



50 Avenue S.W. Corridor Study River Park Off-Leash Area Drop-In Event

Report Back // What we Heard, What we Did
October 15, 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 River Park off-leash area on Saturday, October 15, 2016, from 10 a.m. - 1 p.m. One hundred and twenty-three 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

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

Overall preferred design concept

- Supportive of the overall plan
- Like that it maintains greenspace
- Would like to see more line paintings at crosswalks in short-term

Near 20 Street S.W.

- Like the signal lights

Other comments

- Like the pop-up event format

17 Street S.W. intersection treatment options

- Roundabout was preferred option
 - Better for different traffic volumes
 - Improves traffic flow
 - Less maintenance



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- Accessible
- Convenient
- Provides more green space
- No traffic signals
- Two-way stop
 - Stops traffic flow
 - Creates congestion
 - Prefer over roundabout
 - Prefer over traffic signal
- Whichever option is safest for pedestrian safety

Access at 17 Street S.W.

- Prefer to maintain northbound access

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

- Prefer parallel parking
 - Safer than angled parking
 - Less crowded
 - Uses less green space
- Prefer angle parking
 - Provides traffic calming
 - Increased parking capacity



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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
Multi-use pathway/preferred design concept	<ul style="list-style-type: none"> • Good plan • Need more line paintings at cross-walks in the short-term • Like the extended bike lane. • Like multi-use pathway; better for cyclists and pedestrians • Maintains green space
Other comments	<ul style="list-style-type: none"> • Pop-up events are great. I'd never attend a town hall.

Comments specific to corridor locations

Location	Comment
Near 20 Street S.W.	<ul style="list-style-type: none"> • I like the lights at 20 St. • Like signal at 20 St.; signal is needed

Feedback on 17 Street S.W. intersection treatment options

Option	Comment
Roundabout	<ul style="list-style-type: none"> • Prefer roundabout because event traffic will be sporadic whereas lights would be there all the time • Prefer roundabout at 17 Street – people are learning to use them, less maintenance for lighting • Prefer roundabout – accommodates flow at different times of the day better. • Prefer roundabout at 17 St because it's accessible and more convenient to travel through • Prefer roundabout over traffic signal. We should have more roundabouts. • Prefer roundabout because it keeps traffic flowing • I like Option 3. More greenspace and continuity of movement. • Prefer roundabout – traffic flows better



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	<ul style="list-style-type: none"> • Roundabout at 17 St. as it keeps traffic moving • Like the roundabout – 25% less fuel consumption and moves traffic more efficiently • Prefer roundabout at 17 St.; better than traffic signal • I prefer the roundabout • Roundabout is preferred – improves traffic flow • Improved traffic flow and better travel times • A roundabout at 17th St. would work well. They seem to be an effective way to control heavy volumes of traffic when needed. • Favour a roundabout at 17 St. and 50 Ave. • Prefer the roundabout at 17 St. • Prefer roundabout but would like to turn northbound on 17 St. to access home • Option 3 roundabout at 17 St. – we cycle and use 17 St.; live on it. Lights stop traffic flow more than a roundabout.
Traffic signals	<ul style="list-style-type: none"> • Signals are overkill • Signals at 17 St. would be better for pedestrians • I prefer traffic lights because I'm terrible at roundabouts • Another stop light at 17th will clog up traffic along 50th. One stop at 20 St. is enough. • Will slow down traffic – already have to stop at 20th • I <u>hate</u> signals!
Two-way stop	<ul style="list-style-type: none"> • Prefer 2-way stop at 17 St. Don't like roundabouts. • Stop signs would back-up traffic coming out of Glenmore Athletic Park • Don't like 2-way - stops traffic flow • Prefer 2-way stop at 17 St. Not in favour of traffic signal.
General comments	<ul style="list-style-type: none"> • Whatever option keeps traffic moving. Pedestrian safety is important at 17 St. so whatever option is safest for them. • Maintain access northbound at 17 St. – don't close it off • No roundabout and maintain access to 17 St.
Northbound access	<ul style="list-style-type: none"> • Move entrance to 16 St. or no northbound traffic on 17 St. • Move entrance to 16 St. not 17 St.

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

Option	Comment
Parallel parking	<ul style="list-style-type: none"> • Parallel parking is safer



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	<ul style="list-style-type: none"> • Keep parallel parking. Angled parking would cause accidents. • Prefer parallel parking – less crowded and takes less green space • Parallel is much safer. Visibility issues are decreased immensely compared to angled parking. • Parallel seems safer
<p>Angled parking</p>	<ul style="list-style-type: none"> • Angled parking is preferred – it helps slow down traffic • Prefer angled parking – people are respectful of the community and would slow down • I like the angled parking • Like the angled parking; seems like small loss (1m into green space) to gain 15% more parking capacity • Prefer angled parking over parallel parking • Prefer angled parking in the long-term – can you include lower speeds through the parking zone? • Potential for accidents; blind spots