

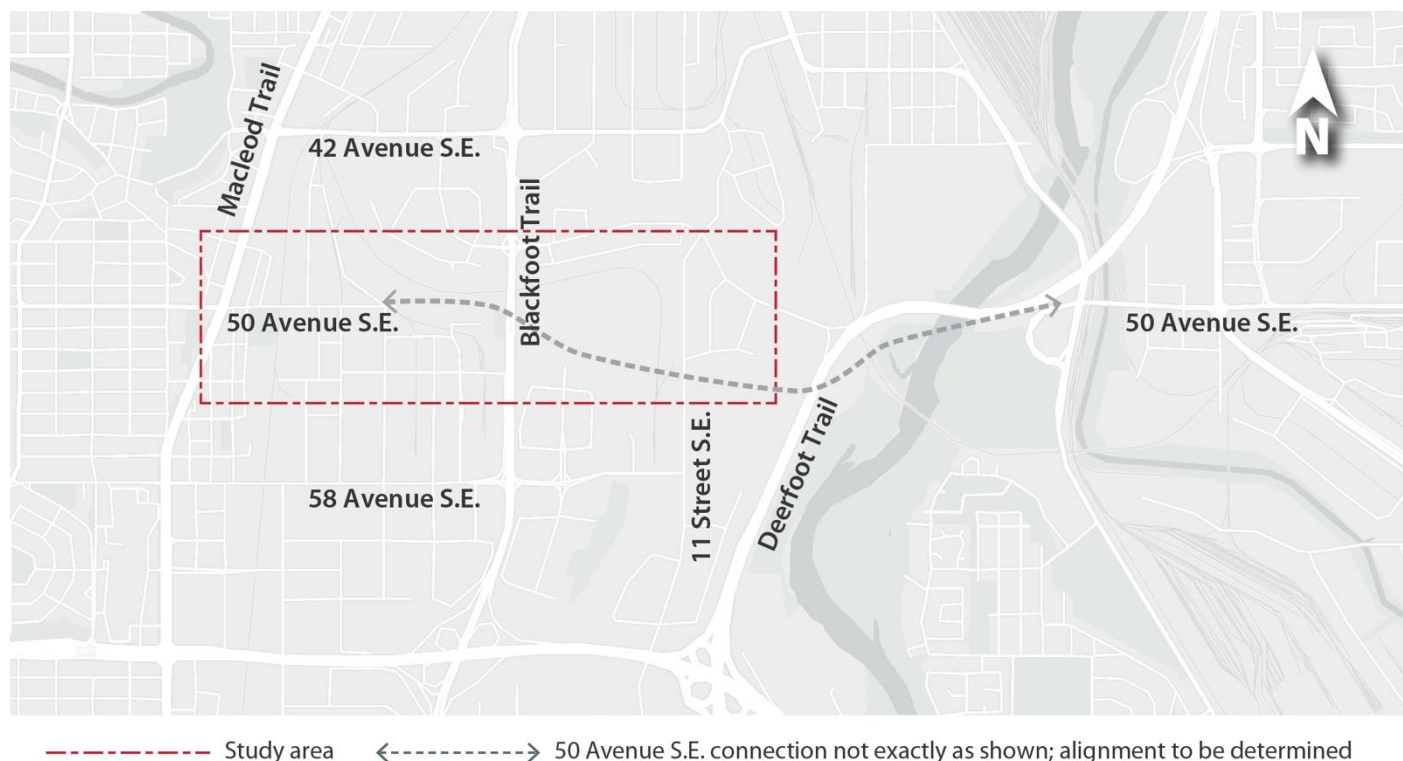
Project overview

The City of Calgary is planning for the future of 50 Avenue S.E. and is launching a Functional Planning Study. This study will create a plan to improve transportation connections in the area to meet future mobility and growth needs.

The study will result in a long-term plan for the road between Macleod Trail and Deerfoot Trail. Specifically, the study will determine:

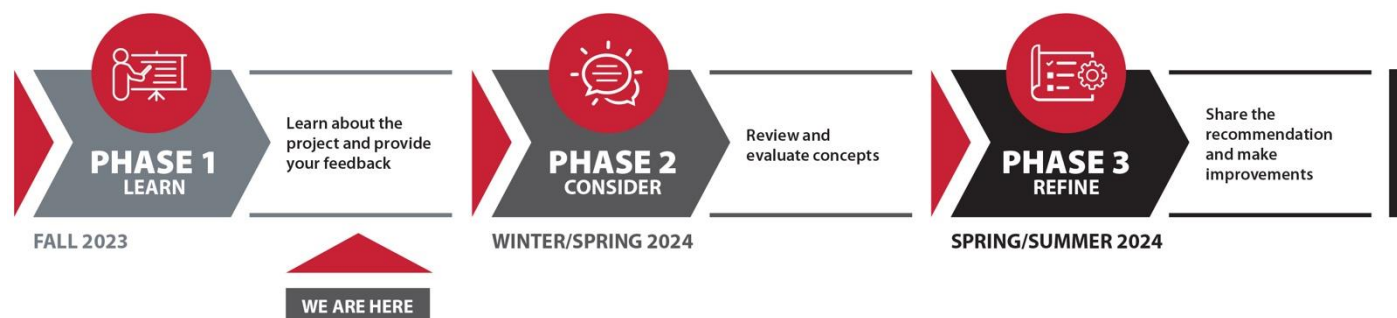
- Connectivity to the adjacent road network; especially Blackfoot Trail and 11 Street S.E.
- If rail/LRT grade separation is needed and if so, will it be an underpass or an overpass
- Where property access will be provided
- Transit, pedestrian and cyclist facilities and network connections
- Land needed for the road right-of-way
- Potential short-term improvements

In the future, 50 Avenue S.E. will extend across Deerfoot Trail, with connections at Blackfoot Trail and 11 Street S.E. The future corridor is an important east-west connection for transit and active modes.



Engagement overview

The first phase of engagement consisted of participation in a coordinated multi-project open house on November 28, 2023, a virtual open house on December 14, 2023 and online feedback between November 27, 2023 and January 12, 2024.



Engagement event	Participants
Online at engage.calgary.ca/50AveSE November 27, 2023 – January 12, 2024	11,304 visits by 8,964 visitors with 3,254 contributions by 2,119 individual contributors
Public Open House (shared event with Chinook Local Area Plan and City Building) November 28, 2023 5:30 - 8 p.m. at the Days Inn Calgary South	~12
Virtual Open House December 14, 2023 5:30-7 p.m.	89

Phase 1 engagement opportunities were advertised in the following ways:

- November 17-30, 2023 – Seven (7) road signs in the study area
- December 1-16, 2023 – Targeted social media campaign
- December 4, 2023 – 20 landowner letters sent by registered mail
- December 11, 2023 – 4,279 postcards delivered to study area
- December 13, 2023 – 6,726 postcards delivered to study area



50 Avenue S.E. Functional Planning Study

Phase 1 Engagement Report Back: What We Heard

February 2024

What we asked and what we heard

A short overview of the feedback is provided below. For a detailed summary of the input that was provided, please see the [Summary of Input](#) section below. For a verbatim listing of all the input that was provided, please see the **Verbatim Responses** document.

