90 Ave / Acadia Drive Mobility Improvements Project

Phase 1 Report Back: What We Heard

November 2024



Project overview

What are we doing and why?

The 90 Ave / Acadia Drive S.E. mobility improvement project will improve connectivity and safety in southeast Calgary by adding cycling or pathway infrastructure and traffic calming measures to the Ward 11 communities of Acadia, Maple Ridge, and Willow Park. In alignment with Calgary's Pathway and Bikeway Network, these connections will focus on routes that serve students, recreation, shopping, and work destinations. When built, these routes will provide safe, healthy, and affordable travel choices for people of all ages and all abilities, year-round.

The proposed improvements aim to enhance connectivity not only within the communities on the east side of Macleod Trail S but also the Urban Main Street, Community Corridor, and Activity Centre growth areas outlined in the Heritage Communities Local Area Plan (LAP).

Furthermore, the 90 Avenue / Acadia Drive S.E corridor has also been identified as an area with frequent occurrences of serious collisions. In alignment with the Safer Collector Framework, City Council has provided directives to reduce the speed limit to 40 km/hr. and implement design changes to enhance safety on both collector and residential streets.

Engagement overview

Pre-engagement

Pre-engagement was undertaken in July – August 2024, with the Project Team meeting with the Ward 11 Councillor's Office, Community Associations in the area, the Neighbourhood Partnership Coordinator and Community Social Worker for the area to learn about where people gather and how people may want to be engaged. This informed The City's engagement strategy for this project, ensuring engagement was as inclusive as possible.

Online engagement

Phase 1 engagement was conducted online from September 9 – September 30, 2024, asking for public input on Phase 1 - Discover: sharing valuable local perspectives, opinions, and concerns, helping the project team understand the local context and needs of the area.

2139 people visited the online engagement page. There were 466 individual comments received.

The input will be considered alongside factors such as cost, environmental impact, technical limitations, and long-range plans to inform design options that will be presented in Phase 2 - Explore.

In-person engagement

We hosted six in-person engagement events and engaged with 166 Calgarians.

Date	Location
Friday, September 7, 2024, from 5:00 P.M. – 8:00 P.M.	Willow Ridge Community Appreciation Event
Thursday, September 12, 2024, from 2:00 P.M – 3.30 P.M	Focus Group: Seniors Care Home
Wednesday, September 18, 2024, from 7:30 A.M. – 9:00 A.M.	Heritage LRT Station
Sunday, September 22, 2024, from 12:00 P.M. – 3:00 P.M.	Acadia Recreation Complex
Tuesday, September 24, 2024, from 1:30 P.M. – 3:30 P.M.	Focus Group: Families and People with Reduced Mobility
Thursday, September 26, 2024, from 11:00 A.M. – 12:00 P.M.	Focus Group: Low-income Seniors Care Home

In-person workshop for interested parties:

A two-hour workshop led by our design consultants, Urban Systems, was held on the evening of September 16, 2024, at the Acadia Recreation Complex. The workshop was held with interested parties to collect feedback on the study corridor, and to understand opportunities and design preferences that could be considered as interim design options.

Representatives were invited from key organizations related to the project, and included educational institutions, non-profit organizations, and community groups situated along the corridor:

- Sustainable Calgary
- Youth En Route
- Bike Calgary
- Willow Ridge Community Association
- Acadia Community Association
- Calgary Board of Education Transportation
- Alberta Tennis Centre
- Councillor ward office
- Lord Beaverbrook and RT Alderman School representatives
- School trustee
- Businesses along the corridor
- Representative from Seniors Home nearby.

Youth Engagement:

To include youth voices, the team used a ‘Dream Street Lego and Drawing Activity’ at our September 7, 2024, event at Willow Ridge Community Appreciation event.

Children took inspiration from the dream street table and then drew their own dream street which showed ideas and themes like fun, safety, accessibility, nature, and colour. We collected 19 drawings from children in attendance.





Previous Engagement:

The City conducted previous engagement on the Calgary and Area Pathway and Bikeway Plan in 2017.

Calgarians have told us that their walkways, pathways, and bike lanes need to be accessible, safe, reliable, and welcoming year-round. Through city-wide engagement, five design principles were formed to guide The City.

These principles are outlined in the 5A Network Guiding Principles Report:

- Separate people by their speed.
- Make it easy to use.
- Be accessible for everyone.
- Make it reliable.
- Improve visibility.

Project communications

A comprehensive communications plan was developed to inform citizens of the project, informing the public of upcoming pop-up events, and directing people to the engagement portal website to provide their feedback. Below is an overview of the tactics that were used to promote engagement for the project.

