

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 2
- Learn about the preferred design concept
- Provide feedback and help us refine aspects of the preferred design concept

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:



Open House Activities

The preferred design concept presented today was developed using public feedback received during Phase 2 and technical input from the project team.

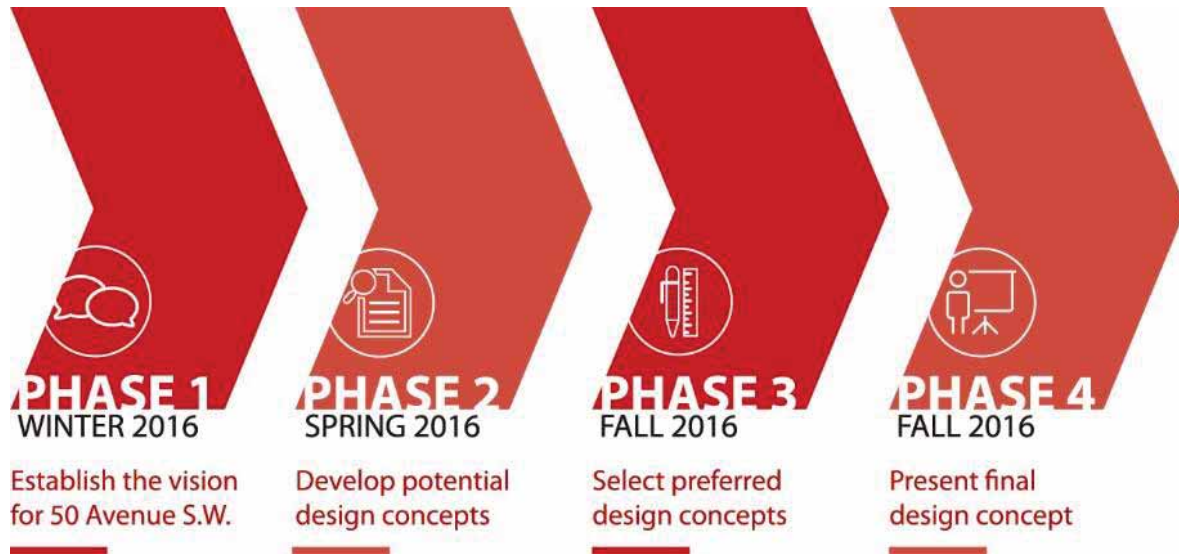
At this stage of the study, a preferred concept has been selected and further developed. We are looking for feedback regarding:

- Finalizing the preferred concept
- Intersection options at 17 Street S.W.
- On-street parking options between 15 Street and 17 Street S.W.

The preferred concept and how it was selected is presented in boards around the room.

Don't forget to fill out the **comment sheet** before you leave. Your feedback will be used to help finalize the preferred concept.

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 (*complete*): Potential design concepts will be presented to the public for evaluation. Input in this phase will help to identify a preferred design concept.

Phase 3 (*current phase*): A preferred design concept will be presented to the public for review. The public will be asked to provide feedback to help refine the concept.

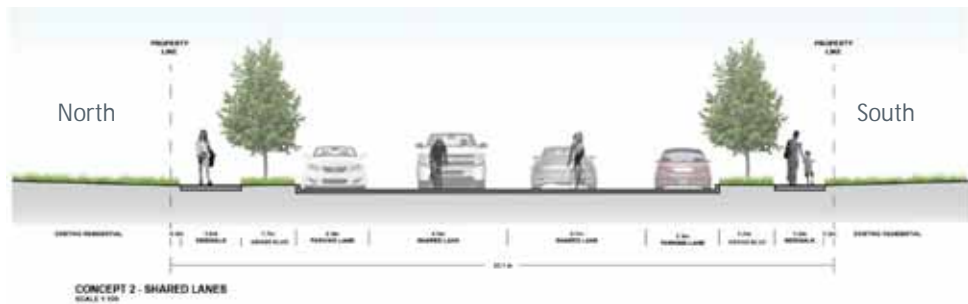
Phase 4: The final recommended design concept will be shared with the public and may be presented to City Council for approval.