Issues and Opportunities

Tell us about your experience driving, walking, wheeling and taking transit on 50 Avenue S.E. What and where are the issues? Do you have any ideas for improvement?

Approximately 1,400 pins were dropped on the online map. Respondents could choose pins for traffic, wheeling, walking, transit or other and leave a comment describing the issue or opportunity.

Some of the predominant issues include safety at the Macleod Trail intersection, poor walkability in the area and the need for east-west walking and wheeling facilities as well as walking and wheeling connections to transit and 5A infrastructure to the north and south.

Respondents identified several opportunities and suggestions for walking, wheeling and transit infrastructure and ideas for improving traffic flow.

Road Use

I use 50 Avenue S.E. because.... Check all that apply. About half of respondents said they used 50 Avenue S.E. because they were a customer or client of an area business. Many of those specified use and/or support of Wildrose Motocross Association / Blackfoot RC and Calgary BMX Association.

How do you typically travel in the study area? Select all that apply.

Driving was the most frequently selected mode of transportation in the study area.

Potential LRT / Rail Grade Separation

Which type of crossing would most meet your needs? Looking at the types of crossings and considering the pros and cons - please rank the following in order of preference.

The responses were fairly evenly split, with approximately one-third of respondents preferring an overpass, an underpass or an at-grade intersection. Those that stated their preference for a grade separated crossing noted the benefits to traffic flow, improved safety and ease of use. Those that preferred an at-grade intersection most frequently cited cost as the reason.



50 Avenue S.E. Functional Planning Study

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Comments or Questions

Do you have any other comments or questions about the 50 Avenue S.E. Functional Planning Study?

More than 1,800 responses were logged for this question, most of which related to support for the Wildrose Motocross Association / Blackfoot RC and Calgary BMX Association and to a lesser extent, for Highfield Regenerative Farm.

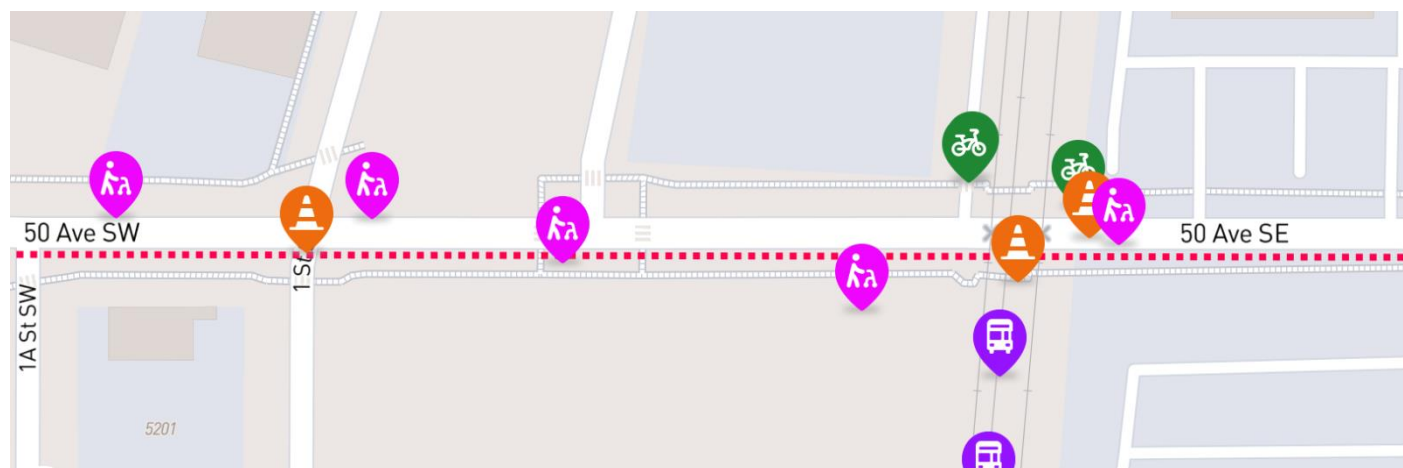
Summary of Input

Issues and Opportunities

Q: Tell us about your experience driving, walking, wheeling and taking transit on 50 Avenue S.E. What and where are the issues? Do you have any ideas for improvement?

Approximately 1,400 pins were dropped on the online map. Respondents could choose pins for traffic, wheeling, walking, transit or other and leave a comment describing the issue or opportunity. The comments in each category were analyzed and grouped according to themes. Themes for each location are listed below along with a sampling of verbatim comments. To read all verbatim comments please see the Verbatim Responses document.

50 Avenue S.E. (west of Blackfoot Trail)



Example of pins dropped on the social map along 50 Avenue S.E. near the rail crossing

Issues



Traffic

At grade rail crossing causes delays

Macleod Trail intersection is unsafe; 50 Avenue S.E. lane assignment needed, poor visibility going east and north

Lane assignment needed going eastbound approaching 1A Street S.E.

Once the connection is in place, concerned traffic volumes and speeds will increase. Traffic calming should be considered for neighbourhoods west of Macleod Trail.

50 Avenue S.W. west of Macleod Trail is excessively busy for the road design – could bike lanes or traffic calming be considered to encourage through traffic to use alternate routes?



Wheeling

Macleod Trail intersection is unsafe

No cycling infrastructure (5A connection desirable)



Walking

No sidewalk on the north side

Sidewalk next to roadway (no buffer from cars)

Crossing needed near 1 Street S.E.

No sidewalk on 1 Street S.E. to access 39 Avenue S.E. LRT Station / 42 Avenue S.E.



Transit

Poor transit access



Other

Area businesses still require rail access

Opportunities



Traffic

Consider a “dutch intersection” at Macleod Trail



Wheeling

Consider a protected intersection at Macleod Trail

Provide a connection along the rail alignment between 42 Avenue S.E. and Chinook LRT Station

Connection between 50 Avenue S.E. and Builders Road



Walking

No sidewalk on the north side

Sidewalk next to roadway (no buffer from cars)

Crossing needed near 1 Street S.E.

No sidewalk on 1 Street S.E. to access 39 Avenue S.E. LRT Station / 42 Avenue S.E.

