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Community Traffic Management Plan  
2015 Prince Charles Survey  
Draft Report

December 18, 2015



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## 1.0 SUMMARY OF FINDINGS

In 2015, the City of Edmonton (the Client) contracted Banister Research to conduct a census survey in Prince Charles where a Community Traffic Management Plan (CTMP) was being implemented. Banister Research conducted telephone interviews with 44 residents from Prince Charles, where the CTMP was taking place. Banister Research purchased the most up to date telephone records for residents in this area. Results reflect a margin of error no greater than  $\pm 12.7\%$  at the 95% confidence level, or 19 times out of 20.<sup>1</sup>

Key findings from the 2015 City of Edmonton CTMP for Prince Charles included:

### Respondent Profile

- Nearly one-third of the respondents (30%) lived west of 124 Street, between 118 Avenue and 121 Avenue, while 25% either lived west of 124 Street, between 121 Avenue and Yellowhead Trail or East of 124 Street, between 118 Avenue and 121 Avenue (25%). Just over one-fifth of respondents (21%) lived east of 124 Street, between 118 Avenue and 121 Avenue.
- All respondents were residents (100%) as well as the vast majority being property owners (91%), while 77% were also customers of businesses in the community.

### Traffic Management Process

- The majority of respondents (89%) were aware of the ongoing community traffic management process in Prince Charles, while 11% were not.
  - Those who were aware of the ongoing traffic management process in Prince Charles (n=39) were asked how they first heard about this process. Nearly half of the respondents (49%) cited the Prince Charles community newsletter, webpage, or Facebook page.
- Nearly one-third of all respondents attended the Public Information Session for the Community Traffic Management Plan on April 23, 2015 at Prince Charles School (32%) while 66% did not.
- Nearly two-thirds of respondents (64%) believed the traffic volume had decreased since the installation of the trial measures in Prince Charles this summer, while 18% felt that it increased and 16% believed that traffic volume had remained the same.
- Over half of the respondents (57%) indicated that traffic safety conditions had improved since the installations of the trial measures in Prince Charles this summer.
- Forty-three percent (43%) of the respondents indicated that conditions for pedestrians had improved, 34% indicated that conditions remained the same, and 14% indicated that conditions declined.

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<sup>1</sup> Based on a total number of household records of 169 purchased from Telus' most recent listings.

- Respondents were asked to rate their satisfaction level with a series of statements concerning transportation conditions in the Prince Charles community. At least 50% of the respondents were satisfied with the following:
  - Traffic volume during the off-peak travel periods (64%);
  - Traffic safety during the off-peak travel periods (64%);
  - Traffic volume during the AM peak travel periods (7 AM to 9 AM) (55%); and
  - Traffic safety during the AM peak travel periods (7 AM to 9 AM) (50%).
- Those who were less than satisfied with at least one of the transportation conditions were asked if their lower satisfaction was due to a variety of reasons (i.e. on an aided basis). Seventy-six percent of respondents (76%) reported shortcutting, while nearly two-thirds indicated speeding on residential roads (66%).
- Respondents were asked to rate their level of comfort with the closure of 124 Street to motor vehicle traffic north of 123 Avenue. Just over half of respondents (52%) were comfortable with this.
- When considering the 124 Street road closure, respondents were asked to rate how effective they felt the change has been in addressing traffic safety issues. The majority of respondents (61%) rated this as effective.
- Over one-quarter of respondents were comfortable with the curb extensions on 124 Street (27%) while 61% were not.
- With regard to addressing traffic safety issues, twenty-three percent (23%) rated the curb extensions on 124 Street as effective, while 43% rated these as not effective.
- Over one-third of respondents were comfortable with the curb extensions on 122 Street at 119 Avenue (36%).
- Just over one-fifth of respondents (21%) rated the curb extensions on 122 Street at 119 Avenue as effective in addressing traffic safety issues, while 30% rated these as being not effective.
- Respondents were asked which intersections in the Prince Charles community they used most frequently to travel in and out of the neighbourhood. Most commonly, respondents reported 124 Street and 118 Avenue (46%).
- Respondents were asked to rate their level of comfort with the installation of a full traffic signal at 127 Street and 122 Avenue. Over half of respondents were comfortable with this (55%).
- Forty-one percent (41%) of all respondents were satisfied with all of the changes made as a result of the traffic management process.

## **2.0 PROJECT BACKGROUND**

In 2015, the City of Edmonton (the Client) contracted Banister Research to conduct a census survey in Prince Charles where a Community Traffic Management Plan (CTMP) was implemented. After implementation of trial traffic measures, the City wished to measure residents' level of comfort and residents' perceived effectiveness and impact of said measures.

Other survey questions included driving habits in the City of Edmonton, as well as other demographics (e.g., age, gender) to enable cross-tabulation of the results across a variety of factors.

This report outlines the results for the 2015 City of Edmonton Community Traffic Management Plan (CTMP) for Prince Charles.

## **3.0 METHODOLOGY**

All components of the project were designed and executed in close consultation with the City of Edmonton (the Client). A detailed description of each task of the project is outlined in the remainder of this section.

### **3.1 Project Initiation and Questionnaire Design**

At the outset of the project, all background information relevant to the study was identified and subsequently reviewed by Banister Research. The consulting team familiarized itself with the objectives of the Client, ensuring a full understanding of the issues and concerns to be addressed in the project. The result of this task was an agreement on the research methodology, a detailed work plan and project initiation.

Banister Research worked closely with the Client in designing the survey instrument. All draft versions were submitted to the Client for review and approval. A copy of the final questionnaire is provided in Appendix A.

### 3.2 Survey Population and Data Collection

Telephone interviews were conducted from December 2<sup>nd</sup> to December 7<sup>th</sup> at the Banister Research Call Centre. A total of 44 surveys were completed with adult residents of the City of Edmonton; results provide a margin of error no greater than  $\pm 12.7\%$  at the 95% confidence level, or 19 times out of 20<sup>2</sup>.

To maximize the sample, up to five (5) call back attempts were made to each listing, prior to excluding it from the final sample. Busy numbers were scheduled for a call back every fifteen (15) minutes. Where there was an answering machine, fax, or no answer, the call back was scheduled for a different time period on the following day. The first attempts to reach each listing were made during the evening or on weekends. Subsequent attempts were made at a different time on the following day.

The following table presents the results of the final call attempts. Using the call summary standard established by the Market Research and Intelligence Association, there was a 31% response rate and a 49% refusal rate. It is important to note that the calculation used for both response and refusal rates is a conservative estimate and does not necessarily measure respondent interest in the subject area.

| Summary of Final Call Attempts                 |                  |
|--|------------------|
| Call Classification:                           | Number of Calls: |
| Completed Interviews                           | 44               |
| No Answer/Answering Machine                    | 52               |
| Respondents Unavailable                        | 5                |
| Refusals                                       | 44               |
| Fax/Modem/Business/Not-In-Service/Wrong Number | 21               |
| Language Barrier                               | 1                |
| Disqualified/Quota Full                        | 2                |
| <b>Total</b>                                   | <b>169</b>       |

At the outset of the fieldwork, all interviewers and supervisors were given a thorough step-by-step briefing to ensure the successful completion of telephone interviews. To ensure quality, at least 20% of each interviewer's work was monitored by a supervisor on an on-going basis.

The questionnaire was programmed into Banister Research's Computer Assisted Telephone Interviewing (CATI) system. Using this system, data collection and data entry were simultaneous, as data was entered into a computer file while the interview was being conducted. Furthermore, the CATI system allowed interviewers to directly enter verbatim responses to open-ended questions.

<sup>2</sup> Based on a total number of household records of 169 purchased from Telus' most recent listings.

### **3.3 Data Analysis and Project Documentation**

While data was being collected, Banister Research provided either a written or verbal progress report to the Client. After the questionnaires were completed and verified, all survey data was compiled into a computerized database for analysis.

Data analysis included cross-tabulation, whereby the frequency and percentage distribution of the results for each question were broken down based on respondent characteristics and responses (e.g. gender, age, etc.). Statistical analysis included a Z-test to determine if there were significant differences in responses between respondent subgroups. Results were reported as statistically significant at the 95% confidence level.

A list of responses to each open-ended question was generated by Banister Research. The lead consultant reviewed the list of different responses to the open-ended or verbatim question and then a code list was established. To ensure consistency of interpretation, the same team of coders was assigned to this project from start to finish. The coding supervisor verified at least 10% of each coder's work. Once the questionnaires were fully coded, computer programs were written to check the data for quality and consistency. All survey data was compiled into a computerized database for analysis. Utilizing SPSS analysis software, the survey data was reviewed to guarantee quality and consistency (e.g., proper range values and skip patterns).

The detailed data tables have been provided under a separate cover. It is important to note that any discrepancies between charts, graphs or tables are due to rounding of the numbers.

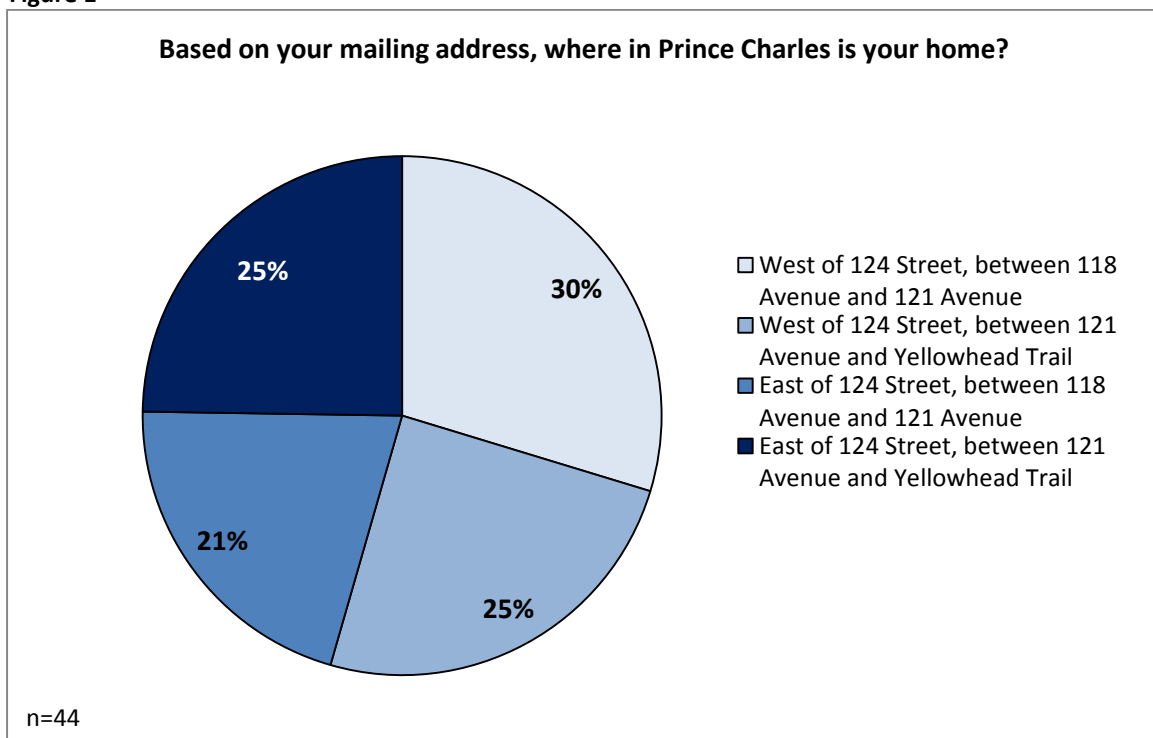
## 4.0 STUDY FINDINGS

Results of the survey are presented as they relate to the specific topic areas addressed by the survey. It is important to note that the data tables, under a separate cover, provide a detailed analysis of all survey findings. The reader should also note, when reading the report that the term *significant* refers to “statistical significance.” Only those respondent subgroups which reveal statistically significant differences at the 95% confidence level (19 times out of 20) have been included. Respondent subgroups that are statistically similar have been omitted from the presentation of findings.

### 4.1 Respondent Profile

To begin the survey, respondents were asked where in Prince Charles was their home located. As shown in Figure 1, below, nearly one-third of the respondents (30%) lived west of 124 Street, between 118 Avenue and 121 Avenue, while 25% either lived west of 124 Street, between 121 Avenue and Yellowhead Trail or East of 124 Street, between 118 Avenue and 121 Avenue (25%). Just over one-fifth of respondents (21%) lived east of 124 Street, between 118 Avenue and 121 Avenue. See Figure 1, below.

