

Survey Details

Report Title: OOSSurvey2013final

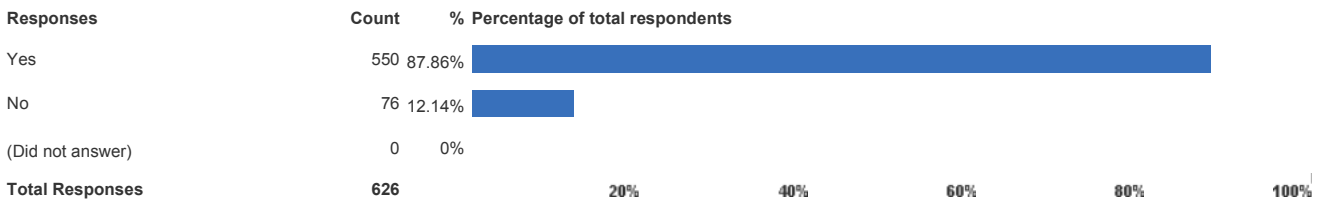
Survey Title: OOS Traffic Survey 2013

Report Type: Bar Graph

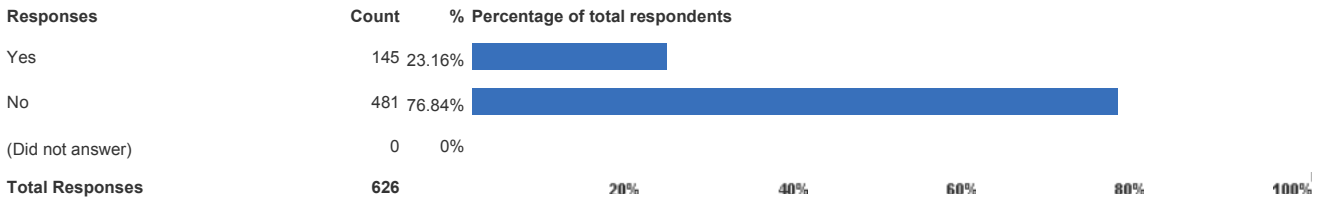
Other Survey Details

Start Date: 30-May-13  
 End Date: 26-Jul-13  
 Invitations Sent: 1  
 Delivered: 1  
 Bounced: 0  
 Completed Responses: 626  
 Unique Access Response Rate: 0.00%  
 Incomplete Responses: 0  
 Incomplete responses included in this report: 0

Q1. Do you live in Old Ottawa South (OOS)?



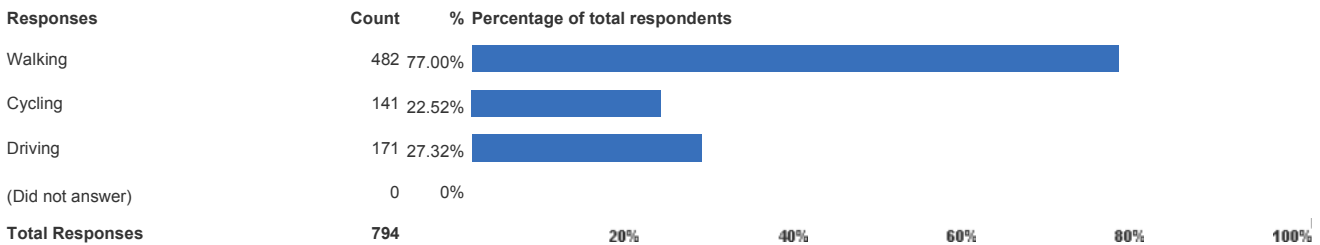
Q2. Do you work in Old Ottawa South?



Q3. What is your residential postal code?

[View Responses](#)

Q4. How would you best describe your most frequent mode of travel within OOS?

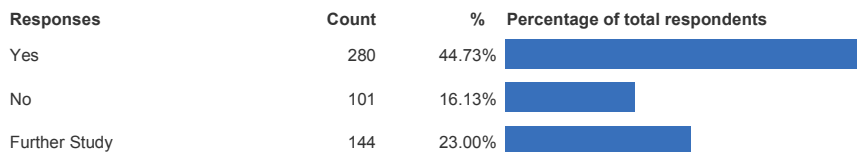



Note: Multiple answers per participant possible. Percentages added may exceed 100 since a participant may select more than one answer for this question.

Pedestrian Safety, Traffic Flow & Calming Measures --To minimize anticipated increase in traffic on residential streets please indicate your opinion below.





Q5. Yes, No, No Opinion

5 (a) : Yes, No, No Opinion: Provide free OC Transpo service on Bank Street from Wellington Street to Billings Bridge on Thursday & Friday evenings & all day Saturday & Sunday







No Opinion	101	16.13%	
( Did not answer )	0	0.00%	
<b>Total Responses</b>	<b>626</b>		





**5 (b) : Yes, No, No Opinion: Proceed with construction of pedestrian/cyclist Canal bridge at Fifth Avenue & Clegg Street**

Responses	Count	%	Percentage of total respondents
Yes	525	83.87%	
No	34	5.43%	
Further Study	43	6.87%	
No Opinion	24	3.83%	
( Did not answer )	0	0.00%	
<b>Total Responses</b>	<b>626</b>		

**5 (c) : Yes, No, No Opinion: Install clearly marked road signage to maximize use of Queen Elizabeth Drive, Colonel By and other arterial roads (Bronson, Bank, Smyth, Main, Riverside, etc.) as preferred routes to Lansdowne**

Responses	Count	%	Percentage of total respondents
Yes	390	62.30%	
No	78	12.46%	
Further Study	89	14.22%	
No Opinion	69	11.02%	
( Did not answer )	0	0.00%	
<b>Total Responses</b>	<b>626</b>		





**5 (d) : Yes, No, No Opinion: Provide free validated parking at Lansdowne for day-to-day usage**

Responses	Count	%	Percentage of total respondents
Yes	253	40.42%	
No	179	28.59%	
Further Study	96	15.34%	
No Opinion	98	15.65%	
( Did not answer )	0	0.00%	
<b>Total Responses</b>	<b>626</b>		



Although there have been some improvements over the years, certain key intersections along Bank remain a challenge to pedestrian safety: Aylmer, Sunnyside, Belmont, Cameron and Riverdale. Please indicate your opinion below.


