Frequently Asked Questions

Greenbank Realignment and Southwest Transitway Extension
Contract No. CP000521

June 2025

1.0 GENERAL

1.1. What are the timelines for construction of this project?

The Greenbank Road Realignment and Southwest Transitway Extension project will be delivered in multiple phases. Phase 1 of construction from Riverboat Heights to Cambrian Road is scheduled to begin in spring 2026. Some utility works, including Enbridge Gas upgrades, Hydro pole and overhead utility relocations, etc. will be completed in advance of corridor construction.

It is expected that design for the full corridor will be complete in early 2026, but the timing of future construction phases is dependent upon funding contributions. As soon as funding has been secured for future phases, the project website will be updated with anticipated timelines.

1.2. What will happen to the existing Greenbank Road?

The existing Greenbank Road will be modified as follows:

- North of the Jock River: existing Greenbank Road will terminate with a cul-de-sac to service existing homes.
- Between the existing bridge and Half Moon Bay Road: the existing road will be converted to a multi-use pathway for cyclists/pedestrians.
- South of Half Moon Bay Road: the existing road will remain in place and be renamed.

1.3. What will this project cost?

The total project cost is currently estimated at approximately $380 million, including construction, utility relocations, and property acquisition. Phase 1, covering the section from Riverboat Heights to Cambrian Road, is expected to cost about $58 million. Final costs will depend on phasing and market conditions at the time of construction.

1.4. Why do residential development applications continue to be approved by the City prior to the construction of important supporting infrastructure like the new, realigned Greenbank Road?

The City of Ottawa, much like other Ontario municipalities, pays for many large projects like arterial roads and related infrastructure expansions with funds obtained through Development Charges. These funds are acquired from developers upon the issuance of a building permit. With the City experiencing fast-paced growth, there are many projects competing for funding across the City. Our City Council makes decisions on what projects are funded, and in what timeframe that budget item can be paid for, as part of the annual City budgeting process. To provide feedback on specific local development applications, please reach out to the assigned City Planner, as listed on www.ottawa.ca/devapps.

1.5. Will any additional property be required to accommodate the new, realigned Greenbank Road?

For the most part, a minimum 41.5-metre-wide right-of-way has been set aside along the corridor to allow for this planned roadway construction. There are some isolated areas along the corridor where additional land would be required to meet current design standards and project requirements. These are generally limited to near intersections and within areas of older developments. Exact property requirements will be negotiated by the City's Real Estate Office with individual property owners as the design advances. If you have any specific questions or concerns, please contact the City Project Manager.

1.6. Is the design of the realignment project being coordinated with the various development applications and approvals?

Yes. Developments along the alignment were designed and approved with the future realignment of Greenbank Road in mind, per the Environmental Assessment (EA) studies conducted between 2006 and 2017. The current design of the realigned Greenbank Road combines the previously approved EA studies and refreshes the design to incorporate updated design guidelines and current standards.

1.7. Why is the bridge not being constructed as part of Phase 1?

For the new bridge to effectively alleviate congestion associated with the existing bridge, it needs to be fully integrated with the road network on both sides of the river. The project does not have sufficient funding to construct both the new Jock River bridge and required connecting infrastructure on both sides of the crossing. Consequently, Phase 1 will focus on the infrastructure needed south of the river. In addition to setting the stage for the future connectivity to the north, the new infrastructure built in Phase 1 will be beneficial to local residents to access new commercial centres at Cambrian Road and limit traffic on local collector roadways. Phase 2 will include construction of the new bridge and will proceed as soon as funding becomes available.

2.0 CONSTRUCTION IMPACTS

2.1. How will construction impact me?

In general, local access will be maintained throughout construction for motorized traffic, pedestrians and cyclists. Some construction noise and vibration should be anticipated; however, the work will be completed in accordance with the City's bylaws which restrict work hours and noise levels at receiving sites (i.e., homes). Additional details on construction planning and staging will be provided in subsequent information sessions once the design has advanced.

2.2. I am concerned about the impacts of phased construction on Riverboat Heights / River Run Avenue / Perseus Avenue

As with any construction project, there will be some impacts to residents. The project team is assessing how phased construction may affect traffic patterns in this area, and the City will implement mitigation measures where appropriate. If unanticipated issues arise on these local streets after the project is completed, the City will consider implementing traffic calming measures.

2.3. Riversbend Subdivision Phase 1 housing closes in March 2026, how will residents access this community during construction?

Intersection work will be staged to ensure residents' access is maintained throughout all project phases.

3.0 TRAFFIC AND CORRIDOR GEOMETRY

3.1. The proposed lanes are too wide. What is being done to discourage speeding?

The width of the proposed traffic lanes satisfies City of Ottawa standards and are designed to accommodate expected traffic volumes and vehicle types, including buses and trucks. While speeding is typically addressed through enforcement, the following details are being incorporated into the design to improve overall safety:

1. Lower posted speeds compared to other nearby arterial roads: 50km/h from Marketplace Avenue through Cambrian Road, and 60km/h from Cambrian Road to Barnsdale Road.
2. No shoulders, which helps reduce the perception of excess space and encourages slower speeds.
3. Segregated cycling and pedestrian facilities to protect vulnerable users.
4. All new intersections will follow the Protected Intersection Design Guide | City of Ottawa. These details (smaller turning radii, intermediate refuge medians, etc.) will encourage users to slow down through intersections and include physical barriers to protect pedestrians.

