

**Subject: 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**

**Submitted on March 19, 2026 by Jennifer Armstrong, Director, Transportation Planning, Planning, Development and Building Services Department**

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**Ward: Capital (17)**

**Objet : Étude de faisabilité du transport actif et de la priorisation du transport en commun sur la rue Bank**

**Numéro de dossier : ACS2026-PDB-TP-0004**

**Rapport présenté au Comité des travaux publics et de l'infrastructure**

**Rapport soumis le 30 mars 2026**

**Soumis le 19 mars 2026 par Jennifer Armstrong, Directrice, Planification des transports, Services de la planification, de l'aménagement et du bâtiment**

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**Quartier : Capital (17)**

## **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.

## **RECOMMANDATION(S) DU RAPPORT**

Que le Comité de l'infrastructure et des travaux publics recommande au Conseil municipal :

1. d'approuver le plan recommandé de la rue Bank (de l'autoroute 417 au canal Rideau), comme il est décrit dans le présent rapport;
2. de demander au personnel d'aller de l'avant avec la conception détaillée et à la mise en œuvre 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. de demander 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 de conception fonctionnelle (document 1), et de rechercher du financement pour leur mise en œuvre dans le

cadre du processus annuel de budgétisation, dans les plus brefs délais une fois la conception détaillée terminée; et

4. de demander 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.

## EXECUTIVE SUMMARY

The Bank Street Active Transportation and Transit Priority Feasibility Study was initiated in response to a Council [motion](#) that directed staff to explore options to improve transit, walking, and cycling on Bank Street, between Highway 417 and the Rideau Canal.

### A Challenging Corridor with Many Priorities

This section of Bank Street is one of the city's busiest mainstreets. Because the corridor is narrow, choices must be made by Council about how space is allocated to the different uses of the street.

- **An important transit route:** 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. Routes 6 and 7 are the second and third highest-ridership bus routes in the City's transit system, with high volumes of customers travelling through the study area and starting and ending their trips at bus stops along the corridor. Transit ridership on Bank Street is more than double that of comparable corridors such as Elgin Street, Bronson Avenue and Main Street. Providing consistently reliable transit service that supports commuting, access to shops and services, and events at Lansdowne is a key priority.
- **A thriving Mainstreet:** Bank Street is a major commercial and community destination with high levels of pedestrian activity. To support local businesses, curbside lanes are used for parking and loading depending on the direction and time of day. While the Official Plan encourages a shift to other modes of travel, including a reduction in parking where possible, it also recognizes the need to balance on-street parking needs on narrow Mainstreet corridors such as Bank Street.
- **A corridor for cyclists:** There is strong interest in safer and better-connected cycling routes along Bank Street to support neighbourhood residents and other cyclists travelling within this area.

- **An arterial road and truck route:** Bank Street plays an important role in the city's road network, connecting drivers to Highway 417 and downtown Ottawa. It also functions as a truck route, requiring design features that allow large vehicles to safely navigate the street.
- **A major event destination:** Bank Street is a popular destination, with large crowds attending events at Lansdowne. This imposes additional mobility requirements and constraints to ensure people can access and move through the corridor during major events.

Given the many different priorities for Bank Street, a key challenge on this project was developing a plan for the corridor that respects and balances these competing requirements, while also achieving the core objective of the project to improve transit, walking, and cycling.

### Recommended Plan

The study team considered multiple options to enhance transit service and bus reliability within the corridor and create a safer and more attractive environment for walking and cycling. Based on the analysis, a Recommended Plan (Document 1) was developed for Bank Street which includes the following elements:

**Transit Improvements:** Recognizing the critical need for more reliable transit service on Bank Street, staff support the implementation of bus-only lanes in the curbside lanes. The Recommended Plan establishes the long-term vision for the corridor's geometric lane arrangement, including new time-of-day bus-only lanes, segments of bus-only lanes which would operate on a 24-hour basis, and a potential new transit priority signal at Exhibition Way. In selecting the time period for the time-of-day bus lanes, there are many trade-offs to consider, and the impact under real-world conditions may be different than predicted. As a result, a pilot project is recommended to evaluate and refine the time-of-day bus lanes, as further described below.

**Improvements for People Walking:** To improve the pedestrian environment, highly visible ladder style crosswalks are recommended at crossings throughout the corridor that will act as a visual cue to motorists to slow down and yield. Tactile walking surface indicators are also recommended at corners with crosswalks to enhance accessibility. Where feasible, electric scooter parking, waste bins and bike racks are suggested to be relocated to reduce conflicts with sidewalk fixtures on Bank Street.

**Cycling Improvements:** Due to the constrained right-of-way north of Holmwood Avenue, it is challenging to find space to enhance cycling in the corridor. Therefore,

staff recommend that opportunities to improve north-south cycling routes parallel to Bank Street be investigated along streets such as Percy, Craig, Lyon, and O'Connor as part of a future study. In addition, targeted cycling improvements are recommended adjacent to Lansdowne Park, as well as at the intersections of First Avenue and Fifth Avenue to better connect the existing cycling facilities.

**Parking Considerations:** The segments of 24-hour bus lanes at Fifth Avenue will reduce the number of on-street parking spaces on Bank Street from 146 to 129, removing 17 spaces. Should the time-of-day bus lanes extend beyond the current peak period parking restrictions, there will be a corresponding loss of on-street parking while the bus lanes are in effect, impacting an additional 76 spaces on the east side of the street, and 70 spaces on the west side.

Based on parking utilization data for the corridor, there is generally sufficient parking available within the area to accommodate the loss of on-street parking spaces during a typical weekday. This includes the remaining parking spaces on Bank Street, on-street paid parking spaces on side streets within 50 metres of Bank Street, at the municipal parking garages on Second Avenue and at Lansdowne. However, the study team heard concerns from businesses that these locations are not as convenient for customers. The Lansdowne garage, in particular, is perceived as primarily serving the Lansdowne site itself.

**Traffic Considerations:** Traffic modelling shows that the intersections along Bank Street would continue to operate within acceptable limits under the Recommended Plan. Peak-period travel times in the busiest direction would increase by approximately one minute. Some queueing increases are expected, especially near areas where lanes merge. Some traffic diversion onto nearby residential streets may occur but is not expected to be significant, as most traffic diversion is expected to happen before drivers reach the study area.

### Proposed Pilot

Given the challenges of modelling a complex corridor such as Bank Street, the impact of the bus-only lanes cannot be known with certainty. For this reason, a 15-month pilot is recommended to evaluate the time-of-day bus lanes, starting in the summer of 2027. The pilot would extend the current peak period parking restrictions by an hour, to implement bus-only lanes as follows: northbound 7:00 am to 10:00 am and southbound 3:00 pm to 6:00 pm. Staff will review and confirm these hours prior to the launch of the pilot based on the most recent data available. This pilot would allow the City to measure improvements to transit reliability and travel time and the corresponding impacts to parking and traffic flow.

Separate from the pilot – but implemented at the same time – the permanent 24-hour bus lane segments would be installed, as well as the recommended bus stop relocations, with the pilot providing an opportunity to monitor and refine these permanent measures as necessary.

### Benefits of the Recommended Plan

Overall, the plan provides benefits while respecting the complex and varied needs of the corridor:

- **A shift in transportation priorities** along Bank Street through changes to lane usage at certain times of the day, while preserving the many uses of the street which contribute to its vibrancy and desirability as a destination.
- **A flexible pilot approach** to evaluate bus-only lanes during the weekday peak periods which allows for further adjustments in the future, once the outcomes of the pilot are known. Ultimately, bus lane hours extending beyond these peak periods, and in the off-peak direction, are recommended, including during a greater number of Lansdowne events and on weekends.
- **All-day bus priority** with 24-hour bus lane segments at key intersections and a potential new transit priority signal at Exhibition Way.
- **Transit efficiency at intersections** with the relocation of two bus stops from the nearside to the far side southbound at Third Avenue and Fifth Avenue.
- **Safer and more accessible pedestrian crossings** with crosswalk improvements at intersections.
- **A balanced approach** that improves transit service and reliability, while respecting the main street nature of the corridor and supporting local businesses.

## RÉSUMÉ

L'étude de faisabilité de la priorisation du transport actif et des transports en commun sur la rue Bank a été lancée en réponse à une [motion](#) du Conseil demandant au personnel de la Ville d'analyser les options permettant d'améliorer les transports en commun et le réseau cycliste et piétonnier sur la rue Bank, entre l'autoroute 417 et le canal Rideau.

