

Bank Street (Highway 417 to Canal)

Active Transportation and Transit Priority Feasibility Study

September 24, 2025

Open House



Bank Street in the Glebe

Land Recognition

Ottawa is built on un-ceded Anishinabe Algonquin territory.

The peoples of the Anishinabe Algonquin Nation have lived on this territory for millennia. Their culture and presence have nurtured and continue to nurture this land.

The City of Ottawa honours the peoples and land of the Anishinabe Algonquin Nation.

The City of Ottawa honours all First Nations, Inuit and Métis peoples and their valuable past and present contributions to this land.

Reconnaissance du territoire

Ottawa est bâtie sur un territoire non cédé de la Nation Anishinabe Algonquine.

Les peuples de la Nation Anishinabe Algonquine vivent dans ce lieu depuis des millénaires. Leur culture et leur présence l'ont imprégné et l'imprègnent encore.

La Ville d'Ottawa rend hommage aux peuples et au territoire de la Nation Anishinabe Algonquine.

La Ville d'Ottawa rend hommage à toutes les Premières Nations, les Inuits et les Métis et leurs précieuses contributions passées et présentes à cette terre.

Welcome

- The City of Ottawa is looking at the feasibility of improving **transit reliability and travel times** and **conditions for walking and cycling** on Bank Street (Highway 417 to the Canal Bridge).
- Goals:
 - Present key findings
 - Present street design for Bank Street
 - Receive feedback
 - Review next steps



Project length: 1.5km, 16 city blocks
North limit: Intersection of Bank at Isabella
South limit: Canal Bridge

Today's Team

Presenter:

- Lise Guèvremont, Transportation Planning

Staff Resources (Questions and Answer):

- Ron Clarke, Parsons
- Mark Baker, Parsons
- Frank McKinney, Transportation Planning
- Kalle Hakalla, Transportation Planning (Active Transportation)
- Alex Stecky-Efantis, OC Transpo

Support

- Laura McLean, Moderator

Project Timeline

Step 1: Existing Conditions and Options
(Winter 2024)

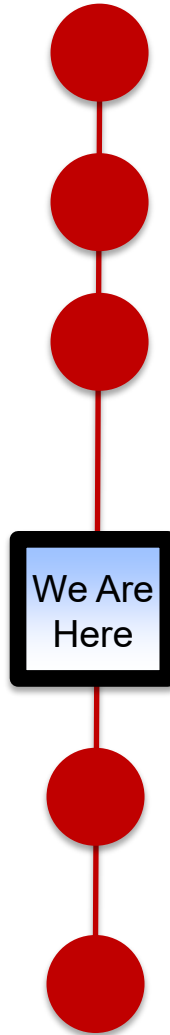
Step 2: Public Consultation
(Spring 2024)

Step 3: Evaluate & Propose Design
(Fall 2024 – Summer 2025)

Step 4: Public Consultation
(Fall 2025)

Step 5: Report to PWIC and Council

Step 6: Implementation and Monitoring
(To be confirmed)



- Evaluated options for transit priority measures and active transportation
- Presented shortlisted options and community survey
- Technical analyses, developed lane arrangements to improve transit operations and active transportation; reviewed on-street parking/loading
- Present proposed street design; seek public feedback
- Report study recommendations to Public Works and Infrastructure Committee and City Council
- Funding dependent, phased implementation possible; **monitor and make operational improvements as required**

Bank Street's Role in the Network

Important Transit Corridor

- A key transit corridor serving the city's second and third busiest bus routes
 - 6,000 passengers move through the corridor on a typical weekday
- Transit also supports events at Lansdowne
- Bus lanes would improve transit reliability and travel time



