ANNEX A: Rapid Transit, Transit Priority, and Road Projects

Table A1 — Rapid Transit Projects

Project	General Description	Rationale	EA Status
Light Rail Transit Projects			
North-South LRT (Network Concept)	New LRT right of way between Boulevard Alexandre-Taché in Gatineau and Riverside South Town Centre. Includes airport link	Provides new rapid transit service between Gatineau / downtown Ottawa and the south urban community. Also promotes development in the corridor at Confederation Heights and between Carling Avenue and Bayview Stations.	Partially complete (Riverside South to Bayview)
O-train Extension (Affordable Network)	Extension of existing O-train to Bowesville/Riverside South Station and construction of new stations at Gladstone and Walkley	Provides new rapid transit between downtown Ottawa and the south urban community.	Requires amendment
Eastern LRT (Affordable Network and Network Concept)	**Affordable:** Eastern extension of LRT service following Ottawa Road 174 between Blair Station and Place d'Orléans Station **Concept:** Eastern extension of LRT service following Ottawa Road 174 between Blair Station and Trim Station	Provides fast, reliable service between Place d'Orléans and downtown Ottawa and reduces bus vehicle hours on Ottawa 174	Not started
Western LRT (Affordable Network and Network Concept)	Conversion of the West Transitway to LRT between Tunney's Pasture Station and Baseline Station	Provides fast, reliable service between downtown and communities to the west, including major employment, shopping and educational destinations at Tunney's Pasture, Lincoln Fields and Baseline Stations	In progress
	Construction of new LRT right of way between existing West Transitway and Pinecrest and conversion of West Transitway to LRT from Pinecrest to Bayshore Station	Improves transit service between Kanata and the Inner Area and reduces the number of bus hours along the West Transitway and Highway 174	Requires amendment
Carling LRT (Network Concept)	At-grade LRT corridor between Lincoln Fields Station and Carling O-train Station	Provides enhanced transit service for businesses and residents adjacent to Carling Avenue and promotes redevelopment in the corridor.	Not started

Table A1 Rapid Transit Projects

Project	General Description	Rationale	EA Status
Bus Rapid Transit Projects			
Baseline / Heron / Walkley / St. Laurent (Affordable Network and Network Concept)	**Affordable:** At-grade BRT connecting Baseline Station to Heron Station **Concept:** At-grade BRT connecting Bayshore Station to St. Laurent Station	Provides high quality city-wide transit access to employment, commercial and institutional land uses adjacent to Baseline Road, and fast, reliable service to major rapid transit lines for corridor residents. Also, provides key link between Southwest and Southeast rapid transit network segments and promotes corridor redevelopment particularly at Confederation Heights.	In progress
Cumberland Transitway (Network Concept)	Fully exclusive transitway between Blair Station and Frank Kenny Road	Provides fast, reliable service to/from downtown for south Orléans and Blackburn Hamlet residents.	Complete
Kanata North Transitway (Affordable Network and Network Concept)	**Affordable:** At-grade BRT between Solandt Road and Hwy. 417 **Concept:** At-grade BRT between Maxwell Bridge Road and Highway 417	Provides high quality transit access to major employment area in Kanata North along March Road.	Complete
South Transitway (Network Concept)	At-grade BRT between the Southwest Transitway and Riverside South Town Centre	Provides high quality transit access between town centres of Barrhaven and Riverside South and connects the North-South LRT to the Southwest Transitway	Complete
Southwest Transitway Extension (Network Concept)	Fully exclusive BRT between Baseline Station and Hunt Club Road	Fills the "gap" in the Southwest Transitway, thereby reducing travel time and improving service reliability to South Nepean	Complete
	At-grade BRT following the Greenbank Road extension between Barrhaven Town Centre and Cambrian Road, with the possibility of a future extension to Barnsdale Road	Provides fast, reliable service for South Nepean residents and Woodroffe corridor	In progress (south of Cambrian Road)
West Transitway Extension (Affordable Network and Network Concept)	Fully exclusive BRT between Bayshore Station and west of Moodie Drive	Provides fast, reliable service to/from downtown for Kanata, Stittsville and Bayshore area residents	Complete
	Affordable: Exclusive and at-grade BRT between Terry Fox and Eagleson stations **Concept:** Exclusive BRT between Fernbank Road and Eagleson Station	Provides fast, reliable service to/from downtown for Kanata, Stittsville and Bayshore area residents	Complete

Table A2   Transit Priority Projects[1]

