

2. Bank Street Active Transportation and Transit Priority Feasibility Study
Étude de faisabilité du transport actif et de la priorisation du transport en commun sur la rue Bank

Committee recommendation(s) as amended

That Council:

- 1. Approve the Recommended Plan for Bank Street (Highway 417 to Rideau Canal), as described in this report;**
- 2. Direct staff to proceed with the detailed design and implementation of the four permanent 24-hour bus-only lane segments and two bus stop relocations, and to pilot the proposed time-of-day bus-only lanes, as described in this report, with a target launch date of summer 2027, and to report back on the findings of the pilot by end of Q4 2028;**
- 3. Direct staff to proceed with the detailed design of targeted cycling and pedestrian improvements along Bank Street as shown in the functional design Recommended Plan (Document 1), and seek funding for implementation through the annual budget process as soon as practical after the detailed design is completed; and**
- 4. Direct staff to investigate opportunities to improve north-south cycling routes parallel to Bank Street along streets such as Percy, Craig, Lyon and O'Connor as part of the Active Transportation Planning program;**
- 5. Direct staff to report-back on the results of the pilot also provide recommendations for a future feasibility study of tactical transit improvements on Bank Street between Catherine Street and Wellington Street, considering the results of the pilot between Highway 417 and the Rideau Canal;**

6. Direct staff to incorporate a transparent and clearly defined approach to monitoring potential local business impacts – positive, negative, or neutral - including the following components:
- a. A review of how other municipalities have designed and implemented monitoring frameworks for transit priority pilots on commercial corridors, with particular emphasis on: metrics used to assess impacts to local businesses; the data sources relied upon; and lessons learned regarding best practices that can inform Ottawa's Monitoring Plan.
 - b. A description of the specific indicators, data sources, and methods staff propose for use in monitoring potential local business impacts during the Bank Street pilot, which may include baseline and follow up merchant and customer surveys; parking occupancy and utilization surveys; pedestrian or visitor foot traffic counts; and tracking of commercial vacancy or occupancy trends along the corridor.
 - c. That the Monitoring Plan, including the business impact indicators to be tracked, be made publicly available (e.g., through the project website), with periodic updates as monitoring data are collected, to support transparency throughout the pilot period.

Recommandation(s) du Comité telles que modifiées

Que le Conseil municipal :

1. approuve le plan recommandé de la rue Bank (de l'autoroute 417 au canal Rideau), comme il est décrit dans le présent rapport;
2. demande au personnel d'aller de l'avant avec la conception détaillée et à la mise en oeuvre des quatre tronçons permanents de voie réservée aux autobus 24 heures sur 24 et des deux déplacements d'arrêts d'autobus, ainsi que de mener un projet pilote concernant les voies réservées aux autobus à certaines heures de la journée, comme il est décrit dans le présent rapport, avec une date de lancement prévue pour l'été 2027, et de présenter un rapport sur les

conclusions du projet pilote d'ici la fin du quatrième trimestre de 2028;

3. demande au personnel d'aller de l'avant avec la conception détaillée des améliorations ciblées des infrastructures cyclable et piétonnière le long de la rue Bank, comme l'indique le plan recommandé du conception fonctionnelle (document 1), et de rechercher du financement pour leur mise en oeuvre dans le cadre du processus annuel de budgétisation, dans les plus brefs délais une fois la conception détaillée terminée; et
4. demande au personnel d'enquêter sur les possibilités d'améliorer les circuits cyclables nord-sud parallèles à la rue Bank, le long de rues comme Percy, Craig, Lyon et O'Connor, dans le cadre du programme de planification du transport actif;
5. Demander au personnel de faire rapport sur les résultats du projet pilote, et de faire également des recommandations pour une future étude de faisabilité des améliorations tactiques du transport en commun sur la rue Bank entre les rues Catherine et Wellington, en tenant compte des résultats du projet pilote entre l'autoroute 417 et le canal Rideau.
6. Demander au personnel d'incorporer une approche transparente et clairement définie pour surveiller les éventuelles retombées – positives, négatives ou neutres – sur les entreprises locales, incluant les éléments suivants :
 - a. Un examen de la façon dont d'autres municipalités ont conçu et mis en œuvre la surveillance des cadres pour les projets pilotes prioritaires de transport en commun dans les couloirs de commerce, en mettant particulièrement l'accent sur les mesures utilisées pour évaluer les retombées sur les entreprises locales, les sources de données auxquelles se fier et les leçons tirées en ce qui concerne les pratiques exemplaires pouvant éclairer le Plan de surveillance d'Ottawa.
 - b. Une description des indicateurs, sources de données et méthodes spécifiques que le personnel propose d'utiliser pour surveiller les éventuelles retombées sur les entreprises

