



# 50 Avenue S.W. Corridor Study Public Open House

Report Back // What we Heard, What we Did  
October 5, 2016

## Project overview

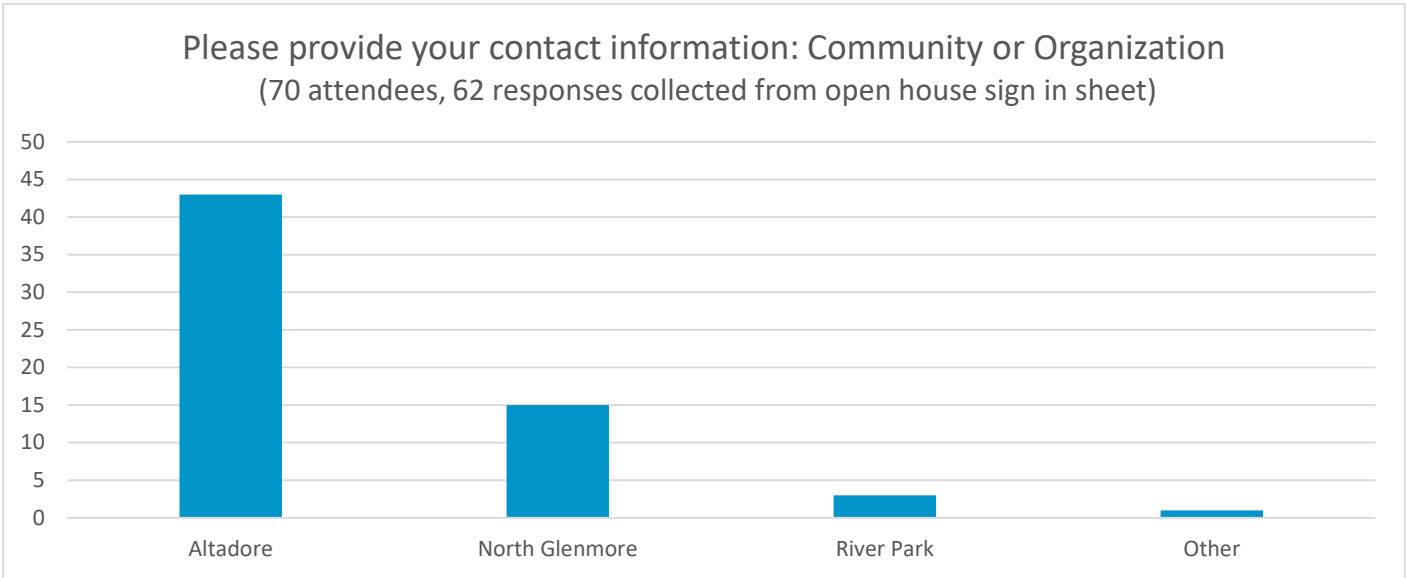
The City of Calgary is conducting a transportation corridor study of 50 Avenue S.W., between Crowchild Trail and 14A Street S.W. In 2009, it was reclassified as a Parkway under the Calgary Transportation Plan. This corridor study will result in a new design for 50 Avenue S.W. that will support all types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

