



175 Third Avenue, Ottawa ON K1S 2K2

December 1, 2025

Via Email: lise.guevremont@ottawa.ca

Ms. Lise Guevremont
Senior Project Manager
Transportation Planning, Environmental Assessments
City of Ottawa
110 Laurier Avenue West
Ottawa, ON K1P 1J1

Dear Ms. Guevremont:

I am writing on behalf of the Glebe Community Association (GCA) with comments on the Bank Street Active Transportation and Transit Priority Feasibility Study.

The GCA recognizes that this was a challenging project with multiple stakeholders and competing interests to reconcile. We recognize too that the study's recommendations are a compromise that seeks to bring some improvements to the current situation within the confines of a very narrow roadway.

In terms of the study's recommendations, we do not oppose the recommendations for transit priority improvements. However, our view is that the study focussed on transit issues more than on active transportation and was very limited in terms of recommendations that improve the active transportation environment. We do have some comments related to relatively modest measures that can improve cycling and walking on Bank Street in the short term.

Regarding active transportation in the Glebe, you may be aware that in 2023 the GCA, supported by a Government of Canada grant, commissioned an Active Transportation Study ([linked here](https://glebeca.ca/wp-content/uploads/2024/02/Glebe-ActiveTransportation-Study.pdf): : <https://glebeca.ca/wp-content/uploads/2024/02/Glebe-ActiveTransportation-Study.pdf>) by the firm Momentum Transportation. The study outlines 18 options for improvements many of which are low cost but impactful. We would be encouraged if this study would be used as a starting point for additional work by the city in our neighbourhood.

The comments in this letter are rooted in our Active Transportation Study and a recent survey completed by 268 individuals.

Given the upcoming truck traffic that will be caused by Lansdowne 2.0 construction, the implementation of improvements is particularly important at this time.

Cycling

For cyclists, we strongly support the study's recommendations that a separate study be undertaken to look at bicycling infrastructure away from Bank Street. We ask that this study be approved, funded and implemented as soon as possible.

We do not believe that the proposed improvement to cycling infrastructure in front of Lansdowne are sufficient. It is extremely dangerous to have cyclists competing with very high volumes of buses, trucks and cars between the Bank Street Bridge and Holmwood. We request that a designated bicycle route be created through Lansdowne Park from Bank Street at the base of the Bank Street Bridge through to Fifth Avenue and O'Connor prior to the implementation of the transit measures.

Walking

There is little in the study to support pedestrians use of Bank Street as a walkable neighbourhood destination in keeping with the objectives of the City of Ottawa's Official Plan. We believe this aspect needs to be strengthened and would request:

- Expand enhanced pavement markings to all the intersections along Bank Street.
- Implement pedestrian priority measures such as head start crossing signals and extended crossing times at all intersections on Bank Street in the Glebe and ensure that the crossing time is adequate for individuals who move more slowly. The current walk times are inadequate especially at Lansdowne Park.
- Add a safe pedestrian crossing of Bank Street between Clemow and Patterson to connect the two sections of Central Park to create a

We would also request that the City review areas of conflict between pedestrians and vehicles (for instance where vehicles cross sidewalks) and seek measures to limit those conflicts in accordance with its stated policies.

With more cycling and pedestrian measures, in addition to the transit priority measures, Bank Street in the Glebe will continue to be a successful main street and the heart of our community.

Sincerely yours,



John Crump, President
Glebe Community Association

Cc. Councillor Shawn Menard – Ward 17 / Capital Ward