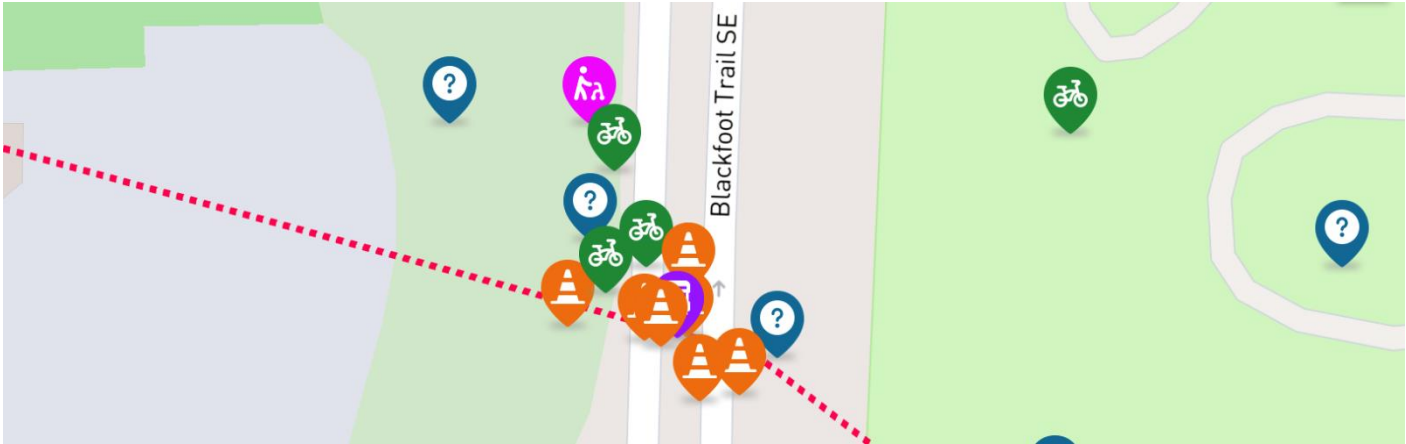


Transit




Transit access to Britannia and Elbow Drive

LRT Station at 50 Avenue S.E. (between Chinook and 39 Avenue S.E. Stations)

50 Avenue S.E. / Blackfoot Trail



Example of pins dropped on the social map along the proposed 50 Avenue S.E. alignment near Blackfoot Trail

Issues	
 Traffic	
Adding an at grade intersection at 50 Avenue S.E. would create excessive congestion	
48 Avenue S.E. cannot handle more traffic	
 Wheeling	
Manhattan Road / 46 Avenue S.E. intersection “heinous”	
Avoid steep grades in the area for future connections	
Avoid at grade intersection at 50 Avenue S.E.	
 Other	
Encampment south of Blackfoot Trail near abandoned tracks	

Opportunities



Traffic

Consider using abandoned railway alignment for connection to avoid the motocross park and farm

Consider connections to 5 Street S.E. and Burbank Road to provide all movements without an interchange

Consider right in - right out at 53 Avenue S.E.



Wheeling

East-west connection to Green Line Station

5A connection along Blackfoot Tr between 42 Avenue S.E. multi-use path and 6 Street S.E. / 53 Avenue S.E. (clear desire line / goat path on west side)



Walking

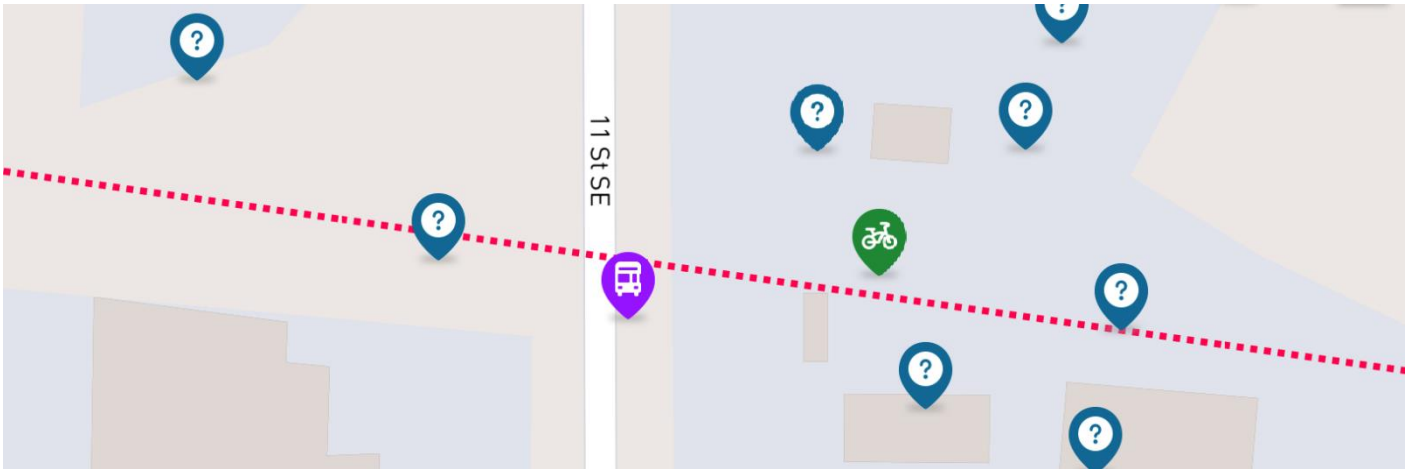
Connection along Blackfoot Tr between 42 Avenue S.E. multi-use path and 6 Street S.E. / 53 Avenue S.E. (clear desire line / goat path on west side)



