

**Bank Street Renewal
(Riverside Drive (westbound) to
Ledbury Avenue)**

**Public Information Session
April 22, 2021**

Agenda

- Project introduction and overview
- Review of comments received during the Public Information/Visioning Session held on October 17, 2019
- Review of the preliminary design and updates since the functional design
- Final comments and answers to questions received

Your feedback is important to the success of this project and will help us develop the detailed design for the reconstruction of Bank Street. Please review the information presented and send us your comments and concerns.

Project Overview

Project Overview

The City of Ottawa completed a Community Design Plan (March 2012) and a Functional Design Study (February 2018) for the Bank Street Renewal (Riverside Drive to Ledbury Avenue) and are now in the preliminary and detailed design phases of the project. The approved functional design of Bank Street was a product of an extensive study process, which included consultation with the public and is the base for the preliminary and detail design. The preliminary design is now complete.

The scope for the Bank Street Renewal project is to rehabilitate the aging underground infrastructure and reconstruct this arterial main street as a “complete street” which will cater to pedestrians, cyclists, transit, and vehicles with increased safety, comfort and mobility for all users.

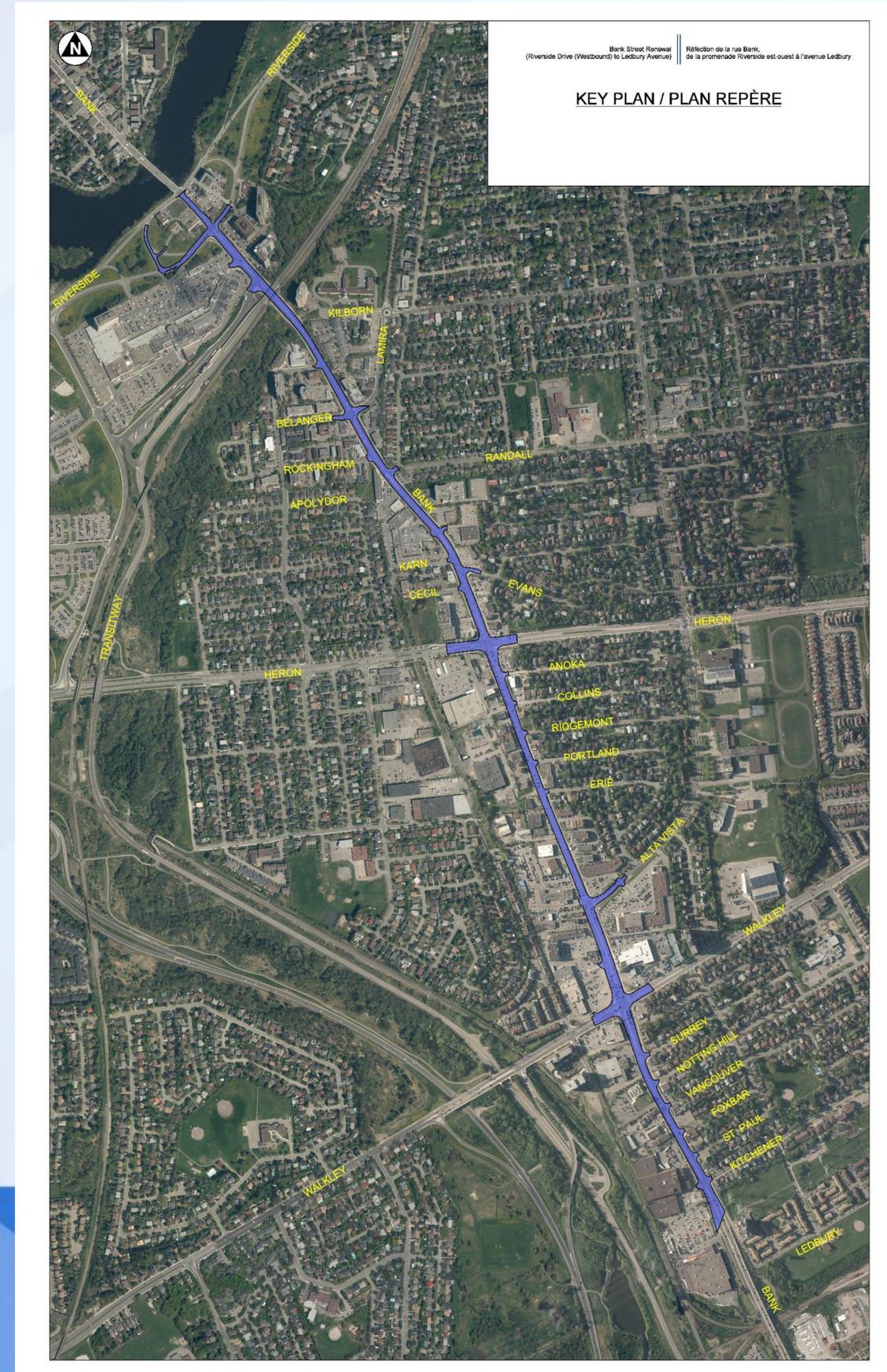
Project Vision

The previously completed Community Design Plan envisioned the Bank Street corridor as:

- i. A vibrant mixed use area with a diverse concentration of housing types, employment, shops and services;
- ii. An area with hubs of activity that are accessible by foot, bicycle, public transit and automobile;
- iii. An area with public gathering places and an improved and landscaped streetscape, which enhance the corridor's environment and sustainability.

