



# 50 Avenue S.W. Corridor Study Online Comment Form

Report Back // What we Heard, What we Did  
October 4-25, 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.

## Results from Online Activity

This report reflects what we heard from the online comment form that was available on the project website from October 4 – 25, 2016. There were 414 unique visitors to the site during this period.

## What we asked

Participants could view the preferred design concept on the project website, which 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 the online comment form on the project website.



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### What we heard

Feedback and input collected from the online comment form was transcribed into categories for each question.

- 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

Below is a summary of what we heard through the online comment form about the preferred design concept, intersection treatment options and parking options.

## Summary of feedback collected about the overall preferred design concept

### What do you feel are the strengths of the overall preferred design concept:

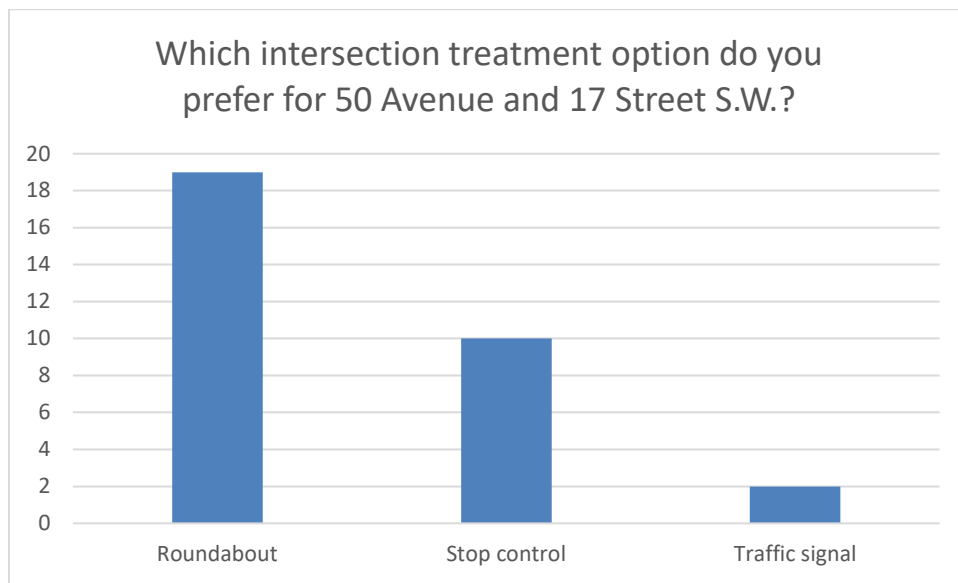
- Like the multi-use pathway/prefer over other options
- Like the separation between cyclists and vehicles
- Accommodates and improves safety for pedestrians and cyclists
- Improved access and connections to pathways for pedestrians and cyclists
- Encourages multi-modal transportation
- Utilizes the existing space well
- Like the narrowed road
- Reduces traffic speeds
- Like the addition of curb extensions
- Like the addition of greenery/trees/aesthetics

### What do you feel are the weaknesses of the overall preferred design concept:

- Difficult/unsafe intersection crossings for cyclists

- Prefer on-street separated bike lanes
- Creates conflict between pedestrians/cyclists/dogs
- Does not consider pedestrian and cyclist safety
- Does not reduce speeding
- Does not address issues on 22 Street S.W.
- Does not address issues on Crowchild Trail ramp
- No change is needed on 50 Avenue S.W.
- This design will encourage short-cutting
- No traffic lights on 50 Avenue S.W.

## Summary of feedback collected about the 17 Street S.W. intersection treatment options



### Why did you choose the roundabout option?

- Improved traffic flow
- Traffic calming
- Best option of the three
- Capacity for large volumes of traffic

### Why did you choose the stop control option?

- Least expensive
- Other options not needed/warranted
- Improved traffic flow



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- Prefer a 4-way stop

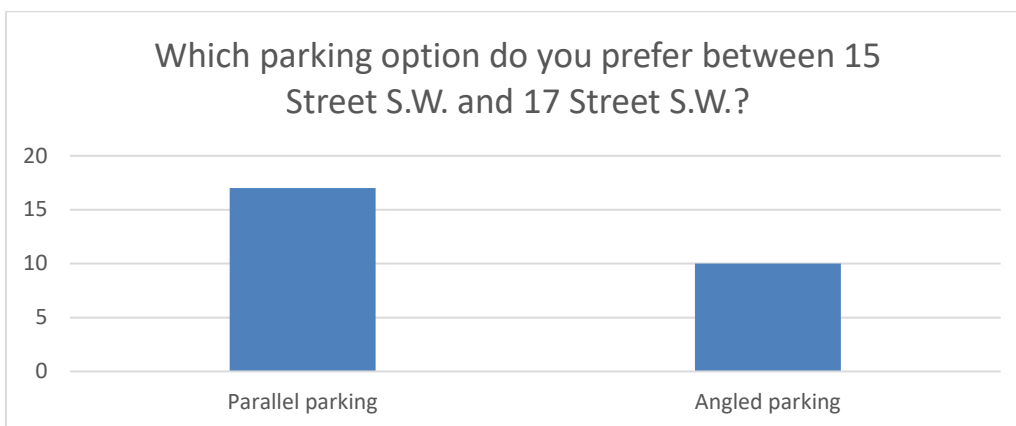
**Why did you choose the traffic signal option?**

