



50 Avenue S.W. Corridor Study Online Survey

Report Back // What we Heard, What we Did
January 11 - February 7, 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 from respondents to the online survey, which was available from January 11 to February 7, 2016. Three hundred and seventy nine surveys were completed.

What we asked

Respondents 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.

What we heard

Feedback collected online was transcribed and organized into the following themes: access; bicycle accommodation; traffic operation changes; traffic congestion/flow/volume; connectivity; extend study area; green space; improve roadway conditions; lane continuity/merging; narrow road/road width; no change/no issues; parking; pedestrian accommodation; speeding; road alignment; traffic circle/roundabout; signage/stop signs; densification; traffic calming/control; traffic signals; transit.

- ▶ 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

Survey respondents proposed a number of improvements for the 50 Avenue S.W. corridor:

- Seventy-nine respondents identified bicycle accommodation as a priority for the 50 Avenue S.W. corridor. Some of the top improvements mentioned included a dedicated/separated bike lane, improved bicycle connectivity, pathways along the south side of the corridor, and improved bike facilities and bikeability.
- Sixty-seven respondents mentioned pedestrian accommodation as an improvement they would like to see on 50 Avenue S.W. Comments most often referred to better pathways and sidewalks (especially along the south side), safer crossings, connectivity and creating a pedestrian friendly environment.
- Forty-four respondents stated they would like to see improvements include the incorporation of green space; landscaping; or the addition of trees to the centre median, the south side of 50 Avenue S.W. or other areas of the corridor.
- Twenty-one respondents suggested that speed needs to be reduced; some indicating a lower speed limit while others asked The City to design the roadway to encourage reduced speeds.
- Nineteen respondents spoke to connections along and across 50 Avenue S.W. most of them connecting Mount Royal University, area pathways, Sandy Beach Park and across the river.
- Eighteen respondents stated they would like to see traffic calming measures put in place, and proposed the ideas of speed bumps, traffic circles and narrowing the roadway.
- Signage was mentioned by 15 respondents saying that stop signs need to be adjusted or improved and signage needs to be clearer.
- Fifteen respondents stated their preference for not making any changes.

Survey respondents mentioned a number of current issues and concerns with the 50 Avenue S.W. corridor:

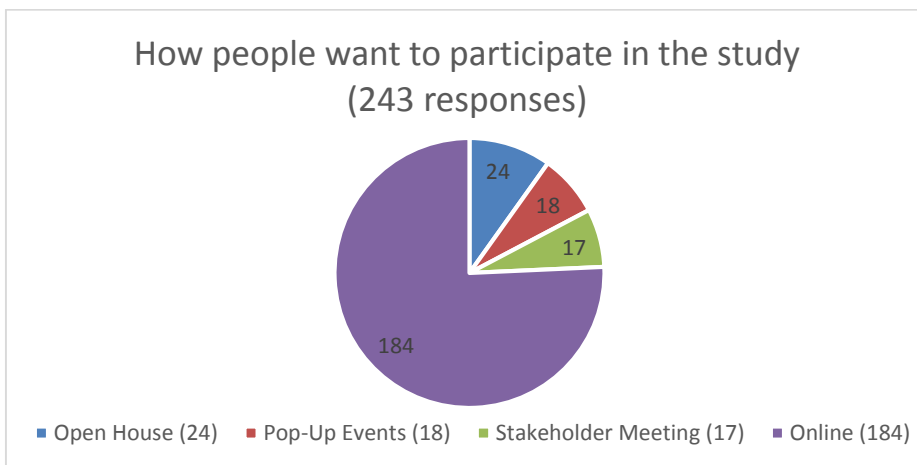
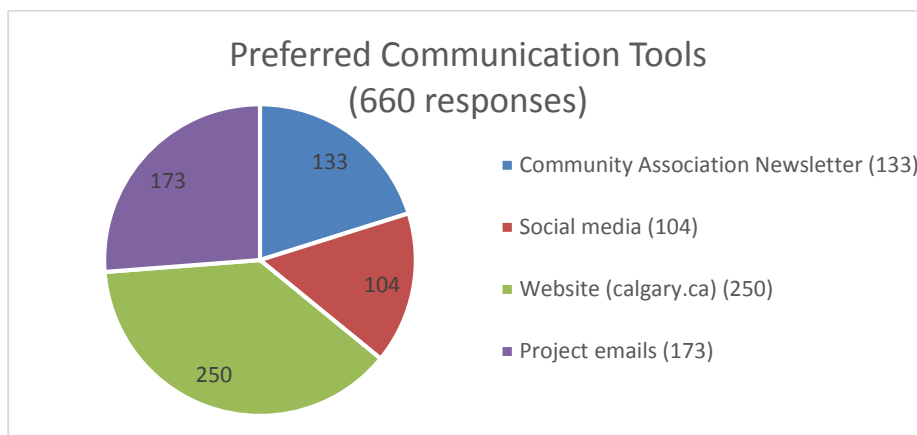
- Fifty-seven respondents stated that volume or congestion were problems along the corridor. Areas with high volumes included the 20 Street S.W. intersection, Crowchild Trail and recreation facilities/parks. This congestion is mostly occurring at rush hour, or when school or recreation activities let out.
- Pedestrian accommodation was identified by 47 respondents who want improved pedestrian facilities and sidewalks, especially along the south side of 50 Avenue S.W., and improved or additional crossings at 19 Street S.W., 16 Street S.W., 14A Street S.W., 20 Street S.W. and Crowchild Trail.
- Respondents were concerned about the speed limit and speeding, with 47 people stating that areas all along the corridor were subjected to speeding cars due to the road width and feel.

- Twenty-eight respondents noted issues with the current bicycle facilities and suggested that The City provide improved facilities with increased safety measures, including bike lanes.
- Twenty-two people had concerns with the stop signs along 50 Avenue S.W., most with the 20 Street S.W. four way stop and the congestion it brings to the area. Others suggested additional stop signs at 19 Street S.W. and 21 Street S.W.

Participation

When asked how participants would like to be involved and receive information about the study:

- Respondents stated that they would most like to find project information on the project website (250) and by email from the project team (173). (660 responses).
- The majority of respondents would like to participate in future engagement online (184 respondents said they would definitely participate in an online activity).



Verbatim Comments

Online Survey – 50 Avenue S.W. Feedback

How likely are you to participate in the following engagement activities?	
Attend a public open house (320 responses)	
I won't participate in this activity	54
I am not likely to participate in this activity	113
I am likely to participate in this activity	132
I will definitely participate in this activity	24
Stop by at one of our events in the community (317 responses)	
I won't participate in this activity	40
I am not likely to participate in this activity	105
I am likely to participate in this activity	156
I will definitely participate in this activity	18
Attend stakeholder meetings (316 responses)	
I won't participate in this activity	61
I am not likely to participate in this activity	152
I am likely to participate in this activity	89
I will definitely participate in this activity	17
Participate in online activities (320 responses)	
I won't participate in this activity	3
I am not likely to participate in this activity	6
I am likely to participate in this activity	131
I will definitely participate in this activity	184
Are there other ways in which you would like to participate in this project? (30 responses)	
Online	
Through online communications.	
Online.	
Online feedback.	
Online survey is excellent.	



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Online feedback is most convenient for me.
Survey and online.
Protest
I will protest if I don't like your plan.
I would protest any changes I didn't like :)
Possibly protest stupid decisions...
No
No.
I don't have a lot of confidence that all of this will affect the end results. This city tends to do whatever it wants, no matter what the residents say. Why waste my time coming to open houses etc? It won't make one bit of difference.
Not that I can think of. Thank You!
Get more involved
I walk, run, bike, and drive this corridor daily by myself or with my 3 kids under 5 years old. This is a very important corridor for me as I find it dangerous to use on a daily basis. However I can help, I'm willing.
I live on 51 Ave and would love to be a part of the conversation.
I would like to stay informed.
Communication with Councillor
Write letters to councillors.
Email to councillor.
Engage with local City Council members.
Committee
I will help on the south Calgary transportation committee or any committee that needs help; hand out info.
Hand out info; join a committee.
Other
If someone came to the door with info/ questions.
Provide specific feedback.
I am an electrical engineer with extensive pre-planning skills for similar projects in the industrial sector and would like to contribute as a part-time City of Calgary employee.
You need to advertise the open houses to the general Public - not just within the community. I do travel thru the area in many ways.
If there was a booth at River Park.
I would like to ask a question: Why is this project considered necessary? What's wrong with the way it is now?

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Glenmore Athletic Park re-development plans.
Not sure what the options are.
I would like to be a community stakeholder.
Interpretive dance.

Where are you most likely to go to find more information about the study and engagement opportunities?	
50 Avenue S.W. corridor study website	250
Emails sent from the corridor study team	173
Articles in your community newsletter	133
Social media	104
What other ways can we share information with you about the study? Please list them and explain here:	
Road Signs	
Road signs.	
Signage in the neighbourhood.	
Posting of Public signage on Crowchild trail and 14 St.	
Boulevard signs, park sessions.	
Signs on 50th.	
I like the signs in the community that remind me to check out the website.	
Street signage, poster at river park dog park.	
Pamphlet/Flyer	
Door to door pamphlets.	
Mail drop.	
Mailings.	
Mail.	
Postcards are helpful and serve as a physical reminder of the processes underway.	
Community Magazine/Newsletter	
Give ample time when a meeting is happening. The community magazine is often mailed out after meeting dates occur.	
If you use the community newsletter please note that it often is delivered after meeting dates are posted in it.	
Publish details in the community newsletter- not just the editor's thoughts but excerpts of the study. Post signs like those in the Sandy Beach area.	



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Newsletter.
None/Not sure
None.
Not sure.
n/a.
Website
Dedicated website, signage in the community.
On the City of Calgary website.
Councillor
Emails sent from Brian Pincott.
Councillor Brian Pincott and the North Glenmore Park Community Association.
Media
City representatives on local news media for open, honest interviews. TV, Radio. So employees. Nobody trusts the politics of City Hall, they talk more and say less.
Mainstream media and the rebel media.
Calgary Herald.
Media sources, I.e. CBC.
Info Session/Pop-Up
Hosting an info tent on 50 Ave to raise awareness.
Set up an info tent on the side of the road that's visible for people to see and be able to stop by.
Poster at Dog Park
Post at dog park.
Sign in the dog park.
Other
Sky writing.
Greater advance and visible notice of meetings.
Email is best for me.

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How often do you use 50 Avenue S.W. between Crowchild Trail and 14A Street S.W.? (251 responses)	
At least once a day	139
A few times a week	72
Once or twice a month	28
Less than once a month	12
I avoid 50 Avenue S.W.	0

Below are the verbatim comments from the survey questions, organized into themes. The project team has reviewed each response in its entirety and all comments will be used during the planning process. Responses that included multiple ideas were generally grouped by the first mentioned theme for reporting purposes.

VERBATIM COMMENTS
How can we improve 50 Avenue S.W. so that it looks and/or functions better? Please explain your vision for the corridor in more detail here.
Access
It needs better pedestrian and non-motor vehicle access.
Keep access to the off leash area from Crowchild.
Bicycle accommodation
It needs bike lanes (not shared rows, please) and sidewalks on the south side. Trees along the both sides would be nice for pedestrians. It would also be good to have pedestrian lights between 14th and 20th; especially this year with Flanders closed there is sometimes heavy traffic and people drive too fast. I don't know if the road is wide enough for central plantings, or to use plantings to separate bike lanes, but that would make the street more pleasant.
Better cyclist/pedestrian connectivity to river pathway system.
Extend the MUP up 50th on the south side behind the trees.
As a resident of 50th Ave, the access to parking on both sides of the road is very important to me. It would be great to have a bike path off the road. In the winter bike cycle down the tire tracks in the road which slows traffic.
Need a better transition between the new MUP on the west side of Crowchild with 50th on the east side (to bike lane or shared row on east side would be best). Also, east end between 14A and 19 Streets needs repaving - very bumpy.
Less parking, dedicated bike lanes, traffic lights at 20st intersection, tree trimming for better visibility.
Bike lanes and or bike paths. Addition of trees. Traffic circle at 20th street.
Bike lanes, more greenery along the south edge.
Currently 50th Ave is the best route from my home to access Glenmore Park. I would like to see a dedicated bike lane to provide safety for myself and my family.

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Appearance is OK. A separate pedestrian/bike path would be great but only if it is kept clear of snow in winter, and is properly crowned or sloped for drainage.
My walking partner and I don't walk along 50th Avenue because it's so noisy from all the traffic. We seldom ride bike along 50th Ave as we don't think it's safe. Can you address these issues? I wish I had some great suggestions.
Separated bikes lanes, traffic calming measures.
Designated bike lane of path. Traffic slowing and calming initiatives.
Lower the speed limit, provide bike lanes.
Remove parking on both sides and add cycle lane. Same applies to 14A St along the park (Or maybe just the parking on the East side).
I would like to see a couple things change - 1. Would be nice to have a safe bike connection from the Elbow River over Crowchild Trail to MRU 2. More trees on the south side of the road by the athletic areas.
Safer cycling options. I would love to see a connection for cyclist and pedestrians from the east end of 50th at River Park continuing all the way to Crowchild.
The project overview emphasizes that 50th Avenue was designated a 'Parkway' in 2009, and that "The City is doing this corridor study to determine how 50 Avenue S.W. can meet the Parkway standards in the future." The Complete Streets Guide defines a 'Parkway' as a four-lane road with 36 m right-of-way, with no street parking, suitable for 20,000 to 35,000 vehicles per day: a much bigger road than 50th Avenue as it currently exists. The City should first clarify what is meant by "meeting Parkway standards": is the intent of this study to determine how to increase the size of the road, or is it to "focus on integration with natural areas"? I hope it's the latter. The way 50th integrates with Glenmore Athletic Park and River Park ought to be the primary focus of any changes, or lack thereof. New cycling and pedestrian infrastructure would help to better integrate the road with the parks, but the focus needs to be on providing this infrastructure without compromising the ways the road already successfully integrates with the parks. The south side of 50th between 19 and 14A Streets in particular has no sidewalks, and one could argue that it ought to have them, but the generous setback between the athletic park's fencing and the curb provides a large swath of grass to walk on: where else in this city can you walk five blocks down a grassy 9-10 m wide path? An unmarked path perhaps, but treed and well-maintained. This isn't merely some unused part of the right-of-way: it already is a successfully integrated piece of 'natural' pedestrian infrastructure.
Dedicated bike/walk lanes from Crowchild to Sandy Beach. I currently ride on the sidewalks once I pass the High school. This is a good route from Crowchild to 20th St when connecting to 20th St cycling.
Paint bike lanes. Add a natural surface path along south side for running (i.e. not concrete, some type of gravel path). Too much concrete injures runners, but all I see is concrete.
Considering the athletic activities in the area, I'd like to see bicycle/skate access. I'd like the dog park taken into consideration with wide sidewalks with grass on both sides so the journey to the park is not about the destination. In consideration of dog walks please provide waste containers. They don't have to be large, just emptied regularly. I'd like to see plants, and trees. A more natural feel, an extension of the park. Perhaps the sidewalk could be an extension of the pathway and curve around natural elements. As for public transit, I'd like to see indentations into the sidewalk area for buses, for the safety of riders and to keep traffic flowing. Personally, I like planted centre lanes like Memorial Drive, and European flare like the traffic circles in upper Mount Royal. As for materials, I'd like to see a continuation of the bridges. A mix of natural woods, and contemporary metals will also fit in well with the infills in the neighbourhood. Lighting should be solar LED. This kind of lighting has definitely already improved the look and feel of the surrounding neighbourhoods.
Bike lanes, more walking pathways to help slow traffic, more trees.

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A shared road with a lane of trees / plants and paths for cyclists to share the road with. Something also visually appealing for slower commuters like those walking.
Bike lanes, sidewalks on both sides of the street, wider sidewalks, 40km/h speed limit, more sidewalk and road snow clearing, more pedestrian crossings.
Separated bike lanes here would be great. Lots of room here, but traffic is generally fast here.
More commuter friendly, bike paths, walkways and road crossings. Enhance visual appearance with more trees, etc.
It is essentially an EB road to nowhere, so as long as it maintains functionality for residents/users, we should look into improving biking/walkability.
Add dedicated, high-quality cycling facilities.
I think that it should mirror the great work done on Elbow Drive S.W. between 4th Street and Sifton Ave. large bike/walk ways on both sides. Slow speed 30km for safety and a grass boulevard if possible.
More room for biking.
Please install a bike path along the south side of 50th from 19th St to River Park. Also, upgraded athletic facilities at Glenmore Athletic Park are long overdue. An outdoor basketball court and tennis court would be an excellent inexpensive, and much desired, upgrade.
Bike infrastructure across Crowchild would be helpful, the off ramp cross over is frightening to navigate.
It would be nice to see a bike path along 50th as the street is busy with car traffic. I would like to see a bike path separated by green space rather than a "bike lane" This is doable for at least part of 50th. This would create a safe lane for bikers and pedestrians.
It would be nice if the wide bike/ walking path on the south side of 50th Avenue was extended to 20th Street. The fence from the dog-park on the south side of 50th could be pushed back a bit (away from the street) and some car parking could be carved out to enable more overflow parking in a lane which is NOT usable for regular traffic. Parking limit could be 1 hour during the day to provide for non-area-residents to use the off-leash facilities.
Bike lanes, traffic as school lets out and Crowchild ramps, obstacles to keep traffic slow, trees.
It functions just fine for vehicle traffic. It would be nice to have a bicycle path on the south side of the road.
A wide, paved bike/walking path on the south side of the road; planters and garbage containers for all the coffee cups etc.; more landscaping along the road to improve the streetscape (bushes/perennial beds etc.); and a roundabout at the entrance to the Glenmore athletic park at 16th St - there needs to be a way to slow traffic down and allow for better traffic flow into and out of Stu Peppard arena. I would also love to see a fitness trail through the field/treed area at the east end of 50th close to River Park. A variety of stations to do sit-ups, push ups, balance beams, etc. This would be a great place for the school kids, athletes and general public to move through and encourage fitness. Richmond, B.C. had one in the area I grew up and it was well used and really fun for kids.
I would like to see a dedicated bike path that connects the Mount Royal University to the Sandy Beach bike path.
Traffic operations
Divert traffic from 15th Street to increase safety within the Altadore school playground zones.
Make it a true parkway and discourage vehicle traffic on it.

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Remove the ability for non-residents to use it as a connector during rush hour for people getting on to Crowchild especially when there is a problem and it is so congested that it takes a very long time for me to get home so I have to cut through the neighbourhoods.
Right of way for those turning from 50 Ave onto 16 St (i.e. yielding if going west from 14A St past 16 St).
Congestion/volume/traffic flow
Pre-access to and from the arena onto Crowchild from Crowchild. I'm not asking for an overpass to be made but at least an entrance and exit to help reduce the significant amount of traffic. Perhaps a traffic study to see how many vehicles turn off of 50th Ave. onto 22nd St. in a day.
Traffic has increased over the years. In the mornings, there are sometimes over 15 cars in multiple directions waiting to go through the 4-way stop on 20 Street. I do not want to see a set of lights but suggest a roundabout to keep traffic moving. I'm also concerned about cars driving at high speeds to the dog park. I suggest that the City institute traffic calming measures. Finally, the lights on the overpass from Crowchild trail need to be timed better. Often, I go on the green and get stopped at the next set of lights on red.
A well-marked, safe, multi-use traffic way.
Congestion around the interchange of 50th and Crowchild.
Improve wait times especially @ 3:30.
Less traffic, slower traffic, more greenery and vegetation, don't allow parking on the athletic side of the street.
Better managing rush hour traffic in afternoons.
Reduce traffic. Traffic calming. Increase adjacent green space. do not move main athletic park entrance onto 50 Ave.
Improve traffic flow at the 4-way stop at 20 St.
Not sure yet, but I will be driving it daily so hope that there is good traffic flow even if there is more green space and wider sidewalks.
Improve traffic at Central High School from 20th to Crowchild exits, increase aesthetic of 50th Ave.
Improve the flow of traffic - too many 4-way stops and a mistimed traffic light.
Better traffic flow, a traffic circle would be great at 20 th .
Improvement if traffic flow at 4 way stop at 50 Ave and 20 St. Continuation of public pathway from River Park to Crowchild. Crosswalk at 19 Street and 50th with lights.
Connectivity
Bike lanes that connect the park to the bike lanes already present by MRU. Roundabout at 14A. Improvement of the stop sign at 20 Street. Better turning lanes. Cross walk lights in front of high school. Get rid of rocks on people's property by bus stops, walking and biking treacherous with left/fallen rocks.
Need to clarify that this roadway is intended to support access for more than just drivers racing to River Park off leash or heavy equipment going to the treatment plant. Need to rationalize access to recreational pathways directly to the south.
Please take in to consideration the future long term possibility that the 50th Avenue could be extended across the valley to join on to 50th Ave SE.

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Connect 50th Ave pathway, road, pedestrian to other side of river (similar to 8 Ave NE connector).
Connect bike pathways - from the west side of Crowchild to River Park. This could be done either through a pathway (preferable option) or a bike lane. Also, traffic speed could be reduced using traffic circles or street-scaping. Garbage also accumulates along the fence around the park. Please help us keep the community clean by installing secure garbage along the 50 Avenue SW corridor. Currently there is 1 garbage can - at the bus stop on 20 Street.
You cannot change the roadway without major construction, however you can connect 50 Ave with the existing Elbow River trails. There is currently no bike trail or walking path connecting -- just a basic sidewalk.
A warehouse for indoor skate park and east/west pathway connection.
Attach it to a road the through the park.
Extend study area
This study should be expanded to include the portion of 50 Avenue S.W. east of 14A Street which accesses Sandy Beach Park.
Fix Crowchild. 20th and 19th are being used to bypass that mess.
Green space
Better integration with green space south side improved access to athletic park.
City land east of 19th Street should be kept as "parkland/green area". This would be an excellent area to model urban natural water filtration - and combined with public park, pathways, community edible garden, pollinator pathways, and solar lighting similar to East Village and adjacent river developments. This should be a publicly accessible and welcoming area, separate from the adjacent off leash dog area, and a great connector to Sandy Beach area.
I live at <i>(address removed)</i> . It would be nice to have some trees on the north side of the road. Also, more streetlights! It is very dark at night and what exists currently is not bright enough. It's actually kind of scary walking after sundown.
Add a boulevard in the middle of the road!! With trees!! With a sidewalk on the south side!!
Place a median with landscaping similar to memorial drive with a dedicated bike path and walk path along one side by the park area.
Green belt or planters separating east west traffic would be nice.
More vegetation especially along south side.
I would like to see green space separating the east and westbound lanes to provide a more aesthetically pleasing driving, walking or biking experience.
Keep/add trees along the boulevards. Address congestion at 20 St intersection. Limit traffic (speed reductions?) east of 20 St, keep it more pedestrian friendly, especially adjacent to the park spaces. Maybe add pathway (gravel) on the south side of 50 Ave.
More trees and a designated bike path.
More trees along all green spaces and a dedicated bike lane like 66 Avenue SW; you could add bike paths along the green space north of the aquatic and recreation center.
More trees, bike and walking path, 30 km speed limit near parks and 40 km otherwise.
The trees from 19 St to the far east end of the Avenue are great, please don't take them out.
Landscaping and beautiful hardscaping.

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Put trees along the school fence. Reduce speed in the entire neighbourhood reduce cut through traffic to and from downtown.
More landscaping. Continuation of sidewalk and path on south side.
Improve roadway conditions
Re-pave this road...it is like a wash-board due to poorly filled utility cuts when construction was done on the in-fill housing. Once it is repaved...then leave it alone...there is already lots of room for cars and bicycles. Do NOT put in a treed boulevard or waste money on other crap. This exercise of re-defining this short piece of road and spending money on it is a waste of tax dollars!
Lane continuity/merging
I think the City should improve the lane channelling on 50th Ave for east and west bound traffic between the Crowchild overpass and 21st Street. I see near misses a couple of times a week because of the weird left turn lane eastbound on 50th at 23rd St. Many cars get in the left (turn to northbound 23rd St) lane and then continue going east. Eastbound traffic in the right (through) lane are then in a collision course with those cars. Also, as cars are going westbound on 50th past 22nd St, some cars treat 50th as a two-lane road, some as a one-lane road. I have seen close calls as people are driving on west 50th and passed by a car in the "curb" lane when they didn't expect anyone would drive there. I also think there should be some sort of traffic circle or three-way stop to accommodate northbound traffic on 21st St trying to turn west on 50th Ave. This is a scene of many close calls when Central Memorial has final dismissal. Also, some sort of four-way stop at the corners of the two 19th St/50th Ave intersections similar to the subtle realignment tweak the City did at the 20th St/34th Ave intersection would be a good idea. Finally, please ensure it's an adaptable plan and the City doesn't rip up half the infrastructure when (and if) Glenmore Athletic Park gets redone.
Better traffic merging from Crowchild, better light timing/dual turn late onto southbound Crowchild from eastbound 50 th .
Lane/road width
The road is so narrow near the high school right next to the junction with Crowchild, and then so wide further down. It'd be nice to standardize the lane widths. Motorists who come off of the highway onto 50th don't seem to understand that speed limits apply to them. The entrance/exit at the sports field @ 16th is unnecessarily large and people don't often know which lane they are turning into/out of. As a cyclist, I find that the pavement is old and rocky and provides a bumpy ride. The four way stop at 20th is hard to navigate because one direction is a two way (N/S) and the other direction is two lanes E/W but people treat it like its one lane (again probably because of lane widths being weird). The parking area at the end of the road at/past 14A is not obviously marked as such and people often drive into it at full speed (I have seen cyclists, kids, dogs, pedestrians have to gtfo or get smoked by an inattentive driver). It's even worse when there's snow on the ground when the boundary curb is hidden.
Narrower and more consistent lane widths to reduce speeds. More and better crosswalks. Sidewalks along both sides of the road for the whole length. Better pathway connections. Protected bicycle lanes to connect to current pathways and bikeways, as well as the future 20 St bicycle lanes.
Too wide, allows for excess speed. Misaligned intersection at 19th Street is dangerous. Provide better traffic control around high school. Finally, poor bridge design means that cars exiting northbound Crowchild onto 50th Ave heading east have no visibility of cars travelling east on 50th. Collision zone. Fix it.
At the moment, it functions as a de-facto freeway with people driving at excessive speed down the straight, wide lanes. Any change has to include altering the roadway so that it is narrower and discourages excessive speed. This would be a great spot to install cycle tracks in that they would make the roadway narrower while at the same time allowing safe passage for cyclists to reach the shared-use paths west of Crowchild.

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The avenue is so wide and has no traffic controls. This creates speeding and an unpleasant walking environment as cars speed past. At the same time, traffic seems very light most days, negating the need for a wider road. I would love to see part of the road space designed as a top-quality bike or trail, not just shunted to one side of the street or painted on, but a very good quality wide walking / cycling area (or separated). This can link pedestrian bump outs, improved vegetation and better cross-walks to de-prioritize the east-west traffic that doesn't really require prioritization. It also would provide an important link to Sandy Beach pathway, several schools and rec areas plus an eventual extension into MRU area. The main thing is the road is far too wide for car-only, it doesn't need to be nearly as large.

No change/no issues

Don't engage in traffic calming. It is 50km/hr at present and is an important road access link from the SW to downtown and mission. There is room for a bike lane but an excellent bike path already exists through Altidore. I do not believe much change is needed.

Works just fine.

I think it is fine. Perhaps needs some work between 20th Street and Crowchild Trail, with the school, arenas, and large volume of traffic (especially after school).

I have lived here since that new interchange was built and that's when the problem began. As long as both north and south traffic lines up in the same lane the traffic will never change no matter what you do.

I think there are other more pressing problems in Calgary that need attention rather than trying to solve a problem that doesn't exist.

No improvement needed.

I personally would leave it as is. No change, it operates quite well even with Flanders out of operation.

Please do not add any more lanes, it's great the way it is, there is parking on both sides with plenty of room for single lane traffic each way. Do not add bike lanes. Do not add another lane. Leave the size the way it is. If you want to fix a street, fix 17 Ave SW between 14th Street and 4th Street - that's a nightmare. 17 Ave needs to be widened by 6 feet or take out a lane.

Leave it alone.

Do Nothing; this seems to be a complete waste of taxpayer dollars; move on to projects with greater impact on traffic flow.

It is perfectly fine as is. This make work project is a clear example of the City's bureaucracy running wild with make work projects to justify their own existence. No wonder our taxes are wildly out of control. Don't you people know what is going on in the economy? 50th is plenty wide, and nice to look at. I cycle there regularly, and have never felt at risk. This study is a waste of time and money. Please stop.

It functions fine, please leave it alone and save our money for something more important and useful.

Leave as is.

I don't think it needs changes to make it function better.

Unsure.

Parking

More off-street parking for sports events. An obvious place is the road to the water plant that's marked no parking.

As a corridor it needs to be protected as this is the obvious route into any redevelopment or amended parking for the greater North Glenmore park. Currently part of the parking is accessed through a community street via 19th Street which simply does not have the width and safety issues prevail. The enhancement of biking and natural vegetation features for 50th is positive. The rusting chain link fence that separates the North Glenmore park from 50th could easily and economically be replaced with caragana or another type of vegetative barrier. The fence simply serves as a barrier for safety, not security. A cycling path could be installed along the entire north (and west) perimeter of this park to embrace the parkway concept for minimal investment and maximum usage. There currently exists a dirt pathway along the west side due to safety concern from traffic on this narrow road. For portions west of 19th Street, it is harder to connect this bike pathway due to space limitations. Limiting the width of 50th may pose restrictions for the redevelopment of north Glenmore park in future years. Beautification is probably the best investment in this area. The traffic congestion on 50th as a main entrance and exit from these communities does not need any additional barriers to exacerbate an already backed up situation.

Less street parking, room for bicycles, remove stop sign.

Pedestrian accommodation

Between 19th St and 14A St, make pedestrian path and add trees to south side of 50th Ave.

Some type of walkway, between 19 Street and 14A Street, on the south side. Controlled pedestrian crossings, in this area as well.

Dedicated bike path and walking path, rest areas with benches and garbage/recycle stations, and some natural areas with trees, shrubs and grasses.

I tend to be a driver west of 20th Street and a pedestrian east of 20th Street. As a driver on the western portion, I think things flow fairly smoothly with the exception of school drop off/pick up times. I find that as a pedestrian on the eastern portion it's not the most pleasant place to walk, it's just an access to Sandy Beach or the Glenmore Athletic Park. Cars whiz by and crossing at 20th St or by the Athletic park is challenging. Also the placement of sidewalks is kind of funny on the south side of the street.

It should be a friendly connector for people walking or biking between the Elbow River Pathway / Sandy Beach Park area and MRU across Crowchild Trail. It should also provide a nice complement to the 20 St SW bikeway plan.

Ease of access for pedestrians, bicycles, transit and cars.

Please keep the road wide. On the south side of the road there are a row of trees by the track park. This area behind there could be made into a walking path. Lighting for night time/winter walking would be appreciated.

Lit pedestrian crosswalk(s) to cross 50 Ave. S.W. at 16th St., dedicated cycle lanes/pathway along 50th Ave for commuters and pedestrians, new pavement would be great too after all of the development that has happened.

It would be nice to have improved pedestrian access and a new bike lane. More trees for shade and better lighting as well.

Make it safer to cross from north to south, in particular when getting to 19th St to Glenmore Pool / the pathway over the dam.

I like the transportation priorities for walking and biking. Well-designed infrastructure for this is key (not just painted lines, actual separate infrastructure - doesn't have to be huge. Some good research on this by UBC's Dr. Kay Teschke shows even minimal separation greatly improves actual and perceived safety and comfort for vulnerable road users and drivers both.

Better pedestrian crossing and improved bike facilities.

Make distinctions clearer - where you can walk/run/bike when going from 20th St to River Park. Pedestrian crossing by Central Memorial seems dangerous.

Better sidewalks/ pathways, place for transit to pull out of traffic.

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Put marked cross walks and signs. Put speed bumps to slow traffic down. Between 19th and 14A St., chip trail or paved pathway on the south side of 50th all the way to river park. Add waste receptacles along path.
A walkway on the non-residential side of 50th Avenue from the Glenmore Aquatic Centre is needed.
Sidewalks on both sides, a curved street vs straight.
I think the interface with North Glenmore park could be better for pedestrians, cyclist and people using the park. Improved intersection crossings.
Sidewalk on south side.
Sidewalk on the south side.
Boulevard, crosswalks, sidewalks/bike pathways along south side.
This is a key running & dog walking route to get to River Park. A nice, paved (and seasonally cleared) path would be great. Also, monitoring of the many infill housing construction projects would be nice - there's often debris or bins blocking the side walk, which makes it unsafe to use.
More friendly to cyclists and pedestrians.
Better pedestrian crossing, slower traffic, better bike lanes.
50th Avenue currently functions well most times of the day. You could add a flashing crosswalk at 16th Street to allow easier pedestrian and bike access across to the off leash park. You could extend the bike path on the south side of 50th from 14A Street all the way along to Crowchild to allow better bike route across to Mount Royal Gate. Put in a proper signed crosswalk at 19th Street for crossing to the Glenmore pool and the other facilities on the south side of 50th. The intersection on the bridge over Crowchild is a disaster from 2:30 pm to 5 pm when you have the convergence of cars and buses from Central Memorial High School, people leaving mount Royal University and general rush hour. You say you are not going to fix this interchange but frankly it is the biggest issue for vehicular traffic along this road.
Make it more pedestrian and bicycle friendly.
Cycling and wide walking paths, more trees.
Controlled intersection at 16th and a sidewalk on the south side.
Crosswalks.
Speed limits/speeding
Reduce traffic speed and noise, add a bike pathway, more trees.
Many cars frequently speed along 50 Ave SW, so we need to slow down the traffic. We also need more crosswalks across 50 Ave. The corner at 50 Ave and 19 Street SW don't align and it is difficult to cross the street there. You have to step out quite far onto the road in order to see oncoming traffic.
50th Ave SW is both a transportation corridor and a residential street. As a resident of 50 Ave. SW, I would like to see the speed limit reduced to reduce traffic noise. The speed limit should be reduced to 40 km/h from the present 50 km/hr. This will perhaps stop vehicles from travelling at 60 km/h. The loudest vehicles are the large construction vehicles such as dump trucks with the high revving engines as they accelerate away from the 4-way stop on 20 St. Is there a way they can be quieter.

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50 Ave. should complement the changes being made to 20 St., and be DESIGNED to dramatically reduce speeds of people driving motor vehicles. At present, it's a dragstrip. Make a safe and enjoyable space for pedestrians first, and ensure the needs of both recreational and utility cyclists are met [hint: they have different needs].
Slow traffic down, which includes transit who like to "catch up on route time" along this stretch and reduce back up's at the lights to get onto Crowchild. It is faster to jump north onto Crowchild at 54th Ave and go over the bridge to go south on Crowchild then it is to wait on 50th for the lights during rush hour, and often when the park or flames central is busy.
Constant slower traffic flow that respects pedestrians as well as bikers in the area.
Reduce the speed limit to 40 km/h and consider other traffic calming measures. Bury the power lines running along the south side of 50 Ave east of 19th Street.
Reduce the speed limit, add bike lanes, restrict access into the adjacent minor community roads.
Safer crossings for pedestrians, slow down traffic.
Implement playground zone to slow traffic and discourage people cutting through the neighbourhood.
Reduce the speed on this road to 40km/hr; too many people speed down this road when it is beside a huge sports field and an off-leash park; additionally have it extend across the river to the Britannia area - this reduces traffic pressure on Glenmore, 14th Street, Sifton Blvd and Crowchild Trail. Add a boulevard in the middle as a divider between east and west bound traffic - beautifies the area and creates a more residential look as opposed to an expressway.
Slow and reduce vehicle traffic- too many cars going too fast all the time. Improve road markings - some treat it as double lane when it is single. Need another way to access Crowchild south - 54th Ave? Need 3-way stop at 19th Ave so that can make a left turn from 19 onto 50 th .
The crossing of 50 Ave at 19 St is awkward. Traffic needs to go slower. A pathway on the south side of the street at the athletic complex is needed.
Roadway alignment
Improve intersection at 19th St. Crossing is not aligned so turning left is awkward and going straight across (when we go to swimming pool) is difficult. Landscaping could be improved and safer bike crossings to go from Altadore to the bicycle trails near River Park.
Roundabout/traffic circle
Due to the Flanders overpass closure, I now have to use the 50th Ave overpass over Crowchild. The 4-way stop at 20th St. clogs up during rush hours - perhaps a roundabout would enable vehicular traffic to move along quicker. When I see a long lineup of cars at the intersection ahead, I cut through the residential side streets to avoid that intersection.
Install a traffic circle on 50th Ave and 16th St to encourage drivers to use 16th St as well a no left turn on east bound traffic.
Replace stop signs with traffic circles.
Signage/stop signs
Clearer signage for playground zones. Wider sidewalks to accommodate all the people walking to River Park/Sandy beach.
The left turn lane right after you come off of Crowchild could be signed better, it seems to confuse some people. Also, a bit of extra space for the buses would be good.

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The residential parking during peak times backs up traffic at the 4-way stops as you don't have the dedicated second right turning lane, would be nice if this was addressed.
Improve the 4-way stop at 20th Street, it gets quite backed up during busy times. Plant trees so that it looks nicer.
Consider 4-way stop to discourage speeding along 50th and/or speed bumps.
Densification
Stop making the neighborhood so dense that there is such a huge need to change the road. Too many people use a road that was never meant for so much dense traffic.
Traffic calming/control
Traffic calming, green space divider in the centre with trees, narrowing the roadway, more crossings, potentially speed humps.
Slow down traffic. Landscaping on south side. Bike and recreation lane.
Speed humps, painted 2-way bike lane.
Traffic calming measures, replacing 4-way stop with an alternative, creating traffic circles at staggered intersections and making it more cycle friendly (cycle track) or some other form of non-shared based cycling lanes.
Calm the traffic. Often, because of the size of the avenue, cars travel at a high speed. As there are many people using this for recreational purposes, the speed ought to be limited to 30kph. Roundabouts, and speed bumps may assist. Also trees and a greater division between the sidewalks and the roadway will make this street more pedestrian friendly. A cycle path would also separate pedestrians from the roadway and would be beneficial.
Create some appropriate feature at the entrance into River Park to slow traffic down.
Traffic calming on 50th Ave especially around 18th or 19th street to make it safer to cross by bike or foot. Also, a dedicated bike lane at least in the summer as with parked cars on both sides two way traffic and bus stops it is congested for bike riding.
Traffic control. People use it as a get-around when Crowchild is backed up. It is a residential street, leading to more residential streets...with children on them.
I live on 50 Avenue, better traffic control during peak times (morning and 3:30 - 5:00 p.m.) on 50 Ave and 20 Street.
Traffic signals
Retain absence of traffic lights. Bike/Walking path on the south side.
A traffic light or traffic circle at 22nd Street to facilitate better access to community facilities to the north of the intersection.
Adjust the lights at the overpass so that more than 4 cars get through each light. Currently the preference is to cars coming off of Crowchild. There is almost never cars waiting at that light but at rush hour it can take up to 20 minutes to get from the 4 way through the first light on the overpass.
Lights at 20th Street instead of a four way stop. Extend a bridge over the river to 50 Avenue on the east side by the Calgary golf and Country club.
The lights at 50 Ave on the east side of the overpass are very poorly timed at most hours of the day, suggest retiming them.
During rush hour traffic builds up at the Crowchild intersection and the four way stop to the east prior. Perhaps add traffic lights and refine timing for existing lights.

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Install divided roadway and improve lights on Crowchild overpass, when exiting from community. A better access road from Crowchild that integrates some greenspaces would be ideal, although the roadway has been "built-in."
Traffic light in place of four way stop sign and a few pedestrian crossings with lights would be an improvement.
Doesn't need a lot of change. Westbound lights at Crowchild are sometimes very short - can make me frustrate(ed) to leave the community (e.g. only 4-5 cars thru during a cycle). It's a wide road; improved cycling would be nice. However, with money tight the best thing might be to just leave it alone.
Intersections with 4-way stops would move traffic more efficiently with lights, particularly at peak times.
The lights at the interchange are far too slow during peak times (such as the high school letting out). Also the 4 way stop at 20th does not work well during those peak times. It can take up to 15 min just to exit the neighbourhood particularly with Flanders overpass closed.
Transit
Have 50th & 16th Street intersection open up a bit more. Also, consider up grading the dam to allow a single bus lane to use 50th, either up 19th Street or connect to 16th Street through a new road by the water treatment facility.
Better accommodation of school bus, high school traffic. Traffic circle at 20th Street intersection.

VERBATIM COMMENTS
Within our study area, what issues or concerns do you have with 50 Avenue S.W.? Please provide as much detail as possible, including specific locations.
Access
Access to 20th and 19th Streets by car.
I am concerned that if a major overhaul is undertaken, it will be hard to access the community if all traffic is diverted.
NO NEW ENTRANCE AT 17TH ST TO THE ATHLETIC PARK!!! Either use the existing two entrances or place the new one further down the street. For example 19th Street would be a perfect place for the roundabout. There already is vacant land there, it will not bring traffic closer into the community and is the most logical place.
Please don't cut off access to streets from 50th Avenue. People living on 50th need access to their back alley garages. We love living against the park with very nice trees, thank you for maintaining these mature trees.
Aesthetics
It's just ugly, somehow.
I use 50th Avenue as a pedestrian (to get to River Park dog park), cyclist (to River Park pathway), and as a driver (to get downtown). It's visually unappealing and not pleasant to bike or walk. It is, however, very efficient to drive on. Our neighbourhood is sorely lacking in terms of walkability and rideability. Can we improve upon this by using 50th Avenue? Add trees? Add garbage cans? Slow traffic (no speed bumps, please)? How does this fit into Glenmore Athletic Park re-development plans?
Bicycle accommodation
Crowchild overpass is dangerous for biking & walking as is much of 50 Ave; 20 St intersection is often jammed.

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As a corridor it needs to be protected as this is the obvious route into any redevelopment or amended parking for the greater North Glenmore park. Currently part of the parking is accessed through a community street via 19th Street which simply does not have the width and safety issues prevail. The enhancement of biking and natural vegetation features for 50th is positive. The rusting chain link fence that separates the North Glenmore park from 50th could easily and economically be replaced with caragana or another type of vegetative barrier. The fence simply serves as a barrier for safety, not security. A cycling path could be installed along the entire north (and west) perimeter of this park to embrace the parkway concept for minimal investment and maximum usage. There currently exists a dirt pathway along the west side due to safety concern from traffic on this narrow road. For portions west of 19th street, it is harder to connect this bike pathway due to space limitations. Limiting the width of 50th may pose restrictions for the redevelopment of North Glenmore park in future years. Beautification is probably the best investment in this area. The traffic congestion on 50th as a main entrance and exit from these communities does not need any additional barriers to exacerbate an already backed up situation.

Needs bike lanes and a better connection to the walking paths right through to Mount Royal U.

Lack of bike path/wider sidewalk along 50th.

Turning left off 21 St on to 50 Ave westbound is tricky. I would not want to see a dedicated bike lane that takes away from car lanes.

Mainly related to cycling, as noted in answer to previous question, as this stretch is part of my bicycle commute (year round).

Riding a bike along the entire corridor is only for the very brave, but the part West of 22 street, which requires lane changes to the left (into 80km/h traffic) to avoid the Crowchild on-ramps is terrifying. Likewise, the off-ramp from Crowchild northbound on to 50th has cars racing on to 50th at excessive speeds into a roadway that provides little visibility and no protection for pedestrians or cyclists. For pedestrians, the sidewalk gap between 19th and 14A streets on the south side is an indication that pedestrians are not encouraged to use this street for walking, while the trodden path through the grass is a democratic demand for a space to walk in.

I hope that it does not become a major route for motor vehicles, but more of a multi-functional route to appeal to more cyclists and pedestrians.

The biking is currently not as safe as I would like it to be. The path on the other side of Crowchild seems to have a bike lane for only 2 blocks which is useless. So those patches need to be connected.

Making sure it's pedestrian and cyclist friendly.

Need separated bike lanes on 50 Ave from Mount Royal U to River Park. Traffic calming measure. More trees especially on the south side. Driving experience should be closer to driving on Crowchild Trail S from 66 Ave SW to N Glenmore Park.

Currently bikes must share the road with buses and parked cars. This puts cyclists at high risk in winter as the road is not kept clear of snow and the available driving lane doesn't allow cars to pass cyclists without crossing the centreline.

Perhaps a bike lane would be helpful.

Considering the athletic activities in the area, I'd like to see bicycle/skate access. I'd like the dog park taken into consideration with wide sidewalks with grass on both sides so the journey to the park is not about the destination. In consideration of dog walks please provide waste containers. They don't have to be large, just emptied regularly. I'd like to see plants, and trees. A more natural feel, an extension of the park. Perhaps the sidewalk could be an extension of the pathway and curve around natural elements. As for public transit, I'd like to see indentations into the sidewalk area for buses, for the safety of riders and to keep traffic flowing. Personally, I like planted centre lanes like Memorial Drive, and European flare like the traffic circles in upper Mount Royal. As for materials, I'd like to see a continuation of the bridges. A mix of natural woods, and contemporary metals will

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also fit in well with the infills in the neighbourhood. Lighting should be solar LED. This kind of lighting has definitely already improved the look and feel of the surrounding neighbourhoods.
Congestion/volume/traffic flow
Considerable traffic heading to dog park at corner of 50th Ave. and 14A Street but no sidewalk/path on the south side of 50th and numerous intersections on north side of 50th. Connectivity between Glenmore Athletic Park and river pathway system could be much better.
There can be significant congestion between 20th St and Crowchild. Between 20th and River Park there are speed issues.
Improve traffic at Central High School from 20th to Crowchild exits, increase aesthetic of 50th Ave.
Hard to turn left at 19th St onto 50th Ave. Busy by Central Memorial school. Difficult to get onto Crowchild Trail from 50th Ave driving west.
My major concern is the traffic jam that starts at 20th Street (or before this) heading west towards Crowchild. This is of particular concern in the afternoon and by 3:30 it is brutal. Accessing Crowchild S is a nightmare as vehicles try to get to Crowchild S from east, south and west. The problem has been exacerbated by the closure of Flanders Ave but was a concern even prior to this.
I live on 50th Ave and 21st St. The traffic is ridiculous, there is a constant stream of traffic. The noise is so that I can't even watch TV or visit in my living room with the door or windows open. Not to mention people speeding westbound from the stop sign.
20 street 50 Ave crazy. Too many cars. 4 way stop not working but still better than a traffic circle. Crossing at 19 street and 50 Ave difficult and trying to cross 50 Ave while walking/running almost impossible to do safely.
Congestion when biking. Too dangerous to bike on road with young kids, too busy to bike on sidewalk as busy with high school kids and those travelling to and from work on public transit. Street crossing at 19 street difficult as roads crossing 50th are off set, those turning left either way constantly confused given the offset roads. Signs for park and Glenmore fitness could be more prevalent. Why do bike lanes from MRU not connect all the way to 14A Street at the park? Rocks prevalent on walkways and roads at certain high traffic spots as they've fallen from side yards of residents and not cleaned up. Sidewalks not shovelled by owners of these corner lots, high traffic spots compact snow when not shovelled and extremely icy. Many blind spots from over grown trees. Many people block intersections during high traffic times, 2:45-3:45 pm namely. Sun in eyes during early winter months makes it even more dangerous. Many people park walk from Brookfield properties and park on side streets in this area so they have easier time turning north on Crowchild. Neighbourhood kids walk to the park by 14 A for many activities; tobogganing run walk biking fires camping playing by the river. No bike lanes connecting MRU to 14 A street. Stop sign at 20 Street gets extremely backed up. Improperly marked double/turning lanes.
Traffic.
Peak usage periods for sports and neighborhood schools create some congestion. Densification in Altadore is adding to traffic volume.
The 4-way stop at 50th Ave & 20th Street is sometimes backed up east bound. This will lessen once the new Crowchild overpass is completed. 50th is an important artery and should not be changed much.
Traffic increasing as density in area grows. Used as shortcut to 14A St., which is used to avoid playground zone on 16St.
Traffic during the rush hour make turning left toward the Flames Community Arenas from 50th Ave. difficult and sometimes dangerous.

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Create a ramp to the arena so that buses and major traffic is not always turning off of 50th and using 22nd St., remove the billboards and signage on the north side west of 22nd St. along the sports field fence, the four way stop at 20th St. has constant back up causing major congestion, clearly marked speed signs and the turning sign onto 22nd St. I live near that corner and it was constant concern, significant traffic, and very little regard for pedestrian kid or people walking their dogs - people speed, too much traffic with residence parking on both sides of the street, and traffic from the arena not considerate with speeding and noise at all hours.
When schools get out, traffic is at a standstill.
Lots of regular congestion waiting in westbound lanes to exit onto NB or SB Crowchild.
Between Crowchild and 20th St traffic can get quite congested, making it hard to exit from North Glenmore Park. As a pedestrian, crossing 50th in this area can be intimidating. Improvement to flow of traffic at 20St and 16St would be nice. 20St has high volume and departing the arena/fields at 16St can be difficult.
Heavy traffic at the 4 way stop at 20th and 50th. It has become dangerous crossing there. This is the only place east of Central Memorial that you can cross where traffic will stop, because they have to. Need safe ways for pedestrians to cross 50th.
Potential move of main athletic park entrance from North Glenmore community to 50 Ave. Resulting increase in traffic. Maintain parking on North side of 50th Ave (densification due to infilling has increased the need for parking).
I am concerned about the volume of traffic as well as the speed that some are travelling. Summer months are worse due to the rafting etc. at Sandy Beach and the off lease park. Weekends both sides of 50th can be jammed with cars on both sides as far west as 16th St.
Huge increase in traffic- unsafe for pedestrians trying to cross 50th Ave at 16th St, 19th St, and 20th St. Bus stops at 20th St and 16th St are too close to stop signs that cars have difficulties getting around safely. Large number of cars heading west on 50 Ave at high traffic times, lengthening the NB on-ramp to Crowchild Trail would help to ease that.
Volume of traffic for given roadway on both east and west sides of Crowchild Trail. The 4-way stop at 20th still functions well, but volumes is very high since densification of Altadore area and east end of 50th. Bike lanes would be a great addition, linking 14A and pathways there to MRU and transit.
There is a lot of traffic after track events and soccer games. My son cycles from River Park to the Glenmore track and also to Central Memorial High school. I encourage him to detour off of 50th when possible because I do not feel it is safe for him to cycle.
Traffic volume. Speeding. From 20 St to dog park.
There is too much traffic! Many people use 16th St and 50th Ave as a way to get south/west from down town. They travel very quickly and most do not stop when turning west from 16th on to 50th. Speed bumps to slow traffic down would help with people speeding through the community. Having at least three marked cross walks, at 14a, 16th and 19th. With painted crossings and overhead signs. Maybe even adding a bike lane along the whole corridor.
Traffic - don't want there to be too much traffic on the Boulevard.
Road is busy by High School. Cycling is sketchy. So I ride the sidewalk from the end of the wide sidewalk at Crowchild, till I can head south on 20th. The 4way stop on 50th is great, you actually get a turn there.
Some way to better manage traffic by river park.
Rush hour traffic.
The traffic here is getting worst every year. The direction of traffic needs to change or things will even get worse. I live on 50th Ave and see it every day.

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Too much traffic.
Reducing traffic and improving street quality.
I am most concerned about car volume and speed.
I don't want increased traffic or road noise east of 20 St.
The interchange itself is poorly designed and creates unnecessary congestion. It is difficult for people trying to drive into Lakeview to get from 50th, onto Crowchild and over to the left most lane that goes south.
It can take me 20 minutes @ 3:30 to get from 14 St to Crowchild South.
Eastbound 50th Ave gets too backed up when turning onto southbound Crowchild during moderate to high volume times.
It can get extremely congested from 20th Street to Crowchild in either direction.
Traffic backlog at 4-way stop and to get onto Crowchild (both North and South) during rush hour in the evenings. Otherwise I think it functions quite well.
The 20th Street intersection is often backed up. It is also difficult to get into and out of Central Memorial.
Traffic flow between 3 and 5 pm is atrocious. The backup of traffic on Crowchild south up the ramp impacts traffic well through the 4 way stop west of the high school.
I am concerned about the flow and safety of bicycles, traffic and people at 20 St. and 50 Ave.
Connectivity
Connection to other streets I.e. 15 Street residential with school/playground zone has increased traffic with speeding as people use 50 Ave as a connector road to get through to 14 St or Sifton.
The road currently feels disconnected and slightly industrial and forgotten.
50th Ave should connect to other side of river. Having to use Glenmore becoming a major inconvenience.
The road should link to Elbow Drive. A bridge should be built across the Elbow River.
14A and 50th Access to off leash area. Please do not make it totally segregated like you (the city) has done to most of the other off leash areas. LISTEN to what the people have to say don't just do it.
It goes nowhere. There's a dog park and a people park and there's some athletic venues; but unless you are traveling to these destinations there's no reason someone who does not reside in Altadore to use this corridor.
Extend study area
Other than the 4 way stop @ 20th the Avenue works well. Maybe you should upgrade 20th St north to 26th Ave first.
Green/park space
Please make sure the corridor stays treed on both sides of the road. If a pathway is placed on the south side of the road additional lighting will be required.
Would be nice to get some more landscaping on the south side of this street and pathways to tie in to the current system.
No concerns other than the asset of river park is a hidden gem. Extension of parkway into 50th would add value.
Loss of park space.

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Improve roadway conditions
Very few local businesses due to the poor infrastructure.
Ensure satisfactory repaving of new home connections to utilities under 50th Ave. There are currently at least 23 bumps between 15th St. and Crowchild where repaving has been done or sagged and redone.
There have been so many infills constructed in the last 5 years and related trenches for utility line connections, that it needs to be repaved.
Other than it needs to be re-paved...none. There is nothing wrong with this road.
Lane continuity/merging
Travelling EB from Crowchild the odd alignment at 22nd St (due to turning lane) needs to be fixed. Poor lighting on South side of 50th at spots. Four way stop at 20th is really busy. Since Flanders Ave is currently unusable, nothing should be done on 50th until it is open in 2017.
Merging east onto 50th from Crowchild-(North bound), the 4 way stop area is not perfect.
I think the City should improve the lane channelling on 50th Ave for east and west bound traffic between the Crowchild overpass and 21st Street. I see near misses a couple of times a week because of the weird left turn lane eastbound on 50th at 23rd St. Many cars get in the left (turn to northbound 23rd St) lane and then continue going east. Eastbound traffic in the right (through) lane are then in a collision course with those cars. Also, as cars are going westbound on 50th past 22nd St, some cars treat 50th as a two-lane road, some as a one-lane road. I have seen close calls as people are driving on west 50th and passed by a car in the "curb" lane when they didn't expect anyone would drive there. I also think there should be some sort of traffic circle or three-way stop to accommodate northbound traffic on 21st St trying to turn west on 50th Ave. This is a scene of many close calls when Central Memorial has final dismissal. Also, some sort of four-way stop at the corners of the two 19th St/50th Ave intersections similar to the subtle realignment tweak the City did at the 20th St/34th Ave intersection would be a good idea. Finally, please ensure it's an adaptable plan and the City doesn't rip up half the infrastructure when (and if) Glenmore Athletic Park gets redone.
Lane markings
Between Crowchild and 21 St are there two lanes? They aren't marked and you see people driving like there is which I have observed to be dangerous for pedestrians.
Lighting
Poor lighting, very difficult to see cyclists. No bike lanes. There is too much traffic on the road already.
Lane/road width
Too wide, allows for excess speed. Misaligned intersection at 19th Street is dangerous. Provide better traffic control around high school. Finally, poor bridge design means that cars exiting northbound Crowchild onto 50th Ave heading east have no visibility of cars travelling east on 50th. Collision zone. Fix it.
Too wide roadway, encourages speeding. Needs path on south side, would have way less intersections for walkers/runners to be at risk. North side sidewalk is overgrown with trees and can be dark and icy winter nights.
No change
A bit confusing between 20th and Crowchild, but otherwise the road is fine - no money needed to be spent on this - nothing wrong with the road overall - works fine.
It's fine.

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None you are wasting taxpayer's money.
None.
Wasting money trying to fix something that isn't broken.
No issues. It has always served us just fine.
I do not have any issues or concerns with 50 Ave. Seems like the City is looking for a make work or spend money project which is not necessary.
No change/no issues.
No concerns.
None.
No concerns whatever.
Not sure.
Not sure.
Noise
I live right at 21 Street SW and 50th Avenue. The road noise is unbearable at time. Most drivers drive between 60-70km per hour. The road is wide and the space is unused. Sidewalks are skinny and hard to navigate on.
Parking
More available parking.
Eliminating or reducing parking on 50th will help drivers attempting to get on 50th Avenue from 19th Street in particular. The heavy volume of parked cars at that intersection makes it very difficult to see oncoming traffic during the daytime.
Pedestrian accommodation
No sidewalks on the south side; no way to stop traffic for pedestrians except for the 4-way stop at 20th St (I've walked to the pool with large groups of kids from Altadore school, a bit terrifying to cross); more shade needed.
Lack of appropriate pedestrian corridors.
Safer crosswalk for cyclists and pedestrians at 50th Ave & 19th Street for people accessing the Glenmore Athletic Park and the bike paths.
Not sure if this is outside the limits of the study but can something be done about the crosswalk controls at the northbound off ramp from Crowchild to 50th. On the south side of 50th you can wait till Doomsday to cross legally from the bridge over Crowchild to the sidewalk past Central Memorial because there's NO BUTTON. The light turns to walk ONLY after traffic has turned west onto 50th over the bridge. The north side goes to walk automatically when the east/west lights go green on 50th so why not the south side?
Sidewalk only on one side, cars speeding, traffic congestion (esp. with Flanders closed), small parking area near dog park, lots of people and pets around- potential for accident.
Cars don't stop for pedestrians at 19th Street intersection.
Need better crosswalk at 16th Street (for crossing 16th Street and crossing 50th Ave).

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Make it more amenable to jogging/running and sporting events like 10K races.
Lack of proper pedestrian and bike access across 50th. Proper bike path connector along 50th. Put a centre driving line on 50th so cars stay on the correct side of the road. Add more parking to the off leash parking lot on the south end of river park so people park there instead of on 50th or 14A Street. PUT A CROSS WALK ACROSS 50TH FROM THE GLENMORE BIKE PATH ACROSS TO 14A STREET!
Pedestrian safety in crossing at 20th Street and by the athletic park. Speed of traffic. Industrial vehicles at water treatment plant.
A lot of unused, un-landscaped space that could beautify the corridor and provide better sidewalks and protected bike lanes without an impact on people driving.
Don't put pedestrians and cyclists first - Such a stupid idea. Allow a bridge crossing over Elbow.
Speed limits/speeding
Traffic going too fast.
1. Speed Limit: drop to 40 KM / hour. I live on 50th Ave SW and trying to parallel park in front of my house is like taking my life into my own hands. People are so impatient. 2. Install flashing lights at the 4 way stop on 50th Ave & 20th St SW. I am a bus rider and pedestrian and again, people are impatient and I almost get hit on a continuous basis. 3. Allow for more side street parking i.e. passes for those of us on 50th Ave who have nowhere to park during the frequent house moves and periodic snow events. 4. Disallow races (i.e. Calgary Police marathon). I live here but cannot park out front so much of the time. Can we not get these races another route? Or alternate years? It's almost like I am locked in my house for the duration of these events!
Need a lower speed limit, better pedestrian and bike access.
Slow the speed limit to 40.
Speeding, not enough pedestrian crossings, no sidewalk on south side along athletic park, feels more like a dividing boulevard than a roadway that connects both communities.
My biggest concern is in the vicinity of the schools: many cars speed, drive aggressively in the rush to get to/from Crowchild and this area feels dangerous when cycling (and I consider myself a "fearless" rider).
The road invites speeding between intersections. Pedestrians walk is directly beside a busy road. There's no separation near Central M. School. It's uninviting visually.
Wide road means lots of speeding cars.
Traffic flies down 50th from 16th to 20th. This is the catch up zone for the buses. This is also dangerous for kids to cross the street at 19th and close calls happen regularly. Traffic gets very backed up in the summer after field games are played at the Glenmore athletic park. It is faster to cut through North Glenmore park to get to 20th to hit the 4 way stop, or take 54th to Crowchild north and either jump off at 50th to go south, or continue north. The 4 way stop at 20th can get backed up 2 blocks to head west during rush hour and school times.

The road itself is about 13.1 m wide as it stands now. It's more than enough for two lanes of moving traffic and two parking lanes. In fact, assuming about 2.25 m on each side for parking, it leaves 8.6 m for the two lanes of traffic: 4.3 m per direction. These enormous lane widths give drivers a sense that they can very safely travel in excess of the unposted 50 km/h speed limit, which makes crossing 50th as a pedestrian or cyclist a treacherous proposition. In fact it's difficult to traverse even in a car. Driving along 19th St and attempting to cross 50th is frustratingly difficult at times in no small part because the traffic on 50th itself is unexpectedly fast at times. Rather than install obtrusive traffic calming measures (which unfortunately I suspect some of my neighbours will suggest) the road should be reworked to suit the 50 km/h speed limit it ought to naturally have. Narrower lane widths and marked crosswalks at every intersection would help make crossing 50th considerably easier and safer. How to narrow the lanes is a matter the study will need to weigh, but I suggest a combination of several means: 1. Consider building a fully separated bicycle track on the south side of 50th Ave between 14A St and at the very least as far west as 19th, but perhaps 20th. 20th Street has already been identified as an important north-south bikeway from Langrville Dr. to 20th Ave SW, and several existing multi-use paths along the Elbow River Valley meet near the Enmax substation and Emily Follensbee School: a protected east-west track would greatly improve their connectivity. 2. Consider a landscaped median. Personally I would prefer a treed median, to help create a canopy. It could provide pedestrians with a place of refuge as they cross the road, and could also be used as space for lighting. As it stands the south side of 50th is particularly dark at night in the winter (less so in the summer due to events at the athletic park), but adding light standards on the south side between 14A and 19th St would take away from the road's integration with the athletic park. Adding them to a median may be a better solution. 3. Accommodate on-street parking. No matter what changes are put forth consideration must be made that every block and every intersection is unique, and one solution that works for one block may not work for another. What works for the stretch between Crowchild Trail and 21st Street—in front of Central Memorial High School—won't necessarily work for the stretch between 19th and 20th Streets (the only block with residents on both sides), and solutions for those blocks won't necessarily work for the stretch between 19th and 14A St abutting Glenmore Athletic Park.

Speeding traffic, have been overtaken by vehicles travelling in excess of 70kmph.

People drive far too fast on 50th Ave, especially between 19th Street and 16th Street. The power lines running along the south side of 50th Ave between 19th Street and 16th Street are unsightly.

People drive too fast on 50th because it is a wide road without as many parked cars, but it is used by a large number of cyclists and walkers (dogs), which causes conflicts. There are also a large number of people who use it combined with small community roads like 15th to bypass Crowchild to get downtown.

The speed at which cars travel and cyclists not having a safe place to ride on such a big road, pedestrians often go unnoticed because of the homeowners bushes at intersections.

Speeding along entire corridor, lack of crosswalks, cars cutting through neighbourhood via 50th.

Right now it looks like a high speed connector, and people drive it as such. Look could be changed so that it looks like what it is, a residential street. Whatever changes are done to 50th Ave would have to be in such a way that it would NOT encourage increased high speed traffic along 14A St. 14A St already had far too many drivers going in excess of the safe speed limit. There need to be a lowering of the limit and ENFORCEMENT.

People drive on it very fast, it can be scary to cross the road. Lower the speed limit and make it safer to cross the street.

Speed, traffic volume.

Too much speeding by motorists; no one stops for the stops signs on the streets entering 50th Avenue, creating dangerous situations for pedestrians - 16th street southbound onto west bound 50th is especially bad.

Traffic travels at high speeds between 20 St and Crowchild which makes it scary to bike on.

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High vehicle speeds.
Speeding vehicles, uncertain lanes, more defined pedestrian crossings (in particular by the high school), unattractive, overused especially with new overpass construction.
Speed.
The speed at which some people drive can be excessive. I am ok with a 40 or 50 km/h speed limit but above this is too high. There is not a nice and safe spot to ride a bike as it could be a corridor to get to Sandy Beach and the bike paths there.
The speeds travelled are too high. Cars are often going over the speed limit. Perhaps this is because of the barren nature of the south side of 50th Ave.
Crossing north and south is an issue. Lack of controlled intersections, traffic or stop signs encourages cars to cruise at high speeds to the detriment of all other road users trying to cross or walk along. This issue is exacerbated by the unusually wide road space, which could easily give more room to pedestrians and vegetation. We could cut 40% of the road-way out and dedicate to other things and no one would lose parking or access.
My concerns about 50 Ave SW have to do with traffic and pedestrian use. Many vehicles speed along 50 Ave and don't stop properly at stop signs either. Because of all the in fills and new houses being built here, there are always lots of trucks, trailers and equipment moving through here too. I think we need some traffic calming measures. But I'm not sure if traffic circles are the answer because that will limit on-street parking. We live in a duplex and so our parking is already very limited! As a pedestrian, there are several dangerous corners to cross 50 Ave SW. One such corner is at 50 Ave and 19 St. SW and the other is at 50 Ave and 16 St. SW. We need crosswalks and maybe even a crosswalk light somewhere along there.
Roadway alignment
Intersection at 19th St not aligned and busy to cross to recreation areas.
On 50th Ave and 19th Street, the corner to turn out of the track park side is very confusing for drivers. The roads do not align well for that corner for turning. Pedestrian cross walks in that area would be a benefit as well. Perhaps a roundabout/traffic circle could work well there and at the 4 way stop up ahead. Things get very congested.
Roundabout/traffic circle
The 16th and 20th St intersections are terrible - roundabouts would improve flow and reduce speed. NEED a walkway on the south side of the road all the way down to River Park.
Safety
I'm concerned about safety at 21st Street and 50th Avenue. With the higher density housing, 50th Avenue has considerably more traffic than we used to have. Drivers too often take risks to gain access to 50th Ave west - this is especially troublesome during school-related heavy traffic periods.
19th Street and 16th Street are very dangerous crossings.....cars heading south on 16th never stop at the sign and never look right...have almost been hit a few times.....someone will GET HURT HERE. Do a traffic watch some time!
Sometimes dangerous cycling along the avenue.
Short cutting
50th Ave to 16th Street has become a neighbourhood cut through for drivers seeking to avoid Crowchild; Vehicles speed heading east; Lack of pedestrian infrastructure on south side of 50th adjacent to the Glenmore Athletic Park; traffic congestion and poor light synchronization (particularly in "after school" timeframe) on westbound 50th at interchange.

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Currently many vehicles are taking 50th Ave and using the neighborhood streets as through streets to 14th Street or to avoid traffic on Crowchild with the amount of pedestrian traffic and park users they quite often travel at a rate of sites speed that is too fast. Additionally, users avoid 19th Street and 16th Street which are designated higher traffic roads and then use adjacent streets at high rates of speed, often in locations with tight parking and children at play. 14A Street has speed bumps which has helped significantly. Similar speed bumps on 15th and 20th would be helpful.
Speeding traffic using 15th Street as a short cut to access downtown.
50th Ave is used as a cut through for to get to Elbow Drive or downtown and vice versa when Crowchild Trail is backed up. Cars tend to use 15th St & 14A in lieu of 16th St which is designed to handle more traffic. A traffic circle at the intersection of 16th St & 50th Ave could help but at least a no left turn for east bound traffic at 14A & 15th Streets.
Too much cut through traffic to and from downtown through the neighbourhood. Traffic bottle necks and delays at the 4 way stop at 20th Street. Long lines of traffic to access Crowchild South because of only 1 lane of traffic and too many lights on 50 th .
Signage/stop signs
Signage for the Glenmore pool and playing fields, Stu Peppard, velodrome etc. Is very poor. This should be improved. The exit from 50 Ave. to the Stu Peppard rink, velodrome, baseball fields etc. Is weird. Why do they have a short radius turn from the east bound lane? I've never really understood why that was done. I know there is a plan to re-develop the entire Glenmore playing field etc. area, does this study address this and will it be part of the entire redevelopment plan?
4-way stop backs up, lights back up, chaos around high school.
Improve the traffic time at the four way stop especially during busy periods. A traffic circle might help.
4-way stop is inefficient and backs up in multiple directions, staggered intersections could be dangerous, cycling lanes are shared rows.
There must be better traffic control devices other than a 4-way stop (it's a hazard for pedestrians). Traffic west given enough time to get more than 3 cars through during peak afternoon time (50 Ave to Crowchild) This is also hazardous.
Leave the 4-way stops at 20th, do not take parking away from in front of people's house. Do not widen for right turns or left turns. You could add better lighting at cross walks near the high school and cross walk signals.
Four-way stop at 19th & getting into Glenmore Aquatic.
4-way stop at 50th Ave and 20 Street backed up and many people blow stop sign. Needs crosswalk with lights at 19 Street and 50 Ave. This is a common crossing due to Calgary Transit stop and Glenmore Park. Continuation of public pathway and bike path from Crowchild to River Park. This section is difficult to walk on due to construction of neighbourhood and would be beneficial to link with safer public pathway on south side of street.
Traffic calming/control
Traffic calming and improved drainage on the sidewalks; the blocks closest to the river are a death trap - constantly covered in sheer ice.
16th Street has become too busy and requires speed bumps and traffic slowing measures.
I am concerned about regulating traffic at the intersection of 50 Ave SW and 20 Street SW. This is now regulated by a 4 way stop. However, traffic can back quickly if multiple events are happening at the Glenmore Athletic Fields / Stu Peppard Arena. Can anything be done to better regulate / control the traffic backups at this intersection?

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Traffic signals
Adjust the lights at the overpass so that more than 4 cars get through each light. Currently the preference is to cars coming off of Crowchild. There is almost never cars waiting at that light but at rush hour it can take up to 20 minutes to get from the 4 way through the first light on the overpass.
A light, or roundabout at 20 Street and 50 Ave would help traffic flow. Changing street angle at 19 Street to better align on both sides of 50 Avenue would improve safety. Crosswalks at 19 Street and 16 Street would also improve safety. I also believe that the south part of the intersection at 16 Street and 50 Ave needs to be more "structured", so as to act more as a proper intersection.
50Ave/20St traffic circle not the answer as eastbound traffic would monopolize the circle for 1.5 to 2 hrs in the afternoon rush hour. Encourage the use of 54 Ave and the new Flanders access. Traffic light with advance green for eastbound traffic.
Entrance and exit to this roadway, using the Crowchild overpass is not ideal. The lights are too long and lead to conflicts on the bridge, particularly westbound. The 4-way stop sign at 20th is a bottleneck that will likely get worse with the proposed bike lanes. The roadway is often used as a "short-cut" when Glenmore is backed-up and a more definite "main route" through the community (Altadore) would be helpful, as cars take several routes through the neighbourhood and impact many streets and their flows.
Transit
Move the transit stops further from key intersections of 50 Ave and 20 St and 50 Ave and 16 St. When buses are stopped, it greatly impedes traffic flow at those intersections. There has been a huge increase in the amount of traffic given the densification of Altadore combined with the current closure of the Flanders overpass that it compounds the issue more. With further densification of housing in Altadore, the traffic will only increase. While not specifically 50 Ave, many bikes and pedestrians use the access road toward Stu Peppard Arena and the baseball fields to access the regional pathway system but it can be dangerous with a lot of vehicles- giving pedestrians/bikes their own space would be a lot safer.
Do not turn 50th avenue into a BRT corridor that would cross Glenmore dam and tie-in to 14th Street SW.
Lane/road width
In front of Central Memorial high school the road is too narrow. People are pulling over to drop off students, trying to turn left and causing accidents. This part needs to be wider and better signage and to where the no stopping and drop of zones are. As you continue east, the road is all bumpy because of the house construction digging up the road to tie into the water and sewer. They do not repave the road properly and it leaves the road very bumpy. I drive a school bus down to Emily Follensbee school and notice many people speeding where it drops to 20 kph by the dog park. Better signage needs to be put there, and possible speed bumps.
50th Avenue should NOT be widened, as the new Flanders Avenue interchange should be able to manage the increased traffic while that bridge is gone; In addition, I would like the eastbound off ramp from the 50th Avenue interchange to be CLEARLY marked to show that the left side lane is left turn only to 22nd Street, and that the through-lane is the right side. Currently there are a lot of cars using 50th Avenue to cut through Altadore on 20th, 16th, and 15th Streets, and this is bound to increase when the new ATCO building is completed. Perhaps while Flanders is being redeveloped, an additional lane could be made from 50th to 33rd Avenues to ease traffic through Altadore and bring it back to the main east-west road of 33rd Avenue.
The "parkway" designation is a poor one given the characteristics of priorities. Widen the road and allow for it to be a reasonable alternative to Glenmore.
This corridor needs to be widened to include no less than one additional east west lane (your choice).