Key Plan and Project Limits

Bank Street Reconstruction - Riverside Drive (westbound) to Ledbury Avenue



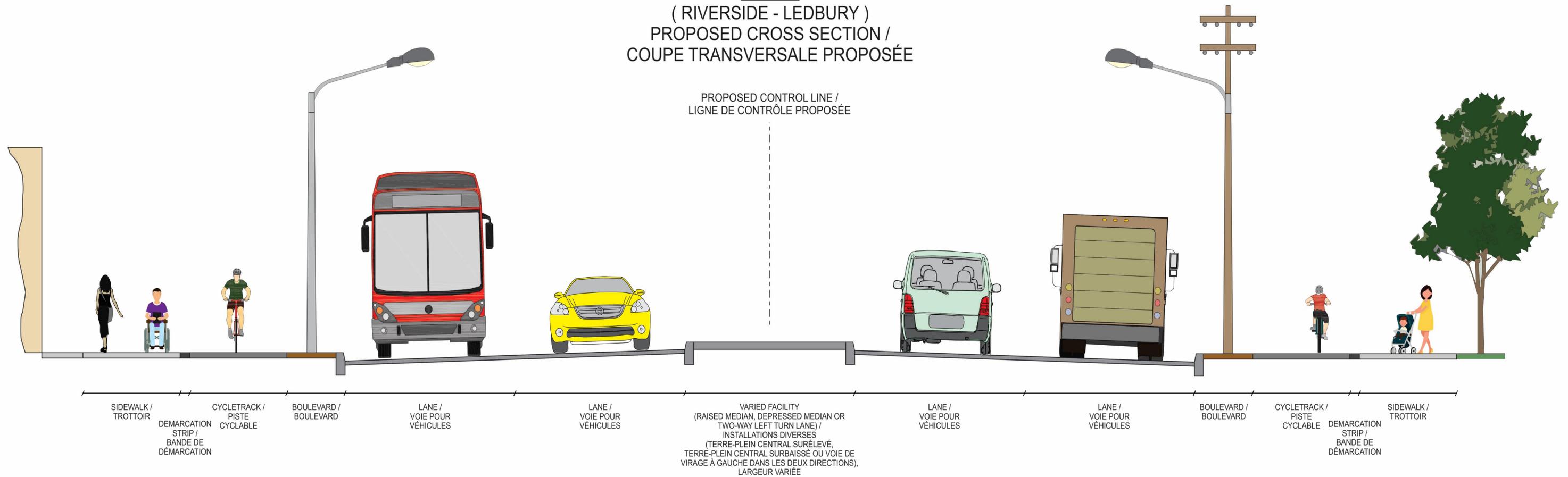
Bank Street Corridor Designations

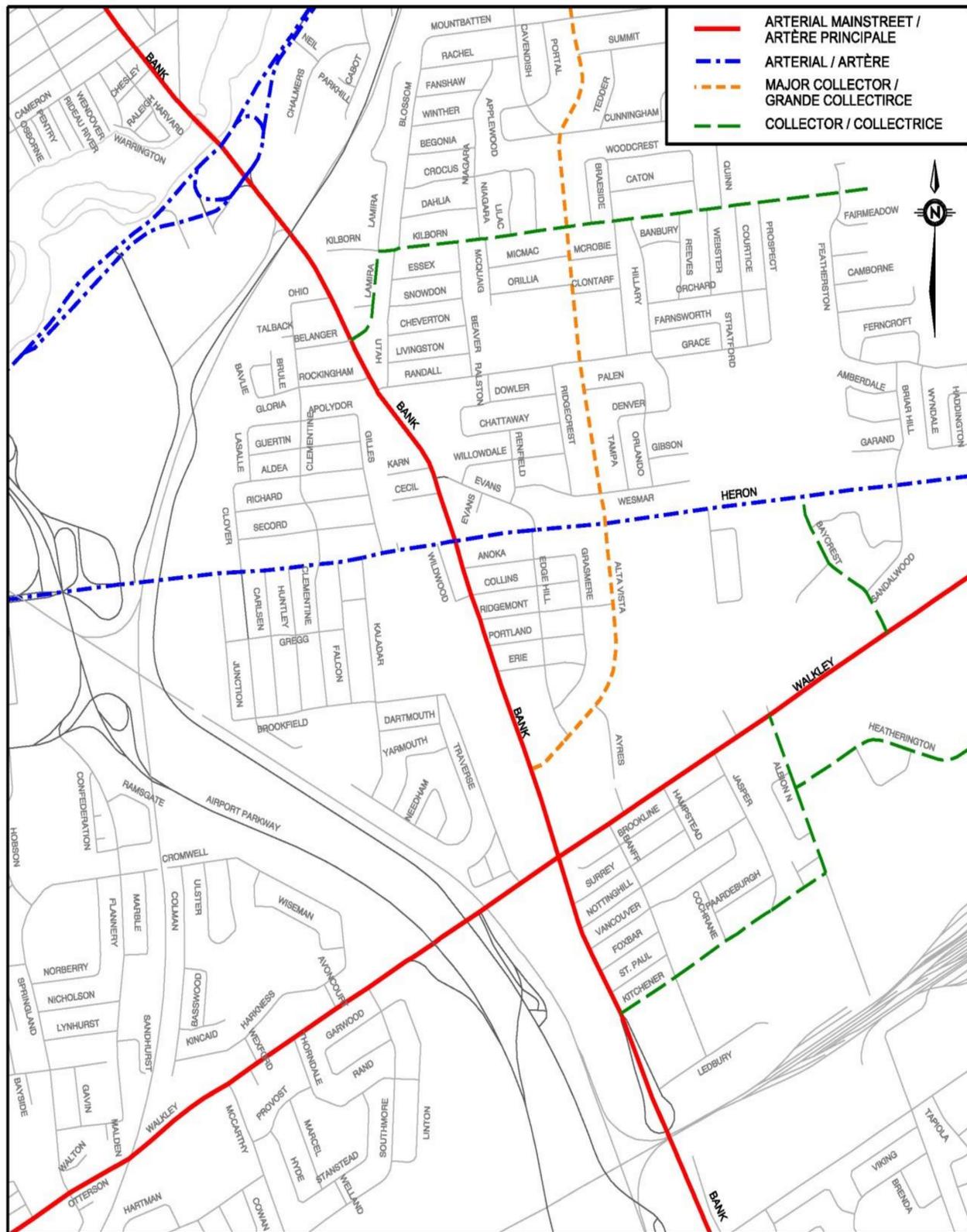
The section of Bank Street between Riverside Drive (westbound) and Ledbury Avenue has the following designations:

- Arterial Mainstreet
- Design Priority Area
- Truck Route
- Transit Route with transit priority (isolated measures)
- Cycling Spine Route and cross town bikeway north of Heron Road
 - Cycling crossings/route connections at:
 - Riverside Drive Westbound and Eastbound (Spine Route)
 - Belanger Avenue /Lamira Street (Local Route)
 - Heron Road (Cross town bikeway)
 - Erie Avenue (Local Route)
 - Alta Vista Drive (Spine Route)
 - Walkley Road (Spine Route)
 - Kitchener Avenue (Local Route)

