



Prince Charles Traffic Management Plan Survey January 2014

Banister
Research & Consulting Inc.



Study Background

Stantec is working with the City of Edmonton to assist in a new Traffic Management Plan in the Prince Charles neighbourhood at the request of the community.

Residents were asked to complete a preliminary survey to assess community concerns, including perceptions of:

- Traffic volume and safety;
- Locations and types of traffic issues; and
- Willingness to accept traffic measures that may increase travel time.



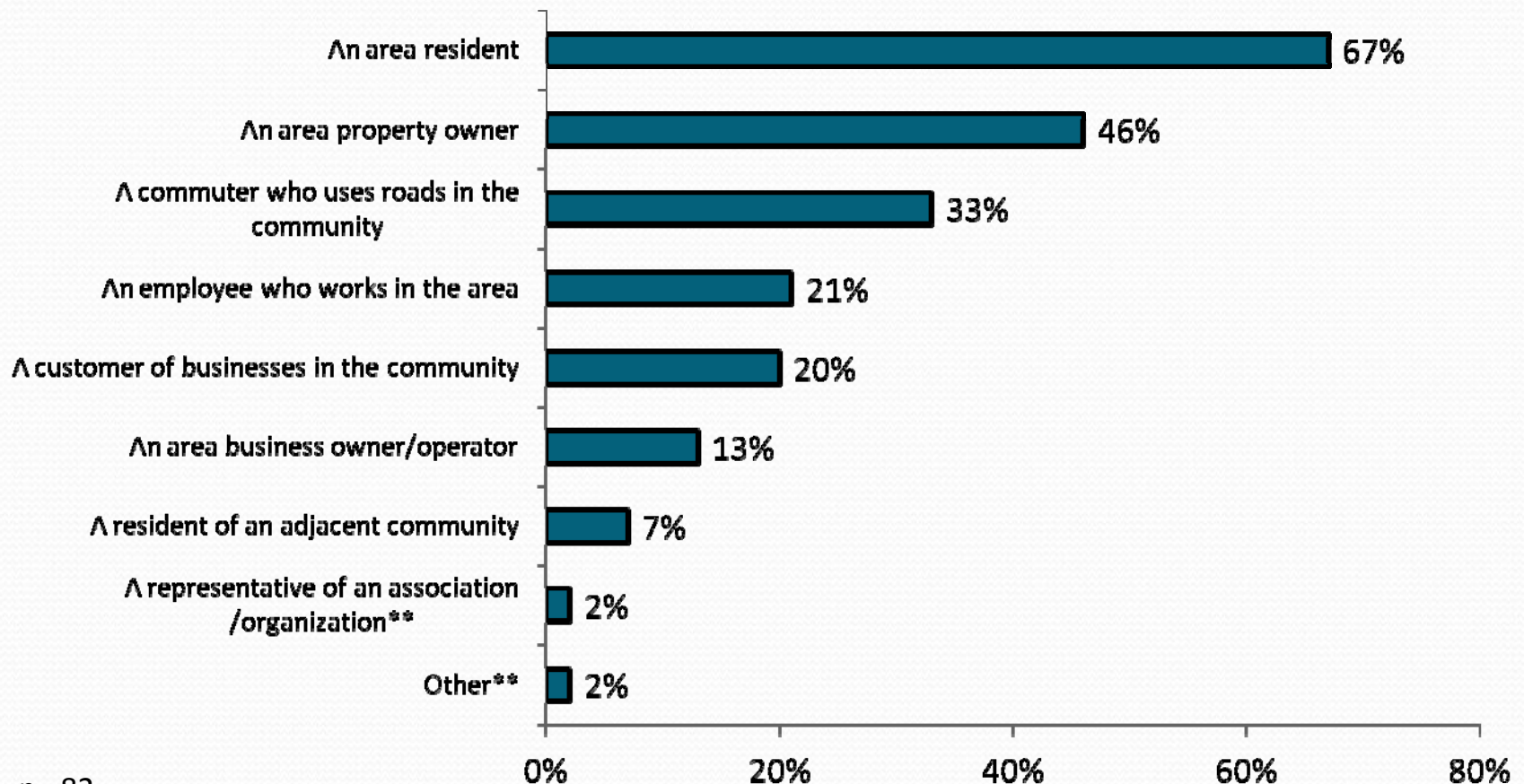
Methodology

- The online survey was available online at www.edmonton.ca/princecharlestraffic, or by telephone by request.
- The survey was open to anyone in Edmonton from January 10 to 23, 2014.
- 82 respondents completed the survey.
 - Results provide a margin of error no greater than $\pm 10.2\%$ at the 95% confidence level, or 19 times out of 20.
 - Please note that due to rounding, graphs & tables do not always add to exactly 100%.



Respondent Profile

How are you connected to the Prince Charles Community?*



n= 82

*Multiple responses

**Respondents were asked to specify.



Respondent Profile

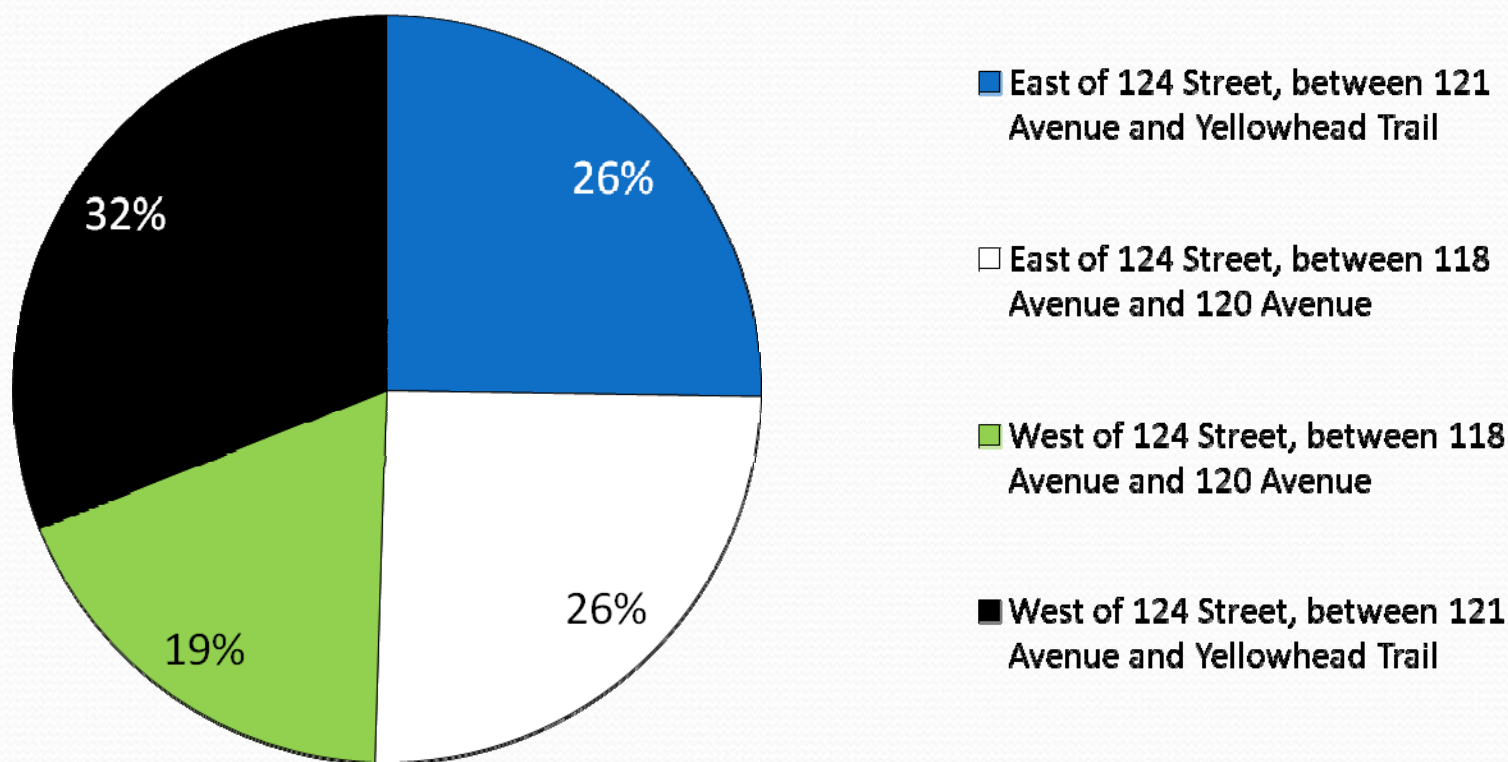
Respondents who are representatives of an association /organization	Respondents (n=2)
Community association (unspecified)	1
Prince Charles Community League	1

Other	Respondents (n=2)
Family members live in the community	2



Respondent Profile

Based on your mailing address, where in Prince Charles is your home, business, property or other location?*



n=72

*Base: Respondents who indicated a geographical connection to the area (owner, resident, patron, etc.)



Transportation and Traffic Related Issues

Issues most mentioned, by most frequently cited locations* **

Top Issues	124 Street (n=18)	124 St & Yellowhead (n=12)	124 St & 118 Ave (n=11)	124 St, YH to 118 Ave (n=7)	127 Street (n=6)
High speeds/Speeders	56	8	36	71	-
High traffic volume	39	33	27	43	67
Shortcutting	39	33	18	43	33
Lack of turning signal/lanes	28	8	46	-	33
Uncontrolled intersections	6	8	9	29	33
Parking (overflow, visibility)	11	25	9	43	17
Traffic congestion/backlog	-	67	27	14	-
Commercial vehicles (general)	17	8	-	-	-
Traffic/pedestrian lights	17	-	18	-	-

*Percentage by location, multiple responses

**Use caution interpreting results when n<30



Transportation and Traffic Related Issues (Issues overall)

What would you say are the three biggest transportation or traffic-related issues facing the community of Prince Charles today?	Percent of Respondents (n=82)*
High traffic speeds/speeders	33
High traffic volume	29
Shortcutting	22
Lack of turning signal/lanes	15
Uncontrolled intersections	12
Parking issues (ex. overflow into residential areas/lack of stalls/block road visibility, etc.)	12
Traffic congestion/back-log	12
Commercial vehicles	10
Poor timing on traffic lights/pedestrian walk lights	9
Narrow roads/lanes	7

n=82

*Multiple responses



Transportation and Traffic Related Issues (Issues overall)

What would you say are the three biggest transportation or traffic-related issues facing the community of Prince Charles today? (Continued)	Percent of Respondents (n=82)*
Access in/out of area (in general)	6
Poor road conditions (in general)	5
Access to major/arterial roads	4
Pedestrian safety (in general)	4
Unsynchronized traffic lights	2
Impaired driving	2
Lack of snow removal/windrows	2
None	1
Others (single mention)	6
No response/don't know	12

n=82

*Multiple responses



Transportation and Traffic Related Issues (Locations overall)

Which locations are these issues most prevalent?	Percent of Respondents (n=82)*
124 St.	22
124 St. and Yellowhead Trail	15
124 St. and 118 Ave.	13
124 St. and Yellowhead Trail to 118 Ave.	9
Everywhere (unspecified)	5
118 Ave. to Yellowhead Trail	5
125 St. and 120 Ave.	4
124 St. and 127 Ave.	4
Within the community	4
118 Ave.	2

n=82

*Multiple responses



Transportation and Traffic Related Issues (Locations overall)

Which locations are these issues most prevalent? (Continued)	Percent of Respondents (n=82)*
122 St.	2
121A St.	2
124 St. and 121 Ave.	2
124 St. to 127 St. and 119 Ave	2
124 St. and 127 St. and 118 Ave.	2
Near Prince Charles Park	2
127 St. and 118 Ave	2
125 St. to 126 St. and 120 Ave	2
Others (single mention)	46
No response/don't know	40

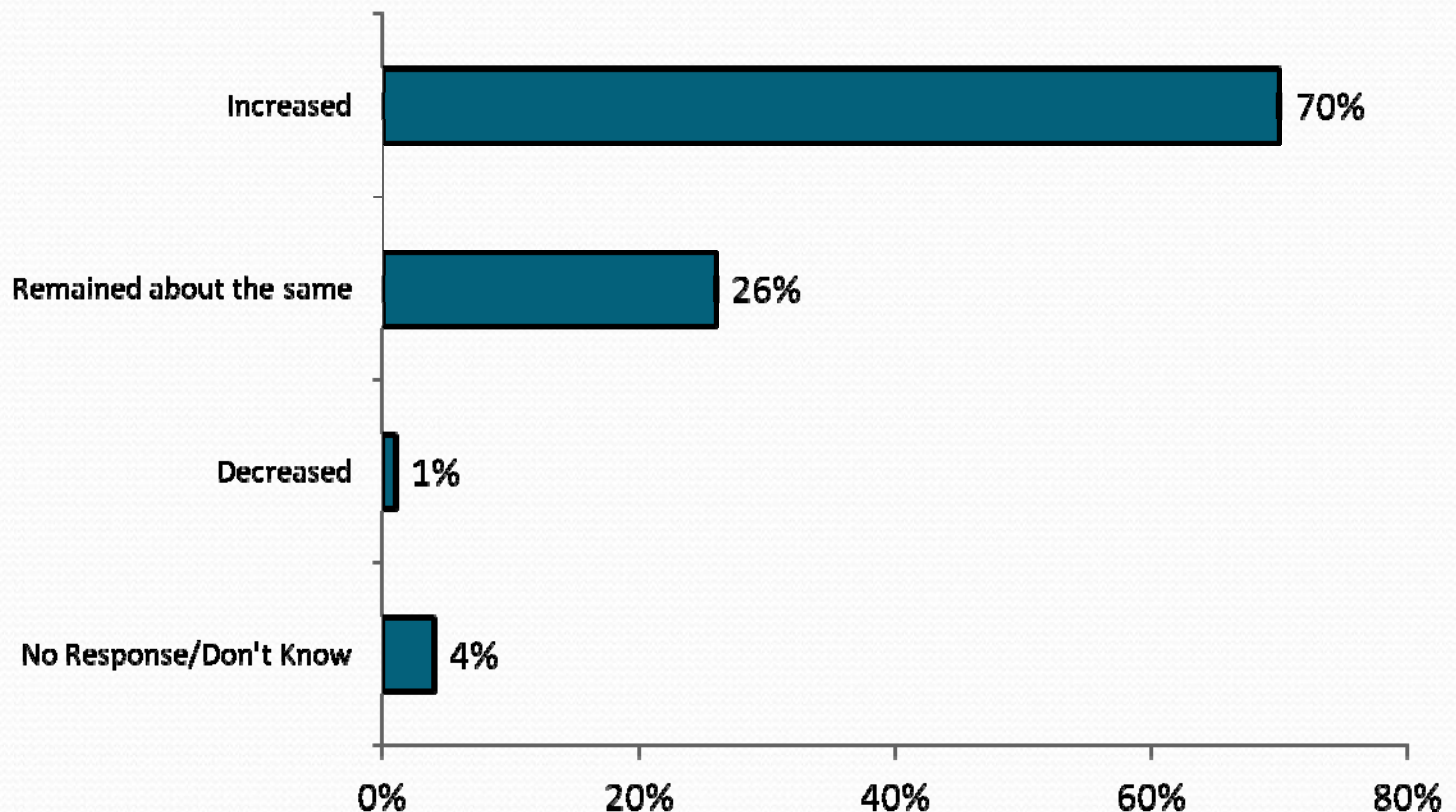
n=82

*Multiple responses



Traffic Volume in Prince Charles

In your opinion, over the past 3 years, has the traffic volume in the Prince Charles community...?





Traffic Volume in Prince Charles

What makes you feel this way?

Base: Respondents that indicated traffic volume has <u>increased</u> over the past 3 years	Percent of Respondents* (n= 57)
High volume of traffic during peak hours/rush hour	19
Increase of traffic in residential areas	18
Continued/ongoing growth/development in the area	16
General observations	12
Has noticed an increase in traffic volume (general)	12
Takes more time to reach destination/access certain roads/passing traffic lights	7
Traffic volume/congestion is high on a regular/ongoing basis	5
Has lived in the area for a long time (general)	5
Timing of traffic lights	4
Others (single mention)	7
No response/don't know	12

*Multiple responses



Traffic Volume in Prince Charles

What makes you feel this way?

Base: Respondents that indicated traffic volume has <u>remained the same</u> over the past 3 years	Number of Respondents* (n= 21)
Regularly uses roads in the area	4
General observations	4
Has lived in the area for a long time (general)	2
Traffic volume/congestion is high on a regular/ongoing basis	1
Has not noticed any change in traffic volume	1
No response/don't know	9

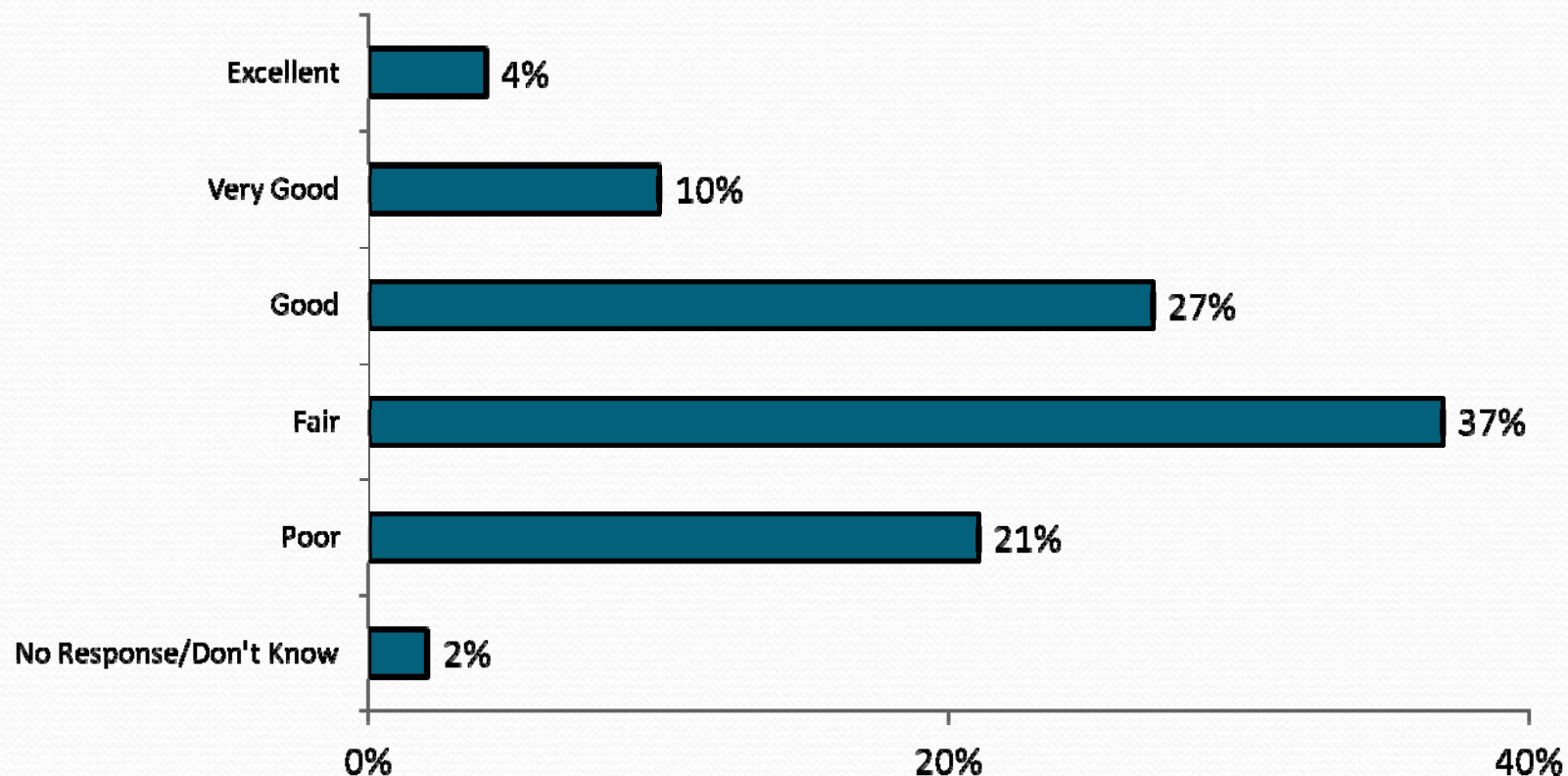
The one respondent (n=1) who felt that volume had decreased over the past 3 years indicated it was because of reduced commercial traffic from a business that closed.

*Multiple responses



Walking Conditions

How would you rate the walking conditions for people in the Prince Charles community?



n=82



Walking Conditions

What makes you feel this way?

Base: Respondents that provided <u>good/very good/excellent</u> rating for walking conditions in Prince Charles community	Percent of Respondents* (n=33)
Sidewalks are in good condition/maintained	15
Enough/sufficient sidewalks available	12
Difficult/unsafe to cross streets/walk alongside traffic (ex. speeders/high traffic/lack signage/lighting)	12
Safe to cross streets/walk alongside traffic (ex. crosswalk lights/lighting by roads)	9
Sidewalks are not cleared in the winter season	6
Sidewalk maintenance could be improve/some need repairs/updating	2
Sidewalks are cleared in the winter season	2
Others (single mention)	15
No response/don't know	33

*Multiple responses



Walking Conditions

What makes you feel this way?

Base: Respondents that provided <u>poor/fair</u> rating for walking conditions in Prince Charles community	Percent of Respondents* (n=47)
Sidewalks are in poor condition/lack of maintenance	38
Difficult/unsafe to cross streets/walk alongside traffic (ex. speeders/high traffic/lack signage/lighting)	36
Sidewalks are not cleared in the winter season	11
Lack of sidewalks available	9
Lack of drainage available/flooded sidewalks	4
Depends on conditions (where/time of day)	2
No response/don't know	23

*Multiple responses



Level of Satisfaction with Transportation Conditions (Overall)

Please rate your level of satisfaction with each of the below transportation conditions in the Prince Charles community:

	Low Satisfaction (1-2)	Moderate Satisfaction (3)	High Satisfaction (4-5)	No Response/ Don't Know	Mean
Traffic volume during the off-peak travel periods	27%	26%	39%	9%	3.08
Access to Public Transit (i.e. ETS and DATS)	26%	29%	34%	11%	3.04
Traffic safety during off-peak travel periods	38%	31%	24%	7%	2.72
Parking	51%	13%	29%	6%	2.53
Traffic safety during the peak travel periods	68%	15%	10%	7%	1.84
Traffic volume during the peak travel periods	76%	11%	7%	6%	1.70

n=82



Level of Satisfaction with Transportation Conditions (segmented)

The following slides provide perceptions of transportation conditions broken down by respondents' connection to the community. Please use caution in interpreting these results, as due to small sample size, differences are not considered to be statistically significant.

Traffic volume during peak travel periods	Low (1-2)	Moderate (3)	High (4-5)	NR/DK	Mean
Commuters (n=27)	67	11	11	11	1.92
Area residents (n=55)	84	7	4	6	1.46
Employees in area (n=17)	77	18	-	6	1.56
Business owners/operators (n=11)	64	9	27	-	2.27
Customers of businesses (n=16)	75	6	13	6	1.73
Property owners (n=38)	79	3	11	8	1.69
Resident of adjacent community (n=6)	83	-	-	17	1.20
Assc./Org. (n=2)	100	-	-	-	1.00

Table displays responses in percentages



Level of Satisfaction with Transportation Conditions (segmented)

Please use caution in interpreting these results, as due to small sample size, differences are not considered to be statistically significant.

Traffic volume during off-peak travel periods	Low (1-2)	Moderate (3)	High (4-5)	NR/DK	Mean
Commuters (n=27)	37	19	33	11	2.83
Area residents (n=55)	35	24	35	7	2.92
Employees in area (n=17)	24	35	35	6	3.00
Business owners/operators (n=11)	27	18	46	9	3.30
Customers of businesses (n=16)	31	19	38	13	3.07
Property owners (n=38)	32	21	37	11	3.00
Resident of adjacent community (n=6)	17	17	50	17	3.60
Assc./Org. (n=2)	100	-	-	-	1.50

Table displays responses in percentages



Level of Satisfaction with Transportation Conditions (segmented)

Please use caution in interpreting these results, as due to small sample size, differences are not considered to be statistically significant.

Traffic safety during peak travel periods	Low (1-2)	Moderate (3)	High (4-5)	NR/DK	Mean
Commuters (n=27)	67	15	7	11	1.79
Area residents (n=55)	78	11	4	7	1.55
Employees in area (n=17)	71	18	6	6	1.63
Business owners/operators (n=11)	46	18	36	-	2.73
Customers of businesses (n=16)	75	-	19	6	1.87
Property owners (n=38)	68	13	11	8	1.83
Resident of adjacent community (n=6)	67	-	17	17	2.00
Assoc./Org. (n=2)	100	-	-	-	1.00

Table displays responses in percentages



Level of Satisfaction with Transportation Conditions (segmented)

Please use caution in interpreting these results, as due to small sample size, differences are not considered to be statistically significant.

Traffic safety during off-peak travel periods	Low (1-2)	Moderate (3)	High (4-5)	NR/DK	Mean
Commuters (n=27)	48	19	22	11	2.54
Area residents (n=55)	44	31	18	7	2.53
Employees in area (n=17)	41	24	29	6	2.63
Business owners/operators (n=11)	18	36	46	-	3.45
Customers of businesses (n=16)	44	19	31	6	2.73
Property owners (n=38)	40	32	21	8	2.71
Resident of adjacent community (n=6)	17	17	50	17	3.60
Assoc./Org. (n=2)	100	-	-	-	1.50

Table displays responses in percentages



Level of Satisfaction with Transportation Conditions (segmented)

Please use caution in interpreting these results, as due to small sample size, differences are not considered to be statistically significant.

Parking	Low (1-2)	Moderate (3)	High (4-5)	NR/DK	Mean
Commuters (n=27)	48	11	26	15	2.35
Area residents (n=55)	56	9	29	6	2.46
Employees in area (n=17)	53	18	18	12	2.20
Business owners/operators (n=11)	46	9	46	-	2.82
Customers of businesses (n=16)	44	6	38	13	2.71
Property owners (n=38)	53	11	32	5	2.58
Resident of adjacent community (n=6)	33	17	33	17	2.80
Assoc./Org. (n=2)	100	-	-	-	1.50

Table displays responses in percentages



Level of Satisfaction with Transportation Conditions (segmented)

Please use caution in interpreting these results, as due to small sample size, differences are not considered to be statistically significant.

Access to Public Transit	Low (1-2)	Moderate (3)	High (4-5)	NR/DK	Mean
Commuters (n=27)	26	26	30	19	2.95
Area residents (n=55)	26	27	38	9	3.08
Employees in area (n=17)	35	35	18	12	2.73
Business owners/operators (n=11)	18	27	36	18	3.11
Customers of businesses (n=16)	31	19	31	19	2.92
Property owners (n=38)	18	29	40	13	3.30
Resident of adjacent community (n=6)	33	-	33	33	3.00
Assoc./Org. (n=2)	-	50	50	-	4.00

Table displays responses in percentages



Reasons for Dissatisfaction with Transportation Conditions

Base: Respondents that were dissatisfied (1-3) to at least 1 of the above statements	Percent of Respondents (n=74)
Shortcutting	74
Speeding on main roads within the community	69
Speeding on residential roads	68
Uncontrolled intersections	62
Enforcement of traffic laws	55
Pedestrian safety	54
Commercial traffic	42
Cyclist safety	37
Other**	14

*Multiple responses

** Respondents were asked to specify.



Reasons for Dissatisfaction with Transportation Conditions* (Segmented)

Base: Respondents that were dissatisfied (1-3) to at least 1 of the above statements **	Commuter (n=23)	Resident (n=52)	Empl. (n=16)	Buss. (n=8)	Customer (n=13)	Prprty Owner (n=33)	Adj. Resident (n=5)	Org/Assc. Rep. (n=2)
Speeding on main roads within the community	70	79	63	38	77	73	40	100
Speeding on residential roads	61	83	56	50	69	76	40	50
Commercial traffic	52	48	50	50	62	55	40	100
Pedestrian safety	61	60	69	50	62	61	20	100
Shortcutting	70	85	56	50	85	85	60	100
Cyclist safety	30	40	25	25	39	39	-	100
Enforcement of traffic laws	70	67	38	50	85	61	60	100
Uncontrolled intersections	65	71	69	63	69	64	20	50
Other	17	10	31	25	31	12	40	-

*Multiple responses, results displayed in percentages

** Due to small sample size, please use caution in interpreting and comparing segmented data



Other Reasons for Dissatisfaction with Transportation Conditions

Base: Respondents that listed "Other" in the previous question	Number of Respondents* (n=10)**
Increase traffic/congestion (in general)	4
Lack of parking available (in general)	2
Bus stops are poorly located (ex. far from facilities, reduce parking in residential areas, etc)	2
Difficult to make turns at some intersections	1
Lack of traffic calming measures available	1

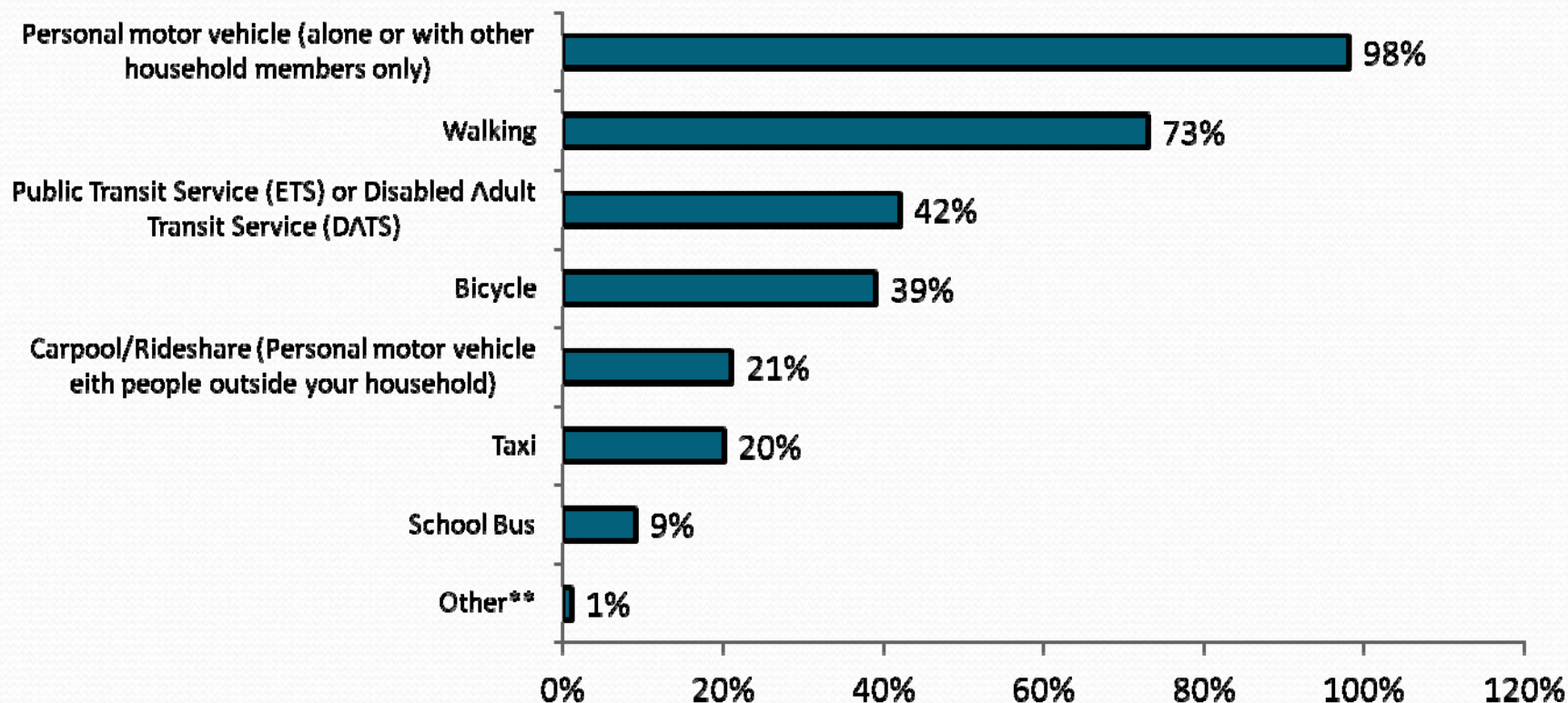
*Multiple responses

**Use caution interpreting results when n<30



Modes of Transportation within Edmonton

Please indicate if you or any members of your household uses the following modes of transportation to make trips within Edmonton*



n=82

*Multiple responses

**Respondents were asked to specify.



Traffic Habits

Which intersections do you use most frequently to travel in and out of the community? (all mentions)	Percent of Respondents* (n=82)
124 St. and 118 Ave.	48
124 St. and Yellowhead Trail	42
124 St. and 122 Ave.	11
127 St. and Yellowhead Trail	10
124 St. and 120 Ave.	7
127 St. and 122 Ave.	7
127 St. and 121 Ave.	6
124 St. and 121 Ave.	6
122 St. and 118 Ave.	5

*Multiple responses



Traffic Habits

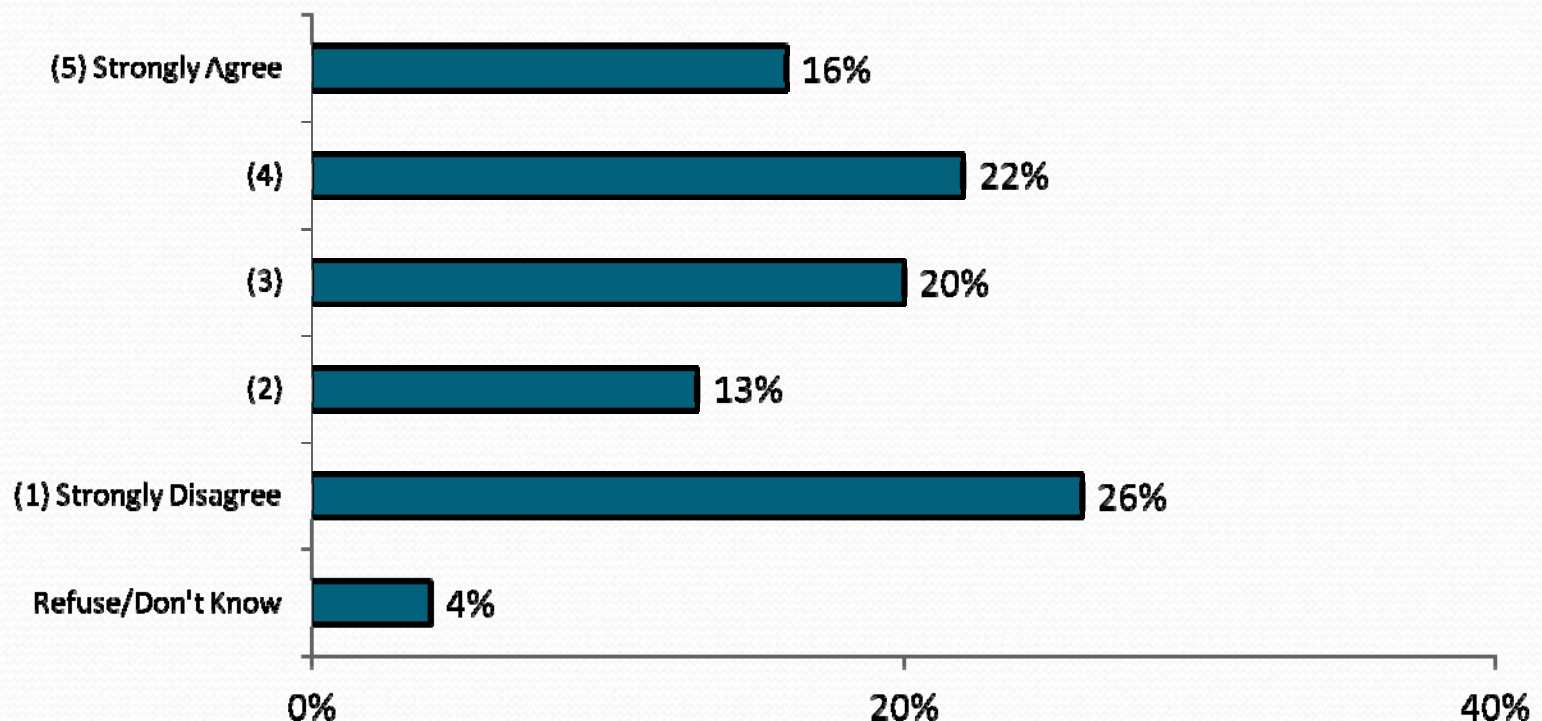
Which intersections do you use most frequently to travel in and out of the community? (continued)	Percent of Respondents* (n=82)
127 St. and 120 Ave.	4
125 St. and 118 Ave.	4
124 St. and 123 Ave.	4
127 St. and 118 Ave.	4
126 St. and 118 Ave.	2
124 St. and 119 Ave.	2
124 St.	2
Other (single mentions)	11
No response/don't know	5

*Multiple responses



On-Street Parking Availability

The available on-street parking available near my home, business or other organization is typically sufficient for my needs...



n=82

Mean = 2.89 out of 5



Priorities

How much of a priority do you feel each of the following should have in the Prince Charles Community...

	Low Priority (1-2)	Moderate Priority (3)	High Priority (4-5)	No Response/ Don't Know	Mean
Speed enforcement	10%	21%	65%	5%	3.99
Reducing traffic volumes overall	15%	20%	62%	4%	3.87
Traffic control enforcement	20%	15%	57%	9%	3.68
New traffic controls	20%	16%	57%	7%	3.63
Improved traffic signage (ie: stop signs, pedestrian crossings)	17%	24%	52%	6%	3.61
Reducing the volume of commercial traffic	27%	17%	48%	9%	3.40
Improved street lighting	24%	23%	45%	7%	3.28
Parking enforcement	43%	20%	28%	10%	2.74



Priorities in the Prince Charles Community (Segmented)

The following slides provide priorities for addressing traffic issues broken down by respondents' connection to the community. Please use caution in interpreting these results, as due to small sample size, differences are not considered to be statistically significant.

Speed Enforcement	Low (1-2)	Moderate (3)	High (4-5)	NR/DK	Mean
Commuters (n=27)	4	22	63	11	4.13
Area residents (n=55)	4	15	78	4	4.38
Employees in area (n=17)	12	29	53	6	3.75
Business owners/operators (n=11)	46	18	36	-	2.91
Customers of businesses (n=16)	13	13	63	13	4.07
Property owners (n=38)	8	13	74	5	4.25
Resident of adjacent community (n=6)	17	17	50	17	3.80
Assc./Org. (n=2)	-	-	100	-	4.00

Table displays responses in percentages



Priorities in the Prince Charles Community (Segmented)

Please use caution in interpreting these results, as due to small sample size, differences are not considered to be statistically significant.

Reducing Traffic Volume Overall	Low (1-2)	Moderate (3)	High (4-5)	NR/DK	Mean
Commuters (n=27)	19	26	48	7	3.48
Area residents (n=55)	6	15	78	2	4.30
Employees in area (n=17)	6	47	41	6	3.69
Business owners/operators (n=11)	64	18	18	-	2.27
Customers of businesses (n=16)	25	13	56	6	3.47
Property owners (n=38)	13	18	66	3	3.95
Resident of adjacent community (n=6)	17	17	50	17	3.60
Assc./Org. (n=2)	-	-	100	-	5.00

Table displays responses in percentages



Priorities in the Prince Charles Community (Segmented)

Please use caution in interpreting these results, as due to small sample size, differences are not considered to be statistically significant.

Traffic Control Enforcement	Low (1-2)	Moderate (3)	High (4-5)	NR/DK	Mean
Commuters (n=27)	7	22	52	19	3.82
Area residents (n=55)	15	9	71	6	4.04
Employees in area (n=17)	24	18	41	18	3.43
Business owners/operators (n=11)	36	18	46	-	3.09
Customers of businesses (n=16)	38	6	44	13	3.29
Property owners (n=38)	16	11	66	8	3.89
Resident of adjacent community (n=6)	17	17	50	17	3.80
Assoc./Org. (n=2)	50	-	50	-	3.00

Table displays responses in percentages



Priorities in the Prince Charles Community (Segmented)

Please use caution in interpreting these results, as due to small sample size, differences are not considered to be statistically significant.

Reducing the Volume of Commercial Traffic	Low (1-2)	Moderate (3)	High (4-5)	NR/DK	Mean
Commuters (n=27)	19	19	44	19	3.50
Area residents (n=55)	20	15	58	7	3.76
Employees in area (n=17)	18	35	35	12	3.40
Business owners/operators (n=11)	73	9	18	-	2.09
Customers of businesses (n=16)	31	19	38	13	3.07
Property owners (n=38)	26	16	47	11	3.47
Resident of adjacent community (n=6)	33	17	33	17	3.00
Assc./Org. (n=2)	-	-	100	-	4.50

Table displays responses in percentages



Priorities in the Prince Charles Community (Segmented)

Please use caution in interpreting these results, as due to small sample size, differences are not considered to be statistically significant.

Improved traffic signage	Low (1-2)	Moderate (3)	High (4-5)	NR/DK	Mean
Commuters (n=27)	7	26	56	11	3.83
Area residents (n=55)	15	20	60	6	3.85
Employees in area (n=17)	6	29	59	6	3.88
Business owners/operators (n=11)	36	9	55	-	3.09
Customers of businesses (n=16)	25	6	56	13	3.64
Property owners (n=38)	16	21	58	5	3.69
Resident of adjacent community (n=6)	33	33	17	17	2.60
Assoc./Org. (n=2)	-	50	50	-	4.00

Table displays responses in percentages



Priorities in the Prince Charles Community (Segmented)

Please use caution in interpreting these results, as due to small sample size, differences are not considered to be statistically significant.

New Traffic Controls	Low (1-2)	Moderate (3)	High (4-5)	NR/DK	Mean
Commuters (n=27)	22	7	56	15	3.61
Area residents (n=55)	13	16	64	7	3.88
Employees in area (n=17)	12	18	65	6	3.88
Business owners/operators (n=11)	55	-	46	-	2.73
Customers of businesses (n=16)	25	6	56	13	3.64
Property owners (n=38)	18	13	61	8	3.74
Resident of adjacent community (n=6)	17	17	50	17	3.80
Assoc./Org. (n=2)	-	-	100	-	4.50

Table displays responses in percentages



Priorities in the Prince Charles Community (Segmented)

Please use caution in interpreting these results, as due to small sample size, differences are not considered to be statistically significant.

Parking Enforcement	Low (1-2)	Moderate (3)	High (4-5)	NR/DK	Mean
Commuters (n=27)	33	22	26	19	2.86
Area residents (n=55)	36	22	33	9	2.96
Employees in area (n=17)	41	24	24	12	2.60
Business owners/operators (n=11)	73	18	9	-	2.09
Customers of businesses (n=16)	56	13	19	13	2.36
Property owners (n=38)	40	24	29	8	2.86
Resident of adjacent community (n=6)	17	50	17	17	3.00
Assc./Org. (n=2)	50	50	-	-	2.50

Table displays responses in percentages



Priorities in the Prince Charles Community (Segmented)

Please use caution in interpreting these results, as due to small sample size, differences are not considered to be statistically significant.

Improved Street Lighting	Low (1-2)	Moderate (3)	High (4-5)	NR/DK	Mean
Commuters (n=27)	26	19	41	15	3.26
Area residents (n=55)	26	27	40	7	3.25
Employees in area (n=17)	6	18	65	12	3.93
Business owners/operators (n=11)	46	18	36	-	2.73
Customers of businesses (n=16)	38	6	31	25	2.92
Property owners (n=38)	32	29	29	11	2.91
Resident of adjacent community (n=6)	33	17	33	17	3.00
Assc./Org. (n=2)	50	50	-	-	2.50

Table displays responses in percentages



Comfort Levels to Traffic Changing Measures

For each of the following potential scenarios, please indicate how comfortable you would be with the change:

Potential Scenarios	Low Comfort (1-2)	Moderate Comfort (3)	High Comfort (4-5)	No Response/ Don't Know	Mean
Changes that would slow the free flow of traffic within the neighbourhood	27%	11%	60%	2%	3.61
Changes that would remove parking in targeted areas (i.e. 3-4 stalls per location)	43%	20%	33%	5%	2.86
Changes that would make it less convenient for you to enter or leave the neighbourhood	57%	15%	26%	2%	2.35
Changes that would close a neighbourhood entrance and exit you use	63%	11%	23%	2%	2.19



Comfort Levels to Traffic Changing Measures (Segmented)

The following slides provide comfort levels for traffic management strategies broken down by respondents' connection to the community. Please use caution in interpreting these results, as due to small sample size, differences are not considered to be statistically significant.

Slow the free flow of traffic within the neighbourhood	Low (1-2)	Moderate (3)	High (4-5)	NR/DK	Mean
Commuters (n=27)	30	19	48	4	3.35
Area residents (n=55)	9	11	76	4	4.25
Employees in area (n=17)	41	18	41	-	3.12
Business owners/operators (n=11)	64	9	27	-	2.36
Customers of businesses (n=16)	25	13	56	6	3.73
Property owners (n=38)	21	13	63	3	3.84
Resident of adjacent community (n=6)	50	-	50	-	2.83
Assc./Org. (n=2)	-	-	100	-	5.00

Table displays responses in percentages



Comfort Levels to Traffic Changing Measures (Segmented)

Please use caution in interpreting these results, as due to small sample size, differences are not considered to be statistically significant.

Remove parking in targeted areas	Low (1-2)	Moderate (3)	High (4-5)	NR/DK	Mean
Commuters (n=27)	41	15	37	7	3.00
Area residents (n=55)	35	26	35	6	3.06
Employees in area (n=17)	29	12	53	6	3.38
Business owners/operators (n=11)	73	18	9	-	2.09
Customers of businesses (n=16)	31	19	38	13	3.29
Property owners (n=38)	34	24	37	5	3.11
Resident of adjacent community (n=6)	33	17	50	-	3.33
Assoc./Org. (n=2)	-	-	100	-	4.50

Table displays responses in percentages



Comfort Levels to Traffic Changing Measures (Segmented)

Please use caution in interpreting these results, as due to small sample size, differences are not considered to be statistically significant.

Less convenience for entering or leaving the neighbourhood	Low (1-2)	Moderate (3)	High (4-5)	NR/DK	Mean
Commuters (n=27)	59	11	26	4	2.23
Area residents (n=55)	44	20	33	4	2.74
Employees in area (n=17)	77	6	18	-	1.88
Business owners/operators (n=11)	73	9	18	-	1.82
Customers of businesses (n=16)	50	13	31	6	2.67
Property owners (n=38)	50	16	32	3	2.54
Resident of adjacent community (n=6)	83	-	17	-	1.50
Assoc./Org. (n=2)	-	50	50	-	4.00

Table displays responses in percentages



Comfort Levels to Traffic Changing Measures (Segmented)

Please use caution in interpreting these results, as due to small sample size, differences are not considered to be statistically significant.

Closure of neighbourhood entrances & exits	Low (1-2)	Moderate (3)	High (4-5)	NR/DK	Mean
Commuters (n=27)	70	11	15	4	1.77
Area residents (n=55)	51	13	33	4	2.57
Employees in area (n=17)	82	12	6	-	1.65
Business owners/operators (n=11)	73	9	18	-	1.73
Customers of businesses (n=16)	63	-	31	6	2.27
Property owners (n=38)	58	11	29	3	2.32
Resident of adjacent community (n=6)	83	-	17	-	1.50
Assc./Org. (n=2)	-	-	100	-	4.50

Table displays responses in percentages



Traffic Volumes and Safety

In the areas of traffic volume and safety, what other priorities do you think should be addressed in the Prince Charles community?	Percent of Respondents (n=82)
Speeding issues/speed limits	11
Traffic volume/congestion/high traffic flow	9
Wider streets/roads/upgrading roads	6
Pedestrian safety (ex. lights/crosswalks, etc.)	6
Accessibility of streets/roads	5
Street lighting	4
Uncontrolled intersections	4
Poor road conditions (potholes, in need of repair, etc.)	4
Snow/ice removal (on roads, sidewalks, etc.)	4
Parking availability/issues	4

*Multiple responses



Traffic Volumes and Safety

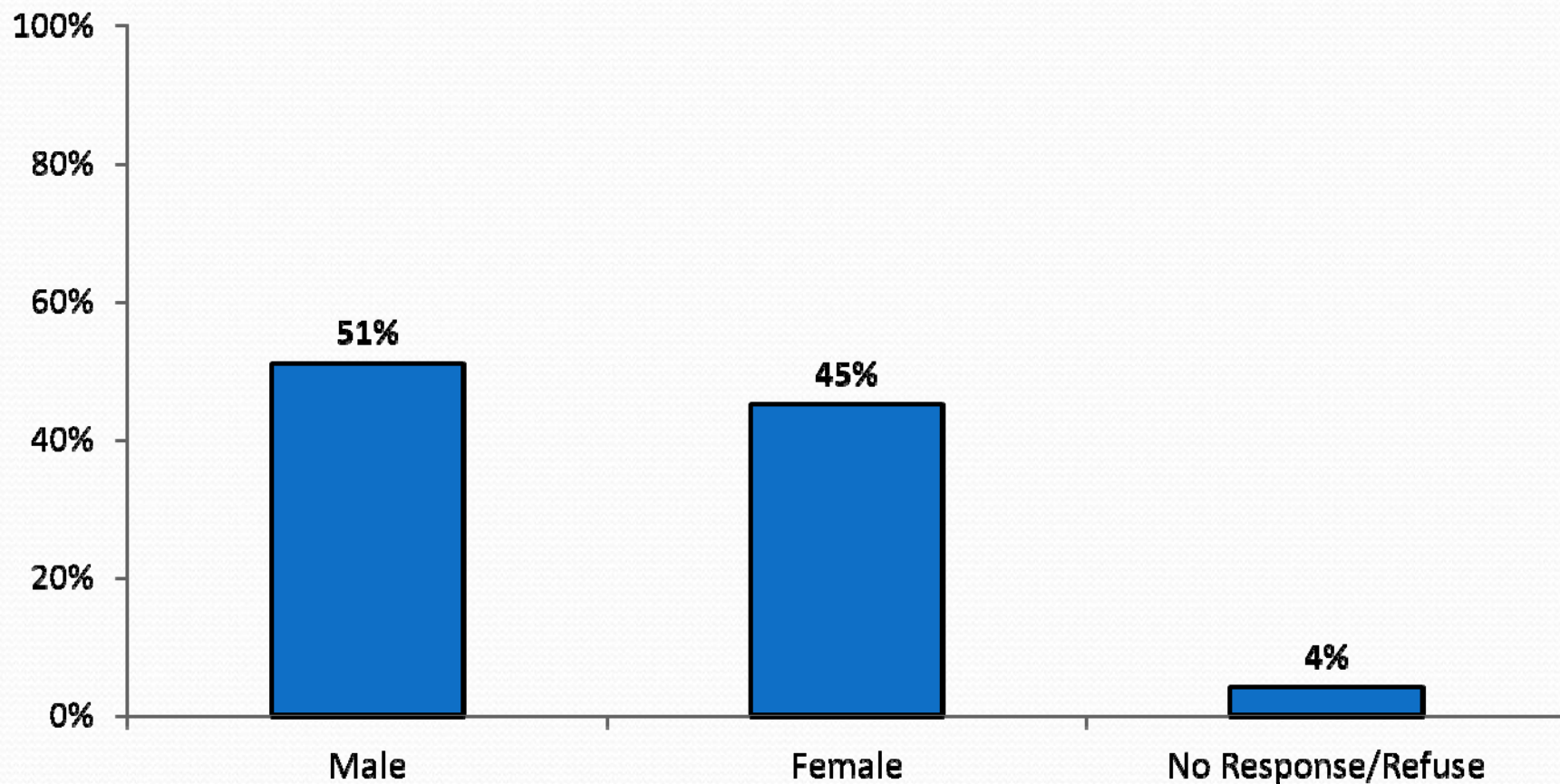
In the areas of traffic volume and safety, what other priorities do you think should be addressed in the Prince Charles community? (cont'd)	Percent of Respondents (n=82)
Bicycle lanes	2
Property/land use zoning	2
Children's safety in residential areas	2
Garbage/litter on streets	2
Sidewalks	2
Flooding/water/sewer drainage	2
Police enforcement of traffic related infractions/violations	2
Others (single mention)	4
Nothing else/no other priorities	5
No response/don't know	40

*Multiple responses



Demographics

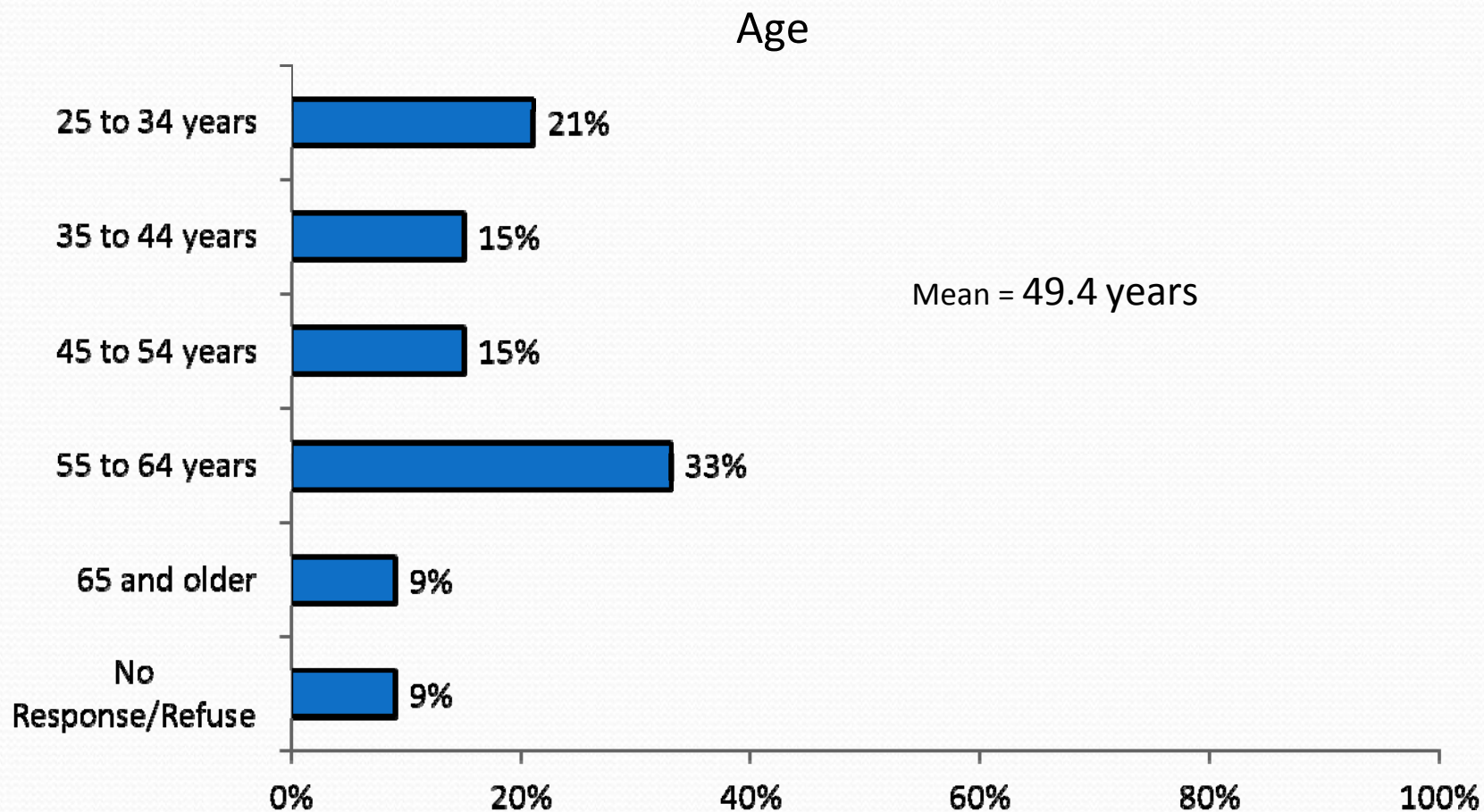
Gender



n=82



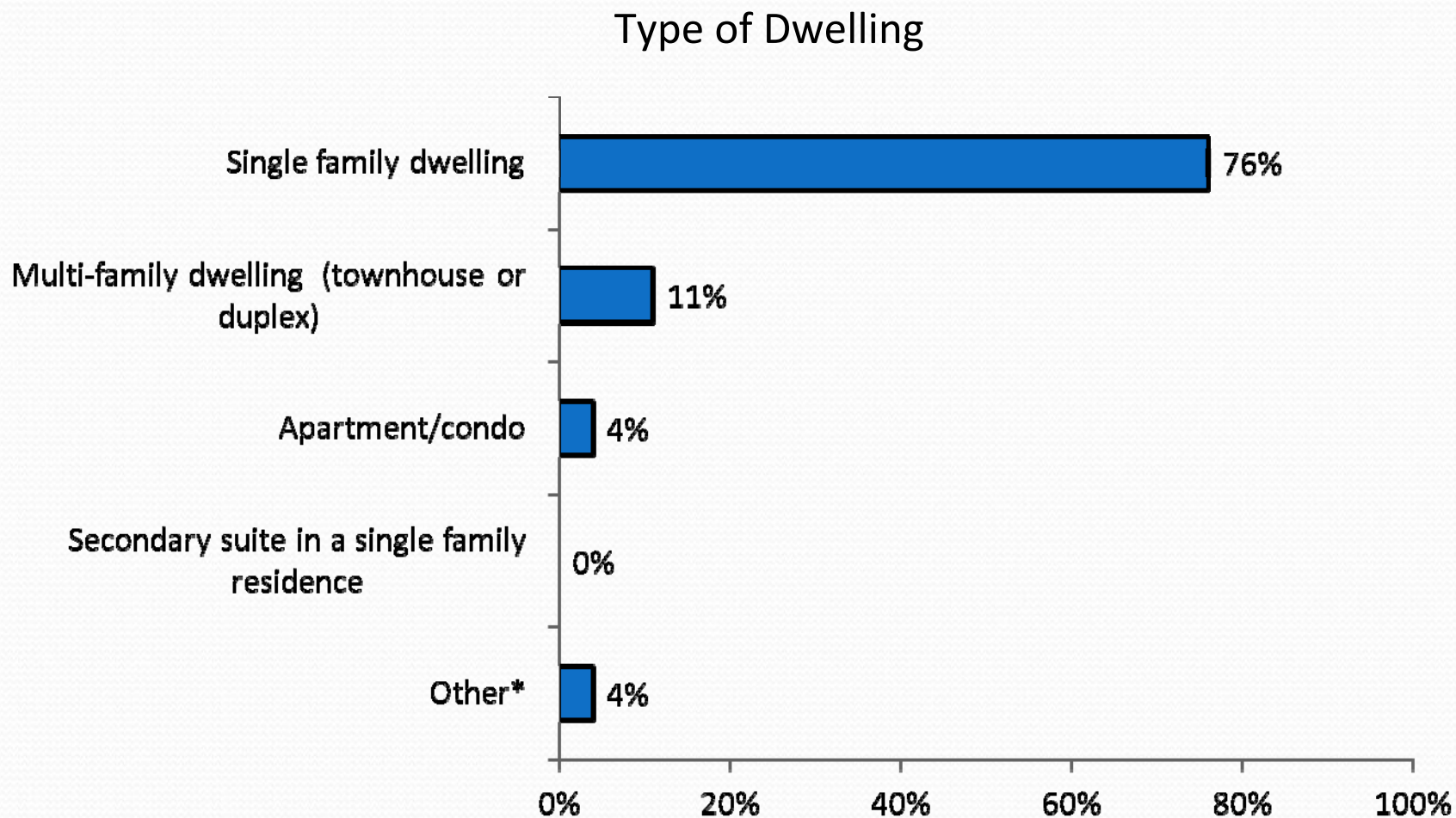
Demographics



n=82



Demographics



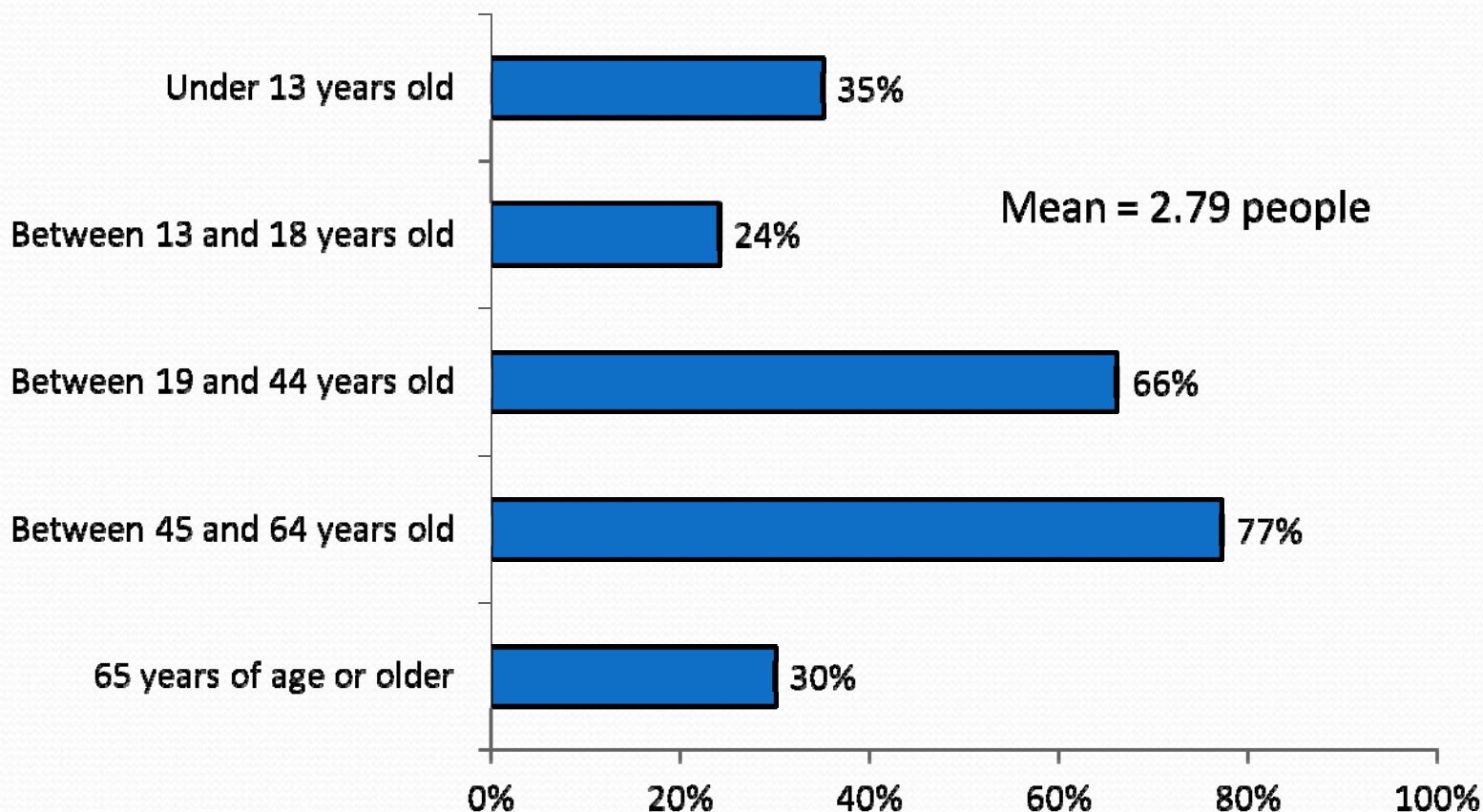
n=82

* Respondents were asked to specify



Demographics

Including yourself, how many people in each of the following age groups live in your household?*



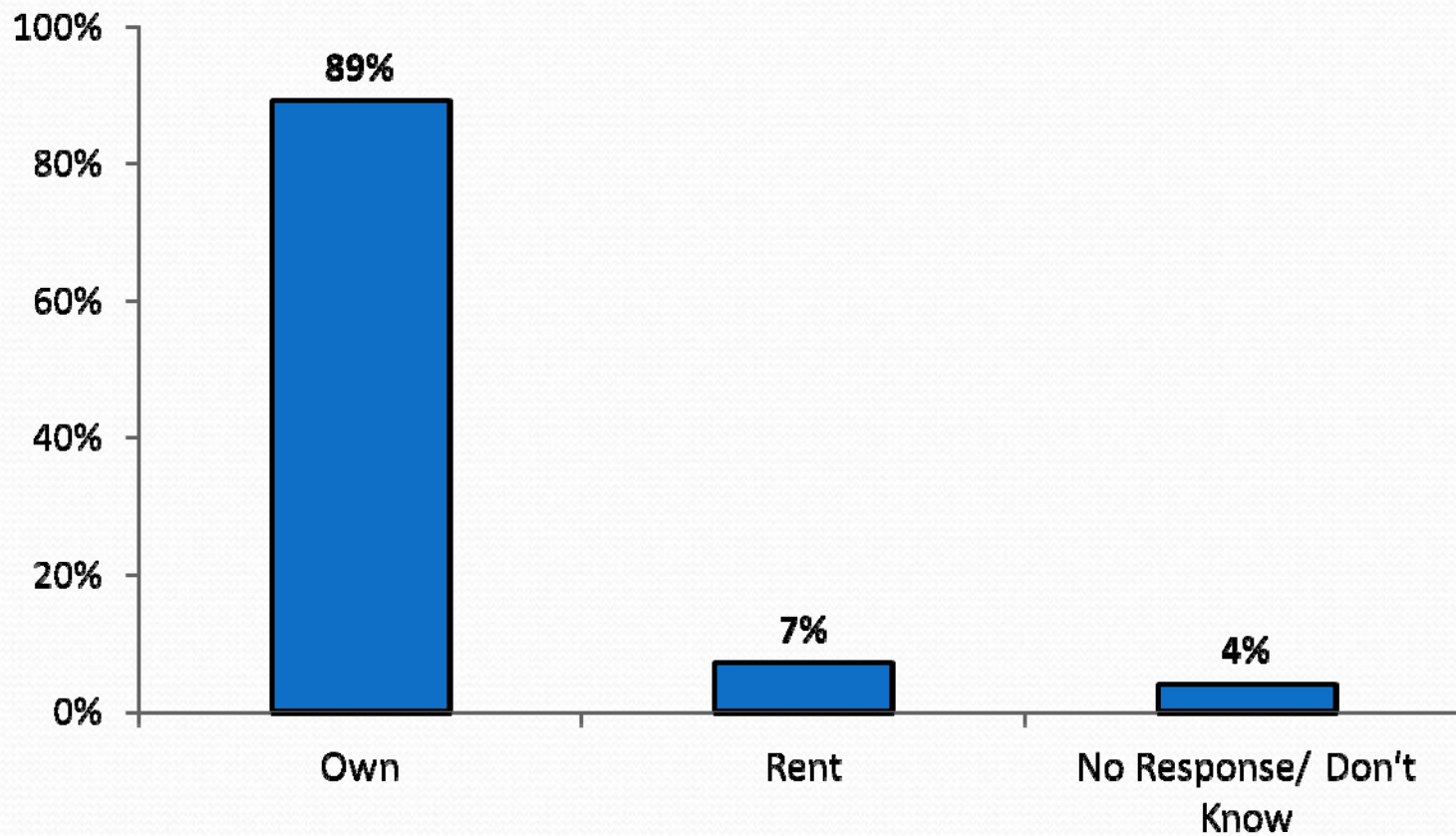
n=71 – excludes No Response/Don't Know

*Multiple responses. Graph shows those living with one or more person in each age group



Demographics

Do you own or rent your home?





Demographics (Segmented)

The following table displays a breakdown by renters versus owners Please use caution in interpreting these results, as due to small sample size, differences are not considered to be statistically significant.

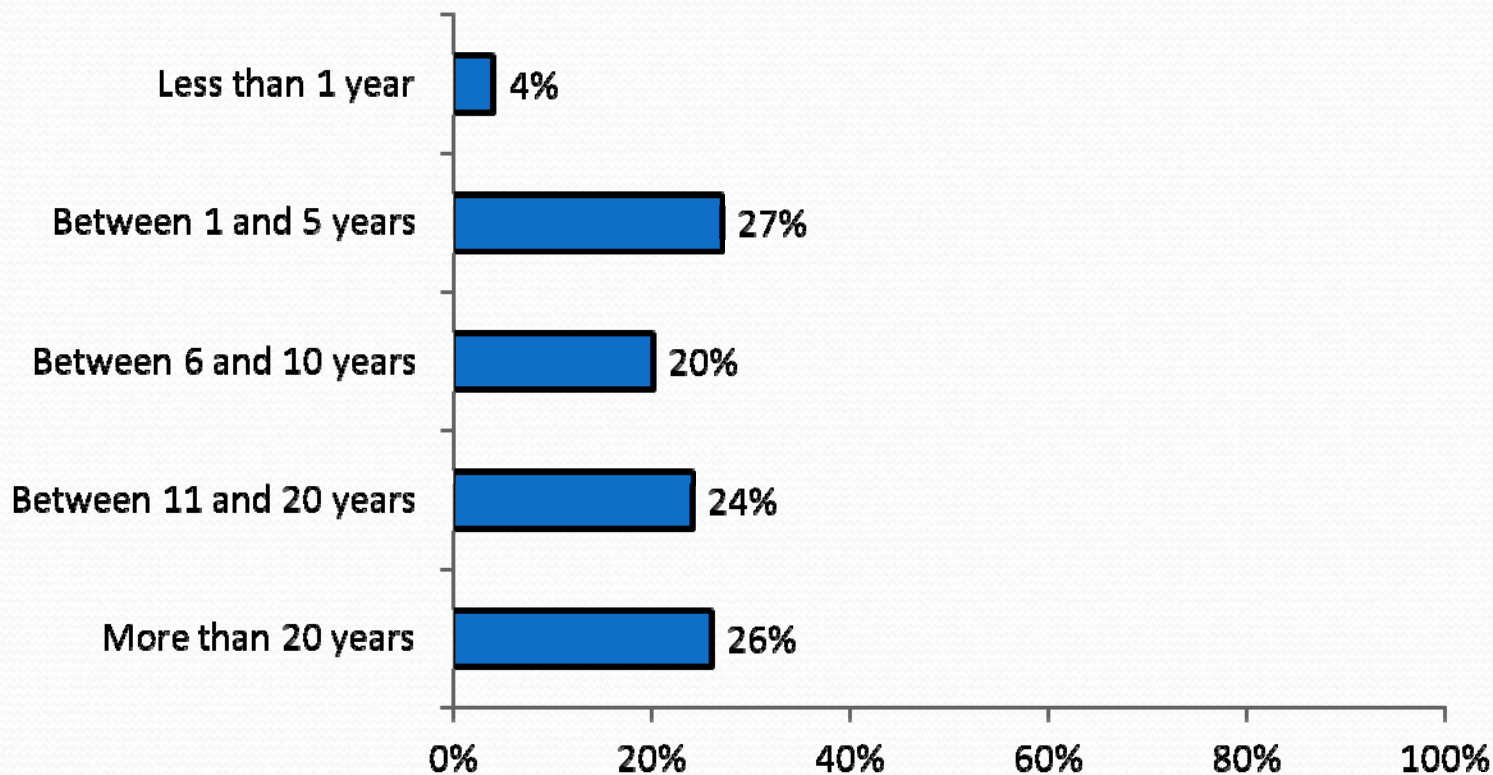
	Commuter (n=27)	Resident (n=55)	Employee (n=17)	Buss. (n=11)	Customer (n=16)	Property Owner (n=38)	Adjacent Resident (n=6)	Org/Assc. Rep. (n=2)
Own	89	93	71	91	88	97	100	100
Rent	7	7	12	9	13	3	-	-
Don't Know/No Response	4	-	18	-	-	-	-	-

Table displays responses in percentages



Demographics

How many years have you lived in the Prince Charles Community?



n=55

Base: Respondents who are area residents

Mean = 15.5 years



Demographics

How many years have you owned or operated a business in the Prince Charles community?*

Number of years	Number of Respondents (n=11)
<1 year	1
3 years	1
4 years	2
9 years	2
12 years	1
18 years	1
25 years	1
40 years	1
61 years	1

Base: Respondents who are area owners/operators

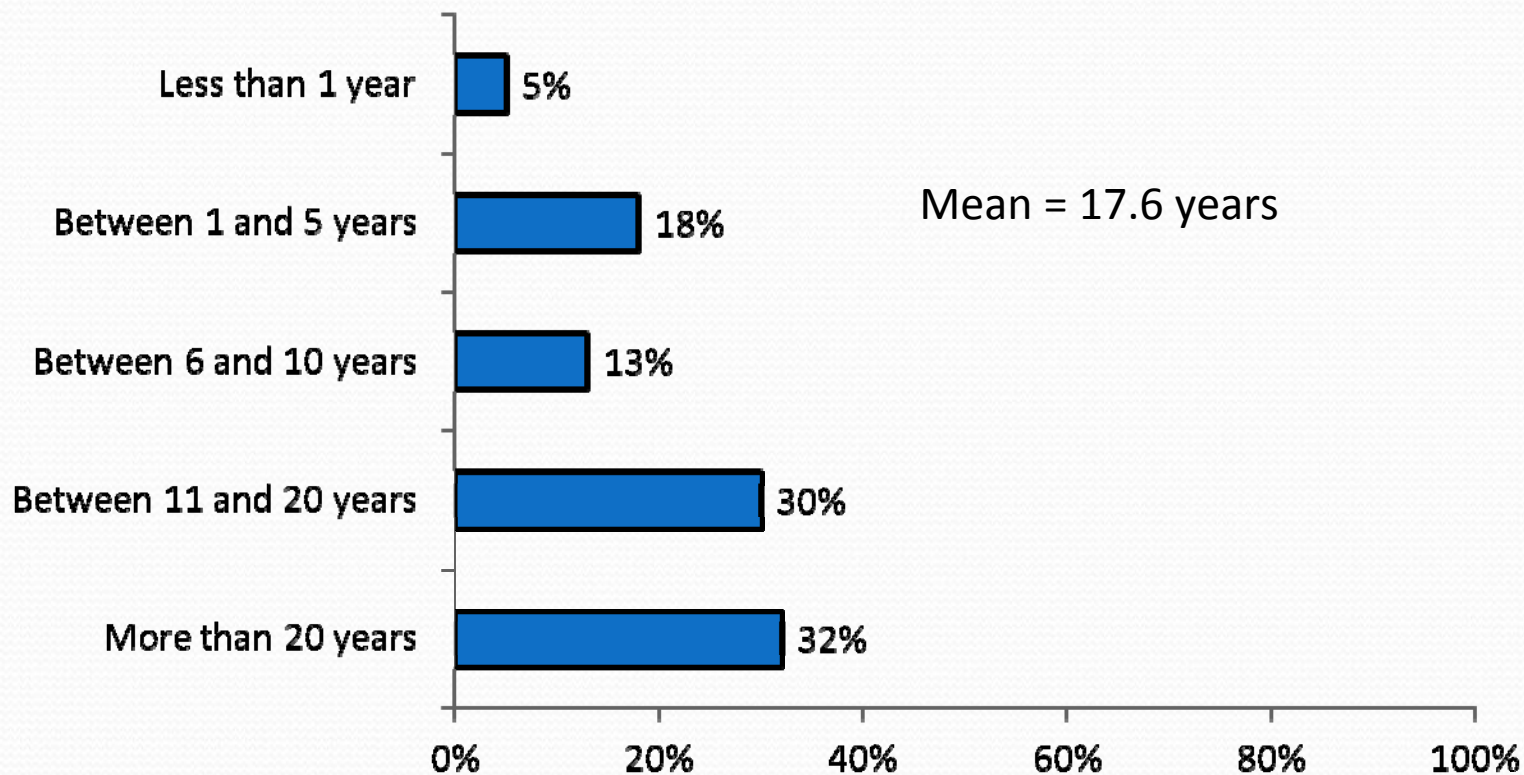
*Small sample size – please use caution when interpreting these results

Mean = 16.8 years



Demographics

How many years have you owned property in the Prince Charles community?



n=38

Base: Respondents who are area property owners

Mean = 17.6 years