



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 from respondents on the online mapping tool, which was available from January 11 to February 7, 2016. 154 comments were collected.

What we asked

Participants were asked to use the online mapping tool to pin comments along the 50 Avenue S.W. corridor study area. Participants were provided the following comment categories to choose from:

- “I am concerned”
- “I like this”
- “In the future”
- “We can improve”

What we heard

Comments collected from the online mapping tool were organized based on intersection locations and the comment categories listed above.

- ▶ 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.



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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 use the online mapping tool to pin comments along 50 Avenue S.W. corridor study area. Participants were provided the following comment categories to chose from:

- “I am concerned”
- “I like this”
- “In the future”
- “We can improve”

The following is a general overview of feedback received through the online mapping tool.

<p>14A Street S.W.</p> <p>Concerns we heard about:</p> <ul style="list-style-type: none"> • Congestion. • Parking, especially in the summer. • Pooling of water in parking lot. <p>What people like or would like to see improved:</p> <ul style="list-style-type: none"> • Dog park is enjoyed by many people. • Better access/connectivity and signage to bike paths, while considering safety. • Extend the multi-use pathway on south side of 50 Avenue S.W. • Improvements to pathway and pedestrian connections. • Improve intersection (suggestions include a 3-way stop, traffic and pedestrian lights). • Signage improvements within park. • Add fencing in off-leash area. 	<p>15 Street S.W.</p> <p>Concerns we heard about:</p> <ul style="list-style-type: none"> • 15 Avenue is used to cut-through the community. <p>What people would like to see improved:</p> <ul style="list-style-type: none"> • Remove left-turn for eastbound traffic to avoid short-cutting. • Addition of sidewalks. • Close this road access, as too many people are short-cutting rather than using 16 Street S.W. • More parking and a pathway as means to reduce congestion.
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<p>16 Street S.W.</p> <p>Concerns we heard about:</p> <ul style="list-style-type: none"> • Heavy congestion. • Speed is an issue (student safety when crossing the road to access the buses). <p>What people like or would like to see improved:</p> <ul style="list-style-type: none"> • Improve intersection and congestion (suggestions include traffic circle, 4-way stop, encourage people to use 16 Street S.W.). • Addition of a cross-walk and a sidewalk/pathway. • Current natural space is enjoyable. • Make it more bike-friendly. • Make more visually appealing. • Access road improvements (signage and repave). 	<p>17 Street S.W.</p> <p>Concerns we heard about:</p> <ul style="list-style-type: none"> • Proposed entrance to Glenmore Athletic Park. <p>What people like or would like to see improved:</p> <ul style="list-style-type: none"> • Many people enjoy the trees in this area. • Parking along north side must remain, reduced or no parking on south side. • Addition of sidewalks/pedestrian accommodation. • Close access to 50 Avenue S.W. to deter short-cutting.
<p>19 Street S.W.</p> <p>Concerns we heard about:</p> <ul style="list-style-type: none"> • Many comments regarding the difficulty and danger involved with crossing the street in this area due to speeding and lack of a crosswalk. • Poor line of sight. • Heavy congestion. <p>What people like or would like to see improved:</p> <ul style="list-style-type: none"> • Pedestrian/biking accommodations (suggestions include sidewalks, cycle and pedestrian paths, controlled crosswalk, dedicated bike lane, traffic lights and overpass). • Pedestrian improvements on the south side. • Connect a sidewalk from the southeast corner of the intersection with the bus stop. • Add curb extensions. • Reduce speed to 40km/hr or other traffic calming measures. • Currently easy to access Glenmore Athletic Park without travelling deeper into the community. • Turn this into a public space. • Improve intersection (suggestions include a roundabout and 4-way stop). 	<p>20 Street S.W.</p> <p>Concerns we heard about:</p> <ul style="list-style-type: none"> • Heavy congestion at this intersection. • Pedestrian safety – lacking crosswalks. <p>What people like or would like to see improved:</p> <ul style="list-style-type: none"> • Improve intersection by changing it to a roundabout or 4-way stop (we also heard that there is too much traffic for a 4-way stop). • Add sidewalks onto the south side of the road. • Improve sightlines. • Add dedicated or separated bike lanes (safety and comfort were highlighted as important). • Leave the road as it is. • Staggered/offset intersection. • Better defined driving lanes. • Prevent parking on south side of 50 Avenue S.W., between 21 Street and 20 Street S.W. to accommodate a second lane of traffic at the stop sign.