### Un couloir complexe aux nombreuses priorités

Ce tronçon de la rue Bank est l'une des rues principales les plus achalandées de la Ville. Le couloir étant étroit, le Conseil doit décider de la façon de partager l'espace entre les différentes utilisations de la rue.

- **Un circuit important de transports en commun** : La rue Bank est l'un des principaux couloirs de transport en commun de la Ville et est désignée comme couloir prioritaire de transport en commun dans le Plan directeur des transports. Les circuits 6 et 7 sont respectivement le deuxième et le troisième circuit d'autobus le plus fréquenté du réseau de transport en commun de la Ville; un grand nombre de clients circulent dans le secteur visé par l'étude et commencent ou terminent leur trajet aux arrêts situés le long de ce couloir. Le taux d'achalandage des transports en commun sur la rue Bank est plus de deux fois supérieur à celui des couloirs comparables, dont la rue Elgin, l'avenue Bronson et la rue Main. L'une de nos priorités absolues est d'offrir constamment des services fiables de transport en commun qui vise à promouvoir les solutions de transport, l'accès aux commerces et aux services, ainsi que la participation aux événements à Lansdowne.
- **Une rue principale dynamique** : La rue Bank est une destination commerciale et communautaire majeure où il y a une forte activité piétonne. Afin de soutenir les entreprises locales, les voies en bordure de rue sont utilisées pour le stationnement et le chargement en fonction de la direction et de l'heure de la journée. Bien que le Plan officiel encourage le recours à d'autres modes de transport, notamment en réduisant les places de stationnement lorsque cela est possible, il reconnaît également la nécessité de trouver un équilibre entre les besoins en stationnement sur rue et les contraintes des couloirs de rues principales étroits, comme la rue Bank.
- **Un couloir pour les cyclistes** : On constate un fort intérêt pour la mise en place d'un meilleur réseau de pistes cyclables sûres le long de la rue Bank afin de faciliter les déplacements des résidents du quartier et des autres cyclistes circulant dans ce secteur.
- **Une artère et une route pour camions** : La rue Bank joue un rôle important dans le réseau routier de la Ville, permettant aux automobilistes de rejoindre l'autoroute 417 et le centre-ville d'Ottawa. Elle sert également de route pour camions, ce qui nécessite des caractéristiques de conception permettant à ces gros véhicules de circuler en toute sécurité dans la rue.

- **Une destination événementielle majeure** : La rue Bank est une destination populaire, où de nombreuses personnes se rendent pour assister aux événements organisés au parc Lansdowne. Cela impose des exigences et des contraintes supplémentaires en matière de mobilité afin de garantir que les personnes puissent accéder au couloir et s'y déplacer lors de grands événements.

Compte tenu des nombreuses priorités différentes concernant la rue Bank, l'un des principaux défis de ce projet a consisté à élaborer un plan pour ce couloir qui respecte et concilie ces exigences contradictoires, tout en atteignant l'objectif principal du projet, à savoir améliorer les transports en commun et le réseau cycliste et piétonnier.

### Plan recommandé

L'équipe chargée de l'étude a envisagé plusieurs options visant à améliorer le service de transport en commun et la fiabilité des autobus dans ce couloir, ainsi qu'à créer un environnement plus sûr et plus attrayant pour les piétons et les cyclistes. D'après cette analyse, un plan recommandé (document 1) a été élaboré pour la rue Bank et comprend les éléments suivants :

**Améliorations des transports en commun** : Reconnaisant le besoin criant d'améliorer la fiabilité du service de transport en commun sur la rue Bank, le personnel soutient la mise en œuvre de voies réservées aux autobus sur les voies en bordure de rue. Le plan recommandé définit la vision à long terme concernant la disposition géométrique des voies du couloir, notamment la mise en place de nouvelles voies réservées aux autobus à certaines heures de la journée, de tronçons pour les voies réservées aux autobus fonctionnant 24 heures sur 24, ainsi qu'un éventuel nouveau système de feux prioritaires pour les autobus sur la voie Exhibition. Lors du choix de la case horaire des voies réservées aux autobus à certaines heures de la journée, il faut tenir compte de nombreux compromis, et l'impact dans la réalité peut s'avérer différent de ce qui avait été prévu. En conséquence, il est recommandé de mettre en place un projet pilote afin d'évaluer et de peaufiner le fonctionnement des voies réservées aux autobus à certaines heures de la journée, comme décrit plus en détail ci-dessous.

**Améliorations pour les piétons** : Afin d'améliorer l'environnement piétonnier, il est recommandé d'installer des passages pour piétons avec marques en échelleaux différents croisements du couloir; ceux-ci serviront de repère visuel aux automobilistes pour les inciter à ralentir et à céder le passage. Il est

également recommandé d'installer des indicateurs podotactiles de surface de marche aux intersections dotées de passages pour piétons afin d'améliorer l'accessibilité. Dans la mesure du possible, il est recommandé de déplacer les emplacements de stationnement pour trottinettes électriques, les poubelles et les supports pour vélos afin de réduire les conflits avec les aménagements fixes du trottoir de la rue Bank.

**Amélioration des infrastructures cyclables :** En raison de l'emprise très limitée au nord de l'avenue Holmwood, il est difficile de trouver de la place pour améliorer les infrastructures cyclables dans ce couloir. Par conséquent, l'équipe recommande d'enquêter sur les possibilités d'améliorer les circuits cyclables nord-sud parallèles à la rue Bank, notamment le long de rues comme Percy, Craig, Lyon, et O'Connor, dans le cadre d'une future étude. Par ailleurs, il est recommandé de mettre en place des améliorations ciblées des infrastructures cyclables à proximité du parc Lansdowne, ainsi qu'aux intersections de l'avenue First et de l'avenue Fifth, afin de mieux relier les infrastructures cyclables existantes.

**Considérations relatives au stationnement :** La mise en place de tronçons de voies réservées aux autobus 24 heures sur 24 sur l'avenue Fifth entraînera une réduction du nombre de places de stationnement sur rue sur la rue Bank, qui passera de 146 à 129, soit une perte de 17 places. Si les voies réservées aux autobus à certaines heures de la journée devaient s'étendre au-delà des restrictions possibles relatives au stationnement pendant les heures de pointe, cela entraînerait une perte correspondante de places de stationnement sur rue pendant la durée d'application de ces voies, ce qui affecterait 76 places supplémentaires du côté est de la rue et 70 places du côté ouest.

D'après les données sur l'utilisation du stationnement dans ce couloir, le nombre de places de stationnement disponibles dans le secteur est généralement suffisant pour compenser la perte de places de stationnement sur rue lors d'un jour de semaine typique. Cela comprend les autres places de stationnement sur la rue Bank, les places de stationnement payant sur rue dans les rues adjacentes situées à moins de 50 mètres de la rue Bank, ainsi que les stationnements municipaux de l'avenue Second et de Lansdowne. Cependant, l'équipe chargée de l'étude a pris connaissance des préoccupations exprimées par les entreprises, selon lesquelles ces emplacements ne seraient pas aussi pratiques pour les clients. Le stationnement au parc Lansdowne, en particulier, est perçu comme étant principalement destiné au site de Lansdowne lui-même.

**Considérations relatives à la circulation :** La modélisation de la circulation

montre que les intersections le long de la rue Bank continueraient de fonctionner dans des limites acceptables dans le cadre du plan recommandé. Aux heures de pointe, le temps de déplacements dans la direction la plus achalandée augmenterait d'environ une minute. On s'attend à une augmentation des files d'attente, notamment à proximité des secteurs où les voies fusionnent. Il se peut que la circulation soit déviée vers les rues résidentielles avoisinantes, mais les répercussions ne devraient pas être importantes, car la majeure partie de la déviation devrait avoir lieu avant que les conducteurs n'atteignent le secteur visé par l'étude.

### Projet pilote proposé

Compte tenu des enjeux que pose la modélisation d'un couloir routier complexe comme la rue Bank, il est impossible de déterminer avec certitude les répercussions des voies réservées aux autobus. C'est pourquoi il est recommandé de mettre en place un projet pilote de 15 mois, à compter de l'été 2027, afin d'évaluer les voies réservées aux autobus à certaines heures de la journée. Ce projet pilote prolongerait d'une heure les restrictions possibles relatives au stationnement pendant les heures de pointe actuellement en vigueur, afin de mettre en place des voies réservées aux autobus selon les horaires suivants : en direction nord de 7 h à 10 h et en direction sud de 15 h à 18 h. Le personnel examinera et validera ces horaires avant le lancement du projet pilote à partir des données les plus récentes disponibles. Ce projet pilote permettrait à la Ville de mesurer les améliorations apportées à la fiabilité des transports en commun et au temps de déplacement, ainsi que leurs répercussions sur le stationnement et la fluidité de la circulation.