Overview of Proposed Concepts Presented in Phase 2

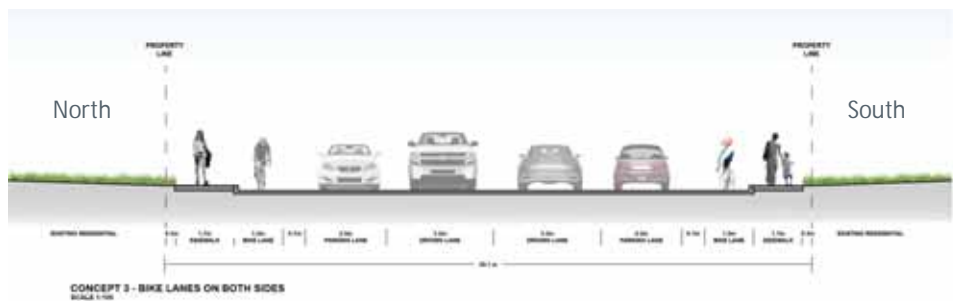
Concept 1
Maintain Existing



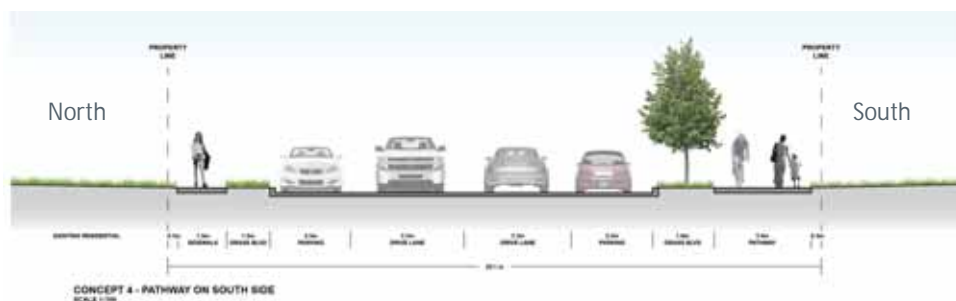
Concept 2
Shared Lanes



Concept 3
Bike Lanes on Both Sides



Concept 4
Pathway on South Side



What We Heard in Phases 1 & 2

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

Top 5

Community Priorities:

- Pedestrian accommodation
- Urban character (enhancements that make the corridor more visually appealing)
- Bicycle accommodation
- Traffic safety
- Traffic calming

In Phase 2 we presented the preliminary design concepts to participants for evaluation. Feedback in this phase was used in the development of the preferred design concept. This is what we heard.



945 participants

&



278 concerns & ideas shared

Top 4

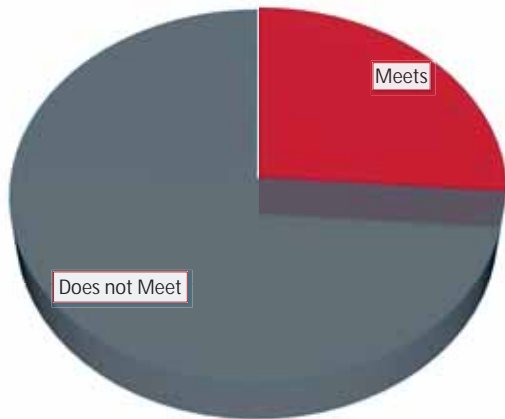
Community Concerns:

- Improve the safety of people walking and biking
- Reduce speeding, traffic volumes and shortcutting
- Make the intersection crossings safer for pedestrians
- Limit the amount of parking near intersections