**Q6. Yes, No, Further Study, No Opinion**

**6 (a) : Yes, No, Further Study, No Opinion: Accelerate pedestrian push button response time at Aylmer**





Responses	Count	%	Percentage of total respondents
Yes	436	69.65%	
No	54	8.63%	
Further Study	37	5.91%	
No Opinion	99	15.81%	
( Did not answer )	0	0.00%	
<b>Total Responses</b>	<b>626</b>		

**6 (b) : Yes, No, Further Study, No Opinion: Ensure crossing signal & timing appear when light turns green (independent of push button)**





Responses	Count	%	Percentage of total respondents
Yes	551	88.02%	
No	19	3.04%	
Further Study	13	2.08%	

No Opinion	43	6.87%	
( Did not answer )	0	0.00%	
<b>Total Responses</b>	<b>626</b>		





**6 (c) : Yes, No, Further Study, No Opinion: Prohibit right turn from Bank on Aylmer at peak traffic hours 3:30-5:30 p.m.**

Responses	Count	%	Percentage of total respondents
Yes	151	24.12%	
No	282	45.05%	
Further Study	98	15.65%	
No Opinion	95	15.18%	
( Did not answer )	0	0.00%	
<b>Total Responses</b>	<b>626</b>		





**6 (d) : Yes, No, Further Study, No Opinion: Install additional signage before Bank Street Bridge (for southbound traffic) to indicate crosswalks ahead**

Responses	Count	%	Percentage of total respondents
Yes	469	74.92%	
No	49	7.83%	
Further Study	36	5.75%	
No Opinion	72	11.50%	
( Did not answer )	0	0.00%	
<b>Total Responses</b>	<b>626</b>		

**6 (e) : Yes, No, Further Study, No Opinion: Review existing "School Zone" & "Playground Ahead" signage the length of Bank (between the 2 bridges) expanding their use & placement, emphasizing the high population of children in the neighbourhood**

Responses	Count	%	Percentage of total respondents
Yes	479	76.52%	
No	48	7.67%	
Further Study	47	7.51%	
No Opinion	52	8.31%	
( Did not answer )	0	0.00%	
<b>Total Responses</b>	<b>626</b>		


**6 (f) : Yes, No, Further Study, No Opinion: Provide enhanced, highly visible, ladder crosswalks (similar to Sunnyside, Belmont & Cameron) at Aylmer & Riverdale**



Responses	Count	%	Percentage of total respondents
Yes	540	86.26%	
No	24	3.83%	
Further Study	17	2.72%	
No Opinion	45	7.19%	
( Did not answer )	0	0.00%	
<b>Total Responses</b>	<b>626</b>		

Bank & Sunnyside continues to be one of the most dangerous and congested intersections in OOS. Please indicate your opinion by answering below.





**Q7. Yes, No, Further Study, No Opinion**

**7 (a) : Yes, No, Further Study, No Opinion: Install a camera to identify red light offenders**





Responses	Count	%	Percentage of total respondents
Yes	437	69.81%	
No	106	16.93%	

Further Study	49	7.83%	
No Opinion	34	5.43%	
( Did not answer )	0	0.00%	
<b>Total Responses</b>	<b>626</b>		





**7 (b) : Yes, No, Further Study, No Opinion: Increase policing/enforcement during peak traffic periods 7:00-9:00 a.m. & 3:30-5:30 p.m.**

Responses	Count	%	Percentage of total respondents
Yes	401	64.06%	
No	94	15.02%	
Further Study	70	11.18%	
No Opinion	61	9.74%	
( Did not answer )	0	0.00%	
<b>Total Responses</b>	<b>626</b>		

**7 (c) : Yes, No, Further Study, No Opinion: Extend working hours of crossing guards by 15-30 minutes**

Responses	Count	%	Percentage of total respondents
Yes	304	48.56%	
No	107	17.09%	
Further Study	78	12.46%	
No Opinion	137	21.88%	
( Did not answer )	0	0.00%	
<b>Total Responses</b>	<b>626</b>		





**7 (d) : Yes, No, Further Study, No Opinion: Prohibit right turn on red light from Sunnyside at Bank headed North (downtown) at peak periods, allowing cars to turn only on green after an advanced pedestrian signal**

Responses	Count	%	Percentage of total respondents
Yes	294	46.96%	
No	216	34.50%	
Further Study	82	13.10%	
No Opinion	34	5.43%	
( Did not answer )	0	0.00%	
<b>Total Responses</b>	<b>626</b>		

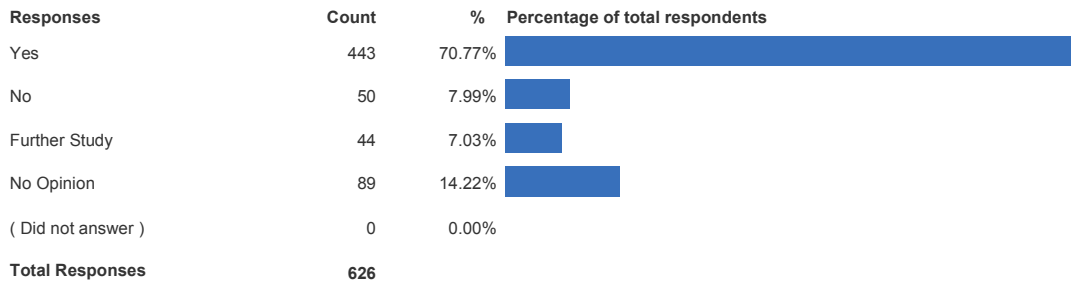
Sunnyside Avenue has many challenges for pedestrians and cyclists. The Firehall (OOS Community Centre) provides programs for as many as 2000 preschool, children, teens and adults on a weekly basis. One of the largest elementary schools in Ottawa, Hopewell Public School, is within approximately 100 meters of the Firehall and has 826 students, with only 125 arriving by bus. Please indicate your opinion by answering below.