Project	General Description	Rationale
Airport Parkway (Affordable Network only)	Bus / high occupancy vehicle (HOV) lanes between Hunt Club Road and MacDonald-Cartier International Airport. With the widening of the Airport Parkway to 4 lanes, the outside lanes will be used for transit, taxis, and HOV's	In lieu of rapid transit, improves transit access to MacDonald-Cartier International Airport
Alta Vista Drive (Network Concept)	Transit signal priority and queue jump lanes at selected intersections between Smyth Road and Industrial Avenue	Reduces travel time and improves reliability for OC Transpo routes 8 and 86
Alta Vista Transportation Corridor (Network Concept)	Bus / high occupancy vehicle lanes and transit signal priority between Riverside Drive and the Ottawa Health Sciences Centre	Improves transit access to the Ottawa Hospital, CHEO, and the Canadian Forces Health Care Centre. Also improves access between Hurdman Station and Ottawa's south end
	Transit signal priority and queue jump lanes between the Ottawa Health Sciences Centre and Walkley Road	Improves transit access to the Ottawa Hospital, CHEO, the Canadian Forces Health Care Centre and Ottawa's south end
Bank Street (Affordable Network and Network Concept)	**Affordable:** Transit signal priority between Wellington Street and Highway 417. May also include parking lane conversion in the immediate vicinity of selected intersections	Reduces travel time and improves reliability on some of OC Transpo's busiest local routes: 1, 2, 7, 9, and 12
	Affordable: Transit signal priority between Highway 417 and Billings Bridge Station, including limited installation of queue jump lanes (in one direction only) at selected intersections	Reduces travel time and improves reliability on OC Transpo's routes 1 and 7
	Concept: Transit signal priority and queue jump lanes between Billings Bridge Station and Hunt Club Road	Reduces travel time and improves reliability on OC Transpo's route 1
Baseline Road (Affordable Network only)	Transit signal priority and queue jump lanes between Baseline Station and Richmond Road	In lieu of rapid transit, facilitates transit connections between Baseline Station and Kanata, Also reduces travel time and increases reliability on OC Transpo routes 97, 118, and 152.
Beechwood Avenue and Hemlock Road (Affordable Network and Network Concept)	Transit signal priority between St. Laurent Boulevard and Vanier Parkway. May also include parking lane conversion in the immediate vicinity of selected intersections	Accommodates proposed development at the former CFB Rockcliffe and improves service on OC Transpo routes 1, 5, and 7

Table A2   Transit Priority Projects[1]

Project	General Description	Rationale
Belfast Road / Terminal Avenue (Network Concept)	Exclusive bus lanes and transit signal priority between Hurdman Station and St. Laurent Boulevard (provided through road widening)	Facilitates transit travel to and from some of Ottawa's primary industrial areas
Blackburn Hamlet Bypass / Brian Coburn Boulevard (Affordable Network only)	Peak period bus lanes and transit signal priority on the Blackburn Hamlet Bypass between Innes Road and Brian Coburn Boulevard which may include the repurposing of general purpose lanes. Transit signal priority and queue jump lanes on Brian Coburn Boulevard between the Blackburn Hamlet Bypass and Tenth Line Road	In lieu of rapid transit, improves transit service between Orléans South and the Inner Area
Blair Road (Affordable Network only)	Transit signal priority and queue jump lanes between Innes Road and Blair Station	In lieu of rapid transit, improves transit service between Orléans South and the Inner Area
Blair Road (Affordable Network and Network Concept)	Exclusive bus lanes and transit signal priority between Blair Station and Montreal Road. Bus lanes to be provided through a combination of road widening (north of Ogilvie Road) and conversion of existing traffic lanes (south of Ogilvie Road)	Improves transit service between the eastern suburbs and Vanier
Bronson Avenue (Affordable Network and Network Concept)	**Affordable:** Transit signal priority between the Southeast Transitway and Carling Avenue	Reduces travel time and improves reliability on OC Transpo's route 4, thereby enhancing transit access to Carleton University
	Concept: Transit signal priority and queue jump lanes between Carling Avenue and the Confederation Line	Reduces travel time and improves reliability on OC Transpo's route 4
Carling Avenue (Affordable Network only)	Exclusive bus lanes and transit signal priority between Lincoln Fields Station and Carling O-Train Station. Bus lanes to be provided through conversion of existing traffic lanes. Note that some transit signal priority already exists along the corridor	In lieu of at-grade LRT, reduces travel time and improves reliability on existing OC Transpo routes and any future bus service on Carling Avenue
Carling Avenue (Affordable Network and Network Concept)	Transit signal priority and queue jump lanes between Carling O-Train Station and Bronson Avenue	Complements existing bus lanes between Preston Street and Cambridge Street (EB) between Bronson Avenue and Booth Street (WB)

