

Attachment 13

Summary of Public Comments

Bank Street Renewal – Riverside Drive North to Ledbury Avenue

| Summary of Comment | | Ward | Response |
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| 1.0 Process | | | |
| 1.1 | Concern that there was not enough previous consultation before this public open house. | All Wards | Comment noted. An initial round of consultation was held with the Public & Business Group Committee and Technical Advisory Committee for the project in June 2016. A second round of meetings was held with these groups in November just prior to the Public Open House. |
| 1.2 | Distrust for the TRANS model forecasting a decrease in vehicle use. | N/A | Comment noted. The TRANS regional transportation and travel demand model provides future traffic volumes for most planning projects in the National Capital Region. |
| 2.0 Bank Street Renewal – Alternatives and Recommended Plan | | | |
| 2.1 | Concern that there are not enough trees being added to the cross-sections and that street furniture should be incorporated. | All Wards | Similar comment was raised by City staff. The plan has been reviewed in detail and additional opportunities for landscaping / streetscaping are being incorporated where possible. The redevelopment of adjacent properties will provide further opportunities for improving the ROW edge. |
| 2.2 | Concern regarding snow removal for the new street configuration; ensure snow removal can be done easily. | All Wards | Comment noted. The proposed cross-section for Bank Street will become the standard for more projects across the City. Snow removal and maintenance are City-wide policies that take specific corridors and roadway treatments into consideration. |
| 2.3 | Concern regarding connectivity for the proposed north-south road projects in the City (there are currently 3). | All Wards | Adjacent City projects are considered through the future traffic volumes for Bank Street provided through the TRANS model. The model considers the timing and implications of these projects. It is noted that there are currently no plans for a similar renewal project along Walkley Road. However, the Bank Street Renewal does consider the community connectivity recommendations as part of the Stage 2 LRT consultations, for example. |
| 2.4 | Appreciate the efforts in the inclusion of all modes of transportation for this project, particularly for cyclists and pedestrians. | All Wards | Comment noted. |
| 2.5 | Concern regarding improvements to traffic if there is a | All Wards | In general, the number of traffic lanes (including turning |

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| | reduction/narrowing of lanes. | | lanes at intersections) is maintained and is supported by detailed traffic analysis of the Recommended Plan. The proposed width of the lanes (i.e. narrowing) is in-line with TAC guidelines and City standards/policies. |
| 2.6 | Concern with weaving movement design at Riverside Drive will not improve traffic. | Ward 16, 17 | Comment noted. The traffic and collision analysis undertaken as part of the Study does indicate some improvement. |
| 2.7 | Appreciate the efforts in integrating more landscaping, such as trees. | All Wards | Comment noted. |
| 2.8 | Concern that landscaping should use plants that are native to the region. | All Wards | Comment noted. The team's landscape architects will review the proposed plant species for opportunities to incorporate native species. |
| 2.9 | Would like to see 1 lane of traffic in each direction for vehicles, and 1 left-turn lane in each direction, if needed and the remaining space used for active modes of transportation (bikes/pedestrians). | All Wards | Even with the future reduction in traffic volumes identified by the TRANS model, a minimum of two lanes of through traffic in each direction are required to meet the demand. The ultimate ROW width permits the inclusion of sidewalks, cycle tracks and the required traffic lanes. |
| 2.10 | Concern regarding the addition of cycling facilities having a direct negative impact on vehicle traffic. | All Wards | In general, the number of traffic lanes is being maintained with the additional of cycling facilities. Intersections are have been designed per current guidelines and City standards with respect to cycling and pedestrian facilities. |
| 2.11 | Concern regarding upkeep of landscaping, such as trees (that they will be neglected). | All Wards | Comment noted. In general, "low maintenance" considerations are incorporated into the landscaping design. Requirements for future maintenance activities will be subject to City policies at the time. |
| 2.12 | Concern regarding reduction to access 1579-1969 Bank Street due to implementation of medians. | Ward 16, 18 | Full-height medians are proposed only for portions of Bank Street between Riverside and Ledbury. The remainder will see a depressed median treatment that will continue to permit full access to some of the properties noted in the comment. A table summarizing the impacts was shown at the open house and indicated a reduction in all-direction access to approximately 19 properties. In general, the existing all-way access is proposed to be reduced to right-in/right-out only. Alternative access would be provided via U-turns at the nearest intersection. |
| 2.13 | Appreciate in the effort in improving the weave movement by Riverside Drive. | Ward 16, 17 | Comment noted. |
| 2.14 | Don't remove the two way left turn lane (TWLTL). No observed collisions due to misuse of the TWLTL. Concerned real reason for TWLTL removal is to | All Wards | The primary reason for removing the TWLTL is actually to improve the overall aesthetics of Bank Street to better suit its designation as an arterial main street and is in-line |