**Q8. Yes, No, Further Study, No Opinion**

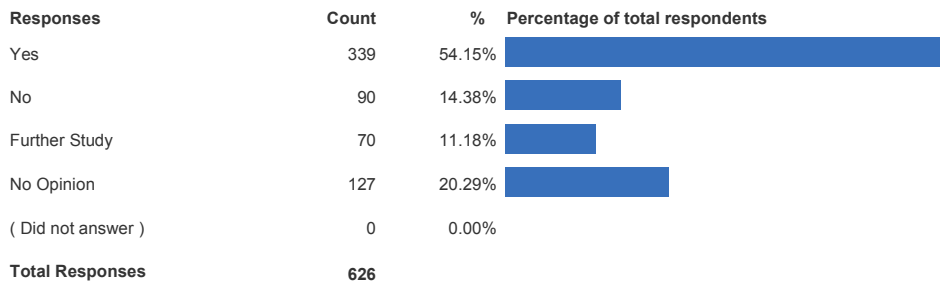
**8 (a) : Yes, No, Further Study, No Opinion: Add an enhanced, highly visible, ladder crosswalk with signage closer to the OOS Firehall to reduce the volume of pedestrian crossing at Sunnyside & Bank**

Responses	Count	%	Percentage of total respondents
Yes	355	56.71%	
No	88	14.06%	
Further Study	113	18.05%	
No Opinion	70	11.18%	
( Did not answer )	0	0.00%	
<b>Total Responses</b>	<b>626</b>		

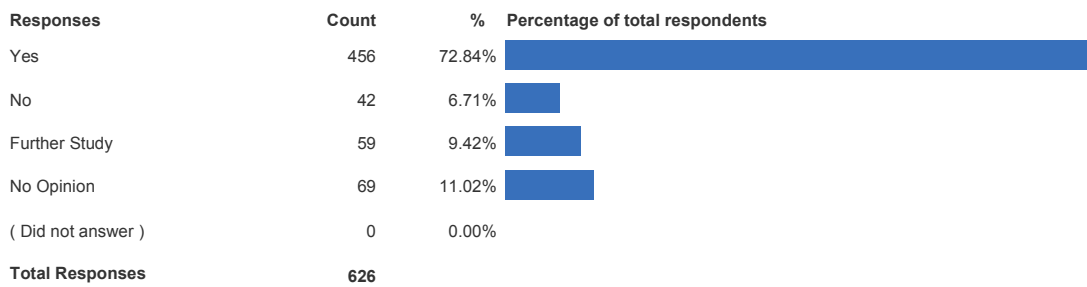
**8 (b) : Yes, No, Further Study, No Opinion: Improve visibility at Willard, Fairbairn & Bellwood by better enforcement of existing bylaw that prohibits parking within 9m from corners at Sunnyside**



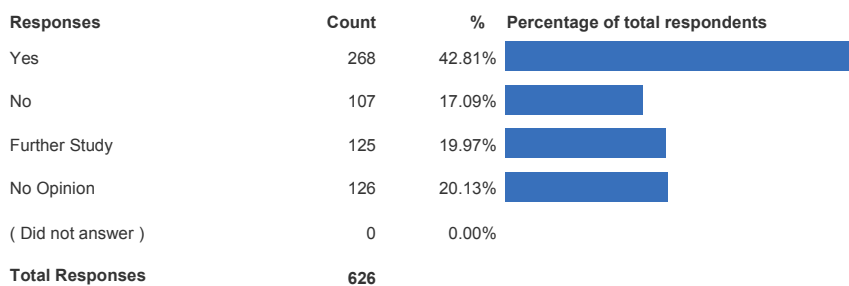
**8 (c) : Yes, No, Further Study, No Opinion: Improve visibility at Sunnyside & Bellwood for northbound traffic by increasing 9m parking prohibition to 18m at SW corner**



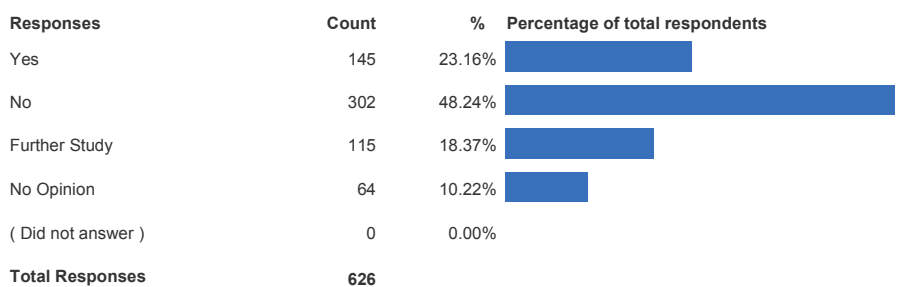
**8 (d) : Yes, No, Further Study, No Opinion: Allow for a safe drop-off & pick-up zone along Willard at peak periods for program activities at Firehall & proposed daycare facility**



**8 (e) : Yes, No, Further Study, No Opinion: Explore options to reduce traffic to & from the Royal Ontario College of Physicians & Surgeons via Sunnyside**







**8 (f) : Yes, No, Further Study, No Opinion: Prohibit right turn at Sunnyside from Riverdale during peak periods to reduce congestion at Sunnyside & Bank & to improve pedestrian safety**







**8 (g) : Yes, No, Further Study, No Opinion: Prohibit right turn at Belmont from Riverdale during peak periods to avoid traffic spillover from Sunnyside**





