



50 Avenue S.W. Corridor Study Crowchild Trail to 14A Street S.W.

Welcome

Thank you for attending.

At this open house, you will be able to:

- See the public feedback gathered in Phase 1
- Learn about the four preliminary concepts and their associated benefits and trade-offs
- Help us evaluate the concepts against the priorities identified by the community

Please review the presentation boards. The project team will be happy to answer any questions you have.

Study Objectives

The City of Calgary is conducting a corridor study of 50 Avenue S.W., between 14A Street S.W. and Crowchild Trail, to upgrade the corridor to better meet **today's** standards for a retrofitted *Parkway*. The study will identify current issues and concerns with 50 Avenue S.W. and provide future recommendations that will:

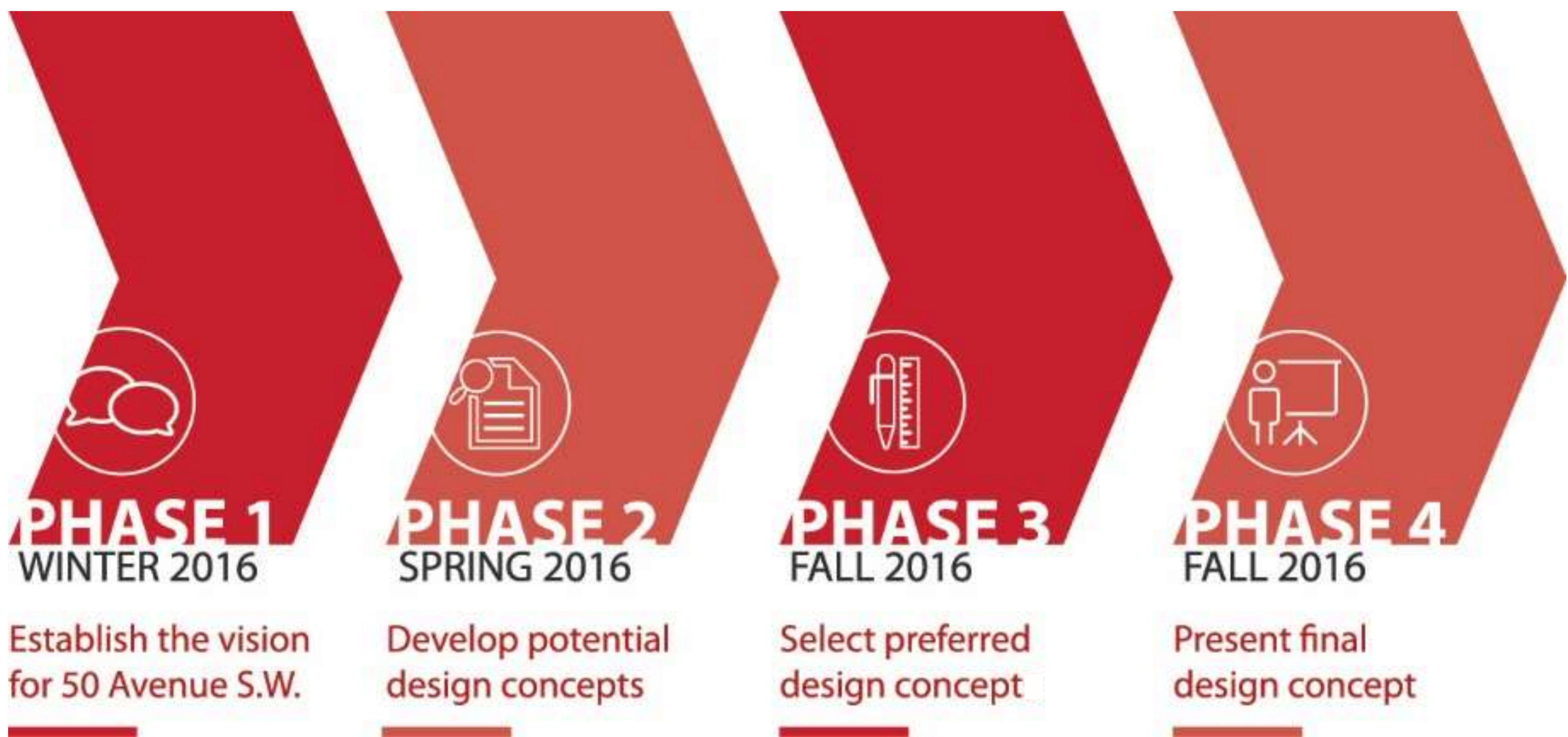
- I. better accommodate people who walk, bike, take transit and drive;
- II. improve safety for those who travel on, or live along, the corridor;
- III. provide access to key destinations; and
- IV. better incorporate green spaces within the road right-of-way in the study area.

