

West Hunt Club Road Improvement Project

**(Greenbank Road and
Knoxdale Road
Intersections)**

**Public information session
October 20, 2025
6 to 8 pm**

**Location: Nepean Sportsplex - 1701
Woodroffe Avenue**

Land acknowledgement

We recognize that Ottawa is located on unceded territory of the Anishinaabe Algonquin Nation.

We extend our respect to all First Nations, Inuit and Métis peoples for their valuable past and present contributions to this land.

We also recognize and respect the cultural diversity that First Nations, Inuit and Métis people bring to the City of Ottawa.

Welcome / Project overview

Welcome to the public information session for the West Hunt Club Road improvement project (Greenbank Road and Knoxdale Road intersections).

The purpose of this public information session is to present the project preliminary design, receive feedback, identify next steps and inform residents of the future construction.

Key information presented include:

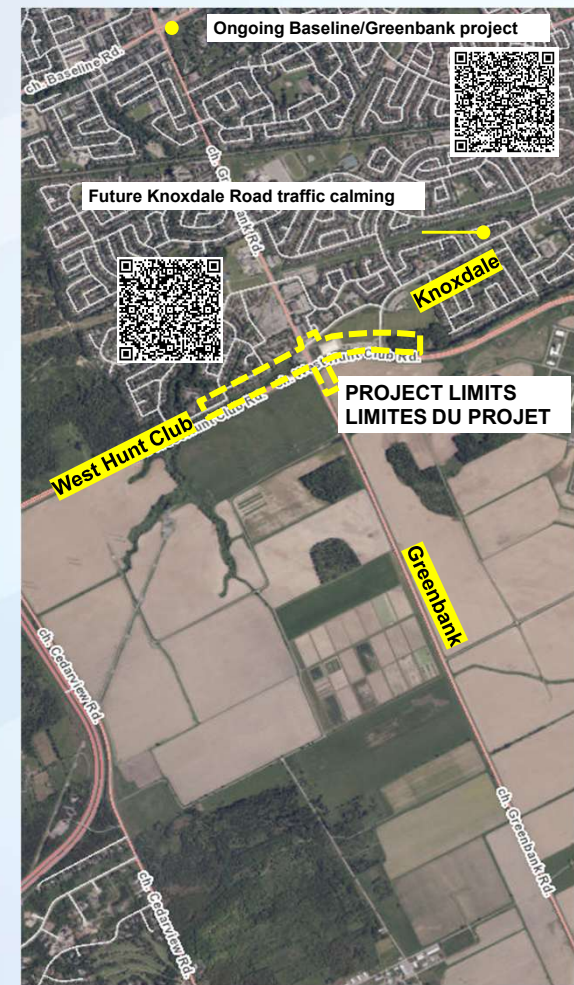
- Existing traffic issues and active transportation challenges.
- Proposed solutions and intersections designs.
- Tentative construction schedule and traffic impacts.

Please review the information presented and **provide your comments using the [online form](#), by phone or email**, as noted on the last page of this document, **by November 3, 2025**.

Project limits & scope

The project scope of work includes the following key improvements along West Hunt Club Road:

- Protected intersections at West Hunt Club Road/Greenbank Road and West Hunt Club Road/Knoxdale Road with upgraded pedestrian and cycling facilities.
- New eastbound and westbound through lanes at West Hunt Club Road/Greenbank Road.
- Extended left-turn and right-turn lane storage at West Hunt Club Road/Greenbank Road.
- New raised cycle tracks and multi-use pathways throughout the project.



Project rationale

The project was identified as part of the City's Network Modification Improvement Program aimed at improving vehicle and transit operations in localized areas. The objective of this project is to:

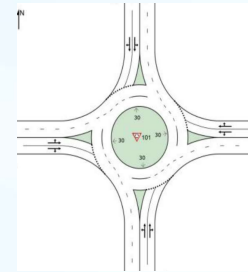
- Reduce vehicle congestion and delays along the West Hunt Club Road and Greenbank Road corridors.
- Add traffic lanes at the West Hunt Club Road /Greenbank Road intersection to accommodate future traffic growth.
- Improve safety for pedestrian and cyclists by constructing protected and new cycling infrastructure along West Hunt Club Road.
- Coordinate this project with future improvements including the Knoxdale Road traffic calming.