Bus stop on Bank Street

Balance Needs of Mainstreet

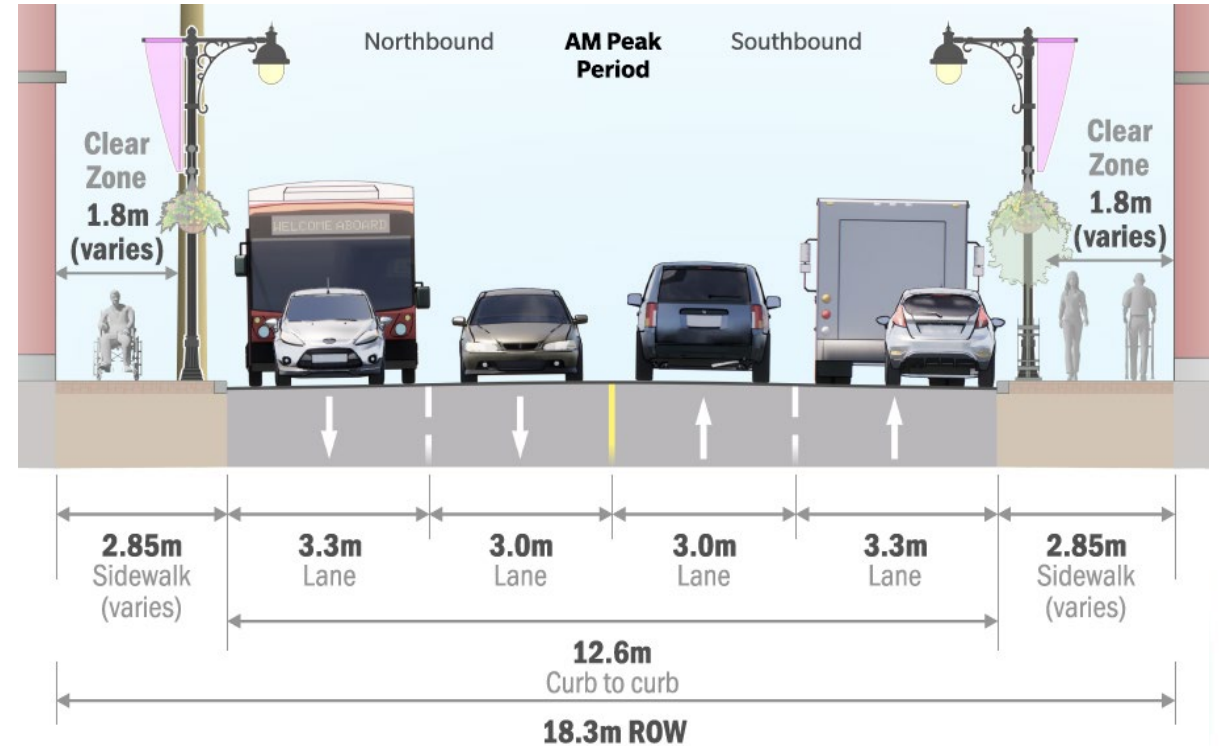
- A major commercial destination with high levels of pedestrian activity
- Parking/loading support local businesses
- Interest in improving cycling conditions
- Important street within the road network, connects many communities to downtown Ottawa



Redblacks Game

Bank Street

- The street serves many functions
- Limited space
- No potential for widening
- Trade-offs expected



**Narrow Right-of-Way
Existing Conditions**

Parking Availability

On Bank Street:

- Curbside lanes are used for parking and loading depending on the direction and time of day
- On-street parking accounts for 7% of available spaces within the broader study area

In the area overall:

- During weekday AM/PM peak, parking is generally available, especially in parking garages
 - Glebe parking garage has 141 spaces
 - Lansdowne parking garage has over 1,000 spaces
- Demand exceeds supply during major events at TD Place
- During minor events Lansdowne garage is at capacity

Parking Utilization – Bank Street

Weekday AM Peak Period:

- Under 30% between 7:00 am and 9:00 am

Weekday PM Peak Period:

- Under 36% north of Glebe Avenue between 3:30 pm and 5:30 pm
- Between 53% and 95% south of Glebe Avenue between 3:30 pm and 5:30 pm

