

50 Avenue S.W. Corridor Study Public Open House

Report Back // What we Heard, What we Did
January 26, 2016

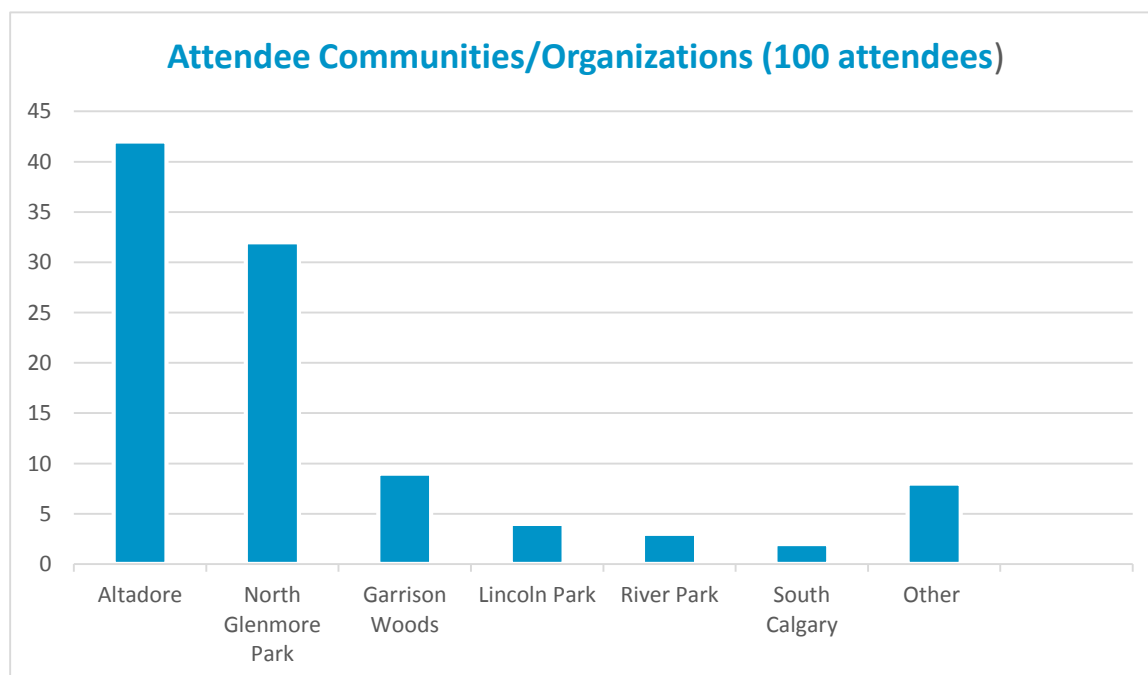
Project overview

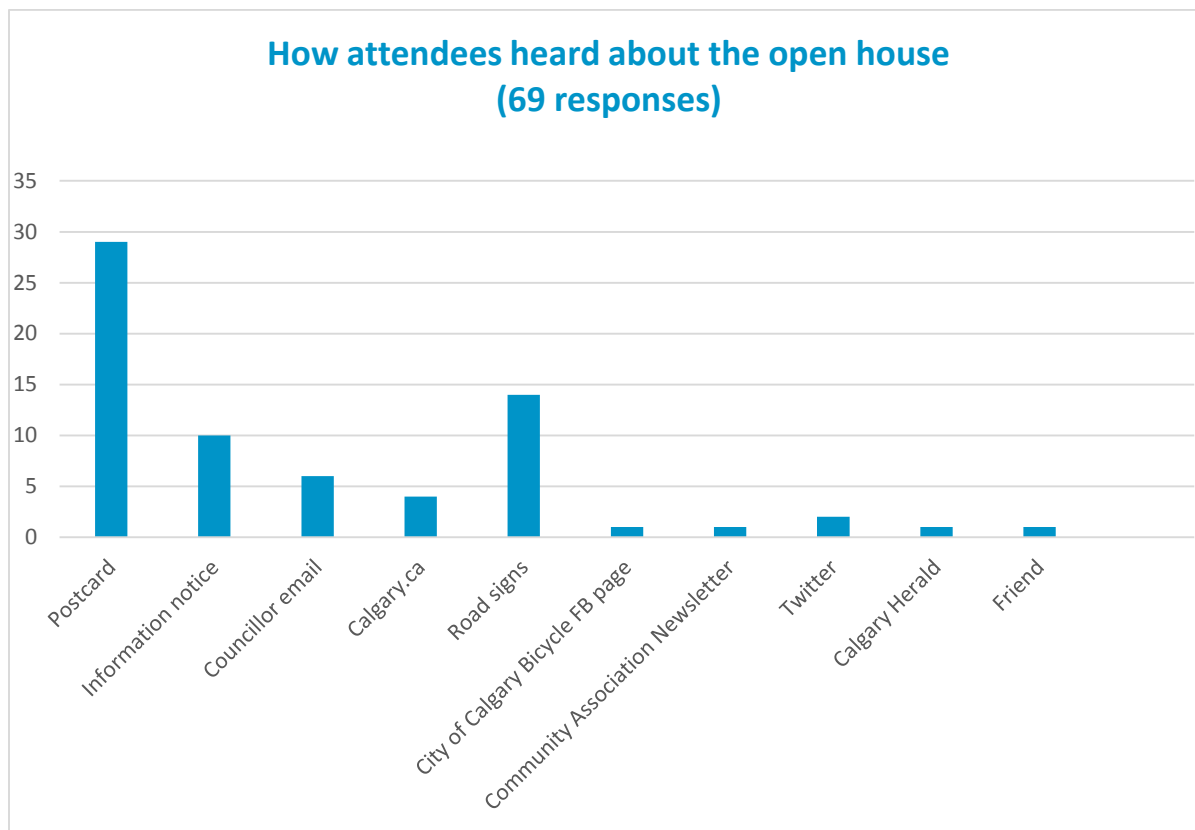
The City of Calgary is conducting a transportation corridor study of 50 Avenue S.W., between Crowchild Trail and 14A Street. In 2009, it was reclassified as a Parkway under the Calgary Transportation Plan. This corridor study will result in a new design for 50 Avenue S.W. that will support all types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