- Increased pedestrian safety
- Forces traffic to stop
- Timing of lights is adjustable

**What are the strengths and weaknesses of each option?**

	Roundabout option	Stop sign option	Traffic signal option
<b>Strengths</b>	<ul style="list-style-type: none"> <li>• Improved traffic flow</li> <li>• Improved traffic calming</li> <li>• Reduces speed</li> <li>• Improves safety</li> <li>• Prevents short-cutting</li> <li>• Capacity for large volumes of traffic</li> <li>• Visually appealing</li> </ul>	<ul style="list-style-type: none"> <li>• Low cost</li> <li>• Improves traffic flow</li> <li>• Increases safety for pedestrians and cyclists</li> <li>• Easy to implement/fix</li> </ul>	<ul style="list-style-type: none"> <li>• Improves pedestrian safety</li> <li>• Effective in stopping vehicles</li> <li>• Improves traffic flow for 17 Street S.W. traffic</li> <li>• Improves capacity/less congestion at peak times</li> </ul>
<b>Weaknesses</b>	<ul style="list-style-type: none"> <li>• Expensive</li> <li>• Large footprint</li> <li>• Does not address pedestrian/cyclist safety</li> <li>• Does not reduce speeding</li> <li>• Creates confusion</li> <li>• Bottlenecks will encourage short-cutting</li> </ul>	<ul style="list-style-type: none"> <li>• Not the preferred option to address volume exiting Glenmore Athletic Park</li> <li>• Not the safest option for pedestrians and cyclists</li> <li>• Ineffective – cars won't stop</li> <li>• Requires pedestrian crossing</li> <li>• Does not reduce speeding</li> </ul>	<ul style="list-style-type: none"> <li>• Unnecessary east/west stopping when there is no north/south traffic</li> <li>• Expensive</li> <li>• Creates delays on 50 Avenue S.W.</li> <li>• Not needed</li> <li>• Encourages speeding</li> <li>• No safer than a 4-way stop</li> <li>• Less effective than a roundabout</li> </ul>

## Summary of feedback collected about the parking options between 15 Street S.W. and 17 Street S.W.



### Why did you choose parallel parking?

- Avoids backing into traffic
- Additional parking is not needed
- Maintains green space

### Why did you choose angled parking?

- Provides additional parking
- Improves safety for drivers entering/exiting vehicles

### What are the strengths and weaknesses of each option?

	Parallel parking	Angled parking
Strengths	<ul style="list-style-type: none"> <li>• Low cost</li> <li>• Provides adequate parking</li> <li>• Less change</li> <li>• Less space required/wider boulevard</li> <li>• Avoids backing into traffic</li> <li>• Status quo/familiar</li> </ul>	<ul style="list-style-type: none"> <li>• Provides additional parking</li> <li>• Improves safety for drivers entering/exiting vehicles</li> <li>• Helps reduce speeding</li> </ul>
Weaknesses	<ul style="list-style-type: none"> <li>• Fewer parking spaces</li> <li>• Drivers' doors open into traffic</li> <li>• Drivers not as comfortable parallel parking</li> </ul>	<ul style="list-style-type: none"> <li>• Backing into traffic is dangerous</li> <li>• Additional parking is not required – Glenmore Athletic Park will have parking</li> <li>• Removes space from pedestrians and cyclists / road size is constricted</li> <li>• Expensive</li> <li>• Less green space</li> </ul>



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## Verbatim Comments Online comment forms

