



50 Avenue S.W. Corridor Study Flames Community Arenas Drop-In Event

Report Back // What we Heard, What we Did
October 19, 2016

Project overview

The City of Calgary is conducting a transportation corridor study of 50 Avenue S.W., between Crowchild Trail and 14A Street S.W. 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 3: Select Preferred Design Concept. As a part of the engagement plan, The City presented the preferred design concept at a public open house, three pop-up events and on the project website to gather input to refine the plan.

This section reflects what we heard at the pop-up event that was held at the Flames Community Arenas on Wednesday, October 19, 2016, from 5-7 p.m. Thirty-one people stopped by to talk to the project team.

What we asked

Participants were shown the preferred design concept that included:

- Multi-use pathway on the south side of 50 Avenue S.W.
- Widened sidewalk on north side of 50 Avenue S.W.
- Narrower driving lanes to encourage lower speeds
- Curb extensions at intersections to reduce crossing distances for pedestrians
- Improved crossings at intersections to increase pedestrian and cyclist visibility
- Future traffic signal at the intersection of 50 Avenue S.W. and 20 Street S.W.

Participants were then asked to provide feedback regarding:

- Strengths and weaknesses of the preferred concept
- Intersection treatment options at 17 Street S.W. (roundabout, stop signs or signals)
- On-street parking options between 15 Street S.W. and 17 Street S.W. (parallel or angled parking)

Participants provided this feedback by:

- Filling out comment sheets
- Providing their thoughts on Post-it notes and placing them on a drawing of the preferred concept.



50 Avenue S.W. Corridor Study Flames Community Arenas Drop-In Event

Report Back // What we Heard, What we Did
October 19, 2016

What we heard

Feedback and input collected from the comment forms and map were transcribed into themes by geographic location along the corridor.

- 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 Comments](#) section.

What we are working on

We are currently planning Phase 4: Present Final Design Concept, where the final recommended design concept will be shared with the public. This final recommended design concept will be based on the feedback and input received during the Phase 1, 2 and 3 engagement opportunities and further technical analysis.

Next Steps

The feedback collected from the public open house, pop-up events and online activity in Phase 3 will be used to finalize the recommended design concept, which will be presented to the public in Phase 4.

Summary of Input

Due to the low number of comments collected at this pop-event, this is a high-level summary of what we heard about the preferred design concept, intersection treatment options and parking options. Please visit the [Verbatim Comments](#) section for a detailed listing of all the input that was provided.

Overall preferred design concept

- Support the multi-use pathway
- Consider adding lights at 19 Street S.W.
- Keep parking on the north side between 20 Street S.W. and 21 Street S.W.
- Like the narrowing in front of Central Memorial High School
- Ensure enough parking for Central Memorial High School
- Make sure bikes can connect over Crowchild Trail
- Concern that comments received now will be irrelevant when construction begins in long-term

Near 22 Street S.W.

- 22 Street S.W. needs improvement because it is narrow, has excessive parking and is unsafe

Near 20 Street S.W.

- No traffic lights
 - Because it will create back-ups

50 Avenue S.W. Corridor Study Flames Community Arenas Drop-In Event

Report Back // What we Heard, What we Did
October 19, 2016

- Prefer traffic lights

17 Street S.W. intersection treatment options

- Prefer roundabout
 - Have seen it work well in Lakeview community
 - Prefer over other options
 - Improves traffic flow
- Do not like roundabout
 - Not pedestrian friendly
 - Will not reduce speeding
- Prefer signals
- Do not like signals
- Prefer two-way stop

Access at 17 Street S.W.

- Prefer no northbound access
- Restricting access may not be required

Parking options between 15 Street S.W. and 17 Street S.W.

- Prefer angled parking
 - Provides extra parking
 - Easier than parallel parking



50 Avenue S.W. Corridor Study Flames Community Arenas Drop-In Event

Report Back // What we Heard, What we Did
October 19, 2016

Verbatim Comments

Comment Forms and Map Activity

Attendees were asked to fill out comment forms and place stickies identifying strengths and weaknesses of the preferred design concept and feedback on intersection treatment and parking options.

General comments about the overall plan

Topic	Comment
Multi-use pathway/preferred design concept	<ul style="list-style-type: none"> I like the concept of the multi-use pathway along the entire corridor Nice plan overall – like the multi-use pathway I love the multi-use pathway concept because it's pretty, logical, considerate and well thought-out I like the bike path on the south side I like the narrowing in front of Central Memorial High School because it defines the travel lanes
Parking	<ul style="list-style-type: none"> There are multiple dual dwellings on the south side of 50 Avenue S.W. between 20 Street S.W. and 21 Street S.W. Therefore, we need to keep parking on the north side. There is parking in the back alleys, but it is less than 6 meters wide and it's easy to get stuck in the alley. Did we consider Central Memorial High School parking? Are there enough parking spaces at the school? Due to timing restrictions, there are very few other "close" choices, either than the 2100 block of 50 Avenue S.W.
Other comments	<ul style="list-style-type: none"> My worry is that because of the long-term nature, comments received now will not be relevant when construction takes place.

Comments specific to corridor locations

Location	Comment
Near 22 Street S.W.	<ul style="list-style-type: none"> 22 Street S.W. is as critical to look at as 50 Avenue S.W. 22 Street S.W. is a disaster due to parking and safety issues (2) Idea – push the curb back to provide additional parking space (into the boulevard/park space if needed) (2) 22 Street S.W. homes are increasing to duplexes which will increase parking and there is a fourth hockey rink proposed to be built, which will also increase parking and traffic. 22 Street S.W. needs to be improved. Make sure bikes can connect over/across Crowchild Trail to Garrison Green



50 Avenue S.W. Corridor Study Flames Community Arenas Drop-In Event

Report Back // What we Heard, What we Did
October 19, 2016

Near 20 Street S.W.	<ul style="list-style-type: none"> Lights at 20 Street S.W. will create back-ups I like the lights at 20 Street S.W.
Near 19 Street S.W.	<ul style="list-style-type: none"> There should be lights at 19 Street S.W. It is currently treacherous for pedestrians and cyclists to cross.

Feedback on 17 Street S.W. intersection treatment options

Option	Comment
Roundabout	<ul style="list-style-type: none"> I like the roundabout because I prefer it over the other options (2) I like the roundabout because I have seen this design work well in the Lakeview community (2) I like the roundabout because it keeps traffic moving I am not a fan of roundabouts. Would need to add speed humps at 17 Street Roundabouts are not ideal with high pedestrian traffic Not pedestrian friendly. Only good for vehicle traffic with no pedestrians.
Traffic signals	<ul style="list-style-type: none"> This is the best option We don't need more lights
Two-way stop	<ul style="list-style-type: none"> I prefer the two-way stop option (2)
Northbound access	<ul style="list-style-type: none"> I like the "no northbound access" because the less traffic traveling up 17 Street, the better. Restricting northbound access may not be required, as majority of traffic on 50 Avenue is local. Restricting access would force traffic one block in either direction.

Feedback on parking options between 15 Street S.W. and 17 Street S.W.

Option	Comment
Parallel parking	<ul style="list-style-type: none"> People don't know how to parallel park
Angled parking	<ul style="list-style-type: none"> I like the angled parking because of the additional parking it creates (2) I like the angled parking because it provides extra parking for the off-leash park I like the angled parking because it is easier to get in and out of parking spaces Angled parking creates more parking