Proposed Cross Section

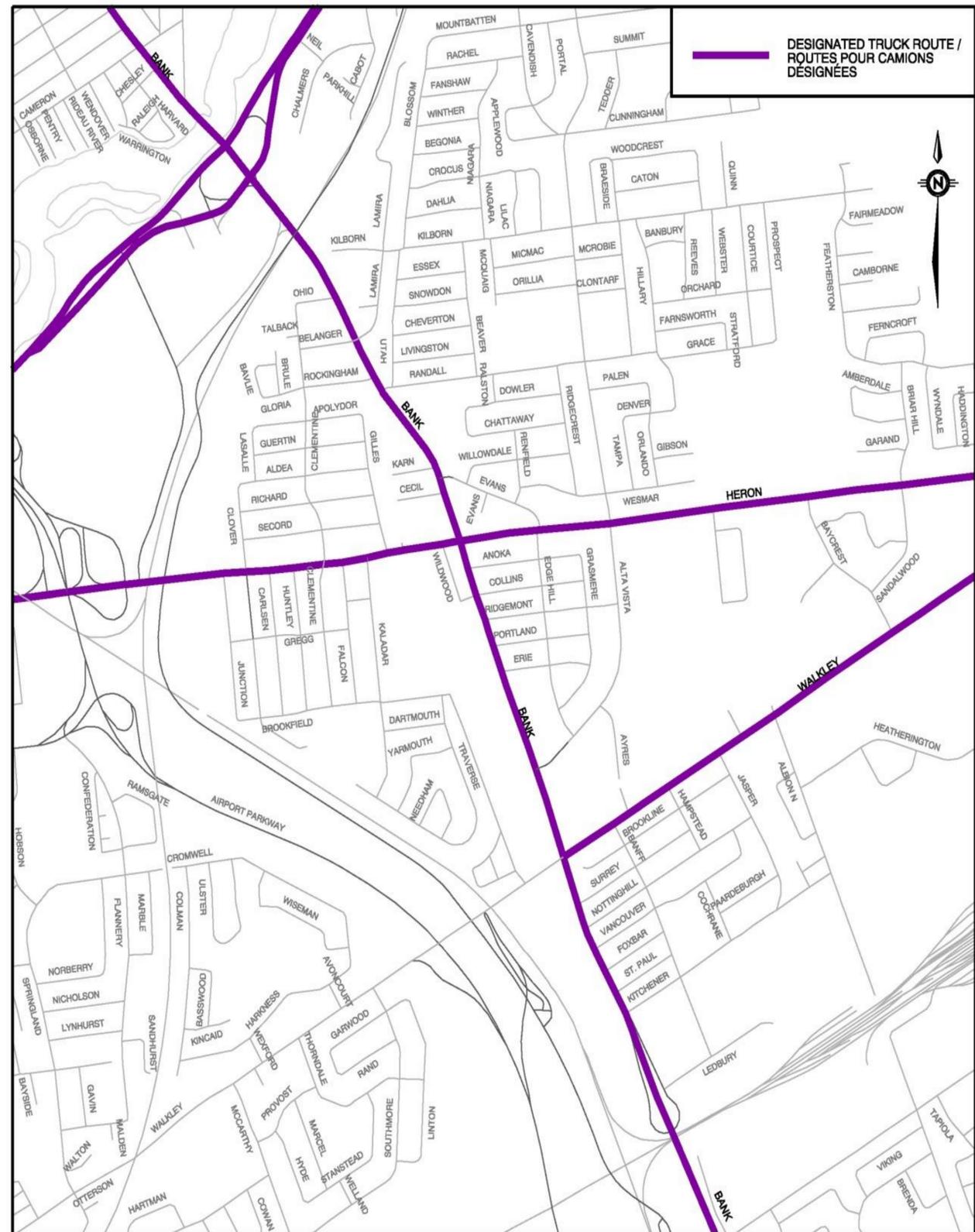
BANK (RIVERSIDE - LEDBURY) PROPOSED CROSS SECTION / COUPE TRANSVERSALE PROPOSÉE





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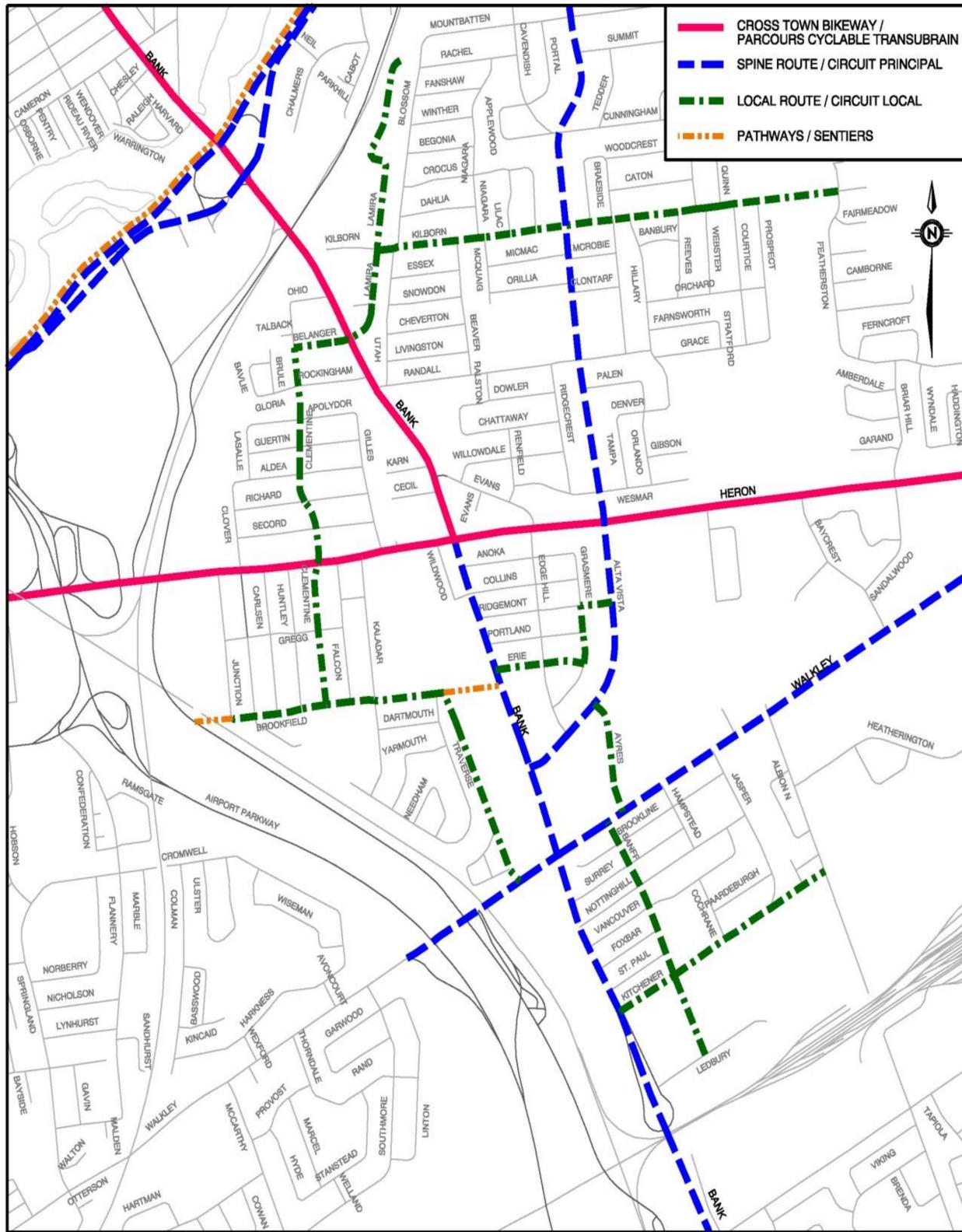
KEY CORRIDOR DESIGNATIONS /
DÉSIGNATIONS DU CORRIDOR PRINCIPAL



