



PRINCE CHARLES CTMP

PUBLIC INFORMATION SESSION SUMMARY

May 2015

On April 23, 2015, a public information session was held at Prince Charles School to present a proposed traffic management measures plan. The intent of the session was to inform the community and gauge their level of comfort with the traffic measures before installation for a trial phase beginning in July 2015. The following is a summary of the information collected from feedback forms that were available at the April 23, 2015 session, and online between April 23 and May 7, 2015. Thirty-five (35) feedback forms were completed.

About the Respondents

- 27 respondents live in the Prince Charles community
- 18 respondents own property or a business in Prince Charles
- 2 respondents work at a local business, school or other organization
- 4 respondents live in a neighbouring community

Traffic Conditions Over the Past 3 Years

- 66% of respondents feel that traffic volumes in the Prince Charles community have increased over the past 3 years.
- 31% of respondents feel that traffic safety conditions in the Prince Charles community have improved over the past 3 years; 26% believe traffic safety conditions have declined; 37% think traffic safety conditions have remained about the same.
- 6% of respondents report that their level of comfort using sidewalks in Prince Charles has improved over the past 3 years; 26% report that their level of comfort has declined; 57% report that their level of comfort has remained the same.



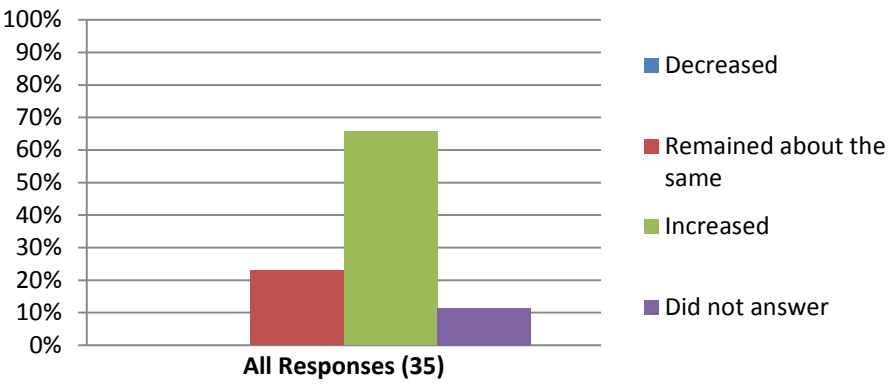
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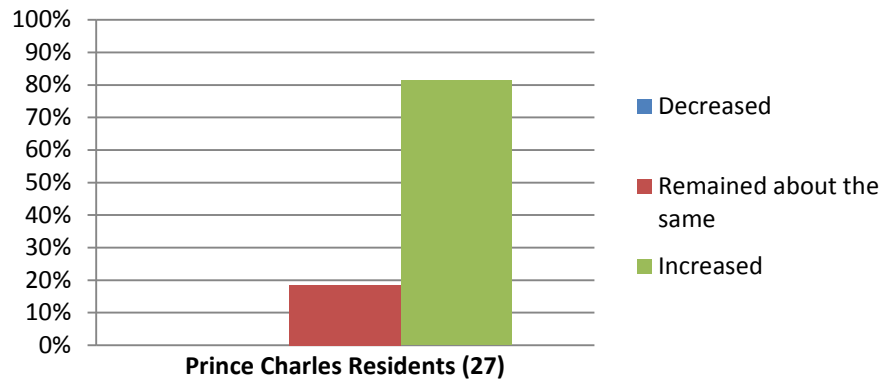
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Traffic Conditions Over the Past 3 Years

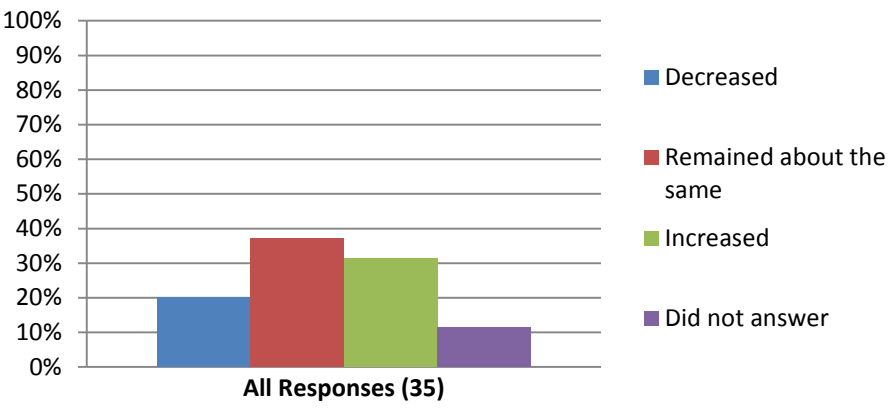
In your opinion, over the past 3 years, has the traffic volume in the Prince Charles community:



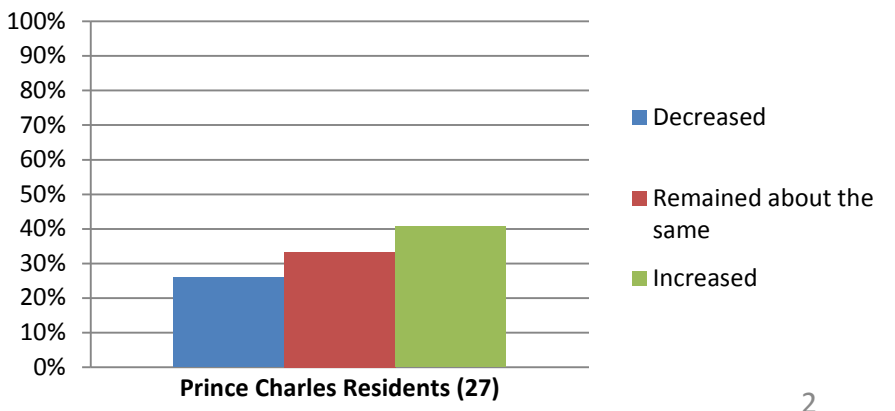
In your opinion, over the past 3 years, has the traffic volume in the Prince Charles community:



In your opinion, over the past 3 years, have traffic safety conditions in the Prince Charles community:



In your opinion, over the past 3 years, have traffic safety conditions in the Prince Charles community:





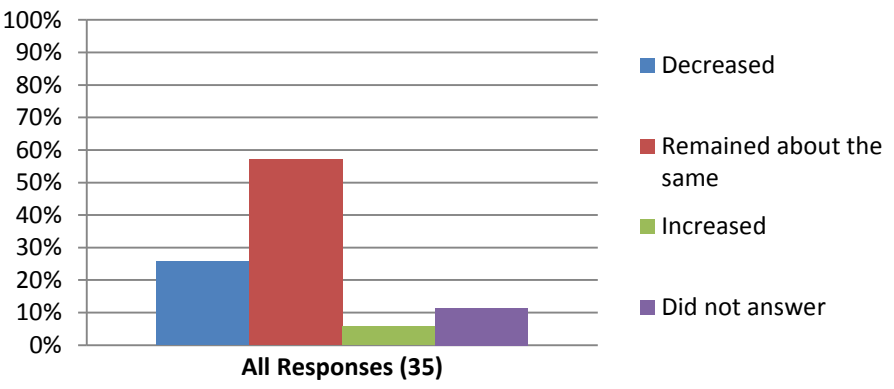
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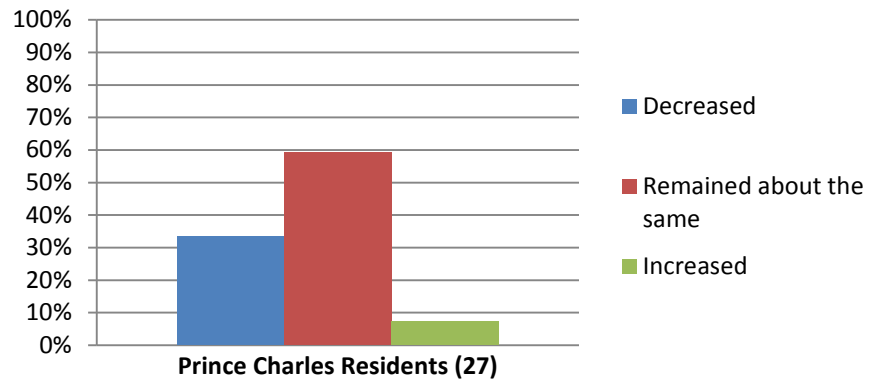
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Traffic Conditions Over the Past 3 Years

In your opinion, over the past 3 years, has your comfort using sidewalks in the Prince Charles community:



In your opinion, over the past 3 years, has your comfort using sidewalks in the Prince Charles community:





Expected Level of Comfort With Proposed Trial Traffic Measures:

- 51% of respondents expect to be somewhat or very comfortable with a road closure on 124 Street, north of 123 Avenue.
- Of the respondents that are Prince Charles residents, 63% expect to be somewhat or very comfortable with a road closure on 124 Street, north of 123 Avenue.
- 57% of respondents expect to be somewhat or very comfortable with curb extensions on 124 Street at 119 Avenue and 120 Avenue.
- 67% of Prince Charles resident respondents expect to be somewhat or very comfortable with curb extensions on 124 Street at 119 Avenue and 120 Avenue.
- 54% of respondents expect to be somewhat or very comfortable with curb extensions on 122 Street at 119 Avenue.
- 63% of those that are Prince Charles residents expect to be somewhat or very comfortable with curb extensions on 122 Street at 119 Avenue.



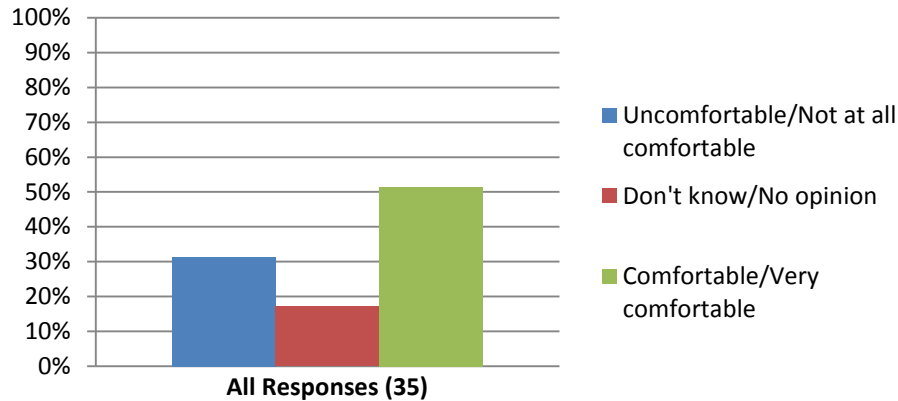
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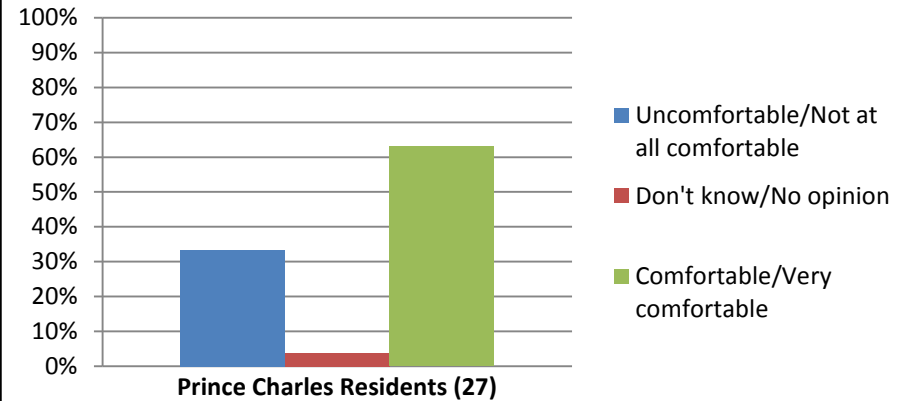
May 2015

Expected Level of Comfort

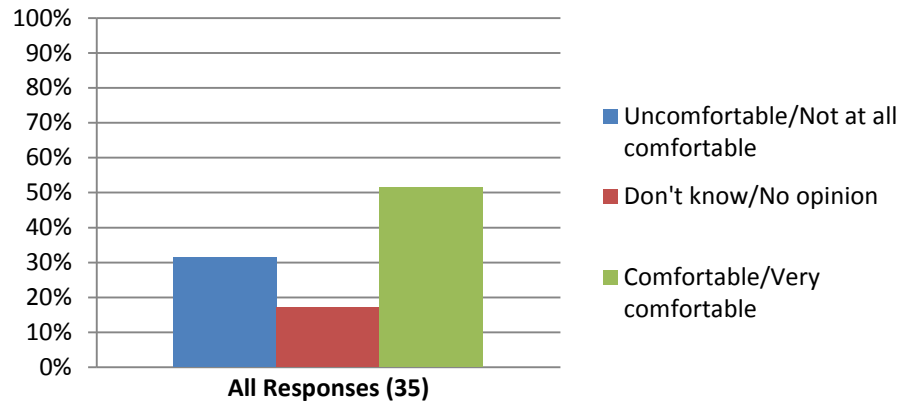
How comfortable do you expect to be with the road closure on 124 St, north of 123 Ave?



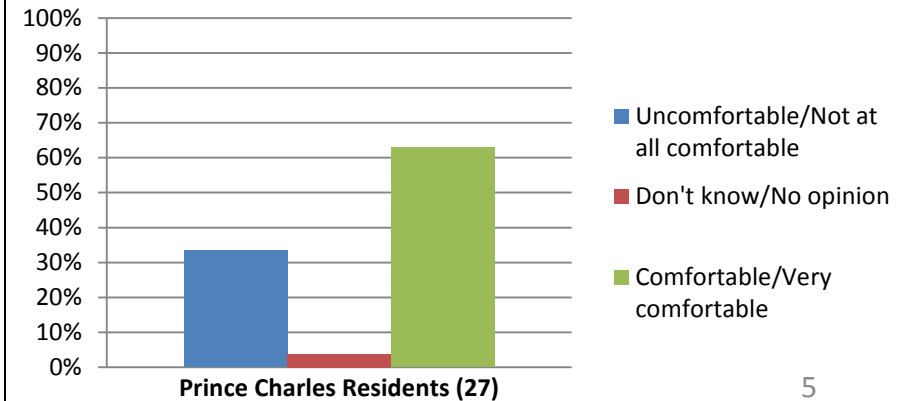
How comfortable do you expect to be with the road closure on 124 St, north of 123 Ave?



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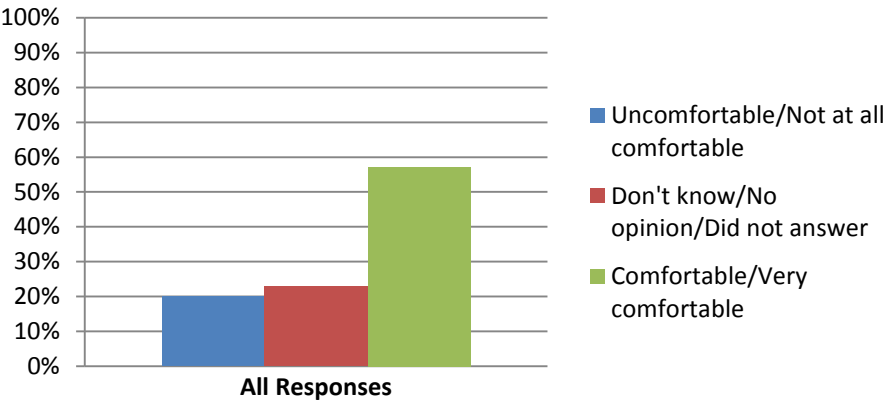
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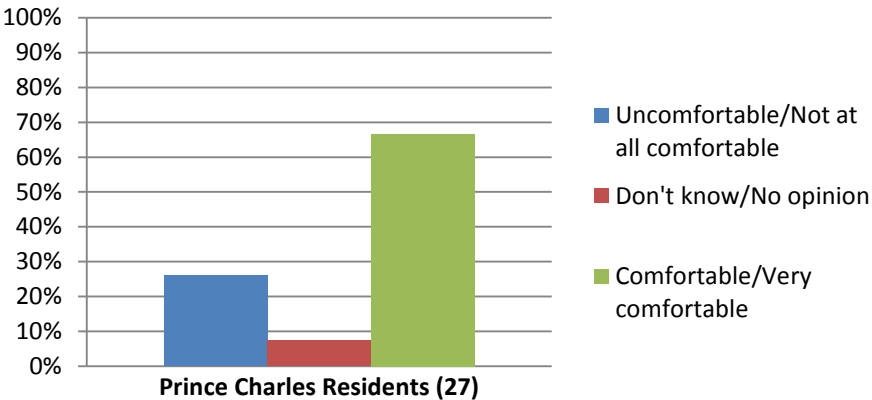
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Expected Level of Comfort

How comfortable do you expect to be with the curb extensions on 124 St, at 119 Ave and 120 Ave?



How comfortable do you expect to be with the curb extensions on 124 St, at 119 Ave and 120 Ave?





Expected Effectiveness of Proposed Traffic Measures:

- 69% of respondents expect that the road closure on 124 Street will be somewhat or very effective in addressing traffic safety concerns.
- Of respondents who are Prince Charles residents, 81% expect the road closure will be somewhat or very effective in addressing traffic safety concerns.
- Respondents are split on the expected effectiveness of curb extensions on 124 Street, at 119 Avenue and 120 Avenue. Thirty-four percent (34%) of respondents expect the curb extensions will be somewhat or very effective in addressing traffic safety concerns; 31% expect the curb extensions will be ineffective or not at all effective; 34% do not know, have no opinion or did not provide a response.
- Respondents, who are Prince Charles residents, are evenly split in their expected effectiveness/ineffectiveness of the curb extensions on 124 Street (41%, respectively).
- Respondents are split on the expected effectiveness of curb extensions on 122 Street, at 119 Avenue. Thirty-seven percent (37%) of respondents expect the curb extensions will be somewhat or very effective in addressing traffic safety concerns; 31% expect the curb extensions will be ineffective or not at all effective; 31% do not know, have no opinion or did not provide a response.
- Prince Charles resident respondents are almost evenly split on the expected effectiveness/ineffectiveness of the curb extensions on 122 Street (44%/41%, respectively).



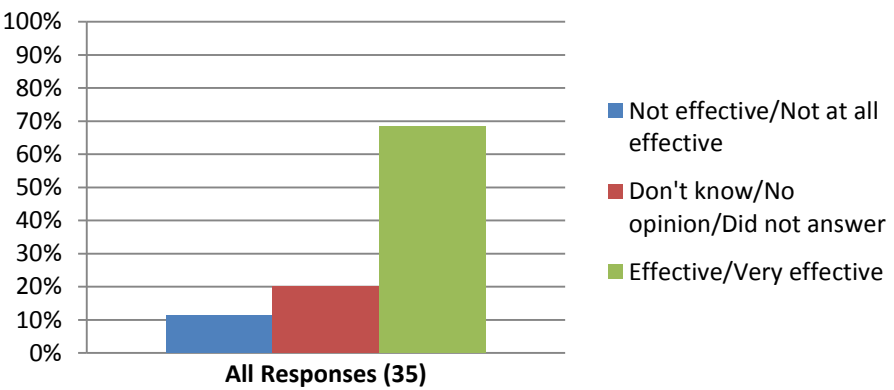
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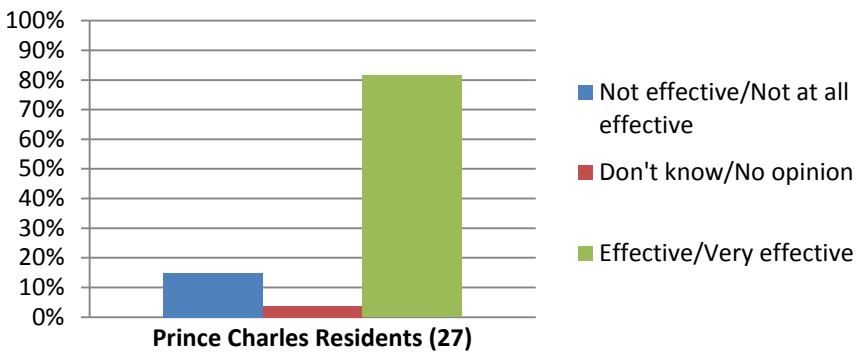
May 2015

Expected Effectiveness

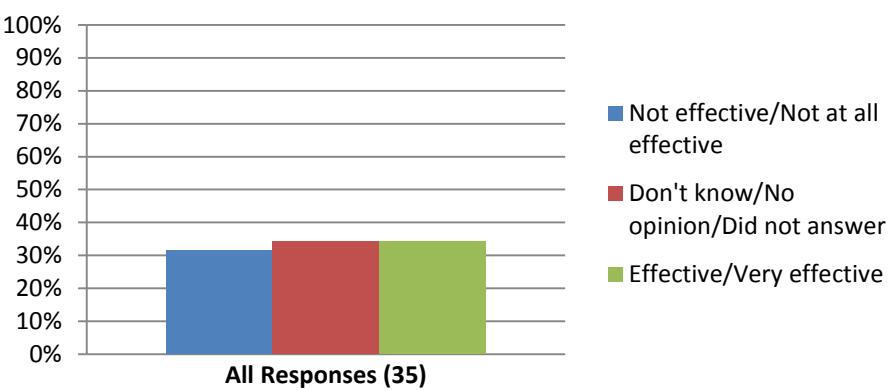
How effective do you feel the road closure on 124 St, north of 123 Ave, will be in addressing traffic safety issues?



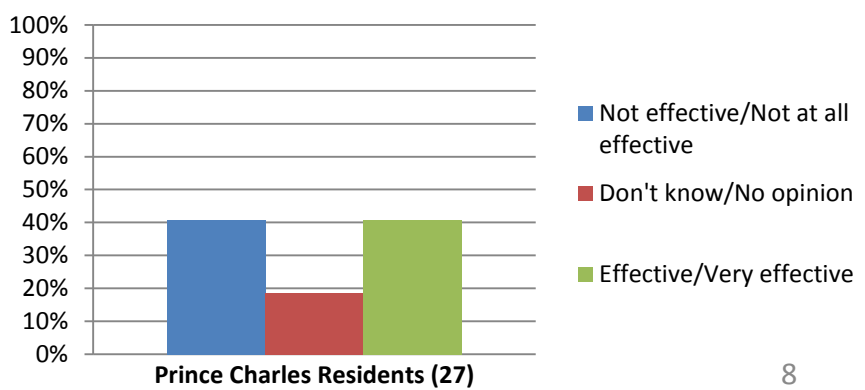
How effective do you feel the road closure on 124 St, north of 123 Ave, will be in addressing traffic safety issues?



How effective do you feel the curb extensions on 124 St, at 119 Ave and 120 Ave, will be in addressing traffic safety issues?



How effective do you feel the curb extensions on 124 St, at 119 Ave and 120 Ave, will be in addressing traffic safety issues?





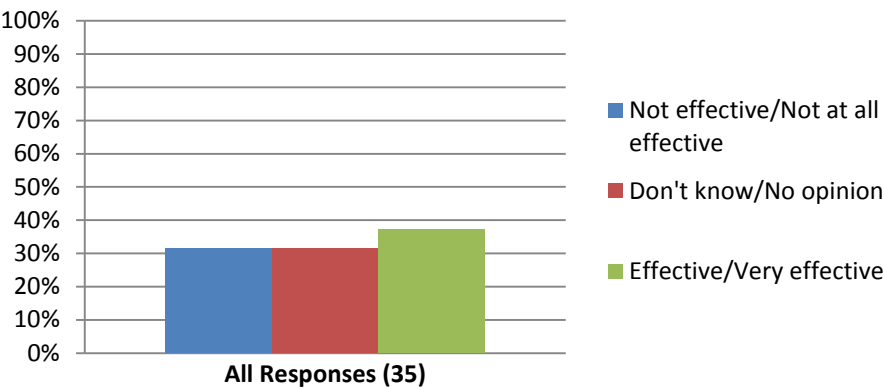
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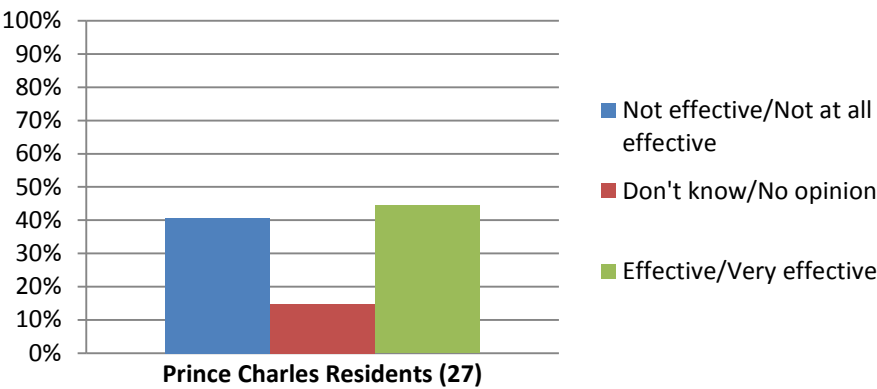
May 2015

Expected Effectiveness

How effective do you feel the curb extensions on 122 St, at 119 Ave, will be in addressing traffic safety issues?



How effective do you feel the curb extensions on 122 St, at 119 Ave, will be in addressing traffic safety issues?





Trial Measure Comments/Other Comments:

- Respondents were asked to leave comments about the proposed trial measures, in general, as well as to respond to a separate question asking if they had any additional comments to share. Thirteen respondents left comments about the trial measures and 15 responded with additional comments. Both questions evoked comments that were similar in nature. Key themes include:
 - Most respondents support the trial closure of 124 Street, north of 123 Avenue.
 - Skepticism of the expected effectiveness of the additional curb extensions on 124 Street and the new curb extensions on 122 Street based on previous experiences with existing curb extensions.
 - Respondents expressed concerns related to the large number of uncontrolled intersections in the community, and a desire for stop/yield signage at all intersections.
 - Concerns were raised about possible diversion of traffic/shortcutting to other roadways and how that will be dealt with during the trial period.
 - Concerns of increased travel time/inconvenience for residents and emergency services and loss of access to Yellowhead Trail.
 - Concerns were raised about the ability of 127 Street to accommodate additional traffic.



Trial Measure Comments/Other Comments:

- Respondents were asked to leave comments about the proposed trial measures, in general, as well as to respond to a separate question asking if they had any additional comments to share. Thirteen respondents left comments about the trial measures and 15 responded with additional comments. Both questions evoked comments that were similar in nature. Key themes include:
 - Most respondents support the trial closure of 124 Street, north of 123 Avenue.
 - Skepticism of the expected effectiveness of the additional curb extensions on 124 Street and the new curb extensions on 122 Street based on previous experiences with existing curb extensions.
 - Respondents expressed concerns related to the large number of uncontrolled intersections in the community, and a desire for stop/yield signage at all intersections.
 - Concerns were raised about possible diversion of traffic/shortcutting to other roadways and how that will be dealt with during the trial period.
 - Concerns of increased travel time/inconvenience for residents and emergency services and loss of access to Yellowhead Trail.
 - Concerns were raised about the ability of 127 Street to accommodate additional traffic.



Appendix A

Appendix A

Comment Form Summary: Prince Charles CTMP (April 23 - May 7, 2015)

CURRENT TRAFFIC CONDITIONS CONDITIONS

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

Total	All (35)	Residents (27)
Decreased	0%	0%
Remained about the same	23%	19%
Increased	66%	81%
no response	11%	0%

In your opinion, over the past 3 years, have traffic safety conditions in the Prince Charles community:

Total	All (35)	Residents (27)
Decreased	20%	26%
Remained about the same	37%	33%
Increased	31%	41%
no response	11%	0%

In your opinion, over the past 3 years, has your comfort using the sidewalks in the Prince Charles community:

Total	All (35)	Residents (27)
Decreased	26%	33%
Remained about the same	57%	59%
Increased	6%	7%
no response	11%	0%

TRIAL MEASURES

For each of the following traffic measures, please indicate how comfortable you expect to be with the changes.

A road closure on 124 Street, north of 123 Avenue, which will block access to Yellowhead Trail from 123 Avenue, and south of 123 Avenue.

Total	All (35)	Residents (27)
Not at all comfortable	23%	22%
Uncomfortable	9%	11%
Don't Know/No Opinion/Did Not Answer	17%	4%
Comfortable	6%	4%
Very Comfortable	46%	59%

Curb extensions on 124 Street at 119 Avenue and 120 Avenue to narrow the roadways at these intersections and encourage lower traffic speeds.

Total	All (35)	Residents (27)
Not at all comfortable	14%	19%
Uncomfortable	6%	7%
Don't Know/No Opinion/Did Not Answer	23%	7%
Comfortable	34%	37%
Very Comfortable	23%	30%

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Comment Form Summary: Prince Charles CTMP (April 23 - May 7, 2015)

TRIAL MEASURES

Curb extensions at the 119 Avenue/122 Street intersection to narrow the roadway and encourage lower traffic speeds.

Total	All (35)	Residents (27)
Not at all comfortable	9%	11%
Uncomfortable	9%	11%
Don't Know/No Opinion/Did Not Answer	29%	15%
Comfortable	26%	26%
Very Comfortable	29%	37%

For each of the following traffic measures, please indicate how effective you feel the changes will be in addressing traffic safety issues.

A road closure on 124 Street, north of 123 Avenue, which will block access to Yellowhead Trail from 123 Avenue, and south of 123 Avenue.

Total	All (35)	Residents (27)
Not at all effective	3%	4%
Ineffective	9%	11%
Don't Know/No Opinion/Did Not Answer	20%	4%
Effective	23%	22%
Very effective	46%	59%

Curb extensions on 124 Street at 119 Avenue and 120 Avenue to narrow the roadways at these intersections and encourage lower traffic speeds.

Total	All (35)	Residents (27)
Not at all effective	9%	11%
Ineffective	23%	30%
Don't Know/No Opinion/Did Not Answer	34%	19%
Effective	17%	19%
Very effective	17%	22%

Curb extensions at the 119 Avenue/122 Street intersection to narrow the roadway and encourage lower traffic speeds.

Total	All (35)	Residents (27)
Not at all effective	9%	11%
Ineffective	23%	30%
Don't Know/No Opinion/Did Not Answer	31%	15%
Effective	20%	22%
Very effective	17%	22%

Appendix A

Comment Form Summary: Prince Charles CTMP (April 23 - May 7, 2015)

Do you have any additional comments about the trial measures? (verbatim)

By closing the access to 124 St to Yellowhead my business will be strongly affected. The suggested curb extensions will result in more aggressive driving. Why not a speed limit?

Put closure of 124 St only for trial

Curb extensions may not be needed

-Try closing 124th first. Then if speeding is still an issue, then put curb extensions

-Due to the amount of increased residence in Prince Charles because of the city's "in Fill" plan, Prince Charles' roads need to have proper signage. In this date and age people assume if they don't have a yield or stop sign they have the right of way.

-Put in a right hand turning lane on 124 Street north of 123 Ave - there is more than enough room to do so

-I live on 124 Street and most traffic problems occur after 4pm till 6pm with traffic trying to access Yellowhead - a right turning lane would greatly reduce this congestion

-Loss of parking on 124 Street is a concern as there is constant infill with duplexes and other multi family housing which brings need for additional street parking

-Increase travel time for emergency vehicles by closing 124 St. Truck traffic will go through the side streets and avenues, 124 St will get more traffic. Why is 122 St getting permanent curb extensions? Trucks service buildings at the rear of 122 St. The trucks will go down side streets and avenues

-I see the closure of 124 St as a bad idea. It will increase response time for our community and others towards down town. It will also push traffic to the west of 124 St and make it more unsafe. The 122 St curb extensions will make it harder for trucks to service businesses in the rear alley or push trucks to use side avenues to access the business

-Road closure at 123 Avenue will lead to increased shortcutting thru the community and on 123 Ave to 127 St

-Will lead to increased traffic on 127 St

-If you close 124 St NB to Yellowhead, then you must lengthen the green light going SB out of the community at 118 Ave and 124 St

-Thank-you for all the work you are doing to help us with our traffic concerns!

-give more traffic to 127 St

-pleased with closure on 124 St

-A road closure would be effective to reduce traffic but I am NOT in favour of closing this access to the Yellowhead.

Perhaps when there is an alternate route for our community to access the Yellowhead, in both directions (i.e.. 127 St) then consider this but NOT before

-Doing trials prior to 2018 a good idea

-Plans can be firm during 2018 Renewal

-I am concerned about traffic travelling north on 124 St through the intersection on 118 Ave especially when a transit bus is turning left heading west on 118 Ave. I have seen a few serious accidents.

-I just hope it will not increase short cutting by non residents

Although sad for the loss of quick access to my neighbourhood, I agree that closing 124 access to yellowhead is necessary to reducing shortcutting. Curb extensions may be a moot point if you are eliminating non local traffic by closing access to yellowhead. Curb extensions also impede visibility of an upcoming turn and significantly impede a safe turning radius in and out of traffic (larger trucks are common in prince Charles) but if it helps, I'll live. Thanks for thoroughness of your assessment, presentation, staged implementation and for providing surveys as an outlet for feedback.

Appendix A

Comment Form Summary: Prince Charles CTMP (April 23 - May 7, 2015)

1. I support the closure of 124 Street at 123rd Avenue. I am very concerned that traffic will continue to come in to Prince Charles and then migrate westerly on any one of the avenues: 119, 120, 121, 122 and 123rd Avenue. No measures have been recommended to address this effect and I am very suspicious that it will take considerable time for the City to address this result of actions taken. 2. I am concerned about parking along 123rd Avenue during events where Park and Ride is used. There need to be restrictive parking signs posted so that By Law enforcement can be called upon to address parking. 3. I do not believe extended curbs will slow traffic. Indeed, they have not worked to date since first installed along 124 Street in 2000. I think Stop signs at avenues along 124 Street will be more effective in at a minimum, causing traffic to slow to a running stop. 4. I am discouraged that other measures have not been deployed. For example, closure of 124 Street will prevent traffic from accessing Yellowhead. Perhaps segments of 124 Street should be one way south only with alternating one way northbound so that traffic cannot move up 124 Street only to turn westward along any one of the avenues. 5. Closure of 124 Street will cause some issues for trucks accessing 121A Street. No mention was made whatsoever as to how trucks will access and egress the neighbourhood to serve businesses on 121A Street. 6. One way streets and avenues throughout the neighbourhood (not just 124 Street) would address shortcutting that is witnessed on 122 and 123 Streets and those west of 124 Street. If deployed effectively, it would likely eliminate the shortcutting while still providing access to those who live in the community (because they know which streets and avenues to take) 7. Traffic control devices - stop and yield signs in particular - would make intersections safer. There are many T-bone accidents in the neighbourhood because intersections are not controlled. 8. Reducing <character limit reached>

The traffic on 124 just keeps getting busier, have been in the community for 15 years. we get tow trucks, city buses, greyhound buses and in excess of 5000 vehicles per day on a road not designated or designed to handle such volume. speeders and un safe acts are witnessed on a daily basis. There is a play ground on 124 street that doesn't seem to mean much to commuter traffic.

We prefer that northbound 124 St is closed north of 123 Ave. This would allow the traffic that comes off Yellowhead to still access the area from this route and the business/group home traffic north of 123 Ave to go south while preventing the rush hour traffic to go north and back log 124 St northbound.

can 124 street northbound, approaching Yellowhead be widened to allow more traffic safely turning right (eastbound), when the left-hand turning lane is backed up?

I agree 100 percent of closing 124 Street at 123rd Avenue, Because the volume of nonresidential traffic is very, very high and increasing every year. The curb extensions that exists presently on the 124 Street, do not slow down high-speed speeders, but would help with other speeders, So we are in favor of additional curb extensions.

Nothing is being done to slow down the shortcutting on the avenues especially at the uncontrolled intersections.

the curb extensions installed in 2000 have not been effective in slowing the speed of vehicles. Indeed, Audra Jones told a Prince Charles Board meeting that the City KNEW they would not be effective when they installed them but did so anyway to satisfy the community. And here we are again. Stop signs placed at every avenue along the north/south route would cause vehicles to slow to a running stop for certain. THAT will ensure vehicles are slowed. When landscaped to make curb extensions more attractive, frankly, they create difficulty with viewing oncoming traffic! The plantings should be low lying instead. There is some concern with curb extensions reducing the amount of parking. If that be the case, then install a perpendicular curb extension into the road that effectively keeps the parking spaces while still providing obstacles in the carriageway to slow traffic.

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Comment Form Summary: Prince Charles CTMP (April 23 - May 7, 2015)

the curb extensions installed in 2000 did NOT reduce the speed of traveling vehicles. I believe the longer extended curb extensions will merely cause vehicles to encroach on oncoming traffic lanes instead; THAT is not making travel in the neighbourhood safer. Install stop signs instead.

We think the trial measures are excellent, especially the closure of 124 Street. That is you only way we are going to solve the problem.

ABOUT TIME

The closure of 124 Street should have been done a long time ago.

I feel that closing 124 St. would reduce the excess traffic through our community and that curb extensions would not be needed. Let's look at doing this in two phases, first close access to Yellowhead see what the results are and then if need be do the curb extensions.

Put in a right hand turning lane on 124 Street north of 123 Ave - there is more than enough room for an additional lane

-A road closure on 124 Street, north of 123 Avenue, will push traffic to the west side of 124 Street on streets and avenues

-curb extensions on 124 Street have no really worked

-If you do close 124 St, you do not need curb extensions! I do not like the curb extensions.

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Comment Form Summary: Prince Charles CTMP (April 23 - May 7, 2015)

Public Engagement

Did you attend the meeting on April 23, 2015?

Total	35
Yes	26
No	9

Online feedback form only:

Please indicate your level of agreement with the following statements.

The information presented on the City's website was useful and informative.

Total	9
Strongly Disagree	0%
Disagree	0%
Don't Know/No Opinion	0%
Agree	33%
Strongly Agree	22%
Did Not Answer	44%

The information presented on the City's website was easy to understand.

Total	9
Strongly Disagree	0%
Disagree	11%
Don't Know/No Opinion/Did Not Answer	0%
Agree	22%
Strongly Agree	22%
Did Not Answer	44%

For those that attended the April 23, 2015 meeting:

Please indicate your level of agreement with the following statements.

I felt welcome and encouraged to share my views.

Total	26
Strongly Disagree	4%
Disagree	0%
Don't Know/No Opinion/Did Not Answer	8%
Agree	54%
Strongly Agree	35%

I understood why I was here.

Total	26
Strongly Disagree	0%
Disagree	0%
Don't Know/No Opinion/Did Not Answer	8%
Agree	46%
Strongly Agree	46%

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Comment Form Summary: Prince Charles CTMP (April 23 - May 7, 2015)

Public Engagement

The meeting materials were clear and easy to understand.

Total	26
Strongly Disagree	0%
Disagree	0%
Don't Know/No Opinion/Did Not Answer	0%
Agree	64%
Strongly Agree	36%

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

Total	26
Strongly Disagree	0%
Disagree	0%
Don't Know/No Opinion/Did Not Answer	8%
Agree	50%
Strongly Agree	42%

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

Total	26
Strongly Disagree	4%
Disagree	0%
Don't Know/No Opinion/Did Not Answer	19%
Agree	42%
Strongly Agree	35%

Attending this meeting was a good use of my time.

Total	26
Strongly Disagree	0%
Disagree	4%
Don't Know/No Opinion/Did Not Answer	12%
Agree	46%
Strongly Agree	38%

The event was well run.

Total	26
Strongly Disagree	0%
Disagree	4%
Don't Know/No Opinion/Did Not Answer	4%
Agree	62%
Strongly Agree	31%

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Public Engagement

The format of the event made sense for what it was trying to accomplish.

Total	26
Strongly Disagree	0%
Disagree	4%
Don't Know/No Opinion/Did Not Answer	19%
Agree	46%
Strongly Agree	31%

Which aspects of the meeting did you find most valuable?

Total	26
Presentation	77%
Question and Answer	62%
Interaction with representatives	54%
Discussions at the display boards	50%
Other (please specify)	4%
Did Not Answer	19%

Other:
the meeting would have been more effective had Joleen Harris and her team ALSO been in attendance to address questions pertaining to the interface / relationship of the two projects. Like it or not, they ARE related!!!

How did you hear about this meeting?

Total	26
Road signs	73%
Mailed out flyer	77%
Word of mouth	8%
Community League/Other organization	42%
Other (please specify)	4%
Did Not Answer	4%

Other: website

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Respondent Details

What is your association with the community of Prince Charles?

Total	35
I live in Prince Charles.	77%
I own property or a business in Prince Charles.	51%
I work at a business, school or other organization in Prince Charles.	6%
visit residents, businesses, or other organizations in Prince Charles.	14%
I live in a neighbouring community.	6%
I travel roadways/sidewalks within or through Prince Charles.	43%
Resident of another community. (please specify)	3%
Not Applicable.	3%
Did Not Answer.	9%

Resident of Another Community: Sherwood Park

Please indicate the type of residence you live in.

Total	35
Single family dwelling	83%
Multi-family dwelling (townhouse or duplex)	3%
Secondary suite in a single family residence	0%
Apartment/condo	0%
Other (please specify)	0%
Did Not Answer	14%

Do you own or rent your residence?

Total	35
Own	83%
Rent	3%
Did Not Answer	14%

Other Comments (verbatim):

Regarding "I felt welcome and encouraged to share my views": Wouldn't allow me to ask

Would have just liked having one question asked and answered at a time

-Should not have been scheduled at same time as meeting.

-Skip the portion where the committee talks about themselves - get to the point

-The sound was not clear to me