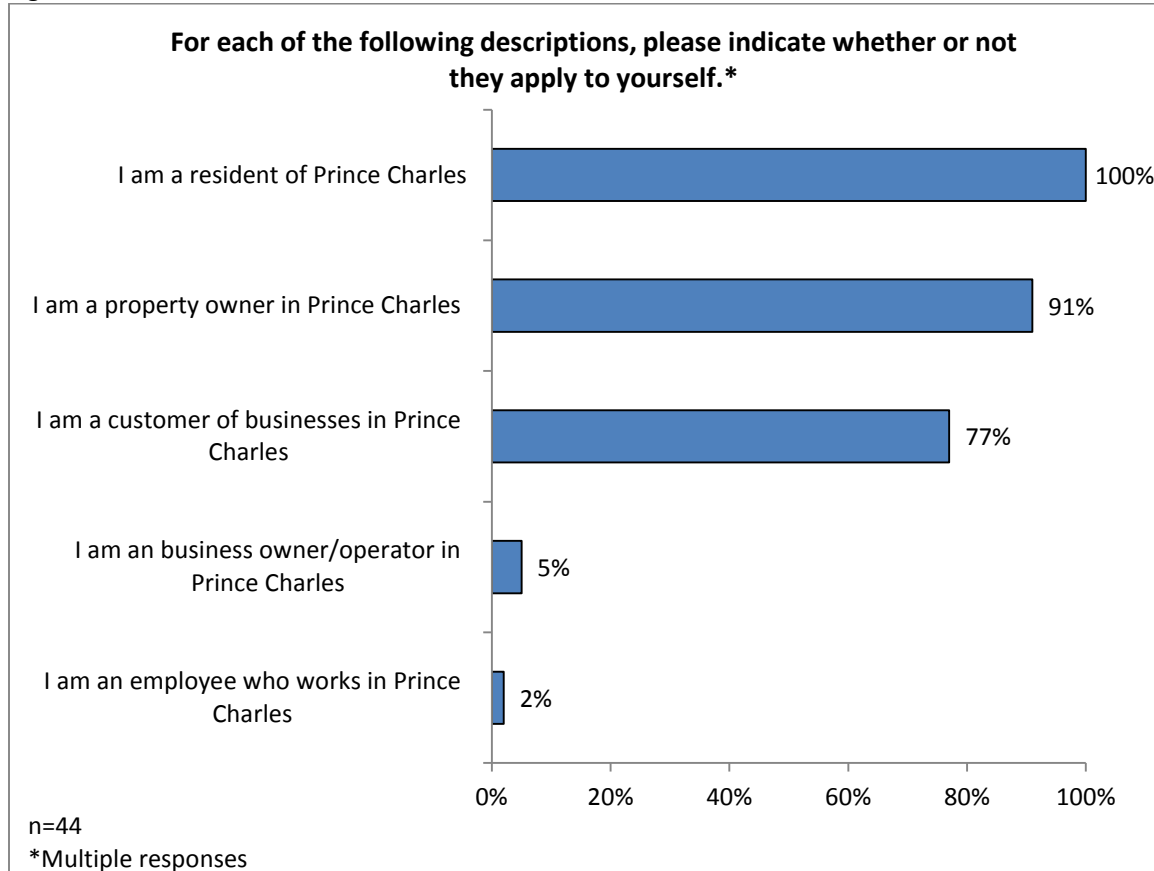
Figure 1





Next, respondents indicated whether a series of descriptions relating to the Prince Charles community applied to them. All respondents were residents (100%) and the vast majority was also property owners (91%), while 77% were also customers of businesses in the community. See Figure 2, below.

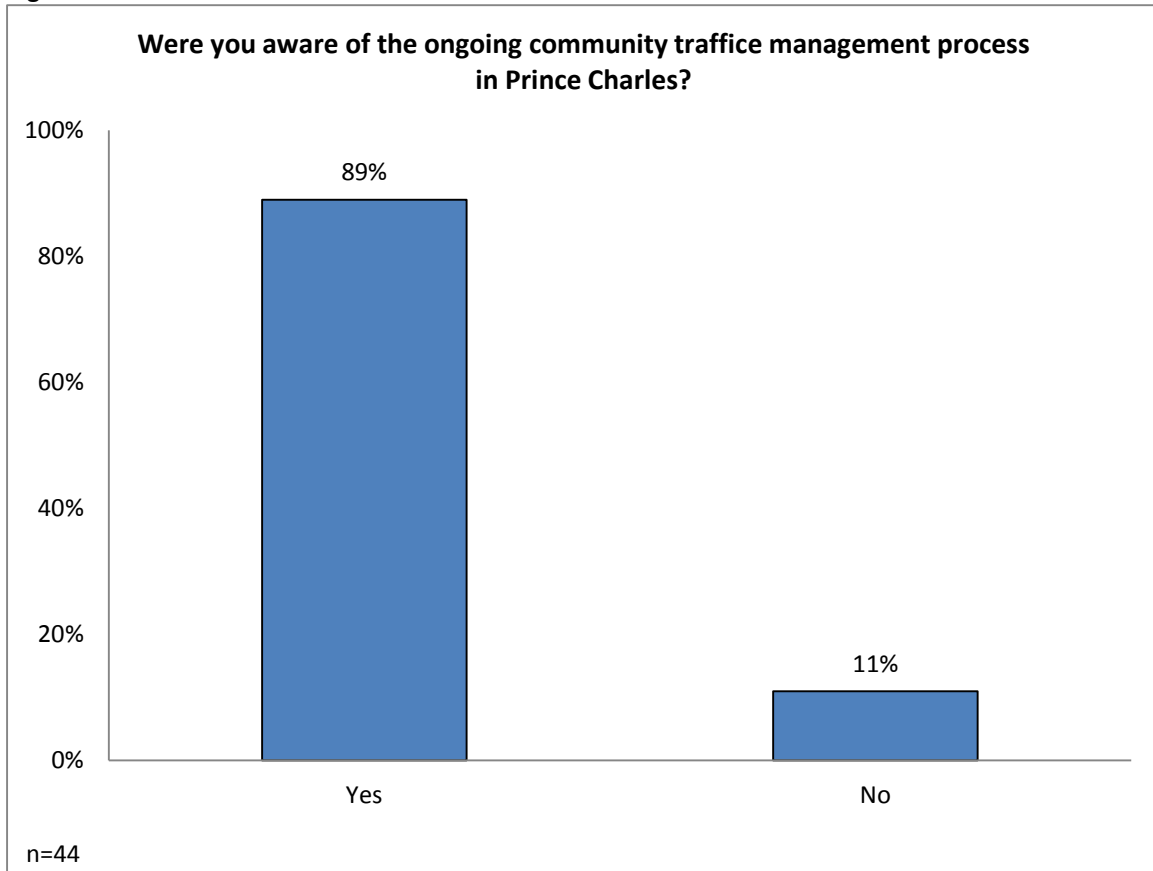
**Figure 2**



## 4.2 Traffic Management Process

In this section of the survey, respondents were asked about transportation and traffic related issues in the Prince Charles community. First, respondents were asked if they were aware of the ongoing community traffic management process in Prince Charles. The majority of respondents (89%) were aware, while 11% were not. See Figure 3, below.

**Figure 3**



Those who were aware of the ongoing traffic management process in Prince Charles (n=39) were asked how they first heard about this process. Nearly half of the respondents (49%) cited the Prince Charles community newsletter, webpage, or Facebook page. See Table 1, below.

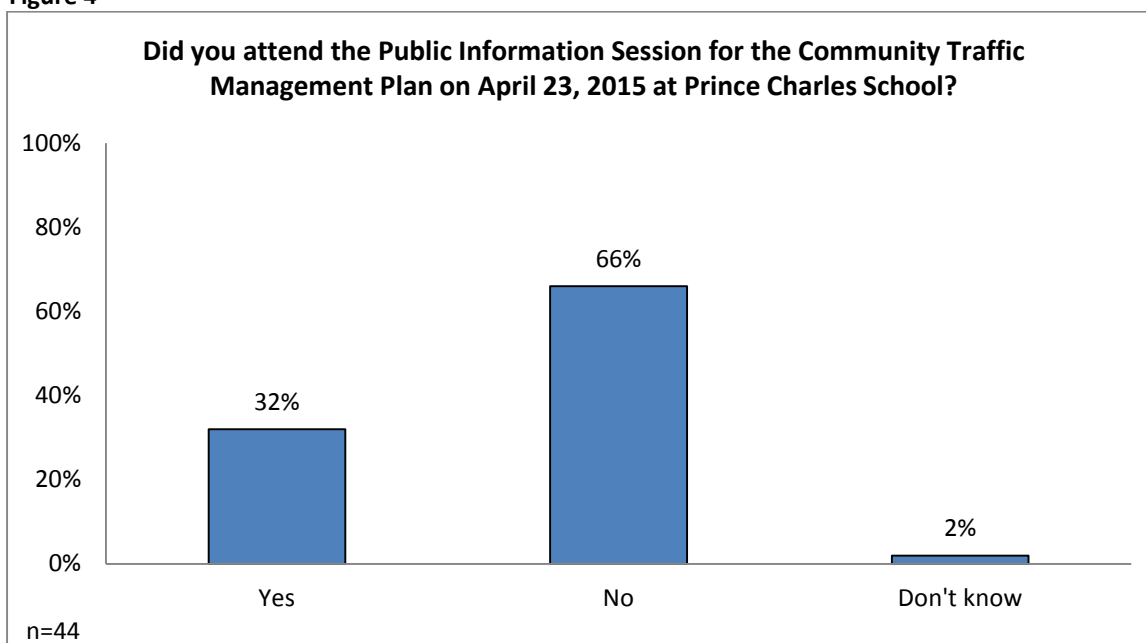
**Table 1**

| How did you first hear about the traffic management process?                         |                                   |
|--|-----------------------------------|
| Base: Respondents who were aware of the ongoing community traffic management process | Percent of Respondents*<br>(n=39) |
| Prince Charles community newsletter, webpage or Facebook page                        | 49                                |
| Public Open House(s)   | 10                                |
| When I saw concrete barriers on the roadway  | 10                                |
| Road signs   | 8                                 |
| Is a member of traffic committee   | 8                                 |
| City of Edmonton website   | 5                                 |
| Mail-out (ex. Pamphlet, brochure, etc.)  | 5                                 |
| Newspaper  | 3                                 |

\*Multiple responses

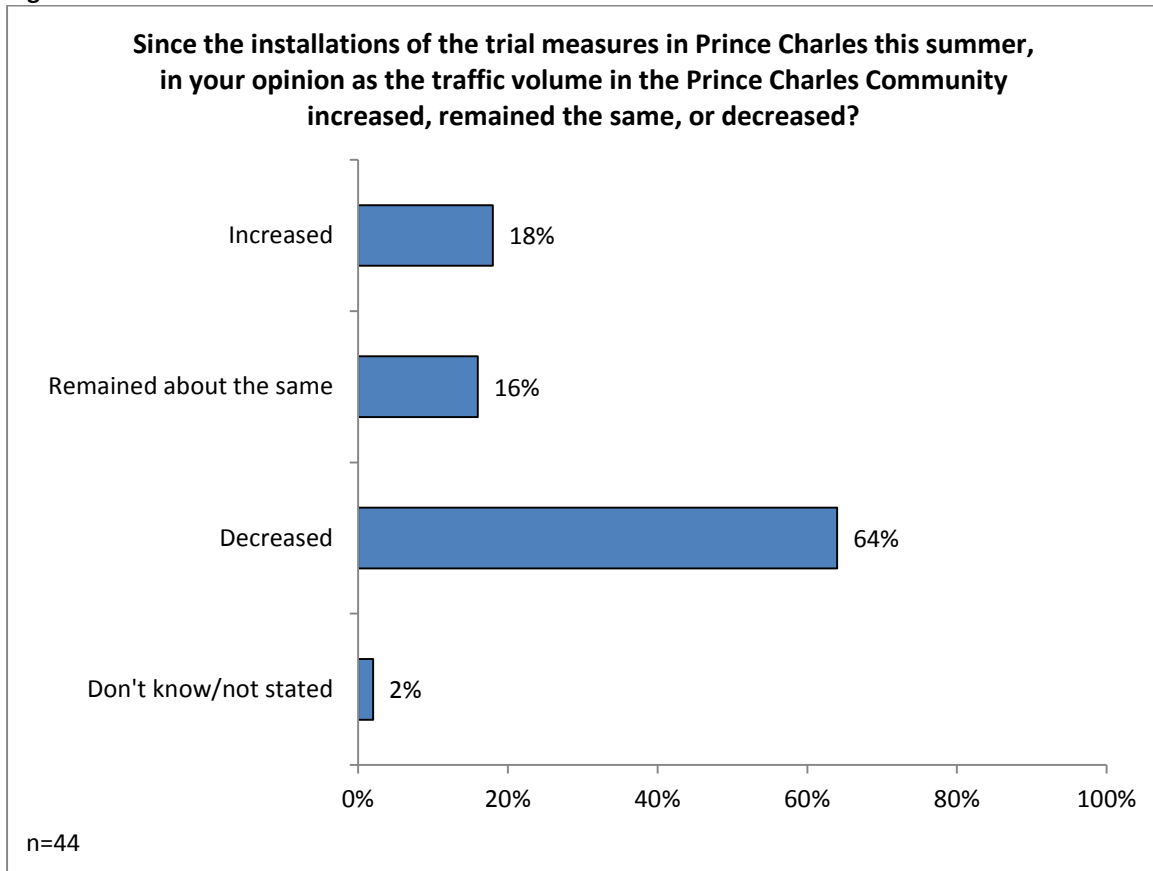
Next, all respondents were asked if they attended the Public Information Session for the Community Traffic Management Plan on April 23, 2015 at Prince Charles School. Nearly one-third of respondents attended (32%) while 66% did not. See Figure 4, below.