Engagement overview

As a part of the 50 Avenue S.W. Corridor Study Phase 1 engagement plan, The City hosted a public open house and three pop-up events. In addition to the in-person events, an online survey and mapping tool were provided on the project website to gather input.

This report reflects What We Heard at the open house that was held at The Military Museums on Tuesday, January 26, 2016 from 5-8 p.m. One hundred people attended and 62 comment forms were collected.





What we asked

Participants were asked to provide input and feedback on:

- How they would like to receive information and participate in the study;
- Their current issues and concerns with 50 Avenue S.W.;
- Ideas for improvements; and
- Their priorities for 50 Avenue S.W.

They provided this feedback by:

- Filling out comment sheets;
- Indicating their preferences for communication and engagement by placing dots in a matrix (dotmocracy);
- Indicating their priorities for 50 Avenue S.W. by placing dots in a matrix (dotmocracy);
- Writing on Post-it notes and placing them on a map of the corridor; and
- Writing issues and concerns on Post-it notes and placing them on a display board.



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What we heard

Feedback and input collected from the comment forms, map, ideas and concerns board, and dotmocracy activity was transcribed and organized into themes. The top 10 themes that arose out of this feedback included: Traffic congestion/volume/flow; pedestrian accommodation; bicycle accommodation; intersection design/concerns; pathways/sidewalks; Glenmore Athletic Park Access; parking; lighting; speed/speeding; and aesthetics.

- ▶ For a detailed summary of the input that was provided, please see the [Summary of Input](#) section.
- ▶ For a verbatim listing of all the input that was provided, please see the [Verbatim Responses](#) section.

What we are working on

We are currently planning the upcoming Phase 2 engagement opportunities and creating preliminary design options for the 50 Avenue S.W. corridor. Both the engagement opportunities and the preliminary design options will be based on the feedback and input received during the Phase 1 engagement opportunities.

Next steps

The feedback collected from the in-person events and online activities in Phase 1 will be used to develop potential design concepts. Potential design concepts will be evaluated with the public during Phase 2 in spring 2016.

Summary of Input

Open house attendees could provide input in five ways: by filling out a comment sheet, indicating their preferences for communication and engagement by placing dots in a matrix, indicating their priorities by placing dots in a matrix, writing on Post-it notes and placing them on a map of the corridor, and writing issues and concerns on Post-it notes and placing them on a display board.

Generally, the following is the feedback received from each method of input:

Ideas and concerns collected on the map:

- Address congestion and be mindful of the impacts of any changes on the rest of the community.
- Narrow 50 Avenue S.W. between 16 Street and 14 Street S.W. to encourage people to use 16 Street S.W.
- There are concerns about additional traffic from the Glenmore Athletic Park once it is developed.
- Change traffic operations to prevent northbound traffic on 15 Street from 50 Avenue S.W.
- Accommodate a bike path on the south side of 50 Avenue S.W., or alternately one block south.
- There are concerns about poor lighting along 50 Avenue S.W. with a suggestion to replace the lighting at the Glenmore Athletic Park with LED lights.
- Widen sidewalks and add additional sidewalks along 19 Street S.W. and the south side of 50 Avenue S.W.
- Consider adding traffic signals at intersections.

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- Maintain current speed limits and do not impede traffic flow.
- Do not change anything.
- Do not widen 50 Avenue S.W.

