



# 50 Avenue S.W. Corridor Study Drop-In at Central Memorial High School

Report Back // What we Heard, What we Did  
February 10, 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 attendees at Central Memorial High School on Wednesday, February 10 from 12 to 12:30 p.m. Approximately 80 people attended the event.

## What we asked

We asked participants to identify their issues and concerns with 50 Avenue S.W. Participants used post-it notes and placed them along a map of the corridor and used 11 x 17 maps of the area in front of Central Memorial to share their concerns. We also asked participants to place sticky dots on a matrix (dotmocracy) to let us know how they got to school and what their priorities are for improving the corridor.

## What we heard

Feedback collected at Central Memorial High School was transcribed and organized into the following themes: pedestrian safety/accommodation; intersection design/concerns; speeding; transit; school drop-off/pick-up/parking; congestion/volume; other.

- ▶ 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 doing

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

Attendees indicated a number of concerns and some improvements for the 50 Avenue S.W. corridor:

- Participants identified pedestrian safety along the corridor and at crossings as their main concern, particularly the crosswalk in front of the school.
- They indicated a need for a school pick-up and drop-off location that is not on-street along 50 Avenue S.W. Suggestions included a stop area along 51 Avenue S.W.
- Those who drive to school or get picked up noted difficulty in getting across 50 Avenue S.W. from 21 Street S.W. to get out of the community. Many indicated they find alternate routes due to the congestion.
- Attendees would like to see improved bus stops and frequency of bus routes.

### DEMOGRAPHIC

- The majority of attendees take transit (31) or drive (30) to get to and from school (77 responses)

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### Verbatim Comments

Below are the verbatim comments from the Post-it notes on the corridor map and individual maps showing the area in front of Central Memorial.

### Map Activities – 50 Avenue S.W. Feedback

Comment
<b>Pedestrian safety/accommodation</b>
Better pedestrian signal for crossing on Crowchild Trail bridge (cars still turn).
Hard to get across 50 Avenue S.W. at 21 Street S.W. in afternoons.
Really dangerous crossing here – need crosswalk. (21 Street S.W. at Central Memorial)
Hard to see around busses when trying to cross at crosswalk. (21A Street S.W. & 50 Avenue S.W.)
(Need) signalized crossing. (21A Street S.W. & 50 Avenue S.W.)
Vehicles stop in crosswalk to drop off in a.m. (21A Street S.W. & 50 Avenue S.W.)
Unsafe crosswalk. (21A Street S.W. & 50 Avenue S.W.)
People not paying attention at 4-way stop. Dangerous to cross. (20 Street S.W. & 50 Avenue S.W.)
Richmond Road & 45 Avenue S.W. – need safer pedestrian crossing.
Sidewalk please. (along south side of 50 Avenue S.W. east of the Glenmore Athletic Park)
Some sort of controlled crossing. (21A Street S.W. & 50 Avenue S.W.)
No crosswalk at 54 Avenue S.W. by Mac's.
Crosswalk. (21 Street S.W. & 50 Avenue S.W.)
Dangerous to cross. (21 Street S.W. & 50 Avenue S.W.)
Crossing lights, by bus stop. (21A Street S.W. & 50 Avenue S.W.)
Hard to cross 21 Street S.W. when school is out with students leaving. (at Central Memorial)
Safer crosswalk – push button/flashing lights. (21A Street S.W. & 50 Avenue S.W.) Paint electrical boxes – students at Central/make it look better. Hard to get out onto 50 Avenue S.W. (at 21 Street S.W.)
Improve crosswalk. (21A Street S.W. & 50 Avenue S.W.) Crosswalk or stop sign. (21 Street S.W. & 50 Avenue S.W.)
<b>Intersection design/concerns</b>
Two cars side by side in front of school (would help if there were two lanes; paint the lines). (21 Street S.W. & Central Memorial)

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Get rid of this 4-way stop. ( <i>20 Street S.W. &amp; 50 Avenue S.W.</i> )
37 Street S.W. & 46 Avenue S.W. – need a second turn lane and bike lane.
4-way stop for vehicles. Hard to get onto 50 Avenue S.W. in p.m. Sometimes wait a long time to turn onto 50 Avenue S.W. ( <i>at 21 Street S.W.</i> )
<b>Speeding</b>
Speeding through playground zone on 21 Street S.W.
<b>Transit</b>
Make routes direct to train station from school.
More frequent service for route 13 before and after school.
More bus stops/frequency or bigger bus.
Picked up, cold waiting for bus. ( <i>South side 50 Avenue S.W., east of 21A Street S.W.</i> ) 13 route more buses, inform people of alternate routes. Lots of pedestrian crossings, pedestrian/vehicle conflicts ( <i>21 Street S.W. &amp; 50 Avenue S.W.</i> )
<b>School Drop-off/Pick-up/Parking</b>
Open up school parking lot for drop-off.
Create student drop-off zone on 51 Avenue S.W. so not stopping on 50 Avenue S.W.
More transit (4 bus transfers to get here), scary crosswalk outside school, busy on 50 Avenue S.W.
Park here for drop-off in a.m. because dangerous to stop anywhere else. ( <i>South side 50 Avenue S.W., west of 21A Street S.W.</i> )
<b>Congestion/Volume</b>
MRU, ATCO and Central Memorial all try to exit onto Crowchild South – huge back-ups!
School busses loop around to 54 Avenue S.W. to get onto Crowchild Trail in the p.m. due to large volume of traffic, can't get onto 50 Avenue S.W.
Driving – loops to 54 Avenue S.W. to get onto Crowchild too busy to get onto 50 Avenue S.W. and Crowchild Trail. Better traffic flow in p.m.
Bus travels 51 Avenue S.W. to 21 Street S.W. to get onto 50 Avenue S.W., sits for long time to make turn.
Eastbound traffic backs up in a.m. in part for parents dropping students off between 8:30 and 9 a.m. is the worst time for congestion. ( <i>22 Street S.W. &amp; 50 Avenue S.W.</i> )
Lots of p.m. traffic, need safer crossing, maybe under the road or viaduct so not blocking traffic. Dangerous trying to catch #13 bus. ( <i>along 50 Avenue S.W., west of 21 Street S.W.</i> )
20 minutes from the 4-way stop to the lights! Chartered transit busses at 21 Street S.W.



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Lots of traffic. ( <i>Along 50 Avenue S.E. between 21 &amp; 22 Street S.W.</i> )
Can take 20+ minutes just to get to Crowchild Trail. People starting to shortcut to Crowchild Trail via NB ramp.
Busy after school. ( <i>Along 50 Avenue S.W.</i> )
Other
More places to eat. ( <i>Along 49 Avenue S.W. between 20 &amp; 20A Street S.W.</i> )
Previous T-bone collision here. ( <i>21 Street S.W. &amp; 50 Avenue S.W.</i> )

### How do you get to school?

Attendees were asked to place sticky dots on a display board, identifying how they get to and from school. (77 responses)

Walk 12	Bike 4	Take transit 31	Drive (or get dropped off) 30
Other: 0			

### How would you improve 50 Avenue S.W.?

Attendees were asked to place sticky dots on a display board, to identify their priorities for improvement to 50 Avenue S.W. (81 responses)

Improve access and safety for pedestrians 21	Improve access and safety for cyclists 5	Improve access and safety for motorists 1	Improve access to bus stops (better sidewalks) 10
Improve the bus stops (better shelters and seating) 25	Improve the look of the corridor (more green space and trees) 16	Other: 699 – doesn't always stop – should be normal bus route 2	Other: Less traffic 1