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| | <p>reallocate space to other uses. The removal will be a threat to local businesses, and will result in more U-turns at intersections. The two way left turn lane has been a life saver for emergency vehicles responding to calls when Bank Street is congested.</p> | | <p>with the recommendations of the Bank Street Community Design Plan. The intent is to visually break-up the existing width (four vehicle lanes plus TWLTL) of asphalt with a concrete median. In addition, our collision analysis shows high collision rates in the segments with TWLTLs. The existing TWLTL width varies from approximately 3.5m-6.0m and the proposed raised median with left-turn lanes or concrete median takes up 4.5-5.0m; therefore very little roadway width is gained for other users by removing the TWLTL. The concern regarding the increase in U-turn traffic is valid; however, a relatively low number of businesses will lose left-turn access and the increase in U-turn traffic is anticipated to be relatively minor. Areas with depressed medians will have the same function as the existing TWLTL in terms of allowing emergency vehicles to bypass potentially congested traffic lanes. Areas with raised medians would be no different than the situation along any other City arterial roadway in terms of emergency vehicles response.</p> |
| 2.15 | <p>Develop the old CPR right of way as a service road with adequate parking spaces behind current businesses to provide access to these businesses. How does the City expect these businesses to be viable after the construction period? This is a case of putting the 'cart before the horse' and it will have negative consequences.</p> | All Wards | <p>The City has no plans at this time to develop the old CPR ROW as a service road. The Bank Street Community Design Plan identifies the CPR ROW as a linear parkway opportunity. The City continues to work with private landowners (most recently 1161 Heron Road) to develop this facility. Service roads and parking at the rear of properties are recommended as well in the Community Design Plan. Wildwood Avenue, for example, which is a private roadway, could potentially be used as a service road. The City will continue to work with property owners through the development application and site approval processes to determine if this is feasible.</p> |
| 2.16 | <p>The segregated cycling lanes are a good idea, but there is still confusion over who does what and when at crossover points and intersections.</p> | All Wards | <p>Vehicles turning right are expected to yield to through cyclists on their right. The City of Ottawa has education programs such as the Cycling Safety Awareness Program and other on-line resources that provide information on elements such as sharrows and bike boxes. As the City continues to implement new cycling infrastructure, these materials and programs will be expanded and users will also become more familiar with their use as similar projects are completed throughout the</p> |

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| | | | City. The approach to the design for Bank Street has been to design all intersections in a consistent manner and in support of the latest City and Provincial design standards for cycling infrastructure. Additional details are provided in the Ontario Traffic Manual – Book 18 – Cycling Facilities (figure 4.87, for example). |
| 2.17 | The intersection of Alta Vista and Bank Street design does not allow for entry and exit points into the two shopping centres. The City needs to include better road controls for the entry and exit points at the two shopping centres, or the intersection will continue to have problems. | Ward 17, 18 | Unfortunately, a direct connection to the two shopping centres from the Alta Vista and Bank Street intersection is not feasible. The unsignalized intersection of Alta Vista and the two shopping centres is also too close to Bank Street for signalization or for a roundabout treatment. |
| 2.18 | Does the City plan to guarantee to protect or make alternative entrances and exits to businesses on Bank St. as a result of eliminating left turns in and out of business properties? | All Wards | Many businesses that will see their left-in/left-out access restricted already have alternative accesses on Bank Street or on side streets. While the utmost efforts will be made to accommodate businesses' individual concerns regarding access, maintaining full access to all properties is simply not possible with the proposed design. |
| 2.19 | Bank Street has been identified as a main gateway into the City. In the new plan, visitors to the City will need to stop and learn the complex set of rules for interacting before heading north on Bank Street. | All Wards | The design for Bank Street reflects the latest City and Provincial standards for cycling and pedestrian facilities and is consistent with recent designs for Churchill Avenue, Robert Grant Avenue, Main Street and Baseline Road, for examples |
| 2.20 | We are interested to know the timeline to implement the raised median in areas where the flush median is being considered, if any timeline has been proposed. | All Wards | There is no specific timeline to implement raised medians in the locations where the depressed median is currently proposed. Raised medians will be implemented as adjacent properties are redeveloped over time and accesses are consolidated and / or reduced. |
| 3.0 Intersection Improvements – Alternatives and Recommended Functional Plan | | | |
| 3.1 | Inquiry regarding the construction of medians and encouraging jaywalkers to use medians as refuge. | All Wards | Regardless of the presence of a median, the traffic volumes along and distance across Bank Street should be enough to discourage jaywalking. The proposed section is no different than many arterial roadways across the City. The Recommended Functional Plan includes signalized intersections at regular intervals to facilitate pedestrian crossings. |
| 3.2 | Concern regarding the removal of pedestrian islands and the impact on pedestrian safety this will have at the intersection of Heron Road and Bank Street as well as Walkley Road and Bank Street. | All Wards | It is noted that the Recommended Functional Plan does include the removal of the existing right turn channel islands in the NE and SE quadrants of the Bank / Walkley intersection. However, the actual pedestrian crossing |

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| | | | distances are generally not increased. Similarly at Bank / Heron, the existing right turn channel islands in the NW and SW quadrants are being removed. Again, with the exception of the west pedestrian crossing, the crossing lengths do not increase. The west crossing is approximately 5m longer than the existing. Also, in conjunction with the implementation of crossrides at the intersections, the crosswalks are pulled away from the intersection itself thus providing increased visibility of pedestrians by turning vehicles. |
| 3.3 | Appreciate the design of the crossride at Riverside Drive North by the bridge. | Ward 16, 17 | Comment noted. |
| 3.4 | Option 1 for Blue Heron Mall intersection is preferred. | Ward 17, 18 | Comment noted. Through further consultation with the land owners it was agreed the best location for the new signal would be adjacent to the Colonnade Pizza-1525 Bank Street. |
| 3.5 | Inquiry into improving signal lights and sounds for visually and hearing impaired residents/pedestrians. | All Wards | All intersections will be fully reconstructed to latest AODA standards. |
| 3.6 | Appreciate the efforts in improving safety for all mode users at the intersection of Blue Heron Mall. | Ward 17, 18 | Comment noted. |
| 3.7 | Concern regarding width of Randall intersection at Bank too wide; NB and SB turning movements are completed at fairly high speeds. Narrowing this intersection will reduce vehicle speeds. | Ward 17, 18 | The geometry of the Randall intersection has been narrowed slightly as part of the Recommended Functional Plan and a centre median on Randall has been included as well that should help reduce speeds; particular for the traffic then accessing Utah Street. |
| 3.8 | Suggest implementation of a pedestrian crossing at Bank Street and Evans Blvd to connect the neighbourhood east of Bank around Evans Blvd to the shops and services. | Ward 17, 18 | A new signalized intersection is proposed at the Blue Heron Mall and 1525 Bank Street as part of the Recommended Functional Plan. The full signal will allow pedestrian crossings within proximity of the Evans Boulevard Intersection. |
| 3.9 | Suggest a one-way right-in entrance to Blue Heron Mall from Bank Street and one-way right-out exit from Evans Ave, and implement a signalized intersection at Evans Ave. | Ward 17 | Unfortunately the offset alignments of Evans Ave and Evans Boulevard preclude the installation of intersection at that location. |
| 3.10 | Suggest including an advanced green light for cyclists at Riverside Drive North and Bank Street, Walkley Road and Bank Street, and Heron Road and Bank Street. | All Wards | Comment noted and will be included in the Study documentation. Signal timing will be confirmed during future design phases. |
| 3.11 | Suggest including landscaping on the SW corner of Belanger Ave and Bank Street. | Ward 17 | We will review for additional landscaping opportunities at that corner. |
| 3.12 | Strongly opposed to the removal of left-turn onto Randall | Ward 17, 18 | The SB left turn lane is not removed in the |