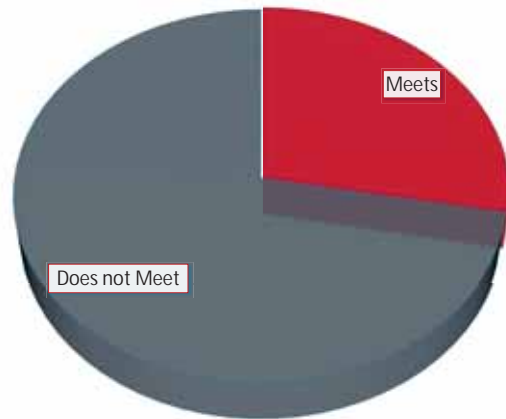
Phase 2 - Open House & Online Feedback on Concepts

How well does each concept address the community priorities identified in Phase 1 of this project?

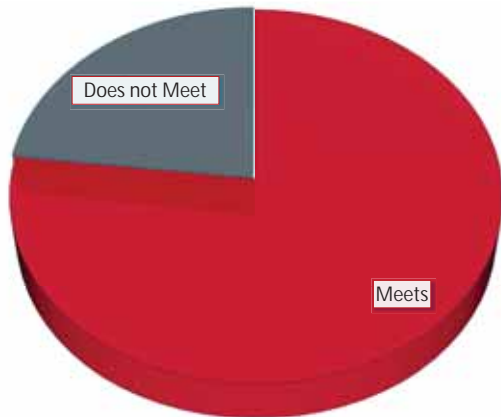
CONCEPT 1 – MAINTAIN EXISTING



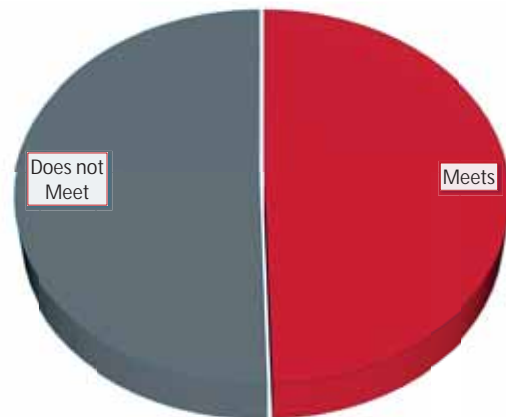
CONCEPT 2 – SHARED LANES



CONCEPT 3 – BIKE LANES ON BOTH SIDES

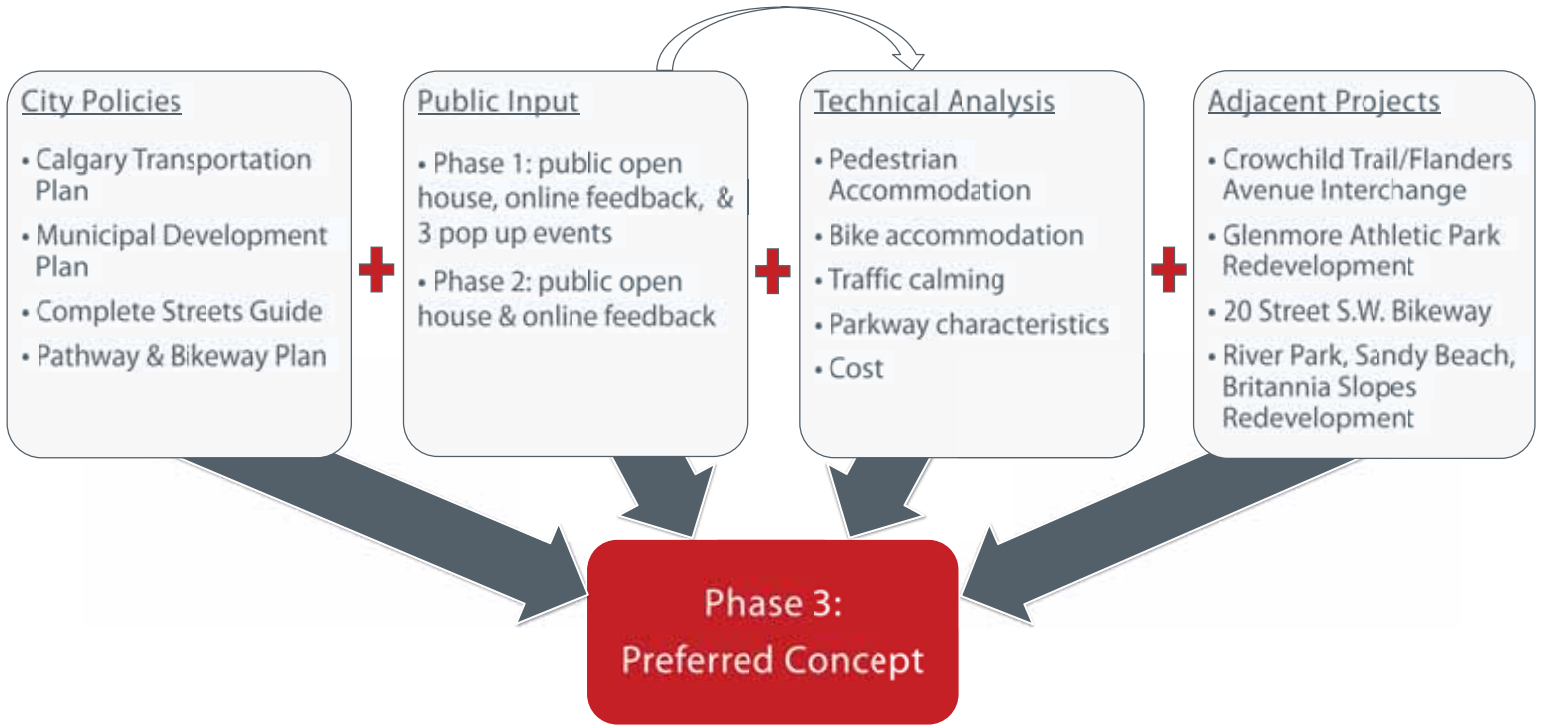


CONCEPT 4 – PATHWAY ON SOUTH SIDE



Phase 3 – How the Preferred Concept was Selected

Community priorities identified in Phase 1



Technical Concept Evaluation

Evaluation Criteria	Option 1 Maintain Existing	Option 2 Shared Lanes	Option 3 Bike Lanes on Both Sides	Option 4 Pathway on South Side
1. Pedestrian Accommodation				
2. Traffic Calming				
3. Bike Accommodation				
4. Parkway Characteristics				