Parallèlement au projet pilote – mais mis en place au même moment –, des tronçons permanents de voie réservée aux autobus 24 heures sur 24 seraient aménagés, ainsi que les déplacements recommandés d'arrêts d'autobus; le projet pilote permettrait alors de suivre et d'ajuster ces mesures permanentes si nécessaire.

### Avantages du plan recommandé

Dans l'ensemble, ce plan présente des avantages tout en tenant compte des besoins complexes et variés du couloir :

- **Un changement des priorités du transport** le long de la rue Bank, grâce à une modification de l'utilisation des voies à certaines heures de la journée, tout en préservant les multiples usages de la rue qui contribuent à son dynamisme et à

son attrait en tant que destination.

- **Une approche pilote flexible** visant à évaluer les voies réservées aux autobus pendant les heures de pointe en semaine, qui permettra d'apporter des ajustements supplémentaires à l'avenir une fois que les résultats du projet pilote seront connus. En fin de compte, il est recommandé d'étendre les horaires de la voie réservée aux autobus au-delà de ces heures de pointe et dans le sens hors période de pointe, notamment lors d'un plus grand nombre d'événements organisés à Lansdowne et pendant les fins de semaine.
- **Priorité aux autobus toute la journée** avec des tronçons de voies réservées aux autobus 24 heures sur 24 aux intersections clés et un éventuel nouveau système de feux prioritaires pour les autobus sur la voie Exhibition.
- **Amélioration de la fluidité de la circulation aux intersections** grâce au déplacement de deux arrêts d'autobus du côté rapproché vers le côté éloigné, en direction sud, à l'angle de l'avenue Third et de l'avenue Fifth.
- **Des passages pour piétons plus sûrs et plus accessibles** grâce à l'amélioration des passages pour piétons aux intersections.
- **Une approche équilibrée** qui améliore le service et la fiabilité des transports en commun, tout en préservant le caractère de rue principale du couloir et en soutenant les commerces locaux.

## BACKGROUND

This feasibility study was initiated in response to a Council [motion](#) that directed staff to explore options to improve transit, walking, and cycling on Bank Street between Highway 417 and the Rideau Canal. Staff have completed a technical analysis of the options and have developed a Recommended Plan.

The analysis included:

- Identifying alternative concepts for the corridor;
- Evaluating various design options for transit priority measures and active transportation;
- Investigating impacts to local residents, businesses, and visitors to Bank Street, as well as people travelling through the corridor, with particular attention to transit and traffic operations, accessibility, safety, and on-street parking and loading; and

- Developing a Recommended Plan for Bank Street based on a thorough assessment of the various trade-offs of each option and their effectiveness in achieving the study objectives.

A brief overview of the Recommended Plan and expected impacts is provided in the Discussion section. The Recommended Plan functional design is included in Document 1.

## **DISCUSSION**

### **Existing Conditions**

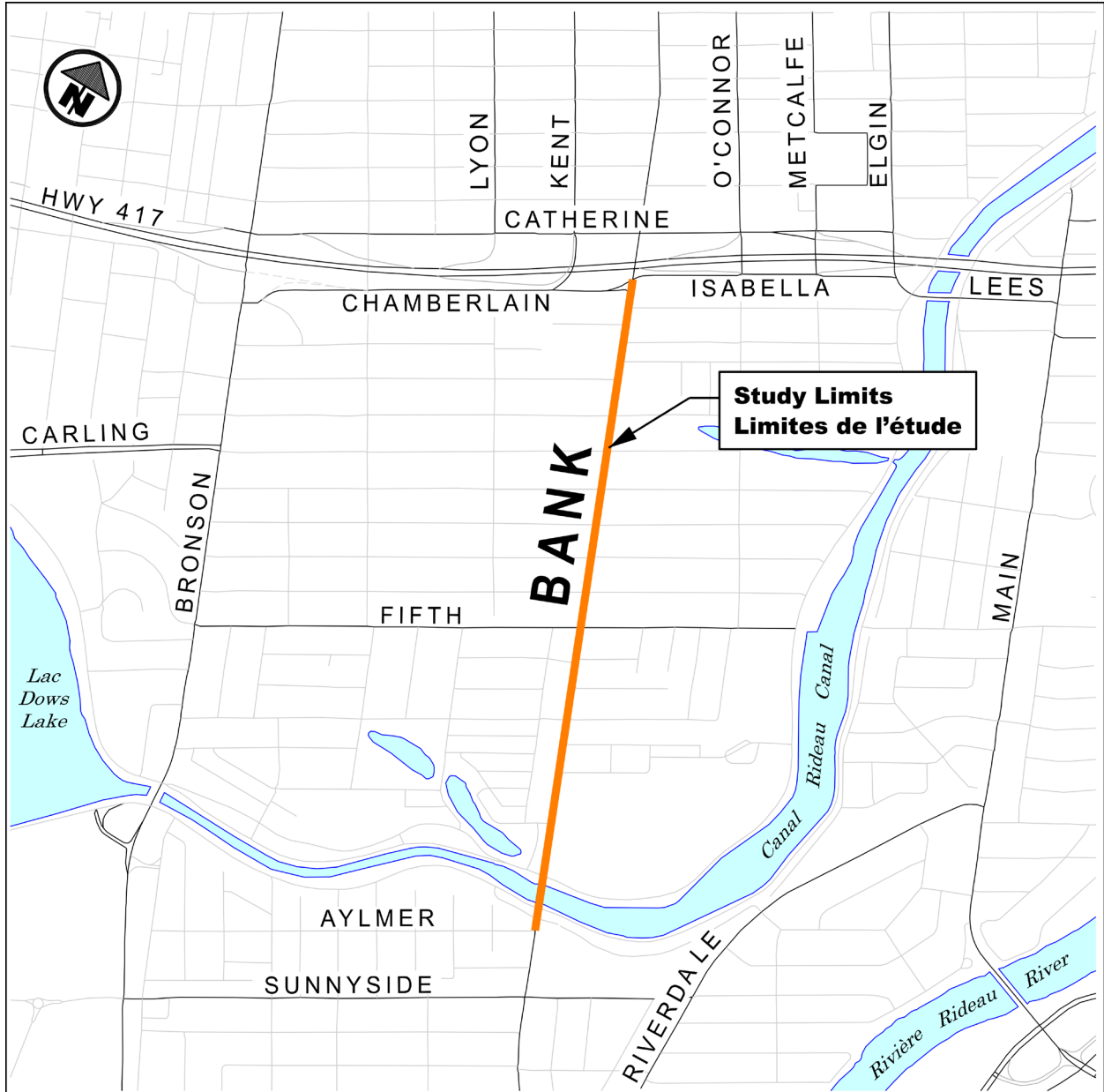
The study area includes Bank Street from Highway 417 to the Rideau Canal (Figure 1) and is approximately 1.6 kilometres in length.

This section of Bank Street is a four-lane roadway, primarily within an eighteen metre right-of-way between Highway 417 and Holmwood Avenue. The built form is characterized by a traditional main street environment with low to mid-rise buildings that extend to the edge of the public right-of-way and sidewalk.

The right-of-way is wider in front of Lansdowne, and the intersection of Bank Street and Exhibition Way is the only location within the corridor with a dedicated left-turn lane. The Canal Bridge has three vehicle travel lanes (two northbound and one southbound) and uni-directional cycle tracks. There are nine signalized intersections and twelve unsignalized intersections within the corridor, and the posted speed is 40 kilometres per hour.

Transit operates in mixed traffic, and is subject to delay where there is auto traffic congestion or where there are legally or illegally stopped or parked cars or trucks. Two frequent transit routes, Routes 6 and 7, serve this section of Bank Street. In addition, special route service (OC Transpo 450-series, and Société de transport de l'Outaouais buses) is provided for major events at Lansdowne with more than 15,000 attendees.