Transit

Consider a transitway instead of a vehicle intersection

50 Avenue S.E. / 11 Street S.E.

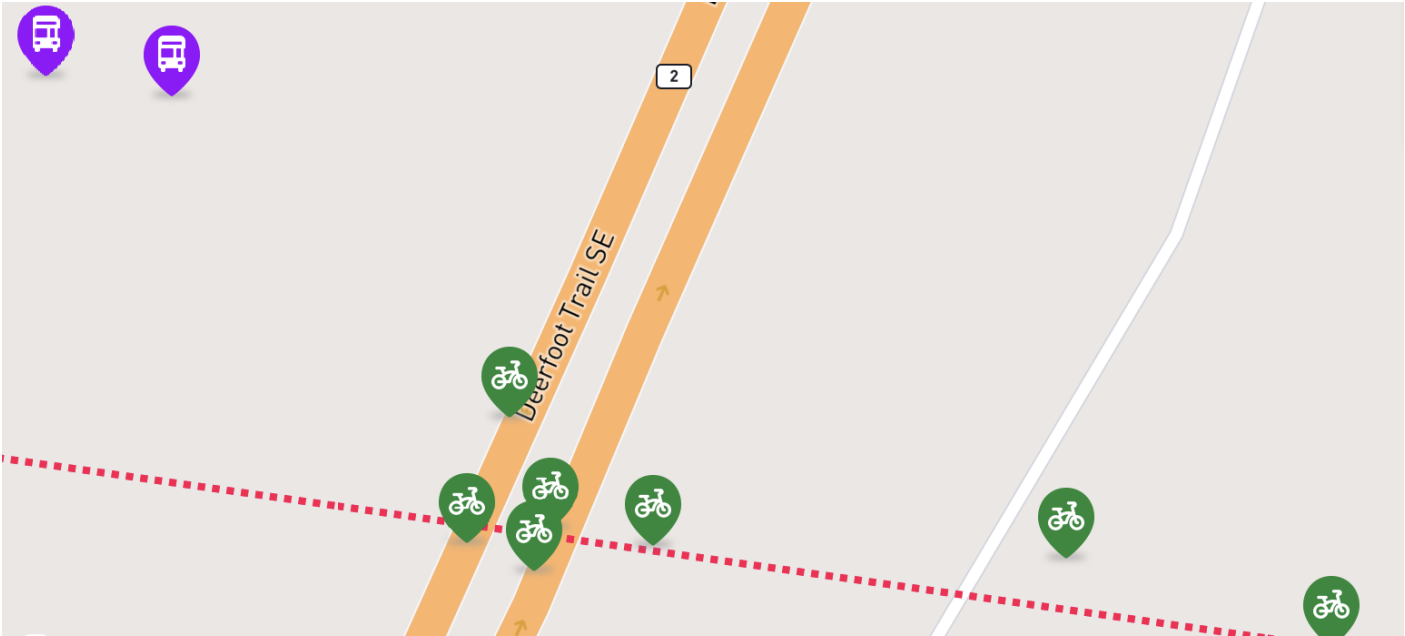


Example of pins dropped on the social map along the proposed 50 Avenue S.E. alignment near 11 Street S.E.

Issues	
<div> <div> </div> <div>Traffic</div> </div>	
Southbound 11 Street S.E. very congested in afternoon peak (46 Avenue S.E. to 58 Avenue S.E.)	
<div> <div> </div> <div>Other</div> </div>	
Encampment area at south end of the Food Bank parking lot along abandoned rail track	


Opportunities	
<div> <div> </div> <div>Transit</div> </div>	
Consider an east-west transitway along proposed alignment	
A transit stop near the Food Bank would be helpful to clients, staff and volunteers	

50 Avenue S.E. / Deerfoot Trail



Example of pins dropped on the social map along the proposed 50 Avenue S.E. alignment near Deerfoot Trail


Issues



Wheeling

Few connections across Deerfoot Trail or the Bow River; crossing in this area is needed



Opportunities



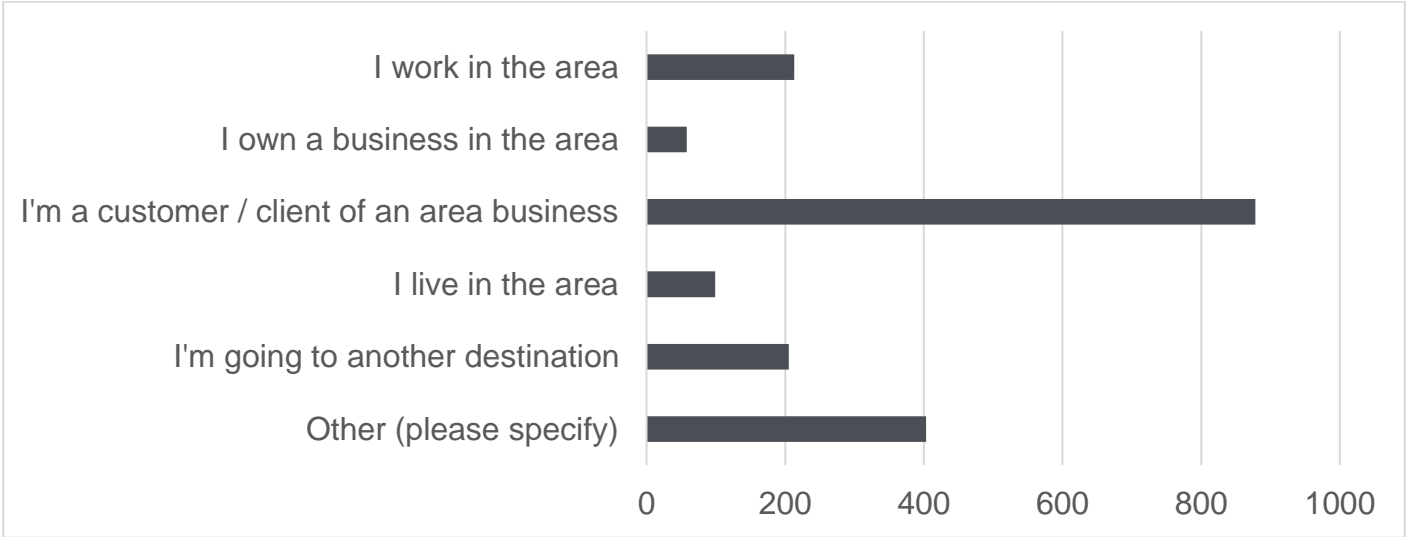
Traffic

How will 50 Avenue S.E. connect across the river?
 Connection at 46 Avenue S.E. seems to make more sense
 Connection at 46 Avenue S.E. not desirable

10/23

Opportunities	
<div>  <div>Wheeling</div> </div>	
	Grade separation at Deerfoot Trail should discourage unhoused population
	Underpass at Deerfoot Trail preferred to gain momentum to use to climb grade on the other side
	Create a 5A connection between Britannia Slopes and the Bow River
<div>  <div>Transit</div> </div>	
	Consider a transit-only connection to Deerfoot Trail (comment response indicating location of proposed Green Line alignment to the north)
	How will this project interact with Green Line?

Q: *I use 50 Avenue S.E. because.... Check all that apply.*



The comments provided for **Other (please specify)** were analyzed and grouped according to themes. The predominant themes are listed according to frequency in the table below.