Social Media Campaign*:* A social media campaign ran for 3 weeks, coinciding with the engagement period during September 9 – September 30, 2024, on Facebook, Instagram, X, and Next Door. The campaign achieved the goal of driving people to the project Engage page to learn more and share their feedback.

- **Results:**
  - **Total Impressions:** 113,284
  - **Total Link Clicks:** 1,418 (Note: NextDoor does not report link clicks, so these are not included)

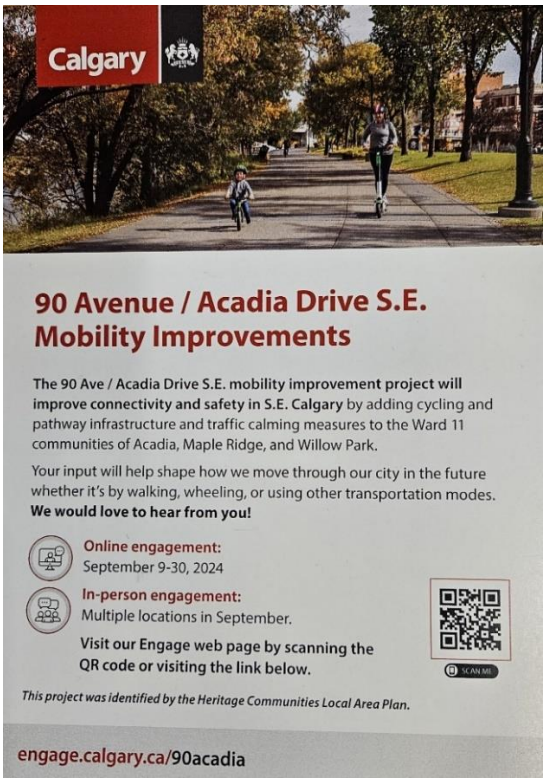
Signage: Bold signs were strategically placed at the following locations to enhance project awareness and encourage engagement for 3 weeks, coinciding with the Engage period from September 9 – 30, 2024.

1. West side of Fairmount Drive, North of 90 Ave SE
2. East side of Acadia Drive, North of Anderson Road SE
3. North side of Heritage Drive, West of Blackfoot Trail SE

Postcards:

- 4000 Postcards were delivered by Canada Post to all households and businesses in the three communities most impacted by the project: Acadia, Maple Ridge, and Willow Park.

- Additional distribution of 150 postcards at the Heritage LRT Station and in-person engagement events.



Email Updates*:* Regular email updates were sent to key interest holders to keep them informed.

- Local Councillor's office

- Area Community Associations
- Key interest holder organizations

Additional Communications:

- Communications Toolkit for Ward 11 Councillor's office, for promotion on their communications platforms and social channels.
- City 311 messaging and project mailbox for public questions and feedback.
- Postcard, posters shared with community social worker and Acadia/Willow Ridge Community Associations for sharing on their platforms and channels.

