

Bank Street Reconstruction
Public Information Session No. 3 – Comment and Response Summary
March 9th, 2023

Comment #	Summary of Comments	Response
1	Appreciation for overall latest design.	Noted.
2	Suggestion to modify the existing Billings Bridge, add cantilevered sidewalks or a parallel pedestrian/cycling bridge.	This is outside of the scope of the project however your comment will be forwarded to the appropriate City department.
3	Suggestion to remove existing/not reinstate overhead highway signage lane arrangement signs	Removal of the highway signage is proposed.
4	Suggestion to Install several level 2 electric vehicle chargers.	This comment will be forwarded to the appropriate City departments for consideration. Installation of electric vehicle chargers is outside of the scope for this project.
5	Will there be access to the green space adjacent to 1240 Kilborn Place for maintenance or proposed landscaping and retaining walls?	The design has been developed in consultation with the City's Operations Department to ensure maintenance access is provided.
6	Pleased that the proposed lay-by in front of 1335-1339 Bank will be removed	Noted
7	Lay-by in front of 1335-1339 Bank creates issues with dooring cyclists and snow removal	This lay-by is being removed from the design.
8	Locate maintenance hole/valve chamber structures out of the travel lanes.	Maintenance hole/valve chamber structures are located along the pipe alignment (storm sewer, sanitary sewer, watermain and utilities). There are minimum separation requirements between each of these utilities and in Bank Street there are areas where there are multiples of the same utilities (ie watermains). An effort was made to place the structures out of the wheel path of vehicles (in the centre of the lane). It is also preferred to keep structures within the roadway to ensure they are accessible in the winter months.
9	Concerned about snow removal and the impacts of medians and islands preventing proper snow removal.	City Operations has been continually consulted throughout the design to ensure proper snow clearing can be achieved with the proposed facilities. Boulevards have been provided throughout the corridor for snow storage areas during the winter months.
10	Would like to see smaller vehicle entrances/exits to Bank	All accesses are being reviewed based on the City's Private Approach By-Law.
11	Concerned about existing vibrations from the vehicles travelling on Bank Street.	A geotechnical investigation was completed for the project and the road structure has been designed to accommodate the anticipated traffic volumes and the existing geotechnical conditions.
12	Can the connection to Alta Vista be finished with this project	The connection from Erie to Alta Vista will be completed under Phase II of the project.
13	Why has the bridge south of Ledbury not been included in the project and what coordination has been done with the South Keys development	The limits of the project were established during the planning stage.
14	Concerned about surface drainage at the pedestrian crossings at Intersection of Bank and Riverside Eastbound.	A surface drainage design will be completed during the detail design and catch basins will be spaced throughout the corridor to collect surface water. Supplemental catch basins will be added where appropriate to help minimize ponding at pedestrian crossings.
15	Concerned with pedestrians crossing at Billings Bridge mall access and the implementation of median fencing.	A pedestrian crossing can not be provided at this location due to the close proximity of the Riverside Dr. eastbound and Transitway signalized intersections. The fencing is meant to deter pedestrians from crossing mid-block and promote the use of the signalized pedestrian crossings at the Riverside Eastbound and Transitway intersections. The installation of the median fence is still under review and will be finalized during the

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		detail design.
16	Likes the median fencing between Riverside eastbound and the Transitway	Noted
17	Would like raised crosswalks / cycle tracks on side streets connecting to Bank.	Installations of raised crosswalks / cycle tracks at side streets is still under review for this project.
18	Concerned about sidewalk/bike path on the west side of Bank Street between Transitway and Billings Bridge Shopping Centre access.	Noted. There will be signage and pavement markings installed along the cycle track to help cyclists and pedestrians safely navigate through the corridor.
19	Concerned about limited visibility for bicycle at Kilborn Place and Bank Street intersection.	Noted. The design team is aware of the grade changes for cyclists coming off this pathway onto the proposed cycle tracks on Bank Street. Signage and pavement markings will be installed in the area to highlight the cycling crossing and help cyclists and pedestrians safely navigate safely through the area.