Roundabout option

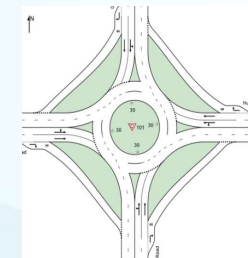
Traffic analysis and review of several roundabout options indicates that a roundabout at West Hunt Club Road and Greenbank Road is not recommended given:

- **Traffic operations:** A roundabout cannot accommodate high traffic volumes forecast at 5,200 vehicles/hour at the intersection in the year 2046. Delays could reach up to 10 minutes during peak hours.
- **Other considered factors:**
 - **Property needs:** A roundabout would require land from all four corners of the intersection.
 - **Pedestrian crossings:** A roundabout does not have signalized pedestrian crossings. With three lanes of traffic in each direction, crossing would be challenging for pedestrians
 - **Construction challenges:** Keeping traffic moving during construction would be very difficult and result in major delays and detours.
 - **Utility relocations:** Hydro poles, gas lines, and other utilities would need to be moved, adding to cost and complexity.

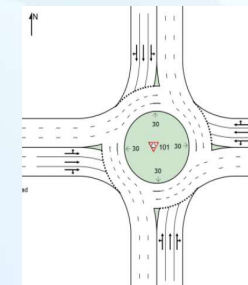
Roundabout options reviewed



2 lanes

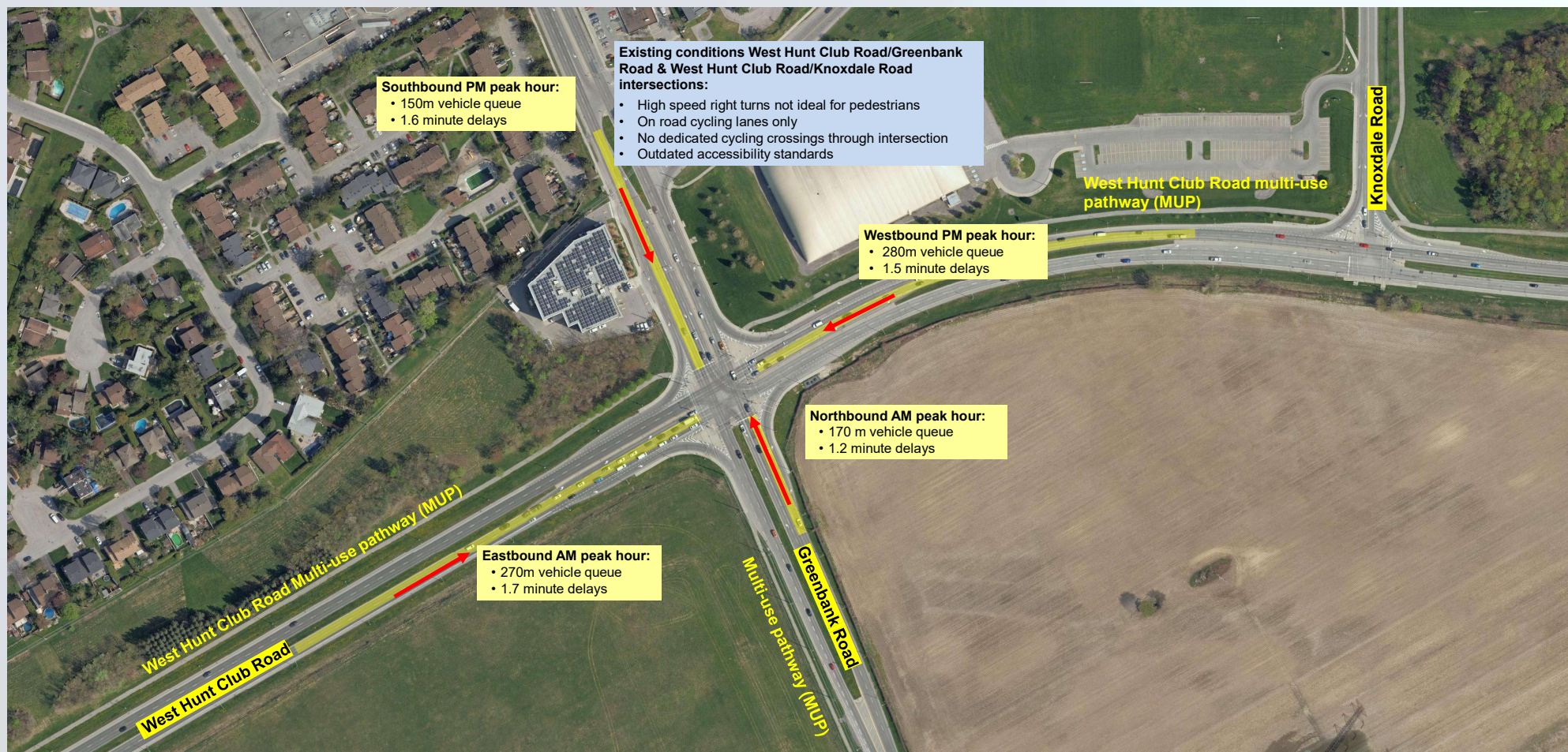


2 lanes with channels



3 lanes

Existing conditions

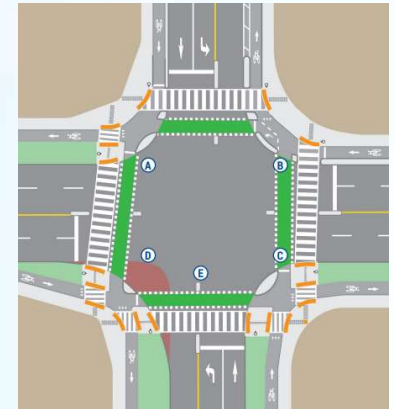


Protected intersection option

A protected intersection with additional lanes on West Hunt Club Road and dedicated cycling and pedestrian infrastructure is the recommended option given the following:

- **Supports future growth:** The proposed design will ease congestion now and keep the intersection operating at today's level of service through 2046.
- **Improves safety and accessibility:** The protected intersection layout offers safe and accessible crossings for pedestrians and cyclists with dedicated signal time for each crossing movement.
- **Cost-effective and practical:** A balanced solution that does not require property, limits construction impacts and avoids utility relocations while delivering significant operational improvements.