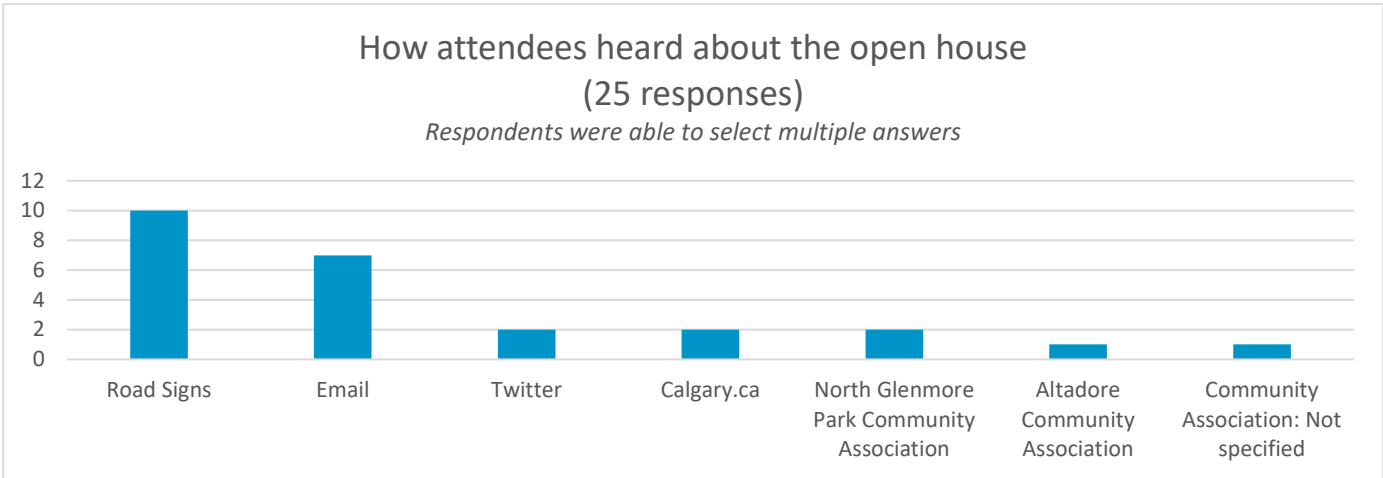
This next section reflects what we heard at the open house that was held at Altadore Baptist Church on Wednesday, October 5, 2016, from 5-8 p.m. Seventy people attended and 18 comment forms were collected.





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### 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 the 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.

### What we heard

Feedback and input collected from the comment forms and maps 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.



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## 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.

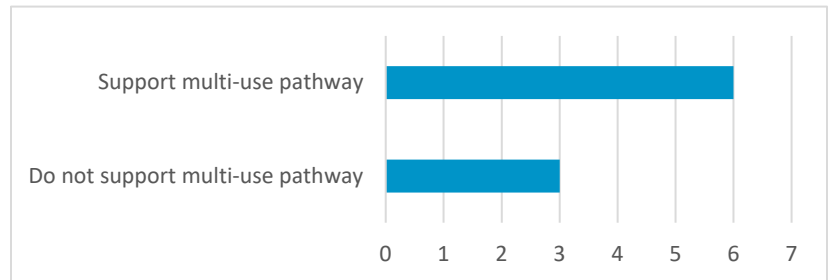
## Summary of Input

Below is a summary of what we heard at the public open house about the preferred design concept, intersection treatment options and parking options.

### Summary of feedback collected from comment forms and map activity

#### Overall preferred design concept

- Support the multi-use pathway
- Do not support the multi-use pathway
- Support lowest cost option
- Focus on reducing traffic
- Wait until recreation centre is approved



#### Near 22 Street S.W.

- Exit ramp from westbound 50 Avenue S.W. to northbound Crowchild Trail needs to be improved
- 22 Street S.W. needs to be improved

#### Near 20 Street S.W.

- No traffic lights
  - Because it would encourage short-cutting
- Prefer traffic lights
  - Because it will improve safety
  - With flashing lights outside of peak times
  - Because it will improve traffic flow
- Widen 50 Avenue S.W. to allow separated right turn lane
- No change
- Do not support parking removal between 20 Street S.W. and Crowchild Trail



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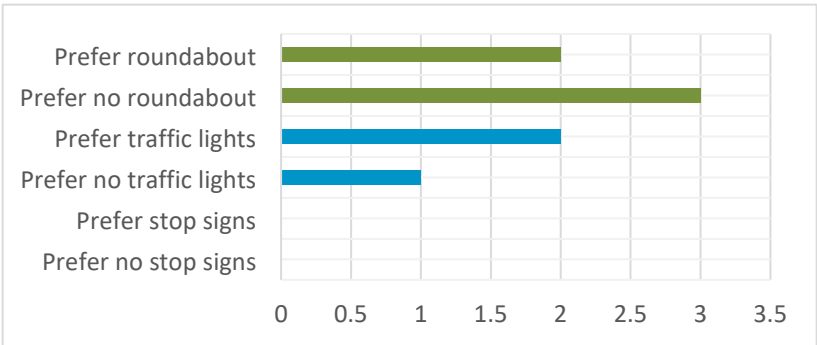
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### Near 19 Street S.W.