The study will look at both short-term and long-term improvements. Low-cost changes that can be made with little or no construction may be funded through existing City programs. At this time, no funding is available for the construction of the long-term improvements.

Study Area:



Public Engagement Process



Phase 1 (*complete*): The public will learn about the study and provide input into the vision for 50 Avenue S.W.

Phase 2 (*current phase*): The feedback collected in Phase 1 will be included into potential design concepts, where possible.

Phase 3: Based on feedback from Phase 2, the project team will refine and short-list design concepts. The public will be asked to help evaluate the preferred concepts.

Phase 4: A recommended design concept will be presented to the public for further review. The recommended design concept will be presented to City Council for approval.



Open House Activities

The four design concepts presented today were developed based on public feedback received during Phase 1.

At this stage of the study, the concepts are preliminary designs. We are looking for feedback regarding the general idea of the concept and how well it meets the community priorities identified in Phase 1.

The four concepts are presented around the room. Feel free to review the concepts in any order that you would like. Please consider the following as you provide feedback on the concepts:

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

The community priorities are provided in a handout to help with your evaluation.

Don't forget to fill out the comment sheet before you leave. Your feedback will be used to help identify the preferred concept and ways in which we can improve it.

What We Heard in Phase 1

In Phase 1 we asked participants to identify the current issues and concerns they have with 50 Avenue S.W. and how they would like to participate in the corridor study. This is what we heard.



689 participants

&



850 concerns and ideas shared



Community Priorities/Concerns:

- 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

We heard people want to participate in the study by:



using online tools (58%)



attending open houses (20%)



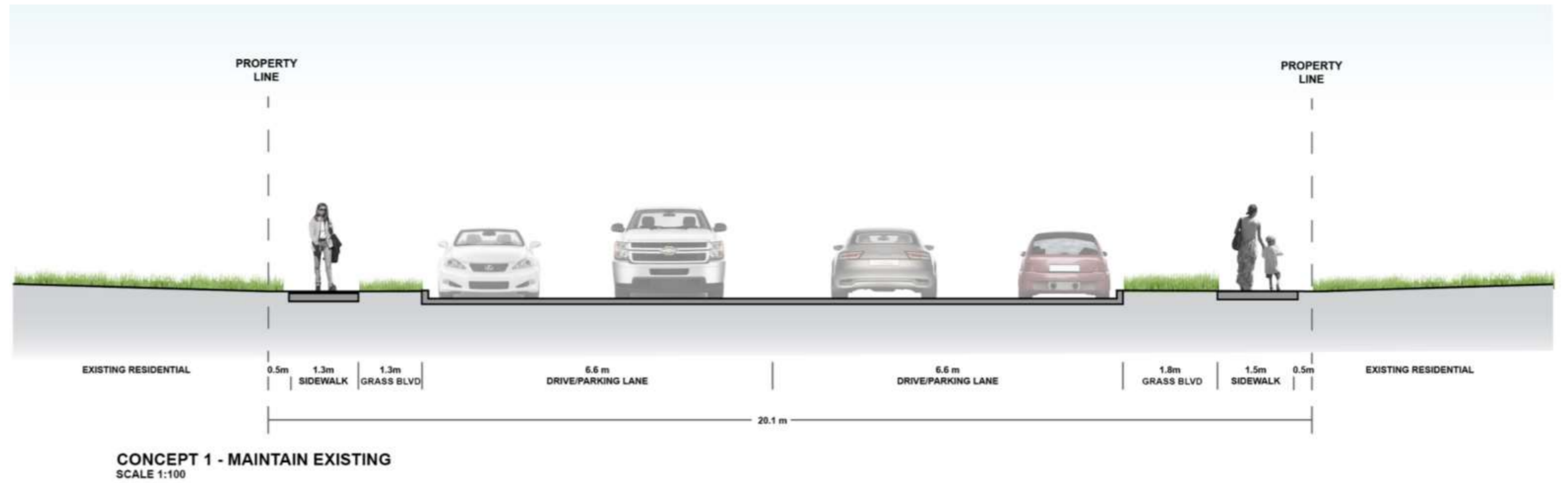
attending workshops (14%)



