



Project overview

The City of Calgary is conducting a transportation corridor study of 50 Avenue S.W., between Crowchild Trail and 14A Street. In 2009, it was reclassified as a Parkway under the Calgary Transportation Plan. This corridor study will result in a new design for 50 Avenue S.W. that will support all types of transportation, improve the look of the corridor and create a plan for future construction.

Engagement overview

We are currently in Phase 2: Develop Potential Design Concepts. As a part of the engagement plan, The City hosted a public open house on May 10 and provided an online survey and mapping tool on the project website to gather input on four preliminary concepts for the corridor. The online survey and map were open for input between May 9 and May 30.

What we asked

Participants were shown four preliminary concepts for the corridor:

- Concept 1: Maintain existing conditions
- Concept 2: Shared lanes
- Concept 3: Bike lanes
- Concept 4: Multi use pathway

Participants were then asked to provide feedback regarding the general idea of each concept, and how well it meets the community priorities identified in Phase 1, as well as their own needs.

The community priorities identified through public engagement in Phase 1 are:

- Pedestrian accommodation, such as new or improved pedestrian infrastructure to enhance safety
- Urban character (enhancements that make the corridor more visually appealing)
- Bicycle accommodation, such as new infrastructure or improvements that enhance cycling safety
- Traffic safety
- Traffic calming

Participants were asked to consider the following as they provided feedback on concepts:

- This concept does/does not meet the communities' priorities because...
- This concept does/does not meet my needs because...



Participants provided this feedback by:

- Filling out comment sheets either in person or online;
- Providing their thoughts on Post-it notes or pins and placing them on the preliminary concept maps either in person or online

What we heard

Feedback and input collected from the online and open house comment forms and maps were transcribed into categories within each concept.

- For a detailed summary of the input that was provided, please see the [Summary of Input](#) section.
- For a detailed listing of all the input that was provided, please visit the [Verbatim Responses](#) section.

What we are working on

We are currently planning the upcoming engagement opportunities for Phase 3: Select Preferred Design Concept and identifying a preferred design concept for the 50 Avenue S.W. corridor. This preferred design concept will be based on the feedback and input received during the Phase 1 and 2 engagement opportunities.

Next Steps

The feedback collected from the public open house and online activity in Phase 2 will be used in conjunction with the technical analysis to develop the preferred design concept. The public will be asked to provide feedback to help refine the concept in Phase 3.

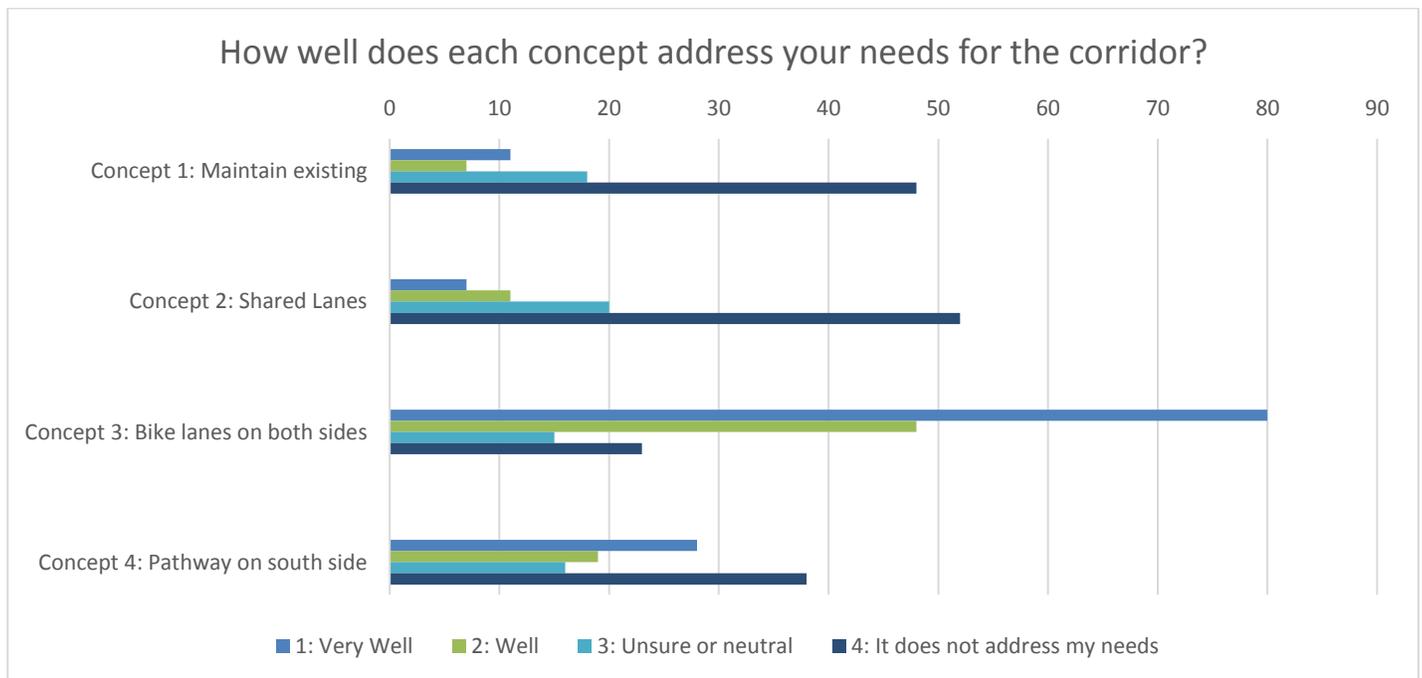
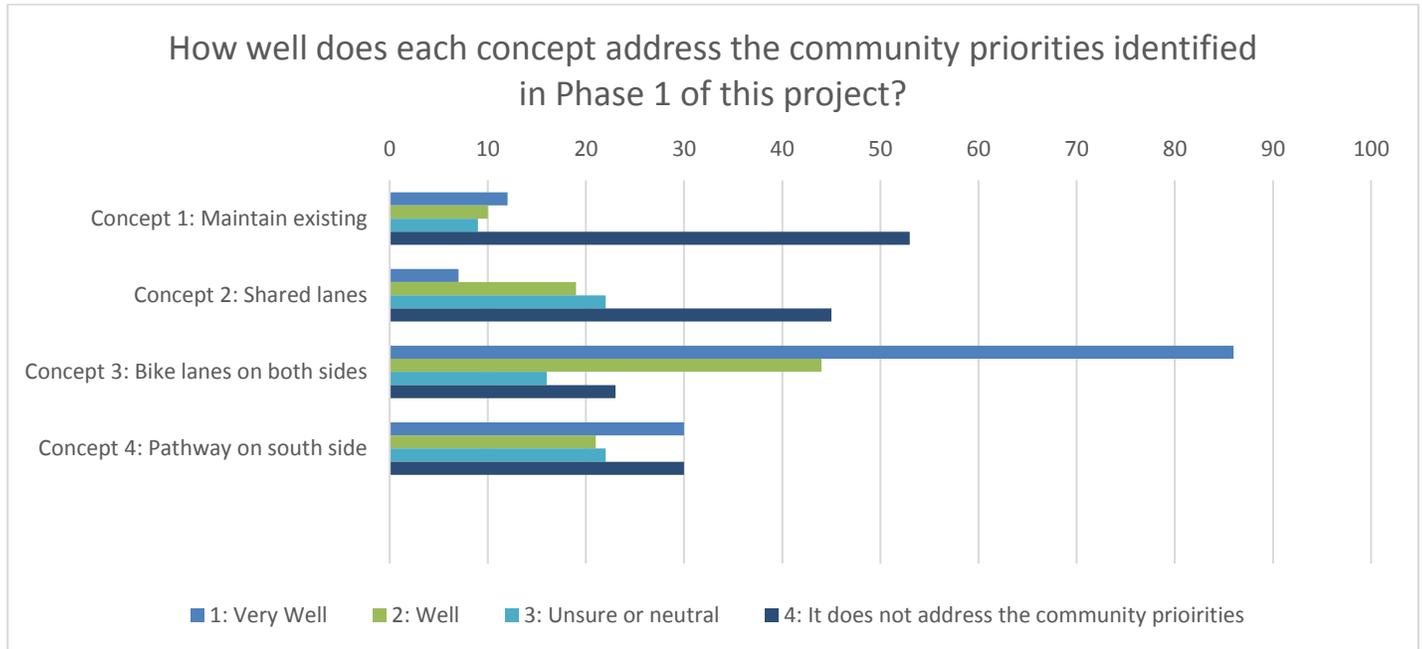
Summary of Input

Four preliminary design concepts were presented for feedback. Beginning on the next page is a summary of what we heard.



In general, below is what the community told us about how the four concepts meet the community priorities identified in Phase 1 of the project and their individual needs for the corridor. This data was collected at the open house and through the online survey.

Feedback collected from both in person and online activities





General themes that we heard about the corridor

- Where will the funding for this project come from?
- Concern about the location of the new entryways to the Glenmore Athletic Park and their impact on the community
- Improve the safety of people walking and biking
- Snow and ice removal for cycling infrastructure in the winter needs to be considered
- Need to adhere to Council Policy for whatever concept is chosen
- Reduce speeding, traffic volumes and shortcutting
- Improve the intersections so people crossing them are safer
- Limit the amount of parking near intersections

Verbatim comment highlights from feedback collected on Concept 1 (Maintain existing)	
From responses indicating this concept met community priorities and personal needs well and very well	<ul style="list-style-type: none"> • I like it as is currently • Stop spending • 19th Street is my main concern (safe crossing for pedestrians, cyclists and also safety for traffic turning)
From responses indicating this concept does not meet community priorities and personal needs or unsure	<ul style="list-style-type: none"> • It does not address any priorities listed • Poor provisions for pedestrians and cyclists • No improvements, so this concept does not address anything • Speeding and safety for pedestrians and cyclists are big concerns
<i>Majority of responses indicated that this concept did not meet community priorities or needs</i>	

Themes heard on Concept 1:

- More cyclist improvements are required
- More pedestrian improvements are required
- Needs change (status quo not ok)
- Speeding needs to be addressed
- Traffic calming needed
- Leave it as is
- Doesn't meet the priorities
- Stop spending
- More beautification needed
- Shortcutting needs to be stopped
- Does not address future volume increases
- Improve traffic flow
- More emphasis on safety needed
- Doesn't meet Complete Streets Policy
- Maintain parking



Verbatim comment highlights from feedback collected on Concept 2 (Shared Lanes)	
From responses indicating this concept met community priorities and personal needs well and very well	<ul style="list-style-type: none"> • Concept 2 provides controlled vehicle traffic with buffers at the intersection • Adds green and traffic calming • Casual or novice cyclists may be challenged with limited bike option being on roadway
From responses indicating this concept does not meet community priorities and personal needs or unsure	<ul style="list-style-type: none"> • Concept 1&2: status quo, which isn't helping anyone • Bikes and cars sharing a road in this manner is not the safest course of action for people who bike AND for motorists • Nice pedestrian access, but not for cyclists. Plus, it won't slow traffic, which is important
<i>Majority of responses indicated that this concept did not meet community priorities or needs</i>	

Themes heard on Concept 2:

- Don't like shared lanes
- Need better improvements for cyclists
- Doesn't seem safe
- Needs more traffic calming
- Like the pedestrian improvements
- Like the increased beautification
- Lanes are too wide
- Little benefit with this option
- Leave it as it is
- Like the traffic calming in this option
- Like this concept
- Need to stop cut through traffic
- Needs more greenery
- Creates confusion
- Don't like this concept
- Concerns around entrance to athletic park
- Maintain parking
- Not good for motorists
- No more trees/grass – don't want to maintain
- Don't want traffic calming



Verbatim comment highlights from feedback collected on Concept 3 (Bicycle lanes)	
From responses indicating this concept met community priorities and personal needs well and very well	<ul style="list-style-type: none"> • This is the best of the four solutions • I believe this addresses most of the community priorities that were identified in Phase 1 • Great to have bicycles off the road as long as there is enough room for pedestrians as well
From responses indicating this concept does not meet community priorities and personal needs or unsure	<ul style="list-style-type: none"> • I like being able to use pathway but don't want both side bike lane parking issues • No change needed • I'm uncomfortable walking with cyclists
<i>Majority of responses indicated that this concept met the community priorities and needs well or very well</i>	

Themes heard on Concept 3:

- Good improvements for cyclists
- Best solution/concept
- Good improvements for pedestrians
- Like the green space improvements
- Concerns around safety at intersections / need more control at intersections
- Separated bike path is good
- Safer for bikes and cars
- Like the link to existing pathways
- Safer for children
- Concerns around loss of parking
- Like the narrowing of the lanes
- Do not like this concept / this is not a good solution
- Concerns around conflicts for pedestrians and cyclists
- Like slower traffic speed
- Need a path on the south side
- Like that this concept has less impact on vehicles
- Concerns around spending tax dollars / too expensive
- Like the traffic calming
- Do not put bike lanes on both sides
- Bike lanes should be on road / don't want to ride on sidewalk
- Not enough use to justify
- Leave it as it is
- Like that the multi-use path allows shared use
- Ok to lose parking on one side / explore parking permits
- Concerns around shortcutting



- Concerns around traffic volume increasing
- Concerns around entrance to athletic park
- No more trees / grass
- Bike lane on one side only
- Does not meet complete streets policy

Verbatim comment highlights from feedback collected on Concept 4 (Pathway on south side)	
From responses indicating this concept met community priorities and personal needs well and very well	<ul style="list-style-type: none"> • It looks like the best choice for good, safe bicycle infrastructure • Parking lane protected bike lanes, with islands for pedestrians and wider sidewalks • Traffic calming through narrower lanes
From responses indicating this concept does not meet community priorities and personal needs or unsure	<ul style="list-style-type: none"> • Concept 4 is unsafe - having pedestrians + cyclists sharing path rather than "calm" will divert traffic • I am hesitant to lose the grass and treed boulevards • Don't like the idea of parked cars being between driving lanes and the bike lane
<i>This option had an almost even split between those that felt it met the priorities and needs well / very well and those that felt it did not meet the priorities and needs or were unsure</i>	

Themes heard on Concept 4:

- Good improvements for cyclists
- Don't like the extra pavement / need better aesthetic improvements
- Concerns around safety
- Like the traffic calming
- Best concept / solution
- Safety concerns at intersections / need better controls at intersections
- Good improvements for pedestrians
- Don't like this solution
- Prefer a separated bike path
- Concerned around possible conflicts between pedestrians and cyclists
- Concerns around increased traffic volumes
- Safe for children
- Not enough use to justify
- Decreasing vehicle speed is appreciated
- Don't like parked cars between cyclists and motorists
- Alright to lose parking on one side
- Seems safer for motorists and bikes
- Concerned about the snow removal / maintenance of the path



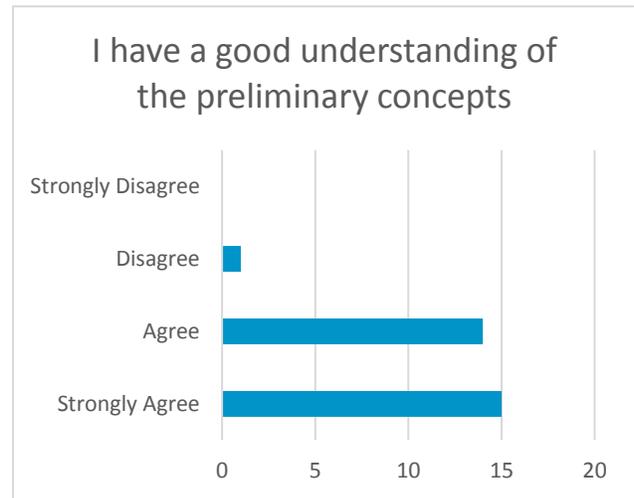
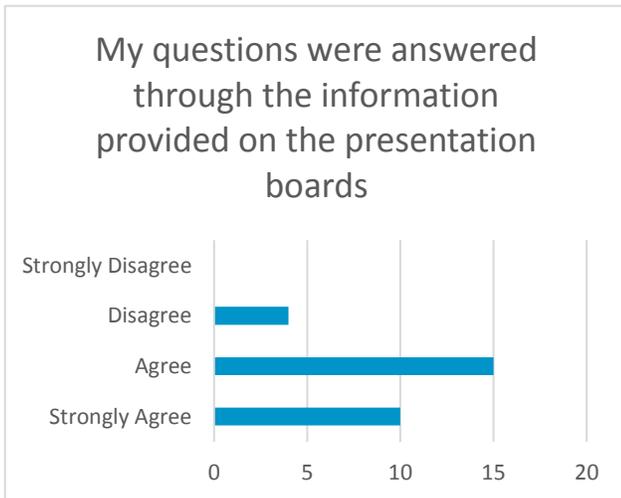
- Less impact to vehicles
- Don't spend tax dollars / too expensive
- Concerns around shortcutting
- Concerns around loss of parking
- Like pathway on the south
- Not favorite option – better than nothing
- Leave it as is
- Consider a hybrid with concept #3

Results from Open House

This next section reflects What We Heard at the open house that was held at Central Memorial High School on Tuesday, May 10, 2016 from 5-8 p.m. Seventy-five people attended and 32 comment forms were collected.

Open house evaluation

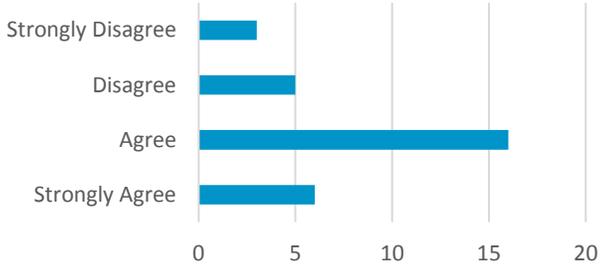
Attendees were asked to circle their level of agreement with the following statements:



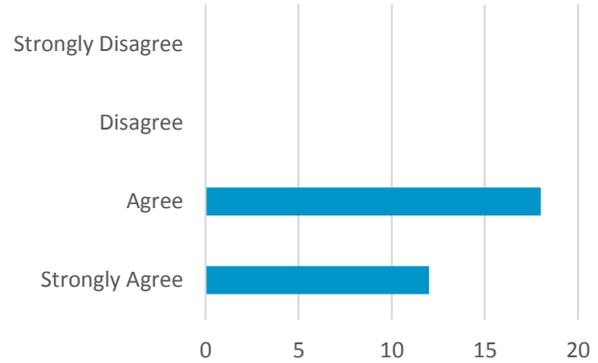


50 Avenue S.W. Corridor Study Phase 2 Summary Report Back // What we Heard

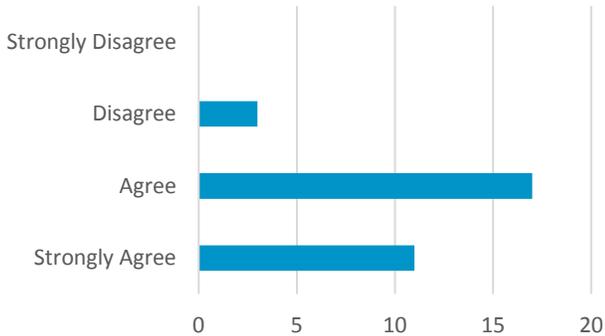
I have a good understanding of how my input will be used to influence the study recommendations