If speeding is an issue following construction, speed cameras and other enforcement measures will be implemented as required.

3.2. The proposed lanes are too narrow and there are too many intersections. What is being done to optimize traffic flow?

The proposed lane widths meet City of Ottawa standards and are designed to accommodate expected traffic volumes and vehicle types, including buses and trucks. The design aims to balance traffic efficiency with safety and accessibility for all users. The number of traffic signals along the corridor reflect the area's planned development and are consistent with City standards, providing reasonable spacing for points of traffic access. Signal spacing is influenced by intersecting roads, access requirements, and future development. To support traffic flow, signals along the corridor will be coordinated based on posted speed and real-time demand, including vehicle, pedestrian, and cycling volumes.

3.3. What is being done to address traffic issues at Darjeeling Avenue?

A new signalized intersection at Darjeeling Avenue is scheduled for construction and is expected to be completed by October 2025. This interim measure will help manage traffic in the area ahead of Phase 2, which will include additional signalized intersections at Chapman Mills Drive, Darjeeling Avenue, and the realigned Jockvale Road. Right-in/right-out access will also be provided at Cortado Way.

3.4. Why is cycling being prioritized over cars?

In accordance with Council-approved City policies, the corridor is designed to support and safely balance all modes of transportation. At intersections, movements of the most vulnerable road users (pedestrians and cyclists) will be prioritized. All intersections will be classified as "Protected Intersections", which are designed to increase safety and reduce conflicts.

3.5. Why are the cycling facilities separated instead of being on the road?

The design has been updated to incorporate the latest Provincial and City of Ottawa design guidelines. Due to the high traffic volumes and operating speed on the realigned Greenbank Road, separated raised cycle tracks are preferred. Raised cycle tracks provide greater comfort and safety for cyclists by reducing conflicts with motor vehicles and improving visibility at intersections.

3.6. How will this project improve traffic capacity in the area?

The realigned Greenbank Road will include four traffic lanes and dedicated turn lanes between Chapman Mills Drive and Barnsdale Road, significantly increasing capacity for communities south of the Jock River. As a designated arterial road, truck route, cycling route, pedestrian route, and Bus Rapid Transit (BRT) corridor, it is being rebuilt as a "complete street" with improved facilities for all users, enhancing overall mobility and reducing congestion in the area.

3.7. I drop my child off at St. Joseph's High School. Will the design of the realigned Greenbank Road include facilities for a drop off zone / bus parking in front of the school?

Yes. On-street parking and a drop-off zone will be provided near the high school. A transitway station will also be built at the Darjeeling Avenue intersection to serve the school. In addition, a new connecting road just north of the high school (extension of Darjeeling) and two additional links will be constructed to connect the high school and Greenbank Road.

3.8. Can consideration be given to reducing the number of slip/weave lanes for the bus lanes to improve overall safety?

Some weave lanes are required to allow buses to efficiently enter/exit the Bus Rapid Transit (BRT) lanes and service local neighbourhoods. However, the design team is currently reviewing the number and placement of these lanes. Several may be removed or adjusted in the final design to improve safety and reduce complexity, while still maintaining effective transit operations.

3.9. When was the traffic data gathered to support the design?

A comprehensive traffic forecasting model was developed to support this project. Initial traffic data was obtained at the project onset (prior to 2020) and has been updated throughout design as nearby developments have been constructed. The approach to determine future traffic volumes is consistent with relevant engineering standards and accounts for planned growth in Barrhaven.

4.0 INTERSECTIONS

4.1. What is a protected intersection?

A protected intersection is a signal-controlled intersection designed to improve safety and comfort for all users including pedestrians, cyclists, and drivers. Protected intersections create shorter, simpler crossings, more predictable movements, and better visibility between people walking, people on bikes and people driving. Unlike at conventional intersections, cyclists are not forced to merge into traffic. Instead, they are given a dedicated path through the intersection. The setback between the vehicle lane and the cycling facility makes cyclists more visible to turning drivers than in a conventional intersection. This, along with design elements including corner safety islands, setback crosswalks and cross rides (cycling crossings), and dedicated bicycle signals reduce potential conflicts between all users. For more information please visit https://ottawa.ca/en/parking-roads-and-travel/cycling/cycling-planning/completed-projects#protected-intersections

4.2. Will all intersections be protected?

Yes, all intersections along the corridor are being designed as protected intersections. However, in some locations, adjustments may be required to accommodate property, building or grading constraints.

4.3. What is the rationale behind channelized right turn lanes?

Based on projected traffic volumes, right turn lanes are needed. Channelized right turns help reduce pedestrian crossing distances and improve safety. Where higher volumes of large vehicles like buses and trucks are expected, “smart channels” are used. These are designed to accommodate larger turning radii while minimizing the overall intersection footprint. Smart channels prevent general traffic from operating at higher speeds through the turn. Traffic control measures will be in place to give the pedestrian the right-of-way across the channels.