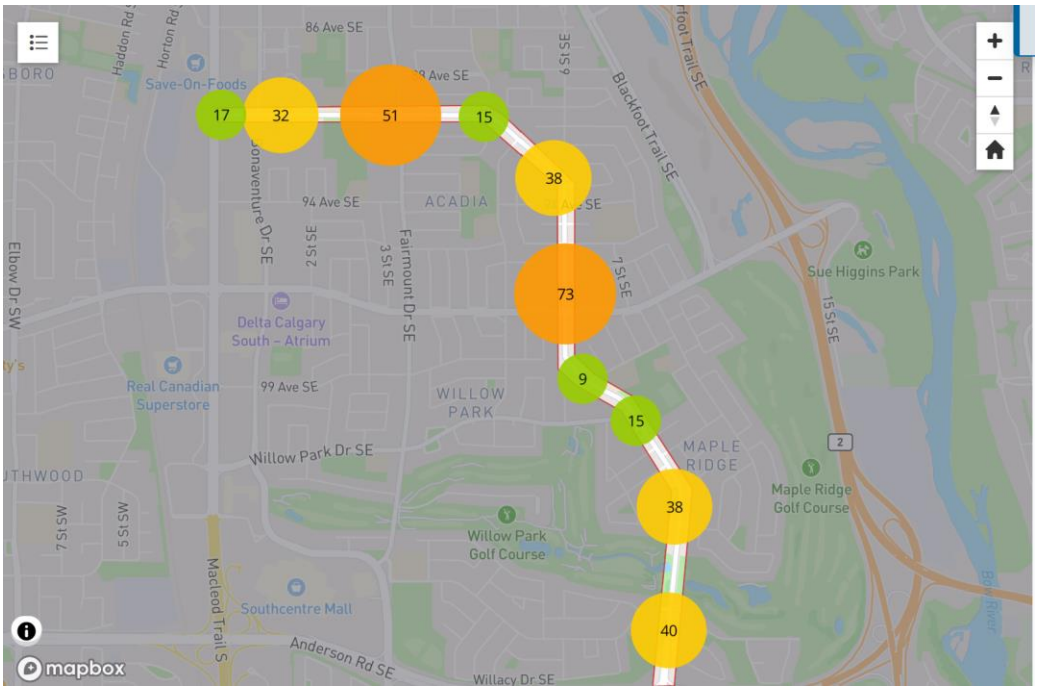
What we asked/ What we heard

Below, we have summarized the main themes that were most prevalent in the comments received for each question that we asked. The comments shown are the exact words input by respondents. For the sample comments shown below, in some cases, only the portion of a comment that spoke to a particular theme was utilized. A comprehensive list of all verbatim comments in their entirety is included in the "Verbatim comments" document.

Question 1:

Online we used a mapping tool to allow participants to drop a pin along the indicated route to tell us where we should consider making mobility (walking and wheeling) improvements relating to:

- where vehicles drive too fast
- where the sidewalk is too narrow or uneven
- where its hard to cross the street
- where a bikeway or pathway feels too dark
- where it is difficult to bike
- where there are missing links / gaps in pathway or bikeway connections



Question1 had 328 contributions.

Top Themes / Concerns	**# of pins**
Safety enhancements	101
Difficulty cycling	69
Speeding	64
Crosswalk concerns	46
Sidewalk concerns	28

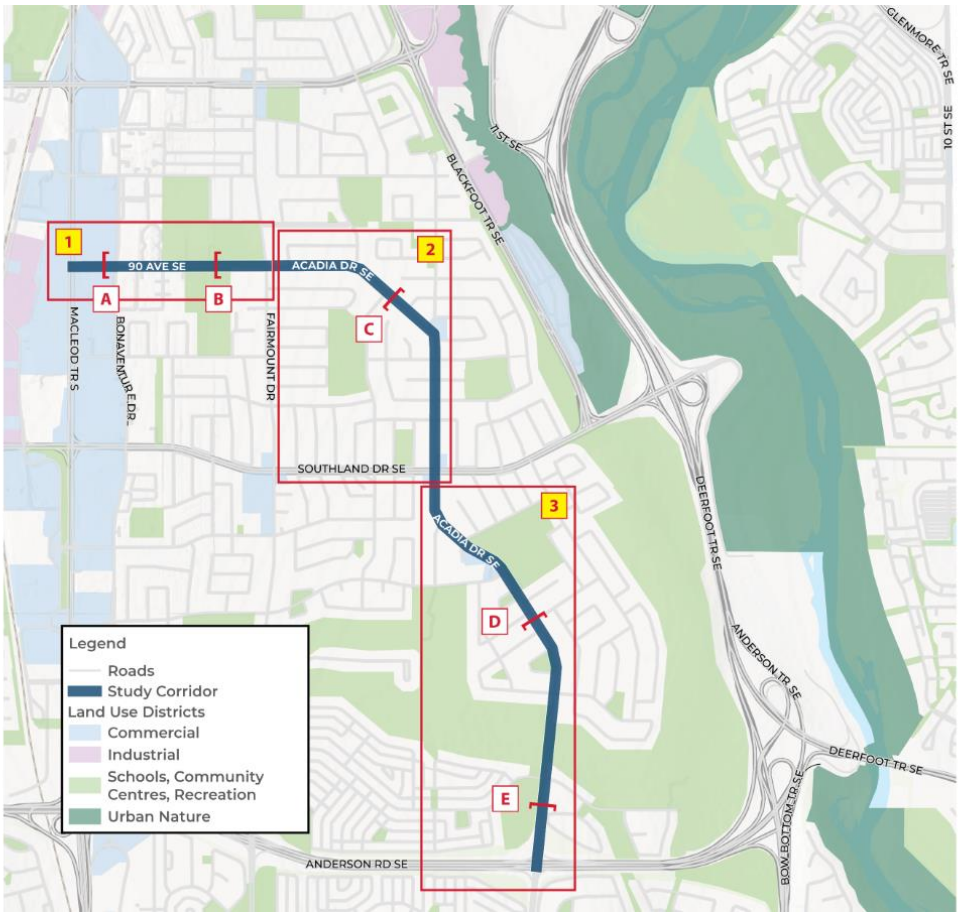
Several missing links were identified for connections to other paths and the C-train. Only one “lighting” pin was dropped to indicate where an area was too dark however, lighting was sometimes mentioned in comments in other pins so it cannot be dismissed as a concern for people who participated.

