

**Table 1 – Summary of Received Written Responses**

Received Comments	Response
<b>1.0 GENERAL</b>	
Concern regarding Leitrim intersection not being part of the project.	The Leitrim Road and Bank Street intersection is not included in the scope of this project but is scheduled to begin the design phase in summer 2024.
Why was this project not done 20 years ago?	The widening and urbanization of Bank Street is required due to the on-going and future growth expected in the area.
Concern regarding disruptions to water, hydro and/or gas within the adjacent community due to construction on Bank Street.	Short duration (4-8 hour) disruptions of utilities could be experienced through construction to facilitate the isolation of and transfer of the utility for construction for properties on or immediately adjacent to Bank Street.
We have concerns regarding the visibility issue when turning left from Bank Street to Shuttleworth Drive (southbound) as well as turning left from Bank Street onto the Findlay Creek Plaza (Canadian Tire). Currently, due to the single lane and the design of the street it is very difficult to see oncoming traffic when turning left, especially if there are oncoming cars turning left as well. This turns into a guessing game where you advance further to be able to see oncoming high-speed traffic. Suggested to take measure either by street widening or by considering an advance green light for traffic turning left.	The proposed intersection modifications and widening should improve the visibility for left turning vehicles. This comment has been noted and the traffic signal phasing will be reviewed to ensure optimization.
<b>2.0 PEDESTRIAN/CYCLING</b>	
We have concerns regarding the sidewalk and cycle track not being connected to facilities located within the community. Users are less likely to access and use the new facilities on Bank Street if there are no or unsafe facilities connecting them.	Any facilities that currently connect to Bank Street or are present on the side streets connecting to this project have been identified and connections provided. The connection of missing links within the community is out of the scope of this project.
Why are there no plans to connect the sidewalk on Sora Way / Labrador Crescent or on Eric Maloney Way to the new sidewalk on Bank Street?	The scope of work did not include new connections to the adjacent streets, but options were reviewed. It was determined that the grade difference between the proposed facilities and the existing facilities on the side streets would not be suitable for a AODA compliant connection.
We have concerns regarding the gravel bike path between Leitrim Road and Conroy Road as the proposed bike path ends at Leitrim Road. Suggested to pave the gravel bike path or extend the current bike path design to Conroy Road.	The cycle facilities from the termination south of Leitrim Road to Conroy Road is not included in the scope of this project but is included in the scope of work for the Bank Street and Leitrim Road intersection that is scheduled to begin the design phase in summer 2024.

<b>3.0 ROADWAY, TRAFFIC AND PARKING</b>	
We have concerns regarding delays at the Bank Street and Findlay Creek Drive intersection for traffic turning right onto Bank Street as traffic going through is blocking the traffic turning right. Suggested to install right turn lane.	As part of this design assignment, a detailed traffic analysis was completed for each intersection to help identify the current and future concerns as well as the facilities and signal requirements to help the intersection function optimally. It is believed that the addition of the dual left turn lanes, will alleviate much of the congestion on this leg of the intersection decreasing the delays currently experienced by the lower volume of through and right turning vehicles. On-going reviews of the signal timing will be complete following construction to ensure optimization.
We have concerns regarding half-height curb not being in place at entrances. We believe it would help reduce speed, collisions, and pedestrian priority.	All entrances have been designed in accordance with the City of Ottawa standard drawings and include continuous sidewalks.
We have concerns regarding a continuous sidewalk not being in place at entrance/exit at the shopping plaza on Findlay creek/Bank Street.	The drawings have been revised to include a continuous sidewalk at all entrances including the entrance to the Findlay Creek Center on Bank Street.
Will the intersection at Bank Street and Miikana Road/Blais Road to be closed during the entire construction period?	Closures of side streets are to be staged to ensure minimal disruptions. The Miikana Road and Blais Road intersection will remain open while Bank Street is closed north of the intersection. Staged closures of the intersection will be required to complete the installation of the underground works but will be short duration.
We have concerns regarding the smart channel as it appears to be dangerous to pedestrians and cyclists. Can more information be provided as to why a smart channel has been chosen for the Findlay Creek and Miikana Road intersections?	As part of this design assignment, a detailed traffic analysis was completed that highlighted the current and existing high volumes of right turning vehicles at these two locations. Regular turn lanes would result in significant traffic back-up and as such smart channels were proposed. Smart channels are a recommended option provided in the Protected Intersection Design Guidelines for situations such as these.
<b>4.0 UTILITIES</b>	
We would like to request a storm sewer system be installed on Analdea Drive.	This request is outside the scope of work of this design assignment.