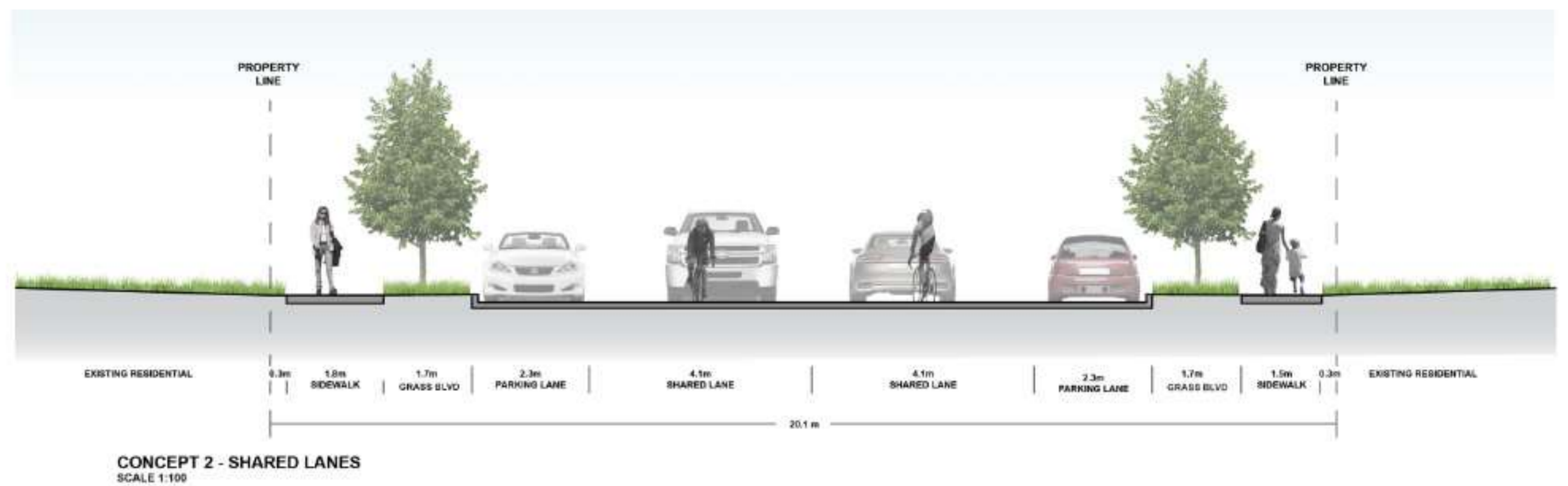
visiting pop-up events in the community (10%)