5. Cost				
6. Public Input				

○ - Poor ◐ - Fair ● - Good

The above selection criteria were used to rate each of the concepts presented in Phase 2. Based in the results, Concept 4 was selected as the preferred option.

Preferred Option Refinement

In addition to being the highest rated options based on the technical evaluation, concepts 3 and 4 had the most favorable public feedback of all the concepts presented in Phase 2.

Participants had the following to say:

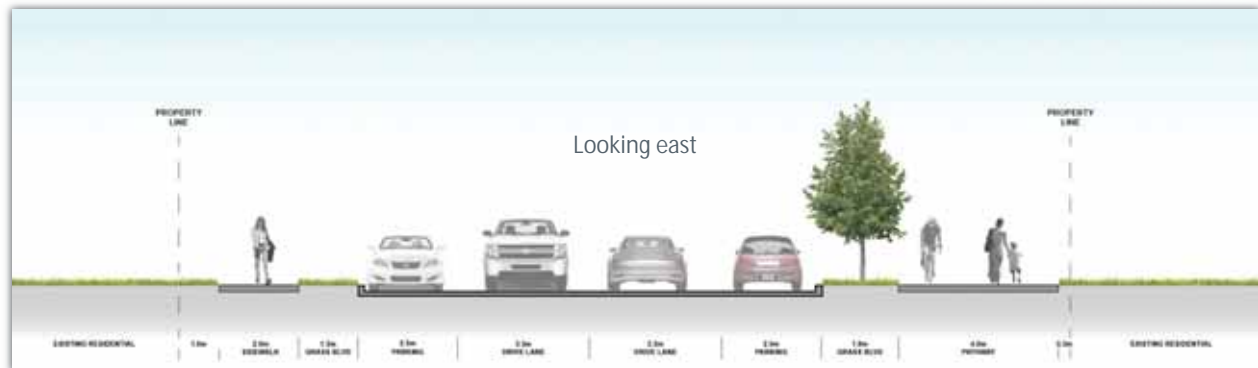
- It is great to have bicycles off the road as long as there is enough room for pedestrians
- They preferred being able to use the pathway
- They are uncomfortable walking on the same pathway as cyclists
- The parking lane protects the bike lanes and offers islands for pedestrians as well as wider sidewalks