Responses	Count	%	Percentage of total respondents
-----------	-------	---	---------------------------------

Yes	110	17.57%	
No	311	49.68%	
Further Study	117	18.69%	
No Opinion	88	14.06%	
( Did not answer )	0	0.00%	
<b>Total Responses</b>	<b>626</b>		

**8 (h) : Yes, No, Further Study, No Opinion: Prohibit right turn at Sunnyside from Riverdale on red light; allow right turn only on green after an advanced pedestrian signal**

Responses	Count	%	Percentage of total respondents
Yes	262	41.85%	
No	212	33.87%	
Further Study	88	14.06%	
No Opinion	64	10.22%	
( Did not answer )	0	0.00%	
<b>Total Responses</b>	<b>626</b>		





**8 (i) : Yes, No, Further Study, No Opinion: Prohibit intercampus shuttle buses between hospital and university campuses on Sunnyside from Riverdale to Bronson**

Responses	Count	%	Percentage of total respondents
Yes	153	24.44%	
No	248	39.62%	
Further Study	92	14.70%	
No Opinion	133	21.25%	
( Did not answer )	0	0.00%	
<b>Total Responses</b>	<b>626</b>		





Belmont & Cameron at Bank are intersections well-used by pedestrians (especially school children). Indicate your opinion by answering below.

**Q9. Yes, No, Further Study, No Opinion**





**9 (a) : Yes, No, Further Study, No Opinion: Ensure crossing signal & pedestrian countdown are automatically activated when light turns green and not dependent on pushing button**

Responses	Count	%	Percentage of total respondents
Yes	573	91.53%	
No	16	2.56%	
Further Study	4	0.64%	
No Opinion	33	5.27%	
( Did not answer )	0	0.00%	
<b>Total Responses</b>	<b>626</b>		





**9 (b) : Yes, No, Further Study, No Opinion: Improve pedestrian push button response time at Belmont outside of peak hours**

Responses	Count	%	Percentage of total respondents
Yes	519	82.91%	
No	31	4.95%	
Further Study	20	3.19%	
No Opinion	56	8.95%	
( Did not answer )	0	0.00%	
<b>Total Responses</b>	<b>626</b>		

**9 (c) : Yes, No, Further Study, No Opinion: Employ crossing guards at Belmont for school children morning & afternoon**

Responses	Count	%	Percentage of total respondents
Yes	317	50.64%	
No	55	8.79%	
Further Study	87	13.90%	
No Opinion	167	26.68%	
( Did not answer )	0	0.00%	
<b>Total Responses</b>	<b>626</b>		





**9 (d) : Yes, No, Further Study, No Opinion: Allow for longer walking signal at Cameron**

Responses	Count	%	Percentage of total respondents
Yes	363	57.99%	
No	83	13.26%	
Further Study	50	7.99%	
No Opinion	130	20.77%	
( Did not answer )	0	0.00%	
<b>Total Responses</b>	<b>626</b>		





It is anticipated that Riverdale & Sunnyside will experience increased levels of traffic from day-to-day activities at Lansdowne and during major events. A Riverdale Traffic Area Study has been initiated by the City of Ottawa. The following proposals may repeat or overlap comments specific to the Riverdale Study but will serve to highlight the importance of Riverdale & Sunnyside as key collector roads in OOS.

**Q10. Yes, No, Further Study, No Opinion**





**10 (a) : Yes, No, Further Study, No Opinion: Install & increase "School Zone" and "Playground Ahead" signage the length of Riverdale in both directions emphasizing the high population of children in the neighbourhood**

Responses	Count	%	Percentage of total respondents
Yes	445	71.09%	
No	61	9.74%	
Further Study	42	6.71%	
No Opinion	78	12.46%	
( Did not answer )	0	0.00%	
<b>Total Responses</b>	<b>626</b>		

**10 (b) : Yes, No, Further Study, No Opinion: Paint enhanced, highly visible, ladder crosswalks at Cameron & Sunnyside intersections**

Responses	Count	%	Percentage of total respondents
Yes	556	88.82%	
No	21	3.35%	
Further Study	10	1.60%	
No Opinion	39	6.23%	
( Did not answer )	0	0.00%	
<b>Total Responses</b>	<b>626</b>		

**10 (c) : Yes, No, Further Study, No Opinion: Explore bulbouts (rounded, curb expansions) to slow traffic & improve safety features at Cameron intersection**

Responses	Count	%	Percentage of total respondents
Yes	290	46.33%	
No	157	25.08%	
Further Study	105	16.77%	
No Opinion	74	11.82%	
( Did not answer )	0	0.00%	
<b>Total Responses</b>	<b>626</b>		

**10 (d) : Yes, No, Further Study, No Opinion: Paint enhanced, highly visible, ladder crosswalks at south end of Willard & Bellwood where the two meet at Cameron**

Responses	Count	%	Percentage of total respondents
Yes	433	69.17%	
No	49	7.83%	
Further Study	33	5.27%	
No Opinion	111	17.73%	
( Did not answer )	0	0.00%	
<b>Total Responses</b>	<b>626</b>		

**10 (e) : Yes, No, Further Study, No Opinion: Introduce speed tables (bumps) on Riverdale between Belmont & Windsor and Cameron & Bank**

Responses	Count	%	Percentage of total respondents
Yes	281	44.89%	
No	187	29.87%	
Further Study	98	15.65%	
No Opinion	60	9.58%	
( Did not answer )	0	0.00%	
<b>Total Responses</b>	<b>626</b>		

**10 (f) : Yes, No, Further Study, No Opinion: Improve parking signage on Riverdale to clarify duration and allowable areas**

Responses	Count	%	Percentage of total respondents
Yes	424	67.73%	
No	56	8.95%	
Further Study	32	5.11%	
No Opinion	114	18.21%	
( Did not answer )	0	0.00%	
<b>Total Responses</b>	<b>626</b>		