20	Pleased to see separate facilities for pedestrians and cyclists between Bank and Kilborn Place	Noted.
21	Concerned about edge (half height curb) between bike lanes and sidewalk, especially in winter which can cause ice buildup.	The half height curb is the current City of Ottawa standard (Protected Intersection Design Guide) for delineation between a cycle track and a sidewalk. The half height curb is easily detectable to pedestrians and meets AODA (Accessibility for Ontarians with Disabilities Act) requirements.
22	Did the team consider a new signalized midblock pedestrian crossing at bus stop near to Kilborn to help people access the bus?	A midblock crossing was not reviewed for this location during the planning phase of this project. Signal locations and midblock pedestrian crossings were established during the functional design stage. The design team will discuss with the appropriate City department and review feasibility however due to the change in grade at this location it would likely not be a favourable location due to sightline issues.
23	Concerned about the angle of the Billings Bridge entrance which may lead to high probability of injury to pedestrian and bikers crossing the intersection.	The angle of the access has been improved as much as possible within the confines of the existing parking lot. Treatments including a raised crossing, pavement markings and signage will be utilized at this location to improve the safety of the access.
24	Instead of adding a bike lane on Bank has there been distributed discussions about upgrading the bike path that runs parallel to it and takes you all the way south already?	Bank Street is designated a cross-town bikeway and cycling spine route therefore warrants bike facilities along the corridor.
25	Does not feel the Cecil Avenue sidewalk is necessary and feels a sidewalk is warranted on Karn Place	The Cecil Avenue sidewalk links the recent residential development on the south side of Cecil Avenue to Bank Street. A sidewalk on Karn Place is outside of the scope of this project, however the comment will be forwarded to the appropriate City department.
26	Pleased to learn about the Billings Bridge cycling lane review	Noted
27	Billings Bridge sidewalks are too narrow for cyclists	Cyclist accommodation on the Billings Bridge, and not on the sidewalk, is being reviewed under a separate project.
28	Concerned about intersection of Bank and Riverside Westbound - North side should have a bidirectional crossing for cyclist	This area is constrained by the Billings Bridge structure. There is insufficient space in the right-of-way to provide a bi-directional facility. If eastbound cyclists are riding through the intersection they are to use the pathway under the Billings Bridge structure.
29	Suggestion to activate pedestrian crossing signals at all intersection regardless of pushing button.	This comment will be forwarded to the City's Traffic Signal department for review and consideration.
30	Suggestion about using Superpave Asphalt for cycle tracks.	The City of Ottawa standard asphalt for cycle tracks is HL3.
31	Would like to see a 2-way cycling connection on the west side of Bank	The project includes primarily uni-directional cycle tracks with only a few short sections of bi-directional facilities. To avoid driver confusion and safety concerns the bi-directional facility was not carried across the Billings Bridge Shopping Mall access which sees a high volume of

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	between Riverside eastbound and the Billings Bridge Shopping Mall access	vehicles.
32	Would like a path/sidewalk connection to Billings Bridge Mall and the Riverside eastbound intersection	The pathway would have to cut through private property and leads pedestrians into a parking lot with no pedestrian facilities.
33	Concerns that the handicap ramp is being reduced at Rockingham	All pedestrian ramps are being designed to AODA standards including appropriate widths and grades.
34	Concerned about Bus stop and southbound traffic at Ohio /Bank Street Intersection.	The southbound right turn lane at Ohio is not warranted. Southbound traffic will queue behind a bus stopped at the bus stop. Bus bays are no longer constructed in the City of Ottawa as buses have difficulty merging back into traffic when they are leaving the bus stop.
35	Concerned about Bus stop removal at Bank/Transitway (going into Billings Bridge Station).	The locations of the bus stops were reviewed and coordinated with OC Transpo. The southbound Bank Street bus stop at the Transitway is moved to around the corner on the Transitway leg of the intersection in the proposed design.
36	Suggestion to install shelter and benches at bus stop at Evans Blvd and Bank Street.	A shelter and bench are proposed at the bus stop at southbound Bank Street at Evans Blvd pending property acquisition.
37	Would like to see dedicated transit lanes during peak hours	There is insufficient right of way to accommodate dedicated transit lanes in peak hours and accommodate the number of vehicles utilizing Bank Street during that time.