Curbside lanes between Highway 417 and Holmwood Avenue are used for on-street parking and loading, depending on the direction and time of day. During weekday morning and afternoon peak periods, on-street parking is prohibited in the peak direction (northbound 7:00 am to 9:00 am and southbound 3:30 pm to 5:30 pm), resulting in two travel lanes shared by general purpose auto, transit, and trucks in the peak direction, and one lane in the opposite direction. During major events, lane configurations vary depending on event size, with parking restricted in both directions up to Fifth Avenue during the largest events. At other times, parking is permitted on both sides resulting in one vehicle travel lane in each direction, shared by buses and general traffic.



**Figure 1: Study Limits**

### Transit

Bank Street is one of the most important transit corridors in the city, and Routes 6 and 7 are the second and third busiest routes. Over 6,900 passengers travel on transit through the study limits on a typical weekday, and over 4,700 on Saturdays, based on data from Fall 2024. Transit customer activity at the bus stops within the study area is also high, with more than 4,380 customer boardings and alightings on an average weekday (over 3,600 on Saturdays). Ridership is more than double other similar roads such as Elgin Street, Bronson Avenue and Main Street. The highest transit ridership is

during major events at TD Place such as Redblacks games. Transit fares are included in ticket prices for all ticketed events at Lansdowne Park.

The time required for transit customers to travel along this section of Bank Street varies depending on the time of day, day of the week and whether events are occurring at Lansdowne. Based on data from Fall 2025, during weekday morning peak periods, travel times vary between four and seven minutes. During the afternoon peak period, transit travel times range from five and eight minutes. On weekends, when parking is permitted on both sides of the street, transit travel time variability is even greater, between five and ten minutes. Travel times are longest during major events, up to 18 minutes, when the high volume of buses, passenger drop-offs, staging, and increased pedestrian and vehicle activity affect both event attendees and other road users traveling through the corridor.

### Pedestrians

Bank Street has high levels of pedestrian activity. Volumes are the highest on weekend afternoons and during events at Lansdowne (approximately 600-1200 people per hour). On weekdays, volumes are the highest during the afternoon peak period (approximately 200-450 people per hour).

### Accessibility

Sidewalks are mostly 2.85 metres wide, with a 1.8 metre clear zone sometimes encroached upon by fixtures such as signage, trees, streetlights, bike racks and utility poles. However, the City's Accessibility Design Standards, requiring 1.8 metre by 1.8 metre passing zones every 30 metres, are met.

Between Holmwood Avenue and the Rideau Canal in front of Lansdowne, the sidewalks are wider. On the east side, the pedestrian area is about 4.5 metres to 8 metres, while on the west side, the sidewalk is about 3 metres with 1.8 metre clear width. Crossings at Glebe Avenue, First Avenue, Fifth Avenue, Holmwood Avenue, Exhibition Way, and Wilton Crescent are the only intersections that have highly visible crosswalks. Tactile walking surface indicators are not present at all crossings. All intersection signals have audible functionality.

### Cyclists

Cyclist volumes peak on weekday mornings, afternoons and Saturday afternoons and account for two percent of people moving along the corridor, ranging from approximately 45 to 50 people per hour. There are no dedicated cycling facilities on Bank Street between Highway 417 and Holmwood Avenue. There is a painted bike lane northbound between the Canal Bridge and Holmwood Avenue. There are raised cycle

tracks on both sides of the Canal Bridge. Although parallel cycling routes are available, such as the multi-use pathway along the Rideau Canal, there is strong interest in improving conditions for cyclists.

### Automobiles

Bank Street is a designated arterial road and truck route and plays an important role within the road network, with traffic volumes in the order of 650 to 720 vehicles per hour during weekday peak periods in the peak direction. It connects to downtown Ottawa and provides access to adjacent businesses and neighbourhoods. The highest traffic volumes are observed northbound in the morning peak period and southbound in the afternoon peak period. Modelling of existing conditions indicates that all signalized intersections within the Bank Street corridor currently operate under capacity with an acceptable level of service. However, some individual movements at intersections may at times experience longer delays and queues – often as a result of vehicles waiting for a gap to turn left, pulling into or out of on-street parking, or stopping where parking is restricted.

### Parking

There are 146 on-street parking spaces on Bank Street. Weekday parking is prohibited on the east side of Bank Street from 7:00 am to 9:00 am and on the west side from 3:30 pm to 5:30 pm.

In general, the on-street parking on Bank Street is well used, with utilization rates south of Glebe Avenue being higher, 50 per cent to 60 per cent during the weekday daytime, increasing to 70 per cent to 85 per cent on weekday evenings and over 90 per cent on weekends. Results from the 2022 Origin-Destination Survey suggest that 41 per cent of weekday trips to the area are made by car for shopping, restaurant visits, health and personal care, recreation, and social purposes.

There are 700 parking spaces on residential side streets that are also heavily used, particularly south of First Avenue. Residents are sensitive to parking infiltration on residential streets and have pursued changes to parking regulations. There is also a parking permit system in effect for the neighbourhood.

Parking garages provide additional capacity, including 144 spaces available in the Municipal Parking Garage on Second Avenue and approximately 1,000 spaces in the Lansdowne parking garage. Availability in these garages becomes more limited on Saturdays and during events at Lansdowne.

Outside of Saturdays and during non-event periods, the Municipal Parking Garage on Second Avenue usually has the capacity to offer an alternative to on-street parking.

Although parking may be available in parking garages and north of First Avenue outside of Saturdays and during non-event periods, these locations may not be as convenient as on-street parking for certain businesses.

During major events, parking demand within the study area exceeds supply, and this contributes to the large-scale adoption of transit by people travelling to major Lansdowne events.

### Compliance with Parking Restrictions

An issue within the corridor is illegal stopping and parking blocking buses, bicycles, cars and trucks in the curbside lane during the weekday morning and afternoon peak periods in the peak direction when on-street parking restrictions are in place.

In addition, there are two loading zones on Bank Street, one on the east side at Glebe Avenue and one on the west side at Rosebery Avenue. On-street observations indicate that commercial vehicles frequently park illegally in bus stop zones when parking is not available. This adversely affects travel for all street users and is a key factor slowing down buses.

In 2025, over a two-month period from September 1 until October 30, By-law Services issued 356 parking tickets during weekday morning and afternoon peak periods on Bank Street between Highway 417 and Queen Elizabeth Driveway.

During special events with a planned attendance of more than 15,000 people, the City implements “No Stopping Tow-Away” signage on Bank Street and some adjacent streets.

### **Competing Priorities and Limited Space for Improvements**

Given the corridor's narrow and constrained nature, and the competing demands placed on it, spatial trade-offs are needed to accommodate transit, pedestrians, cyclists, and vehicles within the right-of-way. This means that choices must be made to accommodate the different uses of the street.

During the course of the study, the study team heard from many residents, businesses, and interest groups with different priorities for Bank Street. Most residents were supportive of the need for bus priority measures on Bank Street, and there were many requests to provide bus-only lanes over an extended period of the day or even 24/7.

Study participants, especially the local community, also expressed strong support for measures to improve walking and cycling along the corridor. The study team heard that more attention is needed for those with limited mobility, including wheelchair users, and those with other accessibility requirements.

However, measures to improve transit and active transportation require additional space, resulting in less space available for traffic and parking. During the study, concern was raised regarding the proposed reduction in general traffic lanes during peak periods and the potential impact on traffic congestion. Increased traffic on adjacent residential streets was also noted as a concern.

There were also different views on whether parking on Bank Street should be retained. Many residents and interest groups called for on-street parking to be removed or reduced on Bank Street between Highway 417 and the Rideau Canal in favour of bus lanes and since many access businesses on foot, by bike and by bus. At the same time, staff also heard from local businesses who expressed concern over the potential loss of parking and their ability to attract customers, particularly in the current challenging business environment. Some residents also expressed concerns that removing parking could negatively affect the pedestrian environment, as parked cars provide a buffer from moving vehicles.

The views expressed above reflect the many different uses of Bank Street as a main street corridor, transit route, community focal point, arterial road, and truck route, each with different requirements for mobility, access, parking, and place-making. The corridor is designated as a transit priority corridor in the Transportation Master Plan and a Mainstreet corridor in the Official Plan, with policies that speak to improving transit service and addressing on-street parking needs for local businesses. A key challenge on this project was developing a plan for the corridor that respects and balances these competing requirements, while also achieving the core objective of the project to improve transit, walking, and cycling.