- Like the realignment
- Consider a pedestrian crossing signal for increased safety
- Speeding is a concern on 19 Street S.W.

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

- Prefer roundabout
- Prefer no roundabout
- Prefer traffic lights
- Prefer no traffic lights
- Traffic signals require proper timing
- Prefer no change
- Prefer speed bumps to slow traffic
- Not sure



### Access at 17 Street S.W.



### Near 15 Street S.W.

- No through traffic on 15 Street S.W.
- Pedestrian crossing needed
- Lower speed limit to 30 km/h
- Accommodate trucks turning into plant
- Move pathway closer to fence

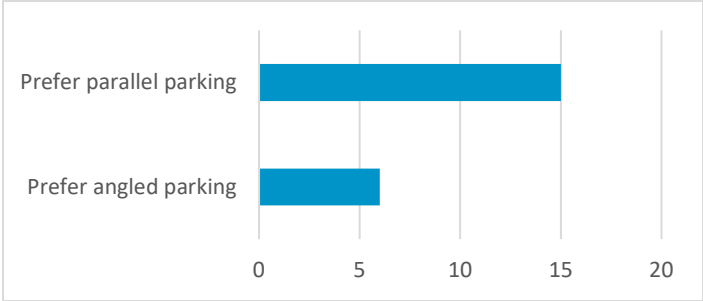


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### Parking options between 15 Street S.W. and 17 Street S.W.

- Prefer parallel parking
  - Because it is safer than angled parking
  - Because it takes away less green space
  - Because it is familiar
- Prefer angled parking
  - Because it provides extra parking
- No change

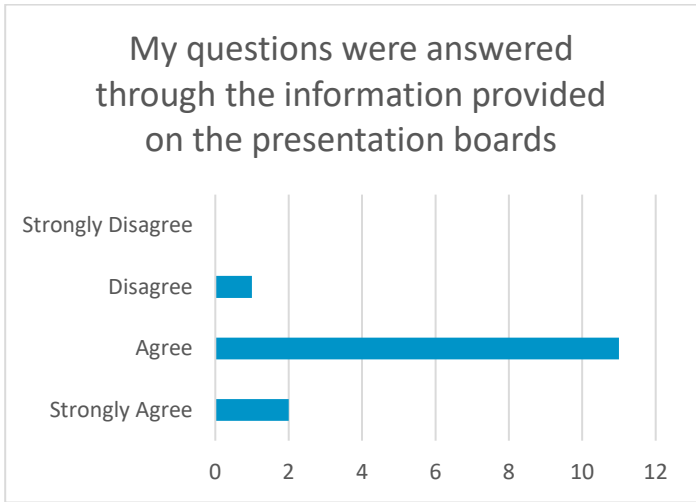


### Near 14A Street S.W.

- Bus storage needed for Emily Follensbee School
- Glenmore Athletic Park redevelopment will increase traffic and speed
- Continue pathway and provide crosswalk to connect into park