I was able to provide my input easily

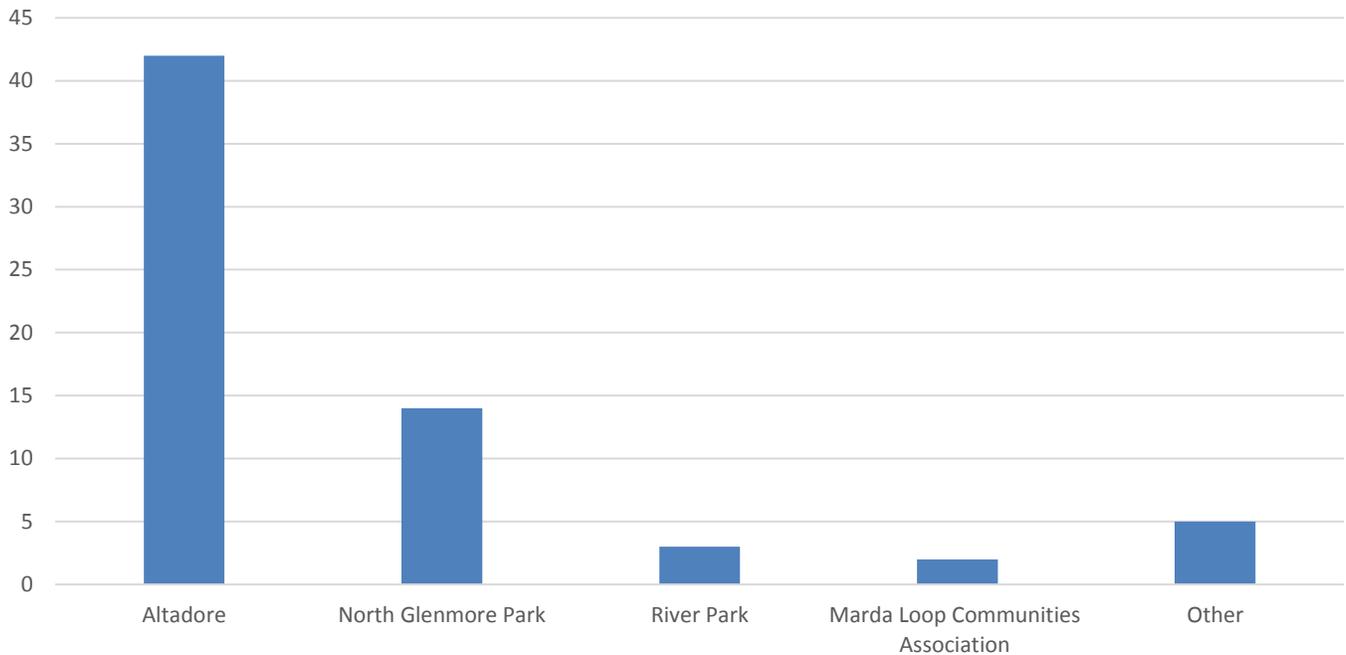


The project team was able to answer my questions

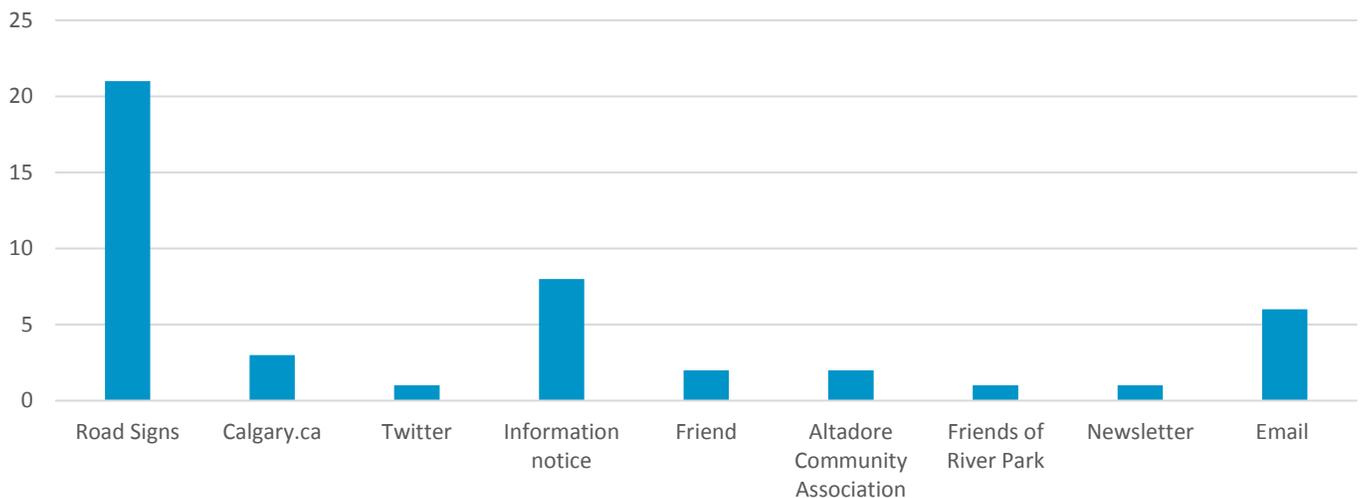




Attendee Communities/Organizations (75 attendees)

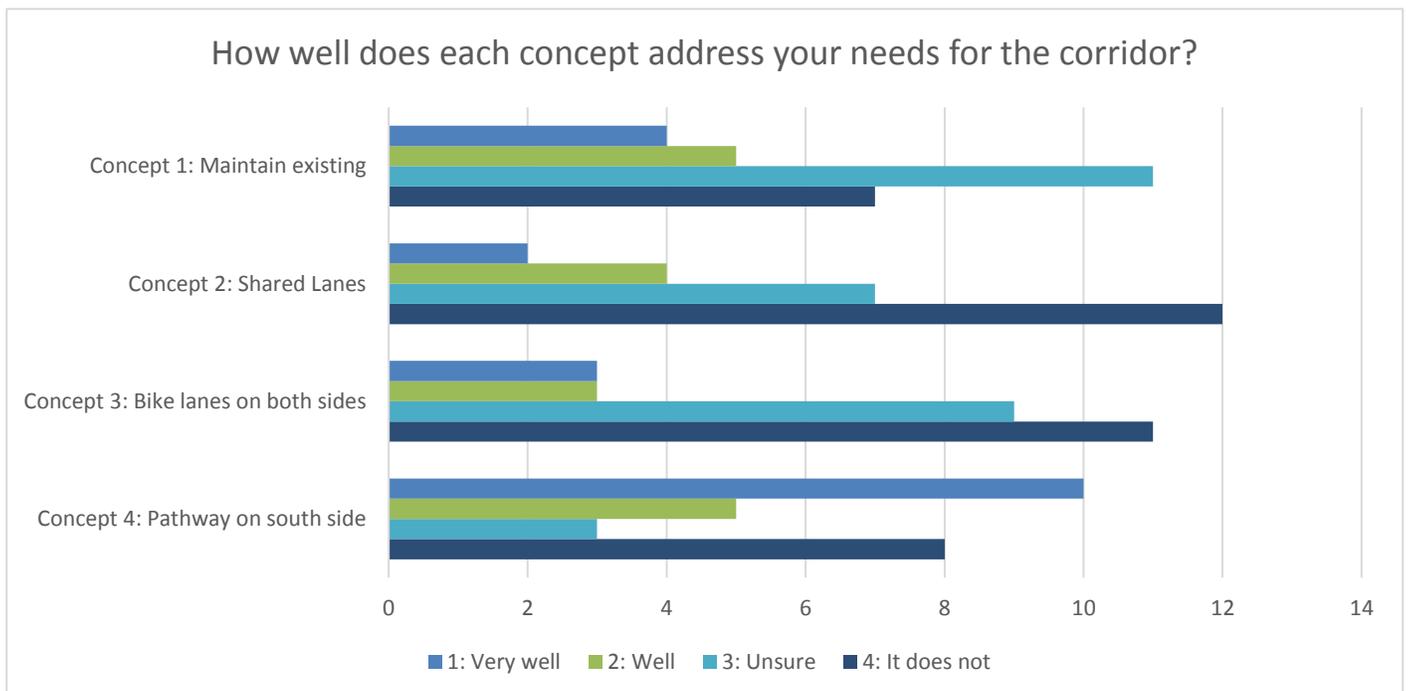
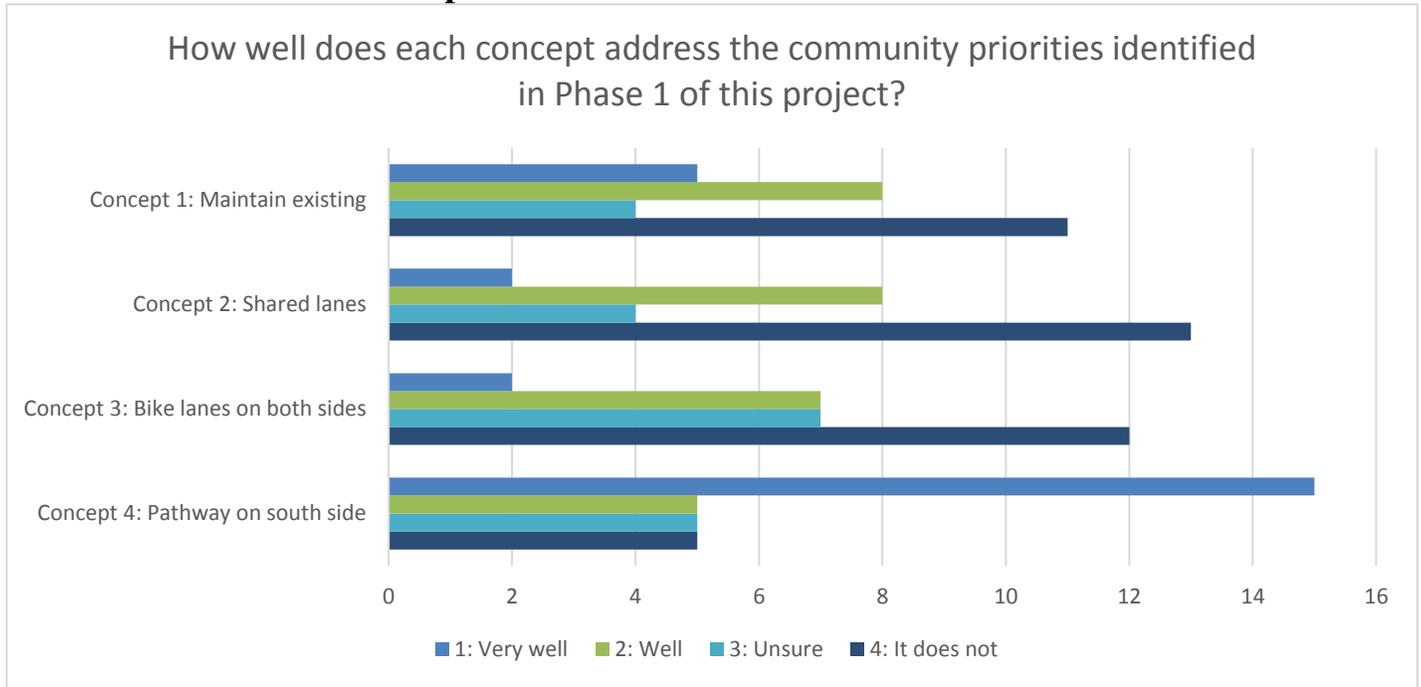


How attendees heard about the open house (45 responses)





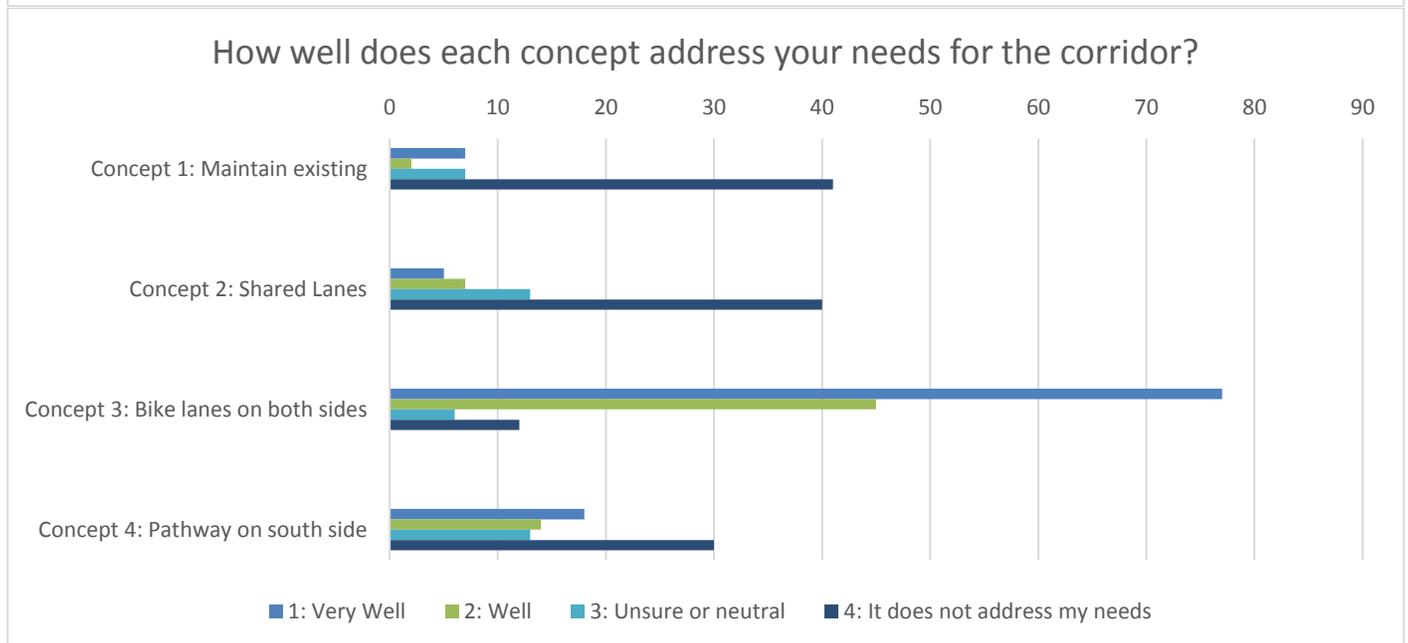
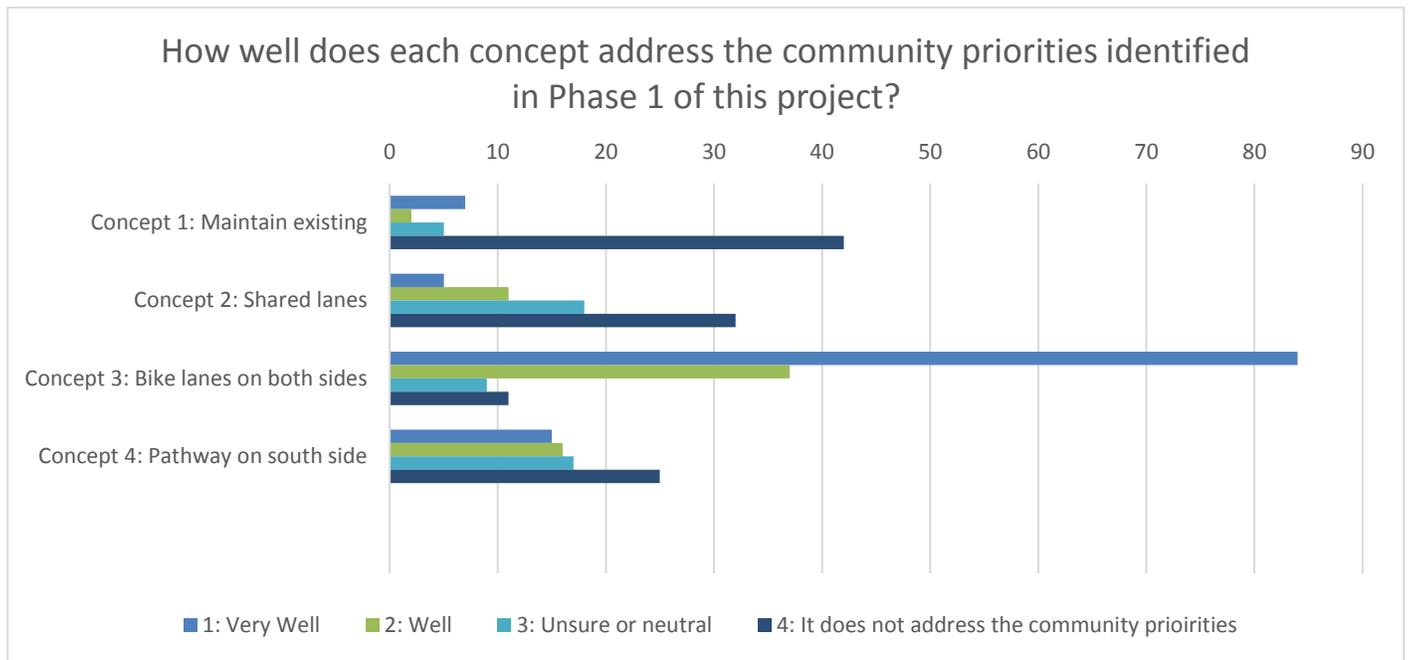
Feedback collected from in person comment forms





Online feedback

This next section reflects What We Heard from May 9 – May 30, 2016 on our online engagement portal. Feedback was accepted on maps of each of the four concepts and through questions regarding how well they meet the community and personal needs of respondents. There were 870 unique visitors to the website during that period of time.





Verbatim comments

In-person comment forms regarding preliminary concepts

How well does each concept address the community priorities identified in Phase 1 of this project? Please explain your rating.
Aggressive bikers worry me when in their own lane mixed with cars. I'm afraid of someone being hit by a car. I wish I knew what the question is that you are trying to solve.
Concept 4 is unsafe - having pedestrians + cyclists sharing path rather than "calm" will divert traffic through Altadore. Concept 3 is good for encouraging cycle access to Rec Facilities + park but the narrowing of 50 will push more traffic through quiet streets of Altadore (i.e. onto 21+22+21A streets from Crowchild + zigging through community rather than down 20st or 16st "main streets from 50 Ave. Concept 3 will not "calm" but "divert". Concept 4 raises similar convent but not as strong as concept #3. Concept 2 provides better pedestrian walk along s side (with views of rec facilities) but would be improved by that S path being softer lie asphalt rather than cement without pushing 50 Ave traffic into community. Concept 1 + 2 almost the same for pedestrians, not as good as 2 for cyclists vs for runners+ better in not pushing traffic through "smaller" community streets.
1. No traffic calming. Not enough green. 2. Adds green and traffic calming. 3. Worst to much paving for too many cycle paths w/ no user demand. 4. Paves a nice existing green space.
Riverpark/ Sandy Beach is used by many from elsewhere in the city. Many drive too fast on 15th. Traffic calming is good, bike paths on both sides is ridiculous.
Either plan does nothing to reduce traffic flow. Stop the cutting through. I like the idea of still being able to park by curb. Slowing the traffic down is not going to stop cutting through.
50 Ave leads to Sandy Beach, a popular spot so we should have clear path for bikes and pedestrians. More trees on the south side will provide shade and brighten up the strip.
#4 solves more issues, bike/pedestrian use but doesn't make parking weird. Still needs measures to slow traffic on 50th and 15th. Access on 16th to park an issue.
I don't think we need bike lanes along the street, a bike path along the South side would be good. I also like having a curb and boulevard between sidewalks and the road, it feels safer.
Concept 4 provides best separation of bikes and cars, plus better separation at cross roads. (There are lots of families and kids riding bikes). Concept 3 provides some separation of bikes and cars but poor separation at crossroads (downtown there are street lights to control bike/vehicle flow) here it's an accident waiting to happen. Concept 2 provides controlled vehicle traffic with buffers at the intersection.
It's hard enough to get in and out of Altadore now. Traffic calming will make this much worse.
These concepts show a big improvement in what I expected.
Community priority is traffic control. Traffic backs-up at 50 St & 20 St intersection and cars take shortcut north on 21, 21a or 22 St and then east to 20 St (or in reverse). If each concept is the same on this point then preference is #4.
Many bikes on 50th are there to avoid the lake pobbes (sp) where there a pedestrians and speed limits. Need to keep road bike option, which knocks out concept 4. Shared lanes is not really an option; more of a minor change from concept 1. No need for treed boulevard, lots of green space here already.
Shared use and traffic calming
Concept 4 keeps pedestrians and cyclists away from vehicles
#4 seems to address traffic and maintains the "park" look of the area
Needs flashing pedestrian lights to cross 50th Ave and 19th St
The roadway is designated as a parkway and should maximise this definition. It provides access for families travelling by foot or bike into River Park/Sandy Beach. This concept provides the safest, "green", parkway solution (concept 4)!



<p>Concept 2 seems dangerous coming off Crowchild. Concept 3 - dangerous for transit and bikes. Concept 1 - seems to be fine (except for congestion @ 50 Ave and 20 St which I don't mind). Concept 4 - I live on south side but I don't mind this in order to have a safe bike pathway and roadway.</p>
<p>1) Add stop lights @ 20 St. 2) creates confusion 3) creates confusion 4) creates confusion</p>
<p>#1 no change #2 little is no benefit #3 does not answer the problem #4 seems to answer at least some of problems of speed and parking density</p>
<p>Anything with traffic calming is stupid!</p>
<p>Concept 1&2: status quo, which isn't helping anyone. 3&4 both improve conditions for pedestrians, though 3 is better for bike riders (see net Q's answers)</p>
<p>There will always be conflicts between cyclists and cars as most cyclists ignore stop signs and don't hand signal. They also tend to ride too fast where pedestrians share the pathway.</p>
<p>Bike lanes are not a logical answer. The athletic park draws traffic from far - we drive from Glamorgan.</p>
<p>Bike lanes are already disruptive and create parking problems and unloading/loading zones are gone!</p>
<p>How well does each concept address your needs for the corridor? Please explain your rating.</p>
<p>Again, what is the question you are trying to solve? I like the fact that you are thinking about how to make the intersection of 19th St. and 50th Ave. less dangerous, particularly for pedestrians.</p>
<p>Concerned that concepts 3 + 4 will squish traffic off 50 Ave. through Altadore by narrowing 50. Do not like pedestrians & cyclists sharing a pathway (unsafe). Like encouraging bike access to park and rec facilities, especially in light of no rec facilities (beyond soccer pitch) in huge "new town" site development at curries.</p>
<p>All options have Glenmore Athl. Park drive way at 17th St. Currently a very nice quiet intersection - will be destroyed.</p>
<p>The existing works. Improvement would be nice but not essential. Bike lanes on BOTH sides is wasteful.</p>
<p>I am not crazy about any you have shown. You need to stop the cut through.</p>
<p>I don't bike but I am happy to see a better pedestrian path.</p>
<p>I like being able to use pathway but don't want both side bike lane parking issues.</p>
<p>The grass is very trampled along the south side of 50 Ave SW, a path would be a good idea.</p>
<p>See answers to last question plus I live south of 50th Ave and have concerns for access out of the community on 21 St and 20 St onto 50th Ave. Traffic light at 20th St and 50th Ave is a need (traffic is backed up already).</p>
<p>Concept 3 would be a lot safer for both cars and bikes</p>
<p>My main priority is avoiding traffic taking shortcuts through adjacent neighbourhoods. Currently cars are cutting off 50 Ave and going north on 21, 21A or 22 streets and east to 20 St to avoid the 4-way stop (or the reverse). Please consider this in any design. There are many, many young children in those neighbourhoods and people race through.</p>
<p>Again, shared use and traffic calming. Plus aesthetics are accentuated with concept 4.</p>
<p>Same as community priorities</p>
<p>It is important to have off-street pathway for bikes. Please review idea of a separate cycle and pedestrian path at Glenmore Athletic Park section of corridor concept 4.</p>
<p>We live on 21A St and have a young family and would like the safest access down to river park. Option 4 provides the best option.</p>
<p>Concept 4- I do not bike often. Concept 1 - I like it as is currently.</p>



#1 no change #2 may reduce speed #3 intersections will need more controls e.g. Lights, traffic circles etc. #4 could also use alterations from #3

It's working, don't screw it up.