Table A2   Transit Priority Projects[1]

Project	General Description	Rationale
Carling Avenue / Richmond Road (Affordable Network and Network Concept)	Transit signal priority and queue jump lanes between Holly Acres Road and Lincoln Fields Station	Provides connecting line between Bayshore Station and Lincoln Fields Station, improving transit service prior to the completion of the Western LRT.
Catherine Street / Chamberlain Avenue / Isabella Street (Network Concept)	Transit signal priority between Bronson Avenue and Lees Station	Reduces travel time and improves reliability for transit trips bypassing the downtown core
Chapman Mills / Strandherd Drive / Earl Armstrong Road (Affordable Network only)	Transit signal priority and queue jump lanes between Barrhaven Town Centre Station and Bowesville/Riverside South Station. Also includes some road reconstruction to accommodate buses. Partial implementation slated for 2014 (Chapman Mills segment)	In lieu of rapid transit, facilitates transit travel between Barrhaven and Riverside South
Codd's Road (Affordable Network and Network Concept)	Exclusive bus lanes and transit signal priority between Montreal Road and Hemlock Road (provided through road widening)	Accommodates proposed development at the former CFB Rockcliffe
Conroy Road (Network Concept)	Transit signal priority and queue jump lanes between Walkley Road and Hunt Club Road	Improves transit service to new Alta Vista Transportation Corridor, the Ottawa Hospital Campus, and Hurdman Station
Eagleson Road (Affordable Network and Network Concept)	Transit signal priority and queue jump lanes between Hazeldean Road and Eagleson Station	Reduces travel time and improves reliability on OC Transpo routes accessing the West Transitway and the west light rail extension at Bayshore
Elgin Street (Affordable Network and Network Concept)	Transit signal priority between Gladstone Avenue and Wellington Street	Reduces travel time and improves reliability on OC Transpo routes 5, 6, and 14
Fisher Avenue (Affordable Network and Network Concept)	Transit signal priority and queue jump lanes between Prince of Wales Drive and Baseline Road	Reduces travel time and improves reliability on OC Transpo routes 14 and 86
	Transit signal priority and queue jump lanes between Baseline Road and Carling Avenue	Reduces travel time and improves reliability on OC Transpo routes 14 and 86

Table A2 Transit Priority Projects[1]

Project	General Description	Rationale
Gladstone Avenue (Affordable Network and Network Concept)	Transit signal priority between future Gladstone O-Train Station and Elgin Street. May also include parking lane conversion in the immediate vicinity of selected intersections	Reduces travel time and improves reliability on OC Transpo route 14
Hazeldean Road (Affordable Network and Network Concept)	Transit signal priority and queue jump lanes between Stittsville Main Street and Eagleson Road	Reduces travel time and improves reliability on OC Transpo routes 96 and 118 and enhances transit service between Stittsville, Kanata and Bells Corners
Hemlock Road (Affordable Network and Network Concept)	Exclusive bus lanes and transit signal priority between Codd's Road and St. Laurent Boulevard (provided through road widening)	Accommodates proposed development at the former CFB Rockcliffe
Holland Avenue (Affordable Network and Network Concept)	**Affordable:** Transit signal priority between Carling Avenue and Confederation Line. May also include parking lane conversion in the immediate vicinity of selected intersections **Concept:** Exclusive bus lanes and transit signal priority between Carling Avenue and the Confederation Line. Will require removal of existing parking lanes and minor road widening	Reduces travel time and improves reliability on OC Transpo routes 16, 86, 102, and 176
Hunt Club Road (Affordable Network and Network Concept)	**Concept:** Transit signal priority and queue jump lanes at selected intersections between Conroy Road and Albion Road	Provides connecting link between South Keys Station and Alta Vista Transportation Corridor
	Affordable: Road widening to provide exclusive bus lanes and transit signal priority between Albion Road and Uplands Drive. Current budget includes funding for improvements at Bank Street	Reduces travel time and improves reliability over a congested segment of Hunt Club Road
	Concept: Transit signal priority and queue jump lanes at selected intersections between Uplands Drive and Riverside Drive	Reduces travel time and improves reliability on OC Transpo routes 116 and 147

Table A2   Transit Priority Projects[1]

