



# PRINCE CHARLES CTMP

## PUBLIC MEETING FEEDBACK SUMMARY

February 2016

The Prince Charles Community Traffic Management Plan project is currently in its trial phase, following installation of trial traffic measures in July 2015. On January 19, 2016, a public meeting was held at Prince Charles School to review the results of the City's traffic study on traffic volumes and speeds, and to gather feedback on experiences with the trial traffic measures so far. The following is a summary of the information collected from feedback forms that were available at the January 19, 2016 Public Meeting, and online between January 19 and February 2, 2016. Please see Appendix A for full results and verbatim responses.

### About the Respondents

- 103 feedback forms were completed
- 64 respondents indicated live in the Prince Charles community
- 38 respondents own property or a business in Prince Charles
- 16 respondents work at a business, school or other organization in Prince Charles
- 9 respondents live in a neighbouring community

### Current Traffic Conditions

- 61% of respondents feel that traffic volumes in the Prince Charles community have decreased since the installation of trial traffic measures
- 40% of respondents feel that traffic safety conditions in the Prince Charles community have improved since the installation of trial traffic measures; 25% feel that traffic safety conditions have declined
- 40% of respondents think conditions for pedestrians have improved since the installation of trial traffic measures; 17% feel that conditions for pedestrians have declined
- Of respondents that are Prince Charles residents, 76% feel that traffic volumes have decreased, 52% believe traffic safety conditions have improved, and 53% feel that conditions for pedestrians have improved



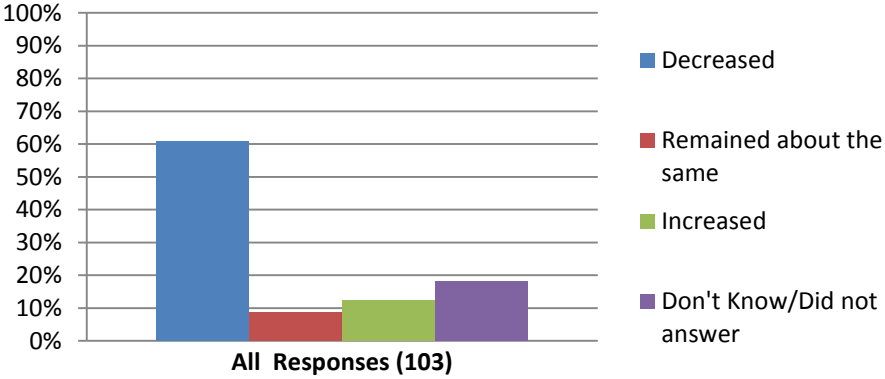
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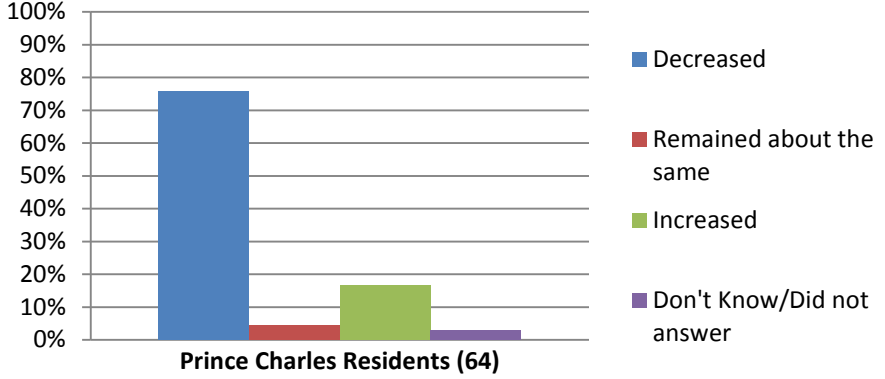
February 2016

### Current Traffic Conditions

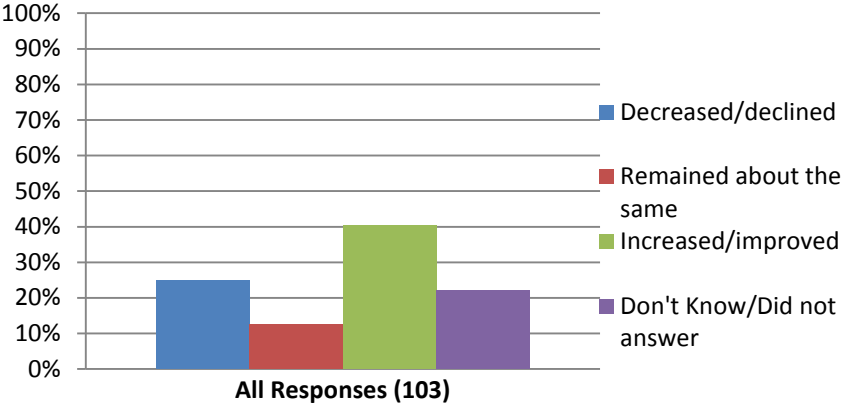
Since the installation of the trial measures, the traffic volumes in the Prince Charles community have:



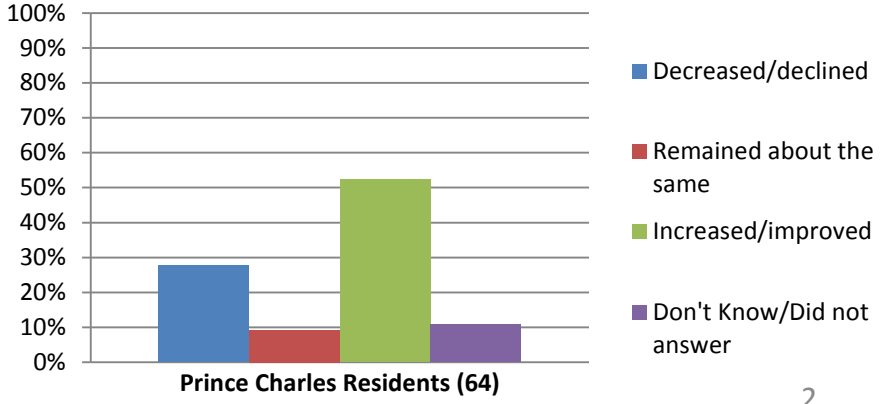
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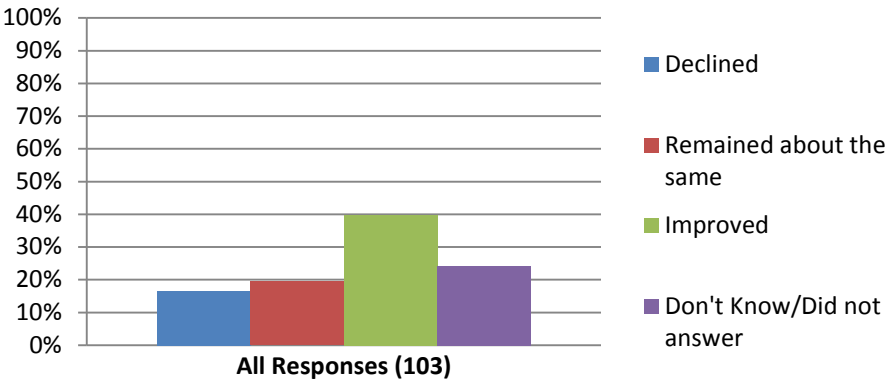
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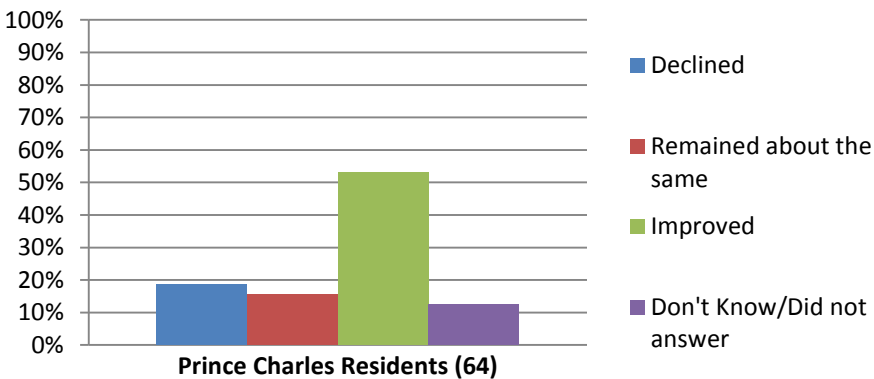
February 2016

### Current Traffic Conditions

Since the installation of the trial measures, conditions for pedestrians in the Prince Charles community have:



Since the installation of the trial measures, the conditions for pedestrians in the Prince Charles community have:





### Comfort With the Trial Traffic Measures

- 51% of respondents are somewhat or very comfortable with the road closure on 124 Street, north of 123 Avenue.
- Of the respondents that are Prince Charles residents, 75% are somewhat or very comfortable with the road closure on 124 Street, north of 123 Avenue.
- Respondents are split in their comfort level with the curb extensions on 124 Street, at 119 Avenue and 120 Avenue: 43% are somewhat uncomfortable or not at all comfortable, and 47% are somewhat or very comfortable.
- 61% of Prince Charles resident respondents indicate they are somewhat or very comfortable with the curb extensions on 124 Street, at 119 Avenue and 120 Avenue.
- 47% of respondents are somewhat or very comfortable with the curb extensions on 122 Street, at 119 Avenue; 34% of respondents are somewhat uncomfortable or not at all comfortable with these curb extensions.
- 64% of those that are Prince Charles residents are somewhat or very comfortable with the curb extensions on 122 Street, at 119 Avenue.