Concept 1: wider-than-necessary road promotes speeding and isn't helping any but the higher-confidence cyclists. Concept 2: same as 1 really. Concept 3: provides a physical barrier between bikes and cars, without the intersection problems of 4. Concept 4: provides a barrier but promotes conflict at intersections.

Want more access to pool we dislike being trapped in the parking lot for every marathon.

Comment forms – Open house evaluation

Is there any information that you still require?

Timing? How does this fit with the plans for the athletic park?

How 17 St access in/out of Glenmore Athletic will be handled to permit Altadore residents easy access to/from parks but restrict ___ (sp). How to prevent squishing traffic off 50 Ave into side streets through Altadore.

Stats on cyclist user demand and want to justify cyclist improvement. Cyclist don't use 50th Ave because it does not go anywhere.

Costs?

How were these concepts chosen? They all seem the same. Can we get a car count done on 50th please?

No

I would like more information on what is being considered to control or limit traffic.

Yes. I have left contact information with (name removed).

Speed and congestion are still issues that don't seem to be addressed at this point.

Please maximize green space on new design

Maybe more informed about HOW a decision is made and possibly what types of feedback were given by neighbours.

No

How can we get this information to you?

Road Signs

I would prefer a mail drop

Email info

Additional comments provided

I often feel that the city provides misleading information. I'm not sure I trust Brian Pincott. I'm worried about the whole density of Currie Barracks with limited recreational and park space and all those high rises and high density housing. What will that do to 50th Ave.



In person map activity – Verbatim comments

Attendees were asked to place Post-it notes on maps of the four proposed concepts identifying their current ideas and concerns with 50 Avenue S.W. as they relate to the concepts. Responses were organized by locations below.

Concept 1 - Maintain existing

Location	Comment
20 Street S.W.	<ul style="list-style-type: none"> • A flashing yellow pedestrian light, or a pedestrian-activated red light (like on 50th Ave east of elbow drive) at 20th St an/or 21A St • Keep the traffic flowing, no lights! • No stop lights! No stop light, no stop light. This is a parking problem, not a 24/7 problem. • No stop light • No stop light • No stop light
19 Street S.W.	<ul style="list-style-type: none"> • Pedestrian flashing lights
15 Street S.W.	<ul style="list-style-type: none"> • I don't like this because traffic is already a significant problem on 15 Street • Traffic calming on 15 St especially on Altadore and Acton • Why access on 15 St SW when 16 St is already a main road through Altadore? <ul style="list-style-type: none"> ○ Because there's already enough going on there... (spread the wealth?) • At last open house, staff stated access was at 17th St and NOT 15 St. Traffic on 15 St through playground already a significant problem
General comments	
<ul style="list-style-type: none"> • How do people connect across boulevard? • No one seems to be listening to the voices opposed to the relocation of Glenmore Athletic Park entrances • This does not maintain existing! This moves main Glenmore Athletic Park entrance to a different neighborhood. OPPOSED. • This is a poor location for an entrance. 16th is better. • 17th St. to access Glenmore Athletic Park is a huge concern for area residents (especially in light of large population and lack of rec facilities for new currie developments) • 17th St. access to redesigned Glenmore park. • Leave 16 St SW as access to Glenmore Athletic Park • No access to Glenmore A. Park 	
I like this because...	
<ul style="list-style-type: none"> • This design works well for all. There will be less congestion and it is still a safe concept. Bike lanes are underutilized and take up valuable road space. 	
<ul style="list-style-type: none"> • The cheapest alternative. Is there a problem or an anticipated problem that you are trying to solve? 	
<ul style="list-style-type: none"> • Still a good design. Lots of options in this area for bikes that don't want to be on 50th 	
<ul style="list-style-type: none"> • Cost effective. Current structure works. Works best relative to other options. Already have enough bike paths in area. 	
I don't like this because...	
<ul style="list-style-type: none"> • No traffic calming 	



Concept 2 - Shared lanes

Location	Comment
22 Street S.W.	<ul style="list-style-type: none"> At 22 ST. SW and 50th Ave, it needs to be clear which lanes (going east) go though and which turn. Problematic with kids being dropped off at Central Memorial High School.
21 Street S.W.	<ul style="list-style-type: none"> 50th Ave & 21 St needs a 3-way stop No 3-way stop here! No 3-way stop please
20 Street S.W.	<ul style="list-style-type: none"> Stop lights at 20th and 50th Please no stop light at 20th and 50th NO STOP LIGHT! Roundabout then? I don't like this because the four-way stop is sooo congested in the morning getting out. And in the evening getting back in. Stop light would make it flow better possibly! Lighting is VERY poor at intersection 50th Ave & 20th St
19 Street S.W.	<ul style="list-style-type: none"> Consider connections for pedestrians and cyclists up 19 St. to paths and pool etc. from 50th Ave to reservoir
16 Street S.W.	<ul style="list-style-type: none"> Leave access at 16 Street
15 Street S.W.	<ul style="list-style-type: none"> Restrictions to ensure no additional traffic on 15 St SW I don't like this because traffic issues (speed, cut through) already problem on 15 St between 30 Ave and 50 Ave.
17 Street S.W.	<ul style="list-style-type: none"> Concerned: 17th St access to/from Glenmore Athletic Park
19 Street to 14a Street S.W.	<ul style="list-style-type: none"> Between 19th St and 14a St, car traffic is pretty sparse(ish), so no real benefit or need to move bikes off-street-bike, lanes are easier, better and cheaper here (better due to not having to cross 50th to continue west after 19th St.).
General comments	
<ul style="list-style-type: none"> Plan isn't detailed enough. What are the new utility poles going in. Adding traffic is bad. Need to remove bikes to make things safer. Remove curb extension due to congestion, traffic doesn't flow well. Reduce speed limit - 40 km (and enforce it more often). Remove curb extension due to congestion. No parking on 50th Keep curbs. This way drivers will know it is a 2 lane road not 4. Can PED "sidewalk" W of 19st also be softer than cement (asphalt?) Flashing lights is a good idea especially in winter crossing 50th to get to westbound #13 bus. Flashing pedestrian lights please <ul style="list-style-type: none"> Yes please Flashing pedestrian lights please Is there a way to reduce travel speeds? I like addition of trees <ul style="list-style-type: none"> Me too! I don't remember a phase 1 discussion Corridor study could include improvements to Sandy Beach access road 	
I like this because....	
<ul style="list-style-type: none"> The sidewalks need upgrading. I feel like there isn't the need for bike lanes. They don't work in the city core. There isn't a need for them on 50th. 	



<ul style="list-style-type: none"> Less diversion of vehicles from "narrowed" 50 Ave through Altadore (Concepts 3+4 will squish traffic off 50 onto 21+22+residential).
<ul style="list-style-type: none"> Don't have cyclists and pedestrian sharing S pathway (also avoids cyclists hitting dog walkers' dogs).
<ul style="list-style-type: none"> Bustouts are nice for pedestrians! Great for wheelchairs and strollers too. <ul style="list-style-type: none"> I don't like this because they force cyclists to move further into traffic in front of drivers.
I don't like this because...
<ul style="list-style-type: none"> People don't pay attention (drivers). Need to separate vulnerable road users. Cyclists don't pay attention/share the road. Sharing the road is dangerous.
<ul style="list-style-type: none"> Need more rules (with teeth) for cyclists. <ul style="list-style-type: none"> Radical thought! Some for drivers too.
<ul style="list-style-type: none"> Lighting very bad - bikes should be separated.
<ul style="list-style-type: none"> Bikes going 2 directions in a shared path with pedestrians is NOT safe. 17th St. access to Glenmore Athletic Park is a concern re: traffic on 17th (rather than 16th which is a main road). Also - is the huge traffic increase from Currie development to rec+park facilities accounted for?

Concept 3 - Bike lanes

Location	Comment
20 Street S.W.	<ul style="list-style-type: none"> Shortcutting a concern to avoid 20 Street congestion Some kind of signalized intersection at 20th St and 50th Ave please! People drive like crazy there.
20 Street / 21 Street / 22 Street S.W.	<ul style="list-style-type: none"> I don't like this because traffic will avoid congestion on 50th Ave and students crossing 50th Ave at 22, 21 and 20 by taking 22 St and residential through Altadore (even if to go to River Park, Belt Line, etc.).
21 Street / 22 Street S.W.	<ul style="list-style-type: none"> Concerns with re-routing on 21/22nd due to delays from school crossings
19 Street S.W.	<ul style="list-style-type: none"> Can pedestrian "sidewalk" from Crowchild to 19th St also be soft? (Asphalt on shale) Need pedestrian connection on 19th St
19 Street S.W. / 14a Street S.W. segment	<ul style="list-style-type: none"> I don't like this because I don't think bike lane inside parking lane is realistic or practical option. Use Glenmore Park funding to construct 19th St to 14A segment ASAP.
16 Street S.W.	<ul style="list-style-type: none"> Leave access to Glenmore Athletic Park at 16 St SW
17 Street S.W.	<ul style="list-style-type: none"> Concern re: 17th St access from Glenmore Park -> avoid traffic entering community.
General comments	
<ul style="list-style-type: none"> Best of the four concepts Existing concerns with large vehicles turning (concrete islands) Are there enough bikes to warrant this plan? Tot spot by traffic and pollution area? Really? Move to another space!! Flashing pedestrian lights To extent possible, have S "sidewalk" be asphalt or other surface softer than cement for runners/walkers Concerns with bikes exiting the bike lane between parked cars into travel lanes Curb between sidewalk and bike lane dangerous in snow Shortcutting a concern to avoid 20 street congestion Handicap parking a concern w/ bike lanes No trees or grass on curb to separate houses from traffic along 50 Ave SW No parking on South side of 50th bike + pedestrian walk on S. side. Take out grass boul. On N. side - resident parking on N. side. 	



50 Avenue S.W. Corridor Study Phase 2 Summary Report Back // What we Heard

<ul style="list-style-type: none"> • Very few cyclists use 50 Ave. Even though there is plenty of room it is more friendly than most roads as is. Why would we create two dedicated bike lanes - 50 Ave is not a preferred cycle route. • Concern over bus stops in traffic calming medians. Also separate cycling lanes on N&S side a concern. Travelling by bus have to cross cycling lane - a concern. Traffic calming medians disconnected by bike lanes. Not a good feel, dislike this concept.
I like this because... <ul style="list-style-type: none"> • Good plan. Most cyclists on 50th have avoided the existing bike paths to go further. Option 4 would still see fast riders on road. Still lots of green space here • Separation of cycling traffic from pedestrians. "Calming" of traffic along 50 Ave (but concerned that it will divert through Altadore) • Island-thingies make pedestrians more visible to drivers and not allowing parking close to intersections helps too. • I like this because bike lanes (actual ones like this, not sharrows) work well.
I don't like this because... <ul style="list-style-type: none"> • Need to have separated bike paths and roadway (separated by green space). Many families ride -> increase safety please. • As we look at flood mitigation taking away green corridor (Blvd) will increase run off...grass acts as a sponge...we don't need more run off! • Loss of street trees (oops! Was wrong thanks for explaining). • There is too much going on beside the roadway • Those bike lanes along the street terrify me. I'm always afraid I'm going to run over someone. Those bikers are aggressive and difficult to see. Put them in a separate bike path like option 4. • Overweight cyclist accommodation. • Should put bike lane on one side going both ways. This will save parking for cars on at least one side of the road. • No need for bike like on BOTH sides of the road. • There is no need for bike lanes of both sides of 50th. It would require removal of trees and green areas and contribute to traffic congestion due to narrower lanes. • There is too much going on. I like pathway, not bike lanes. • 1) Access to driveways not clear 2) Handicap parking should be clearly marked.

Concept 4 - Multi use pathway

Location	Comment
17 Street S.W.	<ul style="list-style-type: none"> • Concern re 17 street access to Glenmore Park
20 Street S.W.	<ul style="list-style-type: none"> • Add traffic lights • Do not add traffic lights
15 Street S.W.	<ul style="list-style-type: none"> • Traffic on 15th needs to be slowed down. • I don't like this because speeding is an issue on 15st. Need speed bumps. Need enforcement at playground. Traffic circle will slow speeders. Actin Ave & Altadore has major issues, need speed bumps or a traffic circle.
19 Street S.W. to 14a Street S.W.	<ul style="list-style-type: none"> • Bike and ped ways must be separated on south of 50th Ave. Otherwise please find funds to start with 19th to 14A segment.
General comments	
<ul style="list-style-type: none"> • Add traffic lights or crossing lights • No parking on side in front of athletic park. • Need pedestrian crossing lights or a 4/3 way stop to allow safer crossing of the street. • Bikes and people on same path is not safe! 	



<ul style="list-style-type: none"> Flashing pedestrian lights
<ul style="list-style-type: none"> Concept 5: 2-way cycle track on south side and parking on north side?
<ul style="list-style-type: none"> Looks dangerous to household residents on south side ie. fast moving bikes
<ul style="list-style-type: none"> Consider bike and pedestrian traffic up 19th St. to rec facilities and path along reservoir.
<ul style="list-style-type: none"> Changing speed limit does not seem to have impact. People don't slow down for playground and school zones. We need to be forced to slow down by something physical.
<ul style="list-style-type: none"> Please consider not using extended curbs to calm traffic...they seem to create greater problems...changing speed limit an narrowing lanes perhaps better?
<ul style="list-style-type: none"> I like the concept of connecting bike lanes with existing.
<ul style="list-style-type: none"> More pavement equals more runoff...Isn't this counter to the city's flood mitigation plan...? Please consider shale or other absorbent material.
<ul style="list-style-type: none"> Too dangerous! Bikes and pedestrians don't work well together on same path.
<p>I like this because...</p>
<ul style="list-style-type: none"> This allows bikes without issues of bike lanes. MY FAVOURITE!!
<ul style="list-style-type: none"> Kids are safer with this option. Riding bikes away from cars - although kids can ride on sidewalk anyway.
<ul style="list-style-type: none"> This concept has all points incorporated. Green space - bike/ped path/ park lane and travel lane! As far as traffic is concerned -> Speed/Congestion is still questionable.
<ul style="list-style-type: none"> Still needs traffic calming.
<ul style="list-style-type: none"> I like the idea of making the bike path an extension of the current bike paths - less dangerous than mixing cars and bikes.
<ul style="list-style-type: none"> Yes bike lane-pathway off the street!!
<ul style="list-style-type: none"> Love this - pedestrians use the north sidewalks a lot which leaves bike lanes on south side. Keep bikes separate.
<ul style="list-style-type: none"> Best concept of an actual pathway and parkway, vote for this!
<ul style="list-style-type: none"> Best concept by far for all users - maybe not the best for cyclists but best for pedestrians except for cyclist conflicts.
<ul style="list-style-type: none"> You don't waste roadway for bikes on both side - parking for cars would increase.
<ul style="list-style-type: none"> Asphalt or other pathway from Crowchild to River Park ->but please don't combine pedestrian and cyclists on same pathway.
<ul style="list-style-type: none"> Integrates well with shared pathway west of Crowchild and Elbow River Pathway.
<ul style="list-style-type: none"> It naturally extends the bike path (there is already a "pathway"). It's a win-win for all stakeholders. Narrow traffic lanes to slow traffic - fantastic!!
<ul style="list-style-type: none"> I like this concept. I'm not in favour of having a tree on my side of boulevard.
<p>I don't like this because...</p>
<ul style="list-style-type: none"> Bikes should not be separated by parking lane -> only bike veering out of the bike lane will not be seen by buses of motorists.
<ul style="list-style-type: none"> While this option has more balance I feel dedicated bike lanes throughout the city are underutilized and do not contribute to the safe flow of traffic.
<ul style="list-style-type: none"> Getting off and on separated pathway from cross streets by bike will be a pain and contribute to conflicts.
<ul style="list-style-type: none"> Do not have bikes and pedestrians sharing the same pathway
<ul style="list-style-type: none"> I hate cycling off a pathway to cross a road. We do this along Heritage Drive. Especially westbound. I always think I'm going to be killed because I'm unexpected by drivers, faster than a pedestrian.
<ul style="list-style-type: none"> Conflicts at intersections, being out of line-of-sight of drivers (cyclists, I mean). How will snow clearing be handled? City or homeowners (many of whom don't or can't shovel sidewalks now). Asphalt paths never seem to drain melt-water as well as roads - lots of icy spots well into spring.



Online map activity – Verbatim comments

Participants were asked to place comments on maps of the four proposed concepts identifying their current ideas and concerns with 50 Avenue S.W. as they relate to the concepts. Responses were organized by locations below. In cases where comments were not directly on a street, they were attributed to the street closest to the comment.

Concept 1 - Maintain existing

Location	Comment
22 Street S.W.	<ul style="list-style-type: none"> • There needs to be a barrier at 22 Street, so that people cannot take the left-turning lane and drive straight through. • The multi-use pathway ends abruptly here. Users on wheels have to dismount or enter the roadway, and it is unsafe to do so. • Let's not spend \$ on a (ugly) barrier Instead better physically signs & add road markings (turn arrows. yellow hashes in front of the turn lane)
21A Street S.W.	<ul style="list-style-type: none"> • This entrance is no longer used by CMHS; can we not close it & straighten out c-walk here? Maybe make it a zebra crossing (more visible)? • Cross walk leads to bike path along Crowchild sound barrier straighten and add pedestrian activated flashing lights?
21 Street S.W.	<ul style="list-style-type: none"> • Marked crosswalk here would help pedestrian crossing • You have to add marked crosswalks here. • Marked crosswalks at this intersection would help pedestrian crossings, as well as calm traffic a bit • I think there needs to be a cross walk at 21 Street.
20 Street S.W.	<ul style="list-style-type: none"> • Current 4-way stop is great for cyclists • Major traffic congestion along 50 ave, 20, 21 street and 54 ave. • Keep the 4 way stop here. Congestion is minimal and only for 1 hour or so everyday. • Keeping this old and proven failed design can't be an option. The distribution of space is not fair.
19 Street S.W.	<ul style="list-style-type: none"> • Drive lanes too wide • This realignment is a great idea - I witness some very interesting and awkward traffic here due to the misalignment. • Can this be done before the athletic park redevelopment has started? • Love that there is a sidewalk connecting the bus stop to the corner! • Realigning 19th St will make crossing it far easier for ALL users; great idea! • Can the wheelchair ramp be relocated, closer to the 'corner'? Will greatly improve the visibility of pedestrians here.
17 Street S.W.	<ul style="list-style-type: none"> • Why has there been no justification (facts/numbers) for moving park entrance to 17th St. Keep at 19th and 16th! • Is this an entrance? There is no parking here. This would be awkward if it was an entrance. • I am opposed to moving the entrance for the athletic park from 16th ave to 17th ave. • Where do we get info about this redevelopment?!
16 Street S.W.	<ul style="list-style-type: none"> • There need to be more designated cross walks on 50 Ave. • The stop sign is 15+' back from the intersection so most vehicles do a rolling stop.



Location	Comment
15 Street S.W.	<ul style="list-style-type: none"> • Access to Glenmore Park should stay off 16th St. Too much traffic for a smaller neighbourhood street • Keeping the south side of 50th b/w 19th St & 14A St free of a multi-use path and/or sidewalk is great; keep it natural!
14A Street S.W.	<ul style="list-style-type: none"> • There should be a stop sign for northbound cyclists coming from the pathway on the south side. They rarely stop.

Concept 2 - Shared lanes

Location	Comment
22 Street S.W.	<ul style="list-style-type: none"> • No transition for cyclists between road & pathway, 'encouraging' sidewalk riding. • Beg button here.
21A Street S.W.	<ul style="list-style-type: none"> • I think bike lanes are critical. It would in encourage more cyclists. Perhaps it would also decrease traffic. • This looks like the best plan from my perspective. • Definitely do not want parking on this side of the road. It will further disrupt the flow of traffic (bikes and cars). • Straight crosswalk is good maybe add pedestrian activated flashing lights? • This option will work, widen sidewalk a bit so cyclists can share the side walk? • Why not use high visibility markings such as this on all pedestrian crossings?
21 Street S.W.	<ul style="list-style-type: none"> • Could there be pedestrian crossing lights at this intersection or move the crossing to the east side of 21st? • Add marked crosswalk here. Please make it safer for people walking. • Parking here will make will reduce visibility of the crossing area. • I agree that if there is to be a crosswalk here, it should be on the east side of 21st Street
20 Street S.W.	<ul style="list-style-type: none"> • Extend curbs on this side and pushed parked cars away from the intersection • I don't think curbs need to be extended but limiting parking to close to the intersection is a great idea! • Why not omit yellow center line to give roadway a more residential feel?
19 Street S.W.	<ul style="list-style-type: none"> • Like this concept except driving lanes still too wide • This MUP is going nowhere. You will force bike traffic onto the sidewalk. • Agreed. Where do westbound bike riders go between 19th and 22nd? It would be nice if MUP went all the way thru. • Cycling infrastructure ends. No guidance for cyclists to transition to roadway. Encourages sidewalk or wrong-way riding.
17 Street S.W.	<ul style="list-style-type: none"> • OPPOSE 17TH ST PARK ENTRANCE • I don't support moving the entrance for the athletic park from 16th to 17th • Markings and signage must indicate multi-use crossing so motorists expect cyclists. Good sight lines needed (vs. tree/utility placement). • This seems like a lot of work for very minor pedestrian improvements.
16 Street S.W.	<ul style="list-style-type: none"> • Keep park entrance here • Access to Glenmore Park should stay at 16 St. Main road, wider, bus route. • Curb bumpouts will restrict cyclists at intersections, pinching them into traffic.