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| | Ave going SB on Bank Street. | | Recommended Functional Plan. |
| 3.13 | Concern regarding increased number of collisions at Cecil Avenue with the construction of 1161 Heron Road. | Ward 17 | Comment forwarded to City Planning Staff as the traffic impacts for the proposed development at 1161 Heron Road are being reviewed separate as part of the Site Plan Approval process with the City. However, based on the findings of the Traffic Impact Study completed by the Developer, the proposed development was determined to generate 18 new strips entering and 54 trips exiting the site in the AM peak hour and 51 new trips entering and 33 trips exiting the site during the PM peak hour. Of these trips, the majority are anticipated to exit the site via Heron Road and not along Cecil. The traffic analysis indicates that both intersections would continue to operate at an acceptable level of service and that no changes to the Bank/Cecil intersection are required as part of the development. In terms of the Bank Street Renewal Study, the intersection of Bank / Cecil was identified as having a relatively high rate of collision compared to other unsignalized intersections along the corridor. The recommended design will be to restrict the eastbound left turns from Cecil to Bank thus limiting traffic to right-in/right-out only and left in. |
| 3.14 | Concern regarding reconfiguration of Heron Road and the impact of the driveway at 1161 Heron Road will have. It seems 1161 Heron Road was not considered in the design. | Ward 17 | The proposed development at 1161 Heron Road is currently undergoing a separate review as part of Site Plan Approval with the City and is located just outside of our project limits. We also understand that the City is reviewing the potential for the implementation of transit and cycling improvements along Heron Road as part of a separate project. Consequently, the Recommended Functional Plan for Bank Street is truncated just west of Bank given the uncertainty of the scope and timing of these proposed developments. |
| 3.15 | Concern regarding addition of landscaping/vegetation will not be properly maintained. | All Wards | See response to 2.11 above. |
| 3.16 | Concern regarding traffic signal coordination is not fully developed for the corridor and will hinder smooth traffic operations. | All Wards | Comment is noted and will be included in the Study documentation. Traffic signal timings and coordination will only be determined during the detail design phase. |
| 3.17 | At Billings Bridge intersection, there should be a bike lane stop line mirrored exactly on both sides. | Ward 17, 18 | We assume this comment refers to the Billings Bridge Transitway intersection where there is a different treatment on the west side of Bank Street for cyclists who |

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| | | | must cross the Transitway compared to the east side where the cycle track is continuous adjacent to the intersection. A yield line is shown on the east side of the intersection, whereas no stop line is shown on the west side. This is in-line with current City of Ottawa standards but we note that all pavement markings and signage will be further advanced and reviewed during the detail design phase. |
| 3.18 | Any pedestrian crossing between Kitchener and Walkley to be between the streets and not at any intersection and controlled by lights on demand as the number of people crossing is low and infrequent and which will allow smoother traffic flow. Our analysis shows that while the distance between the current two crossings is less than a two/three minute walk the dynamics of those crossing in terms of distance traveled is essentially equidistant or marginally extra and any inconvenience is more perceived than real. | Ward 16 | The relatively short north-south blocks along this portion of Bank Street makes placement of a mid-block crossing difficult. Any new crossing will be designed to not encourage additional traffic on Notting Hill Avenue or Vancouver Avenue. "On-demand" crossing actuation will be considered for any signal timing plans determined during the detail design phase. |
| 3.19 | That the traffic island be raised and continuous from just below the bridge to Walkley, with no lowered sections and no turning lanes crossing Northbound traffic. Currently there are lights at Kitchener and Bank with signs posted prohibiting turns which are routinely ignored. Ottawa Police have informed us they do not have the ability nor consider it a priority to enforce. Observation also shows that a large amount of traffic is from outside the immediate community consisting of cars seeking to avoid the Bank/Walkley intersection while traveling in either direction. While this may seem restrictive it keeps with the general trend of compromise with those passing by or through our community from outlying areas. We can provide numerous examples in the city, in the immediate area and further afield. | Ward 16 | Implementing a continuous median between Walkley Road and Kitchener Avenue would direct all left-turn traffic entering and exiting the neighborhood to either Kitchener Avenue or Banff Avenue, which we do not believe would be welcomed by the Community. In addition, a continuous raised median would result in an undesirable increase in U-turns at the intersections of Bank Street at Walkley Road and Bank Street at Kitchener Avenue. We would suggest that the proposed mixture of depressed and raised median is a good compromise that does remove some of the southbound lefts but also maintains some all-way access to the existing properties to the east. We note that there is a southbound left-turn lane for every side street from Surrey Avenue to St. Paul Avenue currently. |
| 3.20 | This plan is for the next 50 years; there are many open lots, large lots with small foot print buildings and buildings/sites ripe for ambitious development. Any one or a combination of which could cause a pattern of traffic flow that is harmful to our community. By putting these measures in place now we head-off any entanglements with future construction/development which might create | All Wards | The impact of individual future developments will be determined by the development application process and transportation impact assessments, with guidance from the Bank Street Community Design Plan. Recognizing that Bank Street will be reconstructed in the short term however, there is a need to balance both existing requirements and future opportunities along the roadway. |