**10 (g) : Yes, No, Further Study, No Opinion: Explore changes to current position of vehicle stop line on Riverdale at Belmont (near crosswalk)**

Responses	Count	%	Percentage of total respondents
Yes	326	52.08%	
No	50	7.99%	
Further Study	85	13.58%	
No Opinion	165	26.36%	
( Did not answer )	0	0.00%	
<b>Total Responses</b>	<b>626</b>		

**10 (h) : Yes, No, Further Study, No Opinion: Explore options to improve pedestrian safety on sloping sidewalk on the N side of Sunnyside**

Responses	Count	%	Percentage of total respondents
Yes	404	64.54%	
No	33	5.27%	
Further Study	52	8.31%	
No Opinion	137	21.88%	
( Did not answer )	0	0.00%	
<b>Total Responses</b>	<b>626</b>		

The Ontario Highway Traffic Act regulates vehicle speed rates. The allowable maximum of 40 km/h is a provincial standard for collector roads such as Sunnyside



and Riverdale Avenues. Lowering speed limits on these types of roads is not a municipal prerogative.

**Q11. Yes, No, Further Study, No Opinion**

**11 (a) : Yes, No, Further Study, No Opinion: Do you think that Riverdale Avenue (a collector route) is "exceptional" because of the volume of pedestrians/cyclists using this route**

Responses	Count	%	Percentage of total respondents
Yes	231	36.90%	
No	235	37.54%	
Further Study	51	8.15%	
No Opinion	109	17.41%	
( Did not answer )	0	0.00%	
<b>Total Responses</b>	<b>626</b>		

**11 (b) : Yes, No, Further Study, No Opinion: Would lowering the speed limit make Riverdale Avenue safer (current maximum allowable speed is 40 km/h)**

Responses	Count	%	Percentage of total respondents
Yes	163	26.04%	
No	320	51.12%	
Further Study	80	12.78%	
No Opinion	63	10.06%	
( Did not answer )	0	0.00%	
<b>Total Responses</b>	<b>626</b>		

**11 (c) : Yes, No, Further Study, No Opinion: Do you think that Sunnyside Avenue (a collector route) is "exceptional" because of the volume of pedestrians/cyclists using this route**

Responses	Count	%	Percentage of total respondents
Yes	353	56.39%	
No	178	28.43%	
Further Study	34	5.43%	
No Opinion	61	9.74%	
( Did not answer )	0	0.00%	
<b>Total Responses</b>	<b>626</b>		

**11 (d) : Yes, No, Further Study, No Opinion: Would lowering the speed limit make Sunnyside Avenue safer (current maximum allowable speed is 40 km/h)**

Responses	Count	%	Percentage of total respondents
Yes	237	37.86%	
No	287	45.85%	
Further Study	70	11.18%	
No Opinion	32	5.11%	
( Did not answer )	0	0.00%	
<b>Total Responses</b>	<b>626</b>		

**Q12. Safe Cycling in Old Ottawa South --This question is optional, you may skip and go directly to the next question if none of the responses adequately describe your experience of bike routes in OOS. Please feel free to elaborate (if you wish) in the comments section at the end of this survey. In your opinion are bike routes through Old Ottawa South:**

Responses	Count	%	Percentage of total respondents
Safe	126	20.13%	
Well-identified	53	8.47%	
Sufficient	138	22.04%	
No Opinion	210	33.55%	
	184	29.39%	

(Did not answer)

**Total Responses** 711 20% 40% 60% 80% 100%

Note: Multiple answers per participant possible. Percentages added may exceed 100 since a participant may select more than one answer for this question.

**Q13. Do you support improved cycling signage and painted cycling lanes in OOS?**

Responses	Count	% Percentage of total respondents
Yes	533	85.14%
No	55	8.79%
No Opinion	38	6.07%
(Did not answer)	0	0%
<b>Total Responses</b>	<b>626</b>	<b>20% 40% 60% 80% 100%</b>

Given that OOS lies "between the bridges" Billings Bridge and the Bank Street Bridge are key NS links as is McIlraith Bridge which joins Smyth Road to Main Street and Riverdale Avenue. During different phases of Landowne's redevelopment we have experienced lane reductions from 4 to 3 and from 4 to 2. Please indicate your response to the following questions by answering below.

**Q14. Yes, No, Further Study, No Opinion**

**14 (a) : Yes, No, Further Study, No Opinion: Would you consider permanent lane reductions on the Bank Street Bridge to 3 lanes**

Responses	Count	% Percentage of total respondents
Yes	224	35.78%
No	259	41.37%
Further Study	122	19.49%
No Opinion	21	3.35%
( Did not answer )	0	0.00%
<b>Total Responses</b>	<b>626</b>	

**14 (b) : Yes, No, Further Study, No Opinion: Would you consider permanent lane reductions on the Bank Street Bridge to 2 lanes**

Responses	Count	% Percentage of total respondents
Yes	155	24.76%
No	348	55.59%
Further Study	103	16.45%
No Opinion	20	3.19%
( Did not answer )	0	0.00%
<b>Total Responses</b>	<b>626</b>	

Billings Bridge, a designated heritage bridge, is small for the amount of traffic it carries. "Share the Road" signs are posted and sidewalks are clearly identified as pedestrians only. Please indicate your opinion below.