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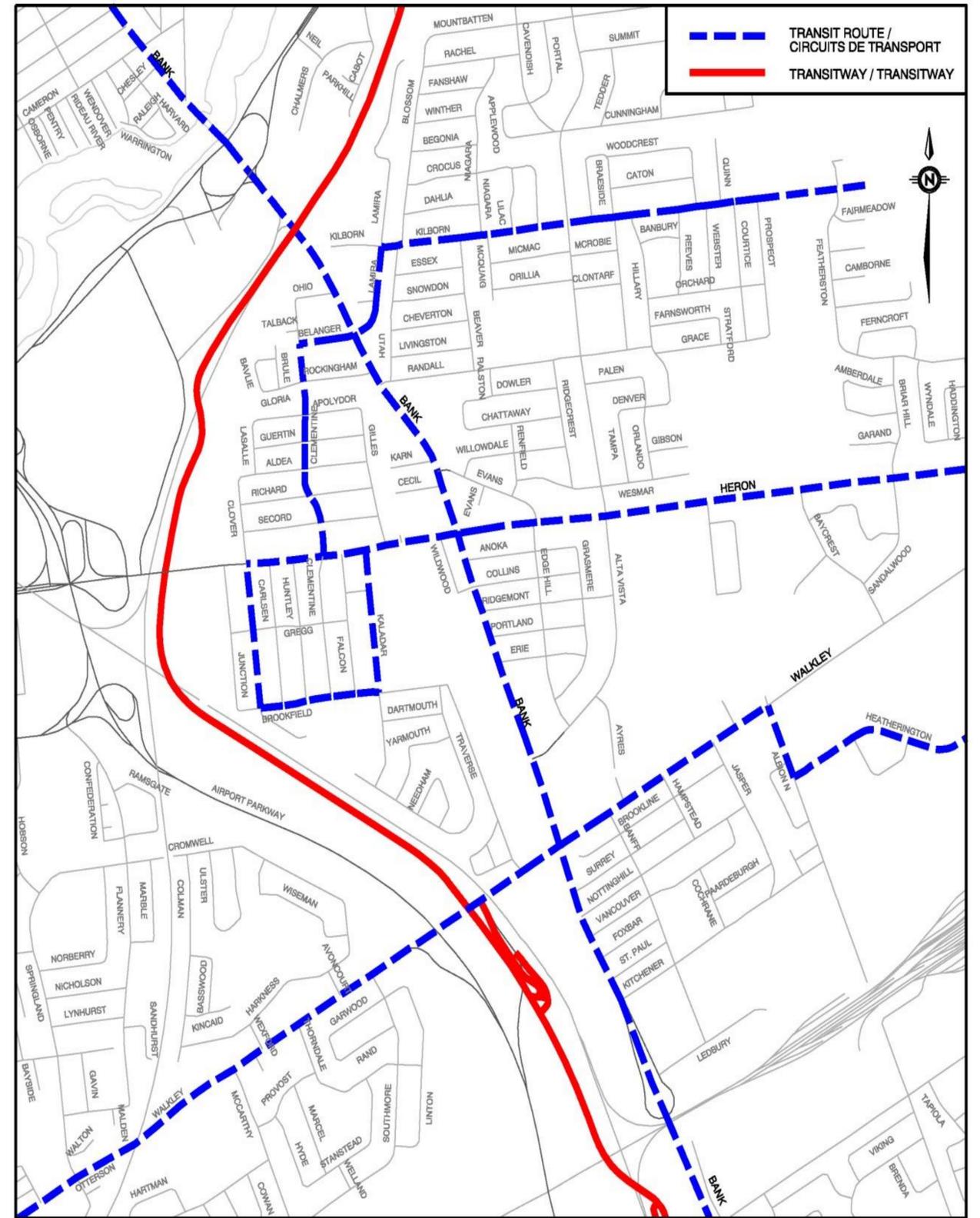
KEY DESIGNATED TRUCK ROUTES /
PRINCIPALES ROUTES POUR CAMIONS
DÉSIGNÉES





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KEY CYCLE ROUTES /
PRINCIPALES VOIES CYCLABLES



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KEY TRANSIT ROUTES AND TRANSITWAY /
CIRCUITS DE TRANSPORT EN COMMUN
PRINCIPAUX ET TRANSITWAY



Summary of Comments Received During Public Information/Visioning Session

Pedestrian and Cycling

- Concerns about:
 - Prohibited pedestrian crossings at the Billings Bridge Mall
 - Cycling facility design (bidirectional facilities versus uni-directional facilities)
 - Vehicle and cyclist interactions (vehicles turning and crossing the cycling facility)
 - Cyclist and pedestrian interactions at bus stops
 - Cyclists on bridges
- Future wants and needs:
 - Make Bank Street more walkable
 - Implement separation and protection measures between traffic and cyclists and/or pedestrians
 - Ensure that pedestrians and cyclists are not positioned too far back at intersections
 - Create cycling connections to adjacent facilities

Transit

- Future wants and needs:
 - Transit improvements
 - Transit priority signals
 - Dedicated bus lanes

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Traffic and Parking

- Concerns about:
 - Vehicles making unsafe left turns
 - Removal of left turns and access to businesses
- Future wants and needs:
 - Implement traffic calming measures
 - Reduce corner radii
 - Keep the two-way left turn lane
 - More raised medians

Landscaping

- Future wants and needs:
 - Maximize number of trees and greenspace
 - Entrance feature to Alta Vista¹⁵
 - Public gathering spaces
 - Benches along the corridor
 - Interlock sidewalks

Summary of Preliminary Design

Key Design Elements – General

- Typically four lanes, two in each direction with six lanes from Alta Vista Drive to Walkley Road
- Concrete medians (raised and traversable) throughout the corridor with a two-way left turn lane between Randall Avenue and Evans Boulevard.
- Typically a 1.8m wide uni-directional raised cycle tracks with a boulevard next to the roadway.
- Typically a 1.8m or wider concrete sidewalks with a delineator tile strip when adjacent to the cycle track.
- Protected intersections.

Key Design Elements – General

- Tighter corner radii and narrowing of minor side streets
- Improvements to bus shelter locations and loading zone, in consultation with OC Transpo.
- Lighting upgrades to OC Transpo shelters.
- Streetscaping features, including but not limited to new street furniture, streetlights, trees, grassed sections and paver stones.
- Reconstruction of sanitary sewer, storm sewer and replacement of distribution watermains within the project limits.

Landscaping and Streetscaping

The redesign of Bank Street shifts the character and uses of the corridor to prioritize multi-modal transportation and a shared street design. The improved pedestrian, cycling and transit-oriented facilities support the City of Ottawa's goals for sustainability and healthy communities.

Widened sidewalks with accent paving, increased greenspace, new site furnishings, pedestrian scale lighting, and street trees include an optimized separation of uses to create a safer, accessible, inclusive, and more pleasant public realm. Dedicated cycle tracks have been added in both directions to promote active transportation and to provide a safer cycling environment with connections to surrounding communities.

