

# Bank Street Active Transportation and Transit Priority Feasibility Study

## Survey - As We Heard it Report

November 2024



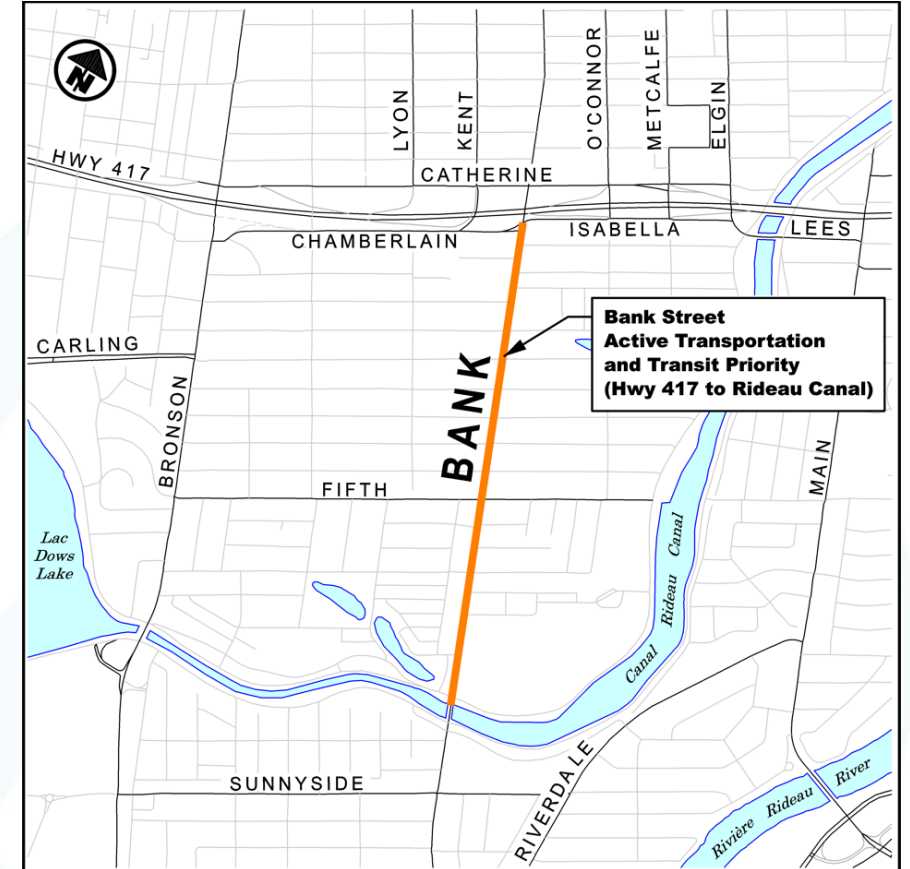
# How we got here:

The Bank Street Active Transportation and Transit Priority Feasibility Study was initiated to evaluate options to improve conditions for transit, walking and cycling within the study area.

However, space is limited and trade-offs will be necessary.

An on-line survey was conducted between June 11 to July 31, 2024 to obtain feedback on potential options.

This “As we heard it report” provides a summary of the survey results.



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

# Summary of Consultation Activities

During the first phase of the study in January 2024, the study team studied existing conditions. A long-list of options was prepared and shared with the Study Consultation Group. This group includes the local Councillors, Glebe Community Association, Old Ottawa South Community Association, Glebe BIA, Ecology Ottawa, and the Ottawa Sports and Entertainment Group.

On June 12, a virtual public information session was held. Over the summer, an online survey was conducted to gather feedback on the 4 shortlisted options presented at the open house.

Currently, the options are being analyzed and refined. A second public information session is planned for Q1 2025.



# SURVEY FINDINGS

# Question 1: How do you and your family currently use Bank Street today between Highway 417 and the Rideau Canal (Select all that apply)

- 62% of respondents reported using more than one mode of travel
- Overall, 76% of respondents reported walking or cycling on Bank Street; 38% reported only walking/cycling and no other modes
- 63% of respondents reported using transit on Bank Street
- 61% of respondents reported travelling by car on Bank Street  
(2797 responses)

## Question 2: What features presented in the options are most important to you (rank in order of importance, 1 being most important, 6 being the least important)

- The feature that respondents selected as the most important:

Feature	%	Respondents
Bus lanes	32%	896
Cycle lanes	21%	588
Wider sidewalks	20%	560
On-street parking/loading zones	13%	364
Car lanes	10%	280
Space for benches and trees	4%	112

(2801 responses)

### Question 3: When driving to Bank Street, how far would you be willing to park from your destination? (select one)

Distance	%	Respondents
Not far. I would prefer to park on Bank Street as close to my destination as possible	13%	362
Up to 5 minute walk (less than 400m)	20%	546
Up to 10 minute walk (between 400m and 800m)	25%	695
More than 10 minute walk (more than 800m)	15%	430
Not applicable, I do not travel by car to Bank Street	27%	770

(2800 responses)

# Question 4: Comments on the options

## Bus Lanes

- "I believe there needs to be dedicated lanes for buses so that they can move people in a timely way."
- "The most important thing for Bank street is improving public transportation."