**Figure 4**



Respondent were asked if the traffic volume in the Prince Charles community had increased, remained about the same, or decreased since the installation of the trial measures in Prince Charles this summer. Nearly two-thirds of respondents (64%) believed the traffic volume had decreased, while 18% felt that it increased and 16% believed that traffic volume had remained the same. See Figure 5, below.

Figure 5



Those who said that the traffic volume in the community had decreased since the installation of the trial measures (n=28), were asked why they felt this way. Over half of the respondents (n=18) said that they had noticed less traffic volume, in general. See Table 2, below.

**Table 2**

| Reasons for Traffic Volume Decrease   |                                    |
|---|------------------------------------|
| Base: Respondents who felt traffic volume in the Prince Charles community has <u>decreased</u> since the installation of the trial measures | Number of Respondents*<br>(n=28)** |
| Has noticed less traffic volume in community (in general)   | 18                                 |
| Unable to access arterial/major roads (ex. Yellowhead, 124 Street, 118 Avenue, etc.)  | 7                                  |
| Has noticed less commercial vehicle traffic in community  | 3                                  |
| Traffic is diverted to other streets/areas  | 2                                  |
| Has noticed less emergency vehicle traffic in community   | 2                                  |
| Is able to get in/out of the neighbourhood faster than before   | 2                                  |
| Other (single mentions)   | 5                                  |

\*Multiple responses

\*\*Use caution interpreting results when n<30

Those who said that the traffic volume in the community had remained about the same since the installation of the trial measures (n=7), were asked why they felt this way. Five respondents (n=5) said that traffic shortcutting is prevalent in the area, while two respondents (n=2) indicated that traffic volume is prevalent in area. See Table 3, below.

**Table 3**

| Reasons for Traffic Volume Remaining the Same   |                                   |
|---|-----------------------------------|
| Base: Respondents who felt traffic volume in the Prince Charles community has <u>remained the same</u> since the installation of the trial measures | Number of Respondents*<br>(n=7)** |
| Traffic shortcutting is prevalent in area   | 5                                 |
| Traffic volume is prevalent in area   | 2                                 |

\*Multiple responses

\*\*Use caution interpreting results when n<30

Those who felt that the traffic volume in the community had increased since the installation of the trial measures (n=8), were asked why they felt this way. Three respondents (n=3) either said that they were unable to access arterial/major roads or had noticed an increase in traffic volume in the community, in general. See Table 4, below.

**Table 4**

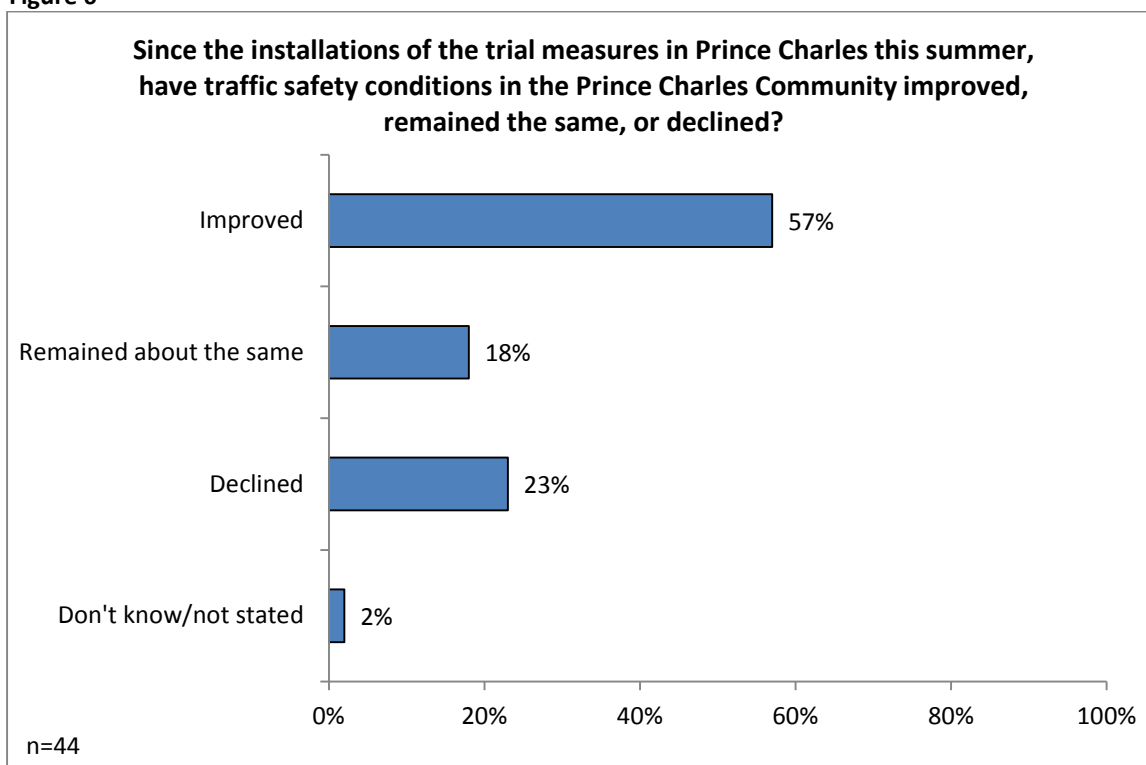
| Reasons for Traffic Volume Increase   |                                   |
|---|-----------------------------------|
| Base: Respondents who felt traffic volume in the Prince Charles community has <u>increased</u> since the installation of the trial measures | Number of Respondents*<br>(n=8)** |
| Noticed an increase in traffic volume (general)   | 3                                 |
| Unable to access arterial/major roads (ex. Yellowhead, 124 Street, 118 Avenue, etc.)  | 3                                 |
| Road barricades make it difficult to drive  | 2                                 |
| Traffic congestion is prevalent in area   | 2                                 |
| Poor/restricted access in/out of area   | 1                                 |

\*Multiple responses

\*\*Use caution interpreting results when n<30

Respondent were asked if the traffic safety conditions in the Prince Charles Community improved, remained the same, or declined since the installations of the trial measures in Prince Charles this summer. Over half of the respondents (57%) indicated that traffic safety conditions had improved. See Figure 6, below.

**Figure 6**



Those who said that the traffic volume in the community had improved since the installation of the trial measures this summer (n=25), were asked why they felt this way. Over half of the respondents (n=13) said that they had noticed less traffic volume, in general. See Table 5, below.

**Table 5**

| Reasons Why Traffic Safety Conditions Improved  |                                    |
|---|------------------------------------|
| Base: Respondents who felt traffic safety conditions in the Prince Charles community has <u>improved</u> since the installation of the trial measures this summer | Number of Respondents*<br>(n=25)** |
| Has not noticed improvement/change in traffic volume (general)  | 13                                 |
| Has noticed less speeding/speeders in community   | 8                                  |
| Has noticed more yield signage in community   | 3                                  |
| Barricades make the roads more narrow   | 2                                  |
| Has noted less shortcutting in community  | 2                                  |
| Other (single mentions)   | 4                                  |

\*Multiple responses

\*\*Use caution interpreting results when n<30

Those who said that the traffic volume in the community had remained about the same since the installation of the trial measures this summer (n=8), were asked why they felt this way. Half of the respondents (n=4) said that speeding is prevalent in the area. See Table 6, below.

**Table 6**

| Reasons For Traffic Safety Conditions Remaining the Same   |                                   |
|--|-----------------------------------|
| Base: Respondents who felt traffic safety conditions in the Prince Charles community has <u>remained the same</u> since the installation of the trial measures this summer | Number of Respondents*<br>(n=8)** |
| Speeding is prevalent in the area  | 4                                 |
| Has not noticed improvement/change in traffic safety conditions (general)  | 2                                 |
| Barricades make the roads more narrow  | 2                                 |
| Traffic shortcutting is prevalent in area  | 2                                 |
| Dissatisfied with recent trial traffic measures (unspecified)  | 1                                 |

\*Multiple responses

\*\*Use caution interpreting results when n<30

Those who felt that the traffic volume in the community had declined since the installation of the trial measures this summer (n=10), were asked why they felt this way. Two respondents (n=2) said that speeding, shortcutting, dangerous driving, or traffic congestion is prevalent in the area. See Table 7, below.

**Table 7**

| <b>Reasons Why Traffic Safety Conditions Declined</b>  |  |
|--|--|
| <b>Base: Respondents who felt traffic safety conditions in the Prince Charles community has <u>declined</u> since the installation of the trial measures this summer</b> | <b>Number of Respondents*<br/>(n=10)**</b> |
| Speeding is prevalent in area  | 2  |
| Traffic shortcutting is prevalent in area  | 2  |
| Traffic congestion is prevalent in area  | 2  |
| Erratic/dangerous driving is prevalent in area   | 2  |
| Curb extensions are causing motorists cross into other lane  | 1  |
| Has noticed a decline in traffic safety condition (general)  | 1  |
| Concerned about pedestrian safety  | 1  |

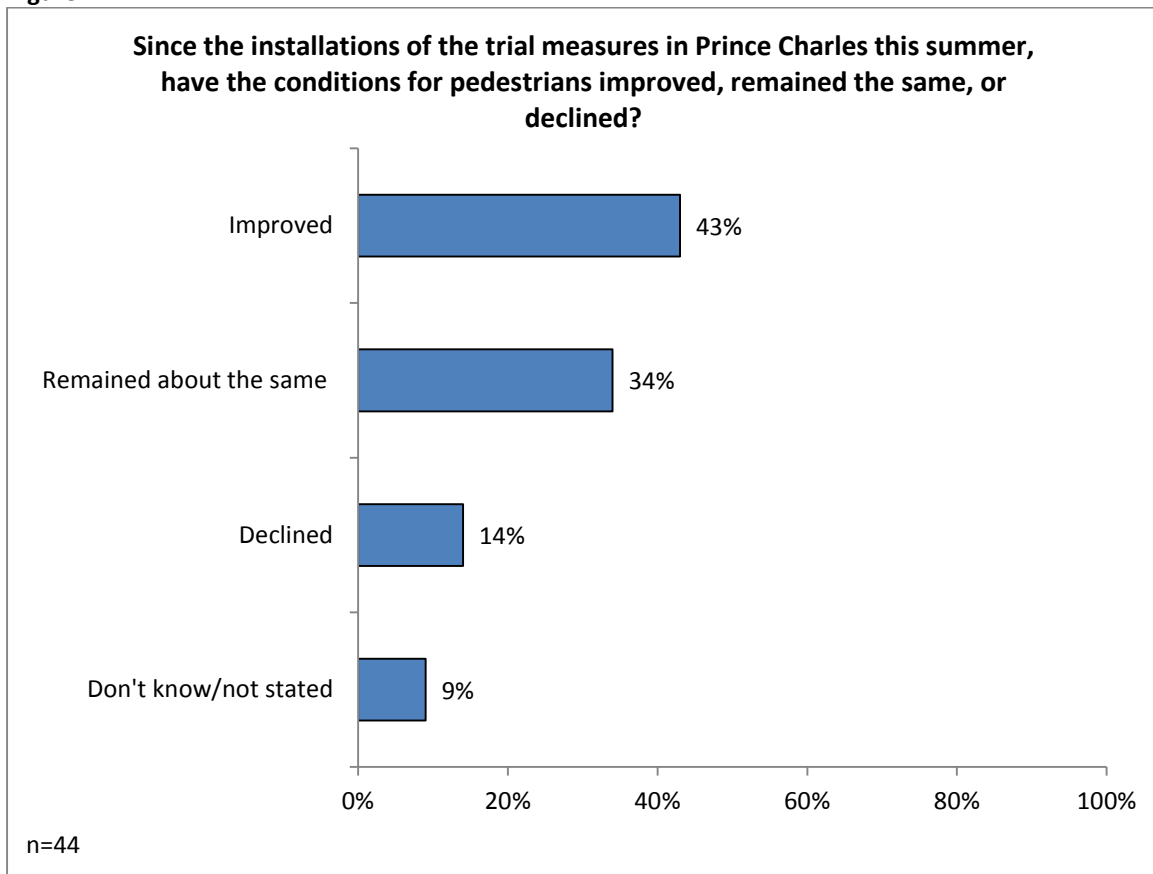
\*Multiple responses

\*\*Use caution interpreting results when n<30



Respondents were asked if the conditions for pedestrians in the Prince Charles Community improved, remained the same, or declined since the installations of the trial measures in Prince Charles this summer. Forty-three percent (43%) of the respondents indicated that conditions for pedestrians had improved, 34% indicated that conditions remained the same, and 14% indicated that conditions declined. See Figure 7, below.