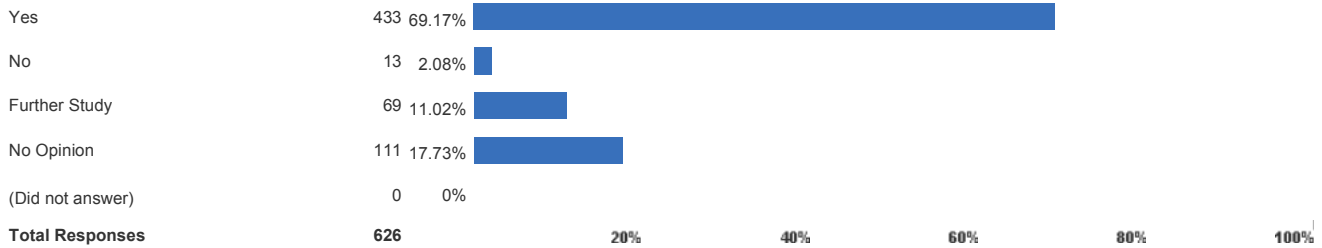
**Q15. Yes, No, Further Study, No Opinion**

**15 (a) : Yes, No, Further Study, No Opinion: Do you support pursuing further options to make this bridge more cyclist friendly**

Responses	Count	% Percentage of total respondents
Yes	504	80.51%
No	52	8.31%
Further Study	56	8.95%
No Opinion	14	2.24%
( Did not answer )	0	0.00%
<b>Total Responses</b>	<b>626</b>	

**Q16. Do you support improving access to the McIlraith Bridge by directly connecting it to paths on either side of the Rideau River?**

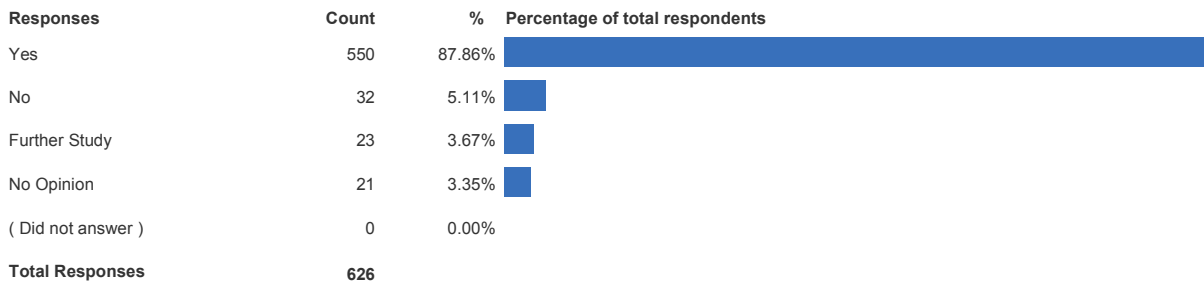
**Responses** **Count** **% Percentage of total respondents**



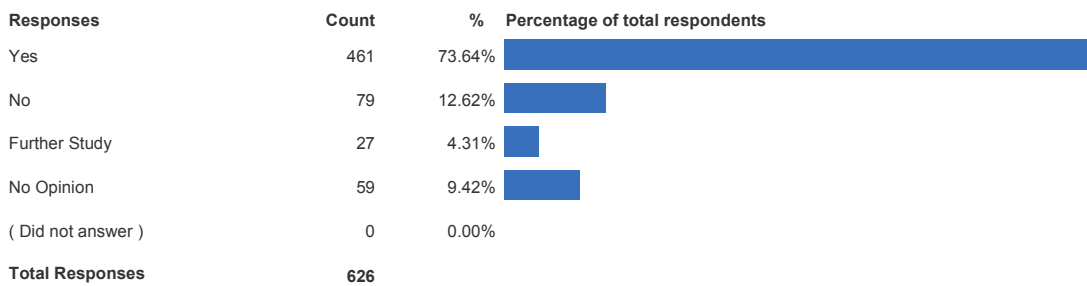
The proposed pedestrian/cyclist bridge crossing the Canal at Clegg Street & Fifth Avenue has been highlighted as a possible solution to conveying pedestrians & cyclists more safely across the Canal, offering better access by different transit routes, and reducing vehicle congestion. Please respond to the questions below.

**Q17. Yes, No, No Opinion**

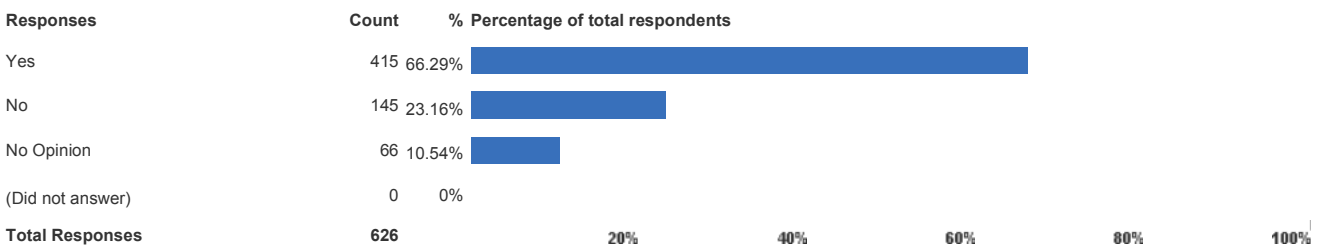
17 (a) : Yes, No, No Opinion: Do you support the Clegg-Fifth Avenue pedestrian/cyclist bridge over the Canal



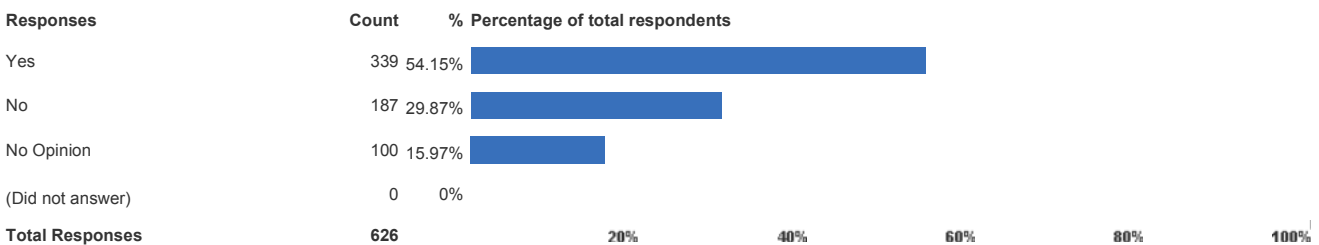
17 (b) : Yes, No, No Opinion: Do you see the Clegg-Fifth Avenue bridge as an important element to safe cycling to and from OOS



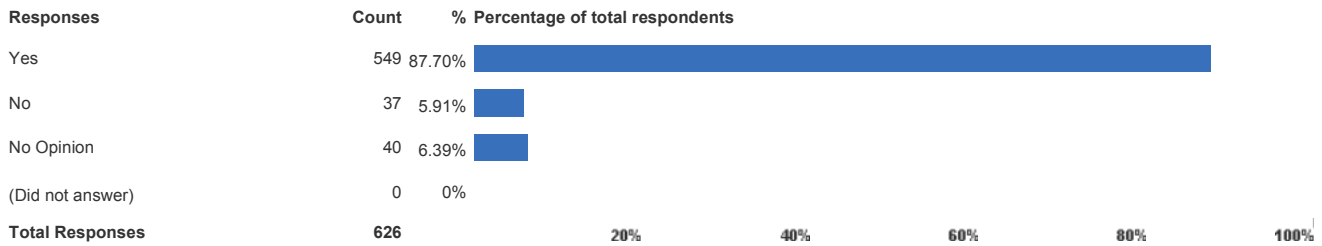
Q18. To accomodate better connectivity of designated cyclist routes, would you be willing ro give up some parking on some streets in OOS?



Q19. A contra-flow bike lane goes in the opposite direction to traffic ON A ONE-WAY STREET. Additional signage and markings are used to warn motorists and pedestrians that there are cyclists travelling in the opposite direction. Do you support increasing the use of contra-flow bike lanes in OOS?



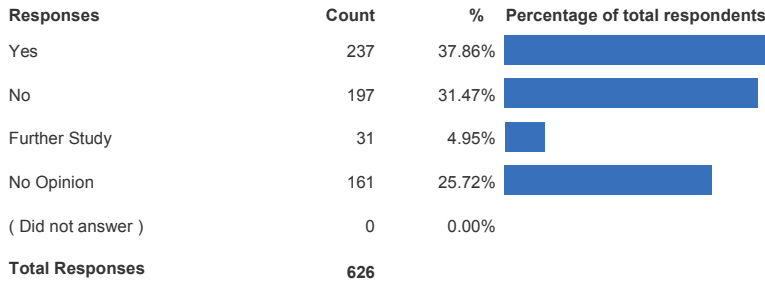
Q20. Pedestrian/cyclist crosswalks for improved access to the pedestrian/cyclist pathway along Queen Elizabeth Drive on the Glebe side of the Canal have been proposed. Do you support similar improvements on the OOS side of the Canal near the Bank Street Bridge?



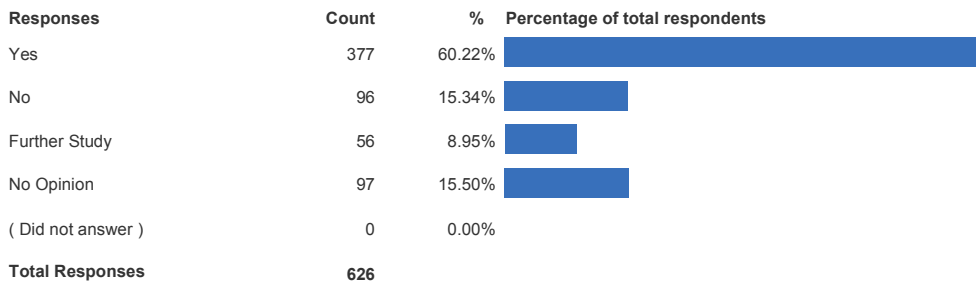
How you experience & envision Riverdale Avenue

**Q21. Yes, No, Further Study, No Opinion**

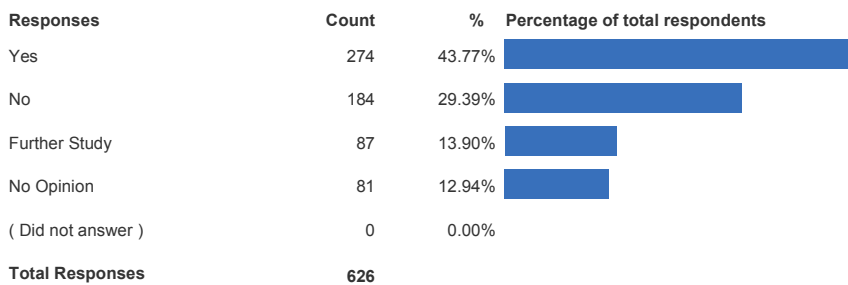
21 (a) : Yes, No, Further Study, No Opinion: Do you consider Riverdale a safe cycling route



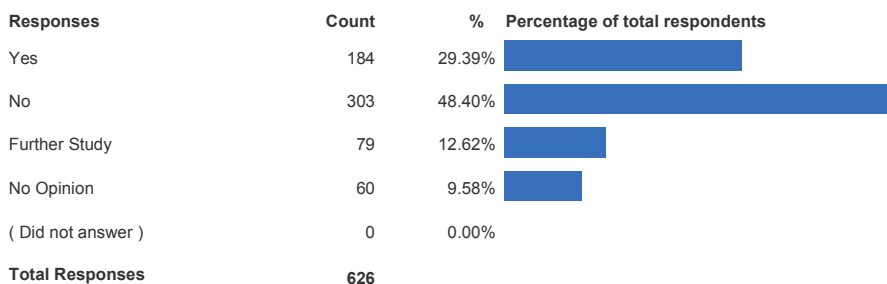
21 (b) : Yes, No, Further Study, No Opinion: Do you support shared bike lanes by painting sharrow (share + arrow) markings to indicate vehicles must share roadway where cars are parked



21 (c) : Yes, No, Further Study, No Opinion: Do you support a dedicated bike lane on one side of the street only



21 (d) : Yes, No, Further Study, No Opinion: Do you support dedicated bike lanes on both sides of Riverdale, eliminating parking altogether



Parking Policies -- A recent Study of OOS Parking (October 2012) focused on short-term parking for local businesses along Bank Street. Results from this Study determined that parking met City standards. This Study was conducted before the approval of Lansdowne and did not consider additional retail, entertainment,

sports facilities, 238 new condos, and frequent small and medium-sized events.