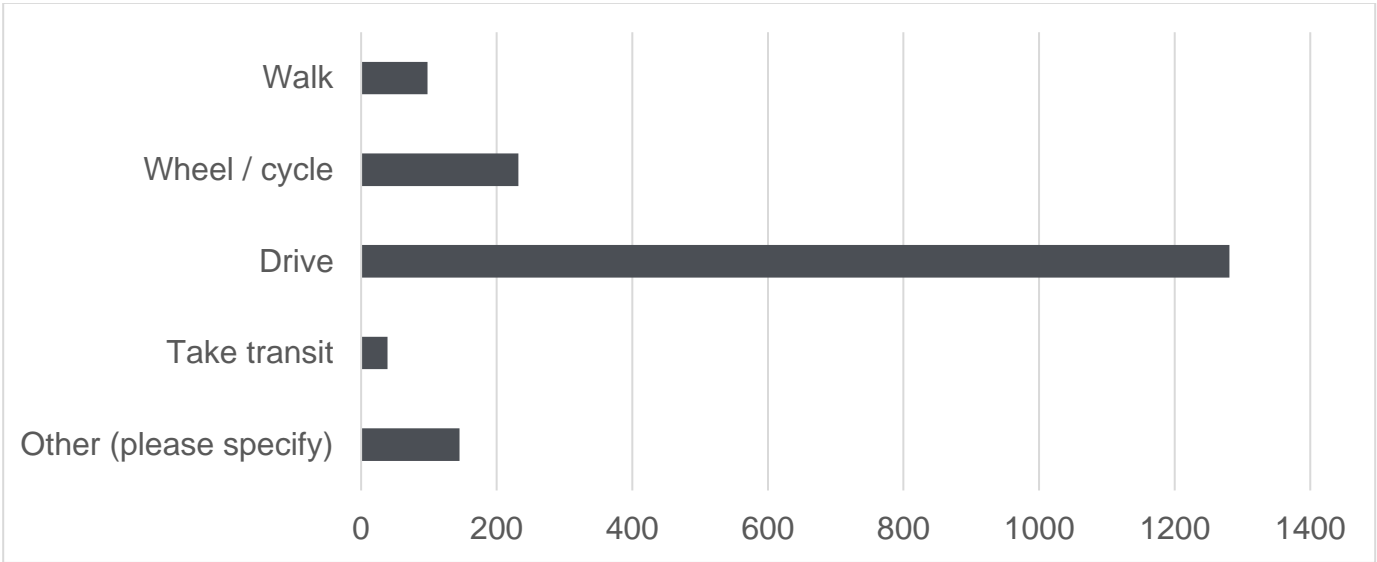
50 Avenue S.E. Functional Planning Study

Phase 1 Engagement Report Back: What We Heard

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Most frequent comments for <i>Other (please specify)</i>
Use / support of Wildrose Motocross Association / Blackfoot RC and Calgary BMX Association
Don't use 50 Avenue
Use / support of Highfield Farm

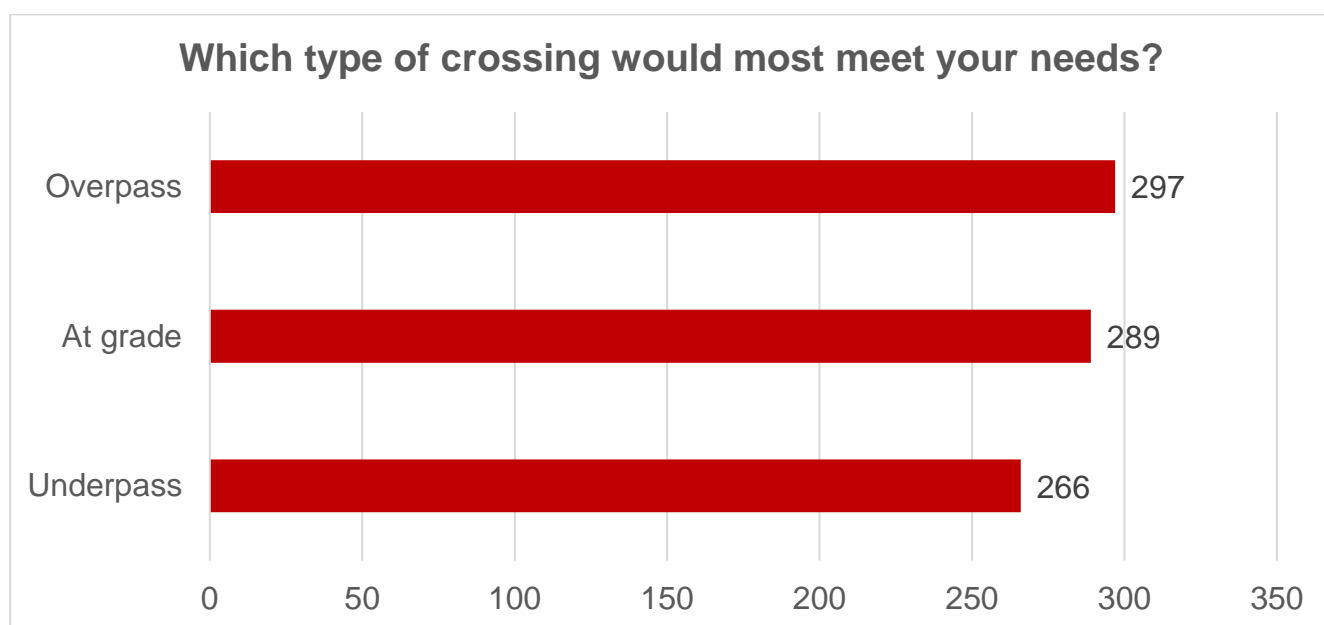
Q: How do you typically travel in the study area? Select all that apply.



Of the 145 **Other (please specify)** responses, most indicated use and/or support of Wildrose Motocross Association / Blackfoot RC and Calgary BMX Association.

Potential LRT / Rail Grade Separation

Q: Looking at the types of crossings and considering the pros and cons - please rank the following in order of preference. Which type of crossing would most meet your needs?



Q: Why did you rank those the way you did?

The responses to this question were analyzed and grouped according to themes.

Theme	Examples from feedback
Better for traffic / efficiency / congestion	<ul style="list-style-type: none"> Better traffic flow with no delays at LRT / rail crossing. Traffic is already congested in the area. Less traffic disruptions with an underpass/overpass.
Cost	<ul style="list-style-type: none"> I am neutral about an underpass or overpass in terms of functionality however from a cost perspective an overpass seems more practical and fiscal prudence with our tax dollars is necessary. At-grade is too disruptive to traffic flow with Calgary's growth. Well the first two eliminate the danger of pedestrians and train coming in contact. The same level is not the safest so that is why it was 3. I also thought it would be more economical to have the track run

Theme	Examples from feedback
	<ul style="list-style-type: none"> under the road rather than over top. Both 1 & 2 are good options Based on budget and convenience.
<i>Safety for drivers, pedestrians and cyclists</i>	<ul style="list-style-type: none"> Remove risks associated with pedestrians and vehicles crossing rail lines. Bridge provides safe crossing for non-vehicular traffic, while the underpass is unsafe due to high numbers of homeless encampments in the area. Chose the safest option by minimizing interaction of vehicles/public and rail. In addition, building over is cheaper and lower maintenance cost by building under.
<i>Underpasses are more prone to flooding</i>	<ul style="list-style-type: none"> I prefer the over and underpass to eliminate time delays. I think the overpass is better than the underpass to mitigate flooding/drainage concerns. No one likes to be stopped by a train and underpasses tend to flood in bad thunderstorms. Depending on the expected amount of traffic, crossing is fine as long as there isn't heavy truck traffic. Underpasses can flood and be icy if not managed well.
<i>Better for cycling / pedestrians / wheeling</i>	<ul style="list-style-type: none"> Underpasses prioritize pedestrian and other non motorized users with the most direct route opposed to diverting pathways around and up. Underpasses are a universally acknowledged best practice for wheeling. As I ride a bike, the at grade crossings usually make it extremely slow to get across for everyone except cars. I do not have a strong opinion between bridges or tunnels
<i>Unhoused / undesirable behaviour in underpasses</i>	<ul style="list-style-type: none"> There is a major issue of homeless encampments in the area. When building roadways you need to consider ensuring the areas architecturally are not inviting to build encampments. At grade crossing create traffic issues whether on a bike or vehicle. Underpass, while reasonable often seem to create environments that seem to attract pan-handlers, homeless encampments and potentially pathways where pedestrians and cyclists can feel unsafe. At grade crossings delay everyone, if we can avoid them that would be best. Underpasses are great, but