locales pendant le projet pilote de la rue Bank, qui pourraient inclure des enquêtes de base et de suivi auprès des commerçants et des clients; des enquêtes sur l'occupation et l'utilisation des stationnements; des dénombrements de l'achalandage de piétons et de visiteurs; et le suivi des tendances de l'inoccupation ou de l'occupation commerciale le long du couloir.

- c. Que le Plan de surveillance, incluant les indicateurs des retombées sur les entreprises à suivre, et soit rendu public (p. ex., sur le site Web du projet), avec des mises à jour périodiques à mesure que les données de surveillance sont recueillies, pour soutenir la transparence tout au long de la période du projet pilote.

For the Information of Council

Direction to Staff (Vice-Chair C. Kitts on behalf of Councillor S. Menard)

Staff be directed to investigate the inclusion of a comfortable, well-signed bicycling route through Lansdowne Park via shared local roads and other facilities where feasible, connecting Bank Street to the O'Connor/Holmwood bicycling route, as part of this recommendation.

Direction to Staff (Vice-Chair C. Kitts on behalf of Councillor S. Menard)

Staff be directed to reduce the pilot period to twelve months/one year.

Pour l'information du conseil municipal

Instructions au Personnel (Vice-présidente C. Kitts au nom du conseiller S. Menard)

Demander au personnel d'enquêter sur l'inclusion d'un circuit cyclable confortable et bien signalisé traversant le parc Lansdowne par des routes locales

et autres installations partagées, si possible, qui relierait la rue Bank au circuit cyclable de la rue O'Connor et l'avenue Holmwood, dans le cadre de cette recommandation.

Instructions au Personnel (Vice-présidente C. Kitts au nom du conseiller S. Menard)

Demander au personnel de réduire la période du projet pilote à 12 mois ou un an.

Documentation/Documentation

1. Extract of the draft Minutes, Public Works and Infrastructure Committee, March 30, 2026

Extrait de l'ébauche du procès-verbal, Comité des travaux publics et de l'infrastructure, le 30 mars 2026

2. Director's Report, Transportation Planning, Planning, Development, and Building Services Department, dated March 19, 2026 (ACS2026-PDB-TP-0004)

Rapport de la directrice, Planification des transports, Direction générale des services de la planification, de l'aménagement et du bâtiment, daté le 19 mars 2026 (ACS2026-PDB-TP-0004)

**Public Works and Infrastructure
Committee
Report 25
April 8, 2026**

6

**Comité de l'infrastructure et des
travaux publics
Rapport 25
Le 8 avril 2026**

**Extract of Draft Minutes 25
Public Works and Infrastructure
Committee
March 30, 2026**

**Extrait de l'ébauche
du procès-verbal 25
Comité de l'infrastructure et des
travaux publics
Le 30 mars 2026**

Bank Street Active Transportation and Transit Priority Feasibility Study

File No. ACS2026-PDB-TP-0004 - Capital (17)

Jennifer Armstrong, Director, Transportation Planning, Planning, Development & Building Department, Lise Guevremont, Senior Project Manager, Planning, Development & Building Department, Pat Scrimgeour, Director, Transit Customer Systems & Planning, Transit Services Department and Marcia Wallace, General Manager, Planning, Development Building Services, Planning, Development & Building Department answered questions from the Committee with regards to the report.