Better accommodation of pedestrians and cyclists was a consistent theme that surfaced in the feedback on Concepts 3 and 4.

The project team was able to take the benefits participants indicated were important and apply them to Concept 4, the preferred design concept.

Preferred Option Refinement

The refined Concept 4 was selected as the preferred design concept. A typical cross section for this concept is shown below.



Benefits of this concept:

- Cyclists are accommodated off-street and separate from traffic
- The north sidewalk is widened to provide pedestrians with a safe walking choice clear of cyclists
- The south pathway is widened to better accommodate pedestrians and cyclists
- Grass boulevards are provided on both sides of the street as a buffer between vehicles, pedestrians and cyclists
- Pathway connects to existing pathways to the east and west
- Narrower driving lanes encourage lower speeds
- Curb extensions at intersections reduces crossing distances for pedestrians
- Improved crossings at intersections to make pedestrians and cyclists visible to motorists

Trade-offs associated with this concept:

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

20 Street Intersection Options

Two options were proposed to modify the intersection of 20 Street and 50 Avenue S.W. The first option, shown on the left, adds a traffic signal to the intersection. The second option on the right converts the intersection to a roundabout.

Signalized option



Roundabout option

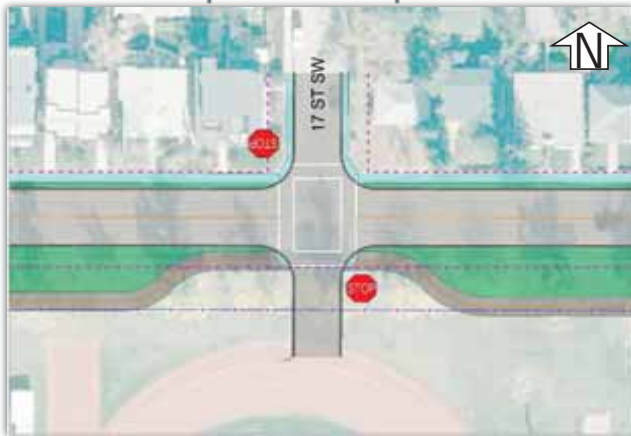


The roundabout option will not be considered for future evaluation due to significant property impacts. The project team has selected the signalized option as the preferred treatment.

17 Street S.W. Intersection Options

Three options were proposed to modify the intersection of 17 Street and 50 Avenue S.W.:

Stop Control Option



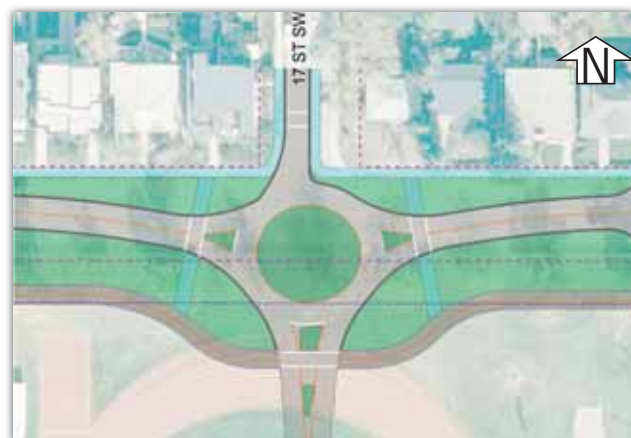
Benefits	Trade-offs
<ul style="list-style-type: none"> • Minimal cost for installation • Eastbound and westbound traffic has the right of way 	<ul style="list-style-type: none"> • Challenging for pedestrians to cross with free flow eastbound/westbound traffic • May be difficult to physically stop traffic from going northbound on 17 Street • Long delays for vehicles exiting the Glenmore Athletic Park