Preferred design concept evaluation <i>What do you feel are the strengths of the overall preferred design concept?</i>
new bike lane, narrowing road to reduce speed
Connects to east. Better for all ages, abilities on south side of road. Better for pedestrians in all respects. Do angled parking all along North Glenmore Park.
Slows traffic, much safer biking and pedestrian access to elbow river pathway, and nicer looking green areas
I like how the pathway is separate from the road and accommodates pedestrians. I like the emphasis of pedestrian safety with curb extensions and the attempts at traffic calming.
Widened pathway on south side of 50th Avenue to allow room for both pedestrians and cyclists will greatly improve the continuity of the bike paths, give cyclists an alternative to the roadway and provide room for pedestrians to feel safe from cyclists. Widened boulevards on either side between 20th St and 14A St would improve esthetics of the Parkway. Improved markings and pedestrian crossings are a good improvement.
The concept is making accommodations for both the increase in traffic due to the Glenmore Athletic Park expansion and enhancing the recreational use of the park and pathway system.
Maximizes the parkway definition hopefully providing a greener looking roadway. Please maximize additional trees etc. along roadway.
more pedestrian options, safer cycling, makes more multi use of a very wide road
Very safe pathway for cyclists and pedestrian, good separation from the road.
It is less appallingly terrible than the other two options that were presented.
Curb extensions are awesome!
My preference is for option 1 at the 17th Street intersection. 50 Ave is not that busy and for the safety of cyclists, this would have traffic stop
I love the trees and grass boulevard as well as the bicycle/pedestrian pathway and the concrete sidewalk. I like that the traffic is slowing down due to narrower driving lanes, as well as the traffic lights at 20th ST intersection (traffic circle would be the better solution!) Improving pedestrian and cyclist safety.
Very Little
I like the separate bike path to extend the regional system.
Have current green space on south side of 50th to connect to existing pathway. Makes more sense than creating new pathways.
It recognizes the importance of multimodal transport
slow down traffic by narrowing the street. separated bike lanes safer for riders.
None.
including diverse mode of transportation



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Increased access for bikes and pedestrians
I understand you are trying to have traffic flow better and not make one street a major new artery into the proposed park
Better than the existing.
Narrower drive lanes, though research demonstrates that 3.3m is safer than 3.5m. Curb extensions and significant narrowing of carriageway at high conflict points. More trees.
Narrowing the roadway is good to slow cars down, lots of crosswalks to safely cross 50 Ave is good. Signals at 20 Street are good, but traffic volumes can be high at times, which can cause longer and more frustrating delays.
The idea that trees will be planted between the road and the path looks fantastic, and will improve the neighborhood.
The bike lane on the south side looks great. I love that there will be a proper connection to the bike paths on Elbow River.
I like the bike/ped lane separate.
I like the plan of the Cyclists being separate from traffic (and car doors) and from pedestrians. Less possibility for accidents.
Bike lanes are great
Cyclists are accommodated off-street and separate from traffic (will greatly improve safety)
The south pathway is widened to 4m to better accommodate pedestrians and cyclists (a pathway along Glenmore Athletic Park would be fabulous - along with trees and garbage cans)
Grass boulevards are provided on both sides of the street as a buffer between vehicles, pedestrians and cyclists (trees, please!)
Pathway on the south side connects to existing pathways to the east and west (fabulous)
Narrower driving lanes encourage lower speeds (consider 40 km/hr throughout residential area in Altadore and North Glenmore Park - and would this allow us to remove 30 km/hr zones?)
Improved crossings at intersections to make pedestrians and cyclists visible to motorists
Wider sidewalk is good
Like the overall plan
<b>Preferred design concept evaluation</b>
<i>What do you feel are the weaknesses of the overall preferred design concept?</i>
with the entrance to Glenmore park being an extension of 15th- i feel there should be "no access" northbound, as recommended on 17st. that would help keep traffic on 50th to Crowchild and keep traffic on the major through roads in the neighbourhood
Make slip lane off Crowchild slower by decreasing radius and make crosswalk to overpass cycling friendly with elephant feet and curb cuts. Putting cyclists and pedestrians in same place will eventually cause conflicts. Long term plan should still be separating peds-bikes-cars/transit. Why does the city only consider "fast" or higher speed roundabouts. Design them for 10km/h or walking speed. Who are you emphasizing the fire truck, who's going to slow almost to a stop at a stop light anyway or the pedestrians that will use this every day? I doubt whether narrower lanes for cars encourage lower speeds. I drive to the speed limit. However, I would suggest that narrower lanes are less forgiving when things go wrong such as distracted drivers that are wandering from their lanes or cars that are sliding when roads are icy.
Shared pedestrian/bike path