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| | worse problems. | | |
| 3.21 | This median should not be of the type that can easily be driven over. Developers who have made assurances and guarantees have been known to renege on them – such as Home Depot or LCBO whose tractor trailers drive down Banff Avenue to access their entrance. | Ward 16 | The median from Kitchener Avenue to Walkley Road will be a mixture of depressed and raised median. Sections of depressed median may become raised median as businesses re-develop and consolidate accesses. |
| 3.22 | Smart lighting concepts should be considered. | All Wards | Comment noted. The streetlighting design will be undertaken as part of future phases of the project and will incorporate current City and other standards. Current City practice is for LED lighting. |
| 3.23 | Concern regarding vehicles going through red light outside of peak hours not wanting to wait for the next cycle of lights due to pedestrian crossing signals, when there are no pedestrians. | All Wards | Comment noted and will be forwarded to City Traffic Safety for further review. Red light running is an education and enforcement issue for the City. |
| 3.24 | Concern regarding the exit of Billings Bridge Shopping Centre by the McDonalds and seeking a way to improve the existing conditions. | Ward 16, 17 | The Recommended Functional Plan includes improvements to the Bank Street / Billings Bridge intersection by restricting the left-out movement, narrowing the width of the access and removing the existing right turn channel. |
| 3.25 | Suggest spending money on off-street cycling trails like Sawmill Creek instead of on-street cycling facilities. | All Wards | The City's Cycling Plan identifies facilities both along Bank Street as well as parallel corridors including Sawmill Creek. Each project is subject to its own timing and funding for implementation. |
| 3.26 | Suggest closing access from Bank Street to Portland and Vancouver. | Ward 16 | Full access to both Vancouver and Portland is being maintained as part of the Recommended Functional Plan. A depressed median will be constructed opposite each of the sidestreets. |
| 3.27 | Intersection of Bank Street and Walkley Road should be narrowed. | Ward 17, 18 | In order to maintain an acceptable level of service for traffic and transit at the Bank and Walkley intersection, it is not possible to reduce the number of lanes. The proposed intersection geometry incorporates minimum width lanes along with new pedestrian and cyclist facilities. |
| 3.28 | Request for pedestrian signal at Billings Bridge (opposite apartment building) | Wards 16, 17 | Pedestrians can cross Bank Street at either the Transitway or Riverside Drive South intersections. Due to the spacing of these two intersections (i.e. less than 150m apart), a third intersection (pedestrian signal) cannot be introduced between them. |
| 4.0 Implementation | | | |
| 4.1 | Inquiry regarding timing and phasing of the | N/A | Following approval of the Recommended Functional |

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| | Recommended Plan | | Plan, the City will initiate the preliminary and detail design phase. It is anticipated that construction for the first phase of construction between Riverside and Heron would begin in 2019. Timing for the second phase of construction is to be determined. |
| 4.2 | Concern about impact of construction to local businesses. Inquiry about compensation to affected businesses. | All Wards | Impacts to local businesses and the travelling public in general are unavoidable given the magnitude of reconstruction proposed for Bank Street. However, the City will be proactive in ensuring access to businesses is maintained to the extent possible and impacts kept to a minimum. Similar strategies were employed during the recent reconstructions along Bank Street in the Glebe and along Bronson north of Highway 417. As was confirmed by the Councillor at the Public Open House, the City does not compensate businesses as a result of construction impacts. |
| 4.3 | Concern regarding speeding along Bank Street corridor; speed limit should be changed to 50 km/h. | All Wards | The design criteria for the Bank Street Renewal is based on 50 km/h posted speed limit within the project limits. |
| 4.4 | Concern about sloping sidewalks at driveways and anecdotally indicated that there have been instances where people have fallen and sprained their ankles due to sloping sidewalks. Suggest not sloping sidewalks along driveways. | All Wards | Exact slopes of sidewalks will be determined during detail design, but City standards require all sidewalks, ramps and depressions to be AODA compliant and within certain slope and dimension tolerances. |
| 4.5 | Concern regarding bulb outs at intersection and induces accidents at intersection. Suggest getting rid of bulb outs. | All Wards | Comment is noted. No bulb-outs are proposed for Bank Street as part of the Recommended Functional Plan. |
| 4.6 | Concern regarding the removal of parking available, which will effect local businesses. | All Wards | Comment noted. There is no on-street parking either existing or proposed along Bank Street. |
| 4.7 | Concerns that future MMLoS targets appear optimistic given that the two greatest factors intended to alleviate traffic on Bank St have been delayed: (1) Airport Parkway widening (not until 2020-2025 at the earliest), and (2) Alta Vista Corridor (not to be revisited until after 2031). In addition, the <u>minimum</u> 20% modal shift that is required to achieve these MMLoS targets is simply a target; there is no reason to think drivers will change their preferred transportation methods because it happens to be what the City wants to achieve. Removal of right turn channels and bus lay-bys when accompanied by the increase in traffic due to continued growth will have a significant impact on Bank St and associated | All Wards | It is noted that future MMLoS targets are not related to traffic volumes per se, but rather are intended to guide the implementation of certain types of facilities for all users (vehicle, trucks, transit, cyclists and pedestrians) for a given roadway classification. The actual traffic volumes used in the analysis are based on 2031 traffic volumes provided by the City's TRANS model. This model incorporates projects that are identified within the City's Transportation Master Plan and does include the Airport Parkway widening but not the Alta Vista Corridor. |