Overview of Proposed Concepts

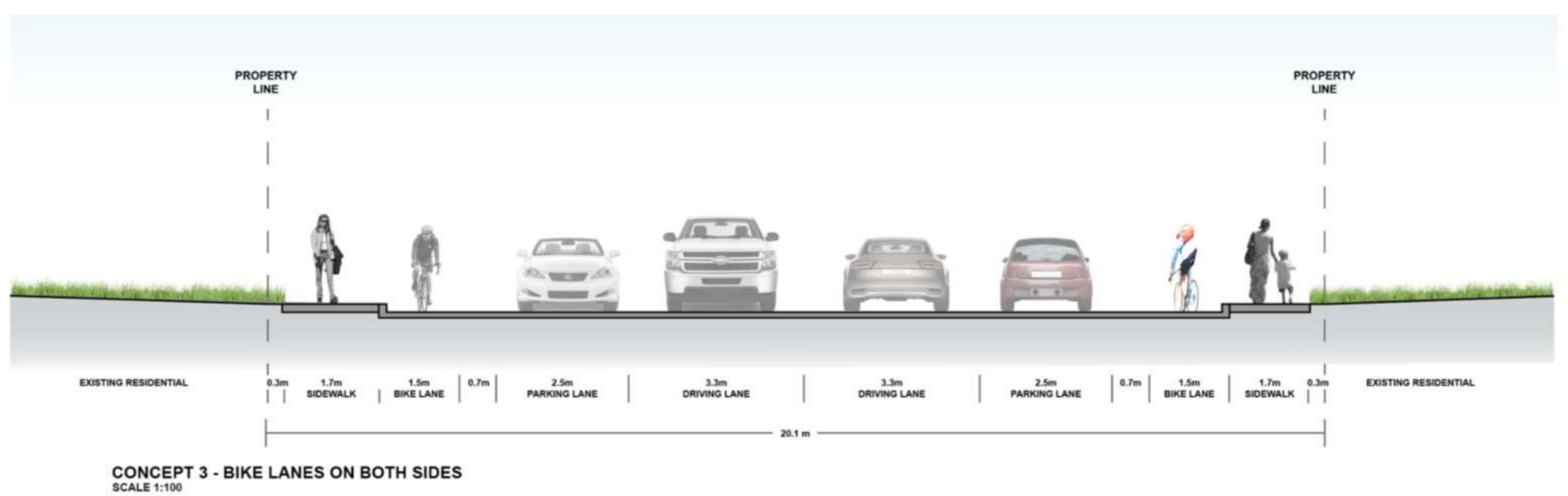
Concept 1
Maintain Existing



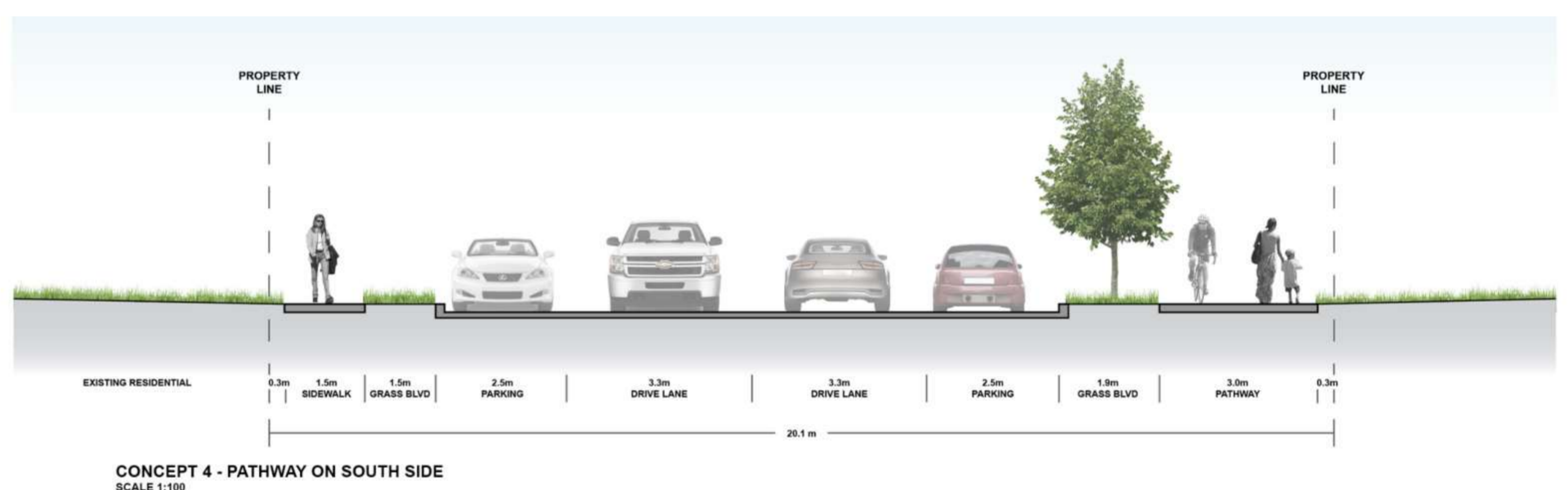
Concept 2
Shared Lanes



Concept 3
Bike Lanes on Both Sides

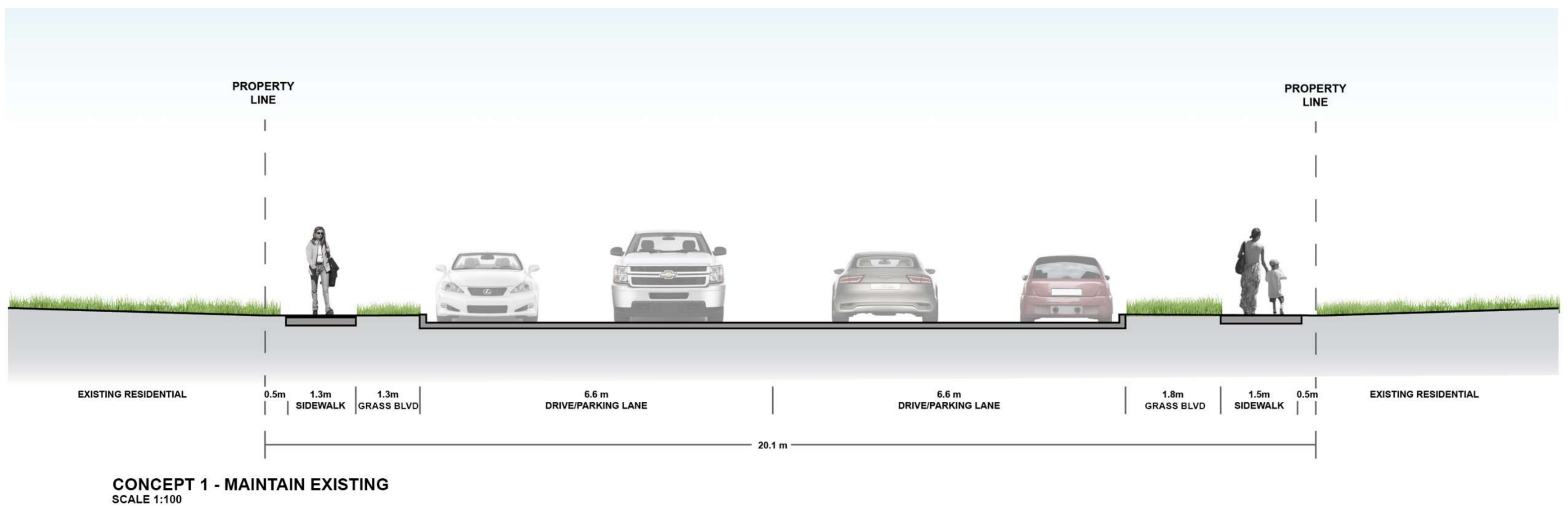


Concept 4
Pathway on South Side



Concept 1 – Maintain Existing