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<p>I'm not sure about a light at 20th street. I think when the Flanders overpass reopens the 4 way stop will still be enough.</p>
<p>Traffic lights are not the answer. Congestion is just at peak times during the day, the lights will cause frustration for drivers, cyclists and pedestrians when the roads are not busy. Current congestion will also be reduced once Flanders Ave is open again. 4-way stop intersections are a better way to go as they provide opportunities for traffic movement in all directions at all times of the day and are quicker when there is no congestion. 4-way stops also serve as traffic calming measures and provide opportunities to get across 50th Ave in busy times from the north-south streets for drivers, cyclists and pedestrians. Angled parking along 50th is a bad option as you then have vehicles backing into a busy roadway and raise the possibility of accidents due to visibility issues. Lighting along 50th could be improved.</p>
<p>There is absolutely no accommodations for the increase in traffic down 15th St. A roundabout like the 17th St intersection should be put there as well. All the extra street parking being proposed and people exiting out of the Athletic Park are being pushed down 15th St. 15th St is a residential Street which is already dealing with a large volume of cut-through traffic.</p>
<p>Its unfunded.</p>
<p>May not address the traffic volume and speed. Suggest raised crosswalks to slow down traffic and make pedestrians more visible.</p>
<p>Excellent recreational pathway, but terrible commuter route. Too winding and having to cross intersections at crosswalks impedes commuter flow. Commuters will likely continue to use the road.</p>
<p>Curb extensions are a great idea, in Calgary, they are often combined with channelized intersections or have crosswalks that start not at the widest part of the extension but at the center of the corner radius this places pedestrians out of sight of oncoming speeding drivers. In this case, the plans for most, but not all of the intersections show the crosswalks in the correct place, but during implementation, that generally changes. Also, curb extensions in Calgary generally end up half of a lane width and thus leave pedestrians hidden by parked cars until they are well into the road. Since the road is still wide and straight, the curb extensions will do little to alleviate speeding. The pathway on the south side will require cyclists to stop at every intersection and forces them to ride in an area where turning cars will not see them. The pathway will also effectively prevent cyclists from using the road since drivers will feel justified in dangerously forcing cyclists off the road since there is an alternative (even if it is a crap alternative)</p>
<p>Road still seems very wide, possible dog off leash conflicts with bikes and pedestrians on the multi use path It prioritizes the community's desire for car parking and car speed over pedestrian and cyclist safety. Cyclists will now have to cross many side streets rather than being able to uncomfortably ride with traffic.</p>
<p>I am not keen on the traffic lights or the roundabout concept. They would make an un-necessary interruption to the flow of traffic on 50 avenue.</p>
<p>Intersection 22nd ST/ 50th AVE is a huge problem if it stays as it is. There needs to be a solution for cars driving onto 50th ave after school (many people park in 22nd ST and beyond) as well as after a hokey practice/ game. Why is a traffic circle not possible in this intersection? Please implement a 30 zone in front of Memorial High, there are so many children crossing the street, not just high school kids.</p>
<p>Depending on the burden of traffic that shifts to Flanders Ave. once that interchange construction is completed, the issue of alleviating the traffic snarls and gridlocks and the chaos that ensues on a daily basis is not addressed. In ignoring the idiocy of the Crowchild Trail interchange and not addressing the flow (or lack thereof) of traffic from MRU, ATCO Park, Central Memorial and the surrounding communities, any monies spent on the rest of 50th Ave. SW is like lipstick on a pig. No matter how pretty you make it, it's still a pig...</p>
<p>I strongly disagree with moving the park entrance from 16th avenue to 17th and 15th. I am also unclear why the entrance from 19th street into the park is being removed?</p>
<p>NO cost Estimates...Pandering to the ambitions of Park/City / managers and personnel This project is extravagant to say the least .Obviously part of a scheme to spend a great deal more money to "upgrade " Glenmore sports facilities in the future and</p>





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which are not used much. Where are the traffic/use studies??? You quote concerns about cyclists and speeding cars. Where are the enforcers/bye law personnel ?? You can spend millions of dollars supposedly protecting bicyclists/pedestrians etc from potential harm but that does absolutely nothing to stop abuses.

There needs to be a crosswalk at 19th street and 50th ave.

Why do cyclist need to be separated from Traffic since there is a bike pathway system around Glenmore Park. Why widen north sidewalk- sidewalks are for pedestrians not bikes. No need to have green space on both sides of 50th. The south green space currently in place can provide bike and cyclist use. Narrow driving lanes won't slow encourage slower speeds - this doesn't happen on other residential streets.

Too much bike/car interaction is going to be dangerous. Turns on-to/off-of 50 Ave are constant, and bikers will need to cross all of those side roads from a path.  
It just doesn't make sense. Option 3 was the best proposal by far, as shown by how many of the requirements it met, and yet you ignored it. Try again.

There is a perfectly good bike path a block away that doesn't even go near traffic. I'd love to see bylaw officers out there checking that pets are on leash, cyclists have bells and cyclists are obeying the speed limits.

