

# Fourth Avenue – Mutchmor Public School and Corpus Christi Elementary School Traffic Calming Study

## As We Heard It Report

December 2021

### Executive Summary

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An online survey was conducted from September 23 to October 18, 2021 to confirm traffic concerns near Mutchmor Public School and Corpus Christi Elementary School and to receive feedback on a recommended conceptual traffic calming design.

A total of 178 responses were received for this survey. The full survey results including comments provided have been presented in this report. The survey yielded the following key takeaways:

- **Pedestrian safety** and **vehicle speeds** are the two existing issues that respondents indicated the greatest level of concern over, followed by **driver behavior during school pick-up and drop-off times**.
- Most of the respondents were **very supportive** of the proposed traffic calming design.
- Common themes from the respondents' general comments included concerns about **vehicle speeding, traffic volumes, and neighbouring streets**.

The results of this online survey will assist City staff in finalizing a functional traffic calming design for this project.

## Introduction

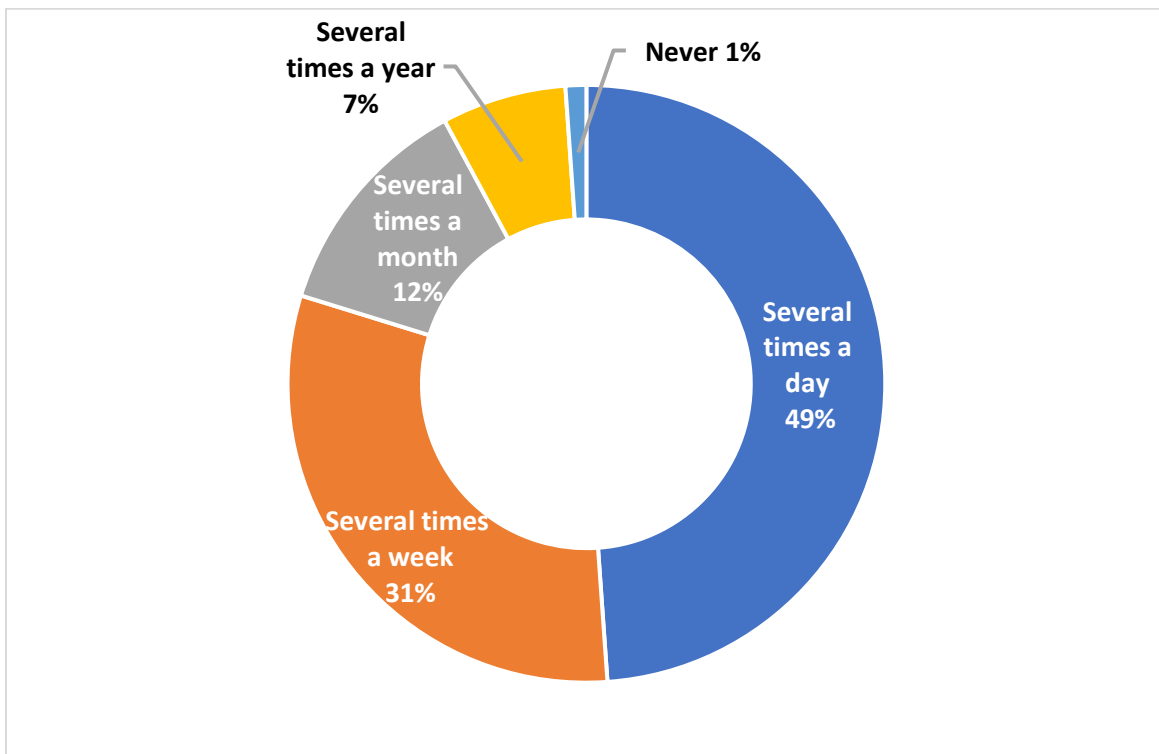
The City of Ottawa is currently undertaking a traffic calming study for Fourth Avenue between Percy Street and Lyon Street South in the vicinity Mutchmor Public School and Corpus Christi Elementary School. As part of the City's Road Safety Action Plan, this study aims to reduce the negative impacts of motorized traffic and promote the safety of students. An online survey was conducted to confirm community support and gain feedback regarding a recommended traffic calming concept which was drafted. The online survey was held between September 23 and October 18, 2021. The results of the survey are summarized in this report.

## Survey Results Summary

There was a total of 178 respondents to this survey. The following provides a summary of the responses received for each question.

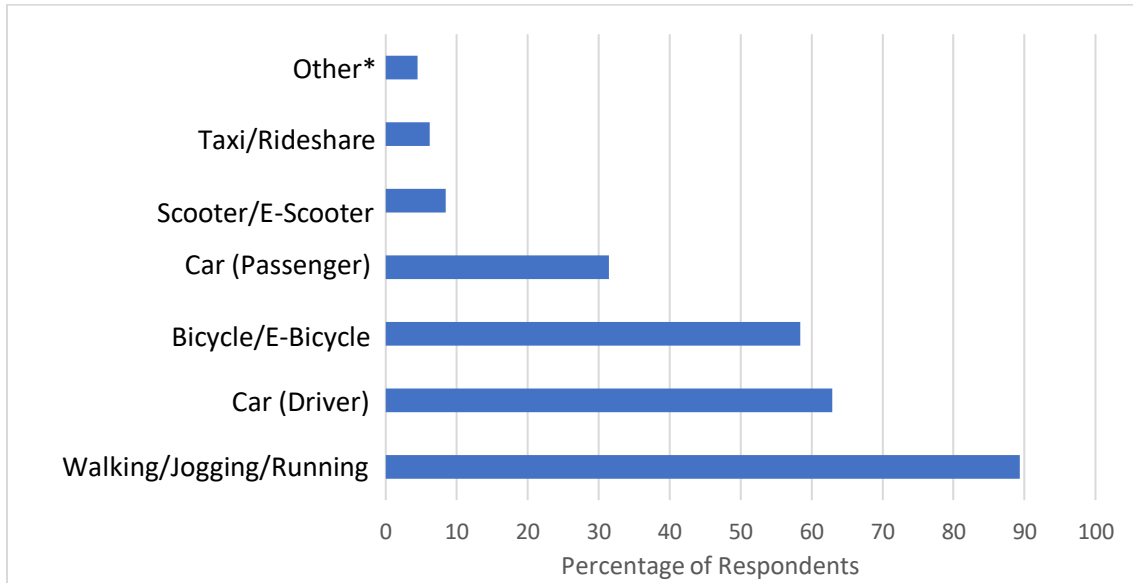
### How often do you use Fourth Avenue between Percy Street and Lyon Street South?

Almost half of respondents reported using Fourth Avenue between Percy Street and Lyon Street South daily.



What mode(s) of transportation do you and your family members use when travelling along this section of Fourth Avenue? Choose all that apply.