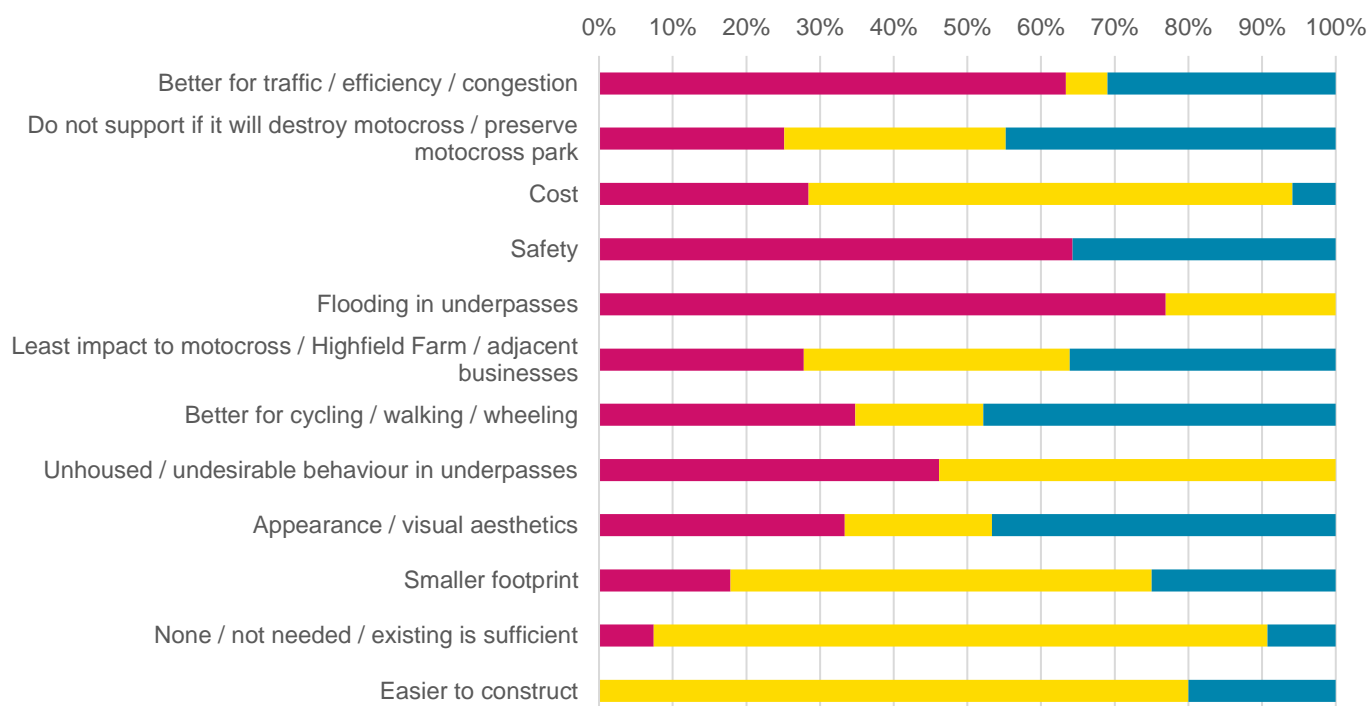
Theme	Examples from feedback
	they attract those seeking shelter (and are routinely littered with in-path hazards), overpass is best as it keeps traffic moving and avoids the problems with an underpass.
<i>Appearance / visual aesthetics</i>	<ul style="list-style-type: none"> • I like overpasses as they do not disturb traffic underneath and a bridge is beautiful. The underpass has risks of flooding at the lower grade areas so this wouldn't be as beneficial and on grade passes can potentially create traffic jams. • Underpass best balances flow of traffic/pedestrians while not adding a large hump to the neighbourhood. Keeps things "flat". • I think removing at grade crossings wherever possible is good, for safety reasons alone. But I would not go so far as to support an overpass, as they are noisy, visually ugly, and create dead space. I would prefer an underpass like we have downtown.
<i>Smaller footprint</i>	<ul style="list-style-type: none"> • The overpass and under pass options use a lot of land and are most often an eyesore, if you can do that with a way smaller footprint I would choose it. • Reduced footprint of an at grade crossing is ideal for the area. • Underpass doesn't impact the ground above as much.
<i>None / not needed / existing is sufficient</i>	<ul style="list-style-type: none"> • I don't think it's busy enough on this stretch to warrant the expense associated with an overpass or under path. • None of the above. Current road system is sufficient • I don't think the cost is required for a overpass/underpass. Waiting for the LRT is not a big deal.
<i>Easier to construct</i>	<ul style="list-style-type: none"> • Overpass is quicker and cheaper to build than underpass. At-grade crossing inhibits traffic flows • Building an underpass for road traffic would be much easier in terms of managing CTrain and railroad delays during its construction. Transit infrastructure should be the first priority and cars second. • The least amount of construction the better.
<i>Least impact to motocross / Highfield Farm / adjacent businesses*</i>	<ul style="list-style-type: none"> • Least effect on current businesses • Will not disturb Highfield urban farm and the motocross tracks.

Theme	Examples from feedback
	<ul style="list-style-type: none"> We request that this project be implemented in a way that would preserve the motorcross track as well as the other businesses that would be impacted by this road extension.
<i>Do not support if it will destroy motocross / preserve motocross park*</i>	<ul style="list-style-type: none"> I would like my first choice to be whatever will leave the Wildrose Motocross Track alone. Whatever wont remove the dirt bike track in the area None of these, leave the Wildrose MX track.

*Comments about Highfield Regenerative Farm, Wildrose Motocross Association / Blackfoot RC and Calgary BMX Association have been documented but the outcome regarding those lands will not impact the design at the rail crossing.

Most frequent themes for each top-ranked selection

■ Bridge / overpass ■ At grade ■ Underpass





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Comments or Questions

Q: Do you have any other comments or questions about the 50 Avenue S.E. Functional Planning Study?

More than 1,800 responses were logged for this question, most of which related to support for the Wildrose Motocross Association / Blackfoot RC and Calgary BMX Association and to a lesser extent, for Highfield Regenerative Farm.