## Parking

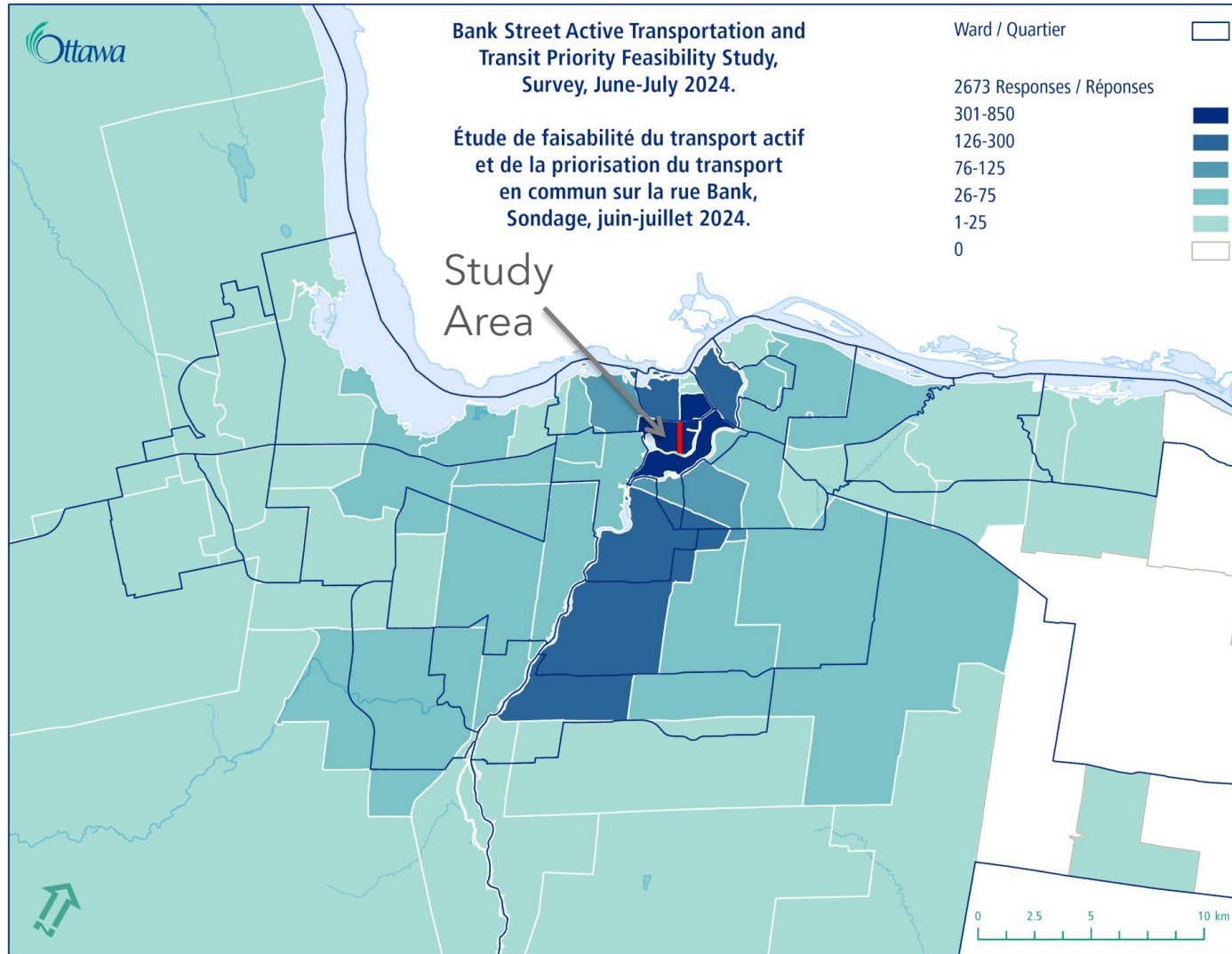
- "Dedicated disabled parking at the corner of intersecting streets would allow the disabled and those who may be assisting them a place to park."
- "There should be no street parking."
- "I own a business on Bank St and find parking is already hard to find and same for customers."

## Active Transportation

- "I wish these options included a wider sidewalk."
- "Cycle lanes provide a buffer for pedestrians as well, like the Bank St. Bridge"
- "More people would cycle on Bank Street." (with cycle lanes)



## Question 5: Where respondents live



- Respondents from every ward in the City
- Higher number of respondents closer to the study area

# Next Steps

## **Fall 2024:**

- Continue to refine designs and incorporate feedback from community
- Continue to conduct analysis for weekday, Saturday and events

## **Winter 2025:**

- Planned Open House #2 to present preliminary preferred design



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