Ideas and concerns collected on the IDEAS and CONCERNS board

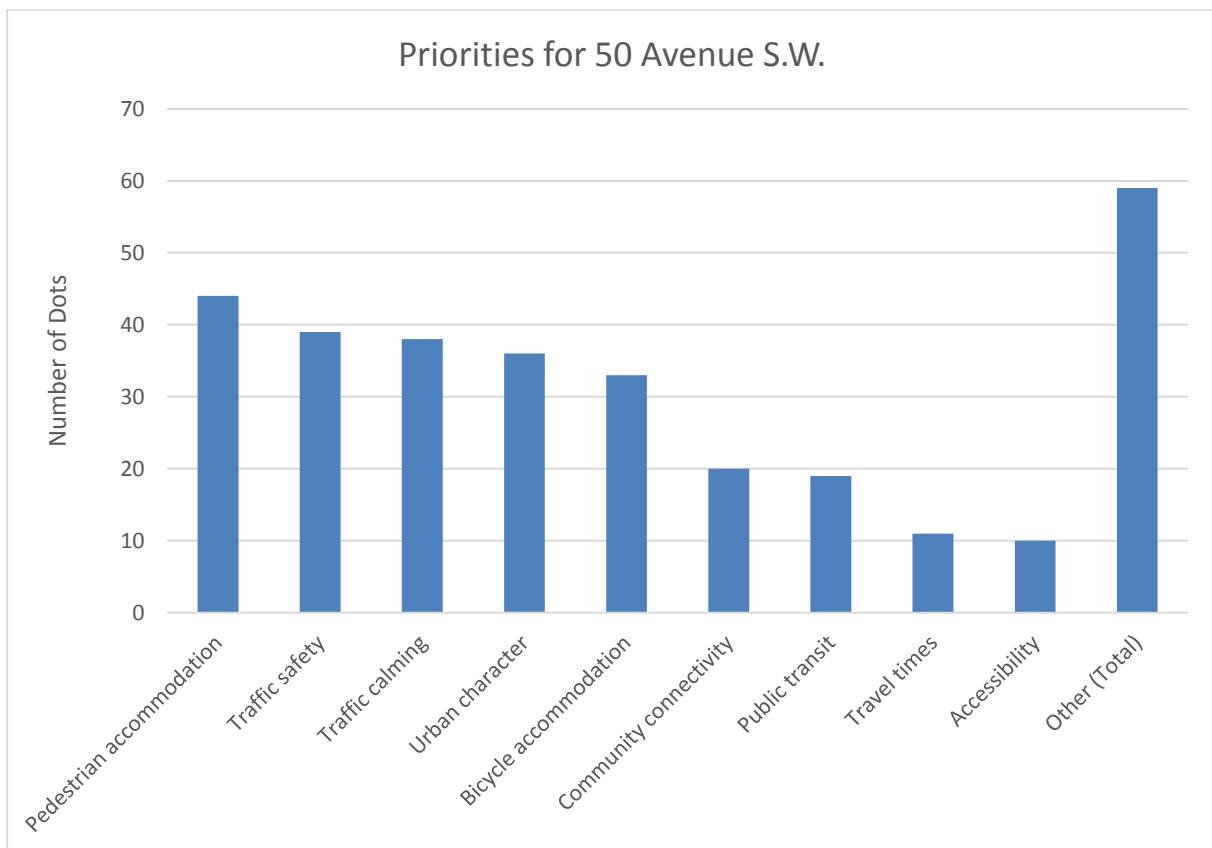
- Address noise and road width at 20 Street intersection.
- Do not widen 50 Avenue S.W.
- Do not put curb extensions along 50 Avenue S.W.
- Make it nicer and safer to walk along and across 50 Avenue S.W. Keep pedestrians and bikes separate from cars.
- There is a lot of congestion around Central Memorial, and address congestion on the Crowchild Trail overpass.
- Consider traffic circles at 20 Street, 16 Street and 14A Street S.W.
- Maintain parking on the north side of 50 Avenue S.W. and eliminate parking on the south side between 19 Street and 14A Street S.W.
- There are concerns about the location of the proposed Glenmore Athletic Park entrance and that it will increase traffic in the community.
- Consider dedicated bike lanes on the south side of 50 Avenue S.W.

Ideas and concerns collected on the comment forms

- Improve lighting in the area.
- Bikeways are not needed/wanted. We also heard that if bicycle infrastructure is put in, to consider how it will connect with other pathways and provide proper intersection treatment.
- Connect the community with the future BRT route.
- Improve the aesthetics of 50 Avenue S.W. so that it feels like an entrance to a community.
- Don't change anything.
- Pedestrian safety is a concern and to consider crosswalks near schools.
- Provide more green space.
- Speed is a concern along 50 Avenue S.W.
- Don't increase traffic along 50 Avenue S.W.
- Ensure plans for 50 Avenue S.W. are coordinated with the plans for the Glenmore Athletic Park upgrades.
- There currently is a lot of congestion due to traffic from the schools. Residents are concerned about future traffic volumes coming from the Glenmore Athletic Park.
- Do not widen or provide traffic calming along 50 Avenue S.W.
- Noise from the traffic is a concern.

Priorities

- Participants were asked to identify their **priorities** for 50 Avenue S.W. by placing dots on a priority matrix. In order of priority, participants responded: pedestrian accommodation, traffic safety, traffic calming, urban character, bicycle accommodation, community connectivity, public transit, travel times and accessibility, and others.

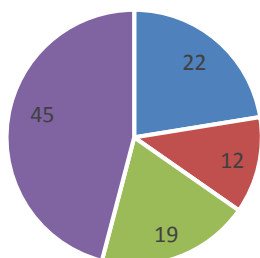


Participation/ communication preferences

Participants were asked how they would like to participate in the study going forward and how they would like to receive information about the study.