### Open house evaluation

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

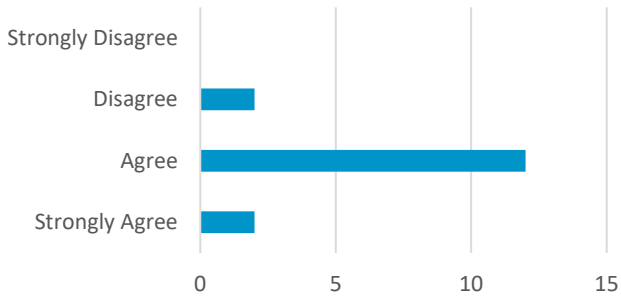




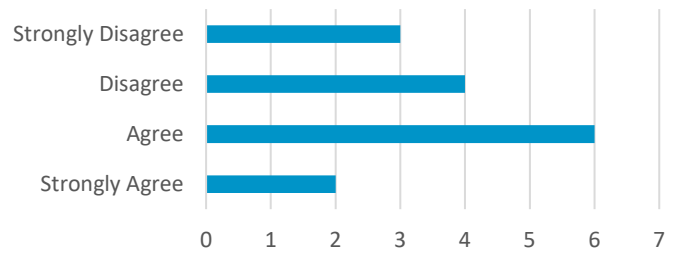
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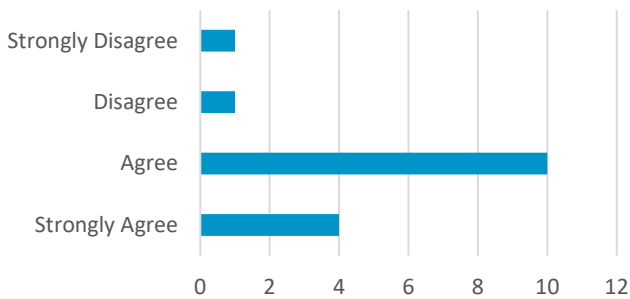
I have a good understanding of the preferred design concept



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



I was able to provide my input easily





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## Verbatim Comments Comment Forms

<p><b>Preferred design concept evaluation</b> <i>Do you have any further comments about the overall preferred design concept?</i></p>
Do not like the removal of parking on 50 Street between 20 Street and Crowchild
I support the lowest cost option
Option 4 is preferred as long as lane narrowing is wider than the new lane size on 20th street which is a disaster.
It is interesting - the accesses to Glenmore Athletic Park haven't changed despite community opposition - the 17 St access and 15 St access are contentious and do not contribute to a "community" road. This is the fourth open house I have been to where 15 St and 17 St have been strongly opposed.
I like the design that has been chosen. Keeping bikers/walkers away from traffic.
I don't think any of it is necessary - not a busy enough corridor to spend tax dollars. The one change I could support is a bike path along the south side of 50th. Note: the new bike lane along 20th is frivolous - there are hardly any bikes on this street and the impact to parking is significant. How did this get approved?
Do nothing until rec centre is approved. It isn't broken so don't fix it/(waste of money). Lights at 20th/50th not needed as only busy due to Flanders construction.
Why is there going to be an access road off 15 Street into the athletic park? You are trying to control north traffic on 17 Street, but not on 15 Street. Why is this?
Yes. The pathways are designated for cyclist path only. Pedestrians stay on their side. This way problems are solved between pedestrians and cyclists.
Consider the parking for the athletic fields very carefully
When you present 3 of 4 bike path you already have plan in mind. This does nothing to reduce traffic as far as I'm concerned. Despite the opinions of city officials.
No
Concept 4 appears to function best for the area.
I support the fourth concept fully.
There must be another option to traffic lights on 20th Street. I feel like the immediate neighbors' needs are being sacrificed. I don't want blinking/flashing lights 24/7 into my bedroom.
Concerned about new access at 17 St. Put pressure on 17 Street. Why not 16 St?
<p><b>17 Street S.W. intersection option evaluation</b> <i>Do you have any further comments about the strengths and weaknesses of the 17 Street S.W. intersection options (stop controls, traffic signals and roundabout)?</i></p>
If traffic signals are used, they need to be timed properly or have traffic sensors on them for off-peak hours.
I support a roundabout
I'm concerned that if the option is chosen to limit northbound traffic, it will push people onto 18th Street and there does not appear to be consideration for this.