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| | neighbourhoods. | | |
| 4.8 | That manhole covers, grates and other access items be recessed into the road to be level with the surface and not be countersunk as to actually become a pothole. Currently those in the already completed section are very poorly laid. | All Wards | Your comment is noted and will be included in the summary report for the project. Current design practice is to locate ironworks out of the wheel path of vehicles to reduce noise, as well as the issues you raise. Settlement of ironworks is certainly a long term constructability and maintenance issue throughout the City of Ottawa. |
| 4.9 | That poles/stakes/rods bearing signs be installed in the area encompassing the bike lane, sidewalk and utility strip so as not to impede passage in a way. On a bicycle these can be highly dangerous. | All Wards | Comment noted. Good design practice is to not locate obstructions within the cycle track or sidewalk. |
| 4.10 | Opposition to the implementation of traffic signals at Bank Street and Nottinghill. Concerns regarding traffic from outside the community, cutting across our neighbourhood and prevent commercial creep in its varied forms. The beer store is an egregious example of people doing just about anything to hurtle in as swiftly as the can. A continuous traffic island would forever put a stop to this. In the same way, no traffic light at Bank and Nottinghill would also prevent cut through traffic and prevent Nottinghill from being subject to the same intractable problems as Kitchener. | Ward 16 | In light of comments at the Public Meeting, the proposed traffic signal at Bank Street and Notting Hill Avenue has been revised. Current thinking is for a pedestrian/cyclist signal only in the area of Vancouver Avenue and Notting Hill Avenue which would connect across Bank Street to the proposed link to the future Walkley LRT station. A draft version of the revised design will be circulated for additional comment. Commercial creep is prevented through zoning and the development application process. Entering and exiting the beer store is acknowledged to be a difficult maneuver. The proposed traffic lights at Bank and Notting Hill are under review, but any crossing in this vicinity will be designed to not encourage additional traffic on Notting Hill Avenue or Vancouver Avenue as indicated above. |
| 4.11 | That the traffic island be raised and continuous from just below the bridge to Walkley, with no lowered sections and no turning lanes crossing Northbound traffic. Currently there are lights at Kitchener and Bank with signs posted prohibiting turns which are routinely ignored. Ottawa Police have informed us they do not have the ability nor consider it a priority to enforce. Observation also shows that a large amount of traffic is from outside the immediate community consisting of cars seeking to avoid the Bank/Walkley intersection while traveling in either direction. While this may seem restrictive it keeps with the general trend of compromise with those passing by or through our community from outlying areas. We can provide numerous examples in | Ward 16 | See response to 3.19 above. |

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| | the city, in the immediate area and further afield | | |
| 4.12 | Strongly support the implementation of a crosswalk/signal at Notting Hill section. | Ward 16 | Comment noted. |
| 4.13 | Strongly support the efforts of the renewal project and the Recommended Plan. Very pleased with the public open house. | All Wards | Comment noted. |
| 4.14 | Strongly support the cycling facilities, which exceeds expectations of Citizens for Safe Cycling (CfSC). | All Wards | Comment noted. |
| 4.15 | Where the cycle tracks begin and end on side streets, there are a range of treatments shown to transition to the general traffic lane. These transitions should be evaluated to ensure they are comfortable for users. | All Wards | Issue reviewed; the beginning and end of cycle tracks on side streets have been modified to show a smooth transition between to and from the roadway. We note that the details of the treatments continue to be refined by the City of Ottawa and will be confirmed as part of this project during the detail design phase. |
| 4.16 | Concerns regarding clarity on stopping and yielding for cyclists at intersections. | All Wards | As a general rule (specific location may vary), cycle track stop bars will be located behind the first crosswalk if the intersecting cycle track is < 1.8m from the back of road curb. However, if the distance between the intersecting cycle track and the back of the curb is >1.8m, then there will be yield markings behind the first crosswalk and a stop bar between the intersecting cycle track and the road edge. Final pavement marking and signage details will be refined during the detail design phase. |
| 4.17 | <p>Comments on Bank Street/Riverside North:</p> <ol style="list-style-type: none"> 1. How will the mixed traffic on the E-W path be treated (surface treatment, right-of-way)? 2. How will cyclists be kept off the sidewalks on the bridge? 3. Can a green thermoplastic bike box be added to help NB cyclists merge with traffic? | Ward 17, 18 | <ol style="list-style-type: none"> 1. The north corners of Bank Street and the Riverside North intersection will likely be shared spaces. Surface treatment will be determined during the detailed design stage. Details for the proposed grade separated pathway crossing under the Billing Bridge will be determined through a separate design project. It is noted that once complete, the grade separated pathway will remove most of the E-W cycling and pedestrian through traffic from the Bank and Riverside intersection. 2. Exact signage and treatments to discourage using the bridge sidewalks will be determined during the detailed design stage. The bridge crossing itself is outside of this project's study limits. A comment will be forwarded to the City Traffic group to review possibility for "single file" |