50 Avenue S.W. Corridor Study

Phase 2 Summary

Report Back // What we Heard

Location	Comment
15 Street S.W.	<ul style="list-style-type: none"> I don't think moving the access to Glenmore Park, to 17th St and 15th St. is a good idea. 16th Street is a main street- wider/bus route. Markings and signage must indicate multi-use crossing so that motorists expect cyclists. Need good sight lines (vs. tree/utility position).
14A Street S.W.	<ul style="list-style-type: none"> Best. I walk streets and paths downtown & back from N Glenmore Pk downtown & back Bike & walkers don't mix Like pups in park over bikes Poor visibility for cyclist and cars. Where does the bike trail have bikes leaving the bike trail? into the parking lot? Pathway alignment, signage and markings must provide clear guidance for bicycle travel between pathway and roadway.
52 nd Ave and 19 Street S.W.	<ul style="list-style-type: none"> Good location for park entrance

Concept 3 - Bike lanes

Location	Comment
22 Street S.W.	<ul style="list-style-type: none"> Need some type of infrastructure and guidance for westbound cyclists to reach the pathway. A pedestrian crossing is not acceptable.
21A Street S.W.	<ul style="list-style-type: none"> Need to ensure comprehensive snow and ice clearing plan to deal with pathway-bikeway transition. Straightened crosswalk is an improvement add pedestrian activated cross walk lights good for cycle access to Crowchild bike route Unsafe for pedestrians
21 Street S.W.	<ul style="list-style-type: none"> Curbs will make bike lanes feel more comfortable to wider-range of users. Need to ensure timely and effective snow and ice clearing. Why do multi-use crossing markings include pedestrian crosswalk, shouldn't it be just the bike lanes? Consider green conflict paint. Bike lanes are an improvement vs. riding on sidewalk Traffic arriving here, on 21st, should only be allowed to go right. Block through traffic from 21st here. Cars trying to cross 50th and continue on 21st will make it very dangerous for cyclists and pedestrians. Could there be pedestrian crossing lights here or the crossing moved to the east side of 21 Street?
20 Street S.W.	<ul style="list-style-type: none"> Consider how snow and ice will be cleared from adjacent sidewalks (i.e. can't be pushed into bicycle lanes). Difficult to see lane markings in winter. Will additional delineation (i.e. flex posts, etc.) be considered to ensure useable bike lanes? Can the yellow center line be omitted to give a more residential feel to the street (possibly encouraging lower speeds)? Add curb extensions or green areas similar to the ones across the street. Best of the four. Like 26th Ave SW. Bikes are vehicles. No ambiguity at intersections.
19 Street S.W.	<ul style="list-style-type: none"> This parkway is not on the way to/from anywhere that would provide high cyclist traffic draw to justify TWO cycle lanes. Great idea. Bikes, pedestrians and cyclists are all accommodated.



50 Avenue S.W. Corridor Study

Phase 2 Summary

Report Back // What we Heard

Location	Comment
	<ul style="list-style-type: none"> • Ending of pathway may encourage wrong-way riding (i.e. westbound cyclists continue in eastbound bike lane). Guidance needed. • Cars come in and out of this intersection too quickly. Calming measures are needed to keep cyclists and pedestrians safe • A lot of this green area could be used to improve the bike lane, giving more space. • I hope you are considering improving illumination on the intersections. • Take more car lane space and add small planters along the sidewalk. • This is probably the best design with buffer for cyclists. • Make this 30K limit road. Cars travelling here aren't going anywhere other than local residences and parks and won't need to go fast. • Extend the green area curbs so cars are forced to slow down to turn. • It looks very dangerous for cyclists. • HUGE potential for conflicts between pedestrians, cyclists, cars at this intersection
<p>17 Street S.W.</p>	<ul style="list-style-type: none"> • Oppose moving main entrance from 19th or 16th st to 17th st. This was voiced by MAJORITY of neighborhood residents in previous open houses. • Like narrow driving lanes • Close 17th St. SW. Would stop visitors from cutting through neighbourhood. would help to solve bike, car, pedestrian problems. • I do not support the moving of the park entrance to 17th Ave • Bikes are vehicles, this bike lane concept works best. • Big conflict with parking and bikes on north side of 50th. Bikes just on south please • Concerned about conflict area between users
<p>16 Street S.W.</p>	<ul style="list-style-type: none"> • Is additional buffering planned to make sure bike lane feels comfortable for all level of cyclist along entire corridor? • Cars often do not stop coming off 16th on the 50th. Calming measures are needed to keep cyclists and pedestrians safe • Dangerous for pedestrians. Could add a beg button here. • Wider sidewalks on both sides and bike infrastructure is a bonus - pedestrian and cyclists need to be able to share the roads with cars...
<p>15 Street S.W.</p>	<ul style="list-style-type: none"> • If move entrance to Glenmore Park-please restrict entrance to 15 St. small neighbourhood street - cannot handle all the park traffic • Close 15th Street. Access out of neighbourhood by other roads is easy. Would stop traffic from using 15th St to access park.
<p>14A Street S.W.</p>	<ul style="list-style-type: none"> • Bike trail should link safely to the bike path • Traffic calming needed as many cyclists connect from road and paths at this location • Build this in a way that cyclists will go to the pathway and not to the traffic lane.



Concept 4 - Multi use pathway

Location	Comment
22 Street S.W.	<ul style="list-style-type: none"> • Should be no parking on 22 street SW. Difficult to turn off of 50th Ave when so many parked cars are blocking. • Turning lane onto southbound Crowchild not wide enough for a vehicle. How did this happen? • Turning lane too narrow. This is a bottleneck when school lets out. Please widen properly.
21A Street S.W.	<ul style="list-style-type: none"> • Traffic congestion at peak school times is severe. A plan that increases mobility at Crowchild would be beneficial. • The single bike path should be only on the Doug side of the road.
21 Street S.W.	<ul style="list-style-type: none"> • I think that concept 4 works best given the amount of bike traffic in the area. It also provides ample room for pedestrians. • Consider curb-bump out to force right turning traffic into position to better see eastbound cyclists approach • Snow and ice control must be reliable and consistent for year-round function, i.e. must become city responsibility. • Ching on pathway (as at 19th St). • Raise the pathway and make cars yield to cyclists and pedestrians. Pathway users should have the right of way here. • Add beg button. • Very dangerous conflict point here. • Traffic congestion needs to be remedied • Could this crossing have pedestrian crossing lights or be moved to the east side of 21 Street?
20 Street S.W.	<ul style="list-style-type: none"> • Put a light at the 4-way intersection at 20th street to help with traffic flow. • We live in Altadore and use 50th AVE regularly by vehicle and as pedestrians. We prefer Concept 2 and Concept 4. • As a point-of-interest, City Policy (2000 Pathways & Bikeways Plan) advises against routing pathways along boulevards fronting residences. • I like the idea of the shared pathway, it is better for young kids on bikes to cross over Crowchild and allows for trees. • I like the cyclist and pedestrian shared path, lots of room on South Side of 50th to make that happen. • Part1 - Potential for conflict between pedestrians and cyclists, particularly in residential area. • Part2. Consider retaining sidewalk (slightly wider & nicer) and adding pathway (w/ slightly less boulevard) so that travel modes separate. • Crossings must be clearly marked and signed as multi-use and should clearly denote right-of-way for pedestrians AND cyclists. • Bad intersection for pedestrians. A bike lane to the south side, where most people are turning onto 20th would just increase this risk. • I like the idea of the shared pathway as it provides separate amenities for cyclists, while maintaining Boulevard space for trees etc.
19 Street S.W.	<ul style="list-style-type: none"> • Prefer Concept 4 with shared path on south side of 50th Ave. More economical solution versus Concepts 2-3.



50 Avenue S.W. Corridor Study
Phase 2 Summary
 Report Back // What we Heard

Location	Comment
	<ul style="list-style-type: none"> • Like the idea of a shared pathway, at least from 19th St to the east. Could be more awkward on south residential side to the west. • This intersection is very dangerous, think that there should be a pedestrian light to cross 50th here at the least. • Better signage or flashing crosswalk signs would improve safety at this intersection for crossing • I like Concept 4, the shared path for pedestrians and cyclists. The worst concept is dedicated cycle lanes. • Need guidance at intersections for cyclists wishing to travel from pathway onto intersecting roadways, i.e. east-west to north-south travel. • Curb bump out puts turning eastbound-southbound motorists in better position to see eastbound cyclists...consider at all intersections. • Clearly there is more room for a bike path would be on the north side of the road. • Give pathway users the right of way here with clear signage. • I like proposal 4 with bikes/people walk on south side • 30Km/h speeds will reduce chances of collisions and make it safer. Impact on travel times would be minimal. • Pathway users should have right of way. Maybe add a beg button. • Would like to see a crosswalk at 19th Street, or even slower traffic speeds. • I hope that the idea to have a tot lot playground on this busy corner has been dropped. • Dangerous intersection with many near misses; perhaps 4way stop could prevent conflicts that will arise with increased use • Add a stop sign/flashing pedestrian signals to cross 50th? Bike path benefit to families but still dangerous crossing. • N-S crosswalks should be closer to corners; will be more difficult for vehicular traffic turning from 19th on to 50th to see peds here. • Sidewalk and path intersection will be conflict between cyclists and pedestrians • Multi-use path here will be a HUGE source of conflict b/w pedestrians, drivers and cyclists. Cyclists won't • Status of the cyclist is ambiguous at intersections. Heritage Drive is like this. I've had drivers yell out their windows at me ... • Stop or yield to other traffic.
<p>17 Street S.W.</p>	<ul style="list-style-type: none"> • Ideally, large caliper poplar trees are maintained on south side of 50th. • Like concept 4 best. Dedicated pathway and narrow driving lands are good for parkway design. • Worst possible location for athletic park entrance. Keep on 19st or 16st. • Can the city install exercise equipment for outdoor workouts here. This would be ideal! • Making use of the greenery on the south side of 50th would be ideal. • A combined pedestrian/bike path is more practical when biking or running with children (ie. using a running stroller). • Create 17 street as exit only • 17th avenue is a poor location for a park entrance. • There is already a trampled path in the grass here, so obviously people want this to be a path.



50 Avenue S.W. Corridor Study Phase 2 Summary

Report Back // What we Heard

Location	Comment
	<ul style="list-style-type: none"> I like this plan the best: it develops a pathway to separate cyclists from motorists, and adds additional pathways to the pathway system A circle was considered at one time with no access to enter 17th from 50th. Exiting onto 50 would be permitted. Pathway users should have right of way. extend all curbs here and calm down traffic. add a crossing light. Tons of space on this side. How will you mitigate impacts of more traffic? And stop trucks from using 15 St to access the water treatment plant? I live on 50th and face N. Glenmore park. There is lots of room for a wide multiuse path on the south side of 50th between 14a and 19th st
16 Street S.W.	<ul style="list-style-type: none"> Seems like the best solution - keeps bikes off the road. 16th street DESPERATELY needs traffic calming measures. I walk my kids to and from school and people drive like maniacs Concept 4 seems to be the most appealing. It would be nice if there were a natural playground in North Glenmore Park for kids. I like Concept 4- parking sb restricted on this busy road the intersection of 19th Street and 50th Ave is dangerous This is a good location for a pathway for bikes or pedestrians 50th Ave has lots of room for bike path on south side with trees separating from the road Prefer boulevard with trees between the road and the shared path I like concept 4 -- shared path on the south side Add connection to south park pathway close to water treatment plant. Current access south is on a paved road shared with cars.
15 Street S.W.	<ul style="list-style-type: none"> Entrance to 15th street should be closed from 15th so there is no through traffic. Entrance to Glenmore Park should be kept at 16th. 15th Street is too narrow and too residential to handle additional traffic. 16St is main road- Moving to 15 and 17th St would create too much traffic for smaller roads. Restrict traffic off 50th. The path on the south side seems to make the most sense and will be easier for cyclists. How will you mitigate increased traffic on 17th St that will now be accessing this new entrance to the park? Close 15th Street at 50th. Very few people in the area would be upset if this was done Excellent. Street now wider than necessary - people drive too fast & weave around left turning vehicles. Like keeping bikes off of the road.
14A Street S.W.	<ul style="list-style-type: none"> Need a safe way for bikes to cross over to bike trail Pedestrian crossing needed here. Many cyclists and cars ignore stop sign and drive too quickly Put the bike path on the north side of the road! Better connection to paths here. Concept 4 seems quite appealing with the side path
54 Ave & 19th Street S.W.	<ul style="list-style-type: none"> These tennis courts are in horrible shape - no nets, fence taken down. Very sad.



Online concept rating activity – Verbatim comments

Participants were asked to rate how well each concept addressed the community priorities identified in Phase 1, as well as how well each concept met their needs.

Concept 1 - Maintain existing

How well does this concept address the community priorities identified in Phase 1?	Please explain why you made your choice:
I am unsure or neutral about how this concept addresses the priorities Responses: 5	<ul style="list-style-type: none"> • This doesn't change anything. • Would like to see more trees, bike /walking path i would also like to see traffic calming features. • agree with the first 3 priorities. disagree with the last 2. is there any evident this is a dangerous area in need of calming?
This concept addresses the priorities very well Responses: 7	<ul style="list-style-type: none"> • 19th Street is my main concern (safe crossing for pedestrians, cyclists and also safety for traffic turning). It also minimizes investment which I think is wise with current economics in our city. • There is nothing wrong with the current road. Please don't spend more then you need to I cant afford another property tax increase. • Stop fixing things that are not broken If you have to do one thing lower the speed limit Why make changes before Flanders is even complete • I live in the area and have no issues
This concept addresses the priorities well (2)	<ul style="list-style-type: none"> • Stop spending • This is what we have now and it won't cost anything to leave it alone.
This concept does not address the priorities Responses: 42	<ul style="list-style-type: none"> • I feel there needs to be some changes made to address safety on 50th Ave and because this does not incorporate any changes, it does not meet priorities in my opinion. Speeding along 50th is a concern for me. • It does not address any priorities listed above. • No changes so it doesn't support improvements requested • None of them except maybe urban character which I understand as wide roads and lots of pavement and curbs versus narrow roads with ditches and no curbs. • There is plenty of room on this key connector between Sandy Beach / North Glenmore Park / Elbow River Pathway system and the MRU area for cheap improvements that will improve conditions for people who walk and bike, without inconveniencing people who drive or take the bus. • No safe bicycling infrastructure, plus the community could use the trees for beautification and traffic calming. • This concept the maintains the very wide lanes that encourage vehicles to exceed the speed limit here. • Cars speed too much. Lanes should be narrowed • Dangerous for cyclists • This option is pointless. No noteworthy improvements and still not a complete street. Does not meet Council policy.



50 Avenue S.W. Corridor Study
Phase 2 Summary
 Report Back // What we Heard

	<ul style="list-style-type: none"> • To similar and the current is not working. Visually poor and should match the surrounding communities and landmarks better. • I fully support the established priorities and feel that they reflect the feedback I provided. This option doesn't improve anything. • There are few improvements for pedestrians, with the exception of wheelchair ramps, though these should be added to all sidewalks as a matter-of-course. There are no improved accommodations for cyclists, which is counter to Complete Streets policy. • This road is a disaster as it is, with commuter traffic shortcutting through the neighbourhood at high speed, running down pedestrians and cyclists too slow to dive out of the way. • The priorities are not being addressed by the current design • It doesn't address any of the priorities. <ul style="list-style-type: none"> - No improvement in safety for pedestrians. - No enhancements to make it more visually appealing - No consideration for bicycles. - Minor traffic calming on 20th intersection. <ul style="list-style-type: none"> • Where is the sidewalk on the south side of 50th Ave between 15th and the park? It is incorrect to state that this is the current state. It makes the whole study suspect if the initial description of the current setup is wrong. • Existing prioritizes cars over pedestrian and bicycle traffic. Roadway is too wide and encourages excessive speed. • I frequently run, walk and cycle 50th Ave SW and maintaining current is not safe. 50th Avenue is not visual appealing or friendly to bikes and pedestrians. • As identified in trade offs <ul style="list-style-type: none"> • Existing pedestrian facilities are substandard • Cyclists are not well accommodated • Minimal landscaping opportunities • Wide driving lanes encourage higher speeds and shortcutting • 50th avenue as it exits does not address any of the priorities identified, therefore this concept should not be considered. • This design fails to address pedestrians or bicycles. I am unsure how it addresses urban character. • Too busy. Not enough space for cyclists and walkers together. • I don't believe that this option has adequately addressed enough of the community priorities for the cost. And the safety for the community (pedestrian, cyclist, and local traffic) is still a big concern, especially with the new entrance into North Glenmore Park with increased traffic turn on and off of 50th. As a homeowner I do like that the existing parking on both sides of the street is maintained. I would like to see reduced speeds along 50th to deter the "rush hour" traffic that uses 50th as a shortcut. • Making no change leaves the high concerns of speeding and lack of pedestrian crossings unaddressed.
--	---



How well does this concept address your needs for the corridor?	Please explain why you made your choice:
<p>I am unsure or neutral about how this concept addresses my needs</p> <p>Responses: 7</p>	<ul style="list-style-type: none"> • again, unless there is evidence the corridor is unsafe, let's not spend money on calming. If you ask any group of residents anywhere in the city about their roads you will get people asking for traffic calming; it's in the nature of such consultation..... Those who don't think there is a problem either don't come to the forums or don't think to comment on something that isn't- in their minds - a problem. • I suppose it meets the current needs, as we are managing with 50th the way it currently is, but I believe safety needs to be addressed and status quo does not necessarily do that. I am also concerned with more traffic along 50th when Currie Barracks is fully completed and this does not address that. Thank you. • If I were driving this corridor, my needs would be reasonably met. They would not be met if I were cycling nor do they offer any improvement for the overall cycling network connectivity.
<p>This concept addresses my needs very well</p> <p>Responses: 7</p>	<ul style="list-style-type: none"> • 19th Street alignment is most important to my family. • The current road works fine. Please spend as little as possible. I can't afford more property tax increases. • Stop spending my tax dollars so Pincott can ride his bike freely to city hall • Again I'm in the area and think spending unnecessary changes especially when the next election is getting closer is ridiculous
<p>This concept addresses my needs well</p> <p>Responses: 2</p>	<ul style="list-style-type: none"> • Doesn't totally address the fact that council doubled the density of Altadore without thought of traffic. Too late to reverse those poor choices • You could add a few four-way stops on 19 and 16 Streets to slow down traffic. When that sports center is built how do you plan to slow all that traffic?
<p>This concept does not address my needs</p> <p>Responses: 41</p>	<ul style="list-style-type: none"> • I would like easier and safer bicycle access down 50th Ave to elbow river pathway. • No positive improvements for pedestrians or cyclists. • I would like to see traffic slowed down • Dangerous. • People speed in cars. Pedestrian crossings to Glenmore Park are long-this is a wide road that doesn't feel safe with kids. • There is a need for a safe, first-class bike connector between the Elbow River Pathway system and MRU. • Lacks safe bicycling infrastructure. • Poor provisions for pedestrians and cyclists. • Will not increase usage • No improvements, so this concept does not address anything. • I would like to see improvements to improve the flow of traffic (remove 4-way, speed bumps). Road should feel like an extension of the river and park. • None of the traffic calming nor pedestrian / cyclist improvements is realized. • I am a pedestrian, driver and cyclist on 50th at various times. The current design doesn't work for any of these users. • You can barely cross 50th Ave as it is. Wheelchair ramps will make it worse by putting more vulnerable users in the path of speeding, texting drivers. • If this addressed my needs, this project wouldn't be necessary. • I believe pedestrians and bicycles should have priority over cars. Removing a parking lane would give space for a protected cycle track or bike lanes.