**Figure 7**



Those who felt that the conditions for pedestrians in Prince Charles had improved since the installation of trial measures (n=19), were asked why they felt this way. The majority of the respondents (n=14) cited traffic volume as an indicator that conditions improved. See Table 8, below.

**Table 8**

| Reasons Why Conditions for Pedestrians Improved   |                                    |
|---|------------------------------------|
| Base: Respondents who felt conditions for pedestrians in Prince Charles community have <u>improved</u> since the installation of the trial measures this summer | Number of Respondents*<br>(n=19)** |
| Traffic volume  | 14                                 |
| Driver behavior   | 3                                  |
| Installation of more yield signage in area  | 1                                  |
| Pedestrians are more safe/secure (general)  | 1                                  |
| Motorists are more careful/attentive  | 1                                  |
| Has no issues/concerns when walking in neighbourhood (general)  | 1                                  |
| Visibility has improved   | 1                                  |
| Less traffic volume in area   | 1                                  |
| Less traffic shortcutting in area   | 1                                  |
| Vehicle speeds  | 1                                  |

\*Multiple responses

\*\*Use caution interpreting results when n<30

Those who felt that the conditions for pedestrians in Prince Charles had remained about the same since the installation of trial measures (n=15), were asked why they felt this way. One-third of the respondents (n=5) cited traffic volume as an indicator that conditions had remained the same. See Table 9, below.

**Table 9**

| Reasons Why Conditions for Pedestrians Remained the Same   |                                    |
|--|------------------------------------|
| Base: Respondents who felt conditions for pedestrians in Prince Charles community have <u>remained the same</u> since the installation of the trial measures this summer | Number of Respondents*<br>(n=15)** |
| Traffic volume   | 5                                  |
| Driver behavior  | 3                                  |
| Vehicle speeds   | 3                                  |
| Traffic shortcutting   | 2                                  |
| Less traffic volume in the area  | 1                                  |
| Lack of marked crosswalks  | 1                                  |
| Don't Know/Not Stated  | 6                                  |

\*Multiple responses

\*\*Use caution interpreting results when n<30

Those who felt that the conditions for pedestrians in Prince Charles had declined since the installation of trial measures (n=6), were asked why they felt this way. Over half of the respondents (n=4) cited traffic volume (n=4) as an indicator that conditions had remained the same. See Table 10, below.

**Table 10**

| <b>Reasons Why Conditions for Pedestrians Declined</b>   |   |
|--|---|
| <b>Base: Respondents who felt conditions for pedestrians in Prince Charles community have <u>declined</u> since the installation of the trial measures this summer</b> | <b>Number of Respondents*<br/>(n=6)**</b> |
| Traffic volume   | 4   |
| Driver behavior  | 3   |
| Commercial vehicle traffic   | 1   |
| Lack of sidewalk   | 1   |

\*Multiple responses

\*\*Use caution interpreting results when n<30

Next, respondents were asked to rate their satisfaction level with a series of statements concerning transportation conditions in the Prince Charles community, using a scale of 1 to 5, where 1 meant “not at all satisfied”, and 5 meant “very satisfied”. At least 50% of the respondents were satisfied (ratings of 4, or 5 out of 5) with the following:

- Traffic volume during the off-peak travel periods (64%);
- Traffic safety during the off-peak travel periods (64%);
- Traffic volume during the AM peak travel periods (7 AM to 9 AM) (55%); and
- Traffic safety during the AM peak travel periods (7 AM to 9 AM) (50%).

Less than half of the respondents were satisfied (ratings of 4, or 5 out of 5) with the following:

- Parking in Prince Charles (41%);
- Access to Public Transit (ETS, DATS) from Prince Charles (41%);
- Traffic safety during the PM peak travel periods (4 PM to 6 PM) (39%); and
- Traffic volume during the PM peak travel periods (4 PM to 6 PM) (39%).

Figure 8 and Table 11, on the following pages provide a full breakdown of the results.

Figure 8

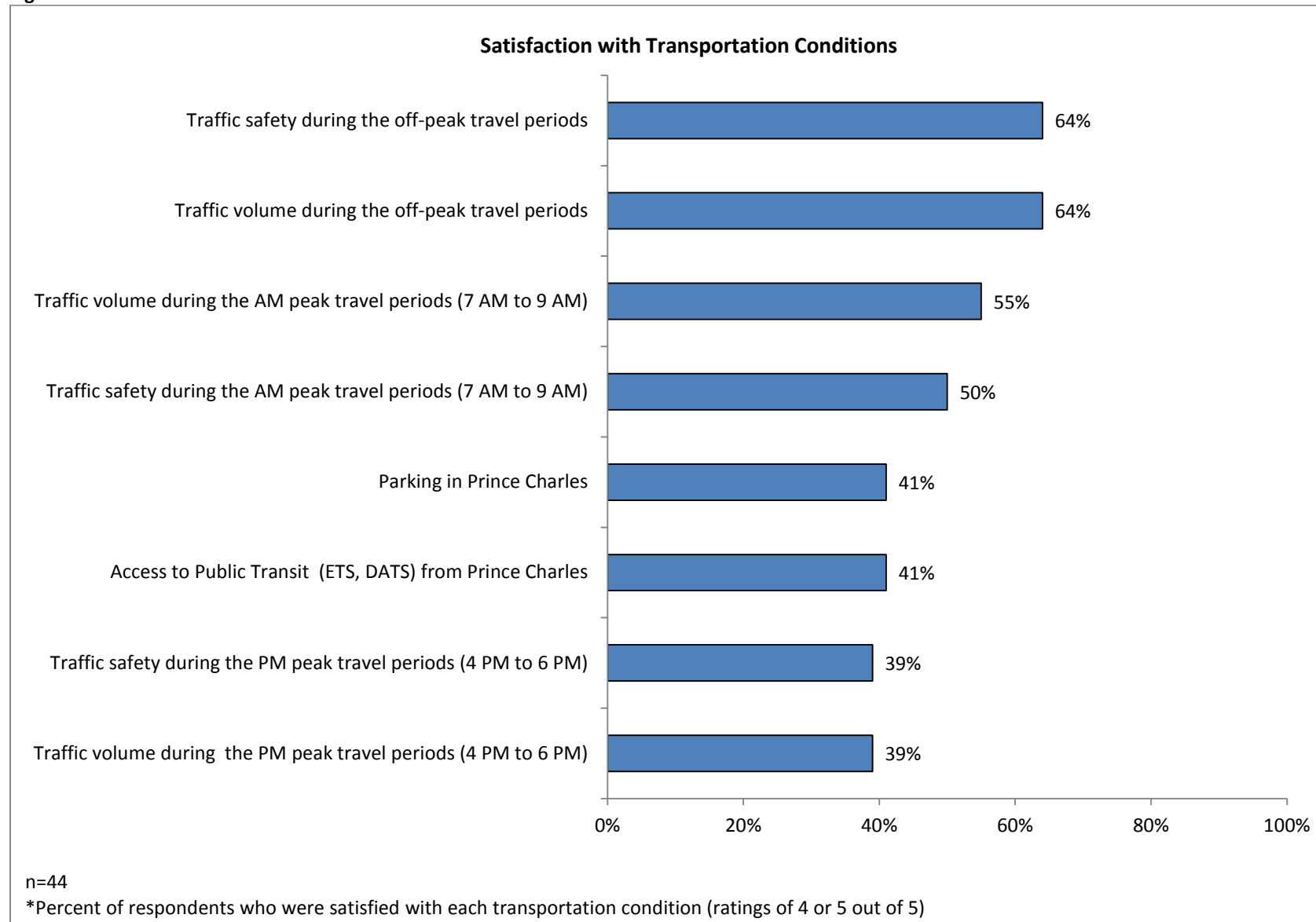


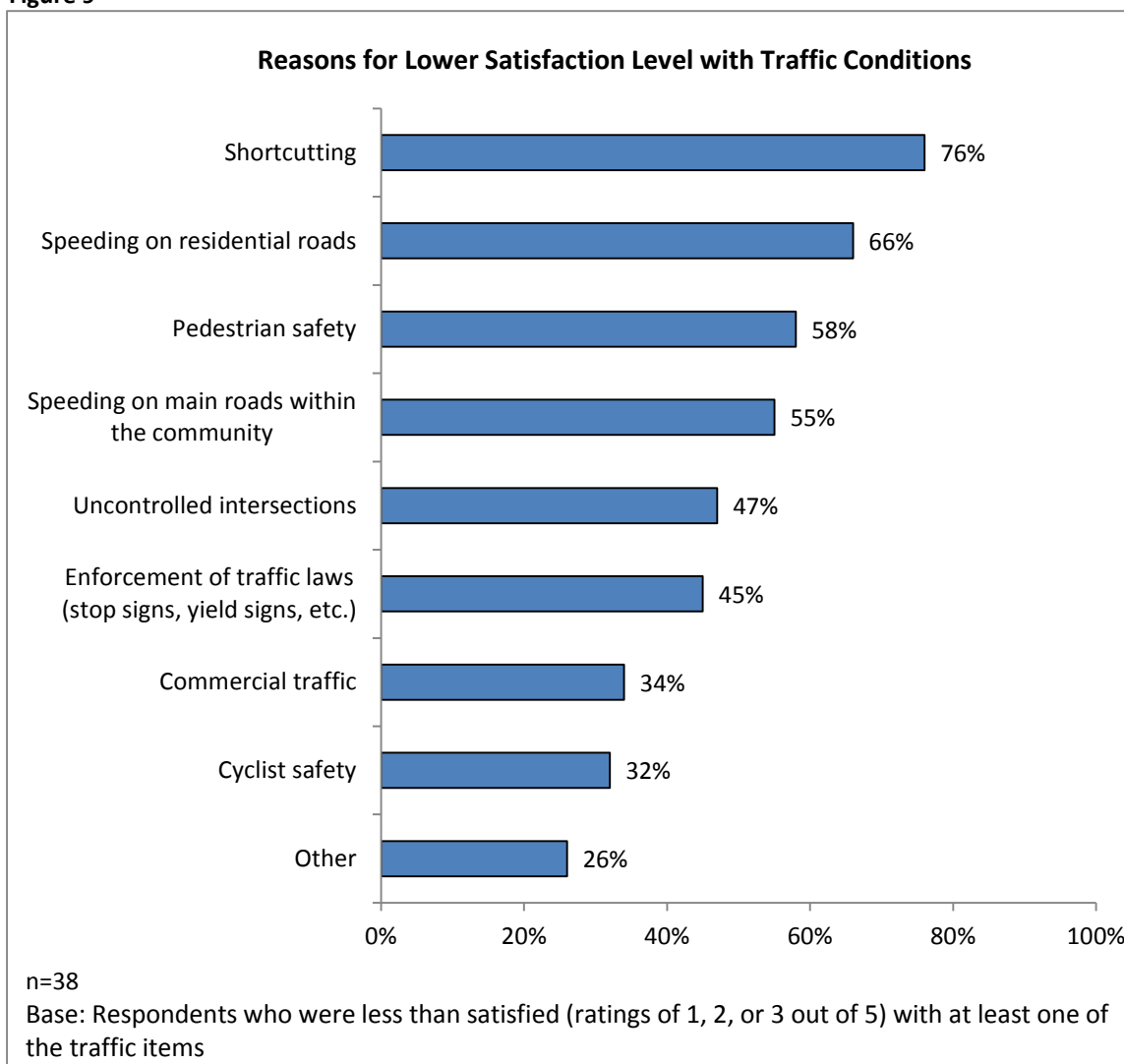
Table 11

| Satisfaction with Transportation Conditions                     |                                  |     |     |     |                                |                             |             |
|---|----------------------------------|-----|-----|-----|--------------------------------|-----------------------------|-------------|
|   | Percent of Respondents<br>(n=44) |     |     |     |                                |                             |             |
|   | Very<br>Satisfied<br>(5)         | (4) | (3) | (2) | Not at all<br>Satisfied<br>(1) | Don't<br>know/Not<br>stated | Mean        |
| Traffic volume during the off-peak travel periods               | 41                               | 23  | 23  | -   | 11                             | 2                           | <b>3.84</b> |
| Traffic safety during the off-peak travel periods               | 36                               | 27  | 23  | 2   | 9                              | 2                           | <b>3.81</b> |
| Access to Public Transit (ETS, DATS) from Prince Charles        | 21                               | 21  | 21  | 9   | 9                              | 21                          | <b>3.43</b> |
| Traffic volume during the AM peak travel periods (7 AM to 9 AM) | 32                               | 23  | 14  | 7   | 21                             | 5                           | <b>3.40</b> |
| Traffic safety during the AM peak travel periods (7 AM to 9 AM) | 21                               | 30  | 16  | 5   | 27                             | 2                           | <b>3.12</b> |
| Parking in Prince Charles                                       | 21                               | 21  | 21  | 14  | 21                             | 5                           | <b>3.07</b> |
| Traffic volume during the PM peak travel periods (4 PM to 6 PM) | 23                               | 16  | 23  | 14  | 25                             | -                           | <b>2.98</b> |
| Traffic safety during the PM peak travel periods (4 PM to 6 PM) | 18                               | 21  | 21  | 14  | 27                             | -                           | <b>2.89</b> |



Respondents who were less than satisfied (ratings of 1, 2, or 3 out of 5; n=38) with at least one of the transportation conditions, were asked if their lower satisfaction was due to a variety of reasons (i.e. on an aided basis). Seventy-six percent of respondents (76%) reported shortcutting, while nearly two-thirds indicated speeding on residential roads (66%). See Figure 9, below.