Project	General Description	Rationale
Innes Road / Trim Road (partially implemented) (Affordable Network and Network Concept)	Queue jump lanes between Millennium Station and Jeanne d'Arc Boulevard. Transit signal priority already in place	Reduces travel time and improves reliability between Orléans South and points west
Innes Road (partially implemented) (Affordable Network and Network Concept)	Queue jump lanes between Jeanne d'Arc Boulevard and Blackburn Hamlet Bypass (west). Transit signal priority already in place	Reduces travel time and improves reliability between Orléans South/Blackburn Hamlet and points west
	Affordable (only): Transit signal priority and queue jump lanes between Blackburn Hamlet Bypass (west) and Blair Road (Affordable Network)	Reduces travel time and improves reliability between Orléans South/Blackburn Hamlet and points west
	Concept: Transit signal priority and queue jump lanes between Blair Road and rail corridor east of St. Laurent Boulevard	Facilitates transit travel to and from some of Ottawa's primary industrial areas
Jeanne d'Arc Boulevard (Affordable Network and Network Concept)	**Affordable:** Transit signal priority and queue jump lanes between Innes Road and Ottawa Road 174 **Concept:** Transit signal priority and queue jump lanes between the Cumberland Transitway and Innes Road. Road widening to provide exclusive bus lanes and transit signal priority between Innes Road and Ottawa Road 174.	Provides connecting link between Orléans South and the Orléans LRT extension
King Edward Avenue (Network Concept)	Transit signal priority to complement the existing southbound bus lane between Sussex Drive and Rideau Street.	Accommodates the large number of STO buses preparing to turn onto Rideau Street
March Road (Affordable Network only)	Transit signal priority and queue jump lanes between Maxwell Bridge Road and Carling Avenue. Allows for future conversion to BRT at a later time to connect with planned BRT south of Carling Avenue	In lieu of rapid transit, provides improved transit service to Kanata North
McArthur Avenue / North River Road (Network Concept)	Transit signal priority and queue jump lanes between Montreal Road and St. Laurent Boulevard	Reduces travel time and improves reliability on OC Transpo route 14

Table A2   Transit Priority Projects[1]

Project	General Description	Rationale
Meadowlands Drive / Prince of Wales Drive (Network Concept)	Transit signal priority and queue jump lanes between the Southwest Transitway and Heron Road	Reduces travel time and improves reliability on OC Transpo routes 86 and 111
Merivale Road (Affordable Network and Network Concept)	**Affordable:** Peak period bus lanes (peak direction only) and transit signal priority between Carling Avenue and Baseline Road (achieved by reallocating existing traffic lanes)	Reduces travel time and improves reliability on OC Transpo route 176
	Concept: Road widening to provide exclusive bus lanes and transit signal priority between Baseline Road and Slack Road	Reduces travel time and improves reliability on OC Transpo routes 116, 156, and 176
Montréal Road (Affordable Network and Network Concept)	**Affordable:** Peak period bus lanes with increased time of day coverage in both directions between Cummings Bridge and St. Laurent Boulevard. Also includes transit signal priority along the corridor	Reduces travel time and improves reliability on OC Transpo route 12 and accommodates future development at former CFB Rockcliffe
	Affordable: Road widening to provide exclusive bus lanes and transit signal priority between St. Laurent Boulevard and Blair Road	Reduces travel time and improves reliability on OC Transpo route 12 and accommodates future development at former CFB Rockcliffe
	Concept: Road widening to provide exclusive bus lanes and transit signal priority between Blair Road and Ogilvie Road	Reduces travel time and improves reliability on OC Transpo route 12 and accommodates future development at former CFB Rockcliffe
Murray Street / St. Patrick Street / Dalhousie Street (Affordable Network and Network Concept)	Transit signal priority between Vanier Parkway and Rideau Street. May also include parking lane conversion in the immediate vicinity of selected intersections	Reduces travel time and improves reliability on OC Transpo route 1
Ogilvie Road (Network Concept)	Transit signal priority between Blair Road and St. Laurent Boulevard	Reduces travel time and improves reliability on OC Transpo route 127
Orléans Boulevard (Affordable Network and Network Concept)	Transit signal priority and queue jump lanes between Montreal Road and St. Laurent Boulevard	Improves transit access to the Orléans LRT extension

Table A2 Transit Priority Projects[1]

