90 Ave & Acadia Drive S.E. Mobility Improvements

Q&A

Q: Why is the project being proposed? Is it really needed?
The project is primarily about safety. 90 Ave / Acadia Drive has been identified as a high-harm corridor with speeding, serious collisions, near misses, unsafe crossings, and accessibility concerns. The City's direction under the Safer Collector Framework is to lower speeds to 40 km/h and make physical design changes, because speed limit reduction alone is not expected to solve the problem.

Q: Will the pathway affect private property or driveways?
The pathway will stay within City right-of-way and should not impact private property or block driveway access, though residents are asked to flag any specific landscaping or features near the property edge.

Q: Why not just reduce the speed limit or use enforcement instead of redesigning the road?
Many drivers already exceed the current speed limit, so signs and enforcement alone are not enough. The design changes are meant to physically slow traffic and make the corridor feel more like a neighbourhood street.

Q: Will parking be removed, and how much?
The selected design has the least impact on parking and trees compared with the alternatives. In some areas, only limited parking is expected to be removed, mainly where visibility or safety requires it. Overall parking supply in the design concept is still more than 2.5 times current demand. Where parking removal is proposed on one side, the project team will also explore adding parking or loading pockets in areas with high demand, provided there are no constraints such as trees or utilities.

Q: Why choose a multi-use pathway instead of bike lanes?
The multi-use pathway offers better separation from traffic, can serve a range of users, and has less impact on trees, parking, and budget than the other options considered.

Q: Will traffic congestion get worse or create bottlenecks?
The project is not removing travel lanes but is narrowing the road to discourage unsafe driving behaviour. Traffic studies have been completed to assess and minimize the traffic impact. The project team will further explore intersection improvements during detailed design such as adding turning lanes or intersection controls where needed to balance between safety and operation.

Q: Will traffic get pushed onto nearby residential streets?
The project team is reviewing traffic operations and trying to balance safety improvements with community access and functionality.

Q: What about specific intersections like Southland, Willingdon, Mapleglade, Anderson, or Macleod?
Specific intersection concerns have been noted, and the team will investigate whether formal turning lanes, signals, or other controls can be added during detailed design to balance safety and operation.

Q: What about pedestrian safety at Anderson Road / Acadia Drive?
Anderson Road is outside the scope of the current project, but the concern has been recorded and shared for possible future safety work.

Q: Was public feedback actually used?
Earlier engagement phases informed the current concept and we have published What We Heard reports. It is important to note that engagement feedback is not the only input, but one among many, alongside technical analysis, policy, budget, and Council direction.

Q: How does the project affect cyclists and pathway users?
The multi-use pathway is intended for walking, wheeling, and cycling, with sidewalks retained in most places to help separate users. Cyclists may still choose to ride on the road.

Q: What is the speed limit on the multi-use pathway?
The pathway speed limit would be 20 km/h. E-bike riders or commuter cyclists who wish to travel faster than 20 km/h may prefer the roadway.

Q: Do cyclists have to dismount at crossings?
The current design proposes multi-use crossings where cyclists do not have to dismount.

Q: Is construction funded yet? When will this be built?
Construction is not yet funded. The project is currently in planning / preliminary design, and funding would be sought in a future budget cycle.

Q: How long will detailed design take?
Detailed design typically takes 12 to 18 months once the project proceeds.

Q: Does the project connect into the wider pathway network?
This project connects with a broader 10-year implementation plan, and future extensions could be added as funding becomes available.