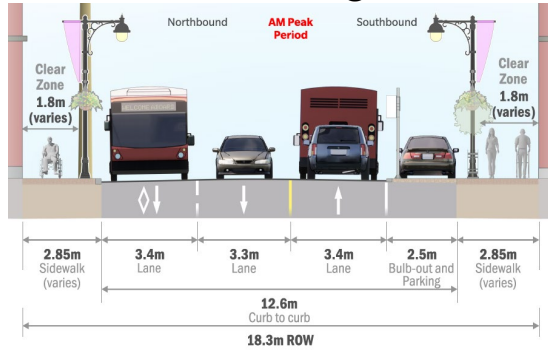
**On May 23 and 25, 2025, illegal parking was observed blocking the curbside lane—up to three cars during the AM peak and up to eleven during the PM peak*

Evenings and Weekends Period:

- Weekday evenings between 60% and 80%
- Weekends (mid-day to 10pm) is between 50% and 80%

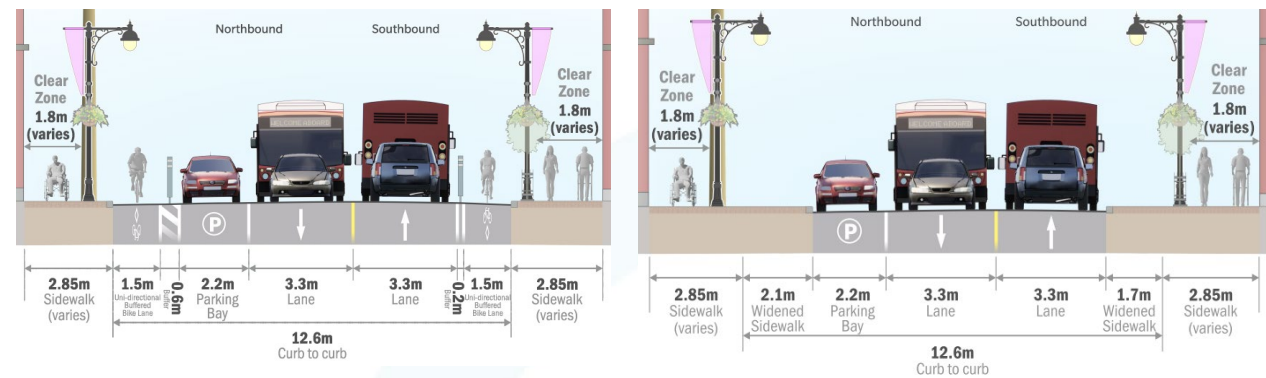
Screened out Options

3-Lane Arrangement



- Delays southbound transit by 3 minutes during the weekday PM peak
- Does not support requirements to serve major events