This concept does not introduce any major changes to the corridor. Improvements would be limited to minor maintenance works, such as pavement markings, signage and wheelchair ramp upgrades.



Benefits of this concept:

- Lowest cost
- Minimal impacts to community during construction

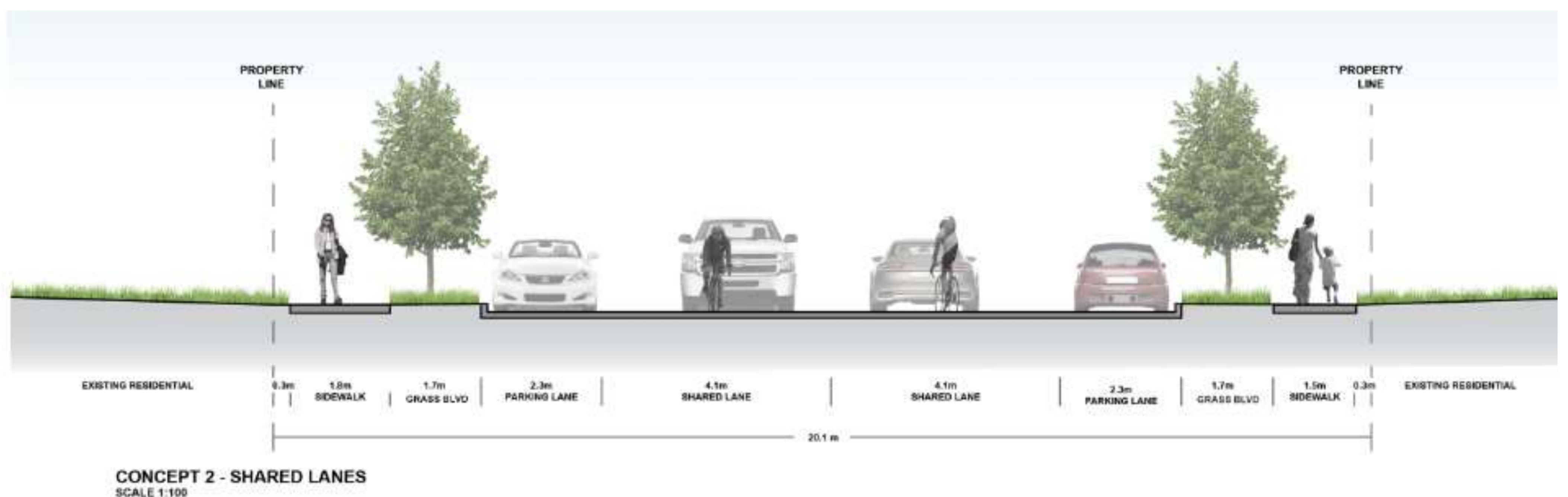
Trade-offs associated with this concept:

- Existing pedestrian facilities are substandard
- Cyclists are not well accommodated
- Minimal landscaping opportunities
- Wide driving lanes encourage higher speeds and shortcutting

This is a general concept at this phase of the study. Details such as intersection designs will be developed once a preferred concept is identified.

Concept 2 – Shared Lanes

This concept improves the existing sidewalks by widening them on both sides of the street. Landscaping opportunities are provided on both sides of the street. Cyclists are not provided with their own facility and must share the travel lane with vehicular traffic.



Benefits of this concept:

- Boulevards provide opportunities for landscaping and trees
- Trees visually narrow the corridor encouraging lower speeds
- Sidewalks are widened on both sides of the street

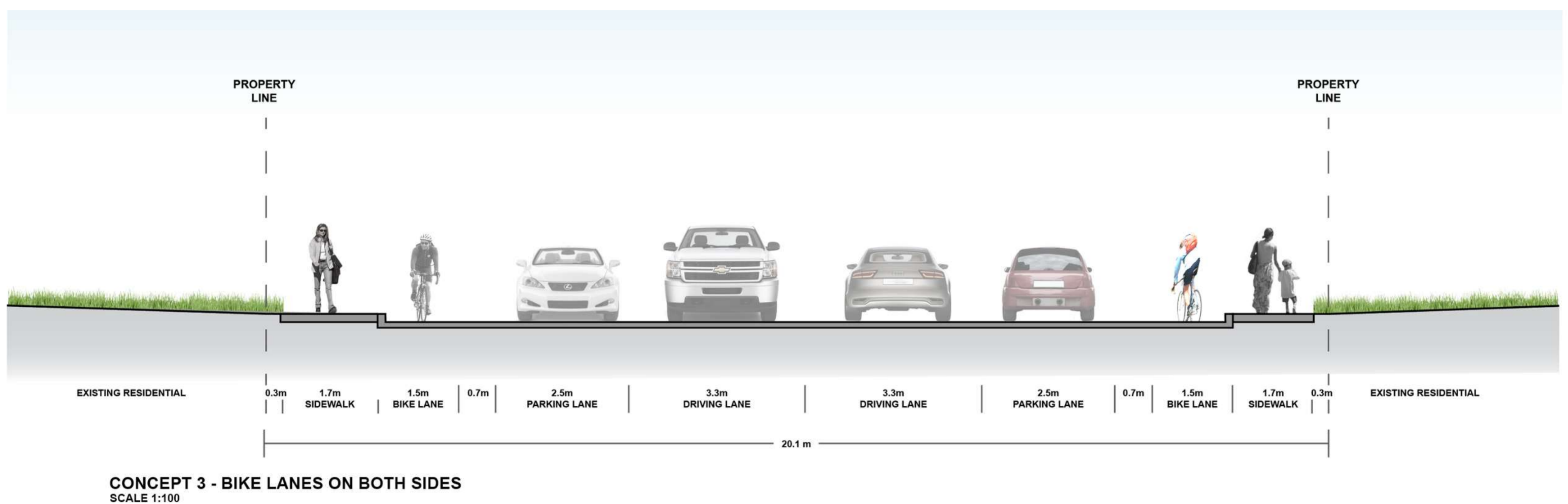
Trade-offs associated with this concept:

- Vehicle traffic could be delayed by cyclists
- Sharing a lane with traffic is not preferable for novice cyclists
- Wide driving lanes encourage higher speeds and shortcutting

This is a general concept at this phase of the study. Details such as intersection designs will be developed once a preferred concept is identified.

Concept 3 – Bike Lanes on Both Sides

This concept provides better accommodation for cyclists by providing bike lanes that are separated from traffic by parked cars and a 0.7m painted buffer. Wider sidewalks are also provided on both sides of the road, but there is no room for grass boulevards.