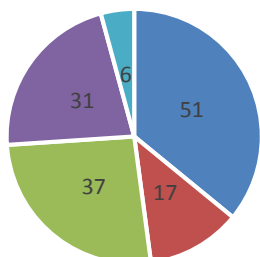
Participants indicated they would most like to receive information through emails from the project team, the project website (Calgary.ca/50AveStudy) and the community association newsletters, but would also check The City's social media postings for information. They also indicated they would most like to participate in the study through in-person events such as attending open houses, pop-up events and design workshops, and that using online tools such as a mapping tool or a survey is also important.

Preferred Communication Tools
(98 responses)



■ Community Association Newsletter (22) ■ Social media (12)
■ Website (calgary.ca) (19) ■ Project emails (45)

How people want to participate in the study
(142 responses)



■ Open House (51) ■ Pop up event within community (17)
■ Design workshop (37) ■ Online survey (31)
■ Online mapping tool (6)

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Verbatim Comments

Comment Forms – 50 Avenue S.W. Feedback

Do you have any additional concerns about 50 Avenue S.W. that you would like to share?
Lighting
Improve the lighting; too dark, especially coming from Mount Royal University, where it is bright. This avoids accidents!
Central Memorial High School has an information board that is lit up and distracting.
Lack of lighting. Build the expansion for the future, so you don't re-do it and spend more funds later.
Bicycle accommodation
NGP Community Association was strongly against the bike paths on 20 Street S.W. You ignored it and still passed it.
Money and keeping bikes/pedestrians in their own space.
The City has made a mess of the downtown core with the addition of bike lanes that are utilized mostly in the summer. I do not have faith that The City has my best interest in mind.
A bike lane is not needed. 20 Street S.W. bikeway is enough. Otherwise, 50 Avenue S.W. is okay and increasing traffic would be BAD! Don't encourage increased traffic. Discourage "short cut traffic" on residential streets.
For bicycle infrastructure. Consider how it will connect with MRU bikeways study/improvements. If pathways, consider robust and efficient intersection treatments specific to cycling.
Transit
Run the Southwest BRT from 14 Street S.W. over the old dam and up 50 Avenue S.W. Connect this community with BRT and hopefully reduce the number of cars needing to get downtown.
Aesthetics
Dog poop garbages along 19 Street S.W. and 50 Avenue S.W.
Aesthetically very sterile - could be improved.
Would like 50 Avenue S.W. to look and feel like an entrance to a community. Greenery (trees, plants, signage, etc.).
No change/no issues
Waste of money!
Put the money into social housing for Syrian refugees?
Pedestrian accommodation
Good maintenance of pathways, especially in winter to minimize ice.
School area-crosswalk lights and bike lanes.
Pedestrian safety at intersections from 19 Street S.W. to 14A Street S.W. is my primary concern, followed by traffic flow on westbound 50 Avenue S.W. at the Crowchild Trail interchange.

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Parking
My main concern will be for residents along 50 Avenue S.W. to maintain their current parking.
Maintaining parking is a critical concern. Most houses in this area are side-by-side infills with no driveways and extremely small garages. We would greatly appreciate this being considered within the design.
Parking on the north side has to be maintained, as there are no other options for residents and guests.
No parking on 50 Avenue S.W.
Green space
Interested in more green space, better walkability and cycling options.
Safety
Intersections are dangerous and speeding is a huge issue.
Speed/speeding
How this might affect 50 Avenue S.W. Speed is an issue on 50 Avenue S.W. - hopefully this will be addressed.
No widening – speed.
Speed is an issue in the area.
Access
Will 50 Ave. and 16 St. S.W. be the main access to the Athletic Park?
Easy access in and around 50 Avenue S.W. No increase in traffic please.
Adjacent developments/projects
Curious to know how this all connects to development of athletic fields.
Would like to ensure plans for 50 Avenue S.W. and development of Glenmore Athletic Park are coordinated, as one affects the other. Prefer that the avenue stays the same width and no addition of bike lanes.
Worried about development of Glenmore Athletic Centre and traffic effects that are focused on 50 Avenue S.W. and especially 21 Street S.W.
Road improvements on 50 Avenue S.W. should be in conjunction with road improvements on 70 th and 16 th .
My biggest concern is that no construction should begin in 50 Avenue S.W. until the Flanders exit is completed.
Congestion/volume/traffic flow
They key issue is creating a roadway that can adequately handle the surge of traffic associated with Central Memorial and the Glenmore Athletic Park, without creating a roadway that is overdesigned for the rest of the time.
The addition of all the "spark" fields will add a lot more traffic entering and exiting the 50 Avenue Corridor.
Impact of Athletic Park and parkway on traffic. 15 Street S.W. (north and south) used as shortcut through from/to Crowchild, Elbow and MacLeod.
Traffic – i.e. interchange congestion. Traffic flow during peak times - school and sporting events at Glenmore Park.