Project	General Description	Rationale
Richmond Road / Wellington Street West / Somerset Street (Affordable Network and Network Concept)	Transit signal priority between Woodroffe Avenue and Bank Street	Reduces travel time and improves reliability on OC Transpo route 2
Rideau Street (Affordable Network and Network Concept)	All day bus lanes between Sussex Drive and Cumberland Street and peak period bus lanes between Cumberland Street and Charlotte Street, supported by transit signal priority (from Sussex Drive to Cummings Bridge). Bus lanes as described are already in place. Peak periods for which bus lanes are in effect to be extended.	Accommodates increasing congestion on Rideau Street outside of existing peak periods
Riverside Drive (Network Concept)	Transit signal priority and queue jump lanes between Hunt Club Road and Heron Road	Provides new transit link from Ottawa's southern suburbs to the inner area
Robertson Road / Richmond Road (Affordable Network and Network Concept)	Transit signal priority and queue jump lanes between Eagleson Road and Holly Acres Road	Reduces travel time and improves reliability on OC Transpo route 118 and enhances transit service between Kanata and Bells Corners
Smyth Road (Network Concept)	Transit signal priority and queue jump lanes between Alta Vista Transportation Corridor and St. Laurent Boulevard	Reduces travel time and improves reliability on OC Transpo route 106
St. Laurent Boulevard (Affordable Network and Network Concept)	**Concept :** Transit signal priority and queue jump lanes between Hemlock Road and Montreal Road	Reduces travel time and improves reliability on OC Transpo routes 5 and 7
	Affordable: Transit signal priority and queue jump lanes between Montreal Road and St. Laurent Station	Reduces travel time and improves reliability on OC Transpo routes 5, 7, 14, and 18
	Affordable: Transit signal priority and queue jump lanes between St. Laurent Station and Innes Road	Reduces travel time and improves reliability on OC Transpo route 114
	Concept: Transit signal priority and queue jump lanes between Russell Road and Walkley Road	Reduces travel time and improves reliability on OC Transpo routes 114 and 148
Stittsville Main Street (Network Concept)	Transit signal priority and queue jump lanes between Fernbank Road and Hazeldean Road	Improves transit service between Stittsville and future West Transitway

Table A2   Transit Priority Projects[1]

Project	General Description	Rationale
Stittsville North-South Arterial (Affordable Network only)	Transit signal priority and queue jump lanes at select intersections	Improves transit service within the Fernbank community and provides improved access to the future West Transitway
Tenth Line Road (Affordable Network and Network Concept)	Transit signal priority and queue jump lanes between Charlemagne Boulevard and Ottawa 174	Improves transit access to Ottawa 174 and Place d'Orléans Station
Terry Fox Drive (Network Concept)	Transit signal priority between Hazeldean Road and the West Transitway	Improves transit access to the West Transitway
Walkley Road (Network Concept)	Transit signal priority between Heron Road and the Southeast Transitway	Reduces travel time and improves reliability on OC Transpo routes 8 and 41
Wellington Street (Network Concept)	Transit signal priority and queue jump lanes between between Sussex Drive and Bank Street	Accommodates high volume of STO buses on Wellington and reduces travel time for OC Transpo routes 1, 2, 7, 9, and 12
	Transit signal priority and queue jump lanes between Bank Street and the Portage Bridge. Provision of transit priority may be complicated by high traffic flow, frequent instances of vehicles parked in curb lanes, and other factors.	Accommodates high volume of STO buses on Wellington
West Hunt Club Road (Network Concept)	Transit signal priority and queue jump lanes between Woodroffe Avenue and Riverside Drive	Improves transit service for cross-town trips that are bypassing the inner area
Woodroffe Avenue (partially implemented) (Network Concept)	Transit signal priority and queue jump lanes between Carling Avenue and Richmond Road	Provides improved transit service to access Confederation Line Stations
	Transit signal priority and queue jump lanes between Fallowfield Road and Chapman Mills Drive	Improves transit access to the Southwest Transitway

[1] *Note: Environmental assessment processes will apply where the implementation of transit priority measures changes the function or capacity of the roadway. Most projects in this table fall under the Class A+ process.*