The comments convey the significant importance of the Wildrose Motocross Association / Blackfoot RC and Calgary BMX Association to users and detail many reasons they oppose the loss of their facility.

The responses were analyzed and grouped according to themes.

Responses Related to the Functional Planning Study

Theme	Summary	Examples from feedback
<i>The extension is not needed / confusion about why the extension is being proposed / money would be better spent elsewhere</i>	Respondents suggested adjacent roads already provide east-west connectivity (often mentioning 46 Avenue S.E. and/or 58 Avenue S.E.) and/or would be better suited for an extension, or no extension was necessary at all. According to some respondents, the cost (including the loss of the motocross park) was too high for the potential benefit.	<ul style="list-style-type: none"><i>It is not clear from the materials the reason (justification) for making any major changes in this area - what justification would there be for a major spend of taxpayer dollars? Has a cost/benefit analysis been done?</i><i>Could you please provide me with a reason for this road? I've lived in Calgary my whole life and frequent the area and never felt the need for something like this. Can you please provide me with the reasoning, data and discussions that led to performing this study? I recall many discussions in the past regarding 50th Ave from 14a St going east to connect with Elbow, but I've never heard of a reason for a new road in the industrial area. Connections at 46 Ave and 58 Ave seem perfectly fine.</i><i>It seems like a waste of money, would damage all of the businesses in this space and is unnecessary for commuters. It would cause more congestion on Glenmore. We need better access to walk in the space</i>

Theme	Summary	Examples from feedback
		<i>after people get off transit and we need to maintain our local farming businesses. As someone who commutes through the space daily and lives 5 minutes away, you'd be making my life more inconvenient and forcing more car dependency on my family. We want to be able to walk/bike to work safely.</i>
Sustainable modes	Respondents talked about supporting walking, wheeling and transit infrastructure, with some indicating we should be reducing vehicle dependency and infrastructure.	<ul style="list-style-type: none"> <i>Please consider that driving is not the only means of transport. Cycling and walking should be considered and encouraged. Including assisting connection to transit (e.g. LRT stations being able to be accessed by foot).</i> <i>I'm excited you are looking at developing a diverse option for transport in Calgary. Keep working on it as we need alternative ways to get around</i> <i>Please include separated cycle tracks with sidewalks on both sides. Or raised bike lanes next to sidewalk, with remaining wide sidewalks and good delineation/separation. Okay to have less vehicle access in the area.</i>
Walking	Pedestrian-specific comments called for sidewalks and safer crossings.	<ul style="list-style-type: none"> <i>Needs more crosswalks</i> <i>Need to consider sidewalk updates/additions as it is severely lacking in walkability.</i> <i>Need to be able to safely cross streets</i>
Cycling	The responses supporting cycling infrastructure in the area also talked about connections to adjacent infrastructure (1 Street S.E. to 42 Avenue S.E.) and to the west (Sandy Beach, Britannia, Glenmore Reservoir), as well as the	<ul style="list-style-type: none"> <i>This is an important east-west link for people biking to and from destinations in the industrial area</i> <i>I would love to see how this connects to nearby/parallel infrastructure (42 Avenue S.E.), and how we can further extend a connection north and south along the rail lines</i> <i>More biking infrastructure is needed.</i>

50 Avenue S.E. Functional Planning Study

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Theme	Summary	Examples from feedback
	potential use of abandoned rail line as a 5A facility.	
LRT station / improved transit access needed	Several respondents suggested an LRT station in the area is needed and a transitway or improved transit service would be welcomed.	<ul style="list-style-type: none"> <i>I would also like to see a provision for a red line LRT station near 50 Avenue S.E. Or, at least, the design for the railway crossing should not preclude this from being built in the future.</i> <i>Please plan for a future transitway here! (With a 5A network.) Thank you for your hard work!</i>
City building / neighbourhood improvements	Some respondents shared aspirations for the area or inquired how the adjacent community might also be improved. Responses also mentioned improving personal safety and limiting traffic speeds and volumes.	<ul style="list-style-type: none"> <i>It would be nice if 50 Avenue S.E. was made a mix use commercial stretch as it runs into the Britannia shopping center which is fantastic!</i> <i>I don't want it to be a high speed cut through. Very interested in it as a cycle path route. Also, the Manchester area should be developed as a funky live/play/work neighborhood and a fast roadway through there will not be compatible with this vision.</i> <i>Design of the area is also of utmost importance to ensure that the safety of the area is highly considered.</i>
Concerns about increased traffic on Elbow Drive S.W.	A few respondents shared concerns about how the extension may add traffic to Elbow Drive S.W. and further congest intersections.	<ul style="list-style-type: none"> <i>Will this make 50 Avenue S.E. and Elbow Drive S.W. a very busy intersection?</i> <i>Elbow Drive S.W. cannot support increased density in Elboya and Britannia.</i> <i>Good idea to improve east-west traffic, but it would be a shame to lose the unique operation of the urban farm. Worried how opening up traffic from Deerfoot right to Macleod Trail will increase vehicle traffic on Elbow Drive S.W.</i>
East-west connectivity is needed / welcomed	A few comments supported the extension as more east-west connectivity is desired,	<ul style="list-style-type: none"> <i>It would be really nice to have another option for getting between</i>

Theme	Summary	Examples from feedback
	although some of the comments assumed a connection to Deerfoot Trail (which won't be provided).	<p><i>the eastern parts of the city to the western parts of the city.</i></p> <ul style="list-style-type: none"> <i>More east-west connections please!</i> <i>Would be excellent to have another option for Deerfoot access between Glenmore and 17th ave/Blackfoot. Critical to lessen traffic at Deerfoot.</i>

Responses Related to Highfield Regenerative Farm, Wildrose Motocross Association / Blackfoot RC and Calgary BMX Association

Theme	Summary	Examples from feedback
<i>Economic and tourism benefits / negative impacts of loss of Wildrose Motocross Association / Blackfoot RC and Calgary BMX Association</i>	Respondents mentioned the unique and high-calibre nature of the motocross facility and the significant revenue it generates for Calgary, saying it sustains many small businesses, draws visitors to the city by hosting numerous regional and national competitions, serves as a training centre for professional athletes and hosts non-motocross events like the Spartan Race, Mud Girl Run and Surfin Berms.	<ul style="list-style-type: none"> <i>The Canadian Motorcycle Manufacturers Industry council has pegged the contribution of Offroad motorcycle use in Canada in the midst of \$100 Million/Year. As former president of the Peace Area Motocross association I helped produce a study that established clear and uncontested estimates of direct economic contributions for the northern clubs at >\$7million CAD per year. The Wild Rose Motorsports park is an order of magnitude larger than our club. Facility closure = devastating economic impact.</i> <i>My business heavily relies on the motocross park, it's used by a large local community as well as a draw from surrounding areas. It brings a significant amount of money into the local economy and there is no other facility anywhere near Calgary for families to go and practice their hobby on a safe environment. The track provides a place to ride so that we preserve wilderness. Please don't destroy the track based on the socio economic and environmental factors.</i> <i>Wild Rose MX is a Not-for-profit Association and a hub for recreational off-road riding, a sport facility, hosting competitions at local, provincial, national and international level for all ages and abilities. Tourists from YYC, AB & CDN competitions. Economic Contribution: Numerous businesses, from local to global, depend on the facility, offering a diverse range of services. Also aligns with the City of Calgary's strategic</i>