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Improve the section in front of the schools off 50 Avenue S.W./Crowchild so school/field house traffic don't conflict as much.
Noise
I live on 50 Avenue S.W. The noise and traffic is affecting my property value.
Lane markings
Is it possible to lengthen the turn lane north onto 22 Street S.W. from eastbound 50 Avenue S.W? The eastbound lane on 50 Avenue S.W. doesn't allow much room at present.
Traffic calming/control
No traffic calming to make drivers more annoyed.
Glenmore Athletic Park Access
Putting single main Athletic Park entrance at 17 Street S.W. puts vehicles (who currently have two entrances), people, bikes and residents, last.
Concerned that it did not include anything for 19 Street S.W. This change is occurring mainly to handle future traffic at the Athletic Park, which directly borders 19 Street S.W. as well.
Sounds like - we got to get 14A Street S.W. from across the river to hitch up with the Deerfoot Trail.
Access to and from proposed development of park off 50 Avenue S.W.
Deflect as much Athletic Park traffic before 18 Street S.W. and 17 Street S.W.
Extend study area
To free up vehicle traffic congestion on Glenmore Trail east/west, re-assess the river crossing!
Road width
No widening – speed.
Other
I expect Councillor Pincott to attend this public meeting.
Do you have any additional ideas for how to improve 50 Avenue S.W. that you would like to share?
No change/no issues
Government should stay out of it.
Leave it alone.
Do nothing. 50 Avenue S.W. is an arterial, feeding into 16th Street S.W., which is also an arterial. Traffic flow will not be improved by changing the speed limit/adding extra lanes. The bike path/bike route is a wonderful corridor for bicycle traffic and does not need to be augmented.
Not at this time.
Leave as is.
Leave it alone.

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It is okay as is! Hopefully once the new interchange is built (Flanders/Crowchild), it will relieve the current massive increase we are experiencing of traffic.
Do not mess with what works now!
Signage/stop signs
50 Ave. and 20 St. S.W. is a frustrating intersection; stop and go. Could yield signs work well, or is it a recipe for disaster?
Improve the intersection at 50 Ave. and 19 St. S.W. What about a four-way stop?
Glenmore Athletic Park Access
Allow additional access to park facilities.
Improve the two current/existing entrances to the park and turn 50 Avenue S.W. into a parkway.
Bicycle accommodation
A bike path along the south side of 50 Avenue S.W., along the Athletic Park would be very useful and much safer for cyclists.
Connect bike path along south side to river path and to overpass over Glenmore.
Work to connect the bike paths from Mt Royal Gate to Sandy Beach.
Seems like a logical connection for cycle travel between MRU and Elbow River Pathway/20 Street Bikeway.
Incorporate bike lane and walkway. Do not impede traffic flow on 50 Avenue S.W.
Keep it as wide and open as possible. We don't need another bike lane!
Pedestrian accommodation
Better pedestrian pathways on the south side. 50 Avenue S.W. is a major marathon route during the summer. Remove the poplar trees.
Crosswalks with lights at key locations.
Sidewalks along 19 Street S.W. and 50 Avenue S.W. (Running along the Athletic Park).
Pathway on south side of 50 Avenue S.W. from 19 Street S.W. to 14A Street S.W.
Widen sidewalk and bike interconnecting MRU to bike/walking path at 14A Street S.W. Traffic control at Altadore Elementary required as road improvements will increase traffic. High school needs crossing light because so many students cross the road to catch bus.
Crosswalks and pedestrian lights.
Keep pedestrian oriented/walkable, still need to provide parking, encourage BRT and keep River Park.
Curb extensions
No curb extensions at the stop signs please.
Traffic circle
Traffic circles, more tax dollars spent inner city.



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Aesthetics
Better decorative lighting.
It would be nice if trees are to be planted along 50 Avenue S.W., that they are not planted in a linear fashion, but more natural placement, almost in a shelter belt format. Ensure controlled access at 19 Street S.W. and 15 Street S.W. is part of develop permit to eliminate a change without a new development permit.
Unique street tied to the character of North Glenmore Park.
Adjacent developments/projects
Make sure you explain how the new Flanders Avenue interchange will impact 50 Avenue S.W. long term. Now it is a mess because of the amount of Mount Royal traffic using 50 Avenue S.W./Crowchild interchange because of Flanders Avenue.
Try to integrate discussion towards field house as soon as appropriate and attempt to explain how 50 Avenue S.W. will be improved relative to the field house.
Traffic calming/control
I don't want traffic slowed or impeded to the point that people take short-cuts off 50 Avenue S.W. into residential areas.
Short-cutting
Stop the cut-through traffic.
Lighting
Better lighting. (x2)
Traffic signals
Traffic light at 50 Ave. and 20 St. S.W.
Widen road
Would not mind widening from 19 Street S.W. to the dog park and adding a boulevard.
Do not widen streets. Keep south side without streets - try not to let bike routes take up valuable automotive space.
Lane/road width
50 Avenue S.W. should be narrowed between 16 Street S.W. and 14A Street S.W. so traffic is encouraged to go north on 16 Street S.W. rather than 15 Street S.W. and 14A Street S.W. 16 Street S.W. is a wide street. There should also be a left-turn-only for trucks exiting waterworks at new entrance (15 Street S.W.) so trucks don't go north on 15 Street S.W. and 14A Street S.W.

Comment Forms - Study Participation

Do you have any additional ideas about how you would like to participate in this study?
I would like to have input and influence on cost control. Full disclosure of the impact.
Online survey and feedback.



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Email to inform next steps of the process.
I would like to be active in any committee or stakeholder group.
As a resident of 50 Avenue S.W. who has lived through expressway, collector and other iterations of 50 Avenue S.W., I would like to be involved as much as possible.
Design options that can consider the layout of the Athletic Park as well as 50 Avenue S.W.
Design workshops and open house.
Open house and emails.
Open house.
Voting on final draft of the design.
Happy to participate.

Comment Forms – Open House Evaluation

Do you have any comments about the open house?
Please stop using the tax payer as your piggy bank \$250m on a useless library, \$30m on Peace Bridge, now this, it works fine the way it is. Stop spending my (<i>explicit</i>) money on useless (<i>explicit</i>).
Too small a space to circulate freely.
Well staffed with receptive personnel willing to engage in dialogue.
Good start. Need more info.
Thank you.
Staff very helpful.
Hopefully the City takes our feedback seriously. After three years participating with River Park Open House, the priorities identified is not carried out.
Good information, well layout and displayed.
It was very well organized and facilitated by positive, helpful staff.
No new information on 50 Ave since the Glenmore Park Athletic Plan. No information on Parkway designation and Complete Streets. No storm water management information - a part of the Parkway designation under Complete Streets. There was a lot of input into the Glenmore Athletic Plan of which none of it is reflected in the 2010 approved concept plan. Hopefully the corridor study will address the concerns for access, egress, parking, volume of traffic and speed on 50 Ave.
Poorly identified. Lack of signage near front door.
Better outdoor signage.
Good overview of the initial features.



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Phase 1 sign is vague.
Informational. Thank you!
Good.
Very good!
Need more space. Posters at each stage to show people what is happening.
Well staffed and organized. Bright sign advertising date put up same day of event.
Helpful and well organized. Staff were well informed and clear with information.
Great location!
Appreciated lots of staff available to answer/address questions.
Heard of some residents receiving postcard in the mail, but I did not receive one.
Very well done! Thank you for asking for ideas.

Is there any additional information that you still require? How can we get this information to you?
Obviously this is a very early stage. I am awaiting the next stage when proposals are being formulated.
I would like more explanation on the roundabout proposal. Is the entrance to the Glenmore Pool on 19 Street S.W. being lost?
What stage is the redevelopment of Glenmore Athletic Park? What is the estimated cost? What is the forecasted impact on property taxes?
I would think that traffic volume has to be discouraged much further "upstream" i.e. 14 Street S.W., 33 Avenue S.W., etc.
A better understanding of the initial design thoughts/plans for the corridor, especially in relation to the changes planned for Glenmore Athletic Park.
I like the grassy side (south), as it is very convenient for walking my dog. A concrete sidewalk is not environmentally sensitive!
With the proposed expansion of Glenmore Athletic Park's parking from 200+ to 800+, I do not believe that it would not increase traffic volume.
The Parkway designation was not under Complete Streets Guide. It was not adequately explained.
Design ideas around 20 Street S.W.
It looks like The City has already decided on a plan, but I don't agree.
It was quite busy, so was not necessarily able to get a hold of a representative.
More notice of meeting/open house. I suspect you may not get as many people because of short notice.
Hope that the intersections on 50 Avenue S.W., turning into neighborhoods and fieldhouse have turning lanes. Turning cards hold up flow.
How does The City make unilateral decisions that go against open house consensus?
Where are the bike lanes going and therefore, how many car lanes will be lost?

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Understanding of why The City thinks something needs to be done. What other plans (i.e. Glenmore Athletic redesign, Currie Barracks redevelopment, Main Streets) are being incorporated?
Just conceptual information.
Show an artist rendering of what a multiuse path would look like along 50 Avenue S.W., between the Athletic Park fence and trees.
Verbal briefing of objectives at the start.

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

My questions were answered through the information provided on the presentation boards (59 responses)		
	Number	Percentage
Strongly Agree	7	11.9%
Agree	41	69.5%
Agree/Disagree	3	5.1%
Disagree	8	13.6%
Strongly Disagree	0	0%
The project team was able to answer my questions (59 responses)		
	Number	Percentage
Strongly Agree	9	15.3%
Agree	43	72.9%
Somewhat Agree	1	1.7%
Agree/Disagree	1	1.7%
Disagree	5	8.5%
Strongly Disagree	0	0%
I have a good understanding of the study objectives (57 responses)		
	Number	Percentage
Strongly Agree	6	10.5%
Agree	40	70.2%
Agree/Disagree	3	5.3%
Disagree	7	12.3%
Strongly Disagree	1	1.8%