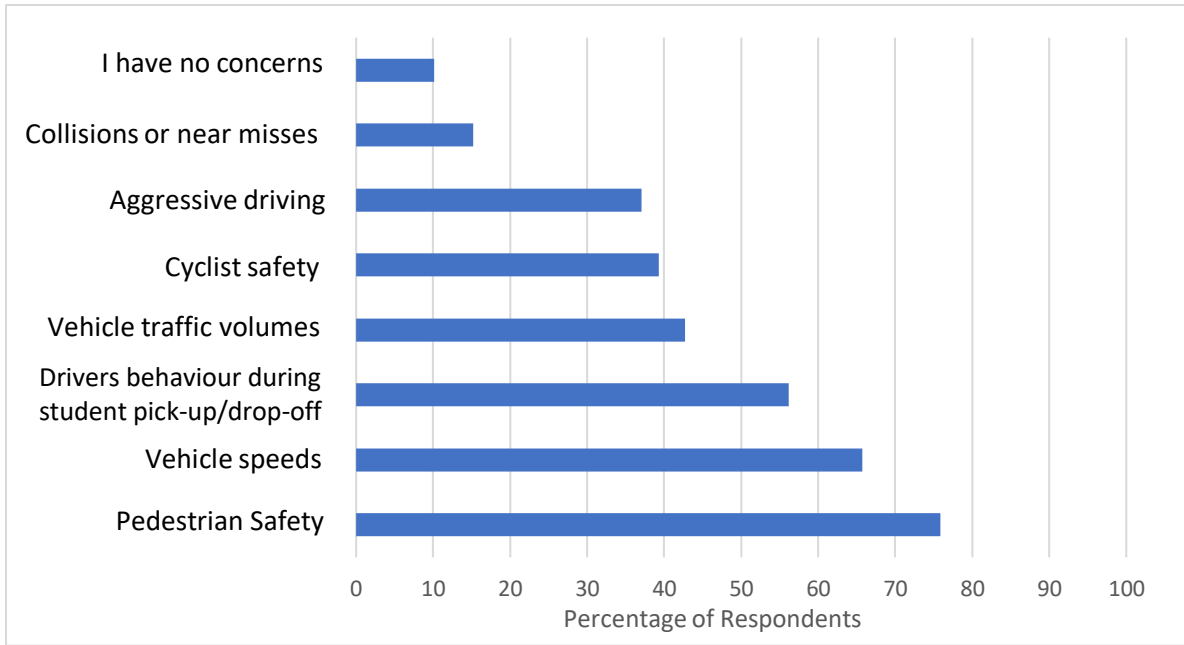
Most respondents travelled along Fourth Avenue by walking/jogging/running, followed by car (driver) and bicycle/e-bicycle.



\*Other includes skateboarding/rollerblading, motorcycle, and wheelchair/motorized wheelchair

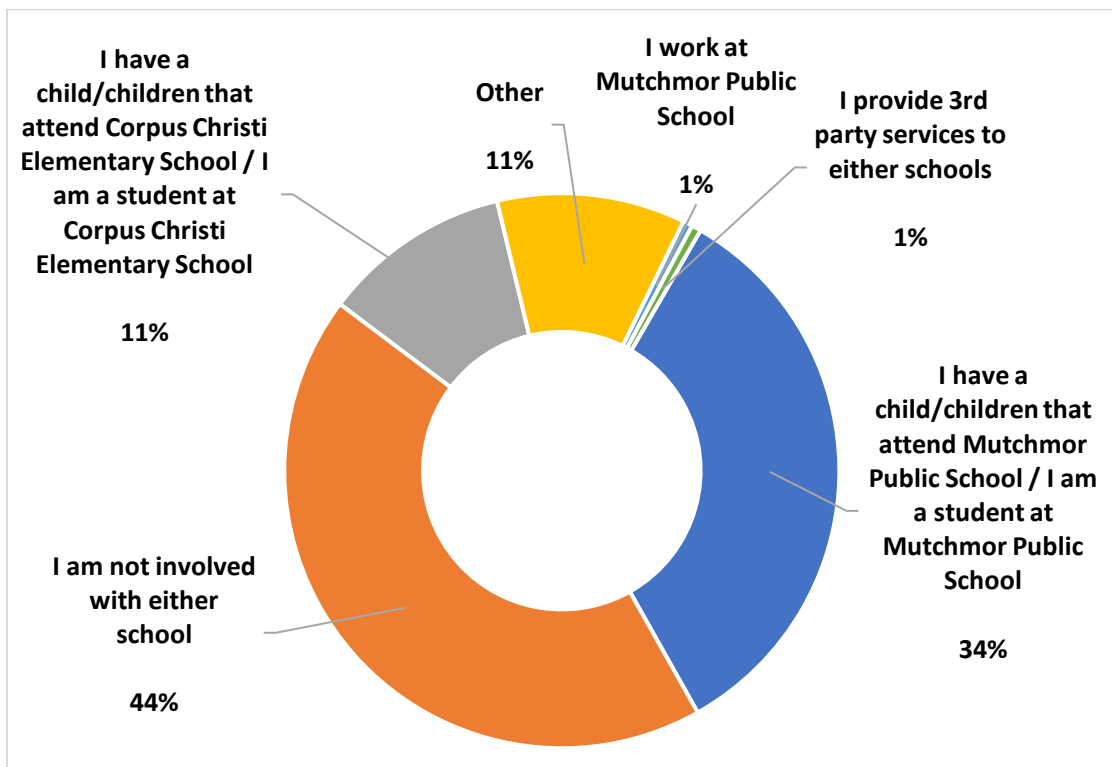
What are your primary concerns when travelling along this section of Fourth Avenue? Choose all that apply.

Respondents were most concerned with pedestrian safety, followed by vehicle speeds and driver behavior during school pick-up and drop-off times.



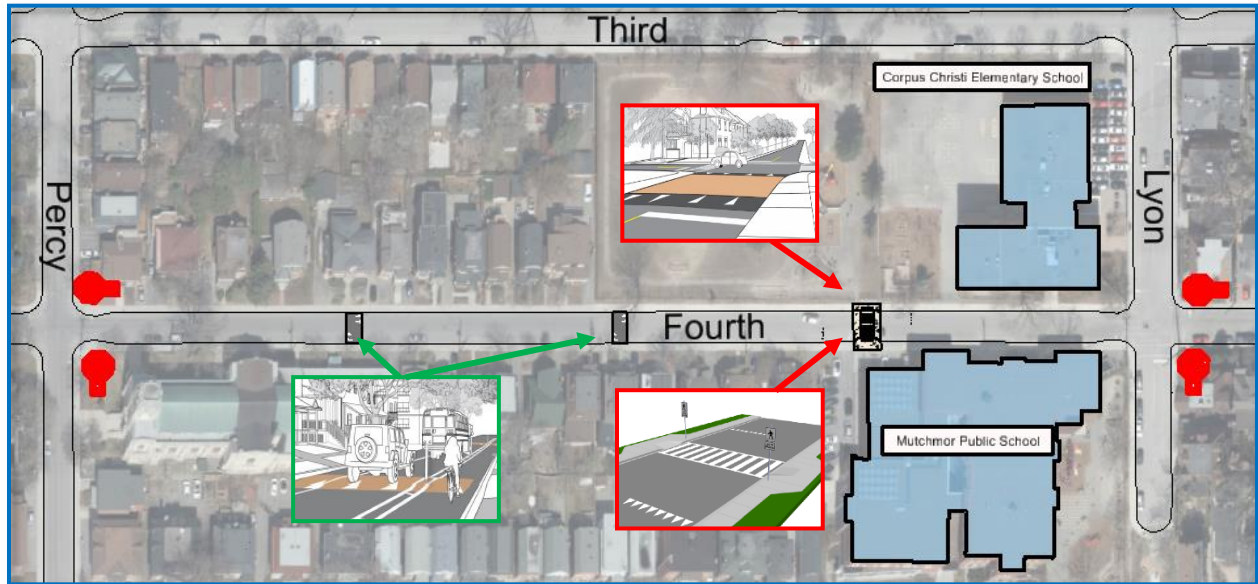
To what extent are you involved with Corpus Christi and/or Mutchmor elementary schools? Choose all that apply