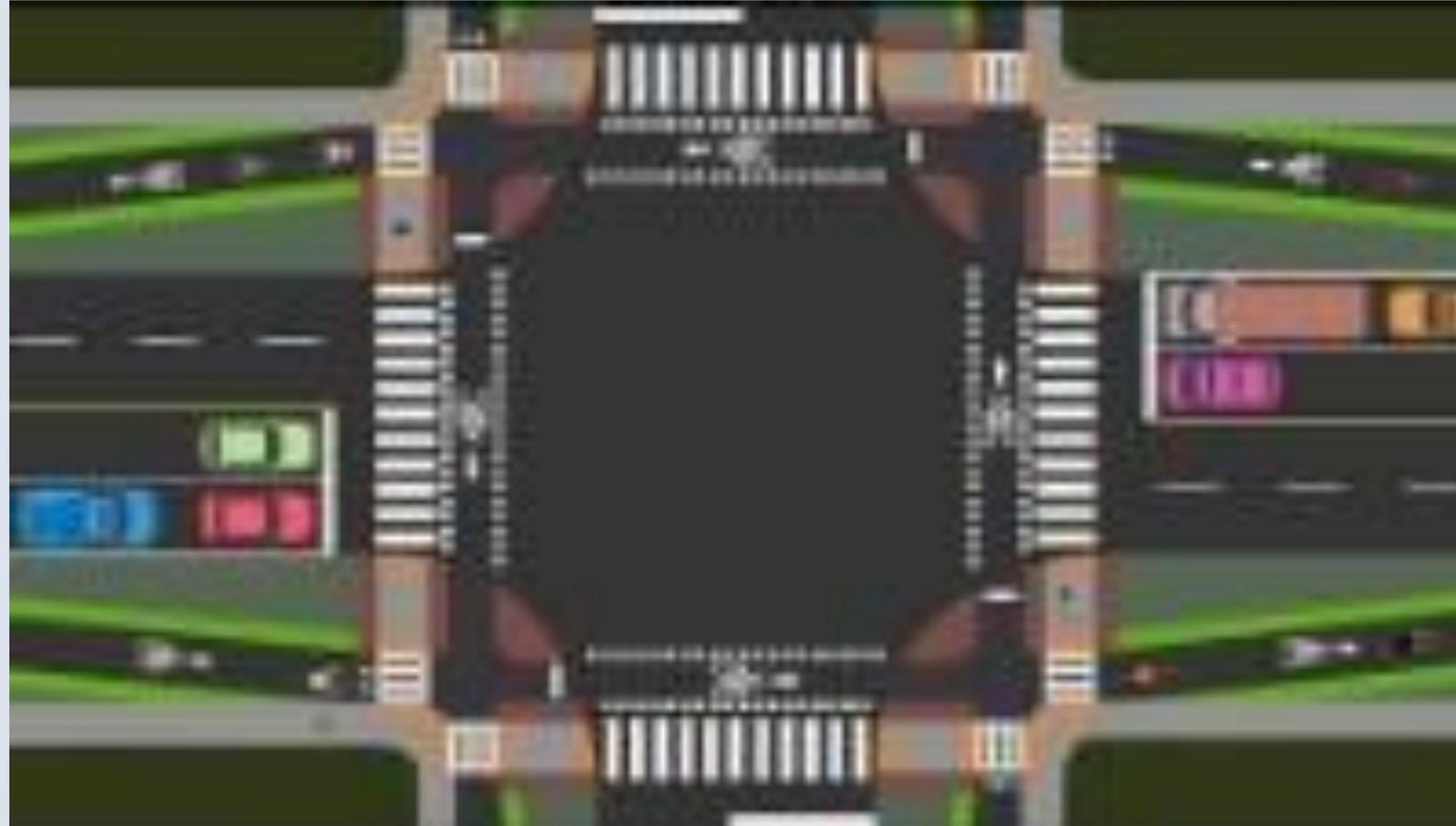
Landscaping and Streetscaping

Urban trees and greenspace have numerous researched benefits. Trees provide wildlife habitat, contribute to the urban forest, and help to reduce urban heat island effects. Trees and greenspace also support individual and community health as a key component of healthy communities. Approximately 200 street trees and 850 m² of plant beds are proposed as part of the streetscape improvements. Trees include planting in both continuous beds and soil cells.

Protected Intersections

- Signal controlled intersection
- Dedicated space and crossings for pedestrians, bicycles and motor vehicles
- Improves safety and comfort
- Minimizes potential conflicts with the following design elements:
 - Corner safety islands
 - Forward stop bars
 - Setback cross-rides and crosswalks
 - Dedicated bicycle signals

Protected Intersections



<https://www.youtube.com/watch?v=Cf4kWI5L1v4>

Accessibility Components

The design will meet the City of Accessibility Design Standards, as well as the ***Accessibility for Ontarians with Disabilities Act (AODA)*** .

Some of the key accessibility components to be included in the design include:

- 1.8m wide pedestrian facilities with delineator tiles placed when adjacent to a cycle track
- Seating areas / rest areas throughout the corridor
- Intersections will include
 - refuge areas for crossing
 - accessible pedestrian signals
 - tactile walking surface indicators (TWSIs).