### **Options Considered and Key Findings**

The study team considered multiple options to enhance transit service and bus reliability within the corridor and create a safer and more attractive environment for walking and cycling. Four options were short-listed along Bank Street between Highway 417 and Holmwood Avenue. The following options were carried forward for more detailed analysis:

- Four-lane option: Peak period curbside bus lanes, with the curb lanes on both sides used for parking at other times; single traffic lane per direction
- Three-lane option: Northbound curbside bus lane during the morning peak period on the east side (used for parking at other times); parking bays with bulb-outs on the west side; single traffic lane per direction

- Two-lane option: Buses and cars operate in a single travel lane per direction, with cycle tracks and parking on the east side only
- Two-lane option: Buses and cars operate in a single travel lane per direction, with wider sidewalks; parking bays with bulb-outs on the east side only

Key findings and observations from the analysis are presented below.

### Modelling Overview

To inform the analysis, transportation models were developed for the Bank Street corridor, to provide a tool to test the various options. The analysis considered both existing and future travel demand, including anticipated traffic generated by the development associated with Lansdowne 2.0.

While the modelling provides key insights, it is important to recognize its limitations. Bank Street is a complex corridor and some of the underlying assumptions are difficult to confirm in the absence of real-world observations, including changes in travel behaviour. Models often struggle to fully capture the effects of short block lengths (such as those on Bank Street) and intersections with high pedestrian movements. In addition, the modelling did not account for illegal stopping when parking is restricted. Real-world conditions during major events were also challenging to model due to their multifaceted and variable nature. Thus, while the models serve as a useful tool for evaluating different options, professional judgement must be applied when interpreting and using the results.

### Key Findings

#### **Number of Travel Lanes**

Today, there are two lanes for traffic in the peak direction during the morning and afternoon peak period, with buses operating in mixed traffic in the curb lane. In the two- and three-lane options, buses and cars would have to share a single lane in the peak direction, increasing delay to all motorized modes during peak times. Under these options, bus travel times are projected to increase by three to five minutes. Further, these options would not support major events at Lansdowne. **As a result, options that physically reduce the number of peak period travel lanes, requiring buses and cars to share a single lane at all times, are not recommended.**

#### **Pedestrians and Cyclists**

Without reducing lanes on Bank Street, it is not possible to provide cycling facilities along the entire corridor, or to widen the sidewalks. However, the study did identify

some opportunities for pedestrian and cycling improvements that would not impact the number of lanes, including:

- Targeted cycling improvements adjacent to Lansdowne;
- Improvements to better connect the existing cycling facilities on First and Fifth Avenue, ;
- Pavement marking improvements to make crosswalks more visible throughout the corridor;
- Addition of tactile walking surface indicators at intersection corners where none presently exist, to enhance accessibility; and
- Review of sidewalk fixtures on Bank Street – including electric scooter parking, waste bins, and bike racks – to identify opportunities to relocate/consolidate fixtures, improve accessibility, and reduce sidewalk clutter within the constrained sidewalk width.

**While it is not feasible to provide dedicated cycling facilities on Bank Street itself, there may be an opportunity to provide cycling routes on roads parallel to Bank Street which should be explored.** Such review is not within the scope of the current assignment but is recommended for further study.

## **Transit**

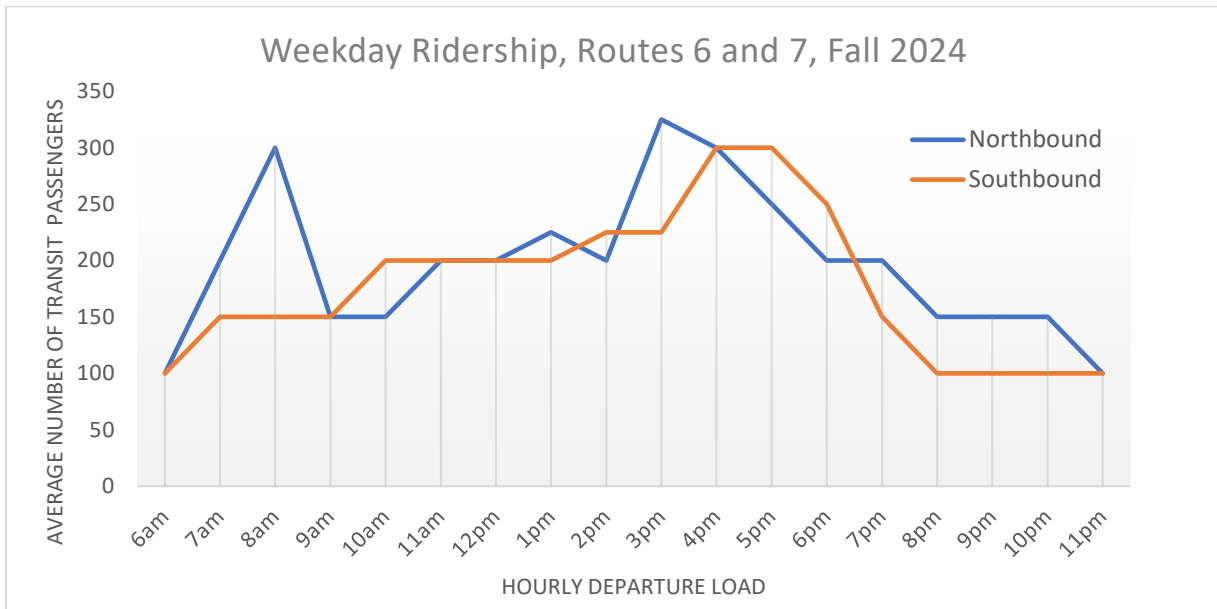
As discussed above, four lanes are required on Bank Street to accommodate travel demand during weekday peak periods and during major events. To improve transit operations along the corridor, the option of converting the curbside lane to a bus-only lane was explored. Various ideas were considered, including both permanent (24-hour) bus lanes on certain segments of Bank Street, as well as options with bus lanes provided at certain times of the day and on-street parking allowed at other times.

It was found that peak period bus lanes in the peak direction of travel would have a positive impact on transit operations. While modelling results show modest travel time savings, it is the study team's view that bus-only lanes will increase reliability and reduce travel time variability, which is a key objective in improving transit service.

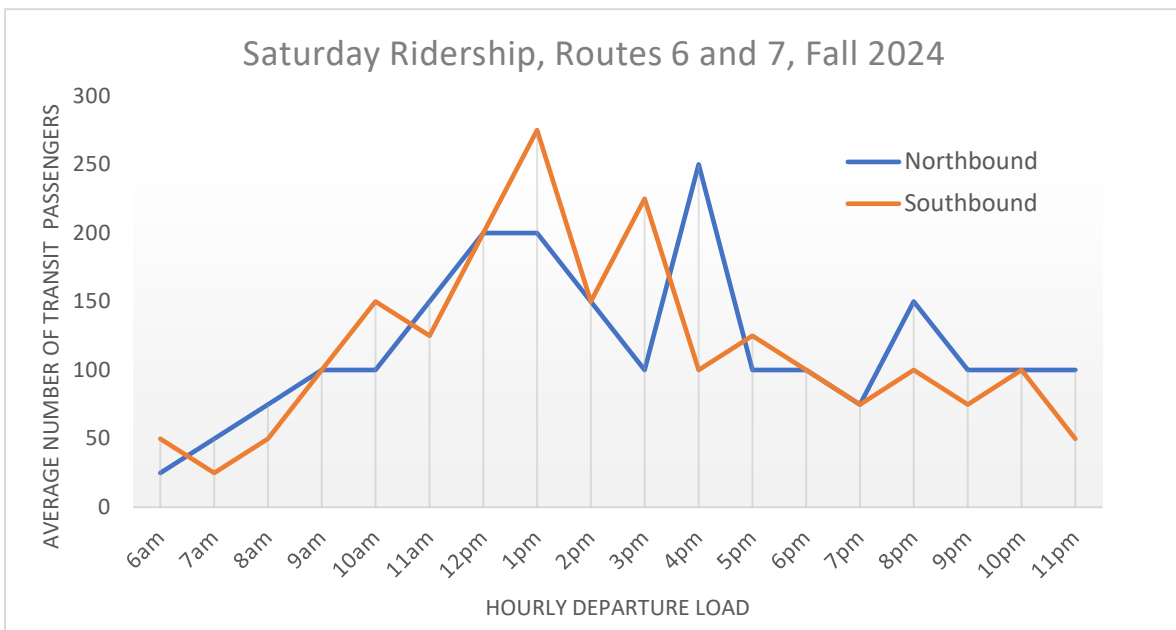
The analysis also shows that bus lanes have the greatest transit benefits when they replace parking in the curbside lane, rather than a travel lane. In most sections of the corridor, extending the bus lanes hours outside the weekday peak period direction would require removing the curbside parking which could have negative implications for businesses. As a result, any extension of the bus lane hours outside the peak period,

peak direction must carefully weigh the trade-offs associated with reducing on-street parking and curbside access availability.