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<p>21 Street S.W.</p> <p>Concerns we heard about:</p> <ul style="list-style-type: none"> • Dangerous for pedestrians/students/bikes to cross the street. • Congestion because people are trying to turn left. • Flanders Avenue interchange contributes to congestion. <p>What people like or would like to see improved:</p> <ul style="list-style-type: none"> • Safety improvements for bikers (defined bike lanes). • Close the intersection and access 50 Avenue S.W. from 16 Street instead. 	<p>21A Street S.W.</p> <p>Concerns we heard about:</p> <ul style="list-style-type: none"> • Dangerous crossing at this location for students to get to the bus stops. • Speeding is an issue. • Traffic congestion is an issue when schools get out. <p>What people would like to see improved:</p> <ul style="list-style-type: none"> • Increase visibility with flashing lights.
<p>22 Street S.W.</p> <p>Concerns we heard about:</p> <ul style="list-style-type: none"> • Inconsistent lane widths and undefined lanes/signage (especially the left-turn lane) • Poor pedestrian crossings. • Heavy congestion. • Speeding is an issue. • Lacking a bike lane on the north side of the bridge (impacts safety when traveling west). <p>What people would like to see improved:</p> <ul style="list-style-type: none"> • Limit parking to reduce traffic backups. • Separate left turn onto 22 Street with a barrier and/or signage. • Addition of a community entrance feature. 	<p>Area around Crowchild Trail</p> <p>Concerns we heard about:</p> <ul style="list-style-type: none"> • Poor visibility when merging onto eastbound 50 Avenue S.W. <p>What people would like to see improved:</p> <ul style="list-style-type: none"> • Improve traffic light timing to reduce congestion. • Improve pedestrian overpass (accessibility, walking and cycling safety). • Connect overpass to Currie Barracks. • Narrow the median and add bike lanes to east and westbound lanes. • Improve access to Crowchild Trail.
<p>Areas outside of 50 Avenue S.W. corridor</p> <p>Concerns we heard about:</p> <ul style="list-style-type: none"> • Increase in traffic during summer with sport events . • Road is too narrow for double parking. 	



Verbatim Comments

Area around 14A Street S.W.

“I am concerned”

- Improved pathway connections.
- I would like to walk down to Sandy Beach without worrying about the dogs.
- Congested area. Move the parking away from here to 14A St. entrance. Too many people, walkers, bikers, dog walkers, and bikers all travelling through this area.
- Lots of traffic and parking concerns during the summer when parking fills up at Sandy Beach and people carrying rafts down to float on the river.
- Parking in this area brings alcohol and drugs late nights.
- Making this parking lot bigger - affects the view of anyone that lives on 14A as we already stare at the electric tower.
- There is a pooling of water causing mud in summer and ice rink in winter.

“I like this”

- Fantastic dog park.
- It is our favorite dog park to visit!
- Love this dog park, both dogs and people use it and almost always are respectful of each other.
- The parking lot size still allows me a view from my house on 14A.

“In the future”

- Close this section of the pathway. Use the other one that comes out on 14A ST.
- One access to bike path rather than two paths that lead to the same place.
- Better signage for how this bike path leads to other paths and roads. For example, signage on how to get to Sandy Beach, and Glenmore Athletic Centre etc.
- Clearer pathway signage.
- Elimination of parking from the south side of 50th, add parking to the north side. This area is just plain dangerous.

“We can improve”

- Extend the MUP up 50th behind the trees. :)
- Better location for access to bike path. Too many things happening in this location.
- Providing better linking of the bike path that comes up the hill with the bike path that goes to Glenmore Dam.
- Having the multi-user pathway extend all the way to 19th St on the south side of 50th.
- Making this intersection a 3-way stop. Given the very high use by people driving/walking/cycling, it makes more sense.



- Fence along 15A to keep dogs in the park.
- Adding signage that tells people where to go to get to MRU, Sandy Beach, etc.
- Adding some fencing or marked crosswalks to make it safer around the intersections for dogs and pedestrians.
- Increasing parking stalls to decrease street parking.
- A controlled intersection with lights for pedestrians and vehicles.
- Having a 3-way stop.
- Making joining of bike paths in a safer spot. Currently you have to cross 50th at the bend, where you are not very visible to cars.

Area around 15 Street S.W.

“I am concerned”

- There should be a no left turn for eastbound traffic. 15th is used as a cut through street.

“I like this”

- It is in its natural state.

“In the future”

- Sidewalks along this block.
- Sidewalk to park and addition of trees.
- Close this roads access to 50th. Too many people driving on this road instead of on 16th St. (Cutting through the neighbourhood).
- This underutilized site be used to serve the community. Please consider future opportunities.

“We can improve”

- How about more parking and a pathway to reduce congestion?

Area around 16 Street S.W.

“I am concerned”

- Too many people, too many purposes. Parking to go to the park, dog walkers, walkers, access to Sandy Beach, access to the school.
- Traffic congestion. Traffic Circle?
- Traffic is congested and many drivers turn this corner at 50km an hour or more when students are trying to cross the road to access buses. This intersection should be a 4-way stop to slow the cars down and pay more attention to the pedestrians.
- People speed through a heavy walking and biking area.
- Needs Traffic Circle. Very Busy. Drivers need to be encourage to use 16th St.
- Lots of traffic. Traffic Circle. Drivers need to encourage to use 16th St
- Eastbound cars turning north on 16th cut the corner too sharp into cars going south.
- Traffic moves too quickly to cross safely.