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I would prefer a roundabout if 17 St goes ahead- but I would prefer 17 St not go ahead and that a roundabout goes in at 16 St. 19 St and 16 St should be access points to GAP.
Doesn't seem to be problematic the way it is now.
Not necessary
No
Agree with traffic lights as better control of traffic and safer for pedestrians.
No roundabout
Yes too busy I avoid this street much as possible when driving on 17 Street. Its everyone in a hurry to go "fast" not decent driving phase.
I rather like the roundabout to accommodate the changing traffic over a week
I am not sure what this will do yet
Couldn't understand it. Got two different answers from two presenters.
Stop control will function, however traffic signals will speed up the traffic flow.
I don't support the 17 Avenue entrance to Glenmore Athletic Park. Being a homeowner at <i>(personal identifier removed)</i> 50 Ave S.W. <i>(personal identifier removed)</i> , this new intersection will SIGNIFICANTLY impact our property value and overall experience as a property owner right at this intersection.
Again, for the same reason as above. Flashing/blinking control lights sacrifices the immediate neighbors to allow for non-residents. Perhaps the stop signs would be best for the community.
I like the circle idea.
<b>Evaluation of parking options between 15 Street and 17 Street S.W.</b> <i>Do you have any further comments about the strengths or weaknesses of the two parking options being considered (parallel and angled parking)?</i>
I prefer the extra number of stalls angled parking will provide. If the Athletic Park does get its improvement, there won't be enough parking.
I support parallel parking
I'd prefer angled but am concerned with the increased traffic flow for the park (athletic redesign makes it impractical)
If you are anticipating increased volumes of traffic, angled parking would not be safe. However, since anticipated traffic volumes have not been indicated it is hard to tell.
No
No
My choice would be parallel parking. Takes up less green space and people more familiar with it or a residential street.
I've not seen angle parking that works well - risky backing up.
Parallel parking only! Backing into traffic is dangerous, especially if parked beside a large vehicle blocking view of on-coming traffic.
Angle parking is considerate in taking not parallel. More cars can park angle. This way without frustrations of getting in or out of stalls, which parallel does not have.
I'm confused about the pros and cons for each. Good luck! Thank you for holding this open house!





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Leave as is
Couldn't understand the options
Parallel parking would be more safer versus angle parking for safety reasons.
Parallel parking would be the preferred option.
Angle parking sounds dangerous
Angled means backing into traffic - not good. Parallel is safer.

## Comment Forms – Open House Evaluation

<b>Do you have any comments about the open house?</b>
It was well organized and adequate
This open house appears to be answering to future anticipated traffic volumes due to GAP and nothing to do with creating a community road.
I am concerned the city is not listening and that ( <i>illegible</i> ) projects will be advanced regardless and spend lots of money for nothing!
Very good
Excellent. No complaints. I don't ride a bike. Thank god for that!
Thank you!
Why opinion already done
Well set up
Have another one before input goes for approval.
Please listen to the needs of the community. No traffic lights.
Friendly, informative
<b>Is there other information that you still require? How can we get this information to you?</b>
None.
I would like information about the 20 <sup>th</sup> St bike lane, who was consulted, how was it approved?
Do not do this on 16 Street or 20 Street or 33 Ave. This will cause chaos.
Not sure if we'll be able to exit 19 <sup>th</sup> Street with all the new traffic along 50 <sup>th</sup>
City thinks that lane reduction will stop traffic
I don't really understand why the sidewalks on the north side need to be widened.
No
None



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## 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
Parking	<ul style="list-style-type: none"> <li>Where will people park their cars – not everyone has a two-car garage or driveway?</li> <li>Do not remove street parking please</li> </ul>
Multi-use pathway	<ul style="list-style-type: none"> <li>Having a separate bike/ped path is a great idea</li> <li>Bikes and senior pedestrians having to share the south side of 50<sup>th</sup> - this is not a good partnership!! Bikes are frightening for those of us who are seniors with dogs!</li> <li>Don't like the M.U.P. here. Congrats; you're plowing under parkland. Should have taken parking from the south side of the street to build a bikeway.</li> <li>Install sensors on bike path near uncontrolled intersections. Lights are to flash (visible by drivers) when a bicycle approaches the intersection.</li> </ul>
Aesthetics/Greenery	<ul style="list-style-type: none"> <li>Please plant some trees</li> <li>Spend as little as you can and do not worry about aesthetics. Safety only.</li> </ul>

### Comments specific to corridor locations

Location	Comment
Near 22 Street S.W.	<p>I ☹️ this because:</p> <ul style="list-style-type: none"> <li>Provide a bypass from westbound 50 Ave to northbound Crowchild</li> <li>There is no consideration of increased traffic going to the athletic park coming south on Crowchild and east on 50<sup>th</sup>. There needs to be at least two dedicated turning lanes that go straight into continuous traffic on 50<sup>th</sup> Ave. (rather than now where it turns you into the turning lane on Crowchild).</li> <li>This is the main way to get to the Flames Community Arena – lots of traffic. Please address the 50<sup>th</sup> Ave turning lane (left) onto 22 St. and the parking – only one vehicle can travel down at a time – danger as you can't see vehicles until you have turned.</li> <li>Make an exit ramp longer from 50<sup>th</sup> onto Crowchild northbound. Right now that exit lane is way too short, which creates a huge backlog all the way up 50<sup>th</sup>. A better northbound exit lanes should be made by cutting into the field next to the Flames arenas. That would flush that northbound traffic out and help with 50<sup>th</sup> Ave flow.</li> <li>Please widen the 2<sup>nd</sup> lane going westbound so it is functional to approach the ramp for northbound Crowchild. This backs-up flow as it was not widened correctly.</li> <li>Need a short-term solution to address through-traffic using left turn lane at 22 Street.</li> </ul>



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	<ul style="list-style-type: none"> <li>• Please beware of the shoulder check sight line coming off the Crowchild ramp onto 50 Ave. If the bike lane is on the south side, there may be some serious accidents with bikes as it is difficult to see vehicles/bikes as they cross the bridge.</li> <li>• Please reduce the speed limit/enforce. It appears that vehicles travel up to 100 km/hr between 20 St S.W. to 22 St. S.W. which makes local residents waiting to turn onto 50<sup>th</sup> Ave take a great deal of time</li> <li>• Grass on north side will not survive. See the section between 22 St. and Crowchild Trail as an example of a failed boulevard (<i>personal identifier removed</i>)</li> </ul> <p>I 😊 this because:</p> <ul style="list-style-type: none"> <li>• Traffic problem isn't 50<sup>th</sup> – it is access on Crowchild south to Glenmore. That needs to be fixed.</li> <li>• The westbound lane on 50<sup>th</sup> west of 19<sup>th</sup> to Crowchild should not be narrowed; rather widened to separate cars turning right (north) on Crowchild</li> </ul> <p>General comments:</p> <ul style="list-style-type: none"> <li>• Need a short-term solution to address through-traffic using left-turn lane at 22 Street</li> </ul>
<p><b>Near 20 Street S.W.</b></p>	<p>I 😞 this because:</p> <ul style="list-style-type: none"> <li>• Adding traffic lights will encourage people to cut through the neighbourhood (where many small children live) to avoid the lights. There must be another way of dealing with this. We <u>don't</u> want traffic lights.</li> <li>• A traffic light will drive traffic into the surrounding side street, i.e. 51 Ave. It is not necessary.</li> <li>• Traffic problems seem vastly overstated; do a study of traffic patterns here. The existing 4-way stop seems to work just fine 95% of the time. Just leave it alone.</li> <li>• Bike lane southbound does not allow right-turns to bypass through-traffic – widen to allow both</li> <li>• This light isn't needed. Traffic will drop-off once Flanders exit reopens making this a waste of money! It will just create other traffic issues on side streets. The 4-way stop is adequate!</li> <li>• Signal lights will change how the neighbourhood "feels". I would prefer not to have light signals flashing/blinking/changing through the bedroom windows of my home. These homes are over \$1 million.</li> <li>• Southbound lane on 20<sup>th</sup> should be widened to accommodate a right-turn lane and a bike lane – would need a 15 m wide, 2 m high retaining wall on Alternative High School.</li> <li>• 20 St and its changes have greatly increased the traffic on both 50<sup>th</sup> and 16 St. 20<sup>th</sup> St need to carry more traffic.</li> <li>• Please do not put in traffic lights unless they are timed properly. 50<sup>th</sup> Ave should not be narrowed!</li> <li>• Could the signal become flashing in the late evening when traffic becomes light?             <ul style="list-style-type: none"> <li>• I like that idea</li> </ul> </li> </ul> <p>I 😊 this because:</p> <ul style="list-style-type: none"> <li>• People don't take their turn, making it chaos! Many accidents occur in this area and this will stop it. I hope this happens. It would help me get to school.</li> </ul>



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	<ul style="list-style-type: none"> <li>• A traffic light on 50<sup>th</sup> and 20<sup>th</sup> is essential. Right now, every day, people do not obey the 4-way stop rules and don't take turns. I see close calls with pedestrians as a result. My biggest concern is safety, especially of pedestrians, and right now that intersection is chaotic, especially at rush hour. Effectively timed lights would be great.</li> <li>• This intersection has too many vehicles not stopping at the new stop lines (when they even stop at all). Hopefully traffic lights will help!</li> <li>• I would suggest traffic lights at this intersection 20 ST/50 Ave would promote the flow of 5 – 6 (?) cars at a time as opposed to a single car at a time. A 4-way stop doesn't work!! Only encourages accidents.</li> </ul>
Near 19 Street S.W.	I ☹️ this because:
	<ul style="list-style-type: none"> <li>• Traffic speed on 19<sup>th</sup> St. should be addressed at this time as well.</li> <li>• Why can't a pedestrian crossing signal be installed here?</li> <li>• Do not put a sidewalk on the east side of 19<sup>th</sup> Street south of 50<sup>th</sup>. This should be a bike/running path.</li> <li>• What is the access to the new athletic park off of 19<sup>th</sup> Street?</li> </ul>
	I 😊 this because:
	<ul style="list-style-type: none"> <li>• This intersection's offset has been a safety hazard for decades. Glad to see it realigned.</li> <li>• This is a good improvement but given that vehicles pick up speed along this stretch of 50<sup>th</sup> (going 60 km), a light-up crosswalk would be safer. I often see close calls here and don't think a crosswalk would be enough.</li> <li>• I like the straightening of 19<sup>th</sup> &amp; 50<sup>th</sup>. This makes safety sense. I do not like the narrowing of 50<sup>th</sup>. I believe a lighted pedestrian crossing on the west side crossing 50<sup>th</sup> would solve the safety issue.</li> </ul>
Near 17 Street S.W.	I ☹️ this because:
	<ul style="list-style-type: none"> <li>• Do not want the entrance to Glenmore Athletic Park at 17 St. S.W.!!!</li> <li>• Why not put speed bumps on 50<sup>th</sup> Ave to slow traffic between 20<sup>th</sup> &amp; 16<sup>th</sup> instead of this – what problem are you trying to solve?</li> <li>• Speed bumps between 16<sup>th</sup> &amp; 14A St. on 50<sup>th</sup> make a lot more sense. Traffic doesn't speed up until passes 16<sup>th</sup> St., especially the City trucks.</li> <li>• Why do anything? It's fine the way it is.</li> </ul>
Near 16 Street S.W.	General comments
	<ul style="list-style-type: none"> <li>• Speed bumps</li> <li>• Bus stop needed here (northeast corner of 50 Ave &amp; 16 St.)</li> <li>• Bus stop needed here (northwest corner of 50 Ave &amp; 16 St.)</li> <li>• No bump-out here. I'm not cutting the grass. More difficult for Transit to maneuver.</li> </ul>
Near 15 Street S.W.	I ☹️ this because:
	<ul style="list-style-type: none"> <li>• Altadore has back lanes with garages and front drives with garages – limit street parking on the south side between 17 St. &amp; 15 St.</li> <li>• No access to GAP at 15 St. – leave 16 St. as the entrance to GAP</li> </ul>