Signalized Option



Benefits	Trade-offs
<ul style="list-style-type: none"> • Provides safer crossing for pedestrians • Better overall traffic operation than the stop control 	<ul style="list-style-type: none"> • Cost to install and operate signal • Eastbound and westbound traffic has to stop at the signal • May be difficult to physically stop traffic from going northbound on 17 Street

Roundabout Option



Benefits	Trade-offs
<ul style="list-style-type: none"> • A traffic calming device as traffic slows through the intersection • Better overall traffic operation than the stop control and signal • Can physically stop traffic from entering 17 Street S.W. northbound • Better safety performance than stop control and signalized intersections 	<ul style="list-style-type: none"> • Cost to construct the roundabout • Larger footprint than the stop control and signal options

Parking Options Between 15 Street & 17 Street S.W.

There are two options for parking on the south side of 50 Avenue between 15 Street and 17 Street S.W. under consideration that the technical team is seeking public feedback on

Parallel Parking Option



Benefits	Trade-offs
<ul style="list-style-type: none"> • Maintains wide boulevard • Familiar to drivers and other users of the roadway • Minimizes pavement surface 	<ul style="list-style-type: none"> • Doors on the driver's side open into oncoming traffic • Provides fewer parking stalls compared to angled parking • Harder to manoeuvre in and out of stalls

Angled Parking Option



Benefits	Trade-offs
<ul style="list-style-type: none"> • Provides more parking stalls compared to parallel parking • Doors do not open into oncoming traffic • Greater separation from through-traffic for people getting in and out of their vehicles. • Easier to manoeuvre in and out of stalls 	<ul style="list-style-type: none"> • Parked vehicles must back into through-traffic • Increases pavement surface • Reduces landscaping and boulevard width • Future increase of onsite parking at the Glenmore Athletic Park may result in underutilization of additional stalls

Feedback on the Preferred Design Concept

Please tell us what you think are the strengths and weaknesses of the overall preferred concept.

Please tell us which intersection option for 17 Street S.W. you prefer and what you think the strengths and weaknesses are of your preferred option.

Please tell us which on-street parking option between 15 Street and 17 Street S.W. you prefer and what you think the strengths and weaknesses are of your preferred option.

Your feedback will be used to further refine the recommended plan, which will be presented online to the public in early 2017

Please use a post-it note to share your thoughts.

Timeline for Implementation

The plan presented today is the long-term vision for the 50 Avenue S.W. corridor. At this time, funding is not available to implement all of the improvements presented.

The purpose of identifying the improvements now is to allow for planning and prioritization alongside other City projects as well as securing funding for construction of the project.

Some improvements, such as relocating curbs, are larger projects that will require more time and money to complete. However, there are some shorter-term elements that could potentially be implemented over the next several years:

- Signalization of the 50 Avenue and 20 Street S.W. Intersection
- Construction of the multi-use pathway east of 19 Street S.W.
- Sidewalk widening where the boulevard width permits
- Curb extensions at various intersections
- Crosswalk enhancements

Thank you for participating!

Next Steps

Based on the feedback received at this open house, pop-up events and the online mapping tool, the project team will finalize the preferred concept and intersection designs.

The recommended concept will be presented online to the public in early 2017. Be sure to leave your email address to receive notification of the final concept.

Have more to say about the concepts?

The online comment form is available until October 25 at calgary.ca/50AveStudy.

Stay Tuned!

Please visit the project website at calgary.ca/50AveStudy for more information about the project.