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| | | | <p>signage for the outside lane on the roadway portion of the bridge.</p> <p>3. The NB cycling treatment has been further refined to allow NB cyclists to transition from the cycle track and into a shared lane for much of the existing block between the Riverside South and Riverside North intersections. The crossride on the east side of the Riverside North remains for cyclists destined to the new E-W pathway. In addition, an advanced north-south pedestrian and cycling phase has been recommended.</p> |
| 4.18 | <p>Comments on Bank Street/Riverside South:</p> <ol style="list-style-type: none"> 1. What happened to the path to the McDonalds? 2. We appreciate the Riverside EB cycling transition addition (Noted) 3. Appreciate (as a transit rider) moving the bus stop out of the NB turn lane to Riverside. 4. Is it possible to disconnect the merge lane from the mall from the straight/right lane? This would slow down cars exiting the mall and force drivers to shoulder check left, increasing the chance they will yield to cyclists approaching. 5. Is the straight lane on the far side of the intersection necessary, especially with the proposed change to the mall exit? (Discussed – probably necessary) 6. The radii are very generous and the median into the intersection is much shorter. (Discussed. Radius in minimum. Median extension may be possible, though there are no LT movements across it.) 7. Will there be turn restrictions in the section north of this area where the median was removed? 8. Can the truck space north of the intersection be concrete apron? | Ward 17, 18 | <ol style="list-style-type: none"> 1. An earlier iteration of the design did indicate a pathway to the McDonald's at Billings Bridge from the intersection of Bank and Riverside. However, since the pathway did not intersect with an appropriate location in the parking lot (and was entirely on private property), we are now indicating a formal cycling connection at the adjacent Billing's Bridge Shopping Centre access. 2. Comment noted. 3. Comment noted. 4. The current lane arrangement allows exiting vehicles to utilize the new third through lane before merging after the intersection with Bank Street. A raised pedestrian and cycling crossing will be considered at this location to slow traffic at the crossing. 5. The eastbound through movement operates with a vehicle volume / capacity of 0.94 (PM peak hour) in the intersection's proposed configuration. If the eastbound through-right lane was maintained as a right-turn only lane, then the eastbound through would operate with a volume / capacity of 1.24 (overcapacity) in the PM peak hour. To manage this overcapacity movement, traffic operations would likely increase the intersection's cycle length during peak periods, which results in an increase in delay for pedestrians, cyclists, and busses on Bank Street. |

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| | | | <p>Whereas previous iterations of the plan showed one eastbound left-turn lane, three eastbound through lanes and an eastbound right-turn lane; further analysis has been undertaken into confirming the removal of the additional right-turn lane to improve the north-south pedestrian crossing on the west side of the intersection.</p> <ol style="list-style-type: none"> 6. The radii for the eastbound right-turn is as small as possible while still accommodating truck turns; however, we will review the northbound right-turn (southeast corner) for a tighter radius. The median north of the intersection has been extended through the north crosswalk. 7. No turn restrictions are anticipated at this time. 8. Yes; this has been addressed. |
| 4.19 | <p>Comments on Bank Street/Transitway:</p> <ol style="list-style-type: none"> 1. The island at the mall exit has been shortened. Why? This traffic calming measure would be appreciated. 2. Is a fence still along this section? Very much opposed. It will direct pedestrians into left turn lanes. 3. Why is the median set back from the yellow lines (SB direction)? 4. How will cyclists and Pedestrians interact on the island? Why don't the islands need curbs? | Ward 17, 18 | <ol style="list-style-type: none"> 1. The island was shortened in conjunction with the entrance being modified to include a curb, which is standard for an unsignalized private accesses. The island in the latest plans extends past the cycle track crossing. 2. Your comment is noted, however, the recommended plan will include a short wall/fence on the median islands between the Transitway and Riverside eastbound with the final treatment and extents to be confirmed during detail design. 3. The set-back is an existing treatment that provides additional offset to the Transitway bridge piers that is being carried forward into our design. 4. The cycle track will split the island in to three smaller islands. Pedestrians will cross the cycle track in line with the east-west pedestrian crossing. Cyclists must yield to crossing pedestrians. |
| 4.20 | <p>Comments on Bank Street/Kilborn:</p> <ol style="list-style-type: none"> 1. Want to ensure driveway ramps are within the boulevard space and do not encroach on the cycle lane. 2. Would prefer if truck aprons were raised or delineated as much as possible South to West | Ward 18 | <ol style="list-style-type: none"> 1. Boulevard space of 1.2m or greater should be sufficient to ensure driveway ramps to not impact the cycle track. Driveway treatments will be City standard and confirmed during the detail design stage. 2. Truck aprons will likely be similar to existing truck |

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| | <p>cycle track or transition</p> <ol style="list-style-type: none"> 3. Bank Street at Kilborn Avenue: South to West cycle track or transition? It is not clear for westbound cyclists proceeding straight through the intersection 4. Why is the landscape buffer between the cycle track and the sidewalk? | | <p>apron at Queen Elizabeth Drive (southbound) and Pretoria Avenue. Truck apron treatment to be determined during the detail design stage.</p> <ol style="list-style-type: none"> 3. A cycle track “stub” on the northwest corner would be desirable to enable cyclists to transition to Belanger Avenue. However, there was not enough space adjacent to the existing building to accommodate a cycle track stub on this corner. In addition, attempting to fit a cycle track at this location would have required the removal of 2-3 trees. Westbound cyclists may still proceed to Belanger either by using the vehicle lane or by using the north crossride, turning southbound, then turning westbound on Belanger. 4. The position of the landscape buffer is so the landscaping is further away from the vehicle lanes, which reduces salt spray and improves the long-term health of vegetation. |
| 4.21 | <p>Comments on Bank Street/Randall:</p> <ul style="list-style-type: none"> - Will southbound cyclists be expected to stop on red? Low compliance can be expected if this is the case. | Ward 18 | Our initial recommendation is for cyclists to yield; however this will be reviewed during the detail design phase. |
| 4.22 | <p>Comments on Bank Street/Cecil:</p> <ul style="list-style-type: none"> - Want to make sure transit riders accessing bus stop/shelter are funnelled to one crossing. This design is preferred over the “mix” design used elsewhere, and is more common internationally. | Ward 17 | Comment noted and we have reviewed the proposed bus stop locations for consistency. |
| 4.23 | <p>Comments on Bank/Heron:</p> <ol style="list-style-type: none"> 1. Appreciate reduction in SB right turn lane length, shallower turn angle and addition of apron 2. Appreciate removal of SB LT lane and widening of cycle track 3. Ramps/islands need bi-directional crossrides 4. How will turning cars interact with cyclists at splitter islands 5. Can an apron be added in the centre of the road, where hash marks are? | Ward 17, 18 | <ol style="list-style-type: none"> 1. Comment noted. 2. Comment noted and has been addressed in the Recommended Functional Plan. 3. Comment noted. 4. Turning cars will be expected to yield to both crossing pedestrians and cyclists. 5. Yes and this has been addressed in the Recommended Functional Plan. |
| 4.24 | <p>Comments on Bank/Anoka:</p> <ul style="list-style-type: none"> - “Bump” in cycle track, some other locations also throughout | Ward 18 | Comments noted. |

