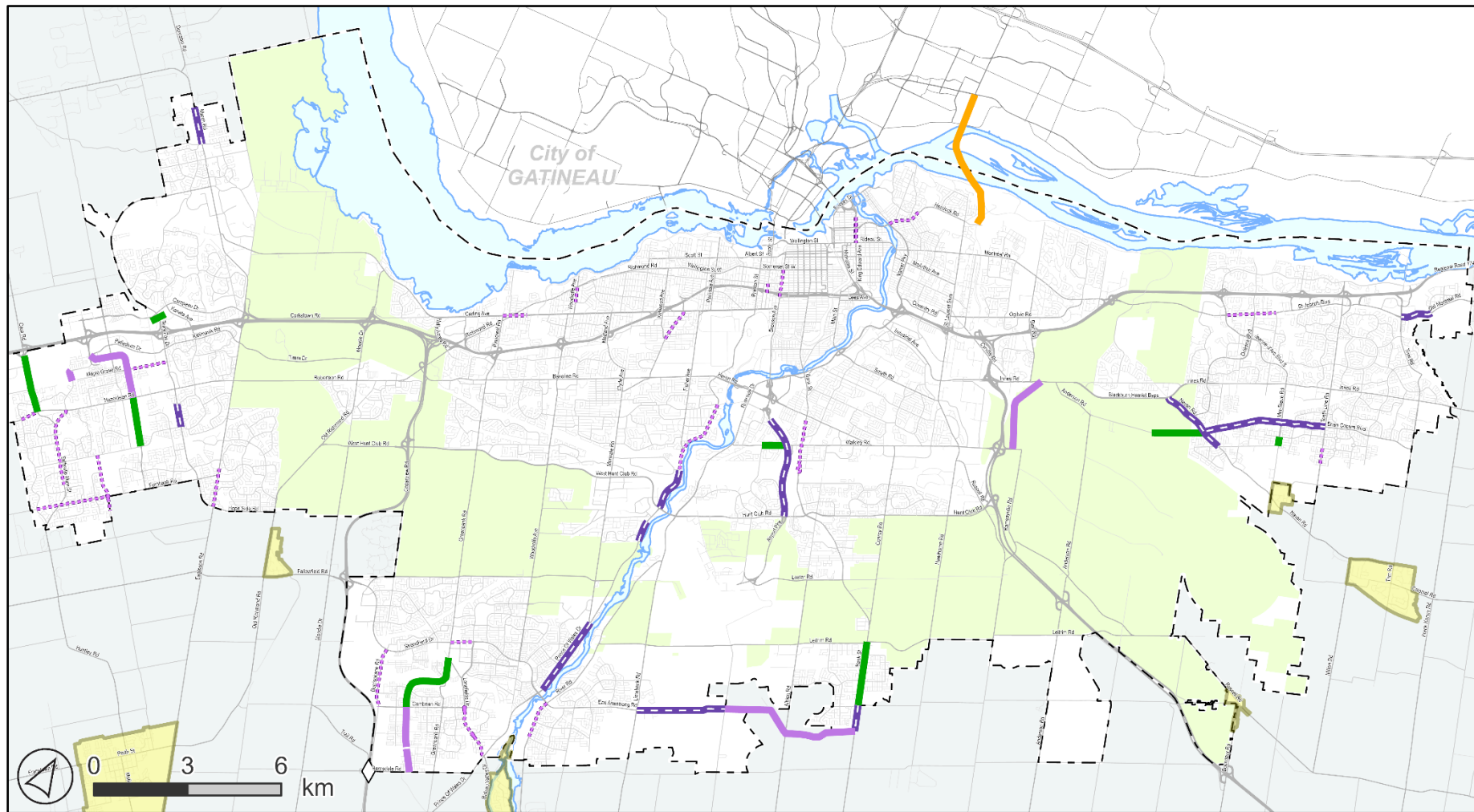


- Village Boundaries



- Existing Urban
Boundary

Needs Based Road Network



Roads

- Road Widening
- New Road
- Committed Projects

- ◇ New Interchange (Delivered by Others)
- New Interprovincial Crossing (Delivered by Others)

- ⋯ Road Urbanization and Mainstreet Improvements
- Village Boundaries
- Existing Urban Boundary

Priority Road Network