	<ul style="list-style-type: none"> • See above. • I frequently run, walk and cycle 50th Ave SW and maintaining current is not safe. • As identified in trade-offs <ul style="list-style-type: none"> • Existing pedestrian facilities are substandard • Cyclists are not well accommodated • Minimal landscaping opportunities • Wide driving lanes encourage higher speeds and shortcutting • I would like a safer avenue to cross and use as a pedestrian and cyclist. I must cross this avenue to take my kids to school and currently it is unsafe to do so via walking or riding a bike. We would also like to bike and walk the trails along the reservoir, but need better access via 50th avenue that is safe for kids. • I bike and walk along the corridor and this design does not address my needs. • A safer alternative is needed. • As above. • This corridor is awkwardly spacious, does not safely manage traffic and does little to provide a corridor other than for vehicles or those comfortable riding in traffic. • I need this corridor to be more quiet, with speed restrictions, more pedestrian crossings and bike lanes. • 6.6m driving lanes when nobody parks here is not good for anybody but speeders
--	--

Concept 2 - Shared lanes

<p>How well does this concept address the community priorities identified in Phase 1?</p>	<p>Please explain why you made your choice:</p>
<p>I am unsure or neutral about how this concept addresses the priorities</p> <p>Responses: 19</p>	<ul style="list-style-type: none"> • I feel 50th Avenue is already dangerous to cyclists and I'm not sure how this plan will alleviate that. • Better than nothing, but barely worth the improvements • would like to see a bike path and traffic calming measures. • 50th is a bus route and the road is not wide enough to have a bus having to go a slow as a cyclist. Between 14a and 19th you have tons of room for bikes and pedestrians on the south side of 50th. Many people along 50th also go south on 19th along N. Glenmore park to get to Lakeview overpass. Make a beautiful trail there. I live on 50th and look across between 16 and 17th and it would be a great place for a multiuse path on the south side of 50th. • If you did t add the grass Boulevard to narrow the street this might be the least objectionable. Obviously option 1 won't fly. Mr Pincott won't have his own bike lane otherwise. • again.... not sure traffic calming/safety improvements are needed. where's the data? <p>also, at the top of this page it says, "The roadway would be narrower than what exists in order to provide the space for wider sidewalks and grass boulevards." But in the tradeoffs it says, "Wide driving lanes encourage higher speeds and shortcutting". If</p>



50 Avenue S.W. Corridor Study
Phase 2 Summary
 Report Back // What we Heard

	<p>they are narrower, how are they wide? If you want them even more narrow, put in wide on road bike lane markings.</p> <ul style="list-style-type: none"> • I don't see any reason why pedestrian sidewalks need to change width unless they are being redone to accommodate grassy blvd that can accommodate trees on either side of the street. What is the maximum width required to plant trees? 50 Ave is not homogeneous so it is unlikely that one solution is going to fit the entire avenue. <p>A solution to wide driving lanes is create a larger blvd on both sides of 50 Ave or create a centre median with trees and keep the blvd widths as they are.</p> <p>It is unlikely that trees will be able to be planted down the entire length of 50 Ave next to the street.</p> <ul style="list-style-type: none"> • It addresses some priorities but mixed bicycle and car traffic reduces traffic safety and is not accommodating to bicycles. • Improved pedestrian realm is nice to see, but not worth it for marginal improvement with no improvements for any other modes. "Shared" lanes are useless from a safety or inducing bicycle usage point of view. • Doesn't provide for safer cycling but it does provide more trees which are nice but more maintenance for grass boulevard and more dandelions as a result. Forget the green strip. • You will still have the traffic on the roadway. Wider sidewalks but narrower roadway is not going to slow down the traffic. • I feel there would be too much confusion about traffic rules in this mixed transit area. Also could really backup traffic which is already very congested at peak hours. • This option only seems to address the aesthetic appeal of the street. Safety of pedestrians and cyclists should be the most important factor when considering improvements. • I don't like how the cyclist have been accommodated. • Nice pedestrian access, but not for cyclists. Plus, it won't slow traffic, which is important.
<p>This concept addresses the priorities very well</p> <p>Responses: 5</p>	<ul style="list-style-type: none"> • At the present time, 50th Ave is ugly. With the continued building of infills (some now 3 stories) and them taking down countless trees and not replanting very many at all, this is the only proposal that puts a green space on either side of the roadway with the potential to included trees in this area. Cyclists are already well served in this area with bike paths. Cyclists do their own thing anyway - if there is a pathway, they may use it, but if they have a red light, they will scoot onto the road, bypass all the cars, beat them off the line because they are hogging the lane and then go back onto the bike path. This constantly happens along Elbow Drive between 30 Ave SW and 2nd Street SW. • The treed boulevards offer a safe option for pedestrians to walk along what is a busy street. It also helps to be more ecstatically pleasing. • The road is quite short to benefit from dedicated cycling lanes (certainly not needed on both sides of the road). Because the road mostly tracks next to a park, the speed limit should be reduced to 40km/hr.



50 Avenue S.W. Corridor Study
Phase 2 Summary
 Report Back // What we Heard

<p>This concept addresses the priorities well</p> <p>Responses: 11</p>	<ul style="list-style-type: none"> • Beautifies the corridor. Casual or novice cyclists may be challenged with limited bike option being on roadway. • I like the green space and sidewalks on both sides. I do think there needs to be markings to show that cyclists share the road. • Narrower lanes should reduce speeds. • I prefer this option because it does not mix cyclists and pedestrians (with children, difficult to stay on our side of the sidewalk. Novice cyclists could use 49 Ave. However, considering that most of 50th Ave is along a park with no real need to park, why don't we take away the parking capabilities on the North side of the road, and allow for bicycle lanes using this space? I think this would combine the advantages of several concepts. • There is more separation for pedestrians on both sides of the road, increasing safety and visual appeal. • This would be our second choice of options. I believe that this option has adequately addressed most of the community priorities with the exception of the cyclists. As a homeowner I like that the existing parking on both sides of the street has been maintained on all options. • Narrowing down the roadway, providing more sidewalks and crosswalks is definitely helping.
<p>This concept does not address the priorities</p> <p>Responses: 32</p>	<ul style="list-style-type: none"> • Motorists still have 6.6m wide lanes to speed down when nobody parks there. Shared lane is less than desirable for people that bicycle on a road this busy. • Unsafe • Does not address traffic calming • Trees provide beauty, but will not slow cars by visually making space narrower especially in the dark of winter with no leaves. Traffic calming - yes intersection islands. Traffic safety-no, lanes still wide, drivers will feel safe to speed. Bit better sidewalks No cyclist accommodation, user essentially ignored and left to the 1% comfortable in traffic, not all ages and abilities. • Bikes and cars sharing a road in this manor is not the safest course of action for people who bike AND for motorists. • Sharrows are not bicycle infrastructure. They are way-finding at best. Anything short of bicycle lanes would be a huge missed opportunity. <p>The lack of proper cycling facilities will also encourage sidewalk cycling, which is worse for all concerned but especially pedestrians.</p> <p>The travel lanes are irresponsibly wide. Nothing more than 3.3m is necessary and anything more contributes to a less safe environment.</p> <ul style="list-style-type: none"> • Just lower the speed limit to 40. Add speed humps. • Better aesthetics but none of traffic calming, nor pedestrian/cyclist safety goals are met. • In some ways pedestrian mobility is improved however there will be challenges where pedestrians and cyclists mix on the multi-use pathway portion based on different mobility requirements (speed, maneuverability, etc.) and travel expectations between travel modes. Challenges may be heightened where cyclists enter and exit the pathway at start/end points, particularly as no formal guidance is depicted as to how



50 Avenue S.W. Corridor Study Phase 2 Summary Report Back // What we Heard

	<p>cyclists will make the transition. Cyclists, attempting to travel between the two types of infrastructure, may be more focused on road traffic than pedestrians. In addition, the design may promote unusual cyclist behavior at pathway start-end points, including wrong-way riding, sidewalk riding or unexpected lane crossing to reach the pathway.</p> <ul style="list-style-type: none"> • I am concerned with moving the access to Glenmore Park. 16th St. is a main road in the community. Wider road for traffic and parking, has bus route and commercial development. 16th St. can handle the extra traffic. 15th and 17th and narrow and with on- street parking and overflow parking from River Park is already makes it difficult for traffic and bikes to safely drive on. Also, it is very dangerous where the bike trail comes out onto 50th. There is no stop sign for bikes or cars. There are cars parked right at the end of the bike lane and visibility can be very difficult. • By speeding up the traffic, this concept makes the facility worse for pedestrians, thus neutralizing the only benefit to the concept. • Mixing bikes with cars won't work well unless you lower speeds to 30K. Cyclists will be pushed to the sides while cars pass at 50km/h. This is dangerous and will be even more complicated on the extended curb areas. Cyclists will be forced on the sidewalks or doorzone. 4 ultra-wide lanes for cars will never help any street to have character. There's no commerce on this area. Homeowners have a back alley to park. Remove parking and make the street great. A car biased design will never accomplish your goals. • As a parent I would not feel safe with my children riding with traffic in this stretch of roadway. Forcing cyclists (even young ones) onto the sidewalk will increase conflicts with pedestrians. • No changes needed Don't remove the parking for tax payers on 50th Ave • This concept does not enhance cycling safety. Narrower roadway with parked cars combined with the high traffic volume and speed of this avenue make it even more unsafe for cyclists. I don't believe that this would decrease traffic speed. It would only make it difficult and dangerous for cyclists and cars to fit on the narrower roadway. • It is not the city who maintains the landscaping and the trees. It is the home owner and we already have enough boulevard and trees to maintain. We enjoy our view across 50th Avenue of the athletic park and do not wish to have any more trees put in front of it. The city does not rake up the leaves, the home owner does! Please stop increasing our work load. I do not understand what you mean by 'wide driving lanes increase short cutting? Why would a person want to short cut through the neighbourhood on narrower streets when they can drive on a nice wide one. Higher speeds generally occur after they pass 16th Street, put speed bumps between 16 street and 14A street. • I don't believe this would increase safety as the cyclists and drivers will still have to share the roadway and traffic calming would not happen as the roadway is actually slightly wider (~02.m).
--	--



How well does this concept address your needs for the corridor?	Please explain why you made your choice:
<p>I am unsure or neutral about how this concept addresses my needs</p> <p>Responses: 13</p>	<ul style="list-style-type: none"> • Again, I am not sure if the shared cycle lanes address safety to my level of satisfaction. • Not my first choice. • 50th is a bus route and the road is not wide enough to have a bus having to go a slow as a cyclist. Between 14a and 19th you have tons of room for bikes and pedestrians on the south side of 50th. Many people along 50th also go south on 19th along N. Glenmore park to get to Lakeview overpass. Make a beautiful trail there. I live on 50th and look across between 16 and 17th and it would be a great place for a multiuse path on the south side of 50th. • Change for change sake!! • again.... not sure traffic calming/safety improvements are needed. where's the data? • Make the roadway as narrow as possible and incorporate other traffic calming measures (curb cuts - possible traffic circle at 19th, 17th and 16th. Does check the boulevard / pedestrian / green space / urban character boxes. • Curb bump outs will be difficult for cyclists getting pinched into traffic at intersections.
<p>This concept addresses my needs very well</p> <p>Responses: 5</p>	<ul style="list-style-type: none"> • Overall carriageway is slightly narrower than existing and an opportunity for upgrading the planting. Sidewalk on the south side adjacent to City lands is a plus, but will not likely get a large amount of use. Overall though, better to spend the funds upgrading the entry and parking areas at the east end of 50th - to Riverpark/Sandy Beach. • We need a friendly, green entrance way into Altadore. This is the only solution that has a green space on both sides of the roadway. • We have children who will walk to high school. This option makes the walk safer • I use this road as a motorist, cyclist and pedestrian (with young kids). I feel safe riding on the road currently (though I am an experienced cyclist) - this is my preferred means of transportation and the most frequent way that I commute on this street. I feel comfortable towing the Chariot with my kids behind my bike. The suggested changes will make cycling slightly more intimidating if the roads are narrower but reducing the speed limit will prevent cars from being justified in harassing cyclists.
<p>This concept addresses my needs well</p> <p>Responses: 7</p>	<ul style="list-style-type: none"> • I am a cyclist. I presently use sidewalk on south side of 50th to get from Crowchild to 20th street and head south to downtown. I can continue to do so with this option, though a dedicated bike lane would be better/safer/more legal. • I feel comfortable riding my bike on the road. I don't like it when bike routes have many interruptions and do not like it when bikers are encouraged to go "on/off" sidewalks. It's either road or pathway not half and half. • There is a need for greenery, it cannot all be concrete. A middle section with greenery takes away on space. Really I think a hybrid concept with from North to South side: a side walk, greenery (optional), bike lane, driving lanes, bike lane (optional), parking lane, greenery and sidewalk is the best use of the space. Also, have we consider parking ban between 19 st and Crowchild between certain hours to allow for smoother traffic?



50 Avenue S.W. Corridor Study
Phase 2 Summary
 Report Back // What we Heard

	<ul style="list-style-type: none"> As a corridor, the safety for the community (pedestrian, cyclist, and local traffic) is still a big concern especially with the new entrance into North Glenmore Park and the increased traffic turning on and off of 50th. If the wider lanes are maintained, the speed needs to be reduced along 50th to deter the "rush hour" traffic that uses 50th as a shortcut out of downtown and from Macleod Trail to Crowchild.
<p>This concept does not address my needs</p> <p>Responses: 40</p>	<ul style="list-style-type: none"> Cycling is no safer than it already is. Unless 50 Ave is actually narrowed enough in reality or perceptually traffic will exceed the speed limit and cars will continue to cut corners when they turn off of 50 Ave SW. I want safer bicycle access to the elbow river pathway down 50th and mixed traffic does not meet that need. Nothing has changed on this design. Still the same old problems. I would like a safer avenue to cross and use as a pedestrian and cyclist. I must cross this avenue to take my kids to school and currently it is unsafe to do so via walking or riding a bike. We would also like to bike and walk the trails along the reservoir, but need better access via 50th avenue that is safe for kids. I cycle with my family (including 4 kids) and we use Sandy beach and the athletic park quite often and this still does not provide the safety we would be looking for. Shared lanes never work, which is why other cities have stopped using them. It's time Calgary stop doing it as well. It does not address cycling, and I use this road weekly for walking, running and cycling. Bikes must be physically separated from car traffic otherwise i will use the sidewalk to ride as we are a family with young cyclists. Unsafe We have small children and like to bike ride on the paths. Sharing a bike lane with traffic is not good for our needs. Wider for pedestrians with kids, but nothing for cyclists with kids. This road is set up for cars first, you cannot use cyclists to slow car traffic, or pedestrians to slow cyclists. This is unsafe, and shouldn't be considered in 2016 by City of Calgary. It is not as safely designed at Concept 3. No cycling facilities for people of all ages and abilities. Wouldn't ride with family here. Looks like a reason to punish car owners Better aesthetics but none of traffic calming, nor pedestrian/cyclist safety goals are met. As a motorist it's fine. As a pedestrian it's okay, but I prefer to not mix with cyclists, who may actually be trying to get somewhere with reasonable efficiency. As a cyclist, the facility doesn't even cover the entire corridor, so it's not going to be of much use. Better transitions between pathway-roadway infrastructure may help, but changing from a pathway to a mixed-traffic environment isn't going to encourage me to travel with my family there. Similarly, if I'm trying to get somewhere fast, mixing with pedestrians is going to create challenges as is the 20km/h pathway speed limit. Continuing the pathway throughout the corridor would help, but it would have to be designed for cyclist travel needs, be accessible year-round (city takes on snow and ice control, even in front of residential development) and mitigate any cyclist-pedestrian conflict. I ride a bike or walk on this corridor. When i drive my car, i drive as though people might cross the street. In none of those cases do I want traffic speeds increased.



50 Avenue S.W. Corridor Study

Phase 2 Summary

Report Back // What we Heard

	<ul style="list-style-type: none"> • I need good and safe structure for biking and walking. Walking maybe be ok, but biking is again unsafe here. • Bike lane is needed. • See above • No change needed • My son cycles from River Park to Central Memorial High School. He does not feel safe cycling on 50th Avenue due to all the parked cars. With this concept I think he would feel unable use 50th Avenue to get to the school. • The majority of people who use 50th Avenue just want to go home, like us! We don't want to short cut, we just want to get home, get to our appointments or get to work in a timely and efficient manner. The majority of people don't speed along here. If you don't live on 50th, don't presume to know what is needed. • My primary need is for traffic to be calmed and I don't believe this concept addresses that at all.
--	--

Concept 3 - Bike lanes

How well does this concept address the community priorities identified in Phase 1?	Please explain why you made your choice:
<p>I am unsure or neutral about how this concept addresses the priorities</p> <p>Responses 9</p>	<ul style="list-style-type: none"> • I like the concept of the bike paths separate from the traffic, a much safer choice. Hopefully this can be done cost effectively, as so many Calgarians are struggling financially. • I think it would be the safest way to get cyclists around. • pedestrians have option to use either side of street so can always choose the safer side. not sure how safe it will be for cyclist depending on traffic coming out of GAP whenever that occurs. Will cyclist heading west still chose the street? Will 2 lanes of traffic end in traffic jam when GAP is at full capacity - i would rather have cars moving at the speed limit then lined up in front of my house. I think there are other traffic coming measures that can be employed such as traffic circles at 16 st and 19 st. of the 4 choices this might be the best but its ultimate outcome depends on what happens with GAP. Don't think there is 1 concept that fits the shoe entirely well. • Cyclist infrastructure only on one side of avenue. Pedestrians and cyclists on south side will conflict with pedestrians. We build sidewalks and don't expect them to walk in the street with cars, so why should we expect them to walk with cyclists? I guess injuries from cyclists don't usually result in death, just bruises or broken limbs. traffic calming yes-intersection islands traffic safety yes-narrower street • Curb bumpouts are problematic for cyclists. The MUP at crosswalks are always dangerous at crosswalks. Being so close to the dog park, MUP's around here have lots of cyclist/ dog conflicts. Better to keep cyclists on the road.



50 Avenue S.W. Corridor Study Phase 2 Summary Report Back // What we Heard

	<ul style="list-style-type: none"> • No need to maintain parking along south side of 50th. Rarely used. To preserve residents' parking space during peak park times, the north side parking could be signed as requiring resident permit. • I'm uncomfortable walking with cyclists. Not enough of them use their bell when coming up behind you. • Not sure if this is the best option. Cyclists using this route for commuting (university, schools, etc) will need to stop at every intersection. Some of the crossing areas are not safe and welcoming for pedestrians. • I'm unsure if you are adding pathways for cyclist why on earth money is being spent on 20th street bike lanes. Now you can't have it both ways. Do you want people on the pathways or on the cycle tracks on the streets??? <p>All that narrowing the roadway will do is stack even more traffic and penalize the residents that already live in the community Maybe save my tax dollars for a change!</p>
<p>This concept addresses the priorities very well</p> <p>Responses: 84</p>	<ul style="list-style-type: none"> • The grass boulevards and new pathway are the best combination to address the priorities... the other alternatives don't balance them well and won't do much to improve safety. • This removes bikes from the 50th roadway entirely which I feel is much safer. I like that the boulevards are maintained and I like that the driving lanes are narrowed to slow traffic, as speeding is a great concern on 50th. There are certainly many many other paths in Calgary that accommodate both pedestrians and bikes and generally these work quite well, I believe, so that concern is not large for me. I also think it is wonderful to connect to the existing pathway system. • Narrow driving lane. Dedicated pathway. • Pedestrians have the option to use a sidewalk on one side or pathway on the other; good options, and the pathway should be quite attractive if additional trees are planted along it. Bicyclists will benefit from the pathway, but I don't think the use will be so heavy that there will be a lot of conflicts. • Minimal changes to a great location. Separation of pedestrian and bicycle traffic ideal for improved safety. • Meets priorities with minimum amount of negative impacts. I think the potential conflict between cyclists and motorists on the south side will be minimal for most of the route, although the 19th and 20th street intersections are fairly busy and those will be the locations to watch. • Appears to be the best solution for traffic, cyclists, transit riders and pedestrians. • Narrower driving lanes slow down the traffic. As a bicycling mom with a child learning to bicycle it is great not to be on the street and way safer. My child will learn at the same time to behave respectful towards pedestrians. • Adding greenspace such as the trees along the south side is very important to both the community priorities and my own sense of what would make the corridor a more integrated and attractive part of our neighbourhood. Concepts 1 and 3 do not allow for this. <p>Concept 4 allows for cyclists to move freely without impeding traffic, as could occur in Concept 2. Given its role as a primary route in and out of the community, and the level of bicycle traffic in the corridor, the road could become congested for cars and dangerous for cyclists if the lanes are shared as in Concept 3, the only other option involving the addition of significant greenery.</p>



50 Avenue S.W. Corridor Study
Phase 2 Summary
 Report Back // What we Heard

	<ul style="list-style-type: none"> • I would suggest that additional trees line the parkway to further decrease car speeds. • We like concept 4 the best. It is very accommodating and encouraging for a family to go for a bike ride in complete safety by not being on the road. We live on 21A Street SW so we love the idea of the pathway that goes from 22 Street to 14A Street - the ability to bike to River Park with ease! This design will be very pleasing to the eye and add character to the community. Having narrower lanes for reduced speeds will be beneficial. Hard-core commuting cyclists may continue to cycle on the road and should continue to do it safely. Please proceed with this design! • Safest for bikes I think that bikes and pedestrians can be accommodated together Like the trees • This concept is the one that makes the best use of the land on the south side of the road and it provides for bikes, greenery, cars and pedestrians. It's by far the most superior plan and will be a major improvement for the corridor. • I want a safer way for pedestrians and cyclists to move through the neighbourhood without taking space away from vehicles. • This concept gets the cyclists off the road, and is such a good connector for the already existing bike paths that can go into Sandy Beach or to the Glenmore reservoir. It also includes a grass boulevard that provides separation from the bikes/pedestrians from cars, while still allowing parking on both sides of the street. • Checks a number of the boxes well...if there was an ability to widen the boulevard on north side to add trees, that would put the finishing touches on a solid plan. • I like this idea the best of the four proposed concepts. How will this design tie in with the proposed future redevelopment of the North Glenmore fields and sports area? I hope that this is being taken into consideration. Thanks! • I like that it maintains green space. It is safer for cycling and pedestrians. • This concept provides a safe access way for cyclists and provides a separation of cyclists and motorists. I believe the highest volume of cycling activity that the city is trying to address is during "rush hour" travel times before and after work. This option has proven itself in our current park path system and the city is already equipped to maintain our pathways. • I like the link between the pathways and the shared pedestrian/bike path is very familiar to most people in the area and shouldn't cause problems • I love that the bike lane is separate from the roadway. I think this concept addressed the community priorities the best. • This separation considers the safety and ease of access for all commuters. • For this neighbourhood, in this context, a multi-use pathway will do the trick to provide a first-class, continuous bicycle and pedestrian link between the Elbow River Pathway system across Crowchild to MRU. • Separated bike path is key • Much safer than street lanes. I can ride with my kids. • Multi use path allows for greater shared usage. • I would love to see 50th avenue visually match the parks it leads to. This would be a great option • Narrow streets will slow traffic and the larger bike pedestrian path encourages more use of the area
--	--



50 Avenue S.W. Corridor Study
Phase 2 Summary
 Report Back // What we Heard

	<ul style="list-style-type: none"> • This is my favourite plan. Safe bike travel. Slows traffic and still allows for parking, etc. I am concerned about traffic flow from park onto 17 and 15ST. These are smaller, narrower, neighbourhood streets. 16St is the main road in the neighbourhood. Wider and with bus route and commercial development- better for traffic. • Bike lanes are not a PRIORITY TO very many people. We do not need all the bike lanes that are being built. This money should be used towards soccer centres, arenas and other facilities that many more people participate in and are more in line with our climate. This will keep people active. I cannot start an adult ringette team as there is none available in the city and I need to be able to provide 10 ice times to join. I also know people saying the same thing about indoor soccer. We live in Calgary, not California or Vancouver. Only a small percentage ride bikes to work and only a few 100 ride in the winter months. This is not a good use of our money and not fair to use so much money for such a small percentage of the population. This needs to go to a vote to the people and not be a decision that only a few are making. I do not know anyone that is in support of all this money going to waste. • Safety for cyclists and pedestrians. Grass boulevards on both sides for esthetics. • Seems to have the least amount of drawbacks compared to other proposals. Similar to the pathway to the west of Crowchild so less confusing. Less confusing for cyclists than bike lanes • I like the fact that there is no bike lane on the road. Also like the extra greenery (trees) in this option. There is a lot of space on the south side of 50th east of 19th Street that could be used for this pathway. I would not support any additional parking anywhere on 50th Avenue. • At certain points there is no sidewalk... people already use the grass to bike/walk on. <p>Hopefully this will also address the fact that at many intersections along 50th ave there is no wheelchair friendly ramp on the corners. There is a special needs school where by most of the children are in motorized wheelchairs and it makes me so angry to watch them on their daily outing with the caregivers having to essentially lift the heavy wheelchairs off the road and onto the sidewalks.</p> <ul style="list-style-type: none"> • this is the best option, the pathway would connect well to other pathways in the area. would still like to see more vehicle traffic calming measures, traffic is way too fast along 50th. • While there is use I think its possible if the pathway is wide enough for both pedestrians and bikes. Right now there are many inexperienced bike users on the road and they are unpredictable in their treatment of cars. I think its best to get them off the road. The experienced bike users will ride with the cars anyway. <p>The intersection at 20th is a nightmare. something needs to be done to get the bikes out of this intersection or there will be an accident at some point. Running the bikeway up 20th instead of another road is a mistake I think because everything filters to this main 4 way intersection. The traffic backs up for blocks and there is a school right there adding pedestrian traffic to the mix. it is inefficient at best and dangerous at worst. Take the bike route one street east and make a pedestrian/bike crossing at the pool turnout?</p> <ul style="list-style-type: none"> • None of the other concepts have any improvement for pedestrians or cyclists. Only the bike lane concept offers improvement to the speeding traffic problem, and only this one addresses all the users.
--	---



50 Avenue S.W. Corridor Study Phase 2 Summary

Report Back // What we Heard

- I love the idea of a bike path. It keeps in line with the beautiful bike trails that already exist close by. The trail will allow for traffic to flow easily and minimize driver/biker conflict.
To me it is the clear winner.
- I like the wider north sidewalk for the residents there. The boulevard is pleasing, with more green to see. Cyclists off the road is much safer. Narrowing the road to slow down traffic is good - there are lots of young families with kids, accessing the sports parks.
- Keep south side natural with bike, walking path off the road. The bike path will then hook up with the new bike path on 20th Street plus hook up with the current city bike path.
- This plan appears to best address the desires of the community (myself included).
- This concept accommodates all citizens in the safest way possible. Attaching a new bike path along 50th to the existing bike paths eliminates the need for pedestrians, runners, cyclists, children, seniors to constantly have to cross the street to get to sidewalks or safe riding areas. Cars exceeding the speed limit is a huge issue along 50th, so anything to separate cars from pedestrians is an improvement.
- This would help address the needs of pedestrians and cyclists and is very similar to 50th Ave on the west side of Crowchild.
- This option seems to be the most cohesive, safe and visually appealing option addressing all priorities noted.
- I live on 50th Ave. and have the following feedback on why this is the best choice with the following change. Why make the North sidewalk bigger when there is so much room on the South side of the road? It would be less expensive to leave the North side of the road alone, put the wide sidewalk on the South side where there is ample room and not narrow the roadway any more than necessary for the following reasons: Bikes and people could use the extra wide pathway on the South side which follows the pathway system already in existence from Glenmore reservoir to Mount Royal University. There is no need for an extra wide path on the North side. With all of the road races that take place on 50th, as well as it being a bus route, as well as providing necessary parking on both sides of the road for those of us who live on 50th, making the road narrower will make parking more difficult and dangerous for those of us who live on 50th and require parking out front.
- I live on 50th and face N. Glenmore park. There is lots of room for a wide multiuse path between 14a and 19th street.
Most of us that live on 50th need to park our cars on the street so dedicated bike lanes do not make sense. 50th is not wide enough to handle the bus traffic (#13 is on 50th) and bike lanes.
- bicycles and pedestrians and vehicle traffic is better does not encourage bicycles or vehicles to speed.
- I believe this addresses most of the community priorities that were identified in Phase 1, with the only trade off being the potential conflicts at intersections (which exists in all options). I believe that the potential pedestrian/cyclist conflict is very minimal as this shared path option exists within many of pathways with in the City and the "traffic safety rules" are understood by most users.
- Providing a combined use pathway on the south side of 50 Ave SW, plus a widened sidewalk on the north side, would definitely address the priority of accommodating pedestrian and bicycle traffic. Narrowing the overall roadway by ~1.6m and possibly



50 Avenue S.W. Corridor Study
Phase 2 Summary
 Report Back // What we Heard

	<p>planting trees on the south grass boulevard should go a long way towards calming traffic (a top priority for us) somewhat as it will not seem near as wide open as it does now which seems to invite drivers to exceed the speed limit on this roadway.</p> <ul style="list-style-type: none"> • This concept takes into consideration all the major group of user, providing space for pedestrians, cyclist and cars, while living some space for nature- I like the idea of planting more trees in our community • I like the narrow drive lanes, the boulevard and the bike lanes. • this integrates the pathways with the existing network. overall function and look and feel is the best among the four options.
<p>This concept addresses the priorities well</p> <p>Responses: 37</p>	<ul style="list-style-type: none"> • This solution creates a separate path for cyclists (and pedestrians) and keeps bikes off the road. • I like the shared pathway for both pedestrian and bike safety. The shared pathway would also be visually more appealing with more greenspace and trees. The one thing it does not address fully is traffic calming - either a playground zone speed or flashing pedestrian lights at crosswalks could help. • Traffic calming is a priority • All are addressed in this item without too much fuss, as well as maintaining on-road parking which seems to be a priority for the immediate residents. • Concept four addresses the need for safe pedestrian and bike lane transportation. • I prefer the idea of trees on both sides but this is a nice compromise that will help more novice cyclists. • This is the best of the four solutions. However, it could be improved by getting rid of the boulevard on the north side and using that space to enlarge the multi-use path and incorporate a barrier between cyclists and pedestrians. • While the mixed use pathway is an improvement from what currently exists in this area, as someone who bikes and walks/runs in the area, a dedicated bike lane would even further improve pedestrian and cyclist safety. This is a good concept, but Concept 3 is even better. • Although I am against bike lanes in general even though I bike to work I feel it will be a benefit to get people onto the park system paths quicker thus safer than mingling with traffic. • separate cyclists from motorists builds additional pathways for cyclists/pedestrians • Accommodates the widest demographic • Provides more safety for cyclists than having them on the road • I like concept 4 (pathway on the south side). My only concern as a driver would be that cyclists dismount when crossing 19th and 20th Streets. These are both busy intersections. • Cyclists are not exposed to vehicular traffic. If good manners prevail, conflicts between pedestrian and cyclist traffic can be avoided. • Seems a very effective choice • A pathway on the south side would be nice for dog walking and walking to the Glenmore track and other amenities. I don't think it is super practical for cyclists to go on the sidewalk but if the street remains wide enough then cyclists have ample room on the road still. • Good access to River Park bike system, but still concerns for safely crossing 50th Ave, especially for families coming from Altadore with kids on bikes.



50 Avenue S.W. Corridor Study

Phase 2 Summary

Report Back // What we Heard

	<p>Like that 19th St intersection is better aligned so turning north onto 19th from 50th is safer (by car).</p> <ul style="list-style-type: none"> • Cyclists are accommodated off-street and separate from traffic • The north sidewalk is widened • Grass boulevards are provided on both sides of the street (Should including planting...) • Pathway connects to existing pathways to the east and west • Narrower driving lanes encourage lower speeds • There is a large amount of people who walk and bike in the area. This seems to be the best choice to accommodate both. • I like giving cyclists a safe place, but there needs to be better bike connections at intersections. If I can't get onto the path safely, it doesn't help. • This better separates cyclists from parking and traffic.
<p>This concept does not address the priorities</p> <p>Responses: 11</p>	<ul style="list-style-type: none"> • This concept does not meet Council approved complete streets policy which discourages multi-use pathways in the roadway context. For reasons explained in the guide, this alignment is empirically less safe. Chiefly, conflicts between cyclists and pedestrians are greater, and intersections are less safe. <p>Cyclists do not have priority at intersections and must stop before entering the roadway, thus neutering the effectiveness of the infrastructure for efficient cycling. Even if multi-use crossings were provided, it is empirically proven that side paths such as this increase intersection collisions, especially when the path is two-way.</p> <p>Traffic calming seems fine.</p> <ul style="list-style-type: none"> • Stop wanting everyone on a bike. What about the long term residents with no parking. Once you add seniors lane way homes there will be no parking. All this is a waste. Stop ruining the hood people! • Put the bike lane on the north side only. 20th street is also getting bike lanes. Put this additional bike lane on the other side, there are less homes being service don the north side. The intersection at 20th street is already a nightmare on the south side of this corridor. • There are a lot of children that bike along 50th to and from school as well as to sporting events, I like the idea of them having a path to bike along that is not on the street. I also like the idea of slowing traffic down on 50th. • Sidewalks are crap to ride on, and this one is on the "downhill" side for extra crappiness. If you want to see a similar example and why it fails completely, go to 32nd avenue east of Crowchild where this treatment was used. • Living on 50th Ave. I see what is happening now and the problems with it are not being addressed. • OMG dumbest idea of all • If you must put a pathway in, one of the south side of the street is the best option. As thee are potential conflicts between pedestrians and cyclists on any pathway in Calgary, that seems like a very silly trade off. As for the other trade off mentioned, shouldn't cyclists learn to obey the law too, which means walking their bikes if they are in the cross walk or waiting their turn to cross the street just like any other vehicle. <p>As you are putting a bike lane on the wrong street by using 20th Street, there are more intersections. The bike lane should be going up 19th Street. BUT cyclists already</p>



50 Avenue S.W. Corridor Study

Phase 2 Summary

Report Back // What we Heard

	<p>have a pathway along 56 Avenue which leads to 19th Street or across Crowchild. Why are you so bent on putting in another. We live on 50th Avenue and 16th Street and have done for 40 years. We see a total of 4 cyclists who use 50 Avenue on a daily basis and on weekends, often none, occasionally 3 or 4. Any cyclist who is using their head will use one of the bike pathways. Having a pathway that leads to Crowchild trail will encourage at least one of them to feel that they can ride their bikes on Crowchild which would be madness.</p> <ul style="list-style-type: none"> • Too expensive. put bike lanes on the road.
--	--

How well does this concept address your needs for the corridor?	Please explain why you made your choice:
<p>I am unsure or neutral about how this concept addresses my needs</p> <p>Responses: 6</p>	<ul style="list-style-type: none"> • Curb bumpouts are problematic for cyclists. The MUP at crosswalks are always dangerous at crosswalks. Being so close to the dog park, MUP's around here have lots of cyclist/ dog conflicts. Better to keep cyclists on the road. • Bike would be slow and only suitable for recreation and not general transportation. • My preference is #4 with two modifications. One is to eliminate on street parking on 50th Avenue. Two is to expand the walkway on the south side to be the same as the one on the north side (that is both sides would be for bicycles and pedestrians).
<p>This concept addresses my needs very well</p> <p>Responses: 77</p>	<ul style="list-style-type: none"> • Our daughter often rides her bike from Elboya to Glenmore Pool. I think this would be the safest way for her to get there. • This concept deals with speed, cyclist vs vehicle safety and maintains an excellent pedestrian corridor. It is important to me to have the grass and tree boulevard and this maintains that. Thank you. • I walk, bike and drive in this area. I live 2 block from 50th avenue. I believe all of my uses of the 50th avenue corridor will be benefitted by this option, and I would certainly use a pathway south of the road. Aesthetics is important, and the aesthetics are not great right now; additional trees would help. • A dedicated bike/pedestrian path on the south side that ties into the nearby pathway system would be ideal. • I cycle commute to work on the elbow river pathway and this will provide access to that route where normally I would bike down 50th avenue from 19th street. • It will be nice to have improved pedestrian and bike lanes in the area. • Narrower driving lanes slow down the traffic. As a bicycling mom with a child learning to bicycle it is great not to be on the street and way safer. My child will learn at the same time to behave respectful towards pedestrians. • We like concept 4 the best. It is very accommodating and encouraging for a family to go for a bike ride in complete safety by not being on the road. We live on 21A Street SW so we love the idea of the pathway that goes from 22 Street to 14A Street - the ability to bike to River Park with ease! This design will be very pleasing to the eye and add character to the community. Having narrower lanes for reduced speeds will be beneficial. Hard-core commuting cyclists may continue to cycle on the road and should continue to do it safely. Please proceed with this design! • I would mostly bike or drive on this road • Please see above. • I cycle this road often and would feel safest on a pathway. I do not see if that pathway is continued past 19th street. This is not clear. I would hope it is. • adding some trees will make the area look nicer as well



50 Avenue S.W. Corridor Study
Phase 2 Summary
 Report Back // What we Heard

- Road traffic is too fast and pathway would be great.
- We have small children and we like to bike ride on the paths. I think the bike path is safer than on road bike lanes. I like that it connects to the other bike paths in the area. I also like that it addresses traffic calming which is definitely an issue.
- I ride bikes
- It should be easy to access MRU from Sandy Beach / North Glenmore Park, or from City Centre via Elbow River Pathway. This plan would accomplish that.
- All ages can use this pathway.
- Safe separation for cars and bikes. New trees are great
- Love it! I would feel safe sending my kids out on this pathway. Love that it will likely slow traffic as well. Takes advantage of the wide space on the south side of 50th.
- Safe bike travel. Please consider how to connect the new bike trail to the existing bike trail safely.
- Many families and cyclists using this corridor often
- 50th Ave has become very busy.
This plan provides safety and esthetics.
- Allows for walking and biking options that are safer and easier. Will ensure that I take this route more and connects well with the 20th Street improvements. Glad to see that the city is prioritizing improving multiple types of transportation choices within the city!
- I like this option best as the pathway most meets the general uses of the area, without the parking issues of the bike lanes.
- Keeps the bikes off the road. Ties in the current city bike path with the new 20th street bike lanes. It can be a challenge to come off the current bike path and get out of our district if you are not going down to Sandy Beach.
- In my opinion this concept strikes the best balance between pedestrians, cyclists and drivers.
- It eliminates the need for my children to have to ride on a busy street to get to the bike path at 14a. It also eliminates the need for us to cross 50th to get to a safe sidewalk.
- I use this road frequently as a pedestrian, cyclist and in my car and this would work well.
- This street does not need to be any narrower than it already is, and it is not used that much for cyclists. I think the south pathway is a good compromise
- I like the continuous pathway system. As a novice cyclist and pedestrian with small children. This option is the best for connecting us to the reservoir trail system as well as our school. Pedestrian crossings could still be improved with better signage and/or crossing lights.
- I live on 50th Ave. and have the following feedback on why this is the best choice with the following change. Why make the North sidewalk bigger when there is so much room on the South side of the road? It would be less expensive to leave the North side of the road alone, put the wide sidewalk on the South side where there is ample room and not narrow the roadway any more than necessary for the following reasons: Bikes and people could use the extra wide pathway on the South side which follows the pathway system already in existence from Glenmore reservoir to Mount Royal University. There is no need for an extra wide path on the North side. With all of the road races that take place on 50th, as well as it being a bus route, as well as providing necessary parking on both sides of the road for those of us who live on



50 Avenue S.W. Corridor Study
Phase 2 Summary
 Report Back // What we Heard

	<p>50th, making the road narrower will make parking more difficult and dangerous for those of us who live on 50th and require parking out front.</p> <ul style="list-style-type: none"> • I feel this option will give pedestrians and cyclists safer lanes. The reduced roadway should also help with traffic calming • It is the safest option to have a multiuse wide path on the south side of 50th between 14a and 19th street. I think you will need to have flashing pedestrian signs on the 19th street intersection since it gets busy and many kids use it. • As a homeowner I do like that the existing parking on both sides of the street is maintained. I think the narrower driving lanes, maintaining a boulevard on both sides, and keeping the trees will increase the urban appeal. I would like to see reduced speeds along 50th to deter the "rush hour" traffic that uses 50th as a shortcut, and to increase safety with the narrower lanes and the new access into Glenmore Athletic Park (increased traffic turning off and onto 50th). • As a property owner on the 1900 block of 50 Ave SW, this concept definitely is the most appealing to us. Our access to on-street parking isn't impacted (as it would be with a bike lane on the north side of the roadway) and the narrowing of the driving surface (driving lanes and parking lanes) "should" calm traffic somewhat compared to the wide open existing roadway which seems to encourage drivers to go a little faster than they might on a narrower roadway. • I wide enough pedestrian/cyclist path is a good way to keep our community safe and pedestrian friendly • I like bike lanes on both pathways and on road bike lanes like what is found downtown and soon to be on 20th. But, there is a large area perfect for a mixed pedestrian/bike pathway along 50th. This pathway could stretch down to the Sandy Beach river pathway and would be well used by all pedestrians. This corridor has more of a "park" feel to it and less of a major roadway feel so I think the pathway option is better than bike lanes on the road itself....and as a parent I feel this is always a safer option than on road bike lanes. • Good walking conditions for pedestrians! • Appropriately mixed use. • As above, one additional change I would love to see as well is a designated pedestrian crosswalk (with pedestrian lights) across 50th on the east side of the 50th Ave and 16th Street intersection. Again, there are a lot of children that cross here to head to the Glenmore sports fields, pool and schools. Thanks! • separated bike lanes (from cars) seems the best solution. connection of bike way to sandy beach / elbow trail, and Mount Royal / Lakeview paths makes great biking infrastructure and connectivity. Still some safety issues and potential conflicts with other users, but this seems like the most workable and visually pleasing solution, assuming we can afford it?
<p>This concept addresses my needs well</p> <p>Responses: 45</p>	<ul style="list-style-type: none"> • Why 17th St. entry to park? This creates a number of consequences such as cut through traffic on 17 St north of 50 Ave. 16 St is better configured to handle the park oriented traffic. • As per above - curb cuts and other traffic calming (traffic circles) and surface transitions at cross walks (stamped concrete surfaces - texture and colour variation) will calm traffic.....curb cuts will also protect parked cars and people exiting / opening doors. Perhaps shift trees to north / residential side and narrow the south boulevard slightly to in turn add in planter box separators between parking and bike / pedestrian pathway...with cut outs for parking cars accessing the park. Currently very



50 Avenue S.W. Corridor Study
Phase 2 Summary
 Report Back // What we Heard

	<p>limited parked cars on south side and suspect most will park internally if coming from other areas of the city. Parking permits on north side (if not already in play).</p> <ul style="list-style-type: none"> • Traffic is already quite fast on 50th. Narrowing the lanes will help to decrease traffic speed, I hope. • Slower traffic speeds was my top priority to make it safe for pedestrians and bicycles • Bike lanes are not a PRIORITY TO very many people. We do not need all the bikes lines that are being built. This money should be used towards soccer centres, arenas and other facilities that many more people participate in and are more in line with our climate. This will keep people active. I cannot start an adult ringette team as there is none available in the city and I need to be able to provide 10 ice times to join. I also know people saying the same thing about indoor soccer. We live in Calgary, not California or Vancouver. Only a small percentage ride bikes to work and only a few 100 ride in the winter months. This is not a good use of our money and not fair to use so much money for such a small percentage of the population. This needs to go to a vote to the people and not be a decision that only a few are making. I do not know anyone that is in support of all this money going to waste. • Other than the fact that this type of interrupted multi-use path is much slower for cycling than a dedicated cycling facility, and the fact that Calgary drivers will gladly run over cyclists if they feel they have the right of way, this is the only solution that addresses the problems of cyclists at all. • I like the safety and greenspace this concept brings, but what is planned for the intersection of 19th street and 50th avenue? it's a difficult corner to maneuver as it's not square. Additional cycling / pedestrian / vehicle traffic will increase potential conflicts here. • use vehicle and pedestrian often seldom bike. this concept addresses these needs well and bikes are also served better. • I like the narrow drive lanes. • This shouldn't slow car traffic. • For the area between Crowchild and 20th St. I think this is a good solution. This area is quite congested so a shared pathway makes good sense. <p>East of 20th St, I suggest separate pedestrian and bike lanes be installed. Just as this proposal separates travel modes to increase safety, separating pedestrians and cyclists will also increase comfort and safety for all. The room is there along the boulevard so let's use it. I also like the suggestion of putting the trees between the road and the pathways. This further separates and would provide a more enjoyable experience for pathway users.</p> <ul style="list-style-type: none"> • Maybe only have parking on one side where the park is and widen the path/boulevard space. • I find the dangerous thing crossing 50th ave right now, so having dedicated crosswalks (with lights maybe) and being able to stay off the road or narrow sidewalks definitely addresses the needs for the corridor. • A pathway on the south side is necessary. As a runner who frequently uses that area a pathway connection would be idea • My kids would like to bike more to Glenmore Athletic Park, but busy roads make it difficult currently. The bike lanes planned for 20th St and the bike/pedestrian path on 50th proposed here on south side help with the biking safety as well as make 50th more pedestrian friendly.
--	---