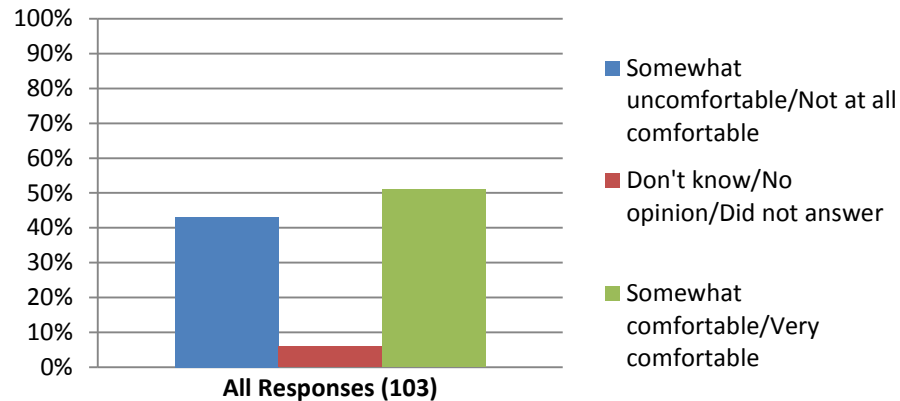
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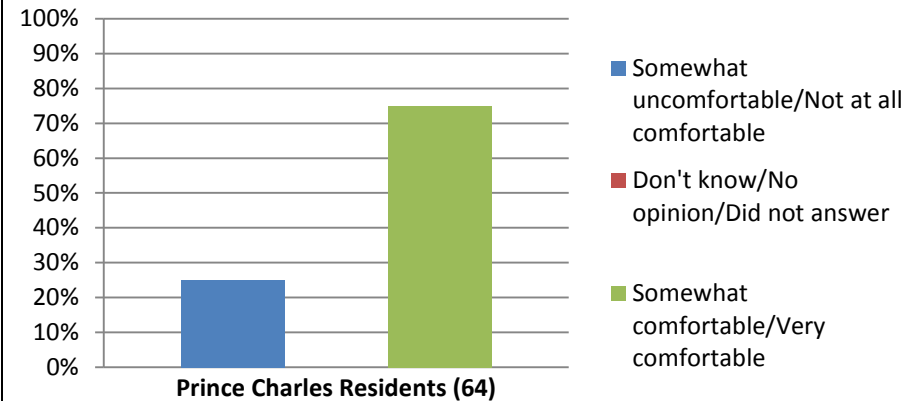
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### Level of Comfort

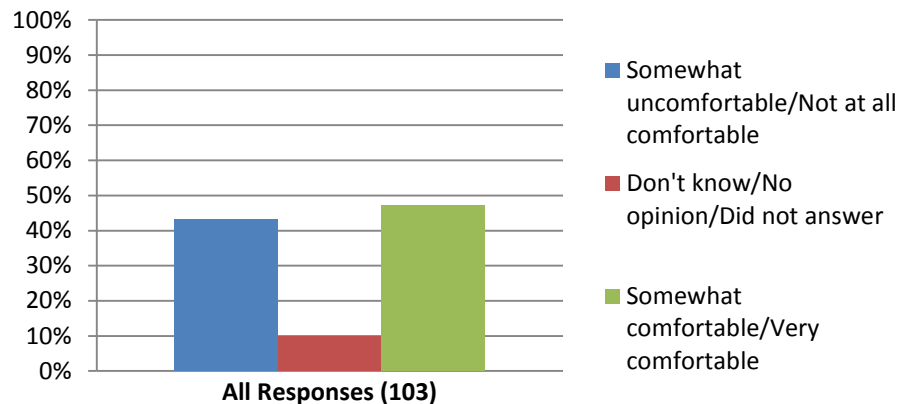
How comfortable have you been with the road closure on 124 St, north of 123 Ave?



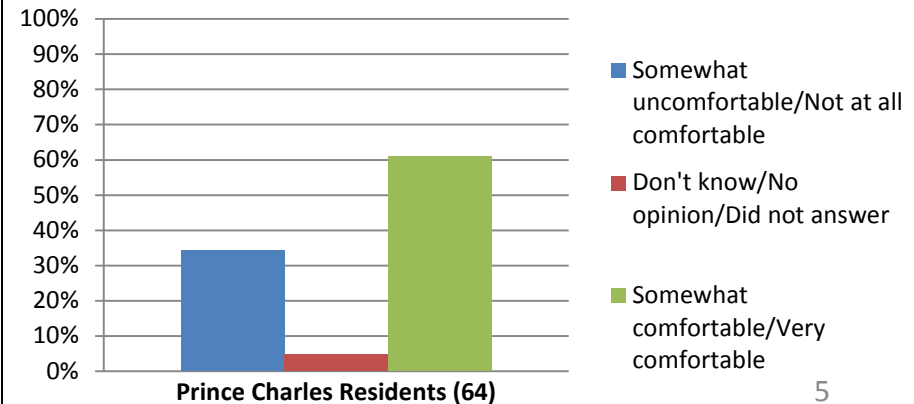
How comfortable you have been with the road closure on 124 St, north of 123 Ave?



How comfortable have you been with the curb extensions on 124 St at 119 Ave and 120 Ave?



How comfortable you have been with the curb extensions on 124 St, at 119 Ave and 120 Ave?





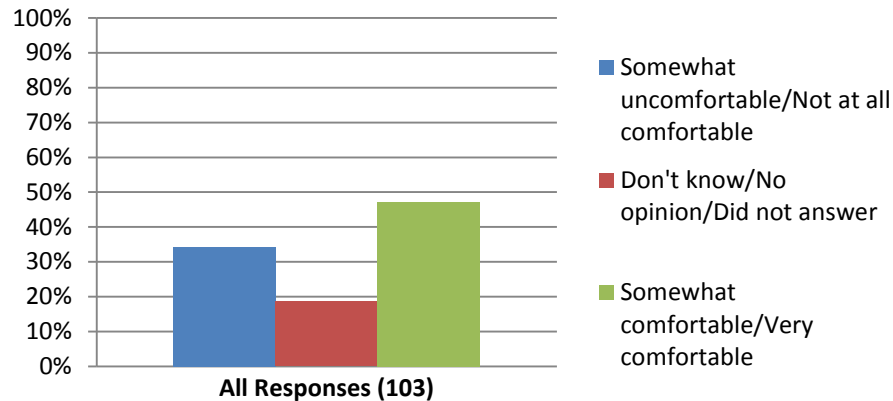
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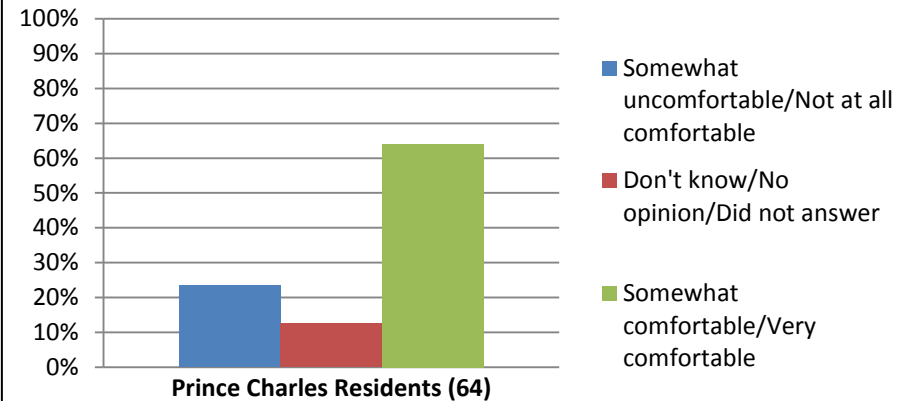
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### Level of Comfort

How comfortable have you been with the curb extensions on 122 St, at 119 Ave?



How comfortable you have been with the curb extensions on 122 St, at 119 Ave?





### Effectiveness of the Trial Measures:

- 53% of respondents feel that the road closure on 124 Street has been somewhat or very effective in addressing traffic safety concerns.
- Of respondents who are Prince Charles residents, 74% feel that the road closure has been somewhat or very effective in addressing traffic safety concerns.
- 52% of respondents feel that the curb extensions on 124 Street, at 119 Avenue and 120 Avenue, have been somewhat or very effective in addressing traffic safety concerns.
- Of respondents who are Prince Charles residents, 69% feel that the curb extensions on 124 Street have been somewhat or very effective in addressing traffic safety concerns.
- 48% of respondents feel that the curb extensions on 122 Street, at 119 Avenue, have been somewhat or very effective in addressing traffic safety concerns; 28% feel that the curb extensions have been somewhat ineffective or not at all effective.
- Of respondents who are Prince Charles residents, 59% feel that the curb extensions on 122 Street have been somewhat or very effective in addressing traffic safety concerns.



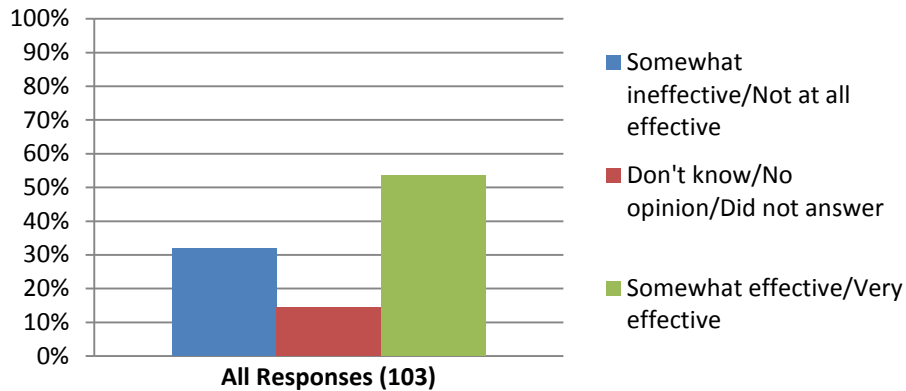
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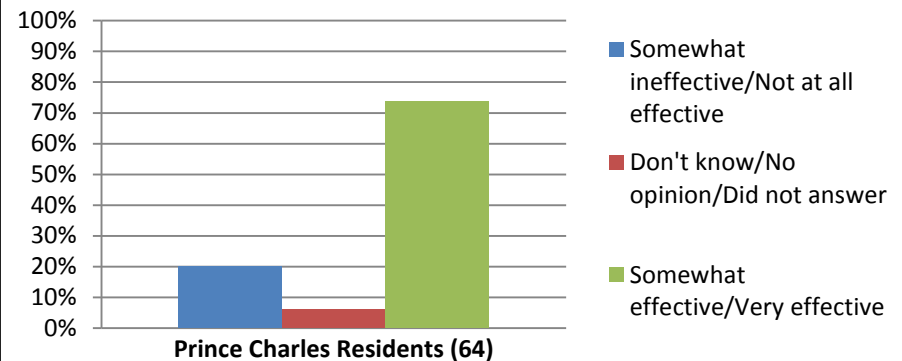
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### Effectiveness

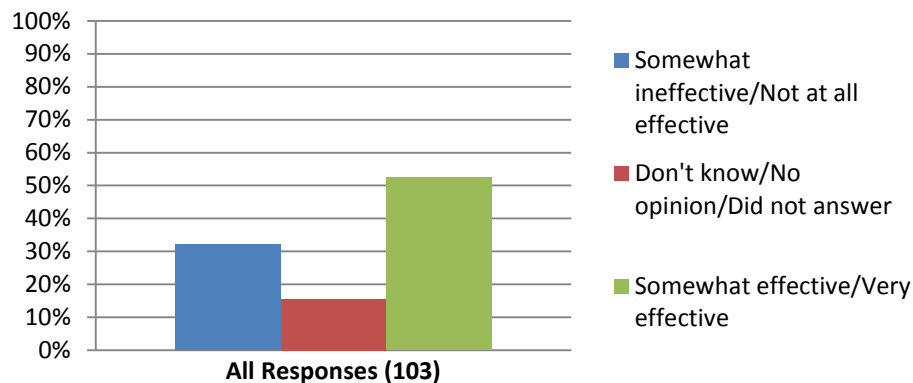
**How effective do you feel the road closure on 124 St, north of 123 Ave, has been in addressing traffic safety issues?**



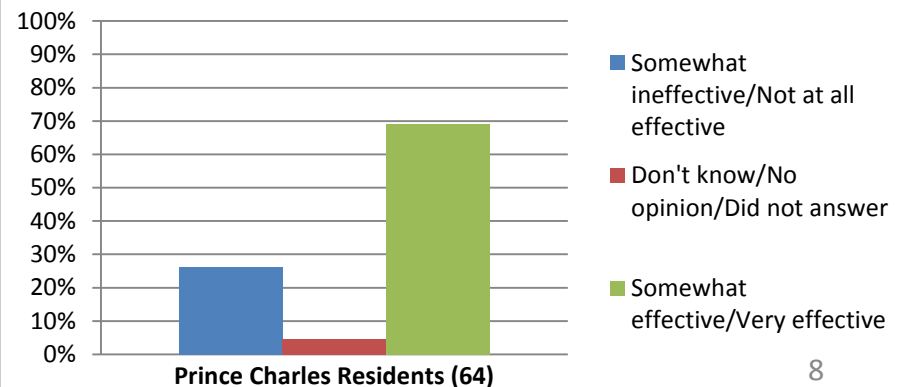
**How effective do you feel the road closure on 124 St, north of 123 Ave, has been in addressing traffic safety issues?**



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



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







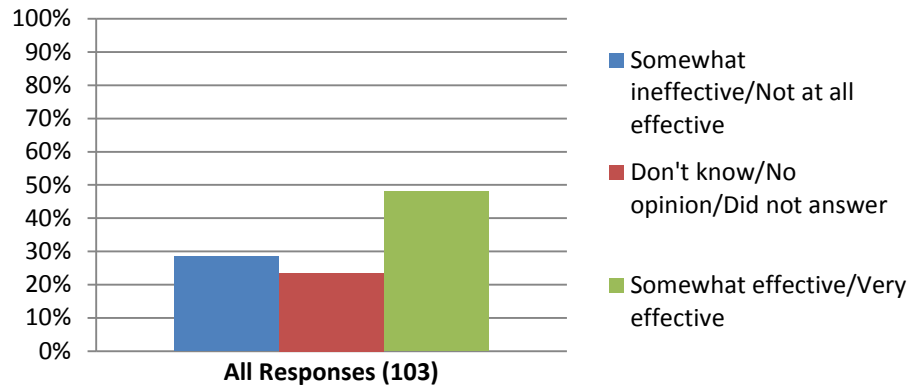
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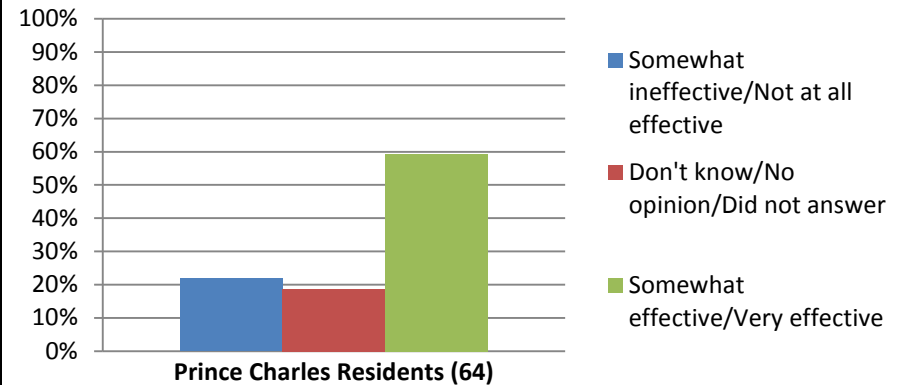
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### Effectiveness

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



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





### Satisfaction With Results:

- Respondents were asked to consider all of the changes that were made as a result of the traffic management process, and indicate how satisfied they have been with the overall result. Half of respondents are somewhat or very satisfied with the results. Of those that are Prince Charles residents, 66% are somewhat or very satisfied with the results.
- Respondents were asked to explain their satisfaction rating in an open ended question.
  - **Common themes from those that are somewhat or very satisfied:**
    - Less traffic/noise/speeding/pollution/tow trucks
    - Improved feelings of safety for residents/children/pedestrians
    - Improved sense of community
    - More traffic/speeding on avenues between 124 Street and 127 Street
    - Concerns about the size of the trial curb extensions, and corresponding narrow lane widths
    - Common themes from those that are somewhat or very satisfied:
  - **Common Themes from those who are somewhat unsatisfied/unsatisfied:**
    - The 124 Street closure makes it inconvenient/more difficult/more time consuming to access the Prince Charles neighbourhood and/or Yellowhead Trail
    - Concerns about increased traffic volumes/congestion on 127 Street, 121 Street, and 118 Avenue
    - Increased traffic volumes/speeds/shortcutting on avenues between 124 Street and 127 Street
    - Concerns about the size of the trial curb extensions and corresponding narrow lane widths
    - Lack of consultation with neighbouring communities/local businesses



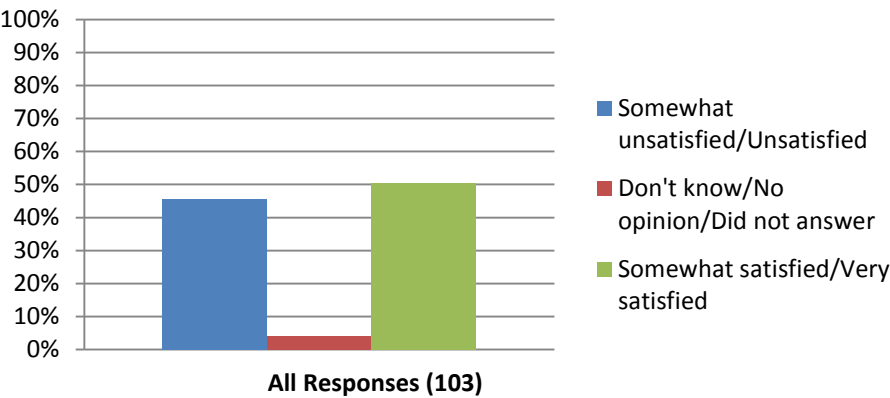
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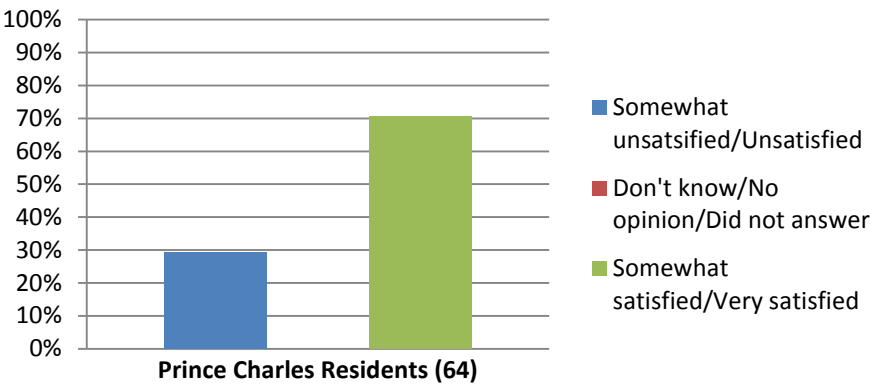
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### Satisfaction with results

Thinking of all of the changes that were made as a result of the traffic management process, how satisfied are you with the overall result?



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### Advice for Future Projects:

- Respondents were asked to what advice they would offer City staff to improve stakeholder engagement as they go on to work with other Edmonton neighbourhoods to address traffic shortcutting concerns. Common themes included:
  - Engage more people from the start/talk to everyone in the neighbourhood
  - Consult all parties equally/ensure contact with local businesses and surrounding neighbourhoods
  - Consider potential negative impacts to adjacent communities
  - Do not close roads/install curb extensions
  - Consider other measures/stop signs/four-way stops/lower speed limits/enforcement instead
  - The program is effective/works well



# Appendix A

APPENDIX A

Feedback Form Responses: Prince Charles CTMP (January 19 - February 2, 2016)

CURRENT TRAFFIC CONDITIONS CONDITIONS

Since the installation of the trial measures, the traffic volumes in the Prince Charles community have:

Total Responses	All (103)	Prince Charles Residents (64)
Decreased	61%	76%
Remained about the same	9%	5%
Increased	12%	17%
Don't Know/Did not answer	18%	3%

Since the installation of the trial measures, traffic safety conditions in the Prince Charles community have:

Total Responses	All (103)	Prince Charles Residents (64)
Decreased/declined	25%	28%
Remained about the same	13%	9%
Increased/improved	40%	52%
Don't Know/Did not answer	22%	11%

Since the installation of the trial measures, conditions for pedestrians in the Prince Charles community have:

Total Responses	All (103)	Prince Charles Residents (64)
Decreased	17%	19%
Remained about the same	19%	16%
Increased	40%	53%
Don't Know/Did not answer	24%	13%

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Feedback Form Responses: Prince Charles CTMP (January 19 - February 2, 2016)

TRIAL MEASURES

For each of the following traffic measures, please indicate how comfortable you have been with the changes.

The road closure on 124 Street, north of 123 Avenue

Total Responses	All (103)	Prince Charles Residents (64)
Not at all comfortable	36%	19%
Somewhat uncomfortable	7%	6%
Don't Know/No Opinion/Did Not Answer	6%	0%
Somewhat comfortable	8%	11%
Very comfortable	43%	64%

Curb extensions on 124 Street at 119 Avenue and 120 Avenue that narrow the roadway to encourage lower traffic speeds.

Total Responses	All (103)	Prince Charles Residents (64)
Not at all comfortable	32%	22%
Somewhat uncomfortable	11%	13%
Don't Know/No Opinion/Did Not Answer	10%	5%
Somewhat comfortable	16%	14%
Very comfortable	31%	47%

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

Total Responses	All (103)	Prince Charles Residents (64)
Not at all comfortable	28%	19%
Somewhat uncomfortable	6%	5%
Don't Know/No Opinion/Did Not Answer	19%	13%
Somewhat comfortable	18%	20%
Very comfortable	29%	44%

## APPENDIX A

### Feedback Form Responses: Prince Charles CTMP (January 19 - February 2, 2016)

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

#### The road closure on 124 Street, north of 123 Avenue

Total Responses	All (103)	Prince Charles Residents (64)
Not at all effective	24%	15%
Somewhat ineffective	8%	5%
Don't Know/No Opinion/Did Not Answer	15%	6%
Somewhat effective	14%	17%
Very effective	40%	57%

#### Curb extensions on 124 Street at 119 Avenue and 120 Avenue that narrow the roadway to encourage lower traffic speeds.

Total Responses	All (103)	Prince Charles Residents (64)
Not at all effective	23%	17%
Somewhat ineffective	9%	9%
Don't Know/No Opinion/Did Not Answer	16%	5%
Somewhat effective	24%	26%
Very effective	28%	43%

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

Total Responses	All (103)	Prince Charles Residents (64)
Not at all effective	22%	16%
Somewhat ineffective	7%	6%
Don't Know/No Opinion/Did Not Answer	24%	19%
Somewhat effective	23%	20%
Very effective	25%	39%



## APPENDIX A

### Feedback Form Responses: Prince Charles CTMP (January 19 - February 2, 2016)

Thinking about all of the changes that were made as a result of the traffic management process, how satisfied are you with the overall result?

Total Responses	All (103)	Prince Charles Residents (64)
Unsatisfied	40%	23%
Somewhat unsatisfied	6%	6%
Don't Know/No Opinion/Did Not Answer	4%	0%
Somewhat satisfied	12%	14%
Very satisfied	39%	57%

What makes you feel this way?

#### Open-ended Responses for Unsatisfied/Somewhat Unsatisfied With the Overall Result:

124 Street Closure: This has essentially hemmed us in. The traffic on 118 Ave during peak hours is unbearable so to go south to Yellowhead is a frustrating option. As 127 Street does not allow a left turn to go west on Yellowhead, the best option is to shortcut through Sherbrooke. I'm not sure that is the best option.
122 Street barricades: There is a lot of parking congestion on 122 Street between 118 & 120 Avenues. With snow drifts and more infill housing, sometimes the intersections are the only place to pass. This barricades makes this much more difficult to do and it is pretty much impossible for two vehicles to cross paths there. There is a lot of truck traffic that you will NEVER get rid of - 121A Street is an industrial, business street and now that 124 Street is closed, 122 Street is now the primary way in and out. Having larger vehicles compounds this issue if passing by vehicles.
Everything is preconceived. It doesn't matter what the public ACTUALLY wants. It's about what City of Edmonton Civic Administration desires or trying to appease someone or some little special interest. My input, just like the rest of the information that is submitted by other members of the public, is just going to be IGNORED, if it is not congruent to what is predetermined outcome.
The public is lead to believe they have any influence on this project, when in reality, they sincerely don't. Just speaking from my own experiences from the past. The only input that is truly desired is the information gleaned from the public that supports the preconceived outcome. As well, the only other input of our tax dollars. To finance the make work project to "justify" your existence as city administration in being employed.
Harder to get to work. Not enough road to turn south onto 124 Street from the side roads without going into the oncoming lanes going north on 124 Street.
I have been working on 124th Street and 118th Avenue for 27 years and I always take the 121 Street to Yellowhead. Going this way now has increased traffic considerably and will only get worse once building starts at the old airport.
I travel from home in the west end via Yellowhead to work on 124 St just north of 118 Ave. Prior to the 124 St closure at Yellowhead I would drive a short distance through 1 park zone to get to work in the morning. Now, to get to work I exit on 127 and need to drive through two park zones and a school zone (just prior to school starting) to get to 124 St. On my way home before the closure I would drive a short distance through 1 park zone to access westbound Yellowhead via 124. Since the closure I have to cut across to very busy streets (124 and 127 St) and pass through 2 park zones and 1 school zone to access Yellowhead via St. Albert Trail.
I work on 124 St north of 118 Ave, and this change has dramatically affected my commute home to the north end of the city. 127 St now has dramatically more traffic than before the 124 closure, and traffic at 5pm is often very backed up approaching Yellowhead. If 127 St revitalization had been addressed prior to this closure, the results would likely be much better. Additionally, this has had a negative impact on the ability of clients to get to our place of business. It used to be a simple exit from Yellowhead and straight to our office, and the reverse leaving us. Now it is complicated if they need to go west on Yellowhead, as left turning is not permitted from 127 St onto Yellowhead.
Love access to Yellowhead from 124st where I work. 127 does not work.
The closure of 124st access affects local business access
The pedestrian crosswalk on 127 st at 121ave has nice big signs and yet it is extremely difficult to get traffic to stop while waiting to cross. I've even had city buses blow past me without stopping! Traffic continues to use 119 ave, from 124 st to 127 st to bypass traffic and lights on 118 ave. Rush hour brings a high volume of traffic for a residential street. Many speed while using 119 ave as a shortcut.. I am not happy with the 124 st closure as it makes it difficult to get in and out of the neighbourhood from the Yellowhead freeway. If this is to be a permanent closure, at least allow traffic to turn south onto 127 st from Yellowhead and turn west onto the Yellowhead from 127 street. There is no longer sufficient access.
The street is narrower, and difficult to turn onto with the curb extensions. Winter conditions make the road dangerously narrow.
Traffic is now cutting though more than ever

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### Feedback Form Responses: Prince Charles CTMP (January 19 - February 2, 2016)

Travelling 118 Ave east or west depending on whether needing the Yellowhead east or west is very time consuming and inconvenient.
More cutting through neighbourhoods at seemingly higher speeds
You people have made this little pocket had to get home as 127 is so busy you have a hard time even turning left to go south and why do we have to get off of the yellowhead on 121 or St. Albert trail just to come home when there is a perfect road (124) and if you want to turn left to go south you have to turn into the oncoming lane to make the turn and we also can't turn west on the yellowhead off of 127 St.
I find that my access to my house and my reason I like living here our now a little more unpleasant!!
Very difficult to get into neighbourhood from the Yellowhead
The barrier is making me drive south onto very busy traffic, ending on long line ups, travelling longer kilometers, burning more gas and taking me longer to go for appt. or coming home. It should take me 5 minutes to get home, and it takes me 15 to 20 minutes. I hope that this barrier is removed, at least for the local residents.
As previously mentioned, closure @ 124 Street has been a nuisance. No access to YH west; More traffic built up on my avenue near school – on 127 Street; I disapprove of this. Curb extensions have seemed to slow traffic on 124 Street; I approve of these measures. *install 4-way stops on 124 St. Could further reduce speed but can keep 124 St open @ 123 Ave.
(1) We have no easy access to the freeway. (2) we cannot turn left on 124 St nor 127 St. (3) traffic is not slowing down much. (4) You are hurting business in the area. (5) Kids getting the bus on 119 Ave & 124 St are still not safe! You need a 4 way stop here. (6) I was not enformed much about any of this. (7) why not drop the speed limit between 118 Ave and the freeway? (8) 124 St south of 118 Ave is way slower
Traffic from 124 St – 127 St has almost doubled through the neighbourhood
I find traffic increased LOTS on 124 St & 119 Av its dangerous and if you are turning south at 119 Av & 124 St (coming from the west side) you have to go in the north side lane to get out. The school buses stop at that intersection and people just wipe by, its scary to even watch!
While it reduced traffic on 124 St significantly, it seems that the traffic concern (volume/speed) has just re-distributed to surrounding streets/avenues. For example, I see, especially at rush hours, more vehicles pass through to get to the main thoroughfare such as 127 St., 118 Ave, at higher speeds than regular residential speed. The extended curves don't slow down once passed the curve, vehicles often pick up their speed tailgating others going through at slower speed.
Frustration at the corner with barricades. No one knows what to do – may as well be four way stop signs. Difficult to see due to parked vehicles near intersections. Difficult for pedestrians to cross intersection. No outlet satisfactory to go west on Yellowhead. Bottleneck at 124 St intersection going west on 118 Ave. No left turn west at Yellowhead & 127 going north.
Because of the curb extension I've almost been t-boned due to drivers not recognizing their need to stop at the stop sign while I'm driving along 124 Street N or S bound. Also, for larger vehicles like trucks, have a more difficult time making right hand turns onto 124 Street without coming into oncoming traffic. Also, as someone who works in this area the changes impact emergency services vehicles & responders as we've had to tell fire fighters they need to go back onto yellowhead to get to their emergency call due to the road closure. There is also increased safety concerns now that we are forced to use Yellowhead Hwy rather than a local community road.
Curb extensions stick out too far. Eastbound traffic turning south onto 124 St has to enter northbound lane to make the corner. Only room for 1 vehicle at the stop signs on 119 Ave & 120 Ave. If a northbound vehicle wants to turn west then someone has to back up. Re-open 124 St & install stop signs to slow traffic.
The curb extension on 119 ave when turning south on 124 street is sticking out so much that it is dangerous to turn. Why have a curb extension that sticks out so much that in order to make the turn the person has to swing so wide and end up going head on with the other lane. It's a tough corner to see anyways as cars are parked along the road then as you inch out and clear the barrier you risk a dangerous head on collision as there is no other way to turn out from 119 ave going south on 124 street. Consider adjusting the location of that barrier possibly moving it down from the intersection or the angle of it so a car can make a more subtle turn. Another option is to remove the barrier as the road is closed to yellowhead anyways so traffic is less and slowed making the barrier a hazard and not a deterrent for speed.
The neighborhood is quieter. The curb extensions go too far into the road, it feels too narrow and turning at those corners is awkward. My concern is that I live on 127 st and have seen the traffic volume significantly increase since the closure of 124 st. This road does not appear to be designed for this high volume of traffic, even with the proposed measures to widen the road.

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### Feedback Form Responses: Prince Charles CTMP (January 19 - February 2, 2016)

I am satisfied with the curb extensions creating a smoother and slower traffic flow along 124 Street. Perhaps if these were made permanent and the installation of 4 way stops or speed bumps on opposing intersections would keep traffic slow along 124 Street but could still allow for the re-opening of the closure at 124 Street.
I understand that (at some future point) the Yellowhead will be free flowing & 124 St will be closed. Let's do the traffic changes then! The problem is speed and access to 124 St from my avenue. What is needed is (A) lower traffic rate (like Woodcroft); and (B) 3+ sets of 4 way stops at 119 Ave & 124 St, 121 Ave & 124 St, and 123 Ave & 124 St. Issue = Don't spend \$\$\$ until they are necessary.
What difference is this whole process going to mean or what value is it going to be when the overpass is completed? Why do anything until it's needed? If there is no money for the overpass, do not built an arena for one entrepreneur that could built it himself for his project. Don't use tax payers dollars for a private individual to the detriment of the residents & tax payers of the city.
I was surprised!! Without notice the City closed 124 – first the City should develop 127 St with more options like the bridge on Yellowhead, with nice entrance & exit then maybe you can close 124 – now every day I waste time to reach my house going around blocks & my property/tax is more now!!!
I am very unhappy with the traffic calming measures because I feel the dollars spent do not at all address the overall problem. If people don't want traffic in the neighbourhood, they should move to a location where there is little traffic – e.g. the country or the suburbs. This is an urban neighborhood and with that profile, one should expect traffic. I feel the increase of yield and stop signs has been a better method of "calming" the traffic.
The process kept on changing. Taking away the community right to vote on the changes. Shortening the length of trial period. The traffic on 124 has dramatically decreased but traffic on avenues have also dramatically increased.
Speed data for post closure cannot be compared to data collected pre closure. Those now using 124th are either residents or cutting through and therefore looking to turn, not travel through to Yellowhead. The curb extensions probably not required. Need a right turn lane on 127 N Bound to exit East on Yellowhead. Need left turn system similar to 66 St for West Bound Yellowhead to go south on 127th Street.
The process is backwards. 4-Way stop signs. Try speed bumps and signage. Leaving open for city is very poor optics.
It is truly unfortunate that businesses were not consulted with this change. 127 Street is so incredibly congested to begin with - and then to have 124 Street cut off just is senseless!
Not consulted as a business owner. Courier are having difficult time getting into the area and also when trying to get back to yellowhead they are having great difficulties. Now that traffic has increased on 118 Ave around 122 St-118 Ave need a light at 122 St-118 Ave – this would enable turning east – access to yellowhead as we can't go up 124 St to yellowhead (but city is still able). Also curb extension at 122 St-119 Ave aren't needed – put in a 4 way stop sign. Our courier drivers are driving large trucks and they are having to cross the centerline which they have complained that they are scared they are going to hit something or someone as it's too narrow for large trucks. The curb extensions at 119 Ave-122 St has not decreased traffic speed or volumes. The speed at this location is at 50 km posted limit. Not (as of your survey) sure when the traffic volume figures were collected (time frame) as you can see that this intersection 119 Ave-122 St have increased. We as a business rely solely on couriers to get our products to our clients in a timely manner. The way it is working now, we need to have adjustments made.
As a business/property owner on 121A St, I participated in all meetings until I was comfortable that the businesses would be recognized in this process. A diversion was proposed @ 124 St & 123 Ave so that southbound traffic from Yellowhead would be diverted to 121 A St. Northbound & 123 Ave traffic would be closed off @ that intersection. There was no objection from any residents @ that time or even now. Yet there is a closure.
Our <name removed> has been extremely impacted in addition to our guests and employees. We have experienced a sales and transaction decrease of 15% since the closure. This negative impact forces us to give less hours to staff and we went from a staff of 60 to 40 and we cannot afford to hire the many applicants from the community. We are using 4000 less hours a month in employee labour, which impacts their ability to support their families. The city has 2 businesses north of the closure that are not affected, yet we are. Our taxes also went up 10%.
As a worker in the community, I have seen a great number of emergency vehicles not able to get where they need to go in a timely manner. There have been instances where we are unable to do our job effectively because we are forced to access the highway vs. the normal roads. As a commuter this has been a very frustrating and unnecessary closure.
Traffic calming measures have been implemented with little to no concern about surrounding neighbourhoods. Traffic calming was implemented 6 months after I purchased my property in Sherbrooke. I was uncertain as to the reason for increased traffic until I took a walk through Prince Charles and noticed the calming measures. Shortcutting has dramatically increased and decreased my quality of life.
Consultation with all affected communities did not occur, as in Sherbrooke. Increased amounts of trucks transporting Dangerous Goods driving through the community that did not previously occur. Many people are shortcutting through Sherbrooke, it feels like the city has chosen to favor one community over another. How will seniors access the ETS park and ride easily?
As a Sherbrooke resident I have noticed an increase of traffic moving to P.C. and 127 St from St. Albert Trail down 122 Ave (E) and Sherbrooke Ave (E).
Because traffic is now being re-routed via Sherbrooke, Down 121 Ave and Sherbrooke Ave, also excessive speeding, for traffic to get to St. Albert Trail.

## APPENDIX A

### Feedback Form Responses: Prince Charles CTMP (January 19 - February 2, 2016)

#### Open-ended Responses for Very/Somewhat Satisfied With the Overall Result:

Less traffic, less noises, less speeding.. a feeling of a better community.
Traffic reduced - great. My grandkids are not scared to go outside anymore. I am very happy.
Traffic volume has decreased.
Much safer for kids.
I am happy with the safety in our neighbourhood. Since the closure there has been less noise as well. The speeding has improved. The short cutting of the tow trucks has been eliminated.
It has reduced traffic. Safer walking and walking dog. Safer crossing the street. Less noise and air pollution on 124 St. We are able to leave at peak traffic times. Fewer large trucks on street. Towing trucks not waking us up at night.
the decreased amount of traffic on our street
safer, cleaner, quieter community!
We have re-claimed our community, I can actually hear the birds. Way, way safer. Playground seems to busier. Thank you so much.
I live on 124 St and since the closure the area is much quieter and there is a better feeling in the neighborhood
Overall noise is much better. It finally doesn't smell of diesel and gas while I'm outside. It makes me feel safer for myself and my three kids walking to the park and our store. Further more, it makes the community feel more like a community and not a highway.
It's made the community safer for pedestrians.
I live on 124 St and the traffic reduction is wonderful! And acceptable. If the City wants to go farther, could make it more difficult for "short cutting" to 127 St. That would be heaven!!
Less traffic in front of my home on 124 Street
I walk to get around and I have less concern about traffic.
With regard to questions 2&3: Pedestrians like myself are more visible crossing 124 St due to the curb extensions! So are children coming and going from/to the park. With regard to question 1: look at the reductions in traffic! 5000 alone at Yellowhead & 124 St and all down 124 St. This road has been misused and now is being used appropriately. We feel like a neighborhood! Our collector road is now used appropriately! The tow trucks are gone!!! Our collector road was used as a commuter route & truck route. It should never have been given direct access to a major highway!
I live on 124 St and volume of traffic has decreased and so has speed. This makes me happy and I feel safer. The neighbourhood feels more calm now.
That there can be some consensus among this many people. The volunteers worked very hard.
With the closure there is no tow truck and no big trucks going by my house on 122 St – 122 Ave. Pylons have to be put up on top of hill to deter people from short coming.
Definitely has decrease 124 St traffic unfortunately people are still going thru. Commuter traffic including trucks has increased on avenues towards 127 St. They are travelling to fast and tearing up the roadways.
Still want traffic measures to control shortcutting; bus drop off (school bus) is facing challenges; upgrades on 127 St will cause big problems!!
The further into the trial we get, the fewer issues I see. However, I do see traffic sign "ignorance"/avoidance. Rolling stops or just not stopping at all. Curb extensions are not always visible – need high reflective paint on the actual curbs and more signs.

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### Feedback Form Responses: Prince Charles CTMP (January 19 - February 2, 2016)

I believe traffic has decreased, although very committed motorists will always find a way to exploit traffic measures (or lack thereof). I love the closure of 124 St @ 123 Ave. However, more signage is required to slow/stop unsafe behaviors especially @ 119 Ave (all along), 121 Ave & 126 St, and 122 Ave & 125 St, 123 Ave & 125 St. I suggest stop signs at these intersections in the E-W orientation.

The measures have been very effective in reducing traffic volumes & speed and increasing traffic & pedestrian safety on 124 St & 122 St. The measures have created another issue however, traffic is increased now on 123 Ave cutting over to 127 St. This goes right by the school which is a safety concern. Maybe issuing tickets (making 123 Ave a school zone) will decrease speeds & deter traffic further from entering the neighbourhood. Another item to consider is how to keep traffic from shortcutting thru the neighbourhood when repaving, etc. of 127 St commences.

Curb extensions at 124 ST and 119/120 Avenues have resulted in more issues than before. Although the city swears that two cars can pass between the extensions if driving east/west on either of these avenues, the reality is, drivers do not keep far enough to the curb side to allow a second vehicle to pass because the lanes are too narrow for their comfort. This has resulted in a lot of near-miss collisions, especially when there is any accumulation of snow on the street edges. With the closure of 124 ST, the traffic volume and speed seems to be significantly reduced so these curb extensions are not necessary for further traffic calming. What ends up happening now is traffic looking to turn west-bound onto either of these avenues has to yield to whatever traffic is on the avenue at the stop sign waiting to turn on to 124 ST (because there is physically not enough room for them to make the turn without hitting something!!) This causes traffic to back up behind them on 124 ST. This is not how the traffic should work - traffic at the stop sign is supposed to wait as 124 ST traffic has the right of way... I don't know who took the measurements but it has been an epic fail for those of us who live between these avenues.

I am pleased about reduced traffic on 124 St through P.C. Community. However I feel punished by the curb extensions placed at 119 Ave & 124 St – the purpose of the curb extensions was to slow vehicles, not to narrow the access into my neighbourhood. If I am on 124 St, wanting to turn West onto 119 Ave, & there is a vehicle exiting from 119 Ave onto 124 St, I have to stop on 124 St & wait till the vehicle exits before I can turn in.

There is a long way to go. Traffic patterns take a long time to change. I don't like the curb extensions on 119 Ave & 120 Ave on 124 St. I find dangerous. The snow clearing or lack of it makes it very uncomfortable to drive past. I live in the neighborhood.

As previously mentioned, closure @ 124 Street has been a nuisance. No access to YH west; More traffic built up on my avenue near school – on 127 Street; I disapprove of this. Curb extensions have seemed to slow traffic on 124 Street; I approve of these measures. \*install 4-way stops on 124 St. Could further reduce speed but can keep 124 St open @ 123 Ave.

WITH LIVING IN CASTLE DOWNS, MY ONLY WAY HOME NOW IS 127 STREET. That is the road that's requires attn. Very congested at most times. With you people blocking off that access to the Yellowhead from 124 street is as far as I'm concerned a fantastic measure. With waiting in line to turn onto the Yellowhead, knowing that there is only one legal lane, most people try to make two lanes and I have seen disasters where people go up on the curb in mud and spray vehicles with mud. Never had I seen a police officer there enforcing the single lane rule.

Lower amount of traffic but less ability to get to and from the north end of Edmonton.

Find another way into Castledowns other than 127 Street as that area is growing.

#### Open-ended Responses for Don't Know/No Opinion of Satisfaction With the Overall Result:

I am not sure how the community has been affected (good or bad). I know that it has been an inconvenience having the road closed, but I have learned to deal with it.

The Prince Charles neighborhood has every right to calm the traffic, and make it safer for residents, however, the overall impact of the changes has created higher than previous traffic volume and problems for area businesses parking on 118 Ave.

I am mostly concerned about the traffic increase on 127 St which is already clogged at rush hour.

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### Feedback Form Responses: Prince Charles CTMP (January 19 - February 2, 2016)

**As the City goes on to work with other Edmonton neighbourhoods to address traffic shortcutting concerns, what advice would you offer City staff to improve stakeholder engagement for these future projects?**

Ensure Contact with local businesses affected
Seems very one sided. Doesn't seem like any feedback from the community is put in place.
I don't think enough people were engaged from the start. Its nearly impossible to get peoples attention on potential changes coming that could adversely effect one area, but at the same time improve another.
Keep up the good work.
Open 124st to Yellowhead
Placing/extending curbs into the street is very dangerous. Makes for narrow lanes, poor vision of pedestrians, traffic, cyclists.
Concern how much traffic flow is going to be interrupted and is this going to benefit everyone?
Don't ever use this project as an example of successful residential traffic control.
It would be nice if you would be actually receptive to what a person says. Not just pretend to do so. Provide actual, factual, complete answers, to someone's question. Not evasive pre-scripted, pre-vetted evasive responses. Too bad civic administration and their contracted out vendors who assist in public consultation can't work to that elevated standard. Some people do see through your B.S. and know all you are reciting the corporate line. The corporate script. The pre-approved monologue you expect us to buy into. Unfortunately, most people do get sucked into it and get played as chumps. Correct? How about placing a facsimile phone number to send material in. Some people don't have the time to write everything out, right then and there. So please don't place undue pressure to submit our answers that you are going to ignore anyways. To your credit, when I asked for a fax number, I got one. But that was based on my previous experiences in these public "consultation" meetings. Others, for the most part, may not be aware of this offering to submit their material via this alternative method. So why wasn't the fax number on the survey in the first place? It is a standard practice to place the number on the paper surveys. Not paying attention to detail? This barrier to engagement that could have been avoided, again, in the first place. Why is this survey NOT on the Public Engagement Calendar on the City of Edmonton web site like other neighbourhood surveys as such? There are other public "consultation" events that happen with other future construction projects and that information was there and easy to link too. With this paper survey, the web link was on there. But if you didn't have a paper copy that had the information, you would have to go on an internet Easter egg hunt on the City of Edmonton web site to find it. Another barrier to engagement. As well, the search engine on the Edmonton.ca web site is TOTAL GARBAGE. Any time I have to look for <character limit exceeded>
Put up camera radar on 124th Street to Yellowhead and to 118th Avenue and people will start to learn to slow down and if not, then they pay.
I don't know. This process has been stressful and difficult. I feel as though the City has done a good job of keeping people informed, having the info on the City's website and the mailers that go out. I am disappointed at the turnout and response that we have gotten to our Traffic Study...I feel as though it's just the old complainers that want to come out and will eventually be the voice of an entire community because others with different or opposing views didn't make an effort to be heard.
Realize that way more vehicles on the road,so make the roads more efficient
City workers should Drive the routes themselves. One drive through the area and they would realize the danger of the barrier placements.
I think the City has been quite effective. The combination of signage and flyer drop is probably sufficient to connect with people.
don't put in shortened curbs.
Engage the businesses for feedback prior to making changes, not just the residents. By the time we found out about this, the decision was already made.
Talk to as many residents as you can and don't just listen to the few that are complaining.
I think the city did a good job working with the area leading up to the road closure. There is no easy way to get everyone on board with any project or change.