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“I like this”

- Love this NATURAL walking path area which joins dog park and other city pathways.

“In the future”

- Make this intersection look less industrial.

“We can improve”

- Having clear signage for the access road and repave the entry to the access road.
- Adding a sidewalk or pathway on this side.
- Making 16th more bike friendly for winter riders- plowing and less car parking.
- I would like to see a cross walk and a 4-way stop here. This is a busy intersection and people turning here are often surprised by pedestrians.
- Mowing the grass near the gate in the fence. Last summer the grass was so long it was difficult to get through.

Area around 17 Street S.W.

“I am concerned”

- At open house proposed new main (and only) entrance to athletic park was shown here. This map is DECEIVING for not showing this.

“I like this”

- Mature street trees.
- Love the trees.
- Trees.
- This treed part of the right-of-way already serves as a beautiful natural pedestrian and cycling path. Special attention should be paid to keeping as much of it as possible.
- Parking along North side of 50th Ave is a necessity for residents especially due to densification.

“In the future”

- Sidewalks along this block.
- Sidewalk/pedestrian accommodation.
- Close access to 50th. Too many people taking shortcuts through the neighbourhood.
- Reduced or no parking on South side of 50th Ave and increased GREEN space development.

“We can improve”

- No comments received.

Area around 19 Street S.W.

“I am concerned”

- Traffic along 50th goes fast, makes it feel unsafe crossing to get to Glenmore pool / paths over the dam.
- So much traffic, backs up. Also people have to pull out super far to make it not blind.
- This is a high traffic intersection that is currently scary while on bike.



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- Kids cross at this intersection all the time and traffic goes fast
- It is a bad intersection! There is no obvious safe way to cross 50th on foot, and it is hard to cross via bicycle. There are obvious desire lines on the East side of 19 St. S of 50th. Build a sidewalk!
- Very busy junction after track events or soccer games.
- No crosswalk, and there is a bus stop at this corner. Hard to cross 50th in afternoons.
- Very dangerous to pedestrians as cars travelling south on 16th do not look right and do not stop before barreling through....
- Difficult intersection for everyone to cross safely.
- Can be difficult to cross 50th as a pedestrian, because of traffic but also because of jog in intersection.
- East West traffic either accelerating from either the 4 way at 20th street or accelerating from 16th Street make it challenging to cross at 19th Street by foot or bike.
- Impossible to cross on foot with out dog.....need a controlled crosswalk...
- People drive to fast down this section of 50th. Would suggest lowering speed limit to 40km/hr or introducing something to make people drive slower.
- There is already too much traffic along 50 Ave.

“I like this”

- Traffic is easily able to access the athletic entrance in North Glenmore without travelling deeper into Altadore community (on a proposed parkway) and there is vacant land that provides a buffer to the traffic.

“In the future”

- Would be great to see this turned into a public space, rather than a dead zone/dust bowl.
- Curb extensions, where possible.
- Sidewalks from 18 all the way to the park.
- Wide cycle and ped pathways on the south side of the avenue.
- Safer crosswalk for cyclists and pedestrians.
- A sidewalk connecting the southeast corner of the intersection with the bus stop. As it stands now transit users must traverse the grass to get to the bus stop. This makes using transit more difficult for users such as the disabled & seniors.
- Crosswalk marker.
- Keeping this a residential area and not developing it into a major thoroughfare.
- Adding a sidewalk on the south side of street and a dedicated bike lane.

“We can improve”

- Sidewalks.
- Creating a roundabout. Traffic flows 1 or 2 ways at different times of the day.
- Providing marked crosswalks.
- 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 (*sentence cut off*).



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- Eastbound afternoon rush hour traffic would take up a traffic circle for an hour or more leaving westbound traffic stalled. Encourage use of 54 Ave and the new access off of Flanders. Traffic light with advance green for eastbound traffic.
- Adding separated bike lanes on 50 Ave between Mount Royal University and River Park.
- Adding bike lanes.
- Pedestrians and cyclists would be safer crossing here with either an overpass or traffic lights.
- Adding 4-way stop or adding a crosswalk and improving sightlines. It is difficult to turn here and often there are pedestrians using the bus or park trying to cross the street.

Area around 20 Street S.W.

“I am concerned”

- Offset intersection.
- Staggered intersection.
- Traffic congestion. Traffic Circle?
- Causes sever traffic backup.
- Better traffic control, especially for pedestrians.
- There is too much traffic on this corner for only a 4-way stop.
- Traffic eastbound on 50th backs up, especially during after school hour.

