



Prince Charles Workshop Summary

Options Development

Summary of Workshop Outcomes

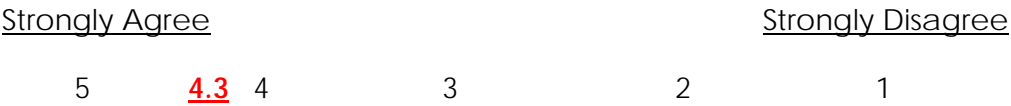
- A total of 71 people attended the Prince Charles public workshops; 34 people attended on March 12 and 37 people attended on March 18.
- Three traffic management plan maps were displayed at the workshops, presenting participants with combinations of 11 primary traffic measures and 6 contingency traffic measures to provide feedback on.
- Overall, workshop participants found the display boards and interaction with the representatives to be the most valuable part of the workshop. However, some commented that the amount of information presented at the workshops made it difficult to process.
- The primary traffic measures that received the **most support** from workshop participants were:
 - A2 – install a modified diverter on 124 Street at 123 Avenue (37% support, 9% support with conditions)
 - A1 – install a right-in/right-out island on 124 Street south of Yellowhead (30% full support, 19% support with conditions)
 - A5 – complete closure of 124 Street north of 123 Avenue (30% support, 16% support with conditions)
 - A3- install a center island median on 124 Street at 123 Avenue (30% support, 2% support with conditions)
- The primary traffic measures that received the **least support** from workshop participants were:
 - B1- widen the existing medians on 124 Street at 123 Avenue (29% support, 7% support with conditions)
 - C1-C4 – install curb extensions on 124 Street from 119 Avenue to 122 Avenue (averages of 25% support, 12% support with conditions)
 - A4- complete closure of 124 Street at Yellowhead Trail (17% support, 7% support with conditions)
 - D1- install curb extensions on 122 Street at 119 Avenue (13% support, 13% support with conditions)
- Potential contingency measures received mixed levels of support from workshop participants:
 - F1-F4- raised diagonal diverters west of 124 Street (averages of 17% support, 11% support with conditions)
 - G1- raised diagonal diverter at 122 Street and 121 Avenue (12% support, 11% support with conditions)
 - E1- conversion of 123 Street to a one-way southbound between 123 Avenue and 122 Avenue (35% support, 2% support with conditions)
- A concern raised by several workshop participants was the need to maintain adequate access for commercial vehicles to commercial properties located along 121A Street
- Workshop participants raised traffic issues that are not within the scope of what can be addressed through the CTMP process, such as public transit planning, bike lane planning, winter roadway maintenance, construction of an access from 121 Street to 121A Street, and modifications to traffic flow along adjacent arterial roadways (particularly 127 Street and access to/from 127 Street and Yellowhead Trail).
- Many workshop participants suggested the installation of speed bumps and/or stop and yield signs at various locations throughout the neighbourhood.
- Some workshop participants suggested strategies that would improve the traffic situation on neighbourhood streets even if no new measures are put in place, such as enforcement of speed limits and other traffic laws.

Summary of Feedback Form Responses

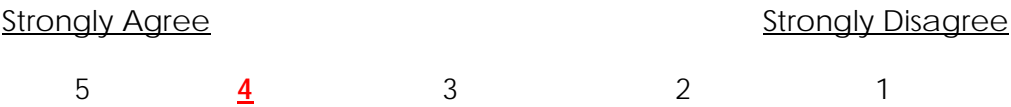
Total attendance: 71
Total feedback forms completed: 35 (49%)

Numbers in bold, underlined red below are the median response.

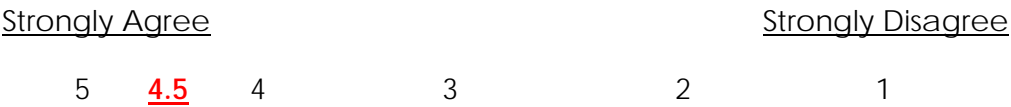
1. The information presented was useful and informative.



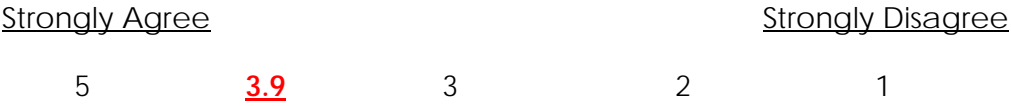
2. The Visual displays in the room were easy to understand.



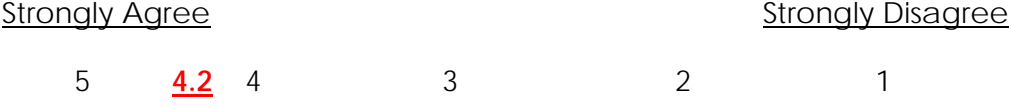
3. The project representatives were helpful, friendly, and available to talk to me.



4. I was able to find satisfactory answers to my questions.



5. I have a better understanding of the project because of my attendance



6. Which aspects of the meeting did you find most valuable? (Check all that apply)

- 27

Display Boards
- 27

Interaction with Representatives
- 20

Providing feedback on the plan options via post-it comments and dots
- 13

Discussion with neighbours
- Other:
- 3

-Web info is very good as well. Thank you for the opportunity to comment.

-Donuts

-Strong support from the city

7. Please tell us how you heard about the today’s session. (Choose all that apply)

- 18

Roadside Signs
- 15

Community League
- 10

Flyer
- 6

Prince Charles traffic Committee
- 4

E-mail
- 3

Other: Wife is on committee, and 2- Newsletter
- 2

From Someone Else
- 1

City Website
- 0

Other Organization

8. Do you live, work, own a business, or send children to school in the Prince Charles neighbourhood?

- 74%

Yes (23)
- 26%

No (8)

9. If you don’t live in Prince Charles, which neighbourhood do you live in?

- 1

Inglewood
- 6

Sherbrooke
- 4

Other: Prince Charles Businesses, Lakeview (Klarvattan)

10. If you don’t live in Prince Charles, do you regularly travel through the Prince Charles neighbourhood?




- 83%


Yes (10)
- 16%

No (2)

Breakdown of Workshop Outcomes



Prince Charles Map 1



Measure	Description	Benefits	Challenges	Fully Support	Support with Conditions	Don't Support	Comments from Workshop Participants
<div>A1</div> <div></div>	<p><u>Right-In / Right-Out Island</u></p> <ul style="list-style-type: none">• Northbound traffic on 124 Street can only turn right onto Yellowhead Trail• Eastbound traffic on Yellowhead Trail can turn right onto 124 Street southbound• Westbound traffic on Yellowhead Trail cannot turn left onto 124 Street southbound• Left or right turns to/from 124 Street north of Yellowhead Trail are not impacted• Northbound traffic on 124 Street cannot cross Yellowhead Trail	<ul style="list-style-type: none">• Reduces traffic volumes on 124 Street• Partially reduces shortcutting on 124 Street• Retains partial access to/from 124 Street at Yellowhead Trail	<ul style="list-style-type: none">• Limits access to local destinations• May increase travel time• May increase response time for Emergency Services	<p>A1</p> <p>22% local (14) 8% non (5)</p> <p>30% total</p> <p>19 of 63</p>	<p>14% local (9) 5% non (3)</p> <p>19% total</p> <p>12 of 63</p>	<p>32% local (20) 19% non (12)</p> <p>51% total</p> <p>32 of 63</p>	<ul style="list-style-type: none">• With left turn during A.M. morning, no left turn during P.M.• Needs to be able to turn left from Yellowhead onto 124 Street going South• Need two lanes on 124 Street going north from 123 Avenue to Yellowhead• Still want access to turn left from neighbourhood• Don't go right in/right out; just widen the median at Yellowhead to reduce northbound to 1 lane traffic.
<div>B1</div> <div></div>	<p><u>Widen Existing Medians on 124 Street at 123 Avenue</u></p>	<ul style="list-style-type: none">• Reduces vehicle speeds• Medians are pre-existing so there would be no changes to parking restrictions	<ul style="list-style-type: none">• May impact turns for large vehicles	<p>B1</p> <p>20% local (9) 9% non (4)</p> <p>29% total</p> <p>13 of 45</p>	<p>7% local (3) 0% non</p> <p>7% total</p> <p>3 of 45</p>	<p>53% local (24) 11% non (5)</p> <p>64% total</p> <p>29 of 45</p>	
<div>C1, C2, C3, C4</div> <div></div>	<p><u>Curb Extensions on 124 Street</u></p> <ul style="list-style-type: none">• Could be implemented on any of the intersections from 119 Avenue to 122 Avenue• Narrows the width of driving lanes through the intersection <p><i>Can be included with other measures</i></p>	<ul style="list-style-type: none">• Reduces vehicle speeds• Improves pedestrian visibility• Reduces pedestrian crossing distance	<ul style="list-style-type: none">• Localized loss of on-street parking where curb extensions are installed• Creates an obstacle for cyclists• May impact turns for large vehicles	<p>C1</p> <p>24% local (11) 0% non</p> <p>24% total</p> <p>11 of 46</p>	<p>7% local (3) 9% non (4)</p> <p>15% total</p> <p>7 of 46</p>	<p>46% local (21) 15% non (7)</p> <p>61% total</p> <p>28 of 46</p>	<ul style="list-style-type: none">• With push back on how close parking is up to the bulbs (for visibility).• Commercial access still required (turning radius).
				<p>C2</p> <p>24% local (10) 2% non (1)</p> <p>27% total</p> <p>11 of 41</p>	<p>5% local (2) 5% non (2)</p> <p>10% total</p> <p>4 of 41</p>	<p>46% local (19) 17% non (7)</p> <p>63% total</p> <p>26 of 41</p>	<ul style="list-style-type: none">• With push back on how close parking is up to the bulbs (for visibility).• Commercial access still required (turning radius).
				<p>C3</p> <p>25% local (9)</p>	<p>8% local (3)</p>	<p>39% local (14)</p>	<ul style="list-style-type: none">• With push back on how close parking is up to the bulbs (for visibility).



				0% non 25% total 9 of 36	6% non (2) 14% total 5 of 36	22% non (8) 61% total 22 of 36	<ul style="list-style-type: none"> Commercial access still required (turning radius).
				C4 19% local (7) 3% non (1) 22% total 8 of 36	6% local (2) 3% non (1) 8% total 3 of 36	50% local (18) 19% non (7) 69% total 25 of 36	<ul style="list-style-type: none"> With push back on how close parking is up to the bulbs (for visibility). Commercial access still required (turning radius).
D1 	<u>Curb Extensions on 122 Street at 119 Avenue</u> <ul style="list-style-type: none"> Narrows the width of driving lanes through the intersection <i>Can be included with other measures</i>	<ul style="list-style-type: none"> Reduces vehicle speeds Improves pedestrian visibility Reduces pedestrian crossing distance 	<ul style="list-style-type: none"> Localized loss of on-street parking where curb extensions are installed Creates an obstacle for cyclists May impact turns for large vehicles 	D1 11% local (5) 2% non (1) 13% total 6 of 47	2% local (1) 11% non (5) 13% total 6 of 47	60% local (28) 15% non (7) 74% total 35 of 47	<ul style="list-style-type: none"> With push back on how close parking is up to the bulbs (for visibility). Commercial access still required (turning radius).

Map #1 Additional Comments from Workshop Participants:

- Need to increase signal length southbound at 124 St and 118 Ave so more than 3 cars can get through intersection at a time.
- In response to above comment: If commuter traffic is eliminated. If there are fewer cars – not required.
- Stop signs or yield signs at uncontrolled intersections e.g. 126 St.
- Widen medians but lengthen them as well so that parking cannot be so close to the corner. Therefore not decreasing visibility (this had a star stuck in support).
- Increase size (width) of carriageway – particularly during winter with snow piled up the side of road by making roads one-way direction.
- Just make sure you can see oncoming traffic (shrubs and big trucks)
- I would like access to 121 Street here. I think this would offload traffic from 124 Street north and south.
- Suggestion: better signage on Yellowhead and on 118 Avenue/Kingsway needs to be in place to warn large trucks that they are prohibited from using 124 Street as a shortcut back to the Yellowhead – I think better signage would help. Currently, the warning signs are not that visible and trucks get lost and don’t see a way back to the Yellowhead from 118 Avenue.
- 127 Street must be in order before closure of 124 Street.
 - Due to no left turn at 127 Street
 - Do not want traffic issues pushed into Sherbrooke!
- Provide 2 lane at intersection for easier access to Yellowhead – do not close
- Divert traffic to 139A and provide access to Yellowhead with left turning lane.
- No curb extensions – makes it hard to see around parked vehicles.
- We need more north/south access to our neighbourhoods. Is it possible to get access to 121 Street?
- Wider medians will reduce visibility for pedestrians and drivers on the corners.

Measure	Description	Benefits	Challenges	Fully Support	Support with Conditions	Don't Support	Comments from Workshop Participants
A2	<p>Modified Diverter</p> <ul style="list-style-type: none">Traffic travelling in all directions can only turn right; traffic cannot travel through the intersection nor turn left	<ul style="list-style-type: none">Reduces traffic volumesReduces shortcutting trafficMaintains all-direction access to/from 124 Street at Yellowhead Trail	<ul style="list-style-type: none">Access to/from Yellowhead Trail via 124 Street is less directMay increase travel time for Waste Management and school busesMay increase response time for Emergency ServicesMay increase travel times to/from local destinationsLoss of on-street parking along the length of the modified diverterMay require contingency measures to reduce shortcutting of redirected traffic (see Measures F1-F4 and G1)	<p>A2</p> <p>30% local (16) 7% non (4) 37% total</p> <p>20 of 54</p>	<p>6% local (3) 4% non (2) 9% total</p> <p>5 of 54</p>	<p>35% local (19) 19% non (10) 54% total</p> <p>29 of 54</p>	<ul style="list-style-type: none">Like A3 better – still provides access but limits speeding/shortcutting on 124 Street
A3	 <p>Center Island Median</p> <ul style="list-style-type: none">Raised barrierNorthbound and southbound traffic on 124 Street cannot travel through the intersection nor turn left onto 123 Avenue, but can turn right onto 123 AvenueEastbound and westbound traffic on 123 Avenue cannot turn left onto 124 Street, but can travel through the intersection and turn right onto 124 Street	<ul style="list-style-type: none">Reduces traffic volumesReduces shortcutting trafficMaintains all-direction access to/from 124 Street at Yellowhead TrailEast-west through traffic on 123 Avenue is maintained at 124 Street	<ul style="list-style-type: none">Access to/from Yellowhead Trail via 124 Street is less directMay increase travel time for Waste Management, and school busesMay increase response time for Emergency ServicesMay increase travel time to/from local destinationsLoss of some on-street parking on 123 Avenue along the medianMay require contingency measures to reduce shortcutting of redirected traffic (see Measures F1-F4 and G1)	<p>A3</p> <p>22% local (11) 8% non (4) 30% total</p> <p>15 of 50</p>	<p>0% local 2% non (1) 2% total</p> <p>1 of 50</p>	<p>48% local (24) 20% non (10) 68% total</p> <p>34 of 50</p>	
E1	 <p>Conversion to One-Way Southbound</p> <ul style="list-style-type: none">Signage would indicate that this block (123 Street between 122 Avenue and 123 Avenue) operates as a one-way southbound streetA curb extension may be required on the northeast corner of 123 Street and 122 Avenue to reinforce that northbound traffic cannot enter <p><i>This is a contingency measure for A2 and A3. It may be required if traffic redirects to avoid the proposed modified diverter (A2) or median (A3) at 124 Street and 123 Avenue.</i></p>	<ul style="list-style-type: none">Deters potential shortcutting traffic redirected by measures A2 or A3Does not significantly affect emergency services as they can typically circumvent the measure if needed	<ul style="list-style-type: none">Some inconvenience to residents on this blockMay increase travel time for Waste ManagementMay increase response time for Emergency ServicesMinor loss of localized parking at 123 Street and 122 Avenue where a curb extensions is installedMay require enforcement to be fully effective	<p>E1</p> <p>27% local (14) 8% non (4) 35% total</p> <p>18 of 51</p>	<p>0% local 2% non (1) 2% total</p> <p>1 of 51</p>	<p>43% local (22) 20% non (10) 63% total</p> <p>32 of 51</p>	<ul style="list-style-type: none">Frustrating for residents



Measure	Description	Benefits	Challenges	Fully Support	Support with Conditions	Don't Support	Comments from Workshop Participants
F1, F3, F4 	<u>Raised Diagonal Diverters West of 124 Street</u> <ul style="list-style-type: none">Northbound/southbound traffic must turn rightEastbound/westbound traffic must turn leftTraffic cannot travel directly through the intersection <i>These are contingency measures for A2, A3, A4 or A5. They may be implemented as-needed if traffic redirects through the neighbourhood to reach 127 Street.</i>	<ul style="list-style-type: none">Reduces traffic volumesDeters shortcutting through the neighbourhood to reach 127 StreetMaintains all-direction pedestrian and bicycle accessSelf-enforcingReduces collision potentialOpportunities for landscaping	<ul style="list-style-type: none">Limits access to local destinationsMay increase travel time for Waste ManagementMay increase response time for Emergency ServicesMay increase travel time to/from local destinations	F1 14% local (6) 0% non 14% total 6 of 43	7% local (3) 5% non (2) 12% total 5 of 43	53% local (23) 21% non (9) 74% total 32 of 43	<ul style="list-style-type: none">Commercial access required (turning radius).
				F3 15% local (6) 5% non (2) 20% total 8 of 40	0% local 8% non (3) 8% total 3 of 40	55% local (22) 18% non (7) 73% total 29 of 40	<ul style="list-style-type: none">Commercial access required (turning radius).
				F4 16% local (6) 0% non 16% total 6 of 37	5% local (2) 3% non (1) 8% total 3 of 37	54% local (20) 22% non (8) 76% total 28 of 37	<ul style="list-style-type: none">Commercial access required (turning radius).Direction of diverters at F2 and F4 still allow shortcutting off/onto 127th – maybe change direction?
F2 	<u>Raised Diagonal Diverters West of 124 Street</u> <ul style="list-style-type: none">Northbound/southbound traffic on 126 Street, cannot travel through the intersection nor turn right, but can turn left onto 121 AvenueEastbound/westbound traffic on 121 Avenue cannot travel through the intersection nor turn left, but can turn right onto 126 Street <i>These are contingency measures for A2, A3, A4 or A5. They may be implemented as needed if traffic redirects through the neighbourhood to reach 127 Street.</i>	<ul style="list-style-type: none">Reduces traffic volumesDeters shortcutting through the neighbourhood to reach 127 StreetMaintains all-direction pedestrian and bicycle accessSelf-enforcingReduces collision potentialOpportunities for landscaping	<ul style="list-style-type: none">Limits access to local destinationsMay increase travel time for Waste ManagementMay increase response time for Emergency ServicesMay increase travel time to/from local destinations	F2 16% local (8) 0% non 16% total 8 of 50	4% local (2) 10% non (5) 14% total 7 of 50	54% local (27) 16% non (8) 70% total 35 of 50	<ul style="list-style-type: none">Commercial access required (turning radius).Detailed drawings on diverters – how do they work?Direction of diverters at F2 and F4 still allow shortcutting off/onto 127th – maybe change direction?

<div><div>G1</div><div></div></div>	<p><u>Raised Diagonal Diverter East of 124 Street</u></p> <ul style="list-style-type: none">• Northbound/southbound traffic on 122 Street cannot travel through the intersection nor turn right, but can turn left onto 121 Avenue• Eastbound/westbound traffic on 121 Avenue cannot travel through the intersection nor turn left, but can turn right onto 122 Street <p><i>This is a contingency measure for A2 and A3. It may be implemented as-needed if traffic redirects east of 124 Street to avoid the proposed modified diverter (A2) or median (A3) at 124 Street and 123 Avenue.</i></p>	<ul style="list-style-type: none">• Reduces traffic volumes• Deters shortcutting along 122 Street• Maintains all-direction pedestrian and bicycle access• Self-enforcing• Reduces collision potential• Opportunities for landscaping	<ul style="list-style-type: none">• Limits access to local destinations• May increase travel time for Waste Management• May increase response time for Emergency Services• May increase travel time to/from local destinations	<div><div>G1</div><div>12% local (7) 0% non</div><div>12% total</div><div>7 of 57</div></div>	<div><div>4% local (2) 7% non (4)</div><div>11% total</div><div>6 of 57</div></div>	<div><div>53% local (30) 25% non (14)</div><div>77% total</div><div>44 of 57</div></div>	<ul style="list-style-type: none">• Really affects business access• Commercial access required (turning radius).• Lots of employees take 121 Avenue to industrial area – this will impact them.
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Map #2 Additional Comments from Workshop Participants:

- If only one or two of the F tools were put in, it would not be too bad, not all at once (one comment in agreement with this).
- 127 St is too busy now. I would prefer the overpass at 127 St be completed prior to any diversions (2 comments in support of this).
- 124 St and 121 Ave park intersection – need better lighting, speed bumps or diverters, and playground zone 30km/hr (1 extra comment in support of the ‘park sign’).
- Consider speed bumps instead of diverters?
- Intersection of 126 Street and 122 Avenue needs barrier, east/west to stop traffic from up to 123 Avenue trying to shortcut from 127 Street. At minimum speed bumps slowing traffic down.
- Why doesn’t the City plan transit and traffic at the same time? Over the past 20 years public transit has been reduced in this neighbourhood while population has EXPLODED. It’s 2014 – time to align these two planning areas (Please☺).
- Snow removal will have problems with diverters

Prince Charles Map 3

Measure	Description	Benefits	Challenges	Fully Support	Support with Conditions	Don't Support	Comments from Workshop Participants
A4 	<u>Complete Closure of 124 Street (South) at Yellowhead Trail</u>	<ul style="list-style-type: none">Decreases traffic volumes on 124 StreetEliminates non-local trafficConsistent with the long-term plan for 124 Street as approved by Council in the Yellowhead Trail Strategic Plan	<ul style="list-style-type: none">All traffic generated by the Calder Park and Ride Lot and the Edmonton Police Service Impound Lot must travel south on 124 StreetLoss of access to/from Yellowhead Trail for Emergency Services, transit, and residential, commercial and school bus trafficMay increase trip lengthMay require contingency measures to further reduce shortcutting (see Measures F1-F4)	A4 15% local (9) 2% non (1) 17% total 10 of 60	5% local (3) 2% non (1) 7% total 4 of 60	52% local (31) 25% non (15) 77% total 46 of 60	<ul style="list-style-type: none">Need to address traffic capacity at 127 Street – already busy, means more wait times. Consider making 127 north one way, 121 south one way, intersection across 121/train tracks?
A5 	<u>Complete Closure at 124 Street, North of 123 Avenue</u>	<ul style="list-style-type: none">Decreases traffic volumes on 124 StreetEliminates non-local trafficTraffic associated with the Calder Park and Ride Lot and Edmonton Police Service's Impound Lot will not travel through the communityMaintains all-direction access for pedestrians and bicycles	<ul style="list-style-type: none">Loss of access to/from Yellowhead Trail for residential, commercial and school bus trafficReduced access to Yellowhead Youth Centre, Calder Park and Ride Lot, and Edmonton Police Service's Impound Lot and Canine UnitLoss of one through route for Emergency ServicesMay require contingency measures to further reduce shortcutting (see Measures F1-F4)	A5 26% local (16) 3% non (2) 30% total 18 of 61	15% local (9) 2% non (1) 16% total 10 of 61	30% local (18) 25% non (15) 54% total 33 of 61	<ul style="list-style-type: none">In response to comment above: would support closure at 124 St if located south of 123 to allow local access to Yellowhead.If A5 on south side of road, then residents could still access Yellowhead via 124 St.

Map #3 Additional Comments from Workshop Participants:

- Concern for school bus access to Prince Charles.
- Commercial endorsement of limited residential traffic via 124 (forced use of 127 St and 118 Ave = OK)
- Increased use of 127 St as a result (of comment above); a roadway already requiring a rebuild (this had one extra comment in support).
- In response to above: maybe use 121 St which is underutilized.
- In response to above: not supported until there's an overpass at 127 St.
- Block 123 Ave on the southbound side of 124 St so traffic could still come off 124 St to YYC and park and ride, as well as businesses (see diagram on flip chart). One comment in agreement with this.
- In response to comment above: this impact would be too great on 127 St and cut through into Sherbrooke via 122 Ave and Sherbrooke Ave.
- There is no left turn westbound on the Yellowhead at 127 St.
- In response to comments above: Sherbrooke to turn left at 124 St and go west on 122 Ave. Closing this route would be a major hardship to residents of east Sherbrooke.
- 123 Ave at 124 St – diverter preferred, therefore southbound 124 St can still access YYC and school (this comment had 2 comments in support)..
- Shortcutting on 119 Avenue is an issue.
- Don't support closures that divert traffic to another neighbourhood.

- Closing 124 at Yellowhead will cause more tow truck traffic on 124 Street.
- DO NOT close off 124th access to the Yellowhead.
- Closing 124 or 123 Avenue will create MORE traffic on 127, 121, and 118. This will result in increased traffic jams, and accidents. There are already enough vehicles sitting in intersections. Maybe increase police involvement in ticketing drivers that don’t abide the laws. (one agreed)
- Don’t close 124 Street. Just restrict northbound to one lane like the signs suggest.
- Not a heavy problem – provide 2 lanes at intersection to Yellowhead – takes away heavier traffic from 127 Street.
- There needs to be an official right turning lane at 124 Street and Yellowhead going north – not a “wanna-be” lane as it is now!
- Close 124 street north at 118 Avenue completely.
- Consider 4-way stop signs on 124 Street.
- Don’t be a N.I.M.B.Y cars are the preferred mode of travel in 2014.
- EPS/Impaired lot needs to be moved.

Other General Comments:

- We need more stop signs in this neighbourhood. I have witnessed so many accidents on my corner because drivers don’t expect that cars are not going to stop in the other direction.
- No tow trucks on 124 Street.
- Move (impound) yard to 127 Street by Remand Centre.
- Businesses need access to 121 Street not 124 Street.
- I LOVE the bike trail that goes south from 118 Ave to 104 Ave. I wish there was a better crosswalk (blinking) light on 118 Ave & 123 Street so I can safely access the bike trail...to go downtown and home. These lights are in place on 111 Ave and 107 Ave and work very well.

Comment Form Comments:

- Trees on southeast corner of 124 Street and 121 Avenue obscure vision of people crossing east to west to go to the park. Pedestrian safety at the above intersection is severely compromised and a solution needs to be looked into.
- Road signs were not placed in very good spots. And none on the east side of the neighborhood until about 2 days ago. Thanks!
- Appreciate the workshop for community involvement.
- Are they going to fix 127 Street? This would ease traffic on 124 Street. Drivers go to residential to escape 127 Street line-up. Added housing infill will add only vehicles to both 124 Street and 127 Street.
- I work on 124 Street. It makes sense for me to turn off/on the Yellowhead to get to work/home. Why make unnecessary left turns? If I take 121 Street south to 118 Avenue to turn left onto 124 Street, it takes FOREVER. It is 1-2 vehicles per light and usually on a yellow.
- Please make northbound 124 Street at Yellowhead 2/3 official lanes!! I don’t mind driving slower on 124 Street to keep my commute/route direct.
- Due to no left turn at 127 Street westbound on the Yellowhead the only viable way to Sherbrooke is left at 124 Street and west along 122 Avenue. I strongly oppose closure of this route.
- Yes. It will directly affect 127 Street. This road is in terrible shape and more traffic will not help. The overpass on 127 Street was promised 30 years ago, and once built, it would alleviate any problems in Prince Charles. Money for this project should go towards the overpass (Peter Pocklington got the lost money put aside for the overpass).
- Any changes to traffic flow in PC will affect Sherbrooke. Considerations must be taken for those affects. Sherbrooke should have formally been included in any proposals.
- Would like to see speed bumps as an option. Need solution for 118 Avenue – 124 Street. Two lanes north at Yellowhead and 124 Street.
- Very informative and useful, since I’m not part of Prince Charles but will be affected by changes. Thank you.
- More consideration needs to be taken on how the proposals will affect 127 Street traffic and Sherbrooke community. We are surrounded by major roadways and the noise, increased traffic and increased shortcutting through Sherbrooke that will result from the proposed fixes for Prince Charles need to be considered. You are not solving the problem. You are moving it from one neighbourhood to the next. Both 124 Street and 127 Street should be closed to through traffic. I do not support overpasses at 127 Street and Yellowhead Trail, and would like to know why that is being discussed as a done deal when I have not heard a word about this plan from the City.
- I don’t feel all options were considered...not for lack of effort, but because different departments in the City need to work better together – Traffic, Transit, Planning, and Development. I didn’t see anything about the public transit or bicycle path options available.
- 40 km/hr speed limit on 124 Street with traffic calming devises. Also all Prince Charles should be 30 km/hr between 122 to 126 Street. I would like to see a 4-way stop at the corner of Prince Charles Park. May work. Use speed bumps on 124 Street. I feel closing 124 Street will cause more trouble for the whole neighbourhood. Maybe we could consider a school zone from Y.Y.C. to south side of Prince Charles Park. Everyone is crossing 124 street - we should paint in crosswalks. Also more signage about children playing in area on and off 124 Street and “Reduce speed. Children at play”.
- Keep up the good work.
- There really isn’t too much wrong with things the way they are. The problem is enforcement of the rules already in place. Truck routes/speeding, etc. Suggestions – widen 124 Street northbound at Yellowhead Trail to have 2 lanes. Flashing crosswalk at 124 Street and 121 Avenue at park entrance. Petition police to have more involvement in the area regarding traffic enforcement.