The following delegations signed up to speak:

1. Derrick Simpson (Centretown Community Association)
2. June Creelman (Glebe Community Association)
3. Ajay Ramachandran
4. Saad Khan
5. Scott McAnsh
6. Marko Miljusevic (Strong Towns)
7. James McAvoy
8. Tristano Iafelice
9. Darrell Cox
10. Astrid MacKinnon
11. Justin Westlake Hughes
12. Gilbert Russell
13. Blair Brassard

14. Angela Keller-Herzog (CAFES)
15. Ryan Loi
16. Lyne Burton (Engel & Völkers Ottawa)
17. Kerry Hodgins
18. Valerie MacIntosh
19. Siobhan Kirkland
20. Mike Estabrooks (Irene's Pub)
21. Daniel Ghaby
22. Ian Boyd
23. Noah Ruhl
24. Tom Zhang
25. Henry Lu
26. Elysia Fae
27. Anthony Carricato
28. David Yang and Hayden Bedard
29. Thomas Andre
30. Hayden Strachan
31. Jeffrey Parkhouse
32. Dominique Milne
33. Willow Cote, Grâce-Divine Kalombo, Samuel Humphries, Mateo Méndez
Yepes and Ellize Manzo
34. Xavier Auger
35. Noel Ruppenthal
36. Lauren Seward-Munday
37. Brooke Anderson

- 38. Kaylee McKellar
- 39. Patrick Bickerton
- 40. Michelle Groulx
- 41. Kathleen Newman
- 42. Florence Lehmann (Bike Ottawa)
- 43. Lindsey Orr
- 44. Stephane Sauve

Additionally, written correspondence was received by and filed with the Office of the City Clerk and distributed to Committee Members:

- Email from Francesco Balassone, dated March 27, 2026;
- Email from Laura Shantz, dated March 27, 2026;
- Email from FCA Transportation, dated March 27, 2026.

Lastly, succeeding the Committee's discussion, the following Directions to Staff were presented:

Direction to Staff (Vice-Chair C. Kitts on behalf of Councillor S. Menard):

As per recommendation 4 of the Bank Street Active Transportation and Transit Priority Feasibility Study File Number: ACS2026-PDB-TP-0004 Report to Public Works and Infrastructure Committee on March 30, 2026, city staff will be investigating opportunities to improve north-south cycling routes parallel to Bank Street along streets such as Percy, Craig, Lyon and O'Connor as part of the Active Transportation Planning program.

To complement recommendation 4, that staff be directed to investigate the inclusion of a comfortable, well-signed bicycling route through Lansdowne Park via shared local roads and other facilities where feasible, connecting Bank Street to the O'Connor/Holmwood bicycling route, as part of this recommendation.

Direction to Staff (Vice-Chair C. Kitts on behalf of Councillor S. Menard):

That staff be directed to reduce the pilot period to twelve months/one year.

Report Recommendation(s)

That the Public Works and Infrastructure Committee recommend Council:

- 1. Approve the Recommended Plan for Bank Street (Highway 417 to Rideau Canal), as described in this report;**
- 2. Direct staff to proceed with the detailed design and implementation of the four permanent 24-hour bus-only lane segments and two bus stop relocations, and to pilot the proposed time-of-day bus-only lanes, as described in this report, with a target launch date of summer 2027, and to report back on the findings of the pilot by end of Q4 2028;**
- 3. Direct staff to proceed with the detailed design of targeted cycling and pedestrian improvements along Bank Street as shown in the functional design Recommended Plan (Document 1), and seek funding for implementation through the annual budget process as soon as practical after the detailed design is completed; and**
- 4. Direct staff to investigate opportunities to improve north-south cycling routes parallel to Bank Street along streets such as Percy, Craig, Lyon and O'Connor as part of the Active Transportation Planning program.**

Carried as amended

Motion No. PWIC 2026-25-05

Moved by A. Troster

WHEREAS Bank Street is one of the city's most significant transit corridors and is designated as a Transit Priority Corridor in the Transportation Master Plan, with Routes 6 and 7 being the second and third highest ridership bus routes in the City's transit system; and,