For reporting purposes, the study corridor has been divided into three:

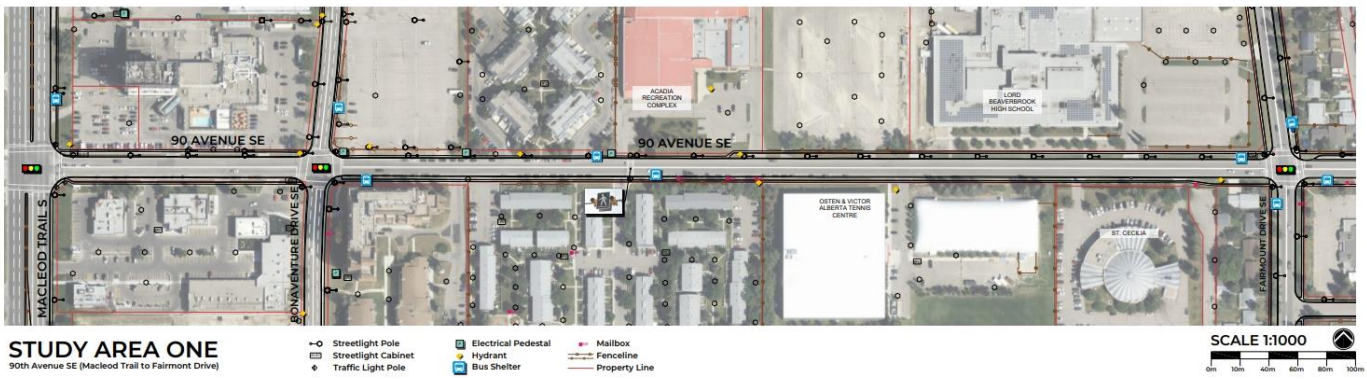
(1) Macleod Trail to Fairmont Drive

(2) Fairmount Drive to Southland Drive

(3) Southland Drive SE to Anderson Road SE.



Detailed satellite maps for the three areas of the study corridor are below, along with summary of comments and common themes for each. Comments presented here include examples of feedback, suggestions, comments and messages that were collected online and in-person through the engagement described in this report. No edits to the feedback have been made, and the verbatim comments are as received.



The first section of the study corridor follows 90th Ave SE from west of the intersection with Macleod Trail to its interesection with Fairmount Drive, where 90th Ave becomes Acadia Drive SE. A total of 76 pins were dropped in this area. The highest number of pins (27) marked places where the safety enhancement theme was suggested. This was followed by pinned locations indicating where participants felt cycling is difficult (14). Nine “missing link” pins were dropped indicating opportunites to connect to informal pedestrian and cycling routes to the C-train. There was an equal number of locations marked indicating sidewalk (7) and crosswalk (7) concerns.

Important areas along this section clustered around intersections and amenities as shown in the following table; some examples of the pinned comments are included.