Why are you so concerned with this tiny stretch of road. I live right near here and no one has ever had an issue with the way it is. Quit spending our tax dollars on ridiculous, make-work schemes. It's enough that I am paying for public art!!!! Just leave it alone!!!

It appears that only drivers' desires were taken into account by the planning process.

50 & 20 intersection still cannot be realigned, but this is common to all options.

Bikes must dismount 5 times at intersections to traverse the length of 50 Ave. Bluntly, I would ride on the road instead, and given the reduced lane width, I would need to take the entire lane to safely do so, which will significantly impact traffic.

Would like to see a boulevard.

The access to the water treatment plant is not being thoroughly addressed. To close off 16th st, which was always a main artery, and showing access off of 15th street creates a major traffic problem on 15th st and possibly an overflow to 14a st. If the trucks were coming from the crow child it would mean they are traveling almost the entire span of 50th Ave until the access to the road in to the treatment plant. This was glossed over at the last input session. No one could actually properly address this issue.

1. Frequent crosswalks on pathway; not clear if they will be marked as multi use crossing. (They should)
2. Access to N from pathway is cumbersome.
3. Trees separating road from pathway are on N side - won't give any shade or respite from sun.
4. No accommodation for 20th Ave bike lanes to connect to pathway

The MUP option provides to many conflict possibilities between people, dogs, and bikes. Should have separated bike lanes on 50th. Having bikes on the MUP here is also dangerous at street crossings. Will they have to dismount?

Lack of dedicated bicycle lanes, which were preferred among respondents. Despite plentiful ROW, and despite their being specifically discouraged by the Complete Streets Guide, the plan uses sidewalk pathways. Sidewalk pathways are less safe for all modes and particularly increase conflicts at intersections. The conflicts at intersections are exacerbated by lack of multi-use crosswalks in the plan. Cyclists would be required to dismount at every block to maintain right-of-way, which means this path is not cycling infrastructure. The sidewalk pathway connections are also not aligned properly to allow for cycling transitions to the north or south. Without properly aligned ramps, cyclists will have to dismount, walk across 50 Av and then remount to cycle north. No cycling link to 14a St NW bikeway other than dismounting and crossing at the crosswalk. Dedicated bike ramp should be installed here.

Once again you're trying to pretend that a sidewalk paved with asphalt is "bike infrastructure". It's dangerous to cross roads like that every single block, bad for pedestrians and doesn't deliver on the promises of separated bike infrastructure.



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<p>The southbound turn onto 22nd street, as you drive east is very dangerous. This is the main thoroughfare for the Arenas. If you are turning, it feels like you will be rear-ended, as vehicles try to maneuver around you to continue going east. If you edge up to avoid this, you quickly end up in oncoming traffic. This area is not aligned well and is very dangerous. Also, because parking is permitted on both sides of 22 street, only one vehicle can travel at a time. If a vehicle is turning from 50 ave and another is moving south on 22 street, the person on 50th has to slow to prevent a head-on collision, risking another collision (T-bone) as you turn onto oncoming traffic for westbound 50 ave as you have to step on the breaks quickly. This leads me to my next concern. Traffic driving west from 20 street 4 way stop are travelling extremely fast. Beyond what should be acceptable in a residential community. With the awkwardness of 22 street, and the business of the arenas. The speed limit needs to be posted and enforced. Perhaps 40 or 50 km/hour? Most people are accelerating quickly travelling 80-100 km/hour on 50 ave. This is a hazard past a high school/bus stop/local residents trying to turn onto 50 ave.</p>
<p>please review the access ramp for northbound Crowchild from 50 Ave. The "lane" that was installed is not wide enough for a vehicle, so people are driving onto the grass. People trying to access southbound Crowchild prevent people from getting onto southbound due to the lights and this poorly designed/measured lane. This would be a simple fix to quickly ease some of the traffic moving westbound.</p>
<p>Please do not put signal lights in our neighborhood. At 20 Street intersection, please keep the 4 way stop, but instead install pedestrian islands similar to 42 Ave. This will be a safe way to protect pedestrians and also maintaining the community spirit by not installing signal lights.</p>
<p>I like everything, except that there is no additional lane created for cars between Crowchild and 21 st. The traffic gets very bad and line ups are long. There is room for an additional lane. OR/and, traffic could flow in, one way, into the school parking lot from east bound traffic with a new one way entrance. This would reduce cars turning right onto 21st. There is a playground on 21st.</p>
<p>The north sidewalk is widened to 2m to provide pedestrians with a safe walking choice clear of cyclists (why would we bother doing this if we create a pathway on the south side?)</p>
<p>Curb extensions at intersections reduces crossing distances for pedestrians (this has been done on 20th street and I don't see how it adds value) Was a traffic circle considered at 20th street and 50th avenue?</p>
<p>It maintains the current unsafe, high speed road design and makes no concessions to pedestrian and bike safety. The "pathway" will give drivers an excuse to pass cyclists even more dangerously, while simultaneously making them feel like valuable tax dollars were wasted on cyclists. It makes the community feel like the city transportation department listened to them even though their desires made cycling and walking along the corridor more dangerous and less convenient. It is always popular to prioritize community desires over safety.</p>
<p>This is great, it allows cars free flow to cut through the neighbourhood while not slowing them down at all. Have you considered raising the speed limits to 100km/h to reflect actual driving speeds? I like how the cyclists have been relegated to a multi-use path with many dangerous crossings. Many pesky cyclists and pedestrians will be endangered by this, get them in cars where they belong!</p>
<p><b>Evaluation of intersection treatment options at 17 Street S.W.</b> <i>Which option do you prefer? Why?</i></p>
<p><b>Roundabout option</b></p>
<p>better overall traffic flow likely best option for traffic flow leaving Glenmore park</p>
<p>Do a slow 10km/h, walking speed roundabout. Then you probably don't have to use a larger footprint. Safer.</p>
<p>Good traffic calming</p>