38	Concerned about the location of the bus stop, southbound Bank, north or Riverside eastbound, buses always miss the light when stopped here.	The bus stop locations have been reviewed with OC Transpo however the comment will be forwarded to OC Transpo for review.
39	Concerned about congestion at Bank Street/Belanger Intersection and the tightening of the northwest corner radii with increased pedestrian space.	The design was prepared by narrowing side street widths as much as possible in order to slow turning vehicles and reduce crossing distances for pedestrians and cyclists. Applicable turning vehicles were tested at each corner throughout the corridor to ensure all required vehicular movements were accommodated.
40	Concerned with raised Islands in intersection for centre line hardening.	Raised islands for centreline hardening are required to slow turning vehicles and protect pedestrians and cyclists crossing at the intersection.
41	Concerned with density of population to capacity of road and changes in design.	Noted. This comment will be forwarded to Development Approvals.
42	Would like additional Right of Way (ROW) protected along Bank Street, specifically in the area around Riverside Drive.	Noted. This comment will be forwarded to Development Approvals.
43	Concerned about no left turn permitted from Cecil to Bank Street (northbound) with the addition of a raised median controlling access.	Median treatments and access restrictions were determined during the functional design stage and were carried forward to the preliminary and detail design stages. Access restrictions were made to reduce potential vehicular conflicts and improve corridor safety.
44	Concerned about left turn from Evans to Bank Street (southbound).	A two way left turn lane is provided at Evans Avenue, allowing full access. The raised median starts just south of Evans Avenue. The storage length of the northbound left turn into Blue Heron Mall has been reviewed and is sufficient for the projected traffic volumes.
45	Concerned about left turn from 1555 Bank Street (plaza) onto Bank Street (southbound).	The Bank Street access to 1555 Bank Street is proposed to be a right in right out access. Median treatments and access restrictions were determined during the functional design stage and were carried forward to the preliminary and detail design stages. Access restrictions were made to reduce potential vehicular conflicts and improve corridor safety.
46	Concerned about potential conflicts of left turn from southbound Bank to Evans.	The proposed design includes narrowing Evans Avenue at Bank Street which will inhibit the ability of vehicles to park too close to Bank Street on Evans Avenue.
47	Concerned about inconvenience to all forms of traffic during construction.	A detailed traffic management and construction staging specification will be prepared as part of the tender package outlining permissible traffic

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		restrictions and durations. The specification will be prepared with the City's Traffic Management Department.
48	Concerned about the length of the left turn lane entering Billing Bridge.	The storage length for the left turn lane into Billings Bridge Shopping Mall is limited by the proximity of the Transitway intersection. The bulb at the end of the left turn lane is to prevent vehicles from backing up into the Transitway intersection and the left turn lane at the Transitway intersection which affects transit route service and timing .
49	Concerned about bump-outs/intersection narrowings.	Bulb outs or Intersection narrowings help control speeds of turning vehicles while also shortening pedestrian and cyclist crossing lengths. The corner radii have been designed to accommodate appropriate turning vehicles at each intersection.
50	Concerned about slip lane (right turn channel) on Riverside Drive eastbound at Bank.	The design team reviewed the feasibility of removing this right turn channel however in order to accommodate turning movements for large vehicles and minimize crossing distances for cyclists and pedestrians the right turn channel was maintained. The island was sized with sufficient room to provide appropriate facilities and space for both pedestrians and cyclists.
51	Has the city considered removing the south Riverside (eastbound) lanes, shifting all traffic to the north right of way?	The City has reviewed this option and there is insufficient right-of-way width to accommodate the required lane arrangement.
52	Concerned about Billings Bridge Shopping Centre access and right turn exit to Riverside Eastbound.	The radii have been designed to accommodate appropriate turning vehicles at intersection.
53	Concerned about blocking of sidewalks and cycle track by parked vehicles at 1652, 1656, 1666, 1670 Bank.	Parking for these properties is still under review.
55	Concerned about parking access to 1670, 1676 and 1678 Bank	Access to the existing parking facilities at these properties will be reconstructed under the project.
56	Why no left turn at Randall Avenue?	The City of Ottawa is maintaining this existing condition to minimize cut through traffic.