Benefits of this concept:

- Cyclists are separated and protected from traffic
- Narrower driving lanes encourage lower travel speeds
- Sidewalks are widened on both sides of the street

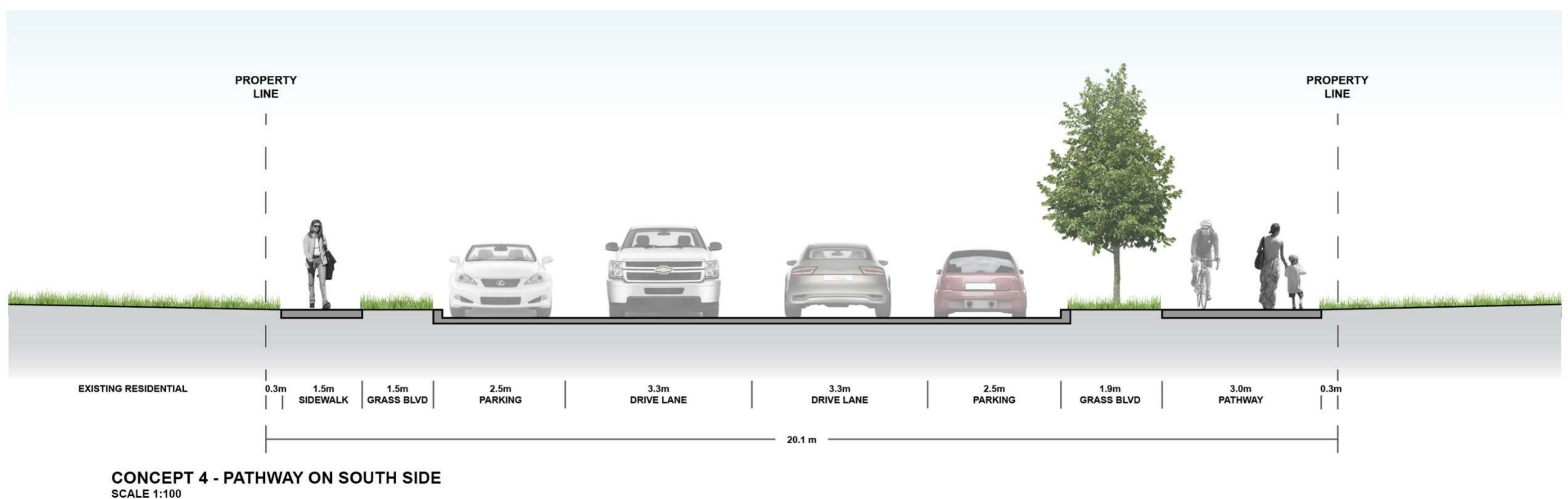
Trade-offs associated with this concept:

- No space available for grass boulevards or trees
- Numerous conflict points for cyclists and pedestrians due to the number of intersections
- Access to bus stops is a challenge
- Potential conflicts between pedestrians and cyclists in crosswalks

This is a general concept at this phase of the study. Details such as intersection designs will be developed once a preferred concept is identified.

Concept 4 – Pathway on South Side

This concept accommodates both cyclists and pedestrians via a wide multi-use pathway on the south side of the street. Pedestrians are also accommodated on the north side of the street with a wider sidewalk. Grass boulevards are provided on both sides of the street.



Benefits of this concept:

- Cyclists are accommodated off-street and separate from traffic
- The north sidewalk is widened
- Grass boulevards are provided on both sides of the street
- Pathway connects to existing pathways to the east and west
- Narrower driving lanes encourage lower speeds

Trade-offs associated with this concept:

- Potential conflicts between cyclists and pedestrians on pathway
- Potential conflicts between motorists and cyclists at intersections

This is a general concept at this phase of the study. Details such as intersection designs will be developed once a preferred concept is identified.

Thank you for participating!

Next Steps

Based on the feedback received at this open house and through the online mapping tool, the project team will identify the preferred concept.

Over the summer, the technical team will develop the preferred concept in more detail, including intersection designs.

The detailed concept will be presented to the public for further evaluation in the fall.

Have more to say about the concepts?

The online mapping tool is available until May 24 at calgary.ca/50AveStudy.

Stay Tuned!

Please visit the project website at calgary.ca/50AveStudy for information about the project and future engagement events.