50 Avenue S.W. Corridor Study
Phase 2 Summary
 Report Back // What we Heard

	<ul style="list-style-type: none"> • The multi use pathway idea on the south side of the road to connect to Sandy beach/off-leash and back towards Crowchild trail is great. It keeps the traffic on the south side of the road by Glenmore park and keeps the residential side quieter. Cutting through the 49th Ave SW street and the side streets should be discouraged somewhat. • The narrower lanes are great to keep the speeders down as it's not a wide open track and will funnel traffic in better. Left turns are always a concern and create backups. Attention to this would be great. • I like to increased green space usage which will help promote pedestrian and bike use. A much safer and friendlier corridor this way. • Can a traffic circle be incorporated into the 20th street intersection or another one to promote flow? • An M.U.P. is good, but separate bike lanes are better and safer for all users (pedestrians, cyclists, and motorists) • I am interested in cyclist and pedestrian improvement. i think adding crosswalks on 19th street and 17th street would also be very important for safety. • This is the best of the 4 options due to the separation of bikes from traffic, narrowing of traffic lanes to reduce speeds and addition of some green space. • Looks like the best option. <p>QUESTION: where there is a shared bike/pedestrian pathway, perhaps instead of a 1.9 m grass blvd, reduce that space by the 0.9 and add a dedicated bike lane. OR, encourage pedestrians to use the north sidewalk, rather than the pathway - on grounds of safety.</p> <p>Otherwise, this looks like the safest option.</p> <ul style="list-style-type: none"> • Less impact on vehicle traffic • I like option 4, keeping cyclists separate from vehicles. Ideally there should be a painted line for vehicles, and maybe a reminder sign for cyclists at intersections (e.g. watch for turning traffic?). But overall, this seems the best option to address safety of cyclists and pedestrians (who may prefer to use the north side of 50th). And if narrower roads slow vehicular traffic somewhat and cut down the number of people taking short-cuts through Altadore, then that's also a bonus. • Seems like a good balance for everyone • It is the best of the 4 to address the community priorities. • The best of all the concepts to address the needs identified.
<p>This concept does not address my needs</p> <p>Responses: 13</p>	<ul style="list-style-type: none"> • the space set aside for trees and grass take away from the function of the street for two types of users. May help stormwater and beauty, but not worth tradeoffs unless you experience the world through a car windshield. • I live in the area and my only issue is too many split lots in Altadore have doubled the density and now the City have ruined the area for those that have R1 lots. I ride my bike and have NO issue getting from North Glenmore to Crescent Heights without needing additional unnecessary road changes • Still show park entrance at 17th st. • I would not cycle here on the pathway. I would not walk on the pathway. I would feel less confident driving at intersections along the pathway. <p>Bad all around.</p>



50 Avenue S.W. Corridor Study
Phase 2 Summary
 Report Back // What we Heard

- Ridiculous waste of time and money
 - See above comments.
 - I don't ride my bike on sidewalks. Will not use.
 - You seem to think that all we have to do is make the roadway narrower and that all the problems about traffic will go away. Either you take the traffic off of 50 or leave it the same. This solves nothing.
 - No change needed
Too much money for unneeded work
 - We don't want more grass to cut or a wider sidewalk to shovel. And we most definitely do not want any more trees in front of our house. The city comes up with these grandiose ideas but they disappear when it is time to maintain them. We have a bus stop in front of our house which we do use from time to time. We want our guests and occasionally ourselves to be able to park close to our house on 50th Avenue and judging by the number of home owners on 50th who park on the street, so do the rest of them.
- There has never been an accident in front of our house in the 40 years we have lived there. Nor have we ever had any problems crossing the street. Sometimes we have had to wait for a car or two or a bus and we cross the street to walk on the pathway EVERY DAY. if you feel people are speeding, then put speed bumps between 16th Street and 14A street. The only time we have ever noticed excessive speeds are when they leave the park or cross 16th Street heading to the park.
- If you want to do some beautification, please have that very ugly water plant sign removed from across the street. Drivers and cyclists are not supposed to be gawking at a sign when they come around the corner but paying attention to other cars and pedestrians.
- It also appears that you are putting in one of those traffic calming curbs at 20th Street and 50th Avenue so that motorists cannot have a right turn lane onto 20th Street. This seems to us a very silly thing to do since people turning on 20th Street are mostly just trying to get home. They are not short cutting but they will be. I, for one, will start turning on 19th Street and go down 49th or 48th Avenue to access 20th Street when I go to Safeway, Starbucks, Cobbs bread, Shoppers Drug Mart etc. so that I don't have to be a part of the long line of traffic that is going to build up there after every baseball game, hockey game, swim meet, track and field event, football game or just from walking your dog. The city of Calgary has created a build-up of people in the area by having the Athletic park and by limiting dog walkers to certain areas and by allowing multi-family dwellings where single family dwellings used to be without putting in proper streets and accesses to begin with. Don't make your mistakes worse by stopping people from leaving the area.
- PEOPLE JUST WANT TO GET HOME, GO TO THEIR APPOINTMENTS ETC IN A TIMELY AND EFFICIENT MANNER. THEY DON'T WANT TO SHORT CUT, THEY DON'T WANT TO SPEED, THEY DON'T WANT TO ADMIRE THEIR SURROUNDINGS. CALGARY IS NOT A BIKE FRIENDLY OR WALKABLE CITY AND THIS WAS AND IS THE FAULT OF THE CITY PLANNERS WHO DON'T WANT TO HAVE ANY KIND OF BUSINESS' IN RESIDENTIAL AREAS AND IN TRYING TO CORRECT THEIR MISTAKES ARE MAKING EVERYTHING WORSE. PLEASE STOP MAKING IT DIFFICULT FOR THE RESIDENTS OF THE CITY TO DO THIS. BIKES AND BUSES ARE NEVER GOING TO REPLACE CARS IN CALGARY.
- I ride my bike but I never ride down 20th street and I am not going to start because you want to put in a bike lane. I ride down 15th Street or 14A and that is what most



50 Avenue S.W. Corridor Study Phase 2 Summary Report Back // What we Heard

	<p>bike riders do too. We do however, drive down 20th Street and we use the businesses there. Where are we going to park when we go to Original Joes or to any of the other businesses when you take away parking on one side of the street. Friends that we meet at Original Joes do not all live in the neighbourhood and riding their bikes or taking the bus is not a realistic scenario. Please, give your heads a shake!</p> <ul style="list-style-type: none"> • I really don't have enough information to assess my choice. This might be the best on the table but I want to know how access on and off 50 Ave is being addressed before I can fully support any of the concepts. Please feel free to contact me if you have any information on access and egress and overhead and underground infrastructure. <i>(personal identifiers removed)</i> • This road is essentially the only road out of the community for me, so I have to use it. I think it is safer for pedestrians and cyclists if you have a dedicated path. Furthermore, this path can then hook up with the existing path network which is already close by. • Great to have bicycles off the road as long as there is enough room for pedestrians as well. It gives better access to MRU and for the high school.
--	--

Concept 4 - Multi use pathway

How well does this concept address the community priorities identified in Phase 1?	Please explain why you made your choice:
<p>I am unsure or neutral about how this concept addresses the priorities</p> <p>Responses: 17</p>	<ul style="list-style-type: none"> • Probably the second best solution but does not address some of the key needs (neighbourhood beautification). • There are too many intersection points for cyclists, pedestrians and traffic. • does not enhance urban character • This meets the needs of cyclists well but not the need of urban character improvement. • As a motorist, I think this is fine and the addition of bike lanes does not appear to impact how I would travel through the area. I would simply want to know that intersections markings are clear and sight lines are good so that I am aware of the potential for, and can clearly see, approaching cyclists and know who has right-of-way. As a cyclists or pedestrian, I think this provides the best mobility opportunities by recognizing that cyclists and pedestrians have unique mobility needs compared to one another and to motorists as well as by providing infrastructure that is designed for the operating envelope of cyclists. • I would like the road to change in a way that discourages car travel on 50th as a way to avoid Crowchild. While i think this is the choice that is least conducive to cars i am not sure. • I am concerned with bikes next to parked cars - i.e. doors opening etc. I feel there is potential for cyclist/pedestrian issues due to intersections. Not sure how this addresses the issues surrounding crossing 50th Ave for pedestrians. • Prohibit parking on south side of 50 Ave and install bi-directional bike lane on south side of Avenue. • I am not sure this will improve character or help pedestrians, and it may not help cyclists.



50 Avenue S.W. Corridor Study
Phase 2 Summary
 Report Back // What we Heard

	<ul style="list-style-type: none"> • I don't agree that this improves the character as the trees and landscaping are not considered. The amount the facilities are used in the area such as Glenmore Athletic Park and Sandy Beach / Dog park should have the ability to have parking and I think the cyclist is still not safe if including more novice riders. 60th Ave would be a good example where this still is not a good experience and kids still feel nervous next to cars. • There is no issue now except the city has made the area too dense by splitting all the Altadore lots. Why is everyone surprised the streets are jammed. Double the density Not every middle aged person is able to ride their bike or take transit Why narrow the already over packed road? In 10 years we will be paying to rip it all out • I feel that the bike lane will be hidden? I can't see this being a safe option at intersections for bikers.
<p>This concept addresses the priorities very well</p> <p>Responses: 16</p>	<ul style="list-style-type: none"> • will slow down traffic on 50th and safe for bikes • I'm happy with the safe biking infrastructure! (with choice 3) • Segregated cycling facilities are key to increasing cycling rates, improving safety and allowing a more diverse type of cyclist to use the road. • improved pedestrian infrastructure-widened sidewalks to 1.5m bicycle infrastructure-best of 4 options traffic safety-narrower lanes = slower speeds traffic calming-islands at pedestrian crosswalks • There are solutions for the pedestrian and bus conflicts - like raised crosswalks, and raised bus-stops that extend into the traffic lane, which are crossed by the bike lane. • It looks like the best choice for good, safe bicycle infrastructure. • accommodates cyclists, pedestrians and cars with least amount of conflicts. Road "furniture" will reduce car speeds, while protecting pedestrians and cyclists. • Slower traffic, spaces for cyclists • We need the bike path on both sides. This area sees a lot of traffic. There are a lot of commuters on bikes, also recreational bikers hooking up to the Elbow River path. I'm sure joggers will also use these paths. • The best plan, but I wonder if you can't eliminate parking on one side of the street to facilitate space for beautification. • The parking protected bike lane will make cycling with kids much safer, hopefully encouraging more families to get out there and ride. <p>My only concern is: will they be cleared in winter?</p>
<p>This concept addresses the priorities well</p> <p>Responses: 16</p>	<ul style="list-style-type: none"> • I like the narrow road way, because it will slow down cars, trucks and busses. The bike lanes are good as well. • The best option by far. Cyclists of all ages and abilities are accommodated on cycle track-lite infrastructure. Would encourage consideration of a full cycle track implementation. <p>Multi-use crosswalks are not generally necessary and the cycling and walking crossing could easily be separated to improve clarity and reduce conflicts.</p> <p>Significant traffic calming is provided, though would encourage consideration of even narrower lanes.</p>



	<p>Generally, this option works best for all road users and is the safest for all concerned.</p> <ul style="list-style-type: none"> • Parking and bus stop access concerns with this concept have me lean towards Concept 4 though I do worry about shared bike/pedestrian use. • I like the idea of a separated bikeway as there a lot of families that use it and better/safer pedestrian access. Is it necessary to have four lanes of traffic? • sidewalk on the south side is now provided for pedestrians. Bike lanes for cyclists would make cycling safer for all ages. Why do we need to provide parking on both sides - especially the south side of the avenue? I understand that homeowners might want to park outside their homes but I'm not sure why it is necessary to provide parking on the other side where there are no homes. You wouldn't need a bike lane on the south side if there was no parking allowed. • I like idea of pedestrians being separate from cyclists but not sure why there needs to be sidewalk on both sides of the avenue. • Best of the four concepts. • Best option. Adds more green areas, buffered bike lanes and better crossing for pedestrians. • balance between car, bike and foot traffic • As long as those are not in a 'priority' order. I worry that if 50 people mentioned traffic calming and 5 people talked about bikes, current thinking puts bikes above other concerns. • This concept appears to address some pedestrian and cyclist safety issues. The lack of boulevards will not enhance this portion of the road.
<p>This concept does not address the priorities</p> <p>Responses: 25</p>	<ul style="list-style-type: none"> • There is no need to increase the width of the sidewalks. <p>We don't need more concrete and pavement especially without a stormwater management plan.</p> <p>You could put a 2-way bike lane on the south side of the road and put trees where you can. Make parking on the north side only. There are generous portions of 50 Ave where cars don't park unless there is an event.</p> <p>This plan makes cycling safer and will calm traffic but at the expense of pavement and no trees.</p> <ul style="list-style-type: none"> • More pavement is bad for street character. Pathway would be better for bikes. • don't like the idea of parked cars being between driving lanes and the bike lane. this seems like bike could "shoot out" from behind parked cars near intersections and get collide with turning vehicles. put the cars against the curb and the marked bike lanes on the other side. • this is the best option to address the community priorities. Granted the issue of 'urban character' and 'visual appeal' are not supported but the greater priorities in my mind are safe space for cyclists and traffic calming. • I am against dedicated bike lanes. The rules of the road don't seem to apply to bikers. Waste of money and time. • Not enough greenery and bikes are still on the road. It does not make use of the large piece of land we have on the south side. This would be a waste of taxpayers' money. • Widening creates an expressway...and creates a negative pedestrian experience. Urban character priority is not addressed as 'Parkway' should be green (trees and



50 Avenue S.W. Corridor Study
Phase 2 Summary
 Report Back // What we Heard

	<p>boulevards). Bicycle accommodation is overcooked and should be on dedicated path (or sharing the road with cars as well)...as an avid cyclist...reality is experienced riders are on the road and casual riders prefer paths (away from traffic) - not adjacent to parked cars and commuting traffic. This concept also fails the grade on bicycle safety (as bike lanes are not the answer - but rather an ineffective and unrealistic solution). Disagree that this will deliver traffic safety / calming. In fact would advocate that it will create the opposite effect.</p> <ul style="list-style-type: none"> • This concept sterilizes a significant amount of road and parking space to create a path that is used by a very small percent of the population for very short periods of time. I expect that the highest volume for cycle pathways will be during morning and evening commutes for the relatively few people that cycle to work. During the remaining times the paths will be empty. The resulting restricted roadways are more dangerous for the high volume of drivers. My observations are that Cycle volumes drop significantly during winter which make up the majority of days in Calgary. Also, paint used to mark the pathways creates a slippery surface when wet or under snow which is dangerous for cyclists and pedestrians and cars crossing the lanes. • This is still mostly a residential neighbourhood - trees and grass are more valuable than bike lanes on both sides of the road. the road isn't long enough to need bike lanes on both sides. • There is no accommodation for pedestrians - only cyclists who in my view have far too much accommodation already. <p>No ability to plant trees or enhance urban character.</p> <ul style="list-style-type: none"> • Needs more vegetation and trees to improve visually • This and choice 4 are both unacceptable • Too dangerous for cyclists at intersections • the bike lanes make parking and pedestrian safety an issue • Would only work if barrier between bikes and cars. Where will the cars park in order to access River Park? • This put the car parked out in the middle of road. • 50th is a bus route and the road is not wide enough to have all these items on it. Parked car doors will swing into traffic or into bikes. Between 14a and 19th you have tons of room for bikes and pedestrians on the south side of 50th. Many people along 50th also go south on 19th along N. Glenmore park to get to Lakeview overpass. Make a beautiful trail there. I live on 50th and look across between 16 and 17th and it would be a great place for a multiuse path. • if you've ever driven this road between 3-4pm you should understand there is no way this road can be narrowed. Traffic is already horrendous and with the bike lanes coming to the 20 St intersection already narrowing the road it is just going to bottleneck and there is no other way to access Crowchild. Rather than create bike lanes why wouldn't you encourage them to use the bike paths that already exist through Glenmore athletic park by adding better lighting to make them more attractive? • No change needed • While the slightly narrower useable roadway (driving lanes and parking lanes are ~0.2m narrower than existing), I anticipate significant conflicts between cyclists in the bike lanes and people parking in the parking lanes and then having to cross the bike
--	---



50 Avenue S.W. Corridor Study
Phase 2 Summary
 Report Back // What we Heard

	lane to get to the residential properties. It also doesn't do anything for the urban character priority. <ul style="list-style-type: none"> • how will this clear up any congestion?
--	---

How well does this concept address your needs for the corridor?	Please explain why you made your choice:
I am unsure or neutral about how this concept addresses my needs Responses: 13	<ul style="list-style-type: none"> • There are definitely worse plans (status quo) however this plan does not fully address my (or the community's) needs. • It would work, but would be easier to just have a pathway that pedestrians and cyclists could use. That road is so busy and I use it for all three purposes. I would feel safer with a pathway like on the west side of Crowchild on 50th Ave going to MRU. • I am concerned about increased traffic on 15St. Too narrow, neighbourhood road for all the traffic to and from Glenmore Park- please consider restricting traffic flow or leave entrance on 16 St. • I am not sure, because I haven't seen it elsewhere, the traffic/parking/cycle layout. While parked vehicles can provide a buffer, I would be concerned about them encroaching on the pathway, and, how easily the pathway can be cleared/maintained with the parked vehicles there. • Slower speed is the goal that needs to be achieved. • Adhering to one solution for 50 Ave. is not going to solve the concerns. It requires a mix of solutions/concepts. • It's better than the current situation of having to peddle on road or on sidewalk from Crowchild to 20th St cycle lanes along parked cars and with winter snow on road is not the ideal solution, but it's better than nothing
This concept addresses my needs very well Responses: 18	<ul style="list-style-type: none"> • Since I am a cyclist and want better access down 50th to the Elbow River Pathway this would meet my needs well. • It would be nice to be protected by the row of parked cars. • As a regular user of my bike for commuting, shopping and getting around it's key to have dedicated infrastructure. Anything less and I readily make the decision to go elsewhere with my shopping dollars. • parking lane protected bike lanes, with islands for pedestrians and wider sidewalks. Cars still accommodated, but not as highest user • I like how bikes and cars will be kept separate from each other which improves safety for both users. • accommodates cyclists, pedestrians and cars with least amount of conflicts. Road "furniture" will reduce car speeds, while protecting pedestrians and cyclists. • I am a cyclist and live in the area. I think it would also be a good idea to reduce the speed limit to 40KPH. This area sees a lot of recreational traffic on weekends and it the Summer. A speed of 50KPH on 50th Avenue is too fast. There are other areas in the City that have 40KPH, and these are just 'up-scale' residential areas, without near as much pedestrian, cyclist, jogger traffic. • We need a safe, pleasant space to walk and ride a bike, and this is the best option. • Huge improvements mean I can travel along the corridor safely with my family.