57	Concerns regarding cut through traffic into adjacent neighbourhoods during construction.	Traffic management will be reviewed with the City Traffic Management group including impacts of traffic and the surrounding areas. Where possible, mitigation measures will be implemented to minimize cut through traffic to adjacent neighbourhoods. Construction Specifications will be prepared and included in the contract which will outline requirements and timing restrictions for the Contractor's work.
58	Agrees with the Riverside ramp modifications however would like to see additional storage on the Riverside eastbound turn lanes	Noted. A traffic analysis has been conducted to establish the storage length requirements for the turn lanes.
59	Concerned about the modifications at the Bank and Belanger intersection, specifically the intersection narrowing and no right turn lane.	Bulb outs or Intersection narrowings help control speeds of turning vehicles while also shortening pedestrian and cyclist crossing lengths. The corner radii have been designed to accommodate appropriate turning vehicles at each intersection. A traffic analysis was completed for the design and a dedicated right turn lane from Belanger to Bank was not warranted.
60	Request to contact the school boards if there will be service disruptions	The project team will contact the school boards and transportation providers in advance of construction to discuss the impacts of the project to their facilities and users.
61	Suggestion to extend the length of the left and right turn lanes right back to those merging points on Riverside Eastbound, west of Bank.	Noted. The required length of the turn lanes is determined through a detailed traffic analysis.
62	Considered the number of vehicular lanes on Bank is the same as existing conditions. Would like to see a reduction in the number of overall lanes like the recent Montreal Road reconstruction.	Bank Street is an arterial roadway and the projected traffic volumes warrant the proposed lane configuration.
63	Would like the double left turn lanes at Bank and Heron to be removed	A traffic analysis was conducted for the corridor and the double left turn lanes were warranted at this location.

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64	Pleased to see the relocation of the Blue Heron Mall access with a new signalized intersection	Noted
65	Would like to see traffic calming on Bank Street, specifically between Lamia and Billings Bridge.	Bank Street is an arterial road with transit and typical traffic calming measures (ie speed humps, curb extensions, raised intersections etc.) are not appropriate for a road with an arterial designation. The addition of visual features including raised cycle tracks, standardized minimum lane widths, raised medians and landscaping can help slow traffic.
66	Concerned about trees being far side of the street as they provide protection from the road from drivers that would potentially jump the curb.	Salt and snow conditions from the road create a harsh environment that does not promote tree growth directly adjacent to the roadway. Where there is sufficient space to promote the growth of the tree in the boulevard, tree planting in these areas is considered.
67	What is the plan for retaining wall, fence and stairs on the 3 sides (south of Kilborn Place path on the east side)?	This area will be rebuilt with a new retaining wall and landscaping.
68	Will the footprint of the retaining wall, fence and stairs adjacent to 1240 Kilborn Place be changing (reduced to make room for more lanes of use on Bank Street)?	The footprint of the retaining wall will be modified to increase landscaping areas on Bank Street.
69	Is the height of the retaining wall adjacent to 1240 Kilborn Place changing, will there still be a frost fence above etc.?)?	The height of the retaining wall will be finalized during detail design. A fence will be required on the top of the wall for safety reasons.
70	What kinds of trees will be planted in the space? What is the expected height initially or in 5, 10 or more years?	The specific plantings will be finalized during the detail design.
71	What shade will be caused to the east of the new line of trees?	The amount of shade will be determined with the plantings that are to be finalized during the detail design.
72	If the city green space/retaining wall to the west is substantially changed what can be done to ensure there is no impact to the development fencing/properties (1240 Kilborn Place)?	The retaining wall is being designed and will be constructed on City right-of-way. Final impacts to adjacent properties will be confirmed during detail design. However, if any private fences are impacted they will be reconstructed.
73	Would it be possible to align the walkway into the greenspace?	The cycling and pedestrian connections from Kilborn Place are being reconstructed under this project and will connect to the upgraded pedestrian facilities and new cycle tracks on Bank Street.
74	Concerned about proposed garbage bins.	This is a standard bin that the City of Ottawa installs in similar corridors throughout the City. Review of final locations of the garbage bins is ongoing.
75	If power lines were to be buried they should be done now otherwise its cost prohibitive.	Hydro lines are not required to be buried on this project.
76	Would like the hydro lines buried along Bank Street,	There is no technical reason to bury the hydro lines along Bank Street.