Close to half of respondents were not involved in any way with either Corpus Christi or Mutchmor elementary schools.



Based on traffic data and in coordination with various stakeholders, a traffic calming design has been drafted. Please review the design and indicate your level of support.

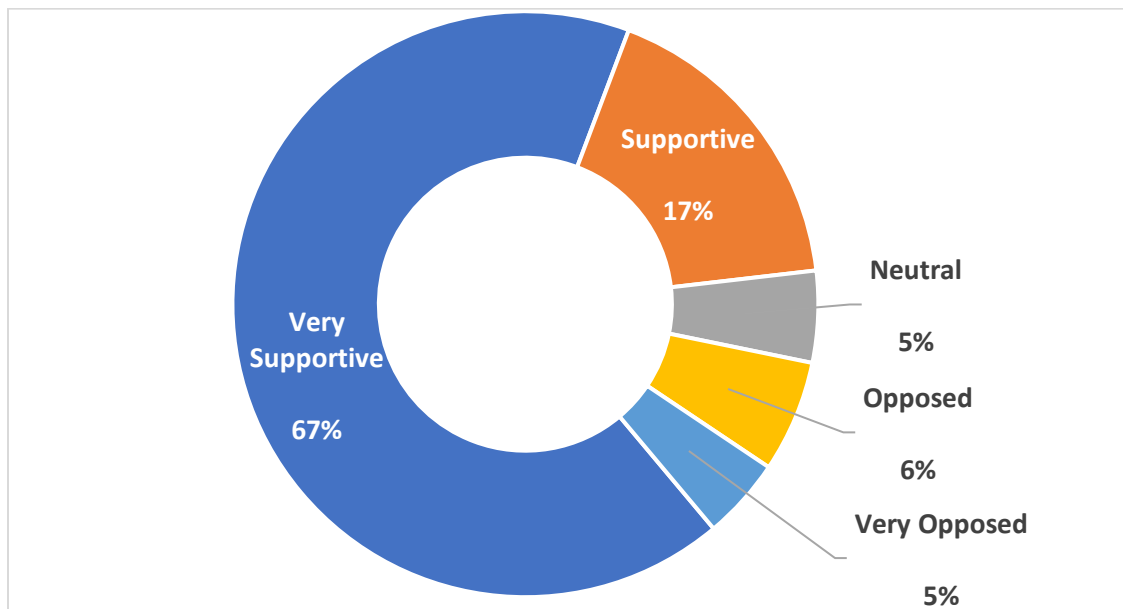
The following was the proposed traffic calming design (full drawing can be viewed [here](#))



*This traffic calming design consisted of:*

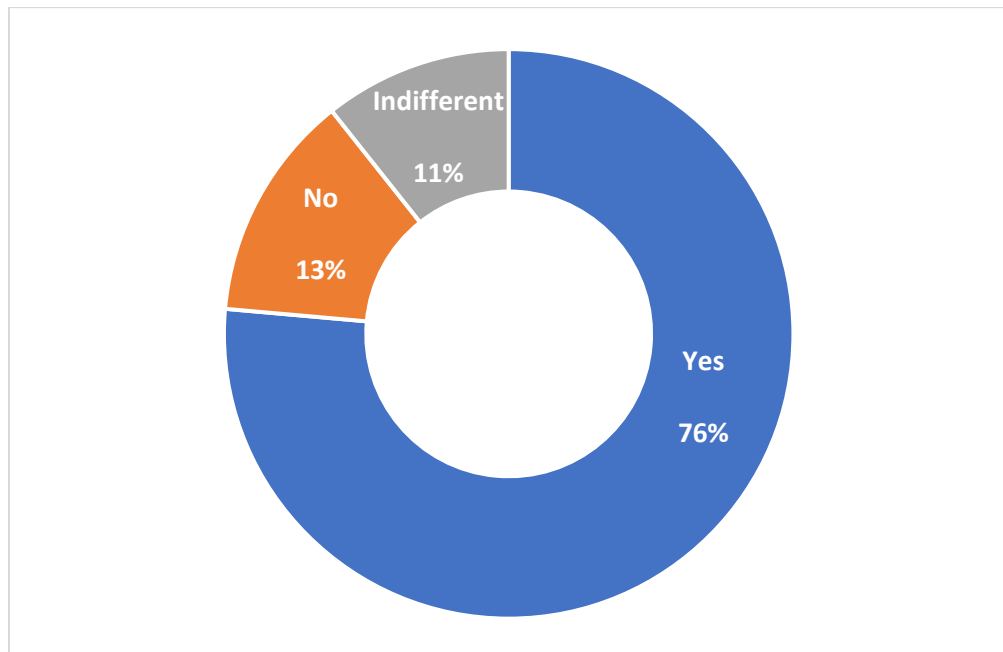
- *2 speed humps*
- *1 raised crosswalk and Type 'D' pedestrian crossover (PXO) at location of existing school crossing*

Most of the respondents were very supportive of the proposed design.



Implementing this recommended plan may or may not result in losing minimal on-street parking along this section of Fourth Avenue. Would you support the removal of some on-street parking if necessary?

The majority of respondents supported losing some on-street parking along Fourth Avenue if necessary to introduce permanent traffic calming measures.



Please provide us with any general comments you may have regarding the recommended conceptual traffic calming plan.

A total of 119 comments were provided from the survey respondents. The common themes of the written comments are summarized below. The full responses are provided in the Appendix.