**Figure 9**

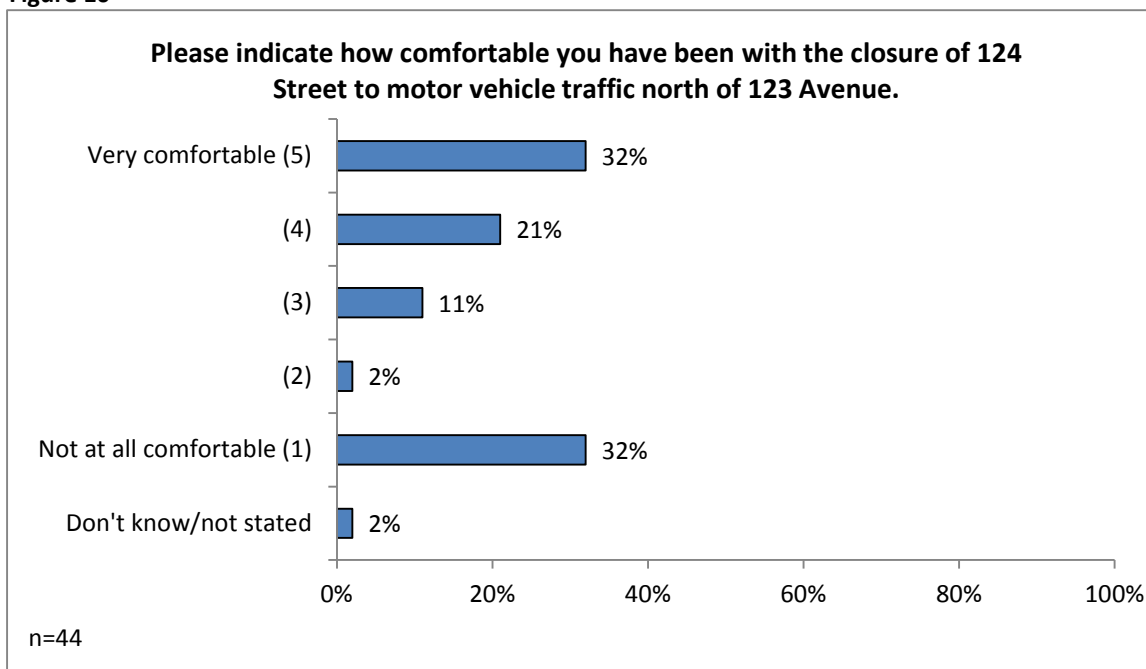


Other reasons for lower satisfaction with traffic conditions included:

- Road barricades make it difficult to drive (13%);
- Sidewalks are poorly maintained/difficult to exit/access transportation (3%);
- Poor drivers on the road (3%);
- Lack of parking available, in general (3%);
- Roads are in poor condition (3%);
- Unable to access arterial roads (e.g. Yellowhead, 124 Street, 118 Avenue, etc.) (3%); and
- Curb extensions are unsafe/make the roads more narrow (3%).

Using a scale of 1 to 5, where 1 meant “not at all comfortable” and 5 meant “very comfortable”, respondents were asked to rate their level of comfort with the closure of 124 Street to motor vehicle traffic north of 123 Avenue. Just over half of respondents (52%) were comfortable (ratings of 4 or 5 out of 5) with this. See Figure 10, below.

**Figure 10**



Those who were neutral or uncomfortable with the closure of 124 Street to motor vehicle traffic north of 123 Avenue (n=20), were asked why they felt this way. Nearly half of the respondents (n=9) said that they were unable to access arterial/major roads. See Table 12, below.

**Table 12**

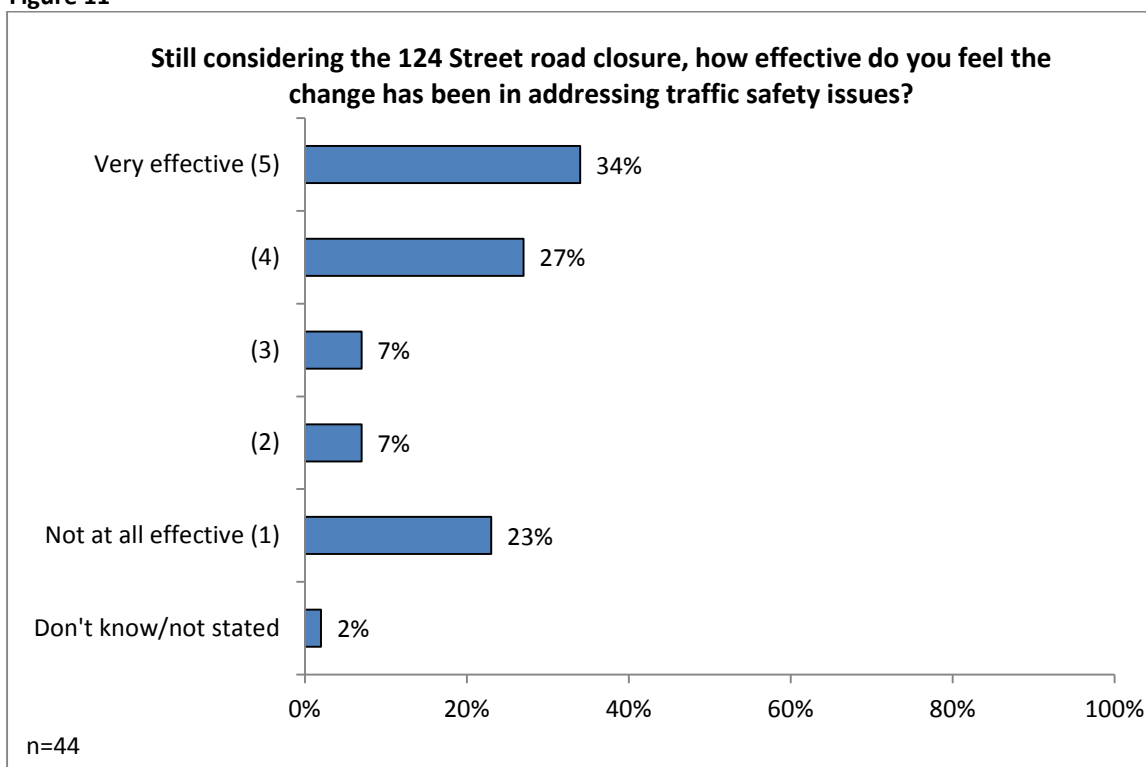
| What makes you feel this way?   |                                 |
|---|---------------------------------|
| Base: Respondents who were not comfortable with the closure of 124 Street to motor vehicle traffic north of 123 Avenue (rating of 1, 2 or 3 out of 3) | Number of Respondents* (n=20)** |
| Unable to access arterial/major roads (e.g. Yellowhead, 124 Street, 118 Avenue, etc.)   | 9                               |
| Traffic shortcutting is prevalent in the area   | 3                               |
| Traffic congestion is prevalent in the area   | 3                               |
| Poor/restricted access in/out of neighbourhood (general)  | 2                               |
| Traffic volume in area has not decreased/is still the same  | 2                               |
| Does not travel on that road/route  | 1                               |
| Don't Know/Not Stated   | 2                               |

\*Multiple responses

\*\*Use caution interpreting results when n<30

Using a scale of 1 to 5, where 1 meant “not at all effective” and 5 meant “very effective”, respondents were asked to rate how effective they felt the change has been in addressing traffic safety issues, when considering the 124 Street road closure. The majority of respondents (61%) rated this effective (ratings of 4, or 5 out of 5). See Figure 11, below.

**Figure 11**



Those who were neutral, or believed that the closure of 124 Street had not been effective (n=16), were asked why they felt this way. Nearly one-third of the respondents (n=5) said that traffic shortcutting is prevalent in the area. See Table 13, below.

**Table 13**

| What makes you feel this way?  |                                 |
|--|---------------------------------|
| Base: Respondents who did not think the closure of 124 Street was not effective (rating of 1, 2 or 3 out of 3) | Number of Respondents* (n=16)** |
| Traffic shortcutting is prevalent in the area  | 5                               |
| Motorists are driving carelessly/illegally/erratically   | 3                               |
| Road barricades are unsafe   | 2                               |
| Unable to access arterial/major roads (e.g. Yellowhead 124 Street, 118 Avenue, etc.)                           | 2                               |
| Other (single mentions)  | 3                               |
| Don't Know/Not Stated  | 2                               |

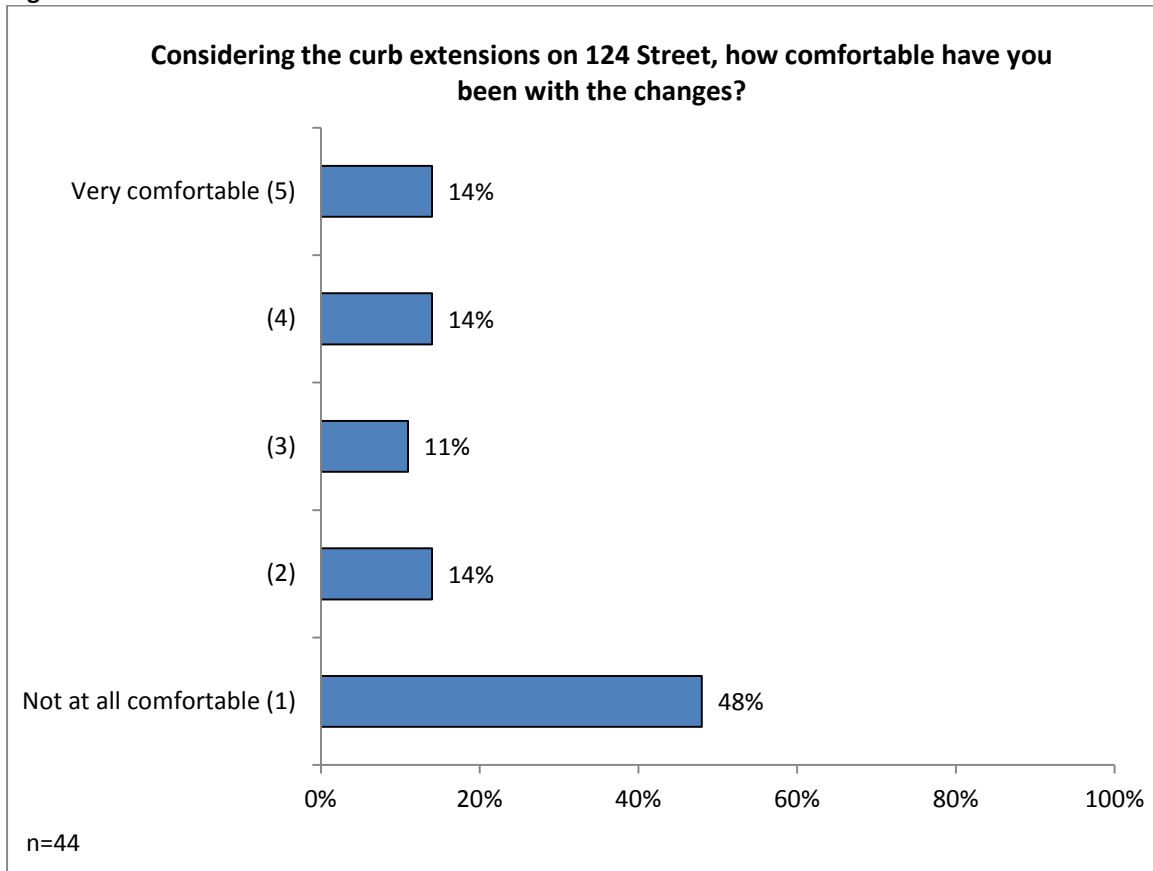
\*Multiple responses

\*\*Use caution interpreting responses when n<30



Using a scale of 1 to 5, where 1 meant “not at all comfortable” and 5 meant “very comfortable”, respondents were asked to rate their level of comfort with the curb extensions on 124 street. Over one-quarter of respondents were comfortable (ratings of 4, or 5 out of 5) with this (27%) while 61% were not (ratings of 1 or 2 out of 5). See Figure 12, below.

**Figure 12**



Those who were neutral or not comfortable with the curb extensions on 124 Street (n=32), were asked why they felt this way. Eleven respondents (n=11) said that the extensions are too wide and there is not enough room for two vehicles. See Table 14, below.