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Keeps traffic moving and not piling up. Ensures traffic won't cut done 17th. There should be one at 15th St as well.
They are very functional. I grew up in Australia where they are commonly used and maintain traffic flow while provide good traffic control.
Even though Calgarians treat roundabouts as circular raceways and have the idea that if you can speed into them before the car that is waiting to enter then you have the right-of-way, it is the best of some very bad options.
Keeps traffic moving and can better handle larger amounts of traffic leaving the athletic park after a game or event.
I prefer the roundabout option primarily for traffic calming. Traffic currently moves far to fast on 50th Ave. Particularly on evenings/weekends when people are going to the dog park from Crowchild. 20th st definitely needs lights, but they seem like overkill for 17th st. I also worry that trying to "beat the light" encourages even faster traffic.
most of the times it works best, slows traffic down without interrupting it
More traffic calming
continuous traffic flow
best for traffic calming
easier to cycle through (on the road).
easier to cycle through (on the road).
<b>Stop sign option</b>
There are limited times when the traffic on 17 st turning onto 50 av. Traffic from 17 St could be directed south to 58 av then drivers go to 20th street directed to turn right on 20th street to the four way stop at 50th and 20 av. None of the proposed options will prevent traffic going north on 17 st as far as I see. East and West traffic flow shouldn't be negatively impacted due to a few times when traffic is heavier on 17 st. To address pedestrian crossing issues why not install flashing crosswalk lights. The delays leaving Glenmore Park shouldn't be the priority when this isn't an every day occurrence
Minimal cost. Traffic is not so heavy that pedestrians cannot cross easily. I live nearby and cross there all the time.
the traffic coming out of the park is limited to a couple of spurts in the evenings when sports wrap up.
This portion of the road is not very busy unless a sporting event is starting/ending. Perhaps adding additional parking near the pool would ease pressure at this location. Please paint a pedestrian crossing on the road at this location and post a neighborhood speed limit of 40 km/hr.
Cost effective.
I only prefer this option as a 4-way stop, not 2-way. Users of 17th Street would have a very difficult time getting across 50th with a 2-way option. Traffic lights are overkill here, especially during non-peak times and will frustrate all modes of transportation. Roundabouts don't work as traffic calming measures but tend to entice speed and drivers don't always use them properly. A 4-way stop would serve as a calming measure along 50th Avenue with minimal waiting time.
Free flow traffic on 50 ave.
The traffic exiting the athletic park is intermittent and does not always warrant a light and the traffic circle would pose a risk for cyclists and pedestrians on the pathway.
least costly and the amount of traffic does not warrant the other options at this time
<b>Traffic signal option</b>
Provides safer crossing than other two options and can be adjusted for traffic flow changes at different times of day