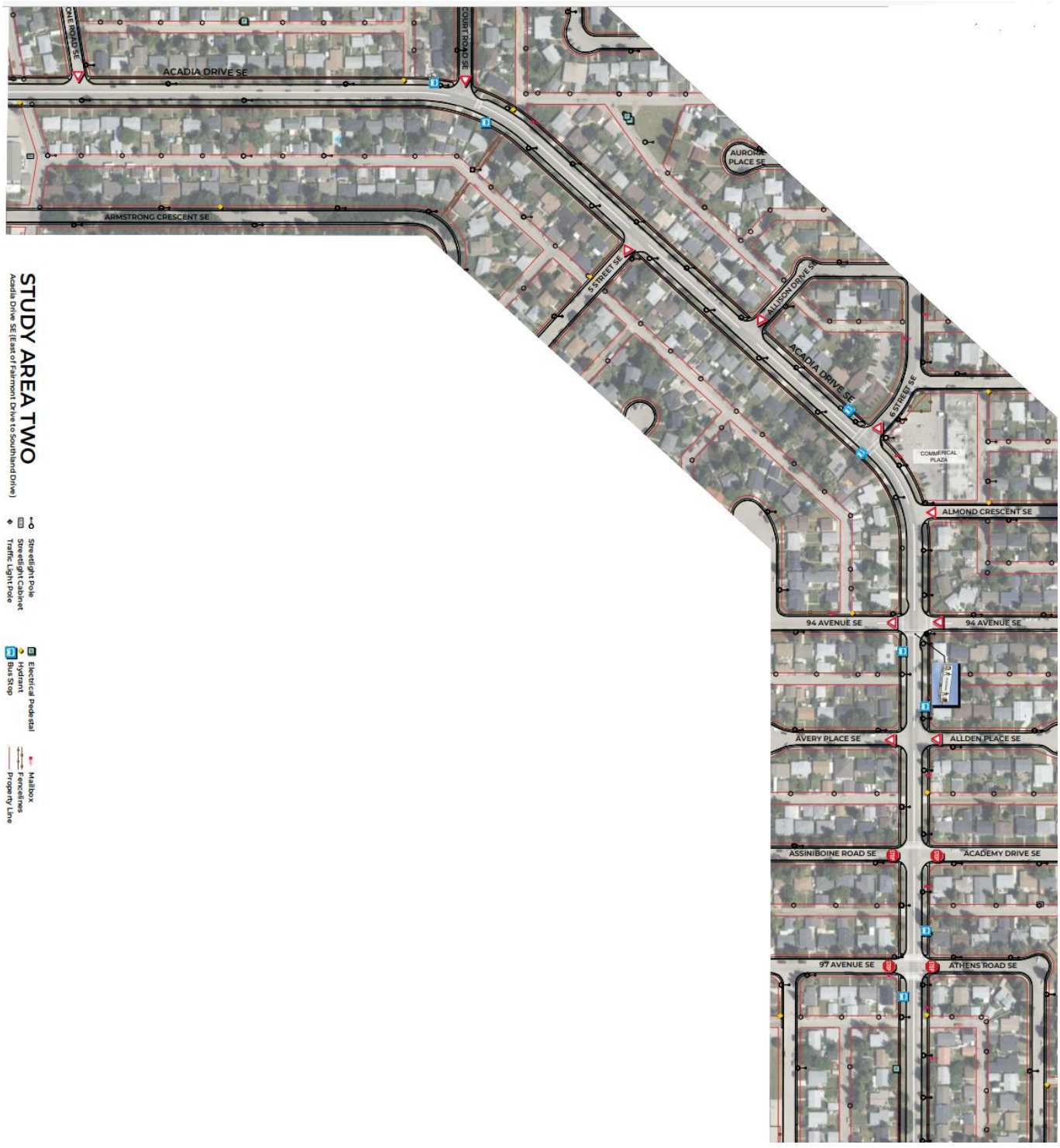
Study Area One: Macleod Trail to Fairmont Drive	
Cluster/Theme	**Sample comments**
90th Ave SE between Bonaventure Dr SE and Carriage Park Apartments and Townhouse complex - clustered around high-rise, Carriage House Inn parking lot and townhouse complexes west of Acadia Community Association (Acadia Recreation Complex) and tennis centre	“This particular section of 90 Ave is very busy with many cars parked on the road, approaches to various apartments, ARC [Acadia Recreation Complex], and Tennis centre. Many pedestrians use the sidewalk, so it is unsafe for cyclists to use sidewalk, but road is also narrow with many parked cars and lots of traffic. Where to bikes go?” “Another commenter said that 50 km/h between fairmount and bonaventure is too high. I disagree. That whole distance isn't a problem it is a problem between the high density housing (apartments, condos, townhouses) between tennis centre and bonaventure. The real issue is the parking situation, with street parking on both sides of the street crowding the driveways and the poor sight lines that it causes. More pedestrian crosswalks would also stop people from jaywalking and stepping out between parked cars.”

	[safety] “enhancements needed, there is a bus stop, apartment driveway, rec centre driveway and a crosswalk - and ppl dont pay attention”
90th Ave SE between Acadia Community Association (Acadia Recreation Complex) and Fairmont Dr SE - clustered around Acadia Recreation Complex, Osten & Victor Alberta Tennis Centre, Lord Beaverbrook High School, parking lots, and St. Cecilia Roman Catholic Church	“Current width of sidewalks is not wide enough when adults and kids are using the sidewalk to bike.” “crosswalk is not mobility friendly” “We prefer to bike E/W along 86th avenue. But when we have to go to the tennis center we bike through the field to the Acadia recreation parking lot and cross 90th at the flashing light crosswalk. I'd love safer biking facilities on bonaventure and 90th that connect to 86th and the pedestrian overpass at Heritage State.” “There is poor connection for pedestrian and bike traffic to the train station” "There is a lot of foot and car traffic in this area, it is most significantly noticable before school, during lunch and after school. I believe that there should be a crosswalk here or at least traffic calming devices to slow down traffic, and make it more enjoyable and safer for students of Lord Beaverbrook High School and Chinook Learning Center."
90th Ave SE and Bonaventure Dr SE intersection area	“Explore angle parking and traffