



50 Avenue S.W. Corridor Study Glenmore Aquatic Centre Drop-In Event

Report Back // What we Heard, What we Did
January 30, 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

As a part of the 50 Avenue S.W. Corridor Study Phase 1 engagement process, 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 pop-up event held at the Glenmore Aquatic Centre on Saturday, January 30, 2016 from 10 a.m. to 1 p.m. Approximately 45 people stopped by to talk to the project team.

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 in three ways:

- By indicating their preferences for communication and engagement by placing dots in a matrix (dotmocracy);
- By filling out a hard copy survey; and
- By writing on Post-it notes and placing them on a map of the corridor.

Participants were also directed to the City's website to fill out the online survey if they wanted to provide additional feedback at a later time.

What we heard

Feedback and input collected from the survey, map and dotmocracy activity was transcribed and organized into the following themes: Traffic congestion/flow/speed/calming; intersection design/concerns; parking; pathways/sidewalks; facility/school access; pedestrian safety; aesthetics/park space; no concerns.

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- ▶ 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

Participants were asked to share their ideas and concerns about 50 Avenue S.W., as well as provide input as to how they would like to be involved and receive information about the study going forward.

The input received regarding ideas and concerns for 50 Avenue S.W. included comments about: traffic congestion/flow/speed/calming; intersection design; pedestrian safety; pathways/sidewalks; parking; pedestrian safety; aesthetics; facility/school access; and no concerns.

The concerns we heard about include:

- Heavy congestion on 50 Avenue S.W. before and after school (Glenmore Trail and Crowchild Trail also listed as impacts to traffic)
- Speed along 50 Avenue S.W.
- Congestion/efficiency of stop signs at the 4-way stop at 20 Street S.W.
- Uncertainty if 50 Avenue S.W. is one or two lanes
- Pedestrian safety at 20 Street S.W., 21 Street S.W., and 21A Street
- Heavy parking on 19 Street S.W.

Ideas for improvement include:

- Provide trees and pathway on south side
- Indicate the number of lanes along 50 Avenue S.W.
- Use traffic circles instead of stop signs
- Reduce speed
- Install pedestrian lights at Central Memorial High School and the Alternative High School
- Don't allow parking on 22 Street near playground zone
- Leave 50 Avenue S.W. as is



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- Provide lights at 50 Avenue and 16 Street S.W.
- Provide angled parking on south side near Glenmore Athletic Park
- Reduce on-street parking
- Create a lay-by for busses at Central Memorial High School
- Provide better pedestrian signage
- Provide better bicycle infrastructure

Priorities

Participants indicated their priorities for 50 Avenue S.W. were (listed in order):

- Pedestrian accommodation
- Accessibility
- Bicycle accommodation
- 50 Avenue S.W. is fine as is
- Traffic safety
- Traffic calming
- Environmental sustainability

Getting involved

Participants indicated they would like to receive information about the study via the project website, community association newsletter, emails from the project team and social media. They also indicated they would like to participate in the study by providing comments through an online mapping tool, online survey and design workshop.

Verbatim Comments

Survey Responses

How often do you use 50 Avenue S.W., between Crowchild Trail and 14A Street? (11 responses)	
At least once a day	3
A few times a week	6
Once or twice a month	2
Less than once a month	0
I avoid 50 Avenue S.W.	0

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Within the study area, what issues or concerns do you have with 50 Avenue S.W.? Please provide as much detail as possible, including specific locations.
Traffic congestion/flow/speed/calming
Congestion at the school – busy 50 Ave. and 16 St. S.W. corner.
Congestion is terrible when the high school starts and ends. Many kids crossing the street to the houses.
Glenmore causes increases in traffic.
50 Avenue S.W. usually works well for me on the occasions I use it. When I do use it, it is often to avoid a more congested 33 Avenue and Crowchild Trail overpass. Improving traffic flow there may take a load off 50 Avenue S.W.
Stop short-cutting like Mt. Royal.
Congestion at 20 Street S.W. from 7:30-8:30 a.m. and 3-5 p.m.
Speed and traffic volume at 50 Ave. and 20 St. S.W.
Lots of congestion at 50 Ave. and 20 St. S.W. during all times of day and by the high school.
Lots of traffic at Flames Avenue (<i>editor's note: 22 Street S.W.</i>).
Fairly heavy traffic (access to River Park, Crowchild Trail, Central Memorial, MRU, etc.).
Intersection design/concerns
Frustrating not having white lines when there are two lanes.
Drivers are unclear if there are two lanes or one.
The 4-way stop at the 20 Street S.W. intersection may work better with a traffic light.
Stop signs at 20 Street S.W.
It can be difficult to pull onto westbound 50 Avenue S.W. from northbound 19 Street S.W.
The stop sign at 50 Avenue and 20 Street S.W. might be more efficient if it was changed to a roundabout.
Pedestrian safety
I think the pedestrian crossing by 21A Street S.W. could use some pedestrian lights. Cars, especially at night, have a hard time seeing people.
Pedestrian safety at 20 Street S.W. and 21 Street S.W.
Pathways/sidewalks
There are no sidewalks along the park. I would like to see some.
Make more pedestrian friendly. I don't currently use it because it is not inviting. Would like continuous pathways along the south side.
Sidewalk is adequate; need pathway along Glenmore Athletic Park.
A lot of people walk on the south side by the park, versus on the sidewalk on the north side. This could be a problem corner due to impact and connectors to side streets.
Pedestrian access, lighting and making it bike friendly should be high priorities.

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Parking
Parking in parking permit zones.
Concerned about heavy parking on 19 Street S.W. during soccer season.
Facility/school access.
Hard to get out of Central Memorial High School parking lot. I come out and go to 20 Street S.W. to turn around between 3:30-5 p.m.
No concerns with 50 Avenue S.W.
50 Avenue S.W. is fine the way it is.
How can we improve 50 Avenue S.W. so it looks and/or functions better? Please explain your vision for the corridor in more detail here:
Pathways/sidewalks
Trees and pathway on the south side.
Don't put any sidewalks on the south side.
Intersection design/concerns
A longer exit lane to Crowchild Trail north would allow more drivers to get through the overpass light. Buses could pick up kids on a side street.
Clearly indicate there are two lanes all the way down.
Redirect traffic onto a new adjacent road next to Crowchild to get to arenas.
Some line or distinction along the avenue would be good. Perhaps some commercial space near 18 Street S.W.
Improving the Crowchild Trail and 54 Avenue S.W. turnoff would relieve traffic.
I like your idea of using traffic circles instead of stop signs.
Once house is constructed on corner of 22 Street S.W., left turn from 50 Avenue onto 22 Street will be more difficult.
Traffic congestion/flow/speed/calming
Traffic calming is not beneficial or convenient. It can cause issues with drivers swerving/avoiding obstacles. Smoothing traffic flow, bicycle access, transit stops that do not impede traffic should be priorities. Keeping costs reasonable and determining if any change at all is required in a recession should be top of mind.
Reduce speed zone from 19 Street to 14A Street S.W.
Aesthetics/park space
A few more trees along 50 Avenue S.W. would be nice.
A café/or similar overlooking green space and the park or valley.
Extended walking or picnic areas at the east end of 50 Avenue S.W. for use, without commercial space.
LESS CHAIN LINK FENCE! Ugly!

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Pedestrian safety
Pedestrian lights at Central Memorial and Alternative High Schools.
Parking
Don't allow parking near playground zones on 22 Street S.W.
Facility/school access
Lots of access points around the Glenmore Athletic Park.
No concerns with 50 Avenue S.W.
50 Avenue S.W. is fine.

Engagement and Communications				
How likely are you to participate in the following activities?				
	I won't participate in this activity	I am not likely to participate in this activity	I will likely participate in this activity	I will definitely participate in this activity
Attend a public open house	0	3	2	2
Stop by one of our events in the community	0	2	4	1
Attend stakeholder meetings	1	5	0	1
Participate in online activities	0	1	4	2
What other ways would you like to participate in the study? (0 responses)				
Where are you most likely to go to find more information about the study and engagement opportunities?				
50 Avenue S.W. corridor study website			4	
Emails sent from the corridor study team			3	
Articles in your community newsletter			4	
Social media			2	
What other ways can we share information with you about the study? Please list them and explain here:				
I am very pleased with this pop-up information session. Thanks!				
Above are best ideas already.				
I like your set-up here at Glenmore Pool (access to real, daily users)				

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Map Activity

Participants were asked to place Post-it notes on a map of the area, identifying their ideas and concerns with 50 Avenue S.W.

Comment	Number of times mentioned
Pedestrian safety	
Need pedestrian button to cross Crowchild Trail east/west.	
Intersection design/concerns	
Third lane west of 22 Street S.W., bypass to Crowchild Trail north and south.	
Traffic light or a roundabout at 50 Avenue and 20 Street S.W.	4
Set of lights at 50 Avenue and 16 Street S.W. to slow people down and force them to stop.	
Parking	
Parking concerns once ATCO development opens and/or BRT stop.	
Angled parking for soccer and rafting along south side of 50 Avenue S.W., along Glenmore Athletic Park.	
Reduce on-street parking to improve visibility along 19 Street S.W.	
People park cars right on the crosswalk at 50 Avenue and 22 Street S.W.	2
Pedestrian safety	
Move crosswalk closer to bus stop at 21A Street S.W.	
Put pedestrian lights across from Central Memorial High School.	6
Layby for the buses at Central Memorial High School.	
Parents stopping to pick up students between 22 Street and 21 Street S.W.	2
Concern about students crossing at Alternative High School (20 Street S.W.); make safer.	
Pedestrian signs – locate them on both sides of the street.	
Lots of pedestrian/vehicle conflicts where 50 Avenue S.W. and Elbow River Pathway intersect.	
Pedestrian/cycling conflicts at entrance to off-leash park.	
Traffic congestion/flow/speed/calming	
Lots of congestion at 3 p.m. at 50 Avenue and 20 Street S.W.	2
Reduce speed to 40km/hr.	
Aesthetics/park space	
More green space and trees on south side of 50 Avenue S.W., in front of Glenmore Athletic Park.	
Visibility is important when driving.	

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Pathways/sidewalks	
Sidewalks are in bad condition, need better biking infrastructure for kids on north side.	2
Sidewalk or pathway for pedestrians on south side of 50 Avenue S.W. (natural surface?)	3
Re-route Elbow River Pathway to south?	

Taking the next steps together

Participants were asked to place sticky dots on a display board, identifying how they would like to receive project information and participate in the study going forward. (11 responses)

Open House 0	Pop-Up Event Within Community 0	Design Workshop 1	Community Association Newsletter 2
Social Media (Twitter) 0	Social Media (Facebook) 1	Website (Calgary.ca) 2	Website (Community Associations) 0
Online Survey 1	Online Mapping Tool 2	Project Emails (City of Calgary) 1	Project Emails (Community Association) 0
Mail Outs 0	Councillor Emails 0		

Identifying priorities

Participants were asked to place sticky dots on a display board, to identify their priorities for 50 Avenue S.W. (18 responses)

Environmental Sustainability 1	Construction Costs 0	Community Connectivity 0	Accessibility 3
Traffic Calming 1	Avoid Traffic Calming 0	No Curb Extensions 0	Don't Slow Traffic Too Much 0
Urban Character 3	Travel Times 0	Pedestrian Accommodation 4	Bicycle Accommodation 3
Goods Movement 0	Traffic Safety 1	Public Transit 0	Emergency Access 0
Other: 50 Avenue S.W. is fine as is 2			