Typical protected intersection



Design Features

- (A) Large radius protected corner with corner apron
- (B) One-stage protected corner
- (C) Standard protected corner
- (D) Hybrid protected corner
- (E) Centerline hardening

Caractéristiques de la conception

- (A) Angle protégé à grand rayon avec tablier d'angle
- (B) Angle protégé en une étape.
- (C) Angle protégé standard
- (D) Angle protégé hybride
- (E) Bornage de la ligne médiane

Construction traffic management

- Work will be staged, and temporary lane adjustments will continue during construction.
- Specific lane closures will be confirmed closer to construction with efforts made to keep as many lanes open as possible while ensuring sufficient space for the contractor to complete the work.
- Lane closures will be coordinated with nearby projects.
- Pedestrians and cyclists will be accommodated through the construction zone.
- Access to all businesses and properties will be maintained.
- Signal timing will be adjusted, and police services will be used to direct traffic when required.
- Night work will be undertaken to minimize traffic disruptions when possible.

Project schedule

The following are key anticipated dates and targets for the project schedule:

- **Review public information session comments:** fall 2025
- **Complete detailed design:** spring 2026
- **Construction timelines:** 2027

Thank you

Thank you for reviewing the project's information boards. Stay up to date on the project by following the project website: ottawa.ca/WHCRoad

Please provide your comments using the [online form](#), by phone or email to the City Project Manager by **November 3, 2025**

City Project Manager

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City of Ottawa

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Accessible formats and communication supports are available, upon request, at the following link:
www.ottawa.ca/accessibleformat