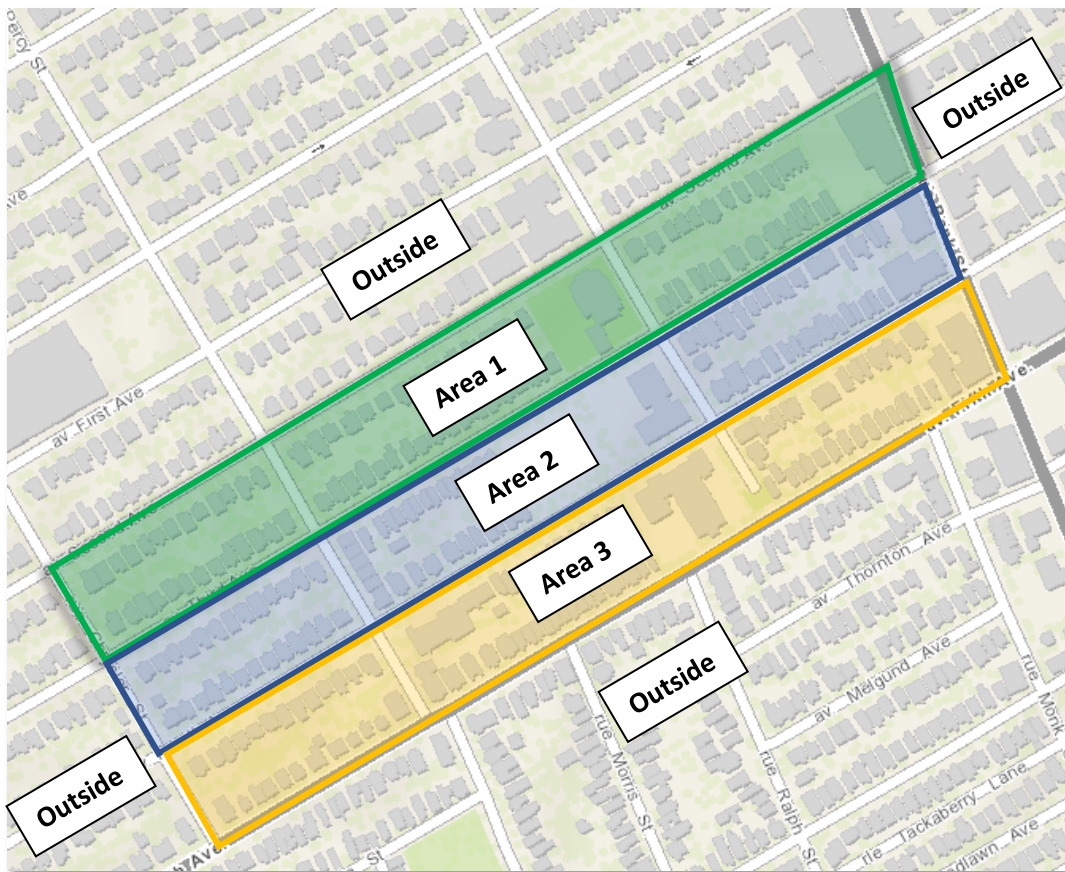
- **Vehicle Speeding**
  - Many respondents are concerned about vehicles speeding on Fourth Avenue, Fifth Avenue and Third Avenue.
  - Some respondents requested automated speed enforcement (photo radar) and increased police enforcement.
- **Traffic Volume**
  - Many respondents feel that traffic should be either completely restricted or reduced at Fourth Avenue during peak hours.
  - Many respondents report that parents picking up students will stop and park illegally on the block and cause traffic congestion and visibility problems around the school.
  - Some respondents feel that By-law enforcement to enforce parking restrictions around the school will make the block safer.

- Some respondents feel that the volume of vehicles around peak hours is a larger issue than speeding.
- **Neighbouring Streets**
  - Respondents report that there are just as many speeding problems on Third Avenue, Fifth Avenue, and other segments of Fourth Avenue as well that need to be controlled.
  - There is concern from some respondents that this traffic calming plan may push traffic problems to neighbouring streets due to drivers avoiding the proposed Fourth Avenue traffic calming measures.

Please provide us with your postal code

Postal code locations as provided by respondents are summarized below.

Area	Boundaries (North, South, East, West)	% of Respondents
Area 1	Second Avenue, Third Avenue, Bank Street, Chrysler Street	8
Area 2	Third Avenue, Fourth Avenue, Bank Street, Chrysler Street	17
Area 3	Fourth Avenue, Fifth Avenue, Bank Street, Chrysler Street	19
Outside Areas 1-3		56





## Conclusion

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A total of 178 responses were received for this survey. The survey yielded the following:

- Respondents were most concerned with **pedestrian safety** and **vehicle speeds**, followed by **driver behavior during school pick-up and drop-off times**.
- Most of the respondents were **very supportive** of the proposed traffic calming design.
- Some common themes from the respondents' general comments included concerns about **vehicle speeding, traffic volumes, and neighbouring streets**.

The results of this online survey will assist City staff in finalizing a functional traffic calming design for this project.

## Appendix

General Comments
This is an excellent step in the right direction. Additionally consider measures that entirely removes vehicles from roads around the schools during drop off and pick up.
Fifth avenue is far worse and more dangerous. Traffic speed through the equivalent section is exponentially worse. Please do a similar plan on Fifth Ave.
This is an excellent plan. I would also support closing the section of fourth to cars during drop off and pick up hours. My 6 year old daughter was almost hit by a car while she was walking in the crosswalk next to the school on fourth ace. Pick up is very chaotic and traffic is unsafe with that many pedestrians trying to cross.
There is significant pedestrian traffic during school drop off and pick up. It consists of many young children. Any plan to reduce vehicle traffic is essential.
Thank you. Practicing social distancing is also an issue at busy time of day that the proposed plan does not practically address (e.g widening sidewalks) however accentuates the need for the proposed interventions to reduce speeds. Posting to 30km/h is also advised.
This plan could be better for cycling, should be a full seperation from traffic, preferably raised.
I find it completely ridiculous to consider Fourth in the absence of considering the collateral impacts on Third and Fifth. Let's get a holistic school and community centre safety zone plan in place, please!!!
This is long overdue. My son went to Mutchmor many years ago so I'm very familiar with the situation (even though I am no longer a daily user).
Please consider more restrictive measures for automobiles during school drop-off and pickup times. e.g. local traffic only, no stopping anywhere along fourth.
my concerns revolve all around school drop-off pick up times. with what you're proposing, you might as well do nothing. sidewalks are narrow, right next to street, often resulting in people spilling from sidewalk onto street. many people idle in cars while waiting. people driving through trying to squeeze through parked cars, bikes, kids walking, parents with strollers, etc. BE BOLD. IMPLEMENT A SCHOOL STREET. at the very least do more to discourage people from driving right to school door. residential shared street for example. replace sidewalk with green space, and make street shared space in which people walk, sharing the roadway with drivers. if people have to drive among people they will not treat is a thoroughfare while lots of people are walking during school drop off/pick up. failing that, at least do large curb extensions at Lyon and Percy. <a href="https://www.880cities.org/what-are-school-streets/">https://www.880cities.org/what-are-school-streets/</a> <a href="https://www.880cities.org/portfolio_page/school-streets-guidebook/">https://www.880cities.org/portfolio_page/school-streets-guidebook/</a> <a href="https://nacto.org/publication/urban-street-design-guide/streets/residential-shared-street/">https://nacto.org/publication/urban-street-design-guide/streets/residential-shared-street/</a> <a href="https://nacto.org/publication/urban-street-design-guide/street-design-elements/curb-extensions/">https://nacto.org/publication/urban-street-design-guide/street-design-elements/curb-extensions/</a>
I also think that pedestrians in this area need to learn to use the sidewalks vs the street. It is very tight with everyone crossing at the schools and it is very nerve wracking for drivers when adults are walking on the street making it difficult for cars to get by. People jay walking isn't helping the situation.
This does not go far enough. The street is used to connect kids as young as second graders from the main building to the yard, where pick up and drop off occurs. It is very unsafe and extremely crowded. There is no reason whatsoever for any car traffic for the section of Fourth Avenue near Lyon. I've made police reports about drivers turning carelessly there with no real meaningful change. There is a cul-de-sac on Lyon just north of Fifth, preventing drivers from speeding through there as a shortcut. That is a good model for Fourth. Ideally the whole block would be closed (local traffic only), but at the very least the parts in immediate contact with the schools and schoolyards.
I find that illegal stopping and parking is a big issue on both fourth avenue and Lyon st outside the Mutchmor playground. With the number of parents and children required to be in the road now we can no longer using the playgrounds any driving (and indeed the manoeuvring in the Lyon st cul de sac) poses extreme risk to the sheer number of children and parents required to be in the road.
It's fine, but could go further in terms of protecting students. Maybe a flashing sign like at Somerset and Bay? Speed is an issue here and safety is paramount.
The proposed solutions are acceptable but I think the crosswalks that light up (similar to the ones when you cross queen elizabeth by Dows Lake) would help!

