



# 50 Avenue S.W. Corridor Study Glenmore Aquatic Centre Drop-In Event

Report Back // What we Heard, What we Did  
October 12, 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 Glenmore Aquatic Centre on Wednesday, October 12, 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:

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



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## What we heard

Feedback and input collected from the 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

- Like the multi-use pathway
- Support traffic calming
- Not supportive of the overall plan
- Need improved crosswalks
- Do not like 15 Street S.W. access
- Require another access to 14 Street S.W.
- Implement bike path on 50 Avenue S.W. as soon as possible for increased safety
- Curb extensions not necessary
- Concerned about conflict between cyclists and dogs

### Other comments

- 16 Street and 20 Street S.W. intersections require enforcement



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## 17 Street S.W. intersection treatment options

- Prefer roundabout
  - Reduces speeds
  - Increases pedestrian safety
  - Provides traffic calming
- Do not like roundabout
  - Will not reduce speeding
  - Increases collisions
- Traffic signals would require timing adjustments

## Access at 17 Street S.W.

- Do not support restricting access

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

- Prefer angled parking
- Prefer parallel parking (maintains more boulevard)



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## Verbatim Comments

### Map Activity

Attendees were asked to 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
<b>Multi-use pathway/preferred design concept</b>	<ul style="list-style-type: none"> <li>• I like the segregated multi-use pathway</li> <li>• I like the plan</li> <li>• Would like bike path ASAP on 50<sup>th</sup> to link to Sandy Beach for safety issues. Can a temporary bike path (just marked by white lines) be drawn on street (50<sup>th</sup>) in the next year or so?</li> <li>• The problem on the multi-use path is the conflict between cyclists and dogs</li> <li>• Bulb-outs slow traffic because people can't turn right. They are not needed. Need to create better traffic flow.</li> <li>• I support efforts to calm traffic on 50<sup>th</sup> Ave and overflow onto 19<sup>th</sup>. Please do not enable faster travel on 19<sup>th</sup> St.</li> <li>• You are spending money unnecessarily; if you propose grandiose schemes put a cost on this and stick to it; fantastic waste of money; subtle way of promoting your own agenda</li> <li>• We need safer, lit crosswalks and this will only increase over time as traffic (car and human powered) grows</li> </ul>
<b>Other comments</b>	<ul style="list-style-type: none"> <li>• Need better traffic enforcement at 16 Street and 20 Street intersections – especially at 20 Street with the bike lanes now</li> </ul>

### Comments specific to corridor locations

Location	Comment
<b>Near 14 Street S.W.</b>	<ul style="list-style-type: none"> <li>• Need another access to 14<sup>th</sup> Street to the south – why not via the dam?</li> </ul>
<b>Near 15 Street S.W.</b>	<ul style="list-style-type: none"> <li>• New access off 15<sup>th</sup> Street for parking is wrong, wrong, wrong</li> </ul>



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## Feedback on 17 Street S.W. intersection treatment options

Option	Comment
Roundabout	<ul style="list-style-type: none"> <li>Traffic circles do not slow traffic – it raises speeds and increases driver/driver and driver/pedestrian collisions</li> <li>The roundabout slows traffic and increases pedestrian safety</li> <li>The roundabout is good for traffic calming</li> <li>I like option 3 – roundabouts 😊</li> <li>I prefer roundabouts</li> </ul>
Traffic signals	<ul style="list-style-type: none"> <li>Signals would only work if it is weight controlled – work with the volume of traffic. I don't want to sit at lights if there is no traffic.</li> </ul>
Two-way stop	<ul style="list-style-type: none"> <li><i>No comments</i></li> </ul>
Northbound access	<ul style="list-style-type: none"> <li>I don't support blocking northbound traffic on 17<sup>th</sup> Street which would result in increased traffic on 19<sup>th</sup>, which is already too fast and unsafe</li> <li>(Blocking northbound traffic) cuts off access to those who live in the area. It penalizes us for living near the facilities.</li> <li>I want 17 Street access – 90% of people will head west</li> </ul>

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

Option	Comment
Parallel parking	<ul style="list-style-type: none"> <li><i>No comments</i></li> </ul>
Angled parking	<ul style="list-style-type: none"> <li>I don't mind the angled parking</li> <li>No angled parking – more boulevard</li> </ul>