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| | - Appreciate new green space: | | |
| 4.25 | <p>Comments on Bank/Erie:</p> <ol style="list-style-type: none"> 1. Appreciate new bi-directional section 2. Consider pathway yield conditions at intersection. SB Cyclists shouldn't yield. 3. Bi-Directional cycle track on south side of intersection? | Ward 18 | <ol style="list-style-type: none"> 1. Comments acknowledged and will be reviewed. 2. A bi-directional cycle track would offer a minor improvement for cyclists making a northbound left-turn from Bank Street to the Brookfield pathway. However, we believe that the proposed arrangement (2 single direction cycle tracks) is more straightforward for westbound cyclists from Erie to cross Bank Street. This is also a more conventional protected intersection design. |
| 4.26 | <p>Comments on Bank/Alta Vista :</p> <ol style="list-style-type: none"> 1. Appreciate Median Extension into intersection 2. Path surface on truck apron 3. Formalize dealership entrance? 4. Is it possible to extend the WB cycle track further up Alta Vista across plaza entrance? 5. Can the Walkley turn lane start further along? Would leave room for bus stop in straight lane. | Ward 18 | <ol style="list-style-type: none"> 1. Comment noted. 2. Surface treatments will determined during the detail design stage. 3. Yes; this is addressed in the Recommended Functional Plan. 4. Comment noted and will be reviewed. 5. The City's preference is for the Walkley southbound right-turn lane to extend to Alta Vista in order to accommodate turning movements in to businesses on the west side of Bank Street and to reduce overall congestion on this stretch of Bank Street. |
| 4.27 | <p>Comments on Bank/Walkley :</p> <ol style="list-style-type: none"> 1. Appreciate modernization of SB RT lane – Why is there extra space there? 2. Concerns same as Heron re: islands, yielding. | Ward 17, 18 | <ol style="list-style-type: none"> 1. The extra space is required to accommodate larger turning vehicles at the intersection. 2. Island crossings have now been standardized within this project so that a right-turning vehicle will always encounter the pedestrian crossing first |
| 4.28 | <p>Comments on Bank/Notting Hill:</p> <ol style="list-style-type: none"> 1. In favour of this intersection addition 2. Would make sense to have pedestrian access to the bus stop be from ends of the platform | Ward 17 | <ol style="list-style-type: none"> 1. Comment noted. However, the intersection is currently under review in light of other comments received. It is anticipated that a pedestrian and cycling crossing will remain in some form at this location. 2. A pedestrian crossing cannot be placed at the far northern end of the platform due to proximity to the existing driveway to 1895 Bank Street. |
| 4.29 | <p>Comments on Bank/Foxbar/St-Paul:</p> <ol style="list-style-type: none"> 1. Dislike how NB lane 2. LCBO DC truck access Southbound – is there enough space for truck to turn? | Ward 17 | <ol style="list-style-type: none"> 1. Comment noted and will be reviewed. The short block lengths in this section of Bank Street present a challenge in terminating the third northbound lane. 2. Yes, the truck turning templates have been checked at this location. |
| 4.30 | Comments on Bank/Kitchener: | Ward 17 | <ol style="list-style-type: none"> 1. Existing location of pedestrian access is a standard |

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| | <ol style="list-style-type: none"> 1. Would make sense to have pedestrian access to the bus stop be from ends of the platform 2. Home Depot exit ramp narrowing | | <p>City of Ottawa detail. Landscaping and pedestrian circulation opportunities at these bus platforms are being reviewed by the landscape architect team.</p> <ol style="list-style-type: none"> 2. This has been addressed in the Recommended Functional Plan. |
| 4.31 | <p>Comments on Bank/Kitchener:</p> <ol style="list-style-type: none"> 1. North and Southbound transitions are unclear. Raised Crosswalks on both sides? 2. Will drivers yield? 3. Would be nice to have bulb out or protection for NB cycle lane | Ward 17 | <ol style="list-style-type: none"> 1. Yes, raised crosswalks on both sides. The southbound crossside will be adjacent to the crosswalk and will also be raised. 2. Northbound cyclists will be expected to yield to vehicles. A raised crosswalk is proposed as well at the crossings of the “ramps”. 3. Comment noted and will be reviewed. |
| 4.32 | The document indicates that a 5% reduction in traffic is anticipated by 2031, however additional lanes are added in key locations that hurt the walking and cycling environment. Will the road be over-capacity by 2031? | All Wards | <p>We acknowledge that additional vehicle lanes have been added as follows:</p> <ul style="list-style-type: none"> • Second northbound left turn lane at Walkley; which was added to match the existing double southbound left turn lanes; and • Existing eastbound right turn lane at Riverside was revised to a combination thru and right turn lane. This was done to improve existing operations (existing intersection of Bank Street and Riverside Drive Eastbound is overcapacity in peak periods). <p>We note that the 5% reduction in future traffic is not significant enough to reduce the number of traffic lanes when compared to the existing situation.</p> |
| 4.33 | That time allocated for intersection crossings be calibrated so as to actually allow a reasonably slow/handicapped person to transit with total safety and not be panicked by an impending change of signal. | All Wards | <p>Previous City of Ottawa policy was to calibrate intersection crossings assuming a 1.2m/s walking speed. In recognition of an aging population, all signalized intersections are now being evaluated assuming a slower 1.0m/s walk speed.</p> |
| 4.34 | At those intersections where a turning lane has been removed and replaced with a sidewalk, the incline should be almost negligible, as they become dangerously slippery when wet or icy and pedestrians can slide into traffic. | All Wards | <p>City of Ottawa Standard Detail Drawings for sidewalks require curb ramps to be built with a slope of 2% to 5% (maximum slope of 8%) and meet AODA requirements. Exact curb slopes and elevations will be confirmed during the detail design phase.</p> |
| 5.0 Transit Facilities and Operations | | | |
| 5.1 | Concern of traffic flow with the removal of bus bays. | All Wards | <p>Current City policy is for the removal of bus bays as roadways are reconstructed in order to provide priority to transit.</p> |
| 5.2 | Inquiry in including greater transit priority measures. | All Wards | <p>Opportunities for transit priority measures were reviewed</p> |