Table A3   Road Projects

Project	General Description	Rationale	EA Status
Airport Parkway (Affordable Network and Network Concept)	Widen from two to four lanes between Brookfield Road and Hunt Club Road	Accommodates increasing traffic volumes and improves access to and from MacDonald-Cartier International Airport	Not started
	Widen from two to four lanes between Hunt Club Road and MacDonald-Cartier International Airport, including northern realignment south of Hunt Club Road	Accommodates growth in Riverside South and Leitrim and improves access to and from MacDonald-Cartier International Airport	Not started
Albion Road (Network Concept)	Widen from two to four lanes between Leitrim Road and Lester Road	Accommodates growth in Riverside South and Leitrim and diverts traffic from Albion Road through Blossom Park	Not started
Alta Vista Transportation Corridor (Network Concept)	New four-lane road between Nicholas Street / Highway 417 interchange and Riverside Drive	Addresses the capacity deficiency across the Smyth/Hydro screenline and diverts increasing traffic away from Main Street	Complete
	New four lane road (including two peak-period bus lanes) between the Ottawa Health Sciences Centre and Walkley Road	Addresses the capacity deficiency across the Smyth/Hydro screenline and reduces short-cutting on local streets in Alta Vista and Elmvale	Complete
Bank Street (Affordable Network and Network Concept)	**Affordable:** Widen from two to four lanes between Leitrim Road and Rideau Road	Provides capacity for growth in Leitrim	In progress
	Concept: Widen from two to four lanes between Rideau Road and Parkway Road	Provides capacity for growth in Leitrim and Greely	Not started
Barnsdale Road (Network Concept)	Widen from two to four lanes between Highway 416 and Prince of Wales Drive, requiring a new interchange	Required in conjunction with new Barnsdale Road–Highway 416 interchange (a second Highway 416 interchange to serve growing Barrhaven / Nepean South)	Not started
Belfast Road (Affordable Network and Network Concept)	Widen from two to four lanes between Coventry Road and Tremblay Road	Required to address local capacity issues associated with the implementation of Transit-Oriented Development plans at Train and St. Laurent stations	Not started
Blackburn Hamlet Bypass (Network Concept)	Widen from four to six lanes between Innes Road (west entrance to Blackburn Hamlet) and Navan Road	Addresses capacity deficiencies across the Greens Creek screenline and provides arterial road service for the growth areas in south Orléans	Not Started

Table A3   Road Projects

Project	General Description	Rationale	EA Status
Blackburn Hamlet Bypass Extension (Affordable Network and Network Concept)	New four-lane road between Innes Road and Navan Road	Provides access to development in Orléans south of Innes Road	Complete
Blair Road (Affordable Network and Network Concept)	Widen from two to four lanes between Meadowbrook Road and Innes Road	Accommodates new bus lane and anticipated Transit-Oriented Development in the vicinity of Blair Station	Not started
Brian Coburn Boulevard Extension (Affordable Network and Network Concept)	**Affordable:** New two-lane road (ultimately four-lane) between Navan Road and Mer Bleue Road	Provides access to development in Orléans south of Innes Road	Complete
	Concept: New two-lane road (ultimately four-lane) between Trim Road to Frank Kenny Road	Provides new linkage between Trim Road and Frank Kenny Road	Complete
Cambrian Road (Network Concept)	Widen from two to four lanes between Greenbank Road extension and Jockvale Road	Provides access to development in Barrhaven South	In progress
Campeau Drive (Affordable Network and Network Concept)	**Concept:** Widen from two to four lanes between Didsbury Road and March Road	Provides continuity in the north Kanata area, and addresses capacity and parking needs in the Kanata Town Centre	Complete
	Affordable: New four-lane road between Didsbury Road and new North-South arterial in Stittsville	Accommodates Kanata West development	Complete
Carp Road (Affordable Network and Network Concept)	Widen from two to four lanes between Highway 417 and Hazeldean Road	Provides capacity for growth in Stittsville	In progress
Chapman Mills Drive (Affordable Network and Network Concept)	New four lane road between Longfields Drive and Strandherd Drive	Serves the development of the Barrhaven Town Centre	Complete
Country Club Road (Affordable Network and Network Concept)	New two-lane road between eastern terminus of Golf Club Way and Jenkinson Road	Completes access road on the south side of Highway 7	Complete

Table A3   Road Projects

Project	General Description	Rationale	EA Status
Coventry Road (Affordable Network and Network Concept)	Widen from two to four lanes between Belfast Road and St. Laurent Centre	Continuity through commercial and industrial area between four-lane sections of Coventry Road	Not started
Cyrville Road (Affordable Network and Network Concept)	**Affordable:** Urbanize existing two-lane rural cross section between Star Top Road and St. Laurent Boulevard	Improves environment for pedestrians and cyclists	Not started
	Concept: Widen from two to four lanes between St. Laurent Boulevard and Innes Road.	Accommodates demand anticipated from transit-oriented development in the vicinity of Cyrville Station	Not started
Eagleson Road (Affordable Network and Network Concept)	Widen from two to four lanes between Cadence Gate and Hope Side Road	Provides capacity for additional travel demands from new development areas and continuity from the four-lane Eagleson Road to Hope Side Road	Complete
Earl Armstrong Road (Affordable Network and Network Concept)	**Affordable:** Widen from two to four lanes between Limebank Road and Bowesville Road	Provides capacity for growth in Riverside South	Complete
	Concept: New two-lane road between Albion Road and Bank Street	Provides capacity for growth in Riverside South and completes linkage to Bank Street	Not started
	Concept: New two-lane road between Bank Street and Hawthorne	Continuation of cross-town route between Highway 416 and Highway 417	Not started
Earl Grey Drive Underpass (Affordable Network and Network Concept)	Underpass of Terry Fox Drive	Relieves operational, safety and local development access to/from Kanata Centrum and Stittsville	See Note 1
Fallowfield Road (Network Concept)	Widen from two to four lanes between Woodroffe and Prince of Wales	Provides better access to Prince of Wales from north Barrhaven	Complete
	Widen from two to four lanes between Strandherd Drive and Greenbank Road	Provides capacity to service growth in South Nepean	Complete
Fernbank Road (Network Concept)	Widen from two to four lanes between Stittsville Main Street and Terry Fox Drive	Accommodates increasing population and employment in Stittsville	Not started