Why not consider Third Avenue as well? The traffic, with school buses and the community centre, is as bad or worse on that street.

More bike lanes in Ottawa please

I'm concerned about snow removal over speed bumps - but I'm not sure there's any way around that? We would love to see it as a 30 zone - and I find the speed signs with flashing lights when over really helps speed too.

This is so needed for the safety of students. Traffic in this area is increasingly aggressive and there is lots of speeding.

[https://www.google.com/url?sa=t&source=web&rct=j&url=https://www.crd.bc.ca/docs/default-source/regional-planning-pdf/transportation/active-transportation/school-streets-guidebook\\_pages.pdf&ved=2ahUKEwj12ZStnJnzAhUdGFkFHT6JBvEQFnoECDUQAQ&usg=AOvVaw1mbNAZPZDrAYwLPVCFIIPq](https://www.google.com/url?sa=t&source=web&rct=j&url=https://www.crd.bc.ca/docs/default-source/regional-planning-pdf/transportation/active-transportation/school-streets-guidebook_pages.pdf&ved=2ahUKEwj12ZStnJnzAhUdGFkFHT6JBvEQFnoECDUQAQ&usg=AOvVaw1mbNAZPZDrAYwLPVCFIIPq)

I've never really noticed concerning traffic in that area so it doesn't seem necessary

Would be helpful to also make the "no parking" area in front of corpus into a "no standing" area. Stopped cars there block visibility of crosswalk.

I'd also like to see near daily bylaw presence to enforce no stopping zones

This plan needs to be taking into account the driving patterns or flow that this will brk g on surrounding streets. Third Avenue in particular.

I have never noticed a traffic problem on this section of the street despite living here for six years.

We have observed cars going too fast along Fourth Ave. The Mutchmor field is heavily utilized outside of school hours and would be well supported by the pedestrian cross walk.

Cars should not be allowed to stop anywhere on fourth avenue between the schools during drop off and pick up times.

I don't feel that the type D crossover is necessary outside of school hours. For me the only concern is keeping students (and their affiliates) safe. What about a blinking stop light that only applies during school hours? Also, We don't live with as much proximity as others to the schools and thereby are sometimes dependent on driving and more specifically parking. We don't mind "walking a block" but the neighbourhood already has too little parking at all times to consider removing any further parking spaces or applying a generalized safety solution outside of school hours to address a problem that is specifically only more acute during school times.

Whole neighbourhood could have traffic calming - especially Mutchmor at fifth

Cars run the stop sign in front of Mutchmor on fifth constantly. I live on 5th and while on my walks I see 1-2 cars running this stop sign every single day. Cars driving way too fast on the street is another problem, mostly considering the amount of children in the neighborhood and the elementary school right there. I'm glad crossing guards have been back out but they can't stop the cars from driving unsafely beyond facilitating the crosswalk they are stationed at. I strongly believe 5th avenue also requires traffic calming.

Speed bumps are not the solution to vehicle woes on this street. This will increase traffic noise, damage vehicles, slow down emergency vehicles, and reduce the already limited parking options in my neighbourhood. The raised crosswalk should be considered separately from the speed bumps.

I live on Fourth Avenue (between Bronson and Chrysler). I am concerned about the amount of vehicular and pedestrian traffic on the stretch of Fourth Avenue between Percy and Lyon during school drop off and pick up times only. It's a hectic area in front of Corpus Christi and Mutchmor in the mornings when kids are being dropped off for school and in the afternoons when school let's out, but those are the only times when there's any issue. I don't think that speed bumps do a whole lot generally and I don't think they would do anything in this particular case since it's not a case of speed but of volume of people and cars. I think having designated vehicular drop off points and signage for this could help, and increasing supervision. The crossing guards, for example, are a great help. I also think that the recent addition of the upfront traffic calming markers (the sticks that essentially mark the lanes) throughout the neighbourhood (and across the city generally) are very effective - cars actually slow down because they need to slow down to get through the upfront markers. One last point, traffic speed on Fourth Avenue is far worse between Bronson and Percy than it is between Percy and Lyon.

I live at Third and Lyon, the concerns expressed about the intersection in question can easily be extended to the intersection of 3rd and Lyon on account of the community center and that there is a light in 3rd and Bank which encourages more traffic on 3rd.

Implement restrictions for on street parking during school start/end times with the exception of local residents.

I am specifically opposed to the speed bumps. I like the raised walk. The biggest problem i see every day is driver behaviour: double parking, turning around mid Street, inattention. None of these problems will be solved by speed bumps. Speed bumps are an irritant. I would prefer to have the street closed to through traffic (except local) in the morning.

This is a pretty quiet street outside of school drop off and pick up times. My only concern is excessive measures taken to try to mitigate poor behaviour for peak time road users, which seem silly/overkill at other times. An example is the totally unnecessary new all way stop at third and O'Connor.

Consider going further - pedestrianizing parts of the street for defined periods around school drop off and pickup. Do not allow vehicles to drop off/pick up within pedestrianized area other than accessibility/wheelchair users. Consider road treatments which make clear this is a school/pedestrian area.

While I support the measures in particular the raised the crosswalk, it does not address the number of parents that park their car on 4th Ave outside Corpus Christi and wait until their children can enter the school yard. The signs for no parking do not deter this behavior. The drivers also leave their car idling contributing GHG emissions and air pollutants in an area full of children. Stronger bylaw enforcement is needed.

I would love to see the streets around these two schools safer for the many kids that use them and must cross the street as part of their regular school day.

I am a parent of the FRENCH public elementary school Francojeunesse, which is located in Sandy Hill, a much more high traffic area, I am totally opposed to this as in the Glebe there are already many crossing guards in the area of these schools. In order to be transparent, and have more equitable services, the city of Ottawa should also look at other very concerning areas (outside of the Glebe and in francophone communities).