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I have a good understanding of how I can participate in this study (57 responses)		
	Number	Percentage
Strongly Agree	7	12.3%
Agree	46	80.7%
Agree/Disagree	0	0%
Disagree	3	5.3%
Strongly Disagree	1	1.8%
I have a good understanding of how my input will be used to influence study recommendations (55 responses)		
	Number	Percentage
Strongly Agree	3	5.5%
Agree	30	54.5%
Agree/Disagree	3	5.5%
Disagree	15	27.3%
Strongly Disagree	4	7.3%
I was able to provide my input easily (57 responses)		
	Number	Percentage
Strongly Agree	9	15.8%
Agree	45	78.9%
Agree/Disagree	1	1.8%
Disagree	2	3.5%
Strongly Disagree	0	0%
How would you like to receive information about this study moving forward? (57 responses)		
Email	22	
Online survey	1	
City website	10	
Open house	5	
Mail-outs	5	
Community meetings	2	
Signage along corridor	1	
Flyers	1	
Calgary Herald	1	



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Facebook	1
Twitter	2
Social media	1
Design workshop	1
Pop-up event	1
Alderman newsletter	1
Community association newsletter	1
Phone	1

Ideas and Concerns Board

Attendees were asked to place sticky notes on a display board, identifying ideas and concerns they currently have with 50 Avenue S.W. Responses were organized by themes below.

Noise
Buffer noise from 50 Ave. and 20 St. S.W.
Improve roadway conditions
People drive up on lawns to get around traffic on the corner of 50 Ave. and 20 St. S.W.
Widen road
Widen road near 20 Street S.W. to accommodate a bike lane on the south side.
I live on 50 Avenue S.W. and was so happy when the widening of 50 Avenue and the Elbow River crossing were finally put to bed. I was worried this was "on" again. I hope not.
Curb extensions
As a cyclist, commuter, pedestrian, dog-walker, driver and resident on 50 Avenue S.W., please no curb extensions to block off curb lanes at stop signs.
Pedestrian accommodation
Enhance the corridor and make it nicer to walk.
Pathway or sidewalk along the south side of 50 Avenue S.W., between 19 Street and 14A Street.
Safe pedestrian crossings across 19 Street and 14A Street S.W.
I would like to have a sidewalk (wide) from 19 Street to 14A Street S.W.
Sidewalk or MUP between 20 Street S.W. and the dog park on the south side.
Pedestrian/bike pathway separate from cars.



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Congestion/volume/traffic flow
Too much congestion around Central Memorial High School.
Traffic can't get onto southbound Crowchild Trail. Glenmore is the problem.
Improve traffic flow on westbound 50 Avenue S.W. at both sets of traffic lights on Crowchild Trail overpass.
Re-evaluate the river crossing to free up congestion on Glenmore Trail east/west.
Traffic circle
Traffic circle at 50 Ave. and 20 St. S.W.
Roundabout at 16 Street S.W. in conjunction with road narrowing between 16 Street and 14A Street to encourage traffic to go north of 16 Street S.W., as it is a wide street.
Aesthetics
Add 10 electric vehicle recharging stations.
Speed/speeding
Traffic speed and traffic volume.
It does not address the traffic concerns on 19 Street S.W. at the same time. As a member of our community association (NGPCA), we are constantly receiving complaints about speeding and volume on this street.
Parking
Maintain parking on north side of 50 Avenue S.W.
Eliminate south side parking from 19 Street to 14A Street S.W. – used space for bike path, and put sidewalks on south side these streets.
I would like to see parking restricted to only the north side of 50 Avenue S.W., between the dog park and 19 Street S.W.
Glenmore Athletic Park Access
Parkway = walk/bike priority, however moving the Athletic Park entrance from North Glenmore to Altadore will greatly increase traffic.
Potential Athletic Park entrance at 17 Street S.W. will increase traffic, noise and it will be difficult to park on 50 Avenue S.W.
No Change
People will have more problems with cycle path access with this plan.
It (50 Avenue S.W. currently) provides access to parking for the Athletic Park that is off street. It does <u>not</u> change the 50 Ave. and 20 St. S.W. interchange. It does not include excessive traffic calming measures. It does <u>not</u> include another bike lane. It takes Water Works' traffic off 19 Street S.W.
Do not want any traffic coming over the dam.

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Access
I am very concerned that vehicles accessing the water plan via proposed 15 Street S.W. would encourage more vehicles to proceed north on 15 Street S.W.
Change traffic operations
I would like to see driving lanes shifted to the south side of the road.
Bicycle accommodation
I would like to see dedicated bike lanes constructed under powerlines on the south side of 50 Avenue S.W.
I would like to see bike lanes and a pedestrian friendly area.
Transit
Run the S.W. BRT over the dam and up 50 Avenue S.W. This would ensure the BRT is not caught up in accidents on the Glenmore causeway.
Rapid transit. 10,000 students get out at 3 and 3:30 p.m.
Want to see it become a BRT route from 14 Street S.W. over the dam.

Map Activity

Attendees were asked to place sticky notes on a map of the area, identifying their current ideas and concerns with 50 Avenue S.W. Responses were organized by themes below.