To inform this trade-off decision, it is important to consider the variability in transit ridership and travel time on Bank Street throughout the day. Figures 2 and 3 show the transit ridership while Figures 4 and 5 show the transit travel times based on data from 2024 and 2025, respectively. As these figures show, **from a transit perspective, dedicated bus lanes would provide value to transit customers throughout the entire day.** A similar situation exists on weekends and during Lansdowne events.



**Figure 2: Weekday Ridership (Average Hourly Departure Load)**



**Figure 3: Saturday Ridership (Average Hourly Departure Load)**

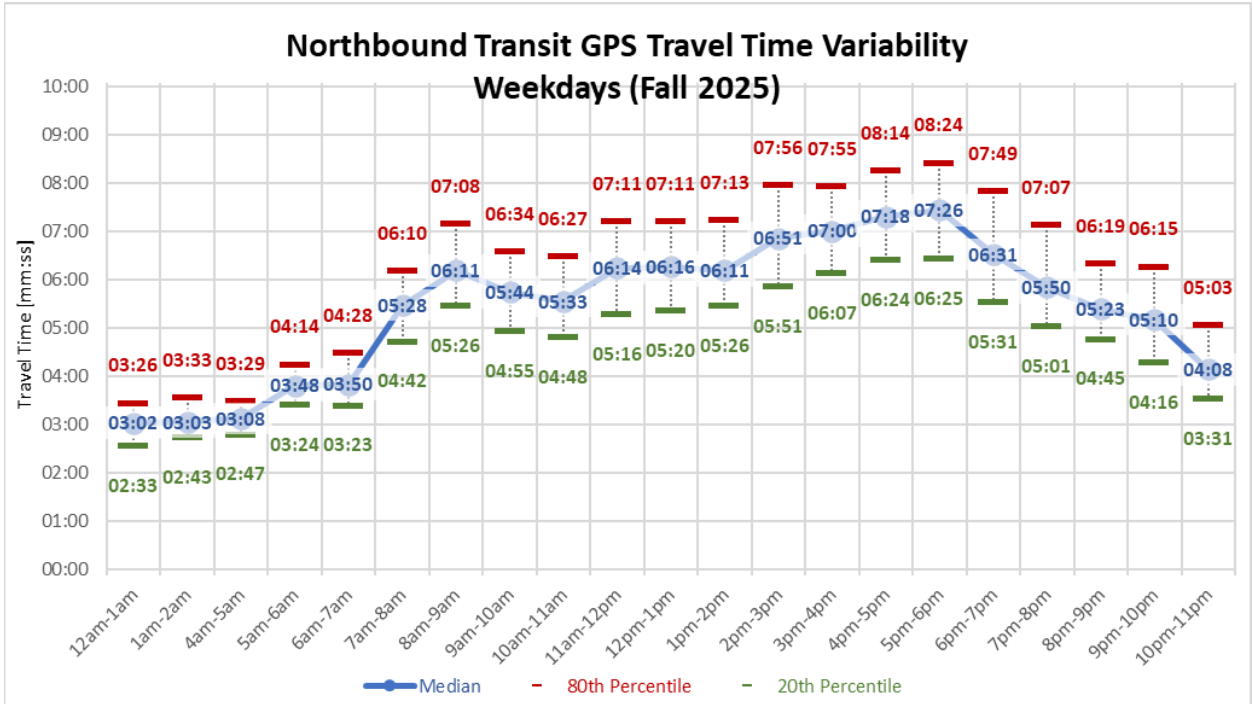


Figure 4: Northbound Weekday Travel Time Variability in Minutes

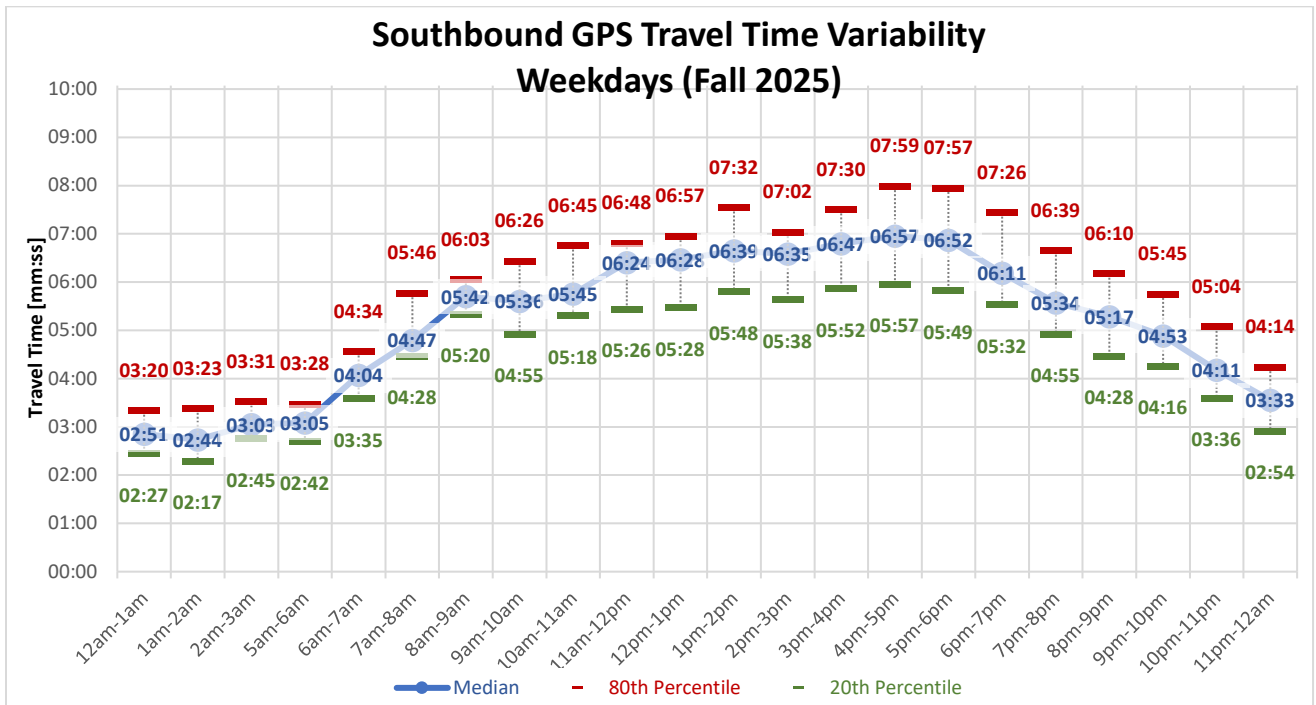


Figure 5: Southbound Weekday Travel Time Variability in Minutes

### Recommended Plan

Based on the analysis results, a Recommended Plan for Bank Street was developed (Document 1). The Recommended Plan establishes the long-term vision for the corridor’s geometric lane arrangement, including transit, cycling, and pedestrian

facilities. The Plan includes both permanent and time-of-day bus lanes. It also includes targeted pedestrian and cycling improvements.

An initial plan was presented to the public and other interest groups in September 2025 and was refined based on the feedback received. An overview of the key elements of the Plan is provided below.