I'm very supportive of the raised crosswalk for where Mutchmor students cross over to the field. I'm less supportive of the other speed bumps because I'm less sure they are required.

I's really important to do this on 4th. Also I think some similar traffic calming is needed on 5th Avenue between Bank street and Chrysler...perhaps one of those electronic sensor signs that indicates the speed limit and highlights the actual speed of the drive in red when they exceed the posted limit. ...Or a camera that issues tickets for excessive speed in a school zone...

is traffic speed really a problem? i'm only there during school drop off/pick up. during those times at least, speed is not the problem. volume of cars is. there's so many people, and the sidewalks are so narrow, people end up on the road and cars feel the right to the right-of-way they get frustrated and almost push people off the road. how about large and long bulb-outs at Lyon and Percy? make it almost one lane at block entry/exit and set the tone for the rest of the block. also, more likely to discourage people from driving right up to school gate. also, how about some permanent signs encouraging people to consider parking a block or two away from school?

Parking is still important for teachers in the schools as well as residents. Attempts should be made to maximize parking spots on street. Crosswalk design should also support accessibility needs of visually impaired child in the school. Any permanent road signs should not obstruct the view of crossing guards.

I am extremely pleased to see these planned traffic-calming measures in the school zone ! There is almost a continuous traffic flow on this street with cars cutting between Bank & Bronson. Hopefully these measures can be instituted ASAP -- if not sooner. Thank you ... a 4th Avenue resident

We are supportive of the proposed measures. However, the volume of traffic on all of Fourth Avenue between Bronson and Bank seems to have increased. We suspect that this is because the traffic calming measures put in place on Fifth, Third, Second and First Avenues are significantly more effective than the minimal ones in place on Fourth, resulting in a diversion of traffic onto Fourth. Virtually no driver respects the 30km/h speed limit, and few appear to be travelling at 40km/h or less. We would therefore urge you to consider additional measures for other contiguous blocks on Fourth

Avenue, particularly since many children attending the schools use these blocks as well as the one under study.

The concerns are mainly during before and after school and the volume of 'parent and students' at the gates. There is often many parents standing on the road and cars just 'stopping' and putting on flashers at the gates causing a back up of cars! My children (who often walk home alone) stand for minutes at the four way stop (Lyon and 4th) to cross over. I worry about aggressive drivers trying to get through this intersection. I feel that it is only a matter of time before someone is hit in the area. Could there be a designation 'pick - up / drop off zone' further down fourth (parallel to the Mutchmor yard) during those two small windows during the day? No comment made on vehicle speed, as during the times I have experienced in the area it is SO busy, cars could only go 10-20km/hr.

As a part of this traffic calming measures plan, would it also be possible to do install more traffic calming measures on fourth Ave between Percy and Chrysler- for example the speed humps ? I am a resident on this block, and there are a lot of small kids that reside on the block (about 30 kids aged 10 and under). We often notice a lot of cars passing by at high speeds racing towards Bronson, and feel that if speed humps will be installed on fourth between Percy and Lyon, cars will go by even faster trying to go to Bronson. Installing speed humps on fourth between Percy and Chrysler will also calm traffic heading into the intersection of fourth and Percy that has seen a number of collisions/ near misses over the years.

While these measures will help traffic calming, I don't think they will address the second problem we have on this block (I live on this block) - that of helicopter parents parking just about anywhere so that their little Johnny and Suzy don't need to walk more than 20 meters to the school entrance. I have even seen parents park across the existing crosswalk during school hours. It is possible that a raised crosswalk with help with parking issues, I hope so.

I fully and strongly support the proposed traffic calming measures. I find the 'stakes' put on the roadway over the past few months do help reduce traffic speed somewhat, more of them -- including one on the centre of the roadway as have been installed on some of the other avenues would also be very beneficial.

Some images also seem to propose a one-way road. This isn't mentioned as a measure but would worry me more as traffic on Third (which is adjacent to a school and a community center) would then also need to be considered. Having a more holistic perspective and considering bumps on Third may help avoid a simple displacement of the issue by one road.

A type D crossing is not a favorable design for this street. The raised crosswalk will work better. For the two speed humps, think they should be continuous without a centerpiece missing. Having one continuous speed hump so cars won't have a chance to try to run one wheel through a missing section. There should also be speed humps on Third avenue also. I live on Fourth Avenue and see the traffic flow and Third avenue is just as busy with speeding cars which pose a safety issue to pedestrians

I like the plan but on street parking is also important. If I had to choose between the two priorities I would still support the plan.

The raised crosswalk seems intended to draw additional visibility to the area where students cross the street. However, crosswalk is already visible as there are outcroppings of the sidewalks that already draw attention to it, along with crosswalk signage prominently displayed. Also, teachers in high-visibility vests act as crossing guards when students are present. As there has never been a traffic incident at this crosswalk (or to my knowledge anywhere on this section of Fourth avenue), it seems that the safety measures already in place are sufficient. The speed humps seem a redundant measure to control speed on the street. The speed limit is already set at 30km/h, and it was introduced with the justification this speed was slow enough prevent serious injury in the event of a collision with a student. Since cars are already moving at a safe speed for the area, why do we need additional traffic calming measures?

Pleased that this is being looked into. I regularly walk by this intersection with my children and have noticed vehicles speeding through. My children will be attending this school in the near future.

I live on fifth avenue and have experience with the raised crosswalk at Craig. I find that it is generally ineffective as it promotes a rolling drive through rather than a full stop. In fact cars were more apt to fully stop BEFORE the raised crosswalk was installed. I would highly encourage speed cameras to be installed both fourth and fifth avenues as the only way to truly reduce speed to the posted limits.

I like the plan. Definitely need to slow vehicles down in that area. I feel that the same should be done for Third Ave. between Lyon and Percy with all the kids around the community centre and other side of Mutchmore park. Given the light at Third & Bank, the vehicle volume tends to be more than Fourth.

Fifth avenue is way worse and is not supportive of safe / active routes to school. Everyone understands that Fifth needs to move cars and fire trucks. Consideration of an automated speed camera should complement the plans for Fourth.

Looks good to me - you would think drivers would drive more responsibly in a school area, but... nope

I am concerned that speed bumps will increase deceleration / acceleration noise. I wonder why speed bumps were chosen over metal road barriers as in other sections on fourth.

solar digital speed sign should be added to help motorists monitor their speed (as implemented on Powell avenue - Lyon to Percy block)

I think this is great. However I would also like to see a crossing guard at the Fourth/Lyon intersection during school drop-off/pickup times as drivers do not always respect the stop sign at this intersection and there is very heavy student traffic from both schools.

I think the raised/pxo crossing is an excellent idea but I do not feel that speed bumps are necessary as the street speed limit is 30k/hr

I have lived a block away from these schools for 25+ years - the block between Lyon and Bank Street. During this time I have seen many close calls with regards to students being struck by vehicles- however they are not with external drivers to the area- they are with parents of students dropping off their children. Many parents double park their cars to drop off their children or park illegally and cause other safety issues. If you eliminate on street parking, this will get worse. What are the plans to ensure parents driving their children follow the rules/are held to account for their behaviour?

This seems like a good idea and a reasonable plan. I walk in this section of Fourth avenue daily and cars often drive much too fast here. Thank you

1. We live on the next block on 4th. Last week my six year old was 'doored' as he was biking to his school by a late parent opening their door without looking. 2. The traffic calming from the schools to Bronson is woefully inadequate (large space between flex posts on 4th do not slow traffic which frequently speeds to and from Bank and schools). Please deploy narrower speed limiters and/or speed bumps on the avenue to Bronson. 3. Third also needs the bumps. 4. Could you also just cone off the school blocks at drop-off/pick-up times? The sidewalks are too narrow for all the parents and kids. Thank you for consulting us.

It looks great! I do wonder whether calming on 4th may result on more traffic using 3rd. On the basis, and given the pedestrian entrances for Corpus and the GCC are on 3rd, what measures are planned there? Also interested to know whether this plan was developed in consultation with the GCA Transportation Committee and with Corpus Christi?

Great initiative

I live on Fourth between Chrysler and Percy. In our experience the bulk of cars travelling at high speeds are travelling east after exiting off Bronson. The current plan would also benefit from at least some additional traffic calming on our block (between Chrysler and Percy) so as to slow cars down that are coming into the school zone from Bronson.

As someone who both walks and drives a car I am opposed to speed bumps and raised crosswalks. I frequently travel by car on the Queen Elizabeth Driveway where there is a raised crosswalk at Dow's Lake. Instead of using that crosswalk I continually see pedestrians crossing the QED at other nearby locations. I have lived in this city my whole life and it seems like currently the emphasis is on bad vehicle driver habits instead of giving similar emphasis to bad habits by pedestrians, e-scooter users and cyclists - many of whom I see in the Glebe crossing on red lights, jaywalking, not stopping at stop signs, etc. I don't understand why car drivers are always blamed instead of giving equal responsibility to other users of the road. I resent my tax dollars being used to put posts and speed bumps on local roads instead of enforcing proper road safety by cyclists and e-scooters.

I also support random speed enforcement efforts - Third Avenue has traffic calming "pylons" which delivery trucks often drive over at speed and cars race between them. The traffic bumps proposed should be more effective.

I am confused by the existing crosswalk being replaced with '1 raised crosswalk and Type 'D' pedestrian crossover (PXO) at location of existing school crossing'. Aren't these 2 different things? I

prefer the raised crosswalk, as I am a big supporter of continuous sidewalks. I'd love to see an experiment involving mini-roundabouts at each corner: Fourth and Lyon and Fourth and Percy.

What is proposed is insufficient to reduce the speed of vehicles travelling on Fourth Ave., Lyon St., and Third Ave. The "safety zone" must include Fourth Ave to Bank St., Lyon from Third Ave. and Fourth Ave. and Third Ave. from Percy to Bank. A raised crosswalk is required at Fourth and Lyon and speed bumps on Fourth Ave from Lyon to Bank as this is the main access for children attending the schools. We live at the corner of Fourth and Lyon and the speed of vehicles accelerating is very high. We have reported this to OPS and local councillor. We see very little in the way of police patrols. If the City installed radar cameras it would make a fortune.

1. There should be speed bumps along Fourth Ave. Between Lyon and Bank and along Lyon approaching Fourth Ave. as drivers drift through the stop signs on Fourth eastbound and on Lyon turning east along Bank then proceed to floor the gas pedal to half way down Fourth then scream on brakes approaching Bank Street. 2. There should be a bump-out on the south corner of Fourth Ave. at Lyon to prevent constant partial blocking of crosswalks by motorists. 3. There should be closer monitoring of parking and stopping on the corner of Lyon and Fourth especially in morning drop offs by parents and afternoon pickups. 4. Third Ave. should also be included in this study otherwise traffic will be just pushed to Third as an alternate route. The same measures should be implemented for Third. 5. Installation of a radar camera would garner "mucho dinero" for the city as motorists constantly run the stop signs and speed.

The main issue is the volume of cars Like the idea of a raised more visible crosswalk

It's a narrow road and there are difficulties when vehicles travel in the opposing direction. These issues are worsened when there is snow or when parents park to drop-off their children to school. A one-way configuration would solve these issues. A similar approach has been adopted at Fifth Avenue.

This is an amazing idea!! And is severely needed in this area. I would also STRONGLY suggest that the city look at the same thing on Fifth Avenue in front of Mutchmor Public school. There is a MUCH NEEDED speed bump / cross walk where Lyon Street intersects with Fifth Ave. Parents and kids ... and kids walking on their own are constantly crossing there when traffic is racing back and forth on Fifth Ave. The speed limit is 30 km/hr but no one is driving that slow unfortunately. This is accident just waiting to happen!!

I live at 4th and Lyon. I'm not sure this plan will address the fact that people love to blow through the stops signs at all times of the day especially during events at Lansdowne or during school hours. The speed bumps mean people just drive more aggressively in between and that they will drive even faster now especially at intersections. I never see enforcement ever. I've lived here for 20 years and have frequently seen pedestrians nearly getting run over. The problem is worse now during school start and finish as people double park everywhere. The lane reduction introduced this summer has introduced new places to park illegally and results in a more narrow road which further angers aggressive drivers. In winter the speed bumps will disappear in the snow. Again still no enforcement. I'd love to see regular enforcement including with cameras.

I disagree with speed humps - cars often sail over them. Speed cameras would be better and would produce revenue for the city. I think that the green hornets should patrol the areas at school entry and exit times as many parents assume the 'me first me only' attitude and park their cars on the streets (both Third and Fourth) where there is no parking and should also be no stopping. They should be encouraged to park a few blocks away and walk their children to school - good exercise for all too!! Police patrol with radar would be excellent on the Third and Fourth Avenue and Chrysler corners as the number of cars running the stop sign there is amazing!

None

My major concern with this plan, as a resident across the street from Mutchmor School on Fifth Avenue, is that it will drive increased traffic onto Fifth between Mutchmor and Bronson avenue, where cars are frequently travelling at excessively high speed - because of the traffic calming measures elsewhere, as soon as cars hit our stretch of Fifth, they put their foot to the floor and race down our section. It makes me nervous to even walk my dog in our stretch of Fifth. I worry that further reduced speed on a very wide street on Fourth (compared to Fifth which allows street parking and is already very narrow) will just send more people onto that section of Fifth.

Ottawa city needs to consider piloting a School Street during pick up and drop off times on 4th Ave. There are too many stress points between pedestrians and drivers. this can be done with OSC resources already in play.

I just moved away from Fourth Ave. but still live in the general area. I even attended Corpus Christi as a student back in the stone-age. In my observations after living on Fourth Ave over the past 14 years, Mutchmor staff do, basically, a good job to ensure kids cross safely - school to playground. Car drivers, by and large, appear to be considerate and safety conscious at the current crossing. However, my concern is with the majority of Ottawa bicyclists who have absolutely no respect for traffic and safety laws. We need a serious police crack-down on these selfish and self-entitled people who drive their bikes with no regard to others. Start fining these bicyclists. It seems the police look the other way. If they can't abide by the safety laws they should take their little bicycle toys to the park and ride there. It's shameful how they get away with breaking the laws. They have no accountability. Please note: This survey asks about 'cyclist' safety. But Does NOT mention 'car-safety'. Seems like a biased and skewed survey.

Traffic calming measures are needed on Fifth Avenue. The traffic conditions are worse along Fifth, and most of the youngest students (JK) gather on that side of the school.

I would like traffic calming on Fourth Ave from Bronson to Bank. I really don't think cars should drive down Fourth at all between Lyons and Percy at peak drop off and pick up times. It's too dangerous

I do not believe 4th ave should be open to vehicle traffic during drop off and pick up times.

The area is clearly unsafe to students, parents, cyclists. Pick up of students by parents at Corpus Christi and Mutchmor is on 4th Avenue. Why is the category "Other" not allowed to be explained?

This type of action is very necessary for this school zone. Thank you for being proactive in this way.

This is long overdue. The general volume of traffic on fourth avenue is excessive, and speeds are often also a problem in the glebe generally, and certainly along this street. I would support and encourage a complete ban on motor traffic on this section of fourth avenue (exempting only the residents on the street) during the school drop of and pickup hours.

So this on Fifth!

The parking situation on these streets has become so challenging for parents picking up kids. The reality is parents need to park and limiting the parking and patrolling via bylaw contributes to a hostile atmosphere and aggressive driving. Can there not be some sort of parking that is temporary to pick up times that don't make it such a nightmare to try and pick your kids up?

There are necessary vehicular drop offs to consider and no safe place to do so. The plan should also include a safe way for parents to drop their children. Ignoring this need and ticketing parents is not the best way to improve safety. Parents are going to double park to unload and make it more unsafe. There should be a designated area for dropping off. Traffic calming is a good idea but it won't solve the issue that the congestion and traffic is the result of drop offs and pick ups. Not all parents can do the walk a block - some kids need to be dropped at the school. The elevated crosswalk yes - the bumps are not really necessary.

As a parent of several children attending Corpus Christi, I definitely don't agree with the removal of some on-street parking. My kids are not eligible for the school bus and I also have little kids to drop-off at daycare so I have no choice of driving. Fourth Avenue are definitely selfish by requesting traffic calming measures specially when you know that the rush is just 15mns in the morning (8:50 am to 9:05 am) and 15mns in the afternoon (3:25 pm to 3:40 pm).

I don't think the speed bumps are necessary as what concerns me is the volume of pedestrians and number of distractions for drivers. I support the raised crosswalk but think this intersection (4th and Lyon) absolutely needs a crossing guard.

Excellent plan. Much needed traffic calming. I have been a resident on this block since 1999.

I would recommend making 4th ave one way flowing from west to east ( Bronson to Bank). This would significantly simplify the traffic situation. Given the many two way north-south roads this would cause minimal inconvenience and limited infrastructure adjustments. This approach would also maximize the impact of two speed pumps prior to the cross walk.

The street should be shut between the schools. The community could reclaim a huge amount of public space and children would be much safer.

More raised crosswalks, instead of speed humps. Speed humps are annoyance for cyclists.



I suppose the plan is acceptable as long as the City does NOT introduce lane narrowing!!!
Ideally this would be a car-free zone, at least during pick up and drop off times. There is no need for cars to be along this street at all, residents would obviously be exempt.
I am opposed to the Type D crossing....unnecessary for most of the day. I am supportive of the speed bumps
I would love to see more traffic calming measures, this doesn't seem like it's going to be enough
Raised crosswalk: There are two drains west of the crosswalk. The two east of the crosswalk are near Lyon. I would predict a massive buildup of ice on the east side of a raised crosswalk. Look at the slopes. Not opposed to raised crosswalk. Speed bumps: Another indication of the farce of 30-kmh zones. All the speed bumps will do is direct regular users of Fourth Avenue to Third Avenue. Where does it end? The city caused increased traffic on Fourth when it closed Lyon at Fifth and by directing traffic turning to Fifth off Queen Elizabeth into the centre of the Glebe. More people are killed or injured by guns. This is a waste of tax dollars. Send resources to the police guns and gangs unit. And while I'm at it: The numerous Local Traffic Only signs that dot the area are an insult to people who may not live on the signed street, indeed a violation of their civil liberties. Shame.
This type of intervention is long overdue. Same thing for Third and Lyon please.
much needed. please make it aesthetically appealing.
Continue this plan all the way to Bank Street, people rip down that section too and there's lots of kids that come up that way.
Not a big fan of speed bumps at all rather see permanent cross walks put in with flashing lights school bus parking zone and if needed a pickup and drop off for parents zone easy to do on 4th Ave and the most logical way the city does reduce speed to 20 km this does nothing even putting in speed barriers in the middle of the road ??? Garbage trucks and other large trucks drive right over them
Can the city add separated cycle tracks to both sides of the street to improve cycling connections and the safety of the kids riding their bikes to school?
I live on Fourth. I find it strange your survey puts me in the Other category. Are the views of residents only relevant if we have kids in school? IMO, traffic calming is long overdue on Fourth. Fifth is a designated police/fire/emergency access. Why do you even allow traffic on Fourth? There should be a no turning sign at Bronson and again at Bank. The speed limit - 40 km - is way too high for a pedestrian street. Also, the stop signs at Chrysler and Percy are NEVER enforced by the OPS.
traffic calming is an important measure to protect the safety of school children and others in the area of the two schools
Addition of lights for the crosswalk might help get attention.
No additional comments
These proposals have not proven to be effective in otehr jurisdictions. Moreover they creat confusion for drivers unfamiliar with the nieghbourgood and create intensified traffic problems elsewhere.
I think the traffic calming measures should be extended on fourth avenue to bank street. This part of fourth avenue is heavily used by students to and from school as well as nearer the schools.
Why is there no traffic calming on Third Avenue which has a primary school on the corner and a community center where there is a daycare and younger children are taken care of after school???
Traffic turns off Lyon after rolling through the stop sign and speeds down Fourth Ave. Why are there no speed bumps planned for Fourth from Lyon to Bank? Why do you not install a camera on the corner of Lyon and Fourth to monitor the flow of traffic and infractions?
I noticed on Google Maps that there is a slight bulb out of the sidewalk on both sides of the street at the entrance to 4th Avenue at Lyon and also at Percy. I would suggest that in addition to your recommendations that a continuous sidewalk be built across the entrance to 4th Avenue at both Lyon and Percy. This would reduce cornering speeds, increase pedestrian safety in crossing the intersections, and make motorists aware of the special nature of the street between the two schools.
Glad to see this on Fourth Avenue. Third Avenue between Corpus Christi and the Glebe Community Centre could also use some traffic calming.