5.0 TRANSIT

5.1. The current design includes dedicated lanes for Bus Rapid Transit (BRT). How will that work?

Two dedicated bus lanes will be constructed, one in each direction, within the central median of the realigned Greenbank Road Corridor. This will allow the existing Southwest Transitway to extend south from Barrhaven Town Centre to Kilbirnie, in accordance with the City of Ottawa’s Transportation Master Plan. Stations are currently planned for Barrhaven Town Centre, Darjeeling, Riverboat, River Run, Cambrian, Dundonald, and Kilbirnie Drive (including a Park and Ride). Local bus routes will also be able to enter and exit the Transitway corridor to service adjacent neighbourhoods.

5.2. Why does Phase 1 not include transit lanes?

Construction of the interior 2-lane segregated median Bus Rapid Transit (BRT) facility is dependent on funding contributions from other levels of government. To avoid delaying the project, the City is proceeding with Phase 1 using a temporary grass median in place of the BRT lanes. The transit lanes between Riverboat Heights and Cambrian Road are expected to be built as part of Phase 2, once external funding is secured.

5.3. Will the design allow for future conversion of the BRT to LRT?

As identified by the City’s Official Plan and current Transportation Master Plan,

LRT is not planned south of Chapman Mills Drive in the foreseeable future. As a result, the Southwest Transitway Extension has been designed exclusively for Bus Rapid Transit (BRT) operations.

5.4. Will OC Transpo routes or bus stops be changing?

Prior to opening the new Transitway facilities, OC Transpo routes will be adjusted to make use of the dedicated bus lanes and improve service for residents in Barrhaven south of the Jock River. Bus stations on realigned Greenbank Road are planned at intersections, and bus stops outside of the Transitway corridor will designed to meet OC Transpo Service standards. OC Transpo will continue to monitor growth in the area and adjust service levels as needed.

5.5. What kind of infrastructure will be available at bus stops and will bus shelters be heated?

Bus stops will include bike racks, benches and shelters. Shelters will not be heated.

6.0 ENVIRONMENT / LANDSCAPING

6.1. What is being done to mitigate the environmental impact of this project?

Extensive environmental review and consultation has been completed as part of this project. Construction will conform to all applicable bylaws, guidelines, regulations and all best practices surrounding the environment in coordination with regulatory authorities including: the Rideau Valley Conservation Authority; Department of Fisheries and Oceans Canada; and the Ministry of Environment, Conservation and Parks. Potential species at risk were identified during design, and mitigation measures will be incorporated into the contract specifications. The project has been designed to ensure there is no net negative impact to the existing floodplain.

6.2. How is storm water being managed?

Stormwater from this corridor will be managed mainly through storm retention ponds that were previously designed and constructed to accommodate the new Greenbank Realignment. Additionally, grassed medians with a free-draining subgrade will be provided on either side of the Bus Rapid Transit (BRT) lanes, and outside the exterior lanes, where space permits.

6.3. How will traffic noise from the new road be addressed?

The realigned Greenbank Road corridor was considered during the planning of adjacent developments. Homes and properties fronting the corridor were designed with features to help mitigate anticipated traffic noise, including privacy fencing and exterior finishes. Where the road profile is being modified, the project will review the need for additional noise mitigation measures.

6.4. Why isn’t there more green space and how will landscaping/trees be incorporated into the project?

The current City cross-section standards (for transit lanes, stations, road lanes, cycle tracks and sidewalks) need to be balanced to fit within the available corridor right-of-way. Where additional space is available, landscaping elements such as trees and vegetation will be incorporated, in coordination with utilities and adjacent developments.

Grassed medians will be included, and trees will be planted where space permits. The landscaping design is currently in progress, and more details will be shared once the detailed design phase is complete. Additionally, green space, parks, and a new active transportation trail are planned along the nearby Jock River as part of a separate project.

6.5. Will you ensure that cityscaping is reflective of native fauna and contributes to the ecology of the area (e.g., trees that produce berries for wildlife or that blossom for bees)?

Yes. Wherever possible, native plants will be used where site conditions are

suitable.

7.0 OTHER

7.1. Will St. Joseph's High School be involved to coordinate routes and access to the school?

The school board and Ottawa Student Transportation Association have been consulted to identify school bus requirements within the project area. This collaboration will continue as the project progresses. A designated drop-off zone on Greenbank Road and a turn-around area for buses have been included in the design to support safe and efficient access to St. Joseph's High School.

7.2. What is the timing for the new Barnsdale Road interchange at Highway 416?

This is an MTO Project. Please refer to the Ministry of Transportation Ontario website for additional information.

7.3. Will existing and future overhead utility lines be buried?

Currently, there are no plans to bury hydro or other overhead utility lines within the project limits. In accordance with City policy for roadways of this classification, hydro lines are typically accommodated above ground unless there is a technical requirement to bury them. The need to bury hydro lines will be reviewed as part of the ongoing design process.