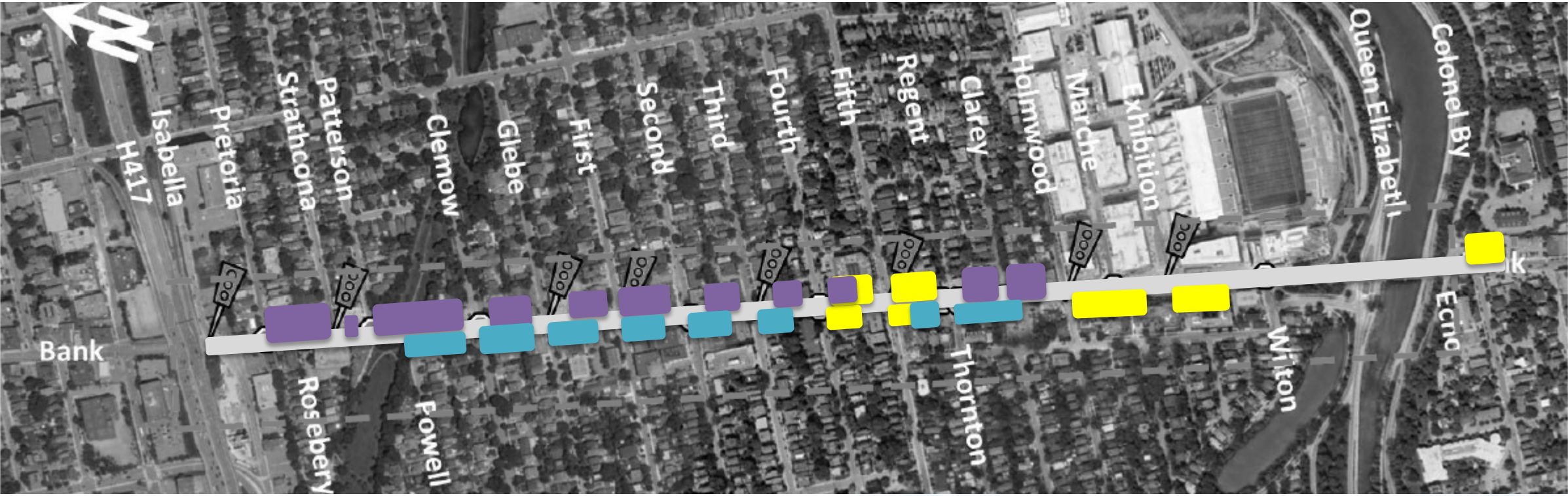
2-Lane Arrangements






- Slows transit by 3 to 5 minutes
- Slows general traffic by 5 to 8 minutes during weekday AM/PM peaks