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Will force traffic to stop, cars can still fly by traffic circles. You can make 17th Street SW a One way street going south to deter cut throughs.
<b>Evaluation of intersection treatment options at 17 Street S.W.</b> <i>Roundabout option</i>
<b>What are the strengths of this option?</b>
Allows traffic to flow properly regardless of their destination
best for traffic calming and flow
better flow of traffic
Doesn't restrict traffic flow or slow traffic unnecessarily.
Free flow traffic
Improved traffic calming and good balance for capacity.
It slows traffic from 90km/h to 50km/h
keeps traffic flowing, slows it down
Keeps traffic moving and can handle large amounts of traffic leaving athletic park after game
More traffic calming
None.
Not needed.
Provide a greener looking roadway.
Safe, slows down cars, stop traffic cut through
safest if designed for slow speeds instead of 30km/h
Slows traffic
stop traffic from entering northbound on residential 17 St, slow down traffic
traffic calming
Visually more appealing.
<b>What are the weaknesses of this option?</b>
as city designs roundabouts, with higher speeds, they take up a larger footprint.
cars can speed around the circle still
Cars crashing into the corner houses and cars trapped on 17th St.
cost
Creates confusion for drivers not familiar with roundabout use. Doesn't address pedestrian crossing issues identified. Takes too much of the green space /roadway to install. Too much \$\$\$\$
Drivers treat roundabouts like a fun 'chicane' (sp) -- like a race car track.
Expense and not necessarily better than a 4 way stop for safety. (see the issues in West Hills for examples of this)
Expensive.
large foot print



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larger footprint/ construction/cost
larger space needed for intersection
May not slow traffic down.
Motorists will exit the roundabout at speed, and not stop for pedestrians on the sidewalk (masquerading as a "MUP")
Not that much safe for pedestrians or bikes, traffic pattern changes like large groups exits athletic park can cause bottlenecks and might cause people to detour through secondary streets more
People learning how to operate a roundabout.
Requires fairly major work to be done on the intersection.
The city won't pony up the money because the have no respect for the traffic concerns of inner city residents
This poorly designed roundabout does not work properly for walk or bike traffic. Should use continental design approach rather than inadequate City standard.
<b>Evaluation of intersection treatment options at 17 Street S.W.</b>
<b>Stop sign option</b>
<b>What are the strengths of this option?</b>
4-way stop only. Gives users of 17th Ave a safe opportunity to cross 50th or turn left. Cheaper.
Already in place
basically status quo. I do not see long waits for people leaving via 16 street
cheap
cheap and easy fix.
Cheap. Could easily add traffic diverted/curb extension to stop cut through north.
Cost effective.
Good traffic movement on 50 Ave.
It allows cars to continue to move 80-90km/h along 50th ave
Least expense for the taxpayer, least amount of traffic interference.
least expensive
Leaves main traffic flow as is. Limited addition dollars to be spent.
low cost
low cost
makes most sense
None
None for me
Nothing
pedestrians might get a chance to cross w/o being hit
People actually stop.



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This provides a safe passage for the cyclists as northbound traffic has to stop. As well, this allows for free-flowing traffic east and west bound on 50 ave.
traffic flow on 50 Ave
<b>What are the weaknesses of this option?</b>
all the dead pedestrians
cannot slow down E-W traffic
Cars will go through stop signs
Cheap and generally ineffective.
Congressional
Doesn't stop traffic for pedestrians or bike traffic
hard on the safety of pedestrians and bicyclists who want to leave 50th ave or join in
If the pedestrian crossing is an issue suggest installing flashing crosswalk lights
need of a pedestrian crossing to be painted on the roadway. Post a 40 km/hr speed limit.
None
None
None noted.
not as good to get cars out of Glenmore park
Should be a 4 way stop in order to actually create a safer crossing experience for pedestrians and cyclists
stop/start is bad for pretty much all users
Traffic will be backed up getting out of the Athletic Park. People will use alternatives
Would be slow for a lot of traffic to leave athletic park after a game or event
<b>Evaluation of intersection treatment options at 17 Street S.W.</b>
<i>Traffic signal option</i>
<b>What are the strengths of this option?</b>
? not sure- hardly ever see pedestrians crossing here now?
Athletic Park traffic can turn west safely
Best for pedestrians
Calgarians generally stop for red lights, so traffic on 17th will get a turn to go
clear to even the newest driver, save for pedestrians one would hope
Improved intersection safety and capacity at peak times. Could easily add traffic diverted/curb extension to stop cut through north.
Less congestion
lights seem overkill to me
None
none.