### Recommended Plan – Transit Improvements

Bank Street is an important transit corridor, and there is a clear need to reduce bus travel time and variability along the corridor to improve the service offered to existing customers and attract new customers. The following measures are proposed to enhance transit operations within the Bank Street corridor and are shown in Figure 6:

- A time-of-day northbound bus lane between Holmwood Avenue and Pretoria Avenue.
- A time-of-day southbound bus lane between Powell Avenue and Holmwood Avenue.
- Permanent 24-hour bus lanes on the following segments:
  - Northbound between Regent Street and Fourth Avenue (~100 metres)
  - Southbound between Fourth Avenue and Thornton Avenue (~100 metres)
  - Southbound between Holmwood Avenue and Wilton Crescent (~190 metres)
  - Northbound south of Aylmer Avenue (~70 metres)

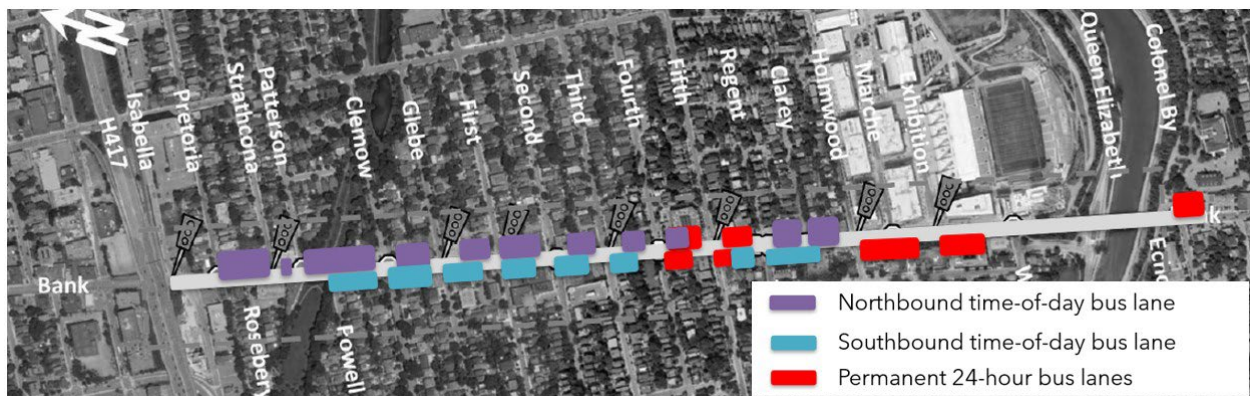
These changes will result in the removal of 17 parking spaces.

- A potential new transit priority signal at Exhibition Way.
- Relocation of two bus stops from the near-side to the far-side southbound at Third Avenue and Fifth Avenue to move buses through these intersections more efficiently.

Recognizing the critical need for more reliable transit service on Bank Street, staff support a high level of transit priority within the corridor, including time-of-day bus lanes that operate beyond the peak period. While the plan presented to the public in September 2025 proposed northbound bus lanes during the morning peak period, southbound bus lanes during the afternoon peak period and bus lanes in both directions during major events at Lansdowne, based on further evaluation and considering feedback from the public consultation, bus lane hours extending beyond these peak

periods, and in the off-peak direction, are recommended, including during a greater number of Lansdowne events and on weekends.

At the same time, it is recognized that there are many trade-offs to consider, and that the impact of the bus-only lanes on transit and traffic operations may differ from modelling predictions under real-world conditions. **As a result, a pilot project is recommended to test and refine the time-of-day bus lanes before moving forward with permanent implementation.** Further details of the pilot, including the recommended hours when bus lanes would be in effect, are presented below. Separate but coordinated with the pilot, the permanent 24-hour bus lane segments would be installed, as well as the recommended bus stop relocations.



**Figure 6: Recommended Bus-Only Lanes**

### Recommended Plan – Pedestrian Improvements

To improve the pedestrian environment, additional highly visible ladder style crosswalks are recommended at crossings throughout the corridor, acting as a visual cue to drivers to slow down and yield. Tactile walking surface indicators are also recommended at corners with crosswalks to enhance accessibility where feasible.

Finally, it is recommended that the location of electric scooter parking, waste bins, and bike racks be reviewed to identify opportunities to relocate them to areas with additional space, to reduce conflicts with sidewalk fixtures on Bank Street.

### Recommended Plan – Cycling Improvements

The Recommended Plan shows improvements to cycling safety adjacent to Lansdowne by extending the northbound separated cycle track from the Canal Bridge to Exhibition Way. Staff have identified an option to revise the design which would see the cycle track extended to Marché Way, however, further work is required to determine whether this design will support the high level of pedestrian activity in this area, including bus loading and unloading. Should this option prove feasible, it will be incorporated into the

Recommended Plan and the cost of the project will be updated accordingly. Under both options, the cycling facilities would be closed during major events to address conflicts with pedestrians.

Improvements are also proposed at First and Fifth Avenue to better connect the existing cycling facilities through these intersections.

Due to the constrained right-of-way, it is challenging to find space to enhance cycling in the corridor beyond these localized improvements. Therefore, it is recommended that opportunities to improve north-south cycling routes parallel to Bank Street be investigated along streets such as Percy, Craig, Lyon, and O'Connor as part of the Active Transportation Planning program.

### **Implications for Other Modes**

#### On-Street Parking and Curbside Access

The segments of 24-hour bus lanes at Fifth Avenue would reduce the number of on-street parking spaces on Bank Street from 146 to 129, removing 17 spaces.

Should the time-of-day bus lanes extend beyond the current peak period parking restrictions, there would be a corresponding loss of on-street parking while the bus lanes are in effect

The pilot would extend weekday parking restrictions on Bank Street by one hour for 76 spaces on the east side (from 9:00 am to 10:00 am) and for 70 west side spaces (from 3:30 pm to 3:00 pm, and from 5:30 pm to 6:00 pm).

Morning peak period analysis suggests there is sufficient capacity to absorb the displaced demand using the remaining on-street paid parking on Bank Street and nearby side streets, as well as the Municipal Parking Garage on Second Avenue. All of these options are located south of Glebe Avenue, where most demand occurs.

In the afternoon, paid on-street parking spaces north of Glebe Avenue, and the Lansdowne garage would also be needed to meet the demand.

### Compliance with Traffic and Parking Regulations

By-law Services will continue to enforce parking restrictions. The use of pavement markings will inform drivers of where bus lanes are in effect and are expected to enhance compliance.

With the introduction of bus lanes along the corridor, there is a risk that cars may occasionally use the bus lanes to go around a vehicle that is waiting to turn left, potentially impacting the effectiveness of the bus lane.

During detailed design, it is recommended that a signage review be undertaken to mitigate sign clutter and ensure clear, consistent communication to all road users.

### Auto Traffic Impacts

The traffic impacts of the proposed bus lanes are generally limited to the morning and afternoon peak periods, when parking restrictions are in place and two lanes are available for general traffic in the peak direction. With the introduction of bus lanes, the two traffic lanes would be reduced to a single lane, impacting traffic flow. Traffic impacts outside the peak period may also occur due to the 24-hour bus lane segments southbound between Holmwood Avenue and Wilton Crescent and northbound at Aylmer Avenue, where parking is currently prohibited 24/7.

Where bus lanes replace existing curbside parking over an extended length, a slight improvement in traffic flow is expected as buses shift from a single lane shared with cars to a dedicated lane. This is because cars are not delayed by buses and cars merging in and out of the parking spaces in the curbside lane.

Modelling was undertaken to understand the traffic implications should bus lanes be introduced along the corridor during peak periods, when the number of travel lanes is reduced. Overall, the model results suggest that the level of service at intersections will decline but will remain within acceptable limits. These results include traffic generated by Lansdowne 2.0 and assume minimal growth in background traffic due to modal shift. **Traffic will continue to move through the corridor, albeit with greater congestion. Travel times in the peak direction are expected to increase by approximately one minute.** Some additional delays and queuing may also be experienced on local streets from vehicles waiting to turn onto Bank Street.

Queue lengths are also predicted to increase on Bank Street itself. In the morning, in the peak northbound direction, longer queues are expected particularly where traffic transitions from two lanes to a single lane at Holmwood Avenue, with queues potentially extending as far back as the Canal Bridge. Similarly, introducing a single northbound

through-lane approaching Aylmer Avenue could result in longer queues during the morning peak period due to reduced approach capacity.

In the afternoon, in the peak southbound direction, queue lengths are expected to increase along the corridor at signalized intersections between Glebe Avenue and Holmwood Avenue, as well as north of Chamberlain Avenue. In the latter case, the increased queue length at Chamberlain Avenue is estimated to be approximately two to three vehicles.

While most of the traffic impacts are limited to the peak period, peak direction, some impacts may also be observed outside the peak period in segments with 24-hour bus lanes, where parking is currently prohibited 24/7 and the curbside general-purpose lane is converted to a bus lane. The single northbound lane approaching Aylmer Avenue may experience additional queuing during peak times due to a loss of through capacity and left-turning vehicles may further impede through traffic. In addition, during busy periods, there is also a risk that queues may form in the southbound general traffic lane near Lansdowne due to the permanent loss of through capacity associated with the 24-hour southbound bus lanes between Holmwood Avenue and south of Exhibition Way.

In addition to the operational impacts to Bank Street described above, some traffic diversion from Bank Street to other routes is expected, particularly to the Queen Elizabeth Driveway, with access points such as Wilton Crescent potentially seeing higher traffic volumes. The study also reviewed impacts to adjacent community streets as per motion ACS2025-OCC-CCS-0061. It was found that there may be a small increase in traffic on local residential streets, however, this increase is generally not expected to be significant and no mitigation measures were deemed to be warranted at this stage.