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	<ul style="list-style-type: none"> <li>• Concern about volume of traffic along 15 St. – don't want the access to GAP at 15 St. Restrict for emergency vehicles.</li> <li>• This access point will create more traffic on 15<sup>th</sup> &amp; 14A Streets. What is the access for city trucks needing to get to and from the water treatment plant?</li> <li>• I would object to access at 15<sup>th</sup> St. as it will become the entry of the trucks to the water station</li> </ul>
	<p>General comments:</p> <ul style="list-style-type: none"> <li>• Encourage access onto 50 Ave only (no through traffic on 15 St.)</li> <li>• Pedestrian connection on 15 St. south of 50 Ave. needed. And 30 km zones.</li> <li>• Can the 15 St. intersection access be closed? Will have an impact on residents.</li> <li>• Need to accommodate trucks turning into plant.</li> <li>• Provide access from 50 Ave. only – no access north on 15 St.</li> <li>• Move pathway closer to fence line</li> </ul>
<p><b>Near 14A Street S.W.</b></p>	<p>General comments:</p> <ul style="list-style-type: none"> <li>• Need bus storage for Emily Follensbee school</li> <li>• Concerns with increases in traffic and speeds on 14A St. GAP redevelopment will make it worse.</li> <li>• Continue pathway and provide crosswalk to connect to path into park.</li> </ul>

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

Option	Comment
<p><b>Roundabout</b></p>	<ul style="list-style-type: none"> <li>• I believe roundabouts cause confusion and accidents</li> <li>• It will keep traffic flowing</li> <li>• It's free flowing and no lights</li> <li>• In a city where the citizens can't figure out 3 &amp; 4-way stops – roundabouts are a recipe for catastrophe. It's just beyond us. Please no!</li> </ul>
<p><b>Signals</b></p>	<ul style="list-style-type: none"> <li>• There will be too many signals if you also have signals at 20<sup>th</sup> St.</li> </ul>
<p><b>Two-way stop</b></p>	<ul style="list-style-type: none"> <li>• I prefer stop signs with no north or southbound traffic. The turn from southbound 17 St. would be an automatic westbound turn.</li> </ul>
<p><b>Northbound access</b></p>	<ul style="list-style-type: none"> <li>• I want to keep access northbound on 17 St.</li> <li>• I like no access northbound</li> <li>• I want to restrict access northbound on 17 St.</li> <li>• There's very little traffic on northbound 17 St. Just leave it open; closing it would be unnecessary and stupid.</li> <li>• Prefer no southbound through 17 St.</li> <li>• Keep traffic from entering 17<sup>th</sup> north please</li> </ul>



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

Option	Comment
<b>Parallel parking</b>	<ul style="list-style-type: none"> <li>• Parallel parking – there is enough parking internally in the park</li> <li>• I prefer parallel parking option. Athletic park should provide parking internally. Not the role of roadway to provide extra parking as angled parking.</li> </ul>
<b>Angled parking</b>	<ul style="list-style-type: none"> <li>• Make angled parking single entry/exit with paved curb separator</li> <li>• I like angled parking – need more event parking; there is not enough parking already</li> <li>• This is a good idea (extra parking) unless it affects field sizes</li> <li>• I don't like angled parking because they will back into traffic</li> <li>• I do not like angled parking because it is not safe backing into traffic</li> <li>• Like the angled parking. If NGPAP gets upgraded there won't be enough parking according to current plans.</li> <li>• You've stated one of the results of the angled parking would be an overabundance of parking after the Athletic Park is redone. Why bother then? As it stands now there's barely any parking on the south side used. Just leave it!</li> <li>• Backing onto the 50<sup>th</sup> Ave. with angled parking seems dangerous</li> </ul>