Theme	Summary	Examples from feedback
		<i>priorities, enhancing cultural, recreational, and tourism assets.</i>
Wildrose Motocross Association / Blackfoot RC and Calgary BMX Association is a public recreation facility with no alternatives	<p>Respondents said The City has a responsibility to treat this recreation facility like other public recreation amenities, such as hockey arenas or soccer fields.</p> <p>Respondents indicated The City should be protecting this facility as no alternative exists, it provides enormous benefit to thousands of users and provides a safe, legal space to ride (dirt bikes have been restricted in many natural areas).</p>	<ul style="list-style-type: none"> <i>Wildrose MX is a vital part of the Calgary Community and a facility of a National Level. It is for family sport back and dirt biking. It is a recreational facility no different than a park or pool facility. It is a multi-use space that has endless potential for outdoor activities.</i> <i>I am very disappointed in the city for suggesting a road and a bus station on land that is currently being used by a valuable community of Calgarians. The motocross track deserves the same respect as a hockey arena or soccer field.</i> <i>Through a recreational area?! This will likely drive people to illegally ride their bikes and BMX's in other areas. Or for dirt bikes create more traffic outside the city in Kananaskis or ghost. These areas are already in trouble.</i> <p><i>If this is to happen you need to provide another space for this. It's like closing a gym or pool with no other facility alternatives.</i></p> <p><i>Many people use this for mental and physical health.</i></p>
Wildrose Motocross Association / Blackfoot RC and Calgary BMX Association creates community connections and improves wellbeing	<p>The responses convey a deep personal connection and a sense of belonging attached to the park, highlighting its importance for community building, family activities and mental health. The words iconic, love, cherish, joy, heartbroken, devastated and disappointed are used by respondents to refer to the park and its potential loss.</p> <p>Multiple responses talk about the constructive outlet the sport provides for many (youth in particular).</p>	<ul style="list-style-type: none"> <i>This is my home. My church. Where I feel most connected. Please find alternate route.</i> <i>I just can't stress enough how devastated the community would be. Wild rose is a staple. I want to bring my future kids there, and eventually grandkids. It has improved my life significantly. At one point I could've ended up with the "wrong group" of people. But this community took me no questions ask. Since then they have been my family.</i> <i>Save Wildrose it is a one in a million gem that saves many young people Motocross people are a family and they teach many valuable life lessons kids take away. Respect hard work and sportsmanship. Personally, my son would not have made it through school without motocross as a motivation. It kept him clean living and</i>

Theme	Summary	Examples from feedback
		<i>developed him into an outstanding member of society.</i>
Wildrose Motocross Association / Blackfoot RC and Calgary BMX Association should be relocated if it must be moved	Respondents said if the park must be impacted, The City should support its relocation.	<ul style="list-style-type: none"> <i>How do we not even have an option for dirt biking when it's clearly one of the largest impacted areas and activity? What is the plan here, how will you preserve what is the only local option for this sport?</i> <i>As a long time member of the motocross association, you are essentially proposing something that would shut down another racing facility in our city, that brings national, provincial and local level events to our city. What is the plan for helping them relocate?</i> <i>It is unacceptable to consider shuttering recreational facilities without another space up and functioning prior to any type of shut down. Mental and physical health of citizens should be priority #1.</i>
Concerns about public engagement relating to potential loss of Wildrose Motocross Association / Blackfoot RC and Calgary BMX Association	Respondents expressed concern about a lack of public engagement about the future of Wildrose Motocross Association / Blackfoot RC and Calgary BMX Association.	<ul style="list-style-type: none"> <i>I do not agree with the way this study is being conducted, you are not asking the public at large about the loss of the wild rose motocross park and the Calgary BMX track. Both facilities at this location have been in place and used by many Calgarians, Albertans, and Canadians for nearly 40 years. The loss of these facilities would be a crushing blow to the sports and athletes these facilities have supported for decades. It is not fair for the City to hide this information.</i> <i>I believe the City needs to conduct a much fuller level of engagement with the Wild Rose and adjacent community facility users to completely understand the high level of use and enthusiasm that emanates from this land.</i> <i>The proposal covered here is absolutely ludicrous. Maybe consider starting first with a survey about the value of existing properties that would be affected and how these could be a part of the solution. The current proposal is a non starter and will be opposed as such.</i>
Long history of Wildrose Motocross Association /	Respondents talk about the long history of the park and in many cases the inter-generational legacy of the	<ul style="list-style-type: none"> <i>The city of Calgary has allowed the recreational use of this land for nearly 60yrs (also the use of Mallet raceway in the mid-eighties). The</i>

Theme	Summary	Examples from feedback
Blackfoot RC and Calgary BMX Association	park within families. There is a sense that the park is a special place filled with memories and history.	<p><i>motorcycle community has grown around this park into a 50+ million-dollar industry supporting racing, training (students, police, fire) and is utilized year-round by different groups. this facility is unique in the world and hopefully can be preserved.</i></p> <ul style="list-style-type: none"> <i>I'm concerned about the potential loss of the Wildrose Mx park. I'm part of the Vintage Alberta Mx association and we regularly host events at the track. Our riders come from all over Alberta to stay and play in Calgary. This historical aspect is also important to consider. One of our riders has been riding at the track for over 50 years. That kind of legacy is so uncommon in Alberta. It would be wonderful if there was a way to keep the track. Thank you.</i> <i>Blackfoot motorsport track should be left alone. It's a world class recreational area for the sport. I grew up riding there and plan to take my kids there one day when they're big enough. My father and grandfather rode there.</i>

Next steps

The City of Calgary is working on several projects that will guide the future of the 50 Avenue S.E. corridor. These include the Chinook Communities Local Area Plan (LAP), the Central Bus Maintenance Storage Facility (MSF) Study, and the 50 Avenue Functional Planning Study (FPS).

During Phase 1 of engagement for the 50 Avenue S.E. Functional Planning Study, we heard that the public wants a more complete understanding of the impacts of these connected projects. To address this, we’re adjusting the 50 Avenue S.E. FPS public engagement timelines to better align with the other adjacent projects. We will continue to collect data and conduct technical reviews as part of our study in the coming months. This way, we’ll have more comprehensive updates to share during Phase 2 public engagement, anticipated to begin in Q1 2025.