Table A3   Road Projects

Project	General Description	Rationale	EA Status
Fisher Avenue (Network Concept)	Widen from two to four lanes between Dynes Road and Baseline Road	Provides network continuity through residential area with associated improvements to streetscaping	Not started
Frank Kenny Road Extension (Network Concept)	New four-lane road between re-aligned Trim Road and south of Innes Road	Provides network continuity and capacity for additional traffic generated by development growth in Orléans	Complete
Goulbourn Forced Road Re-alignment (Network Concept)	Re-aligned and new two-lane road between Terry Fox Drive and Kanata Avenue	Provides capacity for growth in Kanata North	Complete
Greenbank Road Extension (Affordable Network and Network Concept)	**Affordable:** New four lane road between Jockvale Road and Cambrian Road	Accommodates growth within South Nepean	Complete
	Concept: New four-lane arterial road connecting Cambrian to Greenbank	Provides access to new development lands in South Nepean	In progress
Hope Side Road (Affordable Network and Network Concept)	Widen from two to four lanes between Eagleson Road and Richmond Road	Provides capacity and network continuity for growth areas in Kanata	Complete
Hunt Club Road (Network Concept)	Widen from four to six lanes between Riverside Drive and Bank Street	Addresses capacity deficiencies at Rideau River South Manotick Screenlines, in conjunction with the Strandherd/Armstrong river crossing	Not started
Huntmar Drive (Affordable Network and Network Concept)	Widen from two to four lanes between Campeau Drive extension to Cyclone Taylor Boulevard. Widen from two to four lanes between Palladium Drive to Maple Grove Road.	Accommodates Kanata West Development	Not started
Industrial Avenue Extension (Network Concept)	New four-lane road extending westward from Terminal Avenue through the Hurdman TOD lands	Provides access for new development in the Hurdman TOD lands	Not started
Innes-Walkley-Hunt Club Link (Network Concept)	New four-lane road (initial phase two-lanes) between Hunt Club and Innes Road west of Blackburn Hamlet	Bypasses congested section of Innes Road and provides direct connection between Orléans and Hunt Club	Complete
Jockvale Road (Affordable Network and Network Concept)	Widen from two to four lanes between Jock River and Prince of Wales.	Accommodates development access and growth for development within the Nepean South Urban Community	Complete

Table A3   Road Projects

Project	General Description	Rationale	EA Status
Kanata Avenue (Affordable Network and Network Concept)	Widen from two to four lanes between Highway 417 and Campeau Drive	Fulfills urban design initiatives ongoing in the vicinity of Kanata Town Centre	In progress
Klondike Road (Affordable Network and Network Concept)	Urbanize existing two-lane rural cross section between March Road and Sandhill Road	Provides continuity between March Road and new residential development in Kanata North	Not required
Leitrim Road (Network Concept)	Widen from two to four lanes between River Road and Limebank Road	Provides capacity for development in Riverside South	Complete
	New four-lane re-aligned road between Limebank Road and Albion Road	Provides capacity for development in Riverside South	Complete
Lester Road (Affordable Network and Network Concept)	Widen from two to four lanes between Airport Parkway and Bank Street	Accommodates growth in Riverside South and Leitrim and diverts traffic from Albion Road away from Blossom Park	Not started
Limebank Road (Network Concept)	Widen from two to four lanes between Earl Armstrong Road and Mitch Owens Road	Addresses capacity deficiencies across the Leitrim screenline, in conjunction with the widening of Riverside Drive and Bank Street	Not started
Maple Grove Road (Network Concept)	Widen from two to four lanes between Terry Fox Drive and Huntmar Drive	Accommodates Kanata West Development	Complete
March Road (Network Concept)	Widen from two to four lanes between Old Carp Road and Dunrobin Road	Provides additional vehicular capacity to growth areas in north Kanata	Not started
Mer Bleue Road (Affordable Network and Network Concept)	**Affordable:** Widen from two to four lanes between Brian Coburn Boulevard and Renaud Road	Provides capacity for the development areas south of Innes Road	Complete
	Concept: New four-lane re-alignment, west of existing Mer Bleue Road, between Renaud Road and Navan Road	Provides capacity for the development areas south of Innes Road	Complete
Navan Road (Network Concept)	Widen from two to four lanes between Brian Coburn Boulevard and Mer Bleue Road.	Provides capacity for the development areas south of Innes Road	Not started