Accessibility Components

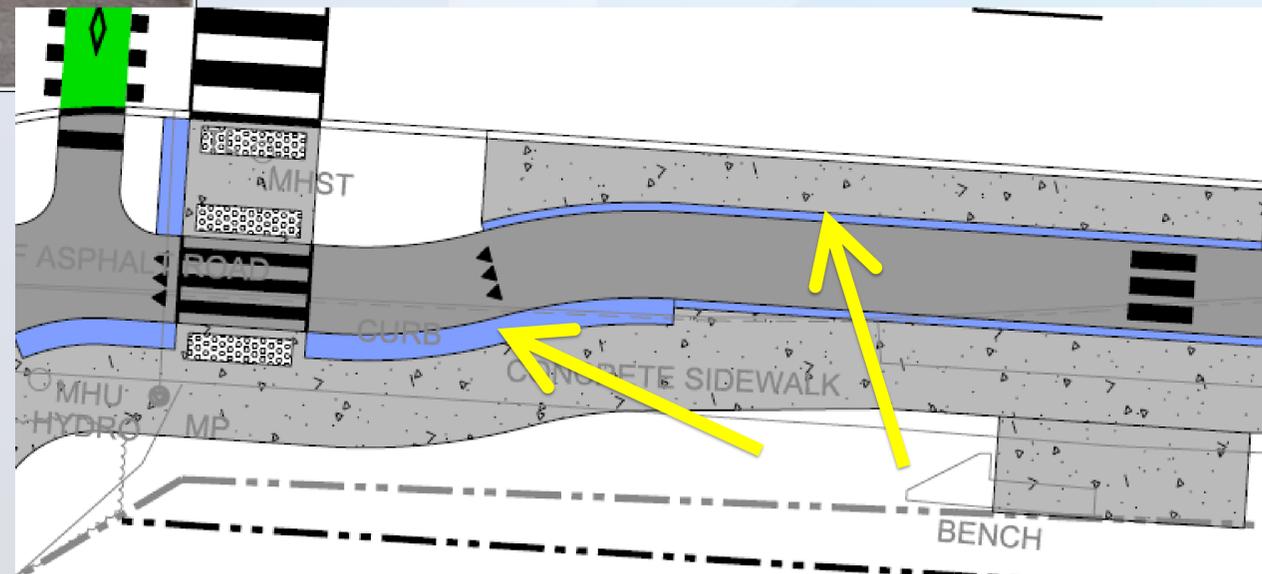
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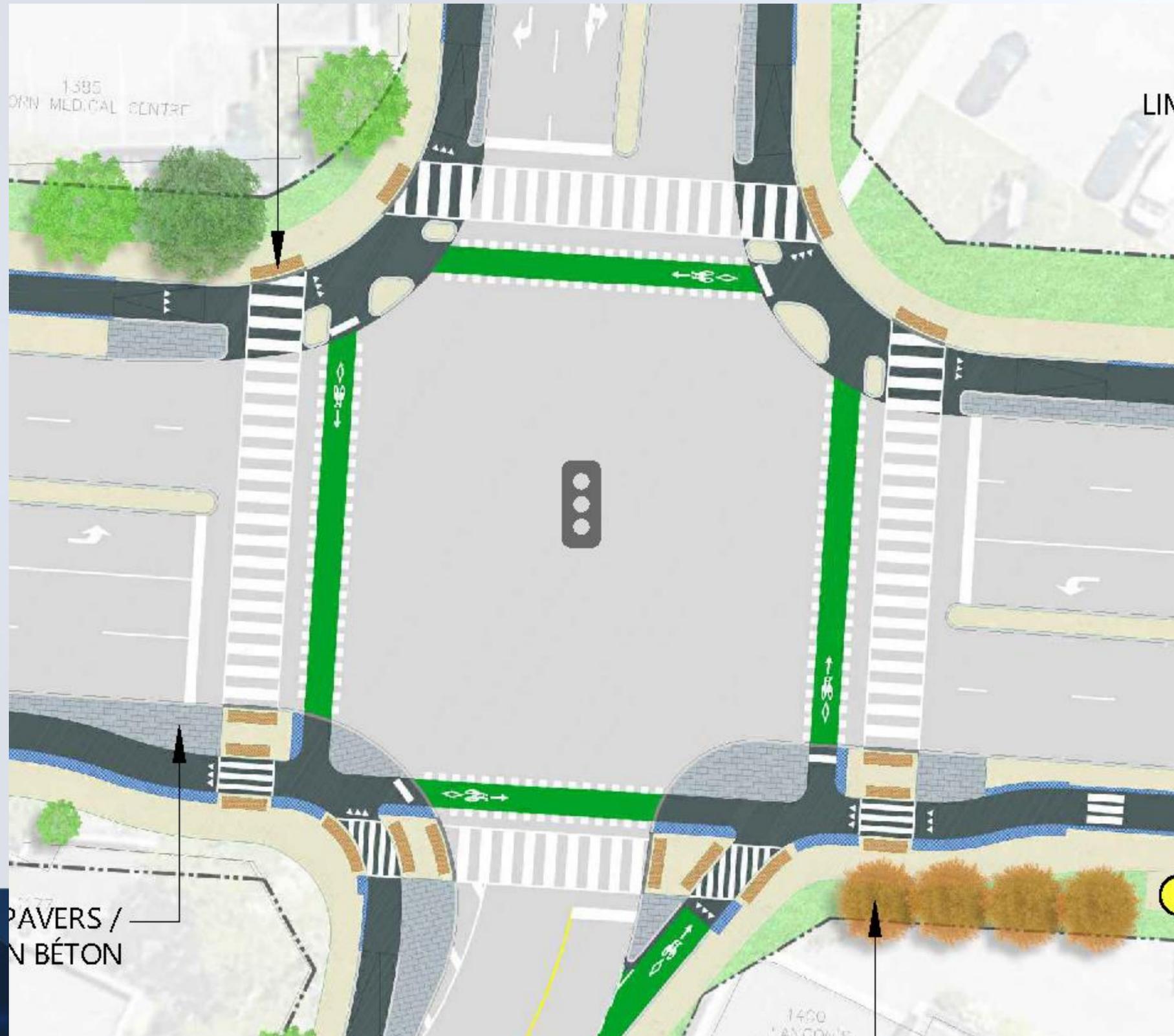
Delineator Tiles



Tactile Walking Surface Indicators (TWSI's)



Signalized Protected Intersections



Local Side Streets



Riverside Drive

(eastbound direction)

Key Design Elements

- Realignment of the Riverside westbound to Riverside eastbound ramp
- Modifications to the Billings Bridge Mall access including the right turn alignment



Bank Street

Riverside (eastbound) to Transitway (Billings Bridge)

Key Design Elements

- Raised centre median with fencing
- Bi-directional cycle track on the west side of Bank to provide more direct connectivity to the Billings Bridge Mall
- Modifications to the Billings Bridge Mall access
- Narrowing of the Transitway Access
- Dedicated left turns to the west and east side properties on Bank and the Transitway

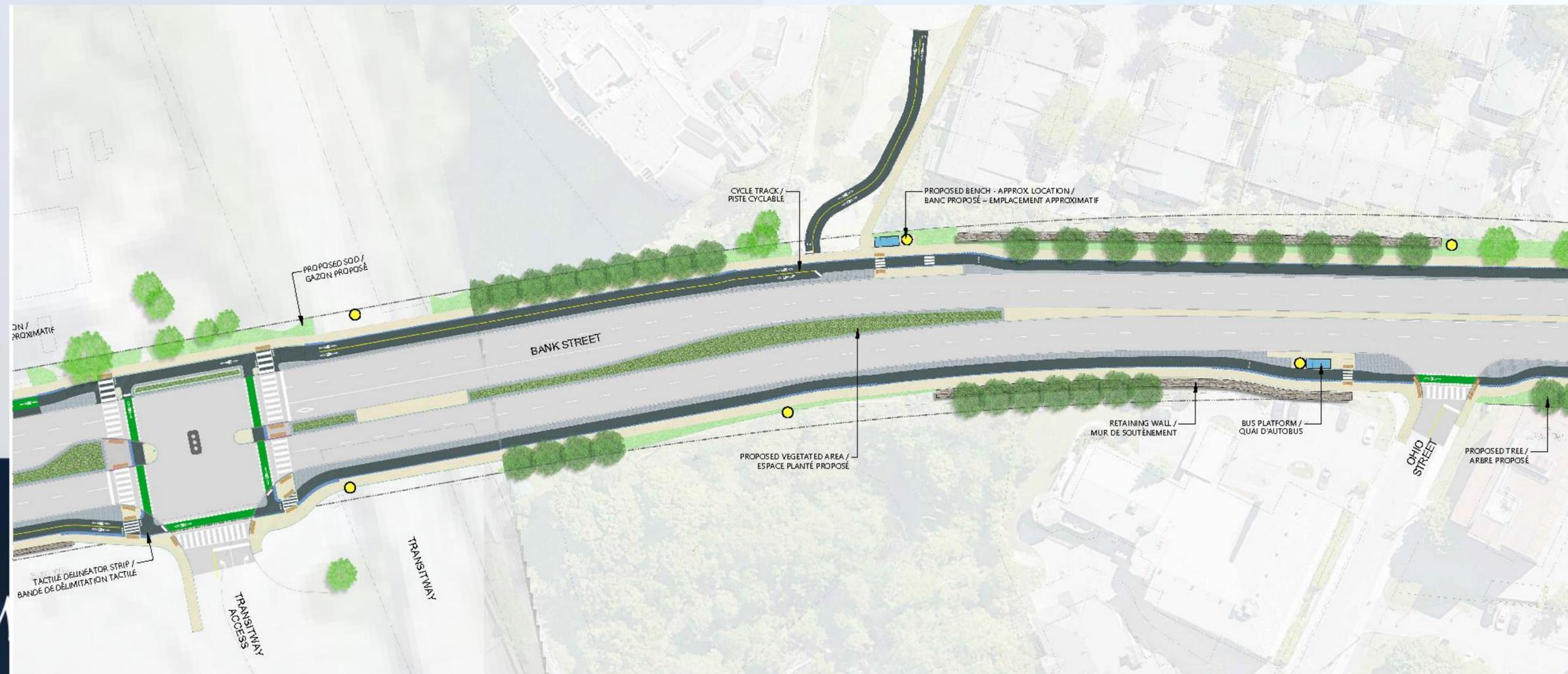


Bank Street

Transitway (Billings Bridge) to Ohio Street

Key Design Elements

- Rehabilitation of Bank Street Sawmill Creek culvert
- Raised centre median
- 3.5m wide curb lane and 3.25m wide centre lane
- New cycling connection from Bank to Kilborn Place and reconstruction of the pedestrian facilities
- Bi-directional cycling connection on the east side from Kilborn Place to the Transitway to provide better connectivity to the Billings Bridge Mall
- Reconstruction of the retaining walls on both the east and west side