**Q22. Yes, No, No Opinion**

**22 (a) : Yes, No, No Opinion: Do you anticipate any parking problems once Lansdowne is completed**

Responses	Count	%	Percentage of total respondents
Yes	547	87.38%	
No	53	8.47%	
No Opinion	26	4.15%	
( Did not answer )	0	0.00%	
<b>Total Responses</b>	<b>626</b>		

Better access to on-street permit parking for residents & their guests may help alleviate scarce parking near residents' homes.

**Q23. Yes, No, No Opinion**

**23 (a) : Yes, No, No Opinion: Do you believe the current fee of \$56 per month is too high**

Responses	Count	%	Percentage of total respondents
Yes	209	33.39%	
No	198	31.63%	
No Opinion	219	34.98%	
( Did not answer )	0	0.00%	
<b>Total Responses</b>	<b>626</b>		

**23 (b) : Yes, No, No Opinion: Is the 3-hour maximum for guest parking adequate**

Responses	Count	%	Percentage of total respondents
Yes	282	45.05%	
No	252	40.26%	
No Opinion	92	14.70%	
( Did not answer )	0	0.00%	
<b>Total Responses</b>	<b>626</b>		

**23 (c) : Yes, No, No Opinion: Do you support creating an online application process for guest & resident on-street-parking permits**

Responses	Count	%	Percentage of total respondents
Yes	483	77.16%	
No	44	7.03%	
No Opinion	99	15.81%	
( Did not answer )	0	0.00%	
<b>Total Responses</b>	<b>626</b>		

Parking spaces need to be optimized. This is usually addressed by clearly identifying parking zones and their time durations. Where businesses benefit from more frequent turnover, durations are often shorter and where parking serves residents and their visitors, it is longer.




**Q24. Yes, No, No Opinion**

**24 (a) : Yes, No, No Opinion: In general, do you support 2-hour parking within one block of Bank Street during business hours**




Responses	Count	%	Percentage of total respondents
Yes	513	81.95%	
No	76	12.14%	
No Opinion	37	5.91%	
( Did not answer )	0	0.00%	
<b>Total Responses</b>	<b>626</b>		

**24 (b) : Yes, No, No Opinion: In general, do you support 3-hour parking on all other streets during business hours**




Responses	Count	%	Percentage of total respondents
-----------	-------	---	---------------------------------

Yes	489	78.12%	
No	104	16.61%	
No Opinion	33	5.27%	
( Did not answer )	0	0.00%	
<b>Total Responses</b>	<b>626</b>		




**24 (c) : Yes, No, No Opinion: Do you support increased bylaw enforcement for residential parking in OOS**

Responses	Count	%	Percentage of total respondents
Yes	273	43.61%	
No	266	42.49%	
No Opinion	87	13.90%	
( Did not answer )	0	0.00%	
<b>Total Responses</b>	<b>626</b>		

**24 (d) : Yes, No, No Opinion: Do you support specific Sunday morning parking in areas that would otherwise be designated as no parking during the week**

Responses	Count	%	Percentage of total respondents
Yes	411	65.65%	
No	116	18.53%	
No Opinion	99	15.81%	
( Did not answer )	0	0.00%	
<b>Total Responses</b>	<b>626</b>		




**24 (e) : Yes, No, No Opinion: Do you support improving minimum service levels for snow clearing in OOS**

Responses	Count	%	Percentage of total respondents
Yes	475	75.88%	
No	72	11.50%	
No Opinion	79	12.62%	
( Did not answer )	0	0.00%	
<b>Total Responses</b>	<b>626</b>		




The City of Ottawa is committed (in order of priority) to making walking, cycling, transit use and automobile travel safer and more secure through education, engineering and enforcement. The following are suggestions that might reinforce the City's commitment and our community's inclination to expand its role in encouraging improved motorist behaviour.

**Q25. Yes, No, No Opinion**

**25 (a) : Yes, No, No Opinion: Partner with the City to offer community-based educational programs in OOS that promote pedestrian and cyclist safety**




Responses	Count	%	Percentage of total respondents
Yes	362	57.83%	
No	97	15.50%	
No Opinion	167	26.68%	
( Did not answer )	0	0.00%	
<b>Total Responses</b>	<b>626</b>		

**25 (b) : Yes, No, No Opinion: Celebrate more events that promote pedestrian and cyclist priorities**




Responses	Count	%	Percentage of total respondents
Yes	377	60.22%	
No	92	14.70%	
No Opinion	157	25.08%	
( Did not answer )	0	0.00%	

**Total Responses 626**

**25 (c) : Yes, No, No Opinion: Explore landscaped entry points and decorative planting initiatives that visually indicate to drivers they are now entering and passing through a neighbourhood**

Responses	Count	%	Percentage of total respondents
Yes	497	79.39%	
No	59	9.42%	
No Opinion	70	11.18%	
( Did not answer )	0	0.00%	
<b>Total Responses</b>	<b>626</b>		

**25 (d) : Yes, No, No Opinion: Support volunteer fundraising among local businesses and residents to fund "greening" initiatives as described above**

Responses	Count	%	Percentage of total respondents
Yes	409	65.34%	
No	71	11.34%	
No Opinion	146	23.32%	
( Did not answer )	0	0.00%	
<b>Total Responses</b>	<b>626</b>		

**Q26. If you wish to add your comments and/or suggestions on any of the questions or proposals in this survey please do. This question is optional.**

[View Responses](#)

Note: Percentage values may exceed 100% because of rounding errors.