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None. It's not necessary at this time.
None. Do NOT do this.
People actually stop.
Safer crossing for pedestrians and bikes, can be adjusted for traffic patterns
typical status quo
<b>What are the weaknesses of this option?</b>
95% of time E/W traffic would be stuck waiting with no N/S traffic to wait for
everyone has to wait
Expense and not necessarily better than a 4 way stop for safety.
Have to stop on 50 avenue sometimes even if nobody is crossing traffic
increases the use of 17th st as a North South Corridor
it is way too aggressive for a residential intersection and will be less effective than a roundabout.
It will for the most part stop traffic unnecessarily
may actually speed up traffic
More expensive.
not as effective for dealing with the vast differences in # of cars on 50th.
possibly most expensive
stops traffic even when it is not busy
terrible idea in a residential neighborhood. Expensive, and not needed. This option puts the local residents needs after that of visitors to the community.
Traffic coming from the park is sporadic. This would cause traffic to wait at a red light for no traffic.
Traffic light seems inappropriate on this residential street.
Very expensive and causes traffic delays
Will create additional back up on east / west flow of traffic. Traffic existing Glenmore Park shouldn't be the priority. will encourage fast accelerating traffic and running of lights which will make it less safe for pedestrians
<b>Evaluation of parking options between 15 Street S.W. and 17 Street S.W.</b>
<b>Which option do you prefer? Why?</b>
<b>Parallel parking</b>
status quo
Having vehicles backing into traffic during busy times will increase probability of accidents due to visibility. Parking stalls would more likely be utilized for users of River Park than the Glenmore Athletic Park.
Less parking
I prefer reduced parking along 50th Ave
Angled parking is dangerous and will turn the street into a parking lot
More green space. Not backing into traffic.



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I prefer the wide boulevard
The parking for the athletic park should be in the park.
No need to change. Now there is sufficient room to park. No need to speed dollars to make changes for no gain. Car doors opening into traffic is no different than on a residential street - driver responsibility.
This option makes most sense. There is no need to occur costs to change parking for the rare
I live nearby and NO ONE ever parks there.
More than sufficient parking along the corridor to meet demand. No need to add more.
Angled parking encourages reversing into traffic. Glenmore park will have parking.
<b>Angled parking</b>
More parking spaces
Less need to increase on-site parking inside North Glenmore Park
I like the Increased parking and safer for people exiting
more cars can park and it is safer to exit the car
More efficient use of space.
safer for entry & exit to vehicles; aside from exiting in reverse, it minimizes the time that parking vehicles are obstructing eastbound traffic while parking.
More parking. Not opening doors into traffic. Easier to get into and out of.
accommodates more cars
<b>Evaluation of parking options between 15 Street S.W. and 17 Street S.W.</b>
<b>Parallel parking</b>
<b>What are the strengths of this option?</b>
accommodates adequate parking
Easy, cheap fix.
it's status quo and works and looks fine.
Keeps the road less constricted.
Less change to existing, more green space
less intrusive
less room off the blvd
Limited
More than sufficient parking supply.
No backing into traffic
No dollars spent for unnecessary changes. People are familiar with roadway. The roadway is wide enough for parking and access.
Reduces parking spaces





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Safer for drivers
There is enough parking at the athletic park
Wider boulevard
wider boulevard, easier to back out
<b>What are the weaknesses of this option?</b>
doors swinging into traffic, which can be dealt with by slowing traffic down with a 30km limit
Fewer parking spaces BUT no one every parks here and no one complains about there being no parking.
Hard to get into and out of. Doors opening into traffic.
Increased driver competency for parallel parking,
less spots
Less stalls
none
None
none.
Not sure
Overflow Parking traffic have to turn north on either 16, 15 or 14a Streets
people who don't know how to parallel park
some people find parallel parking difficult
<b>Evaluation of parking options between 15 Street S.W. and 17 Street S.W.</b>
<i>Angled parking</i>
<b>What are the strengths of this option?</b>
accommodates more cars
additional way to slow road down. Parking pavement can be permeable/different material than road's travel lane.
drivers of a parking car might feel safer
more parking spaces
More parking. Not opening doors into traffic. Easier to get into and out of. Smaller parking lot needed in athletic park.
More stalls, safer car exiting and entry
None
None
None
None
None
None. You are talking about fixing what "ain't broken". Again.
Not sure



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<b>What are the weaknesses of this option?</b>
additional parking density is neither required, nor desired and it will look horrible to all of the homes that are on the north side of 50th ave.
Backing into traffic is dangerous and difficult
Constricts the road size.
Excess parking capacity will be eaten up through induced demand. Goal should be to shift modes. Also, back-out angle less safe than back-in.
Gives to much space to cars and backing out is dangerous
Having cars back up into traffic will create safety issues. Doesn't make sense to spend dollars on changes- there is no need to. There is more than enough room now for car parking. 50 ave shouldn't be used to address parking irises for the athletic park
it will be difficult for people to re-enter traffic if they have to back up onto 50th
Less green space
more difficult when leaving parking space- needing to back into traffic
only works if bike lane is separate from road.
Overflow Parking traffic have to turn north on either 16, 15 or 14a Streets.
people backing out into traffic
reversing into traffic is a terrible idea. Glenmore park will have parking. People are free to park anywhere in this neighborhood easily.
taking away from pedestrians and bicyclists, to much pavement already
vehicles have to back up into traffic on a busy road