While the above results provide an indication of the potential traffic impacts of the proposed bus lanes, it is noted that Bank Street is a busy corridor with many complex interactions between vehicles, buses, pedestrians, cyclists, and on-street parking which are difficult to model. The real-world impacts of the time-of-day bus lanes will be reviewed and assessed during the recommended pilot, with signal timing monitored and adjusted as required.

### Lane Widths

The existing lane widths between Highway 417 and Holmwood Avenue are 3.0 metres for the centre lanes and 3.3 metres for the curbside lanes. Under the Recommended Plan, the existing lane width will be maintained. Buses are 3.3 metres wide and require an open width of 3.5 metres to operate safely. When lanes are narrower than 3.5

metres, as on this section of Bank Street, buses will straddle the line separating lanes, and operators watch closely to ensure that bus mirrors do not contact truck mirrors or the mirrors of buses going the other way. With the proposed bus lanes on Bank Street, buses will operate in the curb lane, while trucks will need to use the middle lane, which will be narrower than they currently operate in today in the shared lanes. Given the constrained nature of the corridor, it is not possible to provide the minimum lane widths, requiring buses and trucks to navigate past each other more carefully and potentially increasing the risk of a collision. Any potential safety or operational concerns can be monitored during implementation.

### Road Safety Audit

A Road Safety Audit (RSA) of the Recommended Plan was undertaken to identify potential safety issues. Many of the recommendations were incorporated into the Recommended Plan. There are a few more complex issues which have been documented in the study report and will be fully considered during detailed design. These include promoting cyclists to use alternate routes, mitigating concerns about vehicles encroaching on active bus lanes, relocating sidewalk fixtures to increase pedestrian space and simplifying signage.

### **Proposed Pilot**

Given the uncertainty regarding the impact of the time-of-day bus lanes for both transit and traffic operations, staff recommend a pilot to monitor the effects of the bus lanes and develop recommendations to modify or refine them. Separate from the pilot – but implemented at the same time – the segments of permanent 24-hour bus lanes would be implemented, and the two bus stops at Third Avenue and Fifth Avenue would be relocated from the near-side to the far-side. Although these permanent measures are not part of the pilot, the pilot provides an opportunity to monitor and refine them, as necessary.

The hours for the pilot are recommended to be similar to those presented during public consultation, but extended by one hour beyond the current peak period parking restrictions. Accordingly, the following bus lane hours are proposed: northbound from 7:00 am to 10:00 am and southbound 3:00 pm to 6:00 pm. This slight extension of the parking restrictions would allow the City to test transit improvements when modelling results demonstrated the greatest benefits (i.e. when buses and cars operate from a single shared lane). Staff will review and confirm these hours prior to the launch of the pilot based on the most recent data available. Overall, the proposed pilot provides flexibility, allowing for further adjustments to the operating hours in the future once the outcomes of the pilot are known.

It is envisioned that the pilot would run for a 15-month period, beginning in the summer of 2027. A summer start is recommended since traffic volumes are generally lower at this time, allowing residents to adjust their travel behaviour before traffic volumes increase in September. The results of the pilot would be evaluated over the full period to capture variations in travel activity in all seasons. To support the pilot, staff will develop a comprehensive Monitoring Plan. A Communications Plan will also be essential to ensure residents are informed about the project and understand its purpose.

At this time, the pilot is not envisioned to affect transit or road operations during major events at Lansdowne. However, given that the approach used to manage buses and traffic varies based on the size of events, and that each major event is actively managed by City staff in partnership with Ottawa Sports and Entertainment Group, there is opportunity to test different options to support major events. Data from the pilot will provide insight into the potential benefits and impacts of bus-only lanes, should their use during major events be considered in the future.

### **FINANCIAL IMPLICATIONS**

The total project cost estimate of two Million (2025 dollars) will be confirmed through detailed design. The cost of the pilot project with pavement markings and signage is estimated at \$250,000 (assuming no requirement for overhead lane designation signage). Depending on the surface treatment used for the 24-hour sections, this could add another \$280,000, and will be reviewed during detailed design. The design and implementation of the transit measures will be funded through the Transit Priority Isolated Measures Program (account 911921). There is currently funding available in this account to initiate the detailed design of the Recommended Plan (including the pedestrian and cycling improvements); funding for implementation will be requested in future budgets and is subject to Council approval. The annual revenue loss from removing 17 paid on-street parking spaces is \$73,000. Extending parking restrictions results in an additional annual revenue loss of \$34,000.

### **LEGAL IMPLICATIONS**

There are no legal impediments to implementing the recommendations as outlined in the report

### **COMMENTS BY THE WARD COUNCILLOR(S)**

The Ward Councillor is aware of this report.

### **ADVISORY COMMITTEE(S) COMMENTS**

The City's Accessibility Advisory Committee and a representative from the Canadian

National Institute for the Blind were engaged as part of the consultation process.

## **CONSULTATION**

There was significant interest in the study and a high level of feedback was received. Engagement methods included an Engage Ottawa project website, an online survey, two open houses (June 2024 and September 2025), Study Consultation Group meetings, Technical Advisory Group meetings, Accessibility Advisory Committee and stakeholder meetings. Combined, the study team received over 3,200 comments, and many different viewpoints were heard.

Key issues raised by participants during the consultation include:

- Improving transit travel time and reliability
- Improving compliance with parking regulation so buses are not impeded
- Enhancing cycling and pedestrian facilities
- Ensuring access to Lansdowne and other destinations
- The potential impact of bus lanes on traffic congestion and increased traffic circulation in residential areas
- Many participants suggested on-street parking should be removed or reduced in favour of bus lanes, including during major events at Lansdowne. However, there is significant interest from the local business community in maintaining on-street parking and curbside access.

## **ACCESSIBILITY IMPACTS**

This project proposes that the intersections along Bank Street have accessible features such as tactile walking surface indicators (TWSIs) and highly visible crosswalks added where they do not already exist.

17 general on-street parking spaces on Bank Street between Regent and Fourth Avenue (9 west side, 8 east side) are proposed to be permanently removed. The parking to be removed are general parking spaces and are not dedicated accessible spaces. Parking on side streets and in the Municipal parking garage at 170 Second Avenue will not be impacted and can provide an alternative to parking on Bank Street. The City's Traffic and Parking By-law (2017-301) allows vehicles with a valid accessible parking permit to stop within a bus or bike lane to load or unload a person with a disability.

## **ASSET MANAGEMENT IMPLICATIONS**

The recommendations documented in this report are consistent with the City's Comprehensive Asset Management Program objectives. The implementation of the Comprehensive Asset Management program enables the City to effectively manage existing and new infrastructure to maximize benefits, reduce risk, and provide safe and reliable levels of service to community users. This is done in a socially, culturally, environmentally, and economically conscious manner.

## **CLIMATE IMPLICATIONS**

This project will realize transit, cycling and pedestrian improvements, which will encourage more people to use sustainable transportation and thereby reduce energy use and greenhouse gas emissions.

## **DELEGATION OF AUTHORITY IMPLICATIONS**

There are no delegation of authority implications.

## **ECONOMIC IMPLICATIONS**

The recommended pilot and permanent 24-hour bus lane segments were carefully designed to limit impacts to the parking supply along Bank Street, with the goal of striking a balance between improving transit and providing on-street parking and curbside access for businesses.

Improving transit service supports both local and regional economic prosperity. A sustainable transportation system contributes to an improved quality of life, which attracts and retains a skilled workforce.

## **RISK MANAGEMENT IMPLICATIONS**

Risks associated with this project are described in the report. The proposed pilot was developed as a strategy to manage risk given that the real-world impacts of the recommended transit improvements cannot be known with certainty prior to implementation.

## **RURAL IMPLICATIONS**

There are no rural implications associated with this report.

## **TECHNOLOGY IMPLICATIONS**

There are no technology implications associated with this report.

## **TERM OF COUNCIL PRIORITIES**

This report supports the following 2023-2026 Term of Council Priorities:

- A city that is more connected with reliable, safe and accessible mobility options
- A city that is green and resilient
- A city with a diversified and prosperous economy

## **SUPPORTING DOCUMENTATION**

Document 1: Recommended Plan for Bank Street

## **DISPOSITION**

Following the approval of the report, staff will action the directions from Public Works and Infrastructure Committee and Council.