## APPENDIX A

### Feedback Form Responses: Prince Charles CTMP (January 19 - February 2, 2016)

Provide better roadways! 127 Street should have been dealt with before 124 Street was shut off to traffic. 127 has been an incredibly high traffic area for a very long time but nothing has been done to rectify.
Perhaps do a real poll first & listen to all!
Consult all parties equally- residential and business.
Why not entertain the idea that adjacent neighborhoods are adversely affected. It short cutting is allowed to increase in Sherbrook because of closures in Prince Charles, we are not being considerate neighbors. I have grandchildren living in Sherbrook.
Do what was done in Lynwood on 127 St south of 118 Ave or in Woodcroft. Forget the street closure, put in 4 way stop signs or a set of lights.
Involve the community totally before any decision is made regardless of what other interests are. Look @ the long term as opposed to the now or short term.
Allow community league to be more actively engaged and involved in process determination. Getting community leaders onboard and on side should be more than a checklist task!
City did a good job
Make sure that surrounding communities are consulted.
Include all stakeholders, neighbouring communities, local businesses. Could calming measures be implemented in Prince Charles, Sherbrooke, and Dovercourt to move traffic to arterial roads rather than the existing barricade which allows the city access to the Yellowhead but not commuters and the local businesses?
Do not sling B.S. Renew roadway standards that ties the planning engineers' hands.
Talk to and include surrounding neighborhoods in the beginning.
Would suggest other means of routing traffic away from residential areas, stopping speeding, making streets and avenues safer to cross.
Get out into local businesses and neighbourhoods and talk to business owners and residents face to face. The impact to Canadians looking for work and business' employees is huge and we feel is overlooked with projects like these. There have been business closures south of the closure and we are sure many others have been impacted.
Talk to EVERYONE that would be affected by a huge change
My advice would be to not only include homeowners in the neighbourhood but all stakeholders in the area i.e. Alberta Health Services, EPS, YYC.
There will likely be many complaints during 127 St construction but should lessen after that is completed. I would urge the city not to react during that construction phase.
You can't correct poor driving
For road closure to be effective the road must be totally closed. Also any thru roads in neighbourhood must be monitored and enforced.
Listen to whats happening. Traffic shouldn't take precedence over people.
be up front with the people in the neighbourhoods; talk to people
lots of public engagement; bring in speakers from CTMP groups in other neighbourhoods to tell the challenges/successes from the "grass roots" committees; possibly a "virtual" web program that people can play with and see how things/decisions affect each choice??? (I'm not computer smart so this might not be possible; integration with other initiatives
Get a community person for people to contact. There are still many people who do not wish to work with city staff for various reasons.
mail drops & mobile signs a must to keep people informed; do not assume compliance with devices installed. Witness five tracks on berm @ 123 AV. Will be costly to re-seed.
The process worked great once it was changed!
Have cameras focused on both sides of hill
keep up the stages and multiple opportunities to gather feedback. I appreciate it.
make sure you have community engaged
Communication is key
Make sure there are more effective deterrents to stop cutting through.
Maybe ask the community what they would do or want. Quit spending all of our money when we don't have the money!!
Ask all home owners of their opinions first! Send out a questionnaire about plans at the primary stages and ask for input/opinion about traffic changes <u>throughout</u> the process

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### Feedback Form Responses: Prince Charles CTMP (January 19 - February 2, 2016)

Put in four way stops; monitor speed limits; lower speed limit to 40 mph; put in crosswalk lights on 124 St by PC Park; too much expense to put in permanent barriers; re-evaluate situation after 127 St is redone; no sense to have barricade going east at 122 St & 118 Ave- IT IS A DEAD END!

Send out people to talk to everyone in the affected neighbourhoods.

Don't close thorough fares. There isn't nearly enough ways to cross the Yellowhead Trail as it is.

Reopen 124 for now, start to redesign 127 St for a principal connection with north & south better access to Yellowhead for going to EST and even West like any other road

Listen to the people!! All the people. Send questions around – go get them.

Most of the concerns are from those directly affected ie: live on 124<sup>th</sup>. But others in the community also impacted by the changes. Listen to everyone. The best solution may not be what gets the most noise.

Instead of investing resources on 're-distributing' problems, it should try to tackle down not ??? and bring ultimate solution. When city learns lessons from other neighbourhood, shouldn't go through multiple steps of trials. It can be unnecessary spending.... Maybe just buying time?

You will have to come up for something better to suit all residents. I sincerely hope that this barrier is removed. I have not seen anyone speeding in this area, but certainly unconvincing the local residents. I have no computer, so must use the telephone. Please remove the barrier.

I feel you need to involve more levels/areas within the city at these meetings. Transit, transportation and development should all be here—as well as the Police Service members who enforce the traffic laws. I feel the city has been too piece meal in its approach to traffic issues. Thank-you to the good work of City staff to host these events. I just wish there were more of you here!

I don't know. These need to be determined on a case by case basis.



## APPENDIX A

### Feedback Form Responses: Prince Charles CTMP (January 19 - February 2, 2016)

#### 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 Responses	All (38)
Strongly Disagree	0%
Disagree	8%
Don't Know/No Opinion	13%
Agree	24%
Strongly Agree	50%
Did Not Answer	5%

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

Total Responses	All (38)
Strongly Disagree	0%
Disagree	3%
Don't Know/No Opinion/Did Not Answer	11%
Agree	29%
Strongly Agree	50%
Did Not Answer	8%

#### 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 Responses	All (60)
Strongly Disagree	7%
Disagree	8%
Don't Know/No Opinion/Did Not Answer	23%
Agree	38%
Strongly Agree	23%

I understood why I was here.

Total Responses	All (60)
Strongly Disagree	2%
Disagree	5%
Don't Know/No Opinion/Did Not Answer	14%
Agree	45%
Strongly Agree	35%

## APPENDIX A

### Feedback Form Responses: Prince Charles CTMP (January 19 - February 2, 2016)

#### Public Engagement

##### The meeting materials were clear and easy to understand.

Total Responses	All (60)
Strongly Disagree	0%
Disagree	8%
Don't Know/No Opinion/Did Not Answer	19%
Agree	42%
Strongly Agree	32%

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

Total Responses	All (60)
Strongly Disagree	0%
Disagree	7%
Don't Know/No Opinion/Did Not Answer	24%
Agree	40%
Strongly Agree	30%

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

Total Responses	All (60)
Strongly Disagree	8%
Disagree	10%
Don't Know/No Opinion/Did Not Answer	18%
Agree	35%
Strongly Agree	28%

##### Attending this meeting was a good use of my time.

Total Responses	All (60)
Strongly Disagree	3%
Disagree	10%
Don't Know/No Opinion/Did Not Answer	25%
Agree	35%
Strongly Agree	27%

##### The event was well run.

Total Responses	All (60)
Strongly Disagree	3%
Disagree	5%
Don't Know/No Opinion/Did Not Answer	28%
Agree	43%
Strongly Agree	21%

## APPENDIX A

### Feedback Form Responses: Prince Charles CTMP (January 19 - February 2, 2016)

#### Public Engagement

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

	Total Responses	All (60)
Strongly Disagree		7%
Disagree		8%
Don't Know/No Opinion/Did Not Answer		30%
Agree		37%
Strongly Agree		18%

##### Which aspects of the meeting did you find most valuable?

Interaction with representatives	50%
Discussions at the display boards	42%
Other (please specify)	45%
Did Not Answer	15%