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| | | | during the Study and in consultation with OC Transpo. Unfortunately, very few opportunities were found to provide significant benefit; limited transit priority measures were implemented where practical. |
| 5.3 | Suggest better connectivity for vehicles to Walkley Station | Ward 16 | Comment noted. |
| 5.4 | Suggest using Bank Street for local buses only with bus bays. | All Wards | Comment noted. As noted above, City policy is to remove bus bays in order to provide priority to transit. |
| 5.5 | Suggest improving the exit of northbound buses from Billings Bridge Shopping Centre | Ward 17 | The geometry of the Bank Street/Transitway intersection has been tweaked in consultation with OC Transpo to provide improved transit operations overall. |
| 6.0 General Comments | | | |
| 6.1 | Inquiry into getting Councillor support to connect South Keys to Bank street bike lanes. | Ward 16, 18 | Comment is noted and has been forwarded to City Planning staff for consideration. South Keys at Bank Street is located outside of the current Study limits. |
| 6.2 | Consider connectivity between Rideau Canal and Bank Street. | Ward 17, 18 | Comment is noted and has been forwarded to City Planning staff for consideration. The Rideau Canal at Bank Street is located outside of the current Study limits. |
| 6.3 | Inquiry into access from Bank to northbound Airport Parkway at Walkley Road. | Ward 17, 18 | We note Walkley Road at the Airport Parkway is outside of the current Study limits and was subject to a recently completed EA. Per the Airport Parkway & Lester Road Widening EA Study, northbound access to the Airport Parkway from Walkley will not be permitted. |
| 6.4 | Concern regarding businesses that may suffer from disruption with construction. | All Wards | See response to 4.2 above. |
| 6.5 | Will the street lights be in median or curbside? POH presentation indicates median lighting on Slide 10 and curbside lighting on Slide 12. | All Wards | In general, the City Streetlighting group's preference is for median lighting. However in areas where the median will be depressed, street lights will need to be located on the outside of the roadway. |
| 6.6 | Appreciate the design with increased medians by Billings Bridge Shopping Centre for increased safety for pedestrians coming from the apartment buildings and crossing Bank Street. | Ward 17, 18 | Comment noted. |
| 6.7 | Making the traffic light at the busway to always be red when the traffic light at Riverside Drive is RED. Even better is to have the traffic light turn red at the busway a minute or 2 before that at Riverside Drive so that there are very few cars in this area when both lights are red. | Ward 17, 18 | It is noted that the existing two traffic signals are coordinated so that north-south red times do occur at approximately the same time. However, the Transitway intersection will not turn red if there are no pedestrian, cyclists or transit vehicles present to actuate the signal. Consideration may be made during design to include an automatic east-west phase at peak periods when there is |

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| | | | high pedestrian traffic. |
| 6.8 | Suggest placing pylons in the right-turning lane of Riverside Drive (heading east) to increase pedestrian safety. | Ward 17, 18 | In-road traffic calming measures such as pylons are expensive and maintenance intensive. The City installs these devices in select situations only when a safety concern has been identified. The comment has been forwarded to the City Traffic Safety group for consideration. |
| 6.9 | Suggest consulting ambulances and fire halls with regards to the Recommended Plan. | All Wards | City Emergency Services have been consulted as part of the Study process and will continue to be involved in future design phases. |
| 6.10 | Concern over cyclists who do not obey the rules of the road. | All Wards | Comment noted. The Recommended Functional Plan incorporates a high level of cycle and pedestrian facilities and intersection design to minimize the conflicts between cyclists and other modes. Education and enforcement, however, are the primary tools employed by the City to modify cyclist behaviour. |
| 6.11 | Concern regarding the new development areas south of Hunt Club Road, which is causing traffic spillover onto Bank. | N/A | The City's TRANS model, which incorporates future growth as a result of development as well as the implementation of future roadway and transit projects, indicates an overall reduction of vehicular traffic along this segment of Bank Street. |
| 6.12 | Concerns regarding the effects of implementation of medians and access to businesses along Bank Street. | All Wards | See response to 4.2 above. |
| 7.0 Request for Information presented at POH | | | |
| 7.1 | Request for presentation, boards, and roll plan. | N/A | All materials are currently available via the City web site on the Bank Street Renewal project page. http://ottawa.ca/en/city-hall/public-consultations/transportation/bank-street-renewal-between-riverside-drive-north-and |
| 7.2 | Request for collision data. | N/A | Requested information to be provided. |
| 7.3 | Request to be added to the mailing list for updates on the project. | N/A | Information to be added to the project mailing list as requested. |
| 7.4 | Request for legend to accompany roll plan. | N/A | We were unable to incorporate a legend into the material posted on the City's website. It was our intent that the text labels and colouring shown on the plan would be self-explanatory. |
| 7.5 | Request for an online survey residents impacted by the project can complete. | N/A | At this time, an on-line survey is not being considered. Comments can be provided at any time to the City's Project Manager Ann Selfe at ann.selfe@ottawa.ca |