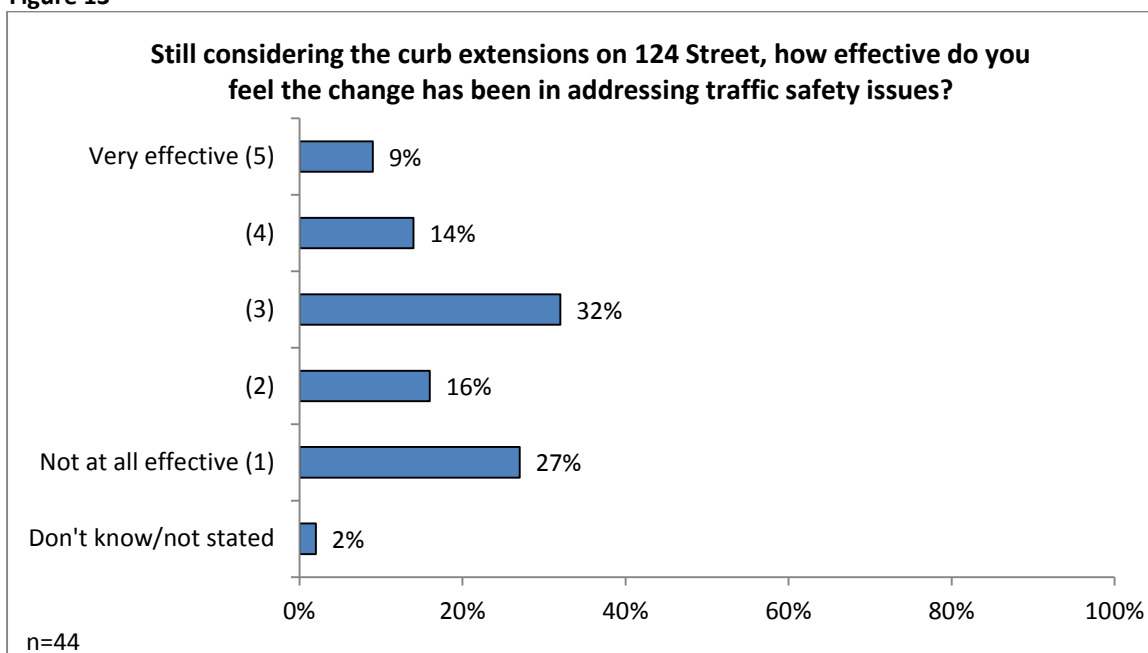
**Table 14**

| What makes you feel this way?  |                                  |
|--|----------------------------------|
| Base: Respondents who were not comfortable with the curb extensions on 124 Street (rating of 1, 2 or 3 out of 3) | Percent of Respondents* (n=32)** |
| Extensions are too wide/roads are narrower/not enough room for two vehicles                                      | 34                               |
| Difficulty making turns/not enough room to turn safely   | 25                               |
| Concerned about road snow removal (e.g. Windrows, snow plow accessibility)                                       | 19                               |
| Purpose of curb extensions is unclear/confusing  | 9                                |
| Curb extensions are inefficient (general)  | 6                                |
| Concerned about emergency vehicle access in the area   | 6                                |
| Concerned about pedestrian safety (general)  | 6                                |
| Concerned about traffic bottlenecks/jams in the area   | 6                                |
| Other (single mentions)  | 16                               |

\*Multiple responses

Using a scale of 1 to 5, where 1 meant “not at all effective” and 5 meant “very effective”, respondents were asked to rate how effective the curb extensions on 124 Street were, with regards to addressing traffic safety issues. Twenty-three percent (23%) rated these as effective (ratings of 4, or 5 out of 5) while 43% rated these as not effective (ratings of 1 or 2 out of 5). See Figure 13, below.

**Figure 13**



Those who said that the 124 Street curb extensions have not been effective, or they have a neutral opinion (n=33), were asked why they felt this way. Twenty-four percent (24%) of respondents said that extensions are too wide and there is not enough room for two vehicles. See Table 15, below.

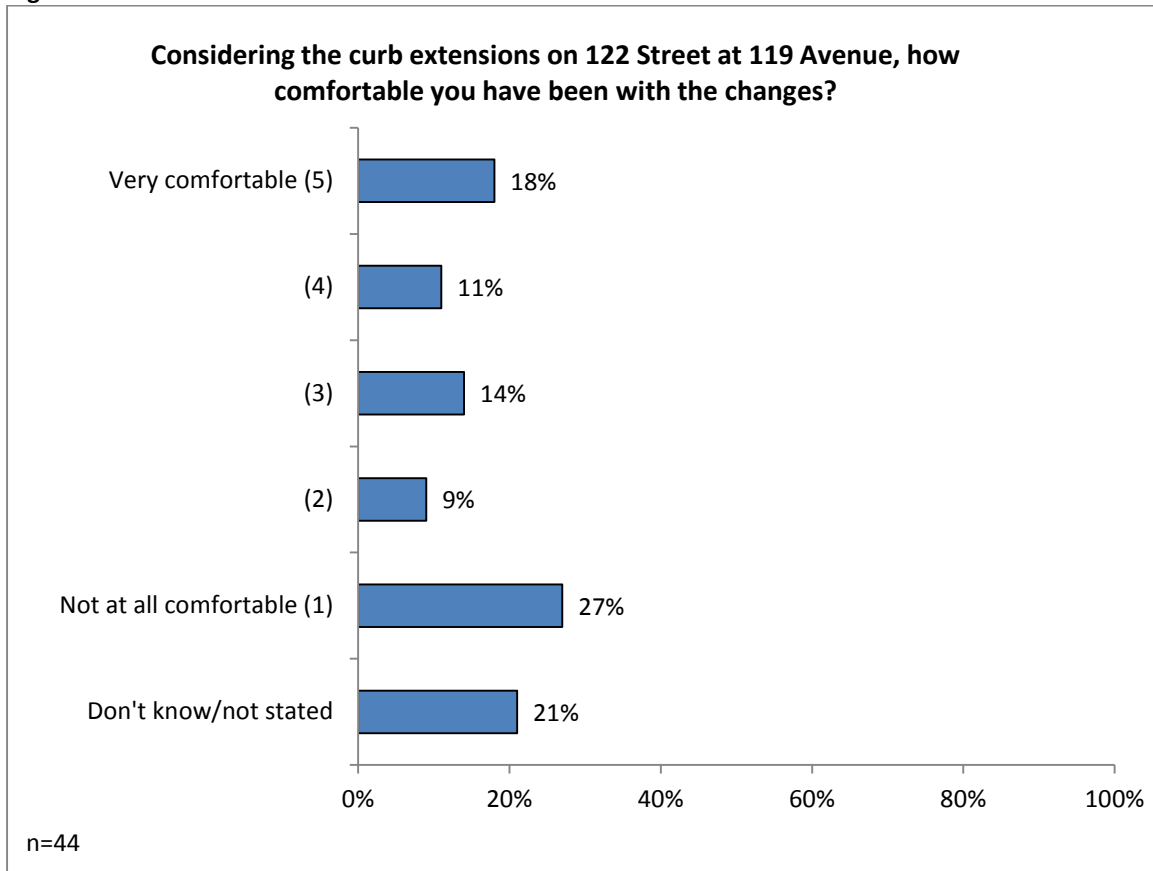
**Table 15**

| <b>What makes you feel this way?</b>  |                                       |
|---|---------------------------------------|
| <b>Base: Respondents who felt the curb extensions on 124 Street were not effective (rating of 1, 2 or 3 out of 3)</b> | <b>Percent of Respondents* (n=33)</b> |
| Extensions are too wide/roads are narrower/not enough room for two vehicles   | 24                                    |
| Curb extensions are not necessary/needed (general)  | 12                                    |
| Concerned about traffic bottlenecks/jams in the area  | 12                                    |
| Motorists are forced to take alternate routes/access other streets  | 9                                     |
| Purpose of curb extensions is unclear/confusing   | 9                                     |
| Concerned about pedestrian safety (general)   | 6                                     |
| Difficulty making turn/not enough room to turn safely   | 6                                     |
| Other (single mentions)   | 27                                    |

\*Multiple responses

Using a scale of 1 to 5, where 1 meant “not at all comfortable” and 5 meant “very comfortable”, respondents were asked to rate their level of comfort with the curb extensions on 122 Street and 119 Avenue. Over one-third of respondents were comfortable (ratings of 4, or 5 out of 5) with this (36%). See Figure 14, below.

**Figure 14**



Those who were neutral or uncomfortable with the curb extensions on 122 Street at 119 Avenue (n=22), were asked why they felt this way. Nearly one-third of the respondents (n=7) said the extensions are too wide and there is not enough room for two vehicles. See Table 16, below.

**Table 16**

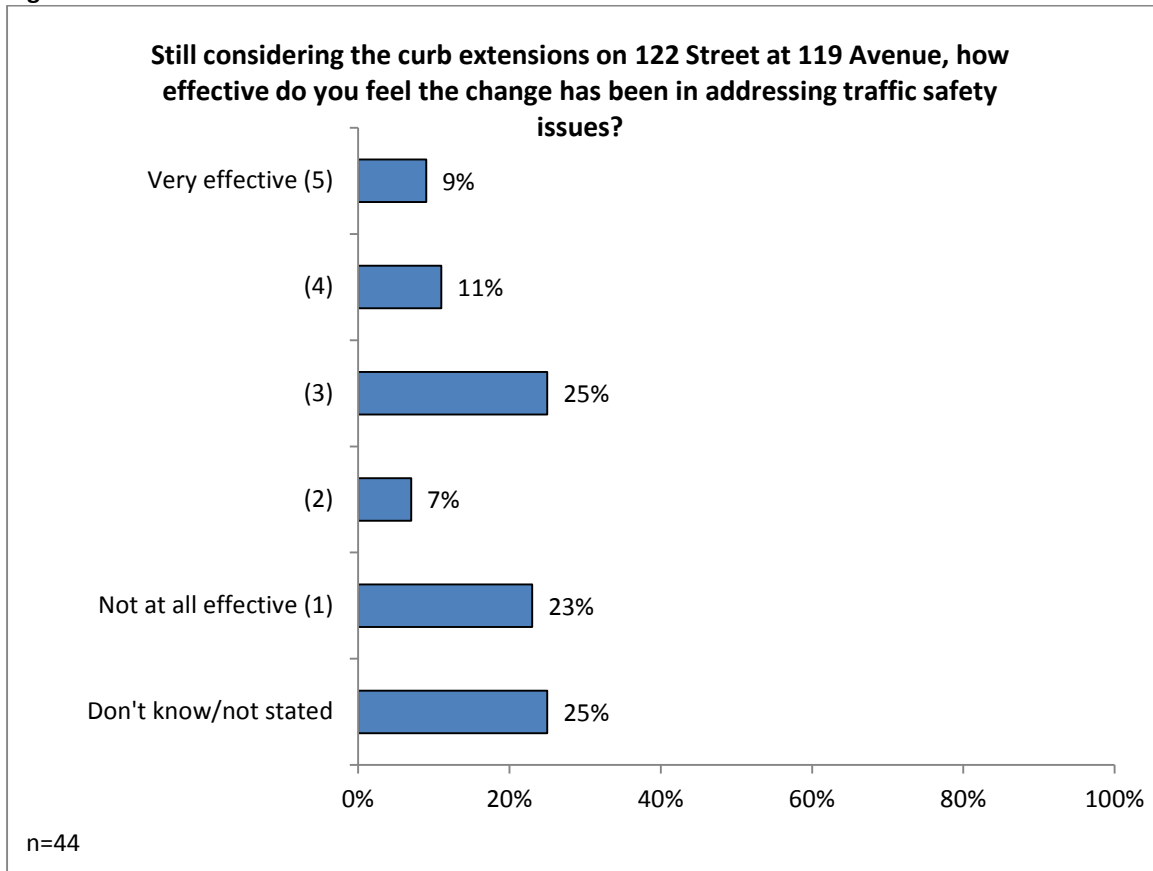
| <b>What makes you feel this way?</b>  |  |
|---|--|
| <b>Base: Respondents who were not comfortable with the curb extensions on 122 Street at 119 Avenue (rating of 1, 2 or 3 out of 3)</b> | <b>Number of Respondents*<br/>(n=22)**</b> |
| Extensions are too wide/roads are narrower/not enough room for two vehicles   | 7  |
| Purpose of curb extensions is unclear/confusing   | 2  |
| Concerned about traffic bottlenecks/jams in the area  | 2  |
| Curb extensions are not necessary/needed (general)  | 2  |
| Traffic shortcutting is prevalent in the area   | 2  |
| Traffic volume in area has not decreased/is still the same  | 2  |
| Does not travel on that road/route  | 2  |
| Other (single mentions)   | 3  |
| Don't Know/Not Stated   | 14   |

\*Multiple responses

\*\*Use caution interpreting responses when n<30

Using a scale of 1 to 5, where 1 meant “not at all effective” and 5 meant “very effective”, respondents were asked to rate the level of effectiveness the curb extensions on 122 Street at 119 Avenue had in addressing traffic safety issues. Just over one-fifth of respondents (21%) rated this as effective (ratings of 4, or 5 out of 5), while 30% rated this as not effective (ratings of 1 or 2 out of 5). See Figure 15, below.