Comment	Number of times mentioned
Congestion/volume/traffic flow	
Currently too much vehicle traffic on 50 Avenue S.W.	
ATCO traffic is contributing to congestion on Crowchild Trail.	
Address congestion near the centre of the corridor.	2
Stop the increase of traffic on 50 Avenue S.W.! Stop the cut through traffic. Decide on what 50 Avenue S.W. should be.	3
Please be mindful of impacts on the rest of traffic flow/congestion/risk in the rest of the community.	
Narrow lane/road width	
Road narrowing between 16 Street S.W. and 14A Street S.W. to encourage traffic to travel north on 16 Street S.W., rather than 15 and 14A Street S.W. 16 Street S.W. is wider.	2
Re: the above comment, road quality and space between parked cars needs to be improved if this is done.	

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Adjacent developments/projects	
With further development of the Glenmore Athletic Park, traffic will increase. That said, a traffic light will be needed.	2
The park is going to increase traffic, not lessen it.	
Change traffic operations	
Left turn only for Water Works trucks at company exit, so they don't drive north on 15 Street S.W. They should go to 16 Street S.W. or Crowchild Trail. 16 Street S.W. is a wide street.	
I live on 15 Street S.W. Traffic has increased in speed and volume. How about preventing left turns from eastbound 50 Avenue S.W. onto northbound 15 Street S.W.? 16 Street S.W. is the "designated" main road. It should be encouraged.	
Green space	
Make green space wider by the width of parking levie at south side to better accommodate a new bike path to connect to river path to east and overpass to south.	3
It's a natural (manicured) area that integrates well with the road as it is! (<i>Glenmore Park</i>)	
Bicycle accommodation	
Move the cycle path off of 50 Avenue S.W. one block south.	
Lighting	
Adjust the lighting in Glenmore Athletic Park (downward). Current lighting impairs vision while driving along 50 Avenue S.W. Use the new LED light that minimizes light pollution.	2
Poor lighting.	
Lighting needs to be improved, very dark.	4
Pedestrian accommodation	
Transit users crossing 50 Avenue S.W. at 19 Street S.W.	
Access to pedestrians - widen sidewalk.	
To improve connectivity, please add a sidewalk along 19 Street S.W.	2
Need a wide sidewalk on the south side.	
Put a sidewalk on the south side of 50 Avenue S.W. beside Glenmore Park. Eliminate parking in the same location.	
Low visibility for pedestrians at crosswalks.	
Sidewalk needed along south side of 50 Avenue S.W. and east side of 19 Street S.W. along the athletic park.	4
Crossing the street as a pedestrian and cyclist is difficult due to the sightlines (or lack thereof) at 19 Street S.W.	2

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Traffic signals	
Only four cars get through light to north on 50 Avenue S.W.	2
Street light at 50 Ave. and 20 St. S.W.	
Please put in stop lights. Too many cars at rush hour and after sports.	
Speed/speeding	
Maintain current speed limits.	3
Roundabout/traffic circle	
Roundabout at 16 Street S.W., combined with narrowing from 16 Street to 14A Street S.W. Funnel people to 16 Street S.W.	
Improve roadway conditions	
It is hard to see beyond parked cars at 50 Ave. and 19 St. S.W.	
Access	
Better access to schools - direct to the 4-way stop.	
No change	
Please don't add a sidewalk along 19 Street S.W. Keep it natural!	
Waste of money changing 50 Avenue S.W. - \$450 Million to change athletic area is ridiculous!	
Potential cost - heavy spending with miniscule return.	
Short-cutting	
I do not want to see traffic slowed or impeded to the point that people take short-cuts through the residential areas off of 50 Avenue S.W.	6
Extend study area	
Please look at 50 Avenue to 16 Street S.W. to 36 to 14 Street. Could be smoother.	
Signage	
Left turn lane is poorly signed traveling westbound towards Crowchild Trail on 50 Avenue S.W.	
Poor notification about road races.	
Widen road	
It appears to me 50 Avenue S.W. is to be widened to accommodate the heavy traffic using it to bypass Crowchild Trail.	
Please do not widen 50 Avenue S.W.	

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Taking the next steps together

Attendees were asked to place sticky dots on a display board, identifying how they would like to receive project information going forward. (254 responses)

Open House 51	Pop-Up Event Within Community 17	Design Workshop 37	Community Association Newsletter 22
Social Media (Twitter) 7	Social Media (Facebook) 5	Website (Calgary.ca) 19	Website (Community Associations) 3
Online Survey 31	Online Mapping Tool 6	Project Emails (City of Calgary) 45	Project Emails (Community Association) 9
Mail Outs 1	Councillor Emails 1		

Identifying priorities

Attendees were asked to place sticky dots on a display board, to identify their priorities for 50 Avenue S.W. (309 responses)

Environmental Sustainability 6	Construction Costs 8	Community Connectivity 20	Accessibility 10
Traffic Calming 38	Avoid Traffic Calming 6	No Curb Extensions 3	Don't Slow Traffic Too Much 5
Urban Character 36	Travel Times 11	Pedestrian Accommodation 44	Bicycle Accommodation 33
Goods Movement 0	Traffic Safety 39	Public Transit 19	Emergency Access 8
Other: Avoid increasing traffic issues in remainder of community 3	Other: Maintain Lane Width 4	Other: 50 Avenue S.W. is fine as is 16	