50 Avenue S.W. Corridor Study
Phase 2 Summary
 Report Back // What we Heard

	<ul style="list-style-type: none"> • Traffic calming through narrower lanes. East/West connectivity via more pedestrian/friendly infrastructure • I think people walking and on bikes should have top priority here. There are so many people that use it with their families and it can be very dangerous for everyone. There are blind corners from bushes and you see near misses between peds/cyclists and drivers daily.
<p>This concept addresses my needs well</p> <p>Responses: 14</p>	<ul style="list-style-type: none"> • Yes, it accommodates all three modes of travel AND recognizes that each mode has distinct mobility needs and operating envelopes. To consider: There are a couple areas where guidance is lacking at pathway-bikeway transitions. At the west-end, there is no way for westbound cyclists to attain the pathway on the south side. Similarly, at 19th Street, the end of the pathway will likely encourage some wrong-way riding into the eastbound bicycle lane. Snow and ice control for year-round function will require thought from a corridor perspective, particularly to ensure the varying types of infrastructure and transitions are consistently and reliably accessible within a reasonable time frame. Along-corridor though must be given to managing how residents clear snow from sidewalks, for example snow cannot be pushed into the bike lanes. There are a number of robustly barrier-protected areas, but also long stretches with no apparent delineation aside from lane markings. Give thought to how this will impact the appeal of the lanes to a broad age and ability range. • I would like less traffic on 50th and while i think this would help, i actually thing east-west flow barriers, such as dead end streets would work better. • Except no need to have parking on each side where the park space is. Plant trees instead and narrow the road. • I'd feel safer riding my bike and safer walking. • Sadly, you've already rebuilt 50th on the west side of Crowchild, and failed to provide any bike facilities in this green-field developed road :(• Please make sure you don't put cyclists on the doorzone. • I picked this one over the dedicated bike lane, but could have picked either and gave the same feedback. The shared bike path (bikes and peds) is no good. That is a slight slope going east, and often bikes going to fast (which they are wont to do) are more dangerous than cars. So, either two paths (one for bikes and one for peds) or the bikes stay on the street. • As a cyclist with small children a separated bike lane or pathway is at the top of my priority list as well as pedestrian crossing safety. Perhaps better signage or crossing lights at some intersections would improve safety. • This provides a separate lane for cyclists so they are safer and slows down traffic.
<p>This concept does not address my needs</p> <p>Responses: 30</p>	<ul style="list-style-type: none"> • Bikes must be physically separate from car traffic otherwise cyclists get injured • While I appreciate the wider sidewalks, I am hesitant to lose the grass and treed boulevards. I believe this plan still leaves the issue of crossing 50th avenue unaddressed. Thank you. • Why is the entry to park being moved from 16 St.? Status quo allows continuation of park oriented using 16 St traffic across 50th and permits shared access by park oriented and municipal vehicles. If the entry is moved west, you are inviting cut through traffic on 17 St. which by comparison to 16 St, is less suited to carry the traffic. <p>16 St intersection with 50 Ave would be made more safe by installing four way stop signs.</p>



50 Avenue S.W. Corridor Study
Phase 2 Summary
 Report Back // What we Heard

	<ul style="list-style-type: none"> • This works when the bikers are experienced and there is little car traffic...which is not the user here. Many people park for the dog park getting in and out of cars with dogs - they will be in the bike lane as inexperienced bikers go by with chariots and kids... accident waiting to happen. Also people who are not used to a bike lane may park into the bike lane causing an accident... bikers come from every street and need to feed into the bike lane or path on each street so there would need to be many access points for the lane so a barrier in this case would only cause bikers to ride outside the lane or it would cause confusion as there would be many breaks in the lane to accommodate access... Also visually not appealing • I believe that few people will park outside the painted buffer, instead they will park on the buffer putting the bike lanes into the door zone. They will also use the parked cars as an excuse for failing to see cyclists in the intersections. • Still not holistic as far as addressing all needs. • I live in this area and have my entire life Stop splitting lots. No more secondary suites or alley seniors housing. Why is everyone so willing to make changes when your current changes are not working • A dedicated bike/pedestrian path on the south side that ties into the nearby pathway system would be ideal. • Not at all. A miss. Other concepts (wide format bike path / pedestrian split to south is far better)....need to create wide sidewalks and boulevards to enhance the streetscape and interface with the roadway and traffic....would also consider curb cuts for parking and narrowing the roadway at intersection....in addition, is there option to create traffic circles on street connectors to 50th avenue? • This concept caters to the minority of people at the expense of the majority. • Same as above. • Needs more trees • Like 4 waste of time and resources • Would remove street parking that does not now bother the neighbourhood. People would then park in the neighbourhood instead of 50th Avenue. • This is not a good idea. I can see it people passing when there are no cars parked on the street. • This concept would lead to huge conflicts with cyclists and motorists. Reduced visibility at intersections is already a concern • 50th is a bus route and the road is not wide enough to have all these items on it. Parked card doors will swing into traffic or into bikes. Between 14a and 19th you have tons of room for bikes and pedestrians on the south side of 50th. Many people along 50th also go south on 19th along N. Glenmore park to get to Lakeview overpass. Make a beautiful trail there. I live on 50th and look across between 16 and 17th and it would be a great place for a multiuse path. • see above • No change needed • This concept may calm traffic somewhat, but I don't believe it addresses the other priorities enough to be a good trade-off. • This street has vehicle traffic and few cyclists. It is busy with more business being built on the west side of crow child. Do you really think adding bike lanes will help? This will make less than 1percent of people using the roadway safer and make over 99
--	---



	<p>percent of traffic more congested. If the city thinks bike lanes clear up congestion it is time for a change. Travel to the NE with work and have yet to see a bike lane up there.</p> <ul style="list-style-type: none"> No more bike lanes.
--	---

Do you have any additional questions or concerns about the proposed improvements to 50 Avenue S.W. that you would like us to consider?

- I like the 3rd and 4th Concept, but do not like to see high costs for this project. Calgarians are struggling financially.
- 16 St. is very busy. I do not wish for traffic on 19st or 20th St to be reduced, thus increasing traffic on 16th St. 50th Ave is busy but homeowners purchased their property knowing this. I like the concept 4 with the pathway on the south side if it does not interfere with traffic.
- I have a few concerns with the 50 Ave Corridor Study to date.

First I think the 50 Ave Corridor is premature. If Glenmore Athletic Park is going to be redeveloped then significant changes to the corridor should be made then. Without full knowledge of how access to GAP will transpire, starting this project does not make sense to me. If access and egress points are changing with the addition of one-way-ins, one-way-outs, corner bulbs and potential traffic circles or stop lights (hopefully not) there will be an impact on the design of 50 Ave SW.

The 50 Avenue corridor is not homogeneous. The grass boulevards that currently exist range anywhere from 1 meter to 3 meters and more. Sidewalks are uniformly about 1.3m. In some instances there is no way that the concepts pictured above could be accommodated on 50 Ave SW due to property lines and small grass boulevards. So the renderings are somewhat misleading.

Overhead power lines and the addition of new power poles expected in the short term have not been accounted for. It is unlikely that any trees will be allowed to be planted especially east of 16 St SW.

Underground infrastructure has not been indicated. Although these are concept drawings it is perhaps a waste of our time to comment on something that can't occur either overhead or underground infrastructure.

When generic renderings are copied and pasted out of a guidebook, expectations are built only to fail. People imagine a lovely tree-lined street when in actual fact there are few spaces on 50 Ave where trees can be planted next to the road. As a result, the apparent narrowing of the street does not occur and cars continue to exceed the traffic limit.

In the complete street guide there is also reference to stormwater management and I don't see any reference to this part of the guide. There is a considerable drop between Crowchild Trail and 14A street along 50 Ave SW. All the surface water from 50 Ave runs directly via a catch basin into the Elbow River, untreated.

I would be delighted if someone could address my concerns.

Yours truly,
(personal identifiers removed)

- We believe that Concept 1 is the best option. Neither the pedestrian volume nor the bicycle volume is great enough to warrant the expense. There is not sufficient vehicular traffic to require calming. Impeding vehicular traffic unnecessarily simply causes traffic congestion which in turn leads to additional emissions from vehicles.



We are sure that City Council can find much more worthy projects on which to spend our tax money. An even better option would be to spend less.

(personal identifiers removed)

- I LIKE concept 4. None of them are perfect and the bike riders, pedestrians, etc had better make sure they look both ways, etc. cause there is no perfect world! Hopefully the walk and bicycle trails can be kept separate. SOMETHING must be done at Crowchild. A real bottleneck for westbound traffic to get onto Crowchild. ALSO! Northbound traffic exiting from Crowchild north onto 50th Ave east need help cause there is almost a blind spot at the top of the exit ramp where you go onto 50th Ave.
- Please no more bike lanes. Pedestrians and cyclists can be together. Improve the walkways so more people can enjoy the green spaces on 50th Avenue. There are so many bicycle paths already why do we need to change the roadways.
- We should add in traffic lights and they should only be yellow lights. Because then we can be very cautious, but not get stuck in traffic.
- Hi,
I like concept 4. I think it aligns with the current pathway system in that area and does not create bike lanes in traffic which are difficult to navigate as vehicle drivers as seen with the changes made on 12th ave sw in the Beltline area.
Thanks
- None of the above consider parking and pedestrians together
Lets keep cyclists away on another route entirely for safety of everyone else and keep traffic moving
- Once again, there is nothing planned to address congestion at intersection of 50th Ave and Crowchild. Leave road as is or make a better exit off Crowchild so you don't have to wait 2-3 lights in right lane at peak times. 50 Ave was originally designed to manage traffic flow. That's why it is wide unlike 33 Avenue which was never meant to be the main feeder road. Enough of these bike lanes at expense of good traffic flow. All the exhaust from traffic stuck on narrower lanes is not the solution. But I'm sure this is all a done deal so why bother asking for feedback ?
Lanes will be reduced. I won't be able to park in front of my house and can have idling cars spilling exhaust into my yard while they wait for the lights to Crowchild.
- There is no slow driving zone in front of the school, people just speed all morning and evening long on their way to work. A traffic circle on 22nd ST would slow the traffic down, a school sign, slow down sign would help as well. There are not enough pedestrian crossings at 50Ave.
- Why do you bother with these consultations as the city just will push through their agenda anyway. Save the money and give taxpayers a break
- Why do you bother with these consultations as the city just will push through their agenda anyway. Save the money and give taxpayers a break. Why does the city insist on making a small minority of cyclists so much input and room on major car routes? Ie 20th street changes.
- The pathway on the south side is our preference, however it would need to ensure that there is a way to access the new bike lane on 20th St.
- I like #4.
- I think the south side bike path is the best option. Shared gets too congested and with bike lanes on both sides but keeping the parking lanes you risk having people park too far into the bike lanes plus the added risk of backing into oncoming bike traffic while trying to parallel park....
- A traffic circle at 20th street and 50th Ave.
- I live on 15th street and 42nd Ave. SW and use 50th Ave regularly to get in and out of the neighborhood. I would like to see more resources directed towards cyclist sharing the road in a safe and efficient manner. There is clearly space for a wide path on the south side of the road, but there are no residences on that side of the road so I foresee pedestrians needed to cross 50th Ave to access and leave the path on the south side negating any perceived efficiency. Plant more trees, educate cyclist how to commute with traffic and conserve resources for things that are truly needed - concept 1.



- I'm a fan of Concept 3 and 4. I live in the area and am an avid cyclist. This is a great idea.

Consider making 50 AVE a playground zone from Central Memorial HS to 14 A Street.

Have a great day

(personal identifier removed)

- I walk along 50th Ave SW between 20th Street and 14A St every day (and have for the past 6 years). There are a few areas of concern that I see on a daily basis. Motorists driving south on 16th Street SW and turning right onto 50th Ave almost never stop. They look left and continue through the stop sign without stopping. There are a few reasons I believe this is happening. The stop sign is located quite far back from the intersection. If motorists were to stop, they would be almost a full car length from the intersection. The additional problem is that the home on the NW corner of 50th and 16th has bushes that highly obstruct the motorists views. The issue is that motorists cannot see the sidewalk and whether people are present. On many occasions I have seen cyclists and pedestrians almost get hit at this corner as the motorists do not look right (there is no need for them since they are not crossing any traffic coming from the right).

The other issue I see often is cyclists transitioning from the bike paths south of 50th at 14A to 14A St. They rarely make a full stop going either southbound or northbound. This is a high traffic area with the parking lot for River Park just to the east. I feel a stop sign focusing on cyclists coming northbound from the path to 14A would improve this issue.

(personal identifier removed)

- Concept 3 will require significant education and enforcement to prevent people who drive from parking in the bike lane, if there will be no physical barrier (only paint). This is frequently observed on the 53 St NW bike lane where no parking is allowed. A small curb or flexi-posts could address this. All but one concept leave the roadway wide or widen it further, undoubtedly resulting in faster traffic on what is already fast traffic on a wide, straight road, inappropriate for its residential context.
- Put planters with flowers on intersection islands as along cycle tracks downtown.
- Wider sidewalk, maybe 3m, with covered benches at Central Memorial high school for students waiting for buses.
- Concept 3 looks the safest to me! Thank-you for putting safety first.
- Separate pathways are best for all age use and safety.
- We would like to see Concept 1 kept in our community. We are having a hard time believing, when so many Calgarians are financially struggling, that the City is spending our money on road changes, while our property taxes continue to increase.
- You need speed bumps and lower speed limit. I would like to see another four way stop at second entrance to Glenmore Park to slow things down. Wider sidewalks and bike paths would help too. The more greenery the better!
- I live on 50th and I am a biker. I strongly prefer option two. More trees and beautification makes sense to me. Traffic on this road needs to stay tempered. Bikes can safely share the road with cars. This sharing will slow down traffic.
- Concept 4 is the best option. Concepts 1 and 2 are not acceptable.
- concept 4 is definitely my vote - having pedestrians and bikers share the pathway is the best way to go
- Please do not move entrance to Glenmore Athletic Park to 15th ST without closing 15th St to 50th (with a barrier). 15th street is too small and too residential to handle additional traffic.
- I attended the open house at Central Memorial High School on May 10th and filled out a comment form. I presently prefer Concept number 4. A comment I had regarding cyclists are that they don't seem to feel they have to follow any rules of the road. Therefore, there will always be conflicts between cyclists, and vehicles, and pedestrians on pathways.
- Prefer concept 4 but no idea relative costs. Since the benefit is primarily to the residents of 50th Ave., they should share the cost by adding a local improvement levy to the tax role of the houses on 50th Ave. There is no benefit to anyone else as the road goes nowhere.



50 Avenue S.W. Corridor Study Phase 2 Summary Report Back // What we Heard

It would help if some of the potholes were fixed in the neighbourhood first - currently a massive dip on 33rd Ave. between 19 and 20street which is dangerous. THAT is the priority.

- None of the above options meets the requirements of 50th Ave SW as being a Parkway. Don't destroy the "natural" aspect of the area please. The "maintain "existing option does NOT accurately reflect the south side of the road. There isn't a sidewalk on the South side from 14A St to 18th St. SW.
- Part of the attraction of the area is the "wilderness" aspect/look of the area. Please, please don't lay concrete and a perfect line of trees in place of the wild grasses and trees.
- Concept 3 is my vote.
- What is the plan for the power line along 50th avenue? (*personal identifier removed*)
- There are bike lanes being added to 20 street SW. It is already difficult to cross both 50th ave and also 20th street. Adding bike lanes to both of these roads traps adjacent residents in during peak times. Please widen 50th ave turning lane on to southbound Crowchild. Why it was never made wide enough for a vehicle in the first place was a waste of time. This is a serious bottleneck when school lets out. By adding 20 cm would make a huge difference.
- I go with concept 4.
I think consideration will have to be given to better traffic speed control on 14A St. Any increase in traffic due to that change on 50th will probably increase traffic on 14A St. due to the playground/school zone on 15th and 16th street. There is already far too many vehicle going too fast for the congestion, foot, and canine traffic.
- I do prefer the pathway on the south side of 50th as it best incorporates safety and enjoyment for cyclists, runners and children.
- Sidewalks are not bike infrastructure :(why are 3/4 concepts using sidewalks for "bike stuff". Disappointing and dangerous.
- Why don't they leave the access to the park at 16 St.? Moving park access to 17st will drop my property value greatly. Where would I be able to park with access at 17 St ? City did not allow my garage to be bigger than 20 ft x 20 ft. My garage is practically useless. Traffic on 17 St will greatly increase. Not happy at all with 17 St access to park. (*personal identifier removed*)
- We like the idea of concept 4, as it would flow/connect nicely to the existing pathway coming up from Sandy Beach and West of Crowchild Trail. Our children attend MRU for classes/swimming and this would be the safest option for them. As they grow, they would have the option to ride amongst traffic.

Thank you for making our city a great place to live and raise a family!
(*personal identifier removed*)

- Concept 4 would be my preference.

However, my husband and I lived at Point McKay for over 6 years and on many occasions witnessed conflicts between pedestrians and cyclists, this is certainly be a problem. I believe that cyclists have become more aggressive in the past few years. This week a cyclist rode her bike in the vehicle lane slowing down traffic, too many cyclists to keep track pushed " pedestrian crossing light and rode their bikes and 2 people rode side by side on a street all in SW Calgary. Do cyclists want to be cyclists or pedestrians they certainly need more education and heed it I do have a bike and I do cycle

- When accessing 50th Avenue SW from Crowchild northbound, there is a limited ability to see cars coming from the west on 50th Avenue. It is quite dangerous.
- I prefer Concept 4. We live on 14A Street S.W. I think you should consider adding stop signs and/or speed bumps to 50th Avenue to slow traffic down. People go zipping down 50th like it was Crowchild Trail. (*personal identifier removed*)
- Some feedback:
 1. I really like the idea of the wider sidewalks on both north and south side of the road.
 2. you should consider a crosswalk across 50th avenue to the bike paths going through the Enmax area
 3. I love the trees. very nice. good luck



- Good afternoon,
My concern is that a separate bike path implies a bicycle is a toy (concept #4). Cycling commuters don't want a meandering route to work - like others, they want to get to their destination in a timely manner. Also the more experienced riders ride at speed, easily able to pace traffic.
A 5th option would be to combine concept #2 and #4. Leave the north sidewalk alone, narrow the driving lanes, add a combined wider south sidewalk to link the pathway and allow for novice riders. Cyclists and motorist continue to share the driving lanes. After all this parkway is relatively short and is residential, and allows for the faster cyclists. Imperative that speed bumps be introduced, and along with the treed boulevard would slow traffic. Signage painted on the road indicating a shared responsibility to remind motorists with time management issues (also for cyclists with such issues).
This, I think would accommodate all aspects.
- Be aware that you MUST start giving an accurate budget and stick to it...The City of Calgary and its employees must start to account to its taxpayers in a much more professional way and be Accountable..(personal identifier removed)
- For maximum cyclist safety there should be a physical barrier between bikes and cars. If cyclists are put on 50 Ave the cyclist-portion of 50 Ave should be kept clear of snow and ice otherwise cyclists will be forced onto the car-portion of 50 Ave.

Lights that flash when a cyclist is near could be placed at the intersection of side streets to warn motorists of the bike's presence. Heritage is a good example of how not to have motorists cross the path of a cyclist.

- There is actually nothing wrong with the way it is. Bike lanes are ridiculous but a path/bikepath on the south side make some sense. I live in Altadore.
(personal identifier removed)
- I think that someone needs to remind people that the glenmore athletic park redevelopment is a done deal. I've been to both open houses and it's tiring to listen to people whine about something they had plenty of opportunity to provide input.
- Please also look at addressing 20 and 21 streets as well as 54 Ave with the plans as they play a large part in the identified concerns/issues.
- I wish more had been done to address the traffic calming issue. I don't think making the roadway narrower is going to make a difference in speed or traffic.
- Concept 2 or 4 would be my preference.
- Really can't wait until Flanders is even tested?
Does this mean you already know that's a bad idea?
Enough with the bike lanes for the 50 people who use in the winter
No changes until after the next election
So far everything the council has done is only making the tax payers angry
You are wasting so much money asking opinions when you've already decided.
So frustrating!!!
- I like the idea of Concept 3 which seems to purposefully address the needs of all user categories. If the land is not available (cost or other reasons that I may not be aware of), then concept 4 seems to be a good back up plan. I hope that Concept 2 is not used, and I'm sure we can do better than the existing Status Quo.
- Stop spending my tax money
I walk, drive, and cycle in the area no problem
Why on earth has this roadway gotten in the change radar?
- I would like a Crosswalk on 50 Ave. at 19th Street. There are always children crossing to go to the Athletic Park, soccer fields and also with their bikes. A well-marked Crosswalk would increase safety - especially for the large increase in children in Altadore.
- I like narrowing the road, status quo should not be an option. My concern is that the "Maintain existing" shows a sidewalk on the south side where there is currently not a sidewalk there.



Also if there are bike lanes on both sides they can't be painted, cars will just park in them. So Concept 4 seems like the best.

- Would it be possible to have a boulevard with trees in the centre of the roadway?

Other methods of input – Verbatim comments

In addition to providing comments at the open house and through the online tool, the project team received two emails regarding the concepts under review and a phone call via 311. The emails and a summary of the phone call are provided below and are included in the team's consideration of feedback.

Hi, have lived in the neighbourhood for 28 years & raised 3 kids. Did the whole hockey, soccer, walk to Marda, Sandy Beach schpiele.

First of all, it is great to see that the City seems to have shelved extending 50th across the valley.

We have all treasured and enjoyed the relatively natural and untouched nature of 50th - the green space of the park, the bushes and trees of the pathways, etc. I prefer leaving the S natural pathway for pedestrians, but including a designated two-way bike path on the S side, with a wide berth between bikes and walkers to protect the pedestrians. Maybe even use the tree belt between them? Many bikers are going to work downtown, which should be applauded, but sometimes not all check their speed.

I don't think a bike path is necessary on the North side and residents should be able to keep their on-street parking. This would also prevent them from backing into sidewalk pedestrians on the north side as well.

The same separate accesses for both should apply to River Park to keep bikers off the roadways as much as possible and give them fast access to the other pathways. The paths should stay natural there.

I agree with a four-way stop, or at least a pedestrian light at 50th and 19th, as it is a game of chance somedays trying to get across 50th, even by car. There should also be a pedestrian light at 21st and 50th - this is a really dangerous spot to walk across. Or, they could put back the school or playground zone between 21st & 20th to slow down traffic into the neighbourhood and give cars trying to get out westward from 21st a fighting chance. I use 54th to Crowchild to avoid that T-zone entirely. If this is backed up by Central student traffic, you have to go to the 50th and 20th intersection to get out West.

20th, 16th, 15th, 14A - all should be 40 km to slow traffic down, just like most of Elbow Drive. With a designated bike path on 20th and something at 14A, this gives bikers good N-S access to divert them from all the side streets.

The last suggestion would definitely be more off-road parking off of 50th Ave for the North Glenmore Athletic Park patrons. Parking along the fields on 19th is dangerous for peds, bikes, and local traffic and highly annoying and noisy for the locals who live along that street.

In terms of 'aesthetics', I'm not sure where this even comes in. We have one of the most beautifully natural neighbourhood areas in Calgary!

Thank you for your time, *(personal identifier removed)*



50 Avenue S.W. Corridor Study

Phase 2 Summary

Report Back // What we Heard

Thanks for forwarding the choices for 50th Ave.
I favour either of the schemes that has a bike lane out of car traffic.

My larger concern is not covered by any of the choices.
When Central Memorial gets out every afternoon, the 4 way stop backs of traffic sometimes for blocks. Kids cross the street and no traffic moves. This may ease when the 46th Ave overpass over Crowchild is open but for now very slow going and there are no other options. I wonder if that intersection should have some other option.
(personal identifier removed)

The caller is a commuting cyclist as well as a resident who lives in the area. He would like to see a 40 km/h speed limit. He also doesn't see the need for dedicated bike lanes; he likes the current arrangement. The issue with dedicated bike lanes is that they become unride-able because they are in the gutter or are very rough. He cites the example of 66 Ave from Lakeview to Lakeview Village where he has to ride over 22 manholes. He would also prefer natural grass over a multi-use pathway. With respect to the online information, he found the grey-on-grey writing hard to read and his old computer was too slow to process the maps, etc.