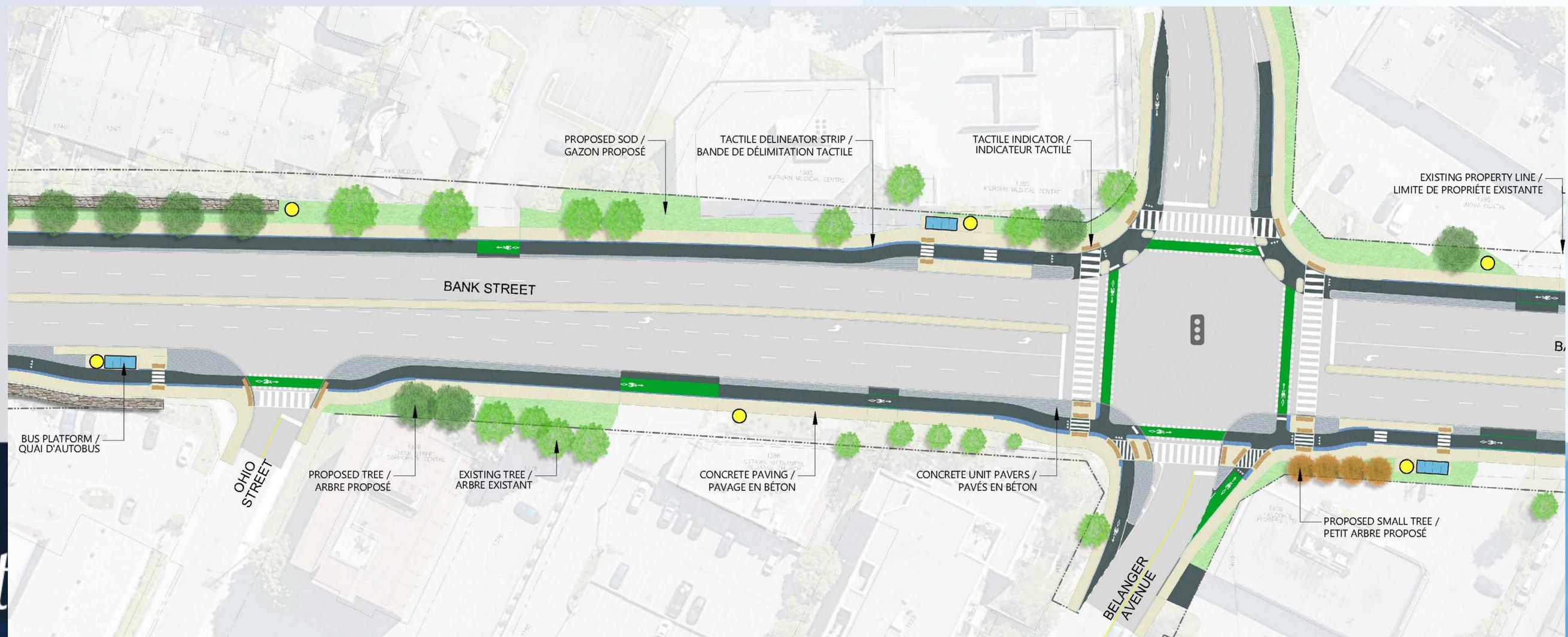


Bank Street

Ohio Street to Lamira Street/Belanger Avenue

Key Design Elements

- Dedicated left turn lanes to Lamira and Belanger
- Raised centre median
- 3.5m wide curb lane and 3.25m wide centre lane
- Cycling ramps for cyclists to transition from on road to the raised cycle track facilities on Lamira and Belanger
- Narrowing of Lamira and Belanger at Bank

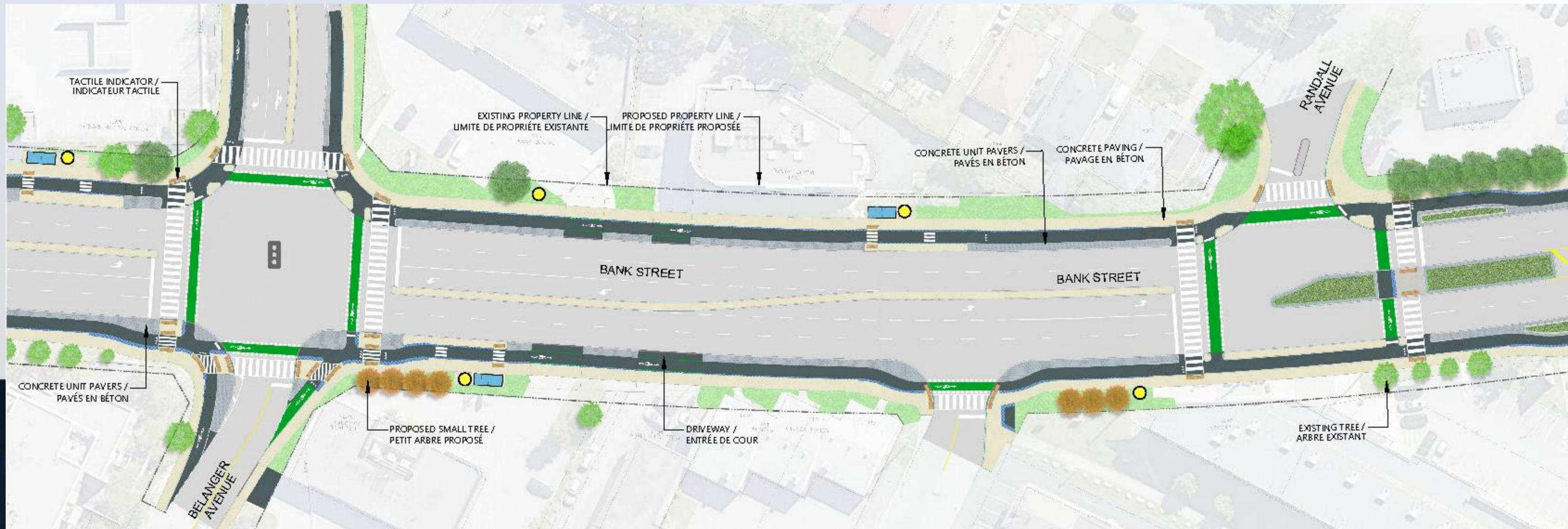


Bank Street

Lamira Street /Belanger Avenue to Randall Avenue

Key Design Elements

- Raised centre median
- 3.5m wide curb lane and 3.25m wide centre lane
- Dedicated left turn lane from Bank to Randall
- Narrowing of Rockingham and Randall at Bank
- Traversable median on Randall
- Maintaining prohibition of the left turn from Randall to Bank