Table A3   Road Projects

Project	General Description	Rationale	EA Status
Old Montreal Road (Network Concept)	Widen from two to four lanes between Trim Road and the edge of the urban boundary	Provide capacity for the development areas east of Trim Road	Not started
Old Richmond/West Hunt Club (Affordable Network and Network Concept)	Widen Old Richmond Road/ West Hunt Club Road from two to four lanes between Hope Side and Highway 416	Provides capacity and network continuity for growth areas in Kanata	Complete
Ottawa Road 174 (Network Concept)	Widen from four to six lanes between Highway 417 and Trim Road	Addresses local capacity, operational and safety issues	In progress
	Widen from two to four lanes between Trim Road and the city boundary	Addresses local capacity, operational and safety issues	In progress
Perth Street (Network Concept)	Widen to four lanes between Shea Road and Eagleson Road and between Queen Charlotte Street and the village boundary	Provides continuity through Richmond Village and addresses the needs identified in the village's Community Design Plan	Not started
Palladium Drive Realignment (Affordable Network and Network Concept)	Realign in vicinity of Huntmar Road to new North-South arterial	Accommodates Kanata West Development	Complete
Preston Street (Affordable Network and Network Concept)	Extend existing 2 lane urban roadway Albert Street to Vimy Place (at John A. McDonald Parkway)	Provides connection through Lereton Flats including structure crossing of new LRT and existing aqueduct	Not started
Prince of Wales Drive (Affordable Network and Network Concept)	**Concept:** Widen from two to four lanes between Merivale Road and Hunt Club Road **Concept:** Widen from two to four lanes between Strandherd Drive and Fisher Avenue	Addresses capacity deficiencies at CNR West screenline	Complete
Richmond Road (Network Concept)	Widen from two to four lanes between Bayshore Drive and Pinecrest Road	Provides network continuity and improves bus service reliability	Not started
Richmond Village By-Pass (Network Concept)	New two-lane road between Huntley Road and Eagleson Road	Provides access to new development lands north of existing Richmond Village	Not started

Table A3   Road Projects

Project	General Description	Rationale	EA Status
Rideau River Crossing (Network Concept)	New four lane bridge and approaches between Prince of Wales Drive and Limebank Road	Provides for increased capacity across Rideau River screenline.	Not started
Riverside Drive (Network Concept)	Widen from four to six lanes between River Road and Hunt Club Road	Provides capacity for growth in Riverside South	Complete
Strandherd Drive (Affordable Network and Network Concept)	**Affordable:** Widen from two to four lanes between Fallowfield Road and Jockvale Road	Addresses capacity deficiencies at the Rideau River South and Manotick screenlines, in conjunction with a Strandherd-Earl Armstrong Rideau River Bridge and Earl Armstrong Road widening	Complete
	Concept: Widen from four to six lanes between Jockvale Road and Woodroffe Avenue		
Stittsville Main Street Extension (Affordable Network and Network Concept)	New two-lane road between Palladium Drive and Maple Grove Road	Provides capacity for development in Stittsville	Not started
Stittsville North-South Arterial (Affordable Network and Network Concept)	New two-lane road between Palladium Drive and Fernbank Road	Provides capacity for development in Stittsville and provides a bypass for Stittsville Main Street congestion	Complete
Tenth Line Road (Affordable Network and Network Concept)	Widen from two to four lanes between Harvest Valley Drive and the urban boundary	Services growth south of Innes Road	Complete
Terry Fox Drive (Network Concept)	Widen from two to four lanes between Winchester Drive and Eagleson Road	Provides access to adjacent developments	Complete
	Widen from four to six lanes between Campeau Drive and Palladium Drive	Accommodates Kanata West Development	Not started
Tremblay Road (Affordable Network and Network Concept)	Widen from two to four lanes between Pickering Place and St. Laurent Boulevard	Addresses the needs identified by the St. Laurent Station Transit-Oriented Development study and accommodates new employment land at St. Laurent Blvd at Tremblay Road	Not started
West Hunt Club Road (Network Concept)	Widen from four to six lanes between Highway 416 and Prince of Wales Drive	Services on-going development/ redevelopment along corridor and makes full use of Rideau River Bridge	Not started