“I like this”

- This whole road works fine. Leave it alone. Don't waste any more money on it.

“In the future”

- Protected bicycle lanes.
- A traffic circle might help this intersection.
- More and better crosswalks along the road.
- Better pedestrian crossings all along 50 Ave.

“We can improve”

- Creating a roundabout if space allows. Traffic is generally flow one way (at most 2 way) at different times of the day.
- Better defined driving lanes.
- Please ensure that 20 Street SW remains a safe and comfortable cycling route across 50 Avenue SW.
- This 4-way stop would move traffic more efficiently with a traffic light for vehicles, pedestrians and cyclists.
- I agree. 20 Street is an important N-S connection for cycling.
- Preventing parking on south side of 50th between 21st-20th. This would leave room for two lanes of traffic at stop sign.

Area around 21 Street S.W.

“I am concerned”



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- Very dangerous crossing for bikes trying to get across 50th Ave particularly when towing chariots as it is offset.
- Lots of people trying to turn left with major congestion on 50th at school let out. And now with Flanders closed traffic at the 20th stop sign sometimes backs up to here.
- No defined bike lanes can be unsafe for bikers during rush hour.
- This is a busy corner during school and drivers take too many chances to get on to 50th.

“I like this”

- No comments received.

“In the future”

- Close this intersection. Students are unable to get across 50th when school lets out. Access 50th from 16th Street instead.

“We can improve”

No comments received.

Area around 21A Street S.W.

“I am concerned”

- Irregular crosswalk angle.
- With the large volume of traffic - it is dangerous for the kids trying to use the crosswalk to get onto the buses. This crosswalk should have flashing lights and be more visible.
- People frequently speed and forgot this is a residential area.
- Crosswalk is not sufficiently visible making it unsafe for kids to cross.

“I like this”

- I am concerned about the safety and number of Central Memorial High School students crossing the street outside of the crosswalk.

“In the future”

- Need ped X lights - crosswalks are poorly illuminated and with buses and volume of traffic, peds are hard to see.

“We can improve”

- Adding a signals to the pedestrian crosswalk.
- Fixing the traffic jams when the school lets out.
- Marking crosswalk with overhead flashing lights.

Area around 22 Street S.W.

“I am concerned”

- Inconsistent and large lane widths. Poor pedestrian crossing.
- Traffic.



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- Traffic travelling quickly to arenas not paying attention.
- The left turn lane is not well defined and sometimes people are in the left (turn) lane and keep going straight.
- There is a bike lane on the south side of the bridge, but not the north, which means I'm currently (unsafely) going from the road to the path when traveling west.
- Need to limit parking due to traffic up to arenas.

"I like this"

- Dangerous that the left lane turns off, but there are only painted markings, but no signage.

"In the future"

- The left turn onto 22nd street to be clearly separated by a barrier which would separate the left turn from the straight through. Clearer signage would also help.
- Community entrance feature.

"We can improve"

- Adding signals to the pedestrian crosswalk.
- Providing clearer signage here. Many drivers do not realize there is a left-turn-only lane here because the only signage is at the very end of the median.
- Creating a new separate lane from lights all the way to 22 St for cars going onto northbound Crowchild. Currently, traffic for northbound and southbound Crowchild get stuck in the same lane, causing traffic to back up.
- Prevent parking on west side of 22nd street to improve traffic flow and safety to / from arena.

Area around Crowchild Trail

"I am concerned"

- Traffic light logic does not match with traffic patterns during rush hour and become very backlogged going west.
- Traffic at lights backs up past 20th in the afternoon.
- The existing pedestrian overpass is not accessible for wheelchairs or strollers or bikes and is part of a key link across Crowchild for Garrison Green.
- Longer traffic light, green, to move traffic out of 50 Ave. Right now only 3 cars get through on this light. Not good!
- Poor visibility when merging to eastbound 50th.

"I like this"

No comments received.

"In the future"

- Better use of the light to increase flow in all directions. There is too much waiting at the wrong times.
- Safer walking and cycling across Crowchild Trail along the overpass.



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- A pedestrian overpass here to provide a link from the trail system over by the arena and Military museums and connect to the new developments at Currie Barracks. This would provide a quiet pathway from the river over to Currie Barracks/Mt Royal.

“We can improve”

- Narrowing the median and adding bike lanes to both EB and WB.
- Increasing access to Crowchild.
- Traffic light timing to lessen congestion specially at school time.

Areas outside of 50 Avenue S.W. corridor

“I am concerned”

- People park on this lot, it's gross. Also in summer the weeds here are EPIC.
- There is a lot of vehicular traffic when sports event are on during summer, road too narrow for double parking and traffic/pedestrians.

“I like this”

- Love this bike pedestrian access path.