Bank Street

Randall Avenue to Karn Place

Key Design Elements

- Relocated access to the Blue Heron Mall with new traffic signal
- 3.5m wide curb lane and 3.25m wide centre lane
- 4.75m wide two way left turn lane with short raised median at the Blue Heron Mall access
- Left turn access to properties on the east and west side of Bank at the new Blue Heron Mall signal



Bank Street

Karn Place to Heron Road

Key Design Elements

- 3.5m wide curb lane and 3.25m wide centre lane
- 4.75m wide two way left turn lane between Karn and Evans with a raised concrete median for the remainder of the section
- Left turn lane from Bank to Cecil with left turn access prohibited off Cecil onto Bank
- Double left turn lanes from Bank to Heron and single left turn lanes from Heron to Bank
- The north east corner at Heron and Bank currently has a mixed space where cyclists will be required to dismount and walk however the design of this corner is still under review.
- Narrowing of Evans and Cecil at Bank
- Removal of the right turn channelization at Heron and truck aprons proposed where appropriate.



Heron Road

Key Design Elements

- Connections to cycling facilities to the west being constructed by others.
- Cycling ramps for cyclists to transition from on road to the raised cycle track facilities on Heron.



Bank Street

Heron Road to Erie Avenue

Key Design Elements

- Raised median from Heron to Collins
- 4.0m – 6.0m wide traversable median from Collins to Erie
- 3.5m wide curb lane and 3.25m wide centre lane
- Narrowing of Anoka, Collins, Ridgemont and Portland at Bank
- Dedicated left turn lane from Bank to Erie
- Bi-direction cycle track on the west side of Bank to connect to an existing multi-use pathway.



Bank Street

Erie Avenue to Alta Vista Drive

Key Design Elements

- Primarily a 4.7m wide traversable median with a section of raised median at Erie and Alta Vista
- 3.5m wide curb lane and 3.25m wide centre lane
- Replacement of the right turn channel with a proposed truck apron at the south east corner of the Alta Vista intersection however this intersection is still under further review.
- Narrowing of the Jim Tubman access at Alta Vista.
- Extended median on the south leg of the Alta Vista intersection to deter left out turn movements from the Enterprise Car Rental property
- Dedicated left turn lanes at Alta Vista and a northbound dedicated right turn lane



Alta Vista Drive

Key Design Elements

- Continuation of raised cycle tracks to connector to future on road cycling facilities
- Cycling ramps for cyclists to transition from on road to the raised cycle track facilities on Alta Vista

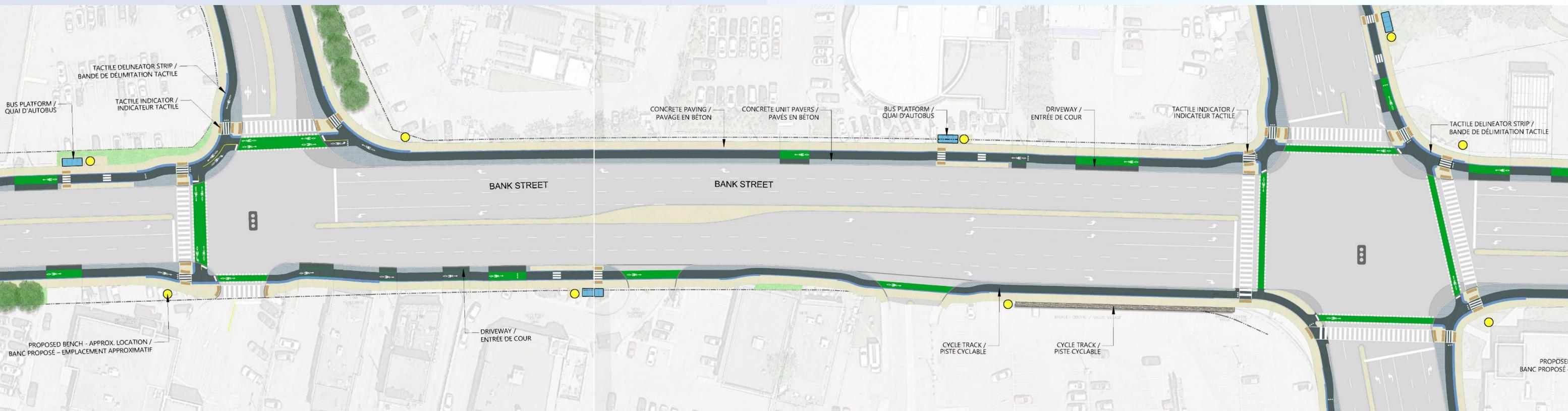


Bank Street

Alta Vista Drive to Walkley Road

Key Design Elements

- Six lane cross section
- 3.5m wide curb lane and 3.25m wide centre lanes
- Raised concrete median
- Third southbound lane develops south of the Alta Vista intersection
- Dedicated dual left turn lanes on all legs of the Bank and Walkley intersection
- Dedicated northbound and southbound right turn lanes on Bank to Walkley



Walkley Road

Key Design Elements

- Cycling ramps for cyclists to transition from on road to the raised cycle track facilities on Walkley



Bank Street

Walkley Road to Notting Hill Avenue

Key Design Elements

- Raised centre median
- 3.5m wide curb lane and 3.25m wide centre lanes
- Narrowing of Surrey and Notting Hill at Bank
- Proposed pedestrian signal on the south leg of the Notting Hill intersection with a bi-directional cross ride however intersection is still under review
- Connection to the proposed pathway to the future Walkley LRT Station



Bank Street

Notting Hill Avenue to south of Kitchener Avenue

Key Design Elements

- 3.5m wide curb lane and 3.25m wide centre lanes
- 5.0m wide traversable median between Notting Hill and Foxbar
- Narrowing of Vancouver, Foxbar and St. Paul at Bank
- Dedicated left turn lane into the LCBO
- Raised centre median between Foxbar and Kitchener
- Improved cycling and pedestrian connections south of Kitchener across the ramps



Final Comments

Schedule

- Detail Design Completion **Winter 2021**
- Detail Design Public Information Session **late Fall 2021**
- Tender **Winter 2022**
- Commence Construction **early Spring 2022**

Construction is planned to be phased in multiple contracts. Construction timelines will be dependent on future budget approval and coordination with other infrastructure projects across the City. The construction phase of this project will occur over multiple years.

Next Steps – Consultation

The City is committed to keeping the community informed throughout this project.

Additional opportunities to inform and engage residents and businesses will be organized including future information sessions and public advisory committees.

Stay up to date on the project by following the project website and signing up for the project email updates:

ottawa.ca/bankstreet

Thank You!

Thank you for your attendance. We encourage you to provide your comments by email or in writing to the project contacts by April 29, 2021.

All information/comments received will be maintained on file for use during the design and may be included in design documentation. With the exception of personal information, all comments will become part of the public record.

Accessible formats and communication supports are available, upon request, at the following link:
www.ottawa.ca/accessibleformat

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