2013 Transportation Master Plan
Part of Building a Liveable Ottawa 2031

The 2013 Transportation Master Plan (TMP) is a key part of Building a Liveable Ottawa 2031, a city-wide initiative to make Ottawa a more vibrant, healthy and sustainable city. At the heart of the proposed 2013 TMP is Stage 2 of a city-wide rapid transit network, a coordinated plan with light rail as the backbone. With Stage 2 we will be ready to move quickly to connect the city to the east, west and south.

The Draft 2013 TMP, which was tabled on October 9, 2013 for consideration by Council, offers a strong plan for a connected Ottawa anchored by a prudent, affordable approach.

Rural Ottawa – 2013 TMP Highlights

For Ottawa’s rural communities, the emphasis of the 2013 TMP is on infrastructure renewal, as well as on leveraging recent investments such as the nearly completed Standherd-Armstrong Bridge, the Southwest Transitway extension, and the expanded provincial highway network. Future projects will ensure residents have safe, affordable and reliable commuting options and are able to seamlessly connect to the highway system and growing transit network.

Some of the new projects that will serve the area include:

STAGE 2 – CITY-WIDE
RAPID TRANSIT NETWORK
With the Confederation Line as the transit backbone, the 2013 TMP proposes extending light rail west to Bayshore and Baseline and east to Orléans. Together with a new bus Transitway between Bayshore and Moodie, which completes rapid transit west to Kanata, and an O-Train expansion south to Bowesville/Riverside South, residents in Ottawa’s rural communities will have improved access to rapid transit network from the east, west and south.

In particular, the southern O-Train expansion, which will include new stations at Leitrim and Bowesville/Riverside South, with an accompanying Park and Ride lot, will provide residents in the south with greatly improved transit access to destinations in the core.

ROAD INVESTMENTS
Several new road investments are planned for the area. The widening of Old Richmond Road and West Hunt Club Road from Hope Side Road to Highway 416 will help residents better access services and facilities across the city. The extension of Earl Armstrong Road eastward to Albion Road and Bank Street will maximize use of the Standherd-Armstrong Bridge and enhance connectivity across the region. A project to widen Bank Street beyond the Earl Armstrong Extension is also planned for the future. In the west end, Golf Club Way will be extended eastward to connect to Jinkinson Road, providing a link between these east-west roads.

CYCLING CONNECTIONS
Cycling investments will be made in tandem with new road construction and rehabilitation projects in the area where there is cycling demand. For example, paved shoulders will be added to rural roads as part of renewal projects.

FUTURE INVESTMENTS
Future investments in the road, transit, pedestrian and cycling networks will continue to be prioritized by looking for the optimal balance between affordability and meeting the transportation needs of all residents, including those living in Ottawa’s rural areas.