**Figure 15**



Those who said that the 122 Street curb extensions at 119 Avenue have not been effective, or they have a neutral opinion (n=24), were asked why they felt this way. Five respondents (n=5) said that they were concerned about traffic bottlenecks in the area. See Table 17, below.

**Table 17**

| What makes you feel this way?  |                                 |
|--|---------------------------------|
| Base: Respondents who felt the curb extensions on 122 Street at 119 Avenue were not effective (rating of 1, 2 or 3 out of 3) | Number of Respondents* (n=24)** |
| Concerned about traffic bottlenecks/jams in the area   | 5                               |
| Curb extensions are not necessary/needed (general)   | 4                               |
| Extensions are too wide/roads are narrower/not enough room for two vehicles  | 3                               |
| Motorists are forced to take alternate routes/access other streets   | 2                               |
| Purpose of curb extensions is unclear/confusing  | 2                               |
| Difficulty making turns/not enough room to turn safely   | 2                               |
| Other (single mentions)  | 5                               |
| Don't Know/Not Stated  | 3                               |

\*Multiple responses

\*\*Use caution interpreting responses when n<30

Respondents were then asked which roadways they use most frequently to access Yellowhead Trail. Most commonly, respondents reported 127 Street (68%), followed by 121 Street (43%), and St. Albert Trail (23%). See Table 18, below.

**Table 18**

| Since the closure of 124 Street, which roadway(s) do you use usually to access Yellowhead Trail? |                               |
|--|-------------------------------|
|  | Percent of Respondents (n=44) |
| 127 Street   | 68                            |
| 121 Street   | 43                            |
| St. Albert Trail   | 23                            |
| 118 Avenue   | 5                             |
| 156 Street   | 5                             |
| Do not access Yellowhead Trail   | 5                             |
| Other (single mentions)  | 11                            |

\*Multiple responses

Respondents were then asked which intersections in the Prince Charles community they used most frequently to travel in and out of the neighbourhood. Most commonly, respondents reported 124 Street and 118 Avenue (46%). See Table 19, below.

**Table 19**

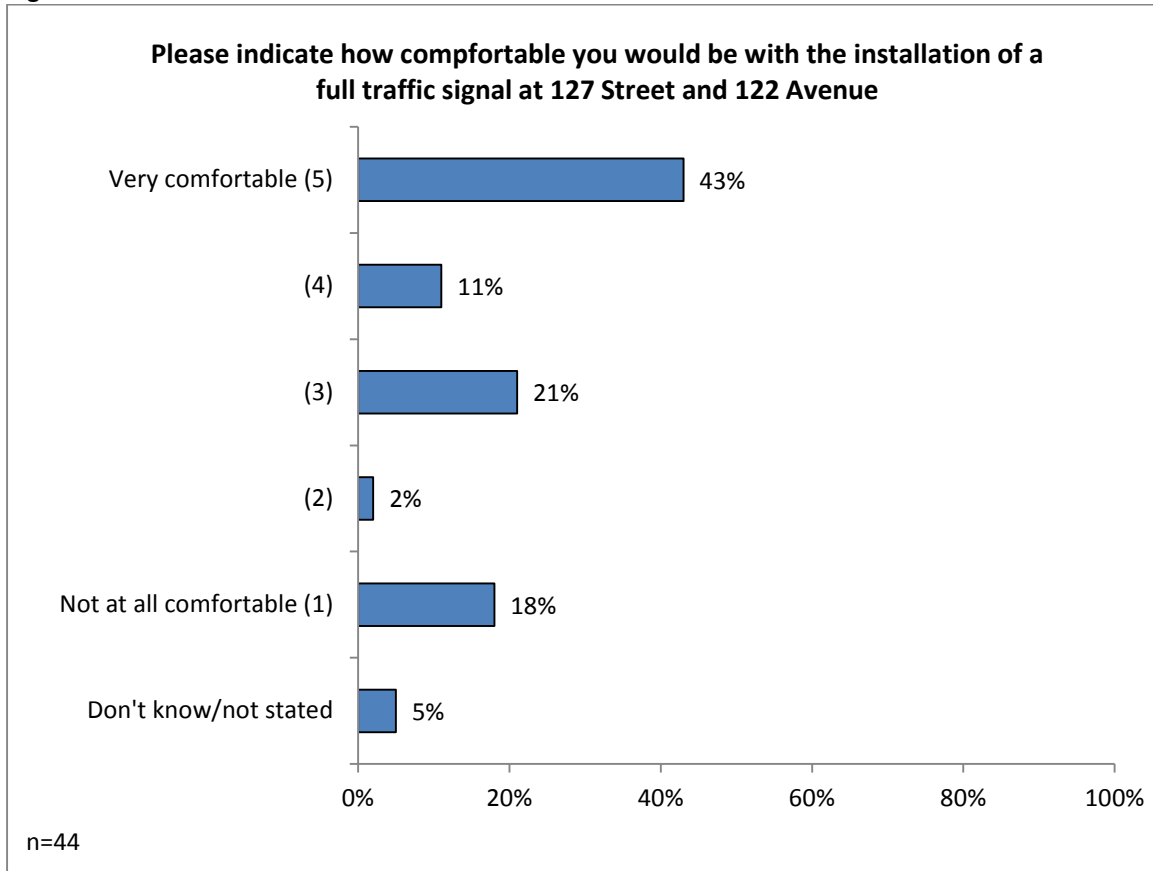
| <b>Which intersections along 118 Avenue and 127 Street do you use usually to travel in and out of the community?</b> |   |
|--|---|
|  | <b>Percent of Respondents*<br/>(n=44)</b> |
| 124 Street and 118 Avenue  | 46  |
| 127 Street and 118 Avenue  | 25  |
| 119 Avenue and 127 Street  | 14  |
| 122 Street and 118 Avenue  | 11  |
| 122 Avenue and 127 Street  | 11  |
| 121 Avenue and 127 Street  | 9   |
| 124 Avenue and 127 Street  | 9   |
| 125 Street and 118 Avenue  | 7   |
| 126 Street and 118 Avenue  | 5   |
| Other (single mentions)  | 25  |
| Don't Know/Not Stated  | 2   |

\*Multiple responses



Using a scale of 1 to 5, where 1 meant “not at all comfortable” and 5 meant “very comfortable”, respondents were asked to rate their level of comfort with the installation of a full traffic signal at 127 Street and 122 Avenue. Over half of respondents were comfortable (ratings of 4, or 5 out of 5) with this (55%). See Figure 16, below.

Figure 16



Those who were neutral or uncomfortable with the installation of a full traffic signal at 127 Street and 122 Avenue (n=18; rating of 1, 2 or 3 out of 3) were asked why they provided this response. Most commonly, respondents said this would disrupt the flow of traffic in the area and cause more traffic congestion (n=5). See Table 20, below.

**Table 20**

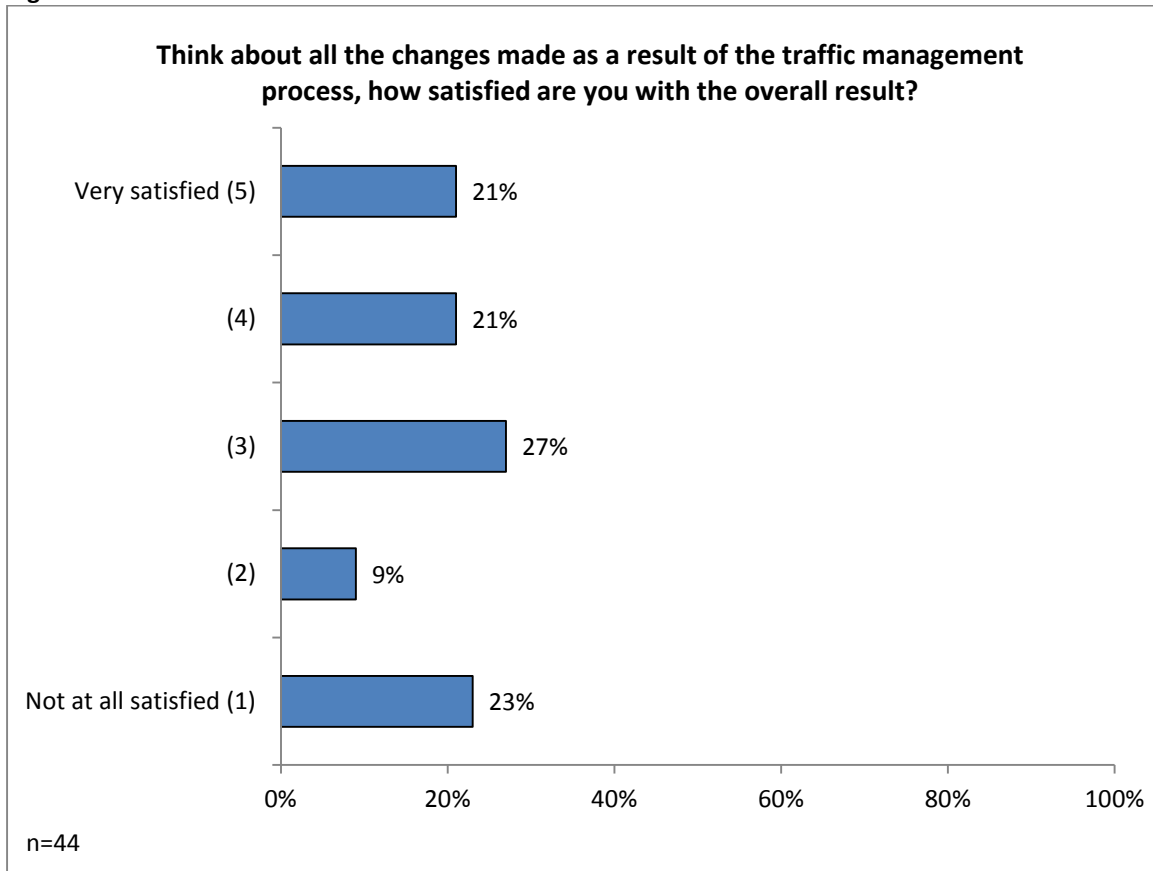
| What makes you feel this way?   |                                    |
|---|------------------------------------|
| Base: Respondents who were not comfortable with the installation of a full traffic signal at 127 Street and 122 Avenue (rating of 1, 2 or 3 out of 3) | Number of Respondents*<br>(n=18)** |
| Will disrupt flow of traffic in area/cause more traffic congestion  | 5                                  |
| Installation of full traffic signal is not necessary (general)  | 4                                  |
| Is neutral (general)  | 3                                  |
| Will cause traffic shortcutting to increase in area   | 3                                  |
| Lack of turning lane/signal   | 1                                  |
| Pedestrian crosswalks are sufficient enough   | 1                                  |
| Don't Know/Not Stated   | 2                                  |

\* Multiple responses

\*\*Use caution interpreting results when n<30

Using a scale of 1 to 5, where 1 meant “not at all satisfied” and 5 meant “very satisfied”, respondents were asked to rate their level of satisfaction with all of the changes made as a result of the traffic management process. Forty-one percent (41%) of all respondents were satisfied (ratings of 4, or 5 out of 5) with the overall result. See Figure 17, below.

**Figure 17**



Lastly, respondents were asked if there was any advice they would provide to City staff to improve stakeholder engagement for future projects. Respondents most often indicated the City staff should provide more information to explain reasons for the traffic management process (16%) followed by 14% who said that the City should obtain more feedback from residents. See Table 21, below.

**Table 21**

| <b>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?</b> |   |
|---|---|
|   | <b>Percent of Respondents*<br/>(n=44)</b> |
| Provide more info/awareness/explain reasons for traffic management process  | 16  |
| Obtain more feedback/input from community residents   | 14  |
| Do not block access to arterial/major roads   | 11  |
| Hold more stakeholder meetings/Q&A sessions   | 7   |
| Install speed bumps in area   | 5   |
| Need to improve traffic safety (general)  | 5   |
| Spend more time in the community to help identify traffic issues  | 5   |
| Other (single mentions)   | 14  |
| None/no advice  | 7   |
| Don't know/not stated   | 27  |

\* Multiple responses

### 4.3 Demographics

Table 22, below and on the following page, demonstrates the demographic breakdown of the residents surveyed.

**Table 22**

|   | Percent of Respondents<br>(n=44) |
|---|----------------------------------|
| <b>Gender</b>   |                                  |
| Female  | 57                               |
| Male  | 43                               |
| <b>Age</b>  |                                  |
| 18 to 34  | 2                                |
| 35 to 54  | 41                               |
| 55 and older  | 57                               |
| <b>Residence Type</b>   |                                  |
| Single family dwelling  | 89                               |
| Multi-family dwelling   | 9                                |
| Apartment/condo   | 2                                |
| <b>Percent of Households with at Least One (1) Person in Each Age Group</b> |                                  |
| 12 years of age or younger  | 18                               |
| 13 to 18 years of age   | 11                               |
| 19 to 44 years of age   | 36                               |
| 45 to 64 years of age   | 64                               |
| 65 years of age or older  | 32                               |
| <b>Mean Household Size</b>  | <b>2.30 people</b>               |
| <b>Do you own or rent your residence?</b>                                   |                                  |
| Own   | 89                               |
| Rent  | 11                               |
| <b>How long have you lived in the Prince Charles community?</b>             |                                  |
| 1 to 5 years  | 11                               |
| 6 to 10 years   | 7                                |
| 11 to 15 years  | 21                               |
| 16 to 20 years  | 21                               |
| 21 to 25 years  | 11                               |
| 26 years or more  | 30                               |
| <b>Mean</b>   | <b>22.7 years</b>                |

Table 23

| How many years have you owned or operated a business in the Prince Charles community? | Number of Respondents (n=2)*  |
|---|-------------------------------|
| 11 to 15 years  | 1                             |
| 16 to 20 years  | 1                             |
| <b>Mean</b>   | <b>16.0 years</b>             |
| How many years have you owned property in the Prince Charles community?               | Percent of Respondents (n=40) |
| Less than 5 years   | 3                             |
| 6 to 10 years   | 8                             |
| 11 to 15 years  | 28                            |
| 16 to 20 years  | 20                            |
| 21 to 25 years  | 10                            |
| 26 years or more  | 33                            |
| <b>Mean</b>   | <b>24.3 years</b>             |

\*Use caution interpreting results when n<30

## **APPENDIX A – SURVEY INSTRUMENT**

**PRINCE CHARLES COMMUNITY**  
**Telephone Community Traffic Management Trial Phase Survey**

**Final – November 30, 2015**

**Introduction**

Hello, my name is \_\_\_\_\_ and I am calling from Banister Research, a professional research company. The Prince Charles community has been involved in a traffic management process with the City of Edmonton since 2013. This July, traffic measures were installed in the Prince Charles community for a trial period. As part of the assessment of this trial, we have been contracted on behalf of the City of Edmonton to conduct an important survey to gain a clear understanding of the community's experiences with the trial traffic measures so far.

I would like to assure you that we are not selling or promoting anything and that all your responses will be kept completely anonymous. Your views are very important to the successful completion of this study.

This interview will take about 10 to 12 minutes. Is this a convenient time for us to talk, or should we call you back?

- Convenient time **[Continue]**
1. Not convenient time **[Arrange Call-Back]**
  2. Not interested in participating **[Thank and Terminate]**

May I confirm that you are 18 years of age or older?

1. Yes **[Continue]**
2. No, I can get someone else **[Wait, and repeat introduction]**
3. No **[Thank and Terminate]**

**Qualifiers**

A. What is your 6 digit postal code? **(Specify)**

1. \_\_\_\_\_
- F5. (Don't Know/Not stated) **[Thank and Terminate]**

B. Based on your mailing address, where in Prince Charles is your home?

1. West of 124 Street, between 118 Avenue and 121 Avenue
2. West of 124 Street, between 121 Avenue and Yellowhead Trail
3. East of 124 Street, between 118 Avenue and 121 Avenue
4. East of 124 Street, between 121 Avenue and Yellowhead Trail
5. Not applicable **[Thank and Terminate]**



C. For each of the following descriptions, please indicate whether or not they apply to yourself.  
(select all that apply)

1. I am a resident of Prince Charles
2. I am an employee who works in Prince Charles
3. I am a business owner/operator in Prince Charles
4. I am a representative of an association /organization in Prince Charles (please specify)
5. I am a customer of businesses in Prince Charles
6. I am a property owner in Prince Charles
7. Other (please specify)

**Traffic Management Process**

1. Prior to today, were you aware of the ongoing community traffic management process in Prince Charles?

1. Yes
2. No
- F5 Don't Know

2. **[ASK IF Q1=1/Yes]** How did you first hear about the traffic management process? **[DO NOT READ; SINGLE RESPONSE; PRE-CODED LIST:]**

1. Prince Charles community newsletter, webpage or Facebook page
2. Word of mouth
3. Public Open House(s)
4. City of Edmonton flyer
5. City of Edmonton website
6. Road signs
7. When I saw concrete barriers on the roadway
8. Other (please specify)

3. Did you attend the Public Information Session for the Community Traffic Management Plan on April 23, 2015 at Prince Charles School?

1. Yes
2. No
- F5 Don't Know

4. Since the installation of the trial measures in Prince Charles this summer, in your opinion has the **traffic volume** in the Prince Charles community increased, remained the same, or decreased?

1. Increased
2. Remained about the same
3. Decreased
- F5 Don't Know

4a. **[ASK IF Q4=1, 2, OR 3]** What makes you feel this way? **(Specify)**

5. Since the installation of the trial measures this summer, have **traffic safety conditions** in the Prince Charles community improved, remained the same, or declined?

1. Improved
2. Remained about the same
3. Declined

F5 Don't Know

5a. **[ASK IF Q5=1, 2, OR 3]** What makes you feel this way? **(Specify)**

6. Since the installation of the trial measures this summer, have **the conditions for pedestrians** in Prince Charles, improved, remained the same, or declined?

1. Improved
2. Remained about the same
3. Declined

F5 Don't Know

6a. **[ASK IF Q6=1, 2, OR 3]** What makes you feel this way? **(Specify)** **[DO NOT READ; MULTIPLE RESPONSES; PRE-CODED LIST:]**

1. Sidewalk condition
2. Lack of sidewalk
3. Lack of marked crosswalks
4. Lack of curb ramps
5. Driver behavior
6. Traffic Volume
7. Vehicle Speeds
8. Other (please specify)

7. Please rate your level of satisfaction with each of the below transportation conditions in the Prince Charles community today, on a scale of 1 to 5 where 1 means "Not at all satisfied" and 5 means "Very satisfied".

1. Not at all satisfied

...

5. Very satisfied

- A) Traffic volume in Prince Charles during the AM peak travel periods (7 AM to 9 AM)
- B) Traffic volume in Prince Charles during the PM peak travel periods (4 PM to 6 PM)
- C) Traffic volume in Prince Charles during the off-peak travel periods
- D) Traffic safety in Prince Charles during the AM peak travel periods (7 AM to 9 AM)
- E) Traffic safety in Prince Charles during the PM peak travel periods (4 PM to 6 PM)
- F) Traffic safety in Prince Charles during off-peak travel periods
- G) Parking in Prince Charles
- H) Access to public transit (ETS, DATS) from Prince Charles

8. **[Skip if none of Q7 A-H = 1,2 or 3]** You have indicated in the previous question lower satisfaction levels with respect to traffic safety, traffic volume, public transit access and/or parking (1, 2, or 3 out of 5). Would you say you provided that rating for the following reasons? Please select all that apply (**Read List**)
- a) Speeding on main roads within the community
  - b) Speeding on residential roads
  - c) Commercial traffic
  - d) Pedestrian safety
  - e) Shortcutting (a trip that does not originate in, but travels through, the community to get to a destination that is outside of the community)
  - f) Cyclist safety
  - g) Enforcement of traffic laws (stop signs, yield signs, etc.)
  - h) Uncontrolled intersections
  - i) Other (**specify**)
9. One feature of the trial traffic management plan in Prince Charles was the closure of 124 Street to motor vehicle traffic north of 123 Avenue. Please indicate how comfortable you have been with the changes, using a scale of 1 to 5 where 1 means “Not at all comfortable” and 5 means “Very comfortable”.
1. Not at all Comfortable
- ...
5. Very comfortable
- 9a. **[ASK IF Q9=1,2,3]** What makes you feel this way? (**Specify**)
10. Still considering the 124 Street road closure, how effective do you feel the change has been in addressing traffic safety issues, using a scale of 1 to 5 where 1 means “not at all effective” and 5 means “very effective”.
1. Not at all effective
- ...
5. Very effective

10a. **[ASK IF Q10=1,2,3]** What makes you feel this way? (**Specify**)

**Preamble to Questions 11, 12, 13, 14, 15:**

*As part of the traffic management pilot, curb extensions have been created with concrete barriers on 124 Street at 119 Avenue and 120 Avenue, and on 122 Street at 119 Avenue. Curb extensions, or bulb-outs, extend the sidewalk space into the roadway to visually and physically narrow the roadway and create shorter crossing distances for pedestrians.*

11. Considering the curb extensions on 124 Street, how comfortable have you been with the changes, using a scale of 1 to 5 where 1 means “Not at all comfortable” and 5 means “Very comfortable”.

1. Not at all Comfortable

...

5. Very comfortable

11a. **[ASK IF Q11=1,2,3]** What makes you feel this way **(Specify)**

12. Still considering the curb extensions on 124 Street, how effective do you feel the change has been in addressing traffic safety issues, using a scale of 1 to 5 where 1 means “not at all effective” and 5 means “very effective”.

1. Not at all effective

...

5. Very effective

12a. **[ASK IF Q12=1,2,3]** What makes you feel this way **(Specify)**

13. Considering the curb extensions on 122 Street at 119 Avenue, how comfortable have you been with the changes, using a scale of 1 to 5 where 1 means “Not at all comfortable” and 5 means “Very comfortable”.

1. Not at all Comfortable

...

5. Very comfortable

13a. **[ASK IF Q13=1,2,3]** What makes you feel this way **(Specify)**

14. Still considering the curb extensions on 122 Street at 119 Avenue, how effective do you feel the change has been in addressing traffic safety issues, using a scale of 1 to 5 where 1 means “not at all effective” and 5 means “very effective”.

1. Not at all effective

...

5. Very effective

14a. **[ASK IF Q14=1,2,3]** What makes you feel this way **(Specify)**

15. Since the closure of 124 Street, which roadway(s) do you use usually to access Yellowhead Trail? **[DO NOT READ; MULTIPLE RESPONSES ALLOWED; PRE-CODED LIST:]**

1. 127 Street

2. 121 Street
3. St. Albert Trail
4. Do not access Yellowhead Trail
5. Other (specify)

16. Which intersection(s) along 118 Avenue or 127 Street do you use usually to travel in and out of the community? **[DO NOT READ; MULTIPLE RESPONSES ALLOWED; PRE-CODED LIST:]**

1. 121A Street and 118 Avenue
2. 122 Street and 118 Avenue
3. 123 Street and 118 Avenue
4. 124 Street and 118 Avenue
5. 125 Street and 118 Avenue
6. 126 Street and 118 Avenue
7. 119 Avenue and 127 Street
8. 120 Avenue and 127 Street
9. 121 Avenue and 127 Street
10. 122 Avenue and 127 Street
11. 123 Avenue and 127 Street
12. 124 Avenue and 127 Street
13. Other (specify)

17. As part of the 127 Street Reconstruction Project, intersection operations were assessed along the corridor. Please indicate how comfortable you would be with the installation of a full traffic signal at 127 Street and 122 Avenue, using a scale of 1 to 5 where 1 means “Not at all comfortable” and 5 means “Very comfortable”.

1. Not at all Comfortable
- ...
5. Very comfortable

17a. **[ASK FOR EACH Q17=1, 2, OR 3] What makes you feel this way? (Specify)**

18. Thinking about all the changes made as a result of the traffic management process, how satisfied are you with the overall result, using a scale of 1 to 5 where 1 means “Not at all satisfied” and 5 means “Very satisfied”.

1. Not at all satisfied
- ...
5. Very satisfied

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

**Respondent Characteristics**

20. **[DO NOT READ]** Gender

1. Male
2. Female

21. Which of the following age categories do you belong to?

- 18 to 34
- 35 to 54
- 55+

22. Which of the following types of residence you live in? **(Read list)**

1. Single family dwelling
2. Multi-family dwelling (townhouse or duplex)
3. Secondary suite in a single family residence
4. Apartment/ condo
5. Other **(Specify)**

23. Including yourself, how many people in each of the following age groups live in your household? How many are:

1. Under 13 years old
2. Between 13 and 18 years old
3. Between 19 and 44 years old
4. Between 45 and 64 years old
5. 65 years of age or older

24. Do you own or rent your residence?

1. Own
2. Rent

25a. How many years have you lived in the Prince Charles community?  
**(Numeric Value)**

25b. How many years have you owned or operated a business in the Prince Charles community? **(Ask only if qualifier C-b =1/Yes. "business owner/operator"**  
**(Numeric Value)**

25c. How many years have you owned property in the Prince Charles community? **(Ask only if qualifier C-e = 1/Yes. "property owner"**  
**(Numeric Value)**

**Thank you for your input. Your answers and comments will help assess the trial phase of the Prince Charles community traffic management process.**