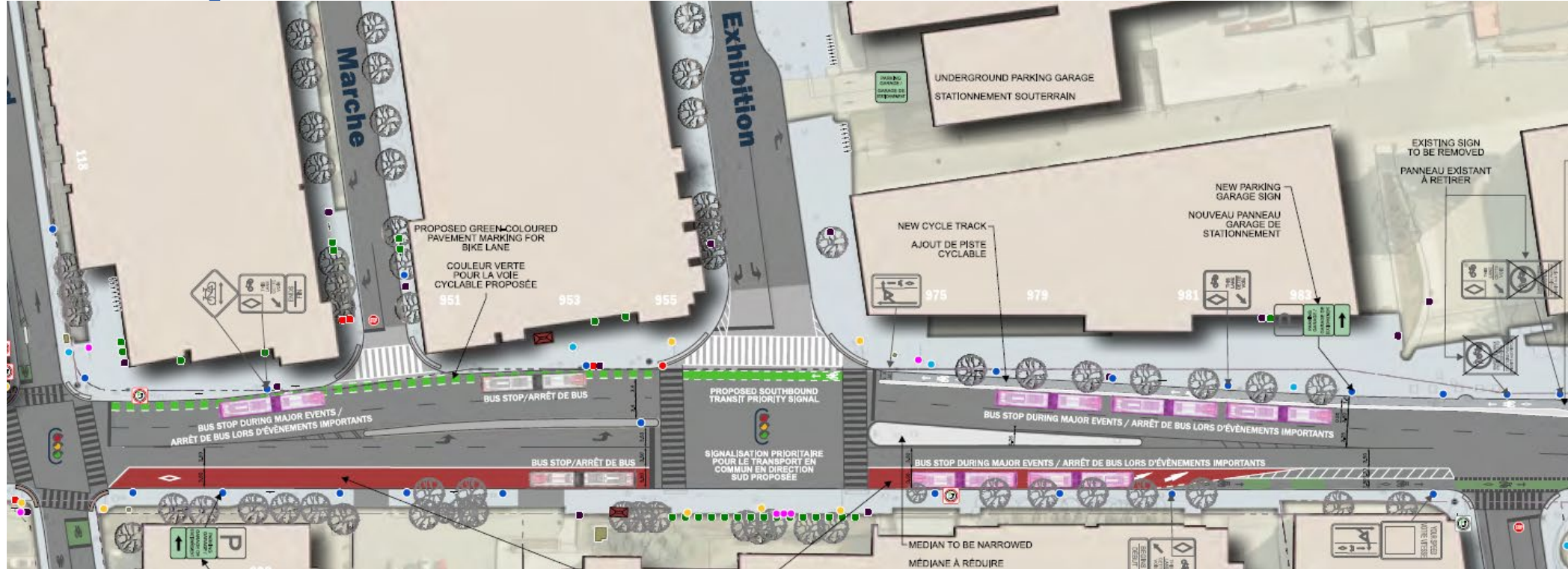
Street Design

Transit Priority



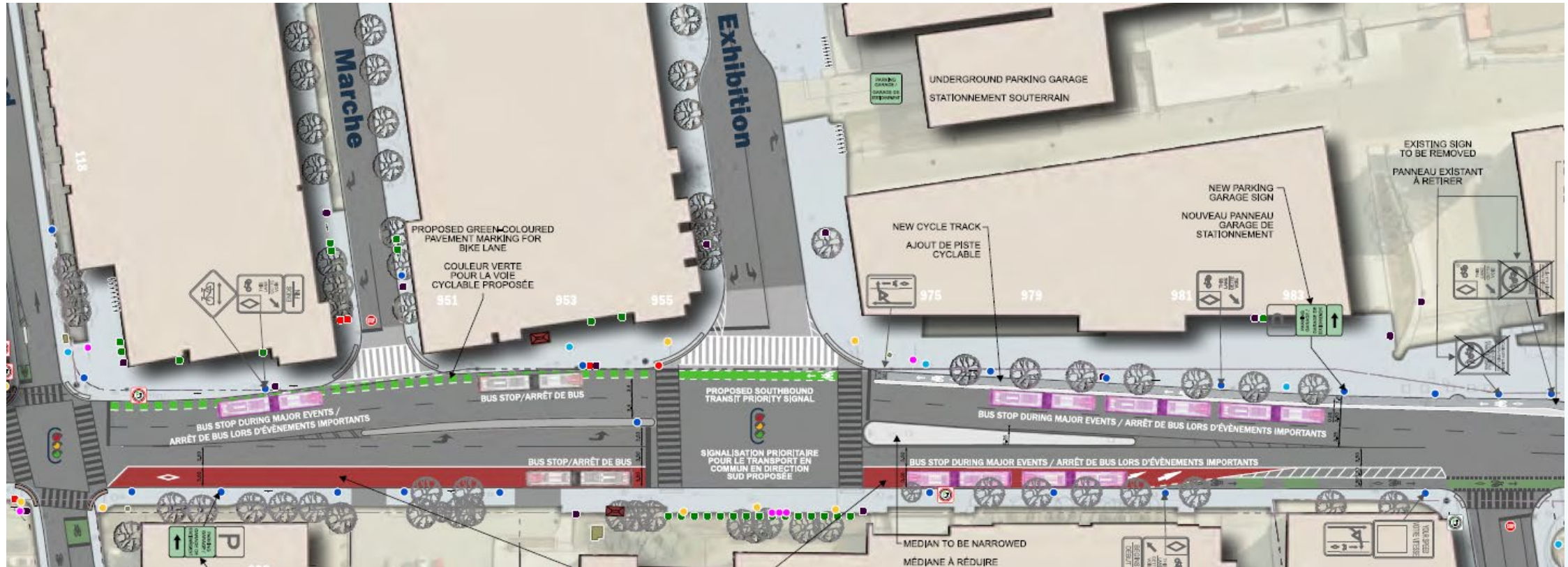
-  Northbound Bus Lane 7:00 – 9:00 am
 -  Southbound Bus Lane 3:30 – 5:30 pm
 -  Bus Lane in effect at all times
- Bus Lane in both directions during major events

Bus Improvements Southbound at Lansdowne



- **Southbound full-time bus lane** from Holmwood to where the road narrows to a single lane
 - Allows buses to enter the lane earlier, giving them priority at the nearside bus stop
- **A transit signal priority** phase with a 5-second green head start
 - Improves travel time and reliability at this pinch point

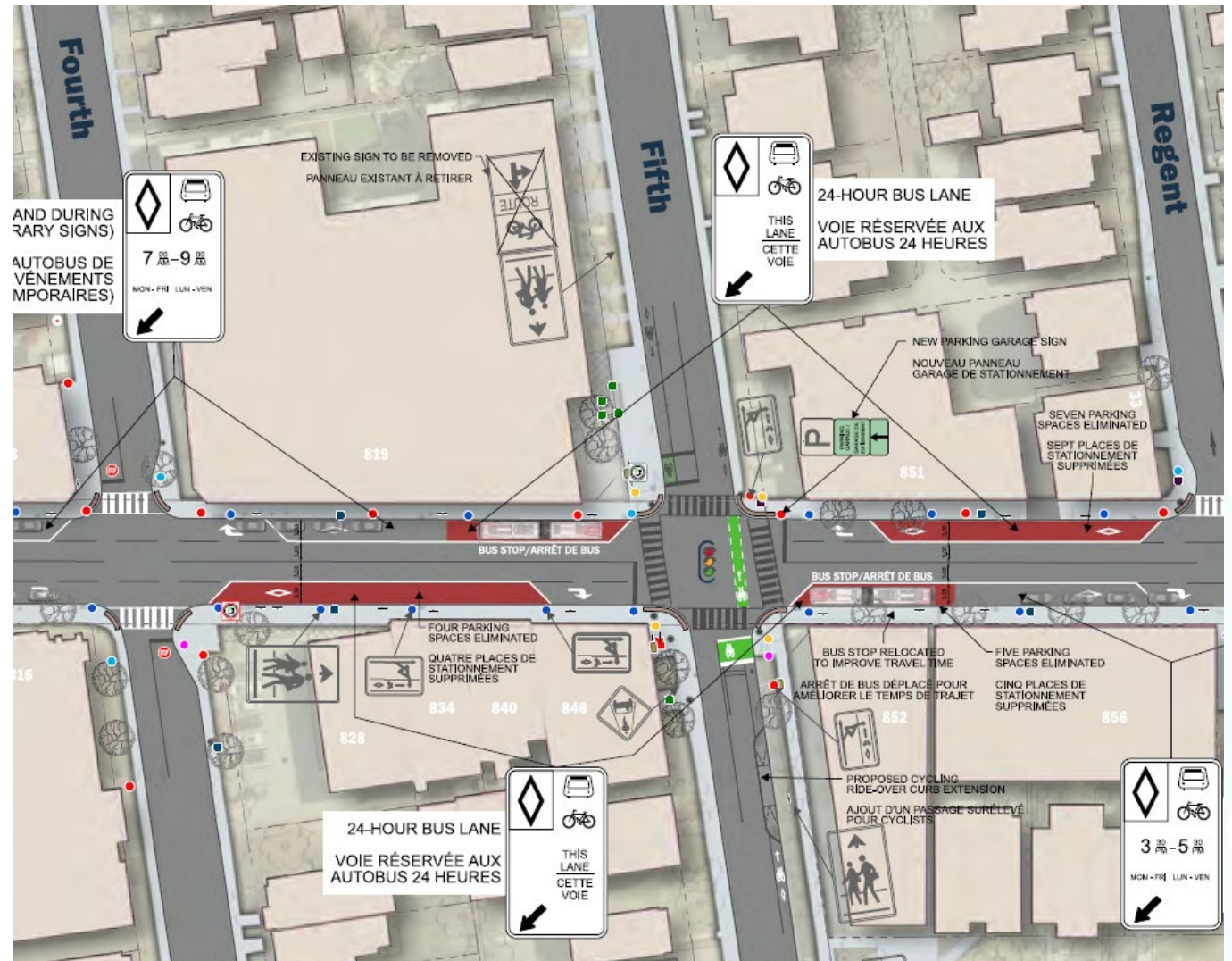
Cycling Improvements at Lansdowne



- Extension of the northbound **cycle track** north of the Canal Bridge
 - Transitions to a **painted bike lane with flex posts** after Exhibition Way, continuing to Holmwood Avenue
- **New cross-rides** at Exhibition Way and Marché Way

Bank St / Fifth Ave Intersection

- **Full-time bus lanes** in both directions
 - Transit benefits especially during off-peak periods
- Permanent parking removals along Bank Street:
 - between Fifth Avenue and Regent Street (7 spaces east side)
 - between Fourth and Fifth Avenues (4 spaces west side), Fifth and Thornton (5 spaces west side)



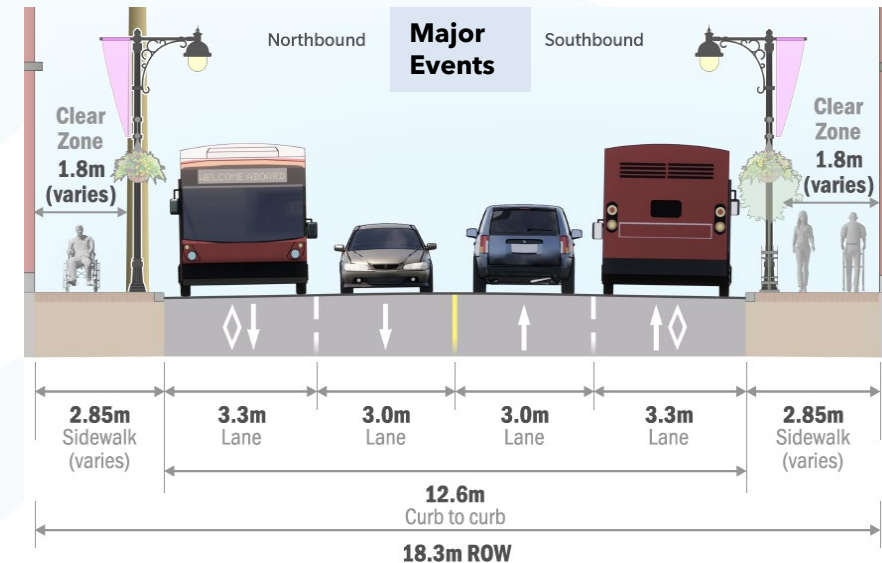
Bank St / Aylmer St Intersection

- **Permanent northbound bus lane** to provide bus priority, especially during off-peak period



Summary

- Bus lanes between Pretoria and Holmwood
 - AM/PM peak: one lane in peak direction
 - Major events: both directions
- Short permanent bus lanes at key intersections: Fifth Avenue (both directions), Exhibition (southbound), Aylmer Street (northbound)
- New cross-rides at Glebe Avenue, First Avenue, Fifth Avenue, Exhibition Way and Marche Way
- Cycling Improvements at Lansdowne: cycle track from Canal Bridge to Exhibition Way and painted bike lane from Exhibition Way to Holmwood Avenue
- Additional visible pedestrian crosswalks and tactile walking surface indicators throughout the corridor
- Further study and consultation of cycling facilities on Percy, Craig, Lyon and O'Connor Streets
- Monitor and implement operational improvements as required, funding dependent



AM/PM Peak Period Bus Lane



Travelling
by Bus

- **Reduces bus travel time by up to 60 seconds per trip**
- Reduce travel time with bus lanes, transit priority signal, bus stop changes, and reduces illegally parked cars
- Reduce operational costs
- Increase ridership



Travelling
by Car

- **Increases vehicle travel time by up to 60 seconds per trip**
- Due to reduction in vehicle capacity
- More queuing throughout the corridor
- Turning movements from side streets onto Bank Street may be delayed

Major Events Bus Lane



Travelling
by Bus

- **Reduces bus travel time by up to 60 seconds per trip**
- Most benefit for transit in the northbound direction
- Role of transit is elevated during major events
- Frequency of buses increases (every 1 to 2 minutes)



Travelling
by Car

- **Increase vehicle travel time by up to 2 minutes per trip**
- Vehicle delays of 45 seconds northbound and 2 minutes southbound are expected
- More queuing throughout the corridor
- Turning movements from side streets onto Bank Street may be delayed

Parking

Bus Lane at AM/PM peak introduces no changes to parking:

- Parking on east side of Bank St. would continue to be restricted during morning (7-9am)
- Parking on west side of Bank St. would continue to be restricted during afternoon (3:30-5:30pm)

Proposed parking changes:

- Parking to be restricted on both sides during major events at Lansdowne
- Parking permanently removed between Fifth Avenue and Regent Street (7 spaces east side) and between Fourth and Fifth Avenues (9 spaces west side)



Provide Your Feedback

<https://engage.ottawa.ca/bank-street-active-transportation-and-transit-priority-feasibility-study>

Lise Guèvremont, MCIP RPP

Senior Project Manager

Planning, Development, and Building Services

City of Ottawa

Lise.Guevremont@ottawa.ca