WHEREAS the Bank Street Active Transportation and Transit Priority Feasibility Study identifies the critical need for more reliable transit service on Bank Street between Highway 417 and the Rideau Canal and recommends new bus-only lanes within the study limits, including a pilot that is targeted to launch in summer 2027 with a report-back on findings by end of Q4 2028; and,

WHEREAS Bank Street north of the study limits, from Catherine Street to Wellington Street, shares the above characteristics and may also offer the

opportunity for transit priority measures such as bus-only lanes to improve transit travel times and reliability; and,

WHEREAS the Transportation Master Plan identifies Bank Street from Catherine Street to Wellington Street as a candidate for tactical transit improvements such as bus-only lanes, and allocates funding annually for planning and implementation of the most critical isolated measures and tactical improvement projects;

THEREFORE BE IT RESOLVED THAT the report-back on the results of the pilot also provide recommendations for a future feasibility study of tactical transit improvements on Bank Street between Catherine Street and Wellington Street, considering the results of the pilot between Highway 417 and the Rideau Canal.

Carried

Motion No. PWIC 2026-25-06

Moved by S. Devine

WHEREAS the Bank Street Active Transportation and Transit Priority Pilot Project will be monitored and evaluated to understand its operational, transportation, and community impacts; and

WHEREAS the staff report indicates that a comprehensive Monitoring Plan will be used to assess the outcomes of the pilot, but such plan has not yet been developed; and

WHEREAS local businesses and BIAs have expressed interest in understanding how the pilot may affect access, parking, and commercial activity along the corridor; and

WHEREAS other municipalities have implemented transit priority pilots on commercial corridors and have developed a range of monitoring approaches to assess local business impacts; and

WHEREAS Council has an interest in ensuring that the Monitoring Plan for the Bank Street pilot is transparent, clearly defined, and capable of informing future transit priority decisions;

THEREFORE BE IT RESOLVED that as part of developing the comprehensive Monitoring Plan for the Bank Street Transit Priority Pilot, Staff will incorporate a transparent and clearly defined approach to monitoring potential local business impacts – positive, negative, or neutral - including the following components:

- a. **A review of how other municipalities have designed and implemented monitoring frameworks for transit priority pilots on commercial corridors, with particular emphasis on: metrics used to assess impacts to local businesses; the data sources relied upon; and lessons learned regarding best practices that can inform Ottawa's Monitoring Plan.**
- b. **A description of the specific indicators, data sources, and methods staff propose for use in monitoring potential local business impacts during the Bank Street pilot, which may include baseline and follow up merchant and customer surveys; parking occupancy and utilization surveys; pedestrian or visitor foot traffic counts; and tracking of commercial vacancy or occupancy trends along the corridor.**
- c. **That the Monitoring Plan, including the business impact indicators to be tracked, be made publicly available (e.g., through the project website), with periodic updates as monitoring data are collected, to support transparency throughout the pilot period.**

Carried

Motion No. PWIC 2026-25-07

Moved by W. Lo

WHEREAS report ACS2026-PDB-TP-0004 recommends significant changes to Bank Street between Highway 417 and the Rideau Canal, including bus stops relocations, on-street parking, and road layout; and

WHEREAS residential properties are afforded the opportunity to support or object to street parking changes by petition; and

WHEREAS the same opportunity is not afforded to businesses who will be affected by changes in the recommended plan; and

THEREFORE BE IT RESOLVED THAT the approval of recommendations 1, 2, and 3 for Bank Street between Highway 417 and Holmwood Avenue be conditional on

signatures of support from two-thirds of the businesses in the affected section of Bank Street, including businesses with Bank Street frontage but a primary entrance on an intersecting street; and

BE IT FURTHER RESOLVED THAT the recommended plan for Bank Street between Holmwood Avenue and the Rideau Canal be approved and implemented, pending detailed design and funding.

For (2): W. Lo, and M. Luloff

Against (9): T. Tierney, C. Kitts, J. Bradley, S. Devine, L. Dudas, G. Gower, L. Johnson, Councillor Isabelle Skalski, and A. Troster

Lost (2 to 9)