##### Other:

- Interaction w/ people from different points of view
- Information
- this survey
- From perusing them I think the Post-it notes on "What is working" and "What could improve" posters were good for engagement but didn't garner particularly intelligent or productive feedback.
- Presentation & interactive discussion would have been good. Negative comments could be offset by many more positives.
- handouts
- Opportunity to write on stickies & on maps
- Interaction with representatives- N/A
- Discussions at display boards- useless
- Chatting with neighbors about the issues was most important
- people that live in neighbourhood
- Sticky notes were awesome
- learning info: traffic change = volume/speed
- surveys
- handout brochures
- being concerned
- I was expecting a forum which was advertised.
- none, I was expecting a larger discussion.
- Table talk
- hearing other opinions
- I did know there were reps present
- An opportunity to tell you how poor this decision is.
- none, as this did not allow me to share my concerns with others, other than on a 1 on 1 basis
- interaction with other stakeholders
- nothing
- no real interaction
- Post-it map

## APPENDIX A

### Feedback Form Responses: Prince Charles CTMP (January 19 - February 2, 2016)

#### How did you hear about this meeting?

Roadside signs	42%
Mailed-out flyer	60%
Word of mouth	22%
Community League/Other organization (please specify)	30%
Other (please specify)	15%
Did Not Answer	10%

##### Other Organization:

-Facebook (3)  
-Prince Charles (2)  
-newsletter (3)  
-Sherbrooke

##### Other:

-website  
-Facebook  
-City of Edmonton website (3)  
-Sherbrooke  
-email (3)  
-I am subscribed to the City's website to stay informed on Prince Charles and Blatchford issues

## Respondent Details

#### What is your association with the community of Prince Charles?

Total Responses	All (103)
I live in Prince Charles.	62%
I own property or a business in Prince Charles.	37%
I work at a business, school or other organization in Prince Charles.	16%
I visit residents, businesses, or other organizations in Prince Charles.	9%
I live in a neighbouring community.	9%
I travel roadways/sidewalks within or through Prince Charles.	49%
I am a resident of another community. (please specify)	7%
Other (please specify)	3%
Did Not Answer.	3%

##### Resident of Another Community:

-Sherbrooke (2)  
-Mayfield  
-Parkview  
-Inglewood

##### Other:

-I live on 127 St  
-business owner in neighbouring community  
-to see the inconsistencies in the public engagement process

APPENDIX A

Feedback Form Responses: Prince Charles CTMP (January 19 - February 2, 2016)

Please indicate the type of residence you live in.

Total Responses	All (103)
Single family dwelling	68%
Multi-family dwelling (townhouse or duplex)	14%
Secondary suite in a single family residence	0%
Apartment/condo	4%
Other (please specify)	3%
Did Not Answer	12%

Other:  
-business  
-office  
-This question is not relevant nor within the scope of the project. Please find a more meaningful question to ask instead of looking for hollow filler in your survey.

Do you own or rent your residence?

Total	All (103)
Own	79%
Rent	10%
Did Not Answer	12%

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

Under 13 years old	17
Between 13 and 18 years old	6
Between 19 and 44 years old	61
Between 45 and 64 years old	87
65 years of age or older	25

\*9 respondents declined to answer this question

## APPENDIX A

### Feedback Form Responses: Prince Charles CTMP (January 19 - February 2, 2016)

#### Please Share Any Additional Comments You May Have:

The closure of 124th access to Yellowhead seriously affects our business access. If and when closure of 124th happens due to long term yellowhead plan then access would be provided as happened previously on yellowhead areas with service roads. Immediately open 124th closure and long term closure until upgrade to 127th is completed and yellowhead plan is funded. Provide alternate access to yellowhead such as along 124th ave or 123 ave to service local business. suggest to seek out alternate access to 121 st to service local business with right in right out at 121st and 119 ave or 120 ave or 121 ave across via rail tracks. this right of way is used minimally by via and could be accommodated if via is approached. Get rid of traffic calming at 119 ave and 122 st there is little traffic down this road due to recent business moving from the area ( Arctic Ice Peddler ) There no more semis going down this road anymore.
Why waste time taking this survey if the decision is already made
Very concerned about accessing my neighbourhood when 127 ST undergoes construction. Traffic is going to be a nightmare so what is the plan to address this? Can you at least remove these silly curb extensions so we can pass and not back up the extra traffic that is bound to occur on 124 st as drivers try to avoid some of the construction on 127 by cutting through the neighbourhood?!!
Please implement permanently.
Thank you for addressing the traffic and speeding issues in our community. I am pleased with the measures and my family hopes they will be permanent.
No more additional comments. You're just going to ignore them anyways.
I hope you make the changes permanent.
PLEASE REOPEN 124 STREET! :) Until the City is ready to do the upgrades at 127 Street I don't think closing 124 Street is the right step at this time. We need to keep multiple routes going in and out of the community and if 127 Street doesn't allow for Yellowhead access WB then 124 Street is the next best thing until 127 Street is upgraded.
You will never placate everyone, and I realize that while personally being incredibly inconvenienced in getting to Yellowhead, it does make Prince Charles more of a neighbourhood. Even if it's temporary, couldn't you implement a left turn (west) going north on 127 Street? Also, there is a lot of infill happening in our neighbourhood, and traffic and parking are going to be the biggest complaint for everyone. It's important that you realize that there is a significant amount of traffic from the residents themselves and I would appreciate efforts to maintain a traffic flow in and out of the neighbourhood so that we are not boxed in.
I find the curb extensions unsafe and visually unappealing. Negotiating the corner in a half ton truck (like mine) cannot be accomplished without crossing into oncoming traffic, which makes no sense to me.
The program is very effective and should have been done years ago. The neighborhood is much safer.
It works really well.
I hope that the 124 – Yellowhead access will stay permanently closed because it makes our neighborhood a more peaceful, safe and enjoyable to live.
I like the plan. Look forward to total closure.
If the only options are to keep the solution as-is or remove the temporary measures, I would rather keep the solution as-is. If any improvements can be made around the school that would be best. Also, a traffic plan needs to be addressed to keep traffic from shortcutting through the neighbourhood when construction on 124 St commences.
From perusing them, I think the Post-It notes on "What is working" and "What could improve" posters were good for engagement but didn't garner particularly intelligent or productive feedback.
My concerns going forward will be regarding the E-W stop sign @ the park @ 121 Ave & 125 St. Motorists do NOT stop!! 122 Ave has become a throughfare – please look @ 4 Way stops or speed humps @ 123 St & 125 St. 121 Ave & 126 St would also benefit from a stop sign E-W. Foot traffic here is high and it's very hard for motorists to notice adults & especially children @ this intersection.
My whole family loves the closure of 142 St! Please, keep it closed!
Great idea. Keep it closed!
Please! Keep 124 St closed as a bare minimum! I live on 124 St and the difference is remarkable!
Would like to see more MPH signs on 127 St. Too much speeding & road is so narrow.
Ticket the trucks misusing 127 St. It is a no truck route. You couldn't tell by looking at it.
This is important work. Please keep it up!
I totally agree with the closure of 124 St to Yellowhead
Thank you for gathering residents' opinions
Keep up the effort and move to permanent closure of 124 Street. It's working!

## APPENDIX A

### Feedback Form Responses: Prince Charles CTMP (January 19 - February 2, 2016)

Thanks for the effort but more needs to be done to deter cutting through. I.E. 121 Ave between 124th & 127th could use curb extensions/speed bumps/ 4 way stops. Kids are at risk near park due to high traffic and high speeds.
I'm very upset that you closed 124 & put up those barriers. They need to reopen 124 & take them out as how happy would you be that you have to take the long way home. We pay taxes to live here and this city just does what they want.
It's my understanding that eventually the Yellowhead will be free flow and eventually 124 St will be shut. There's no need to waste money before it's required. The current issue, is excess speeding and traffic not being controlled. Lower the speeds (like in Woodcroft) and put in 3 or more sets of 4 way stops on 124 Street to allow cars to enter onto 124 St (to exit the neighborhood).
4 way stops and police enforcement would be a lot better!
I did like to see one day 127 Street bypass underground to Yellowhead since it's already done where's the CN Railway on 176 Ave. Easy for traffic on any direction – Thank you.
I would like to enjoy my home, view, walks around the neighbourhood, etc. and I'm finding it busy – noisy – increase in speeders!! , and getting a little dangerous. Plus crime is getting higher by my house!
Blocking the access to yellowhead from 124th seem to create back up on surrounding main roads. Is it possible to consider creating 'access road'? I see this on 111 Ave/St. Albert/Groat Rd where it runs through residential area. Installing speed bumps/humps throughout; can this be of a consideration? It may help reduce high speed by passing vehicles. This whole trial seems to just help decrease traffic on 124th. No other benefits, rather seeding traffic & back up around surrounding area.
I fundamentally disagree with the concept of "short cutting". I wish the city would refine this term and use a more easy-to-understand concept of traffic safety. E.g. I agree with the increased numbers of yield and stop signs placed in the neighbourhood and feel they made the place safer. I feel we need more traffic lights and/or traffic signal additions to make the area's traffic flow more efficiently. I am very suspect of the numbers collected on the traffic volumes map. I disagree the #'s of cars has dropped from 6,600/6,700 to 900. I live near this intersection and see the number of cars that travel in and out of the neighborhood to drop kids off at Prince Charles School. I can't believe the traffic has decreased that much. Please re-check your figures.
127 St is so busy with traffic now. What is going to happen when it is under construction?
I feel as though the closure at 124 St is not feasible now & should wait until 127 St is upgraded to allow access to Yellowhead both east/west bound. Most people complaining about closure live on 124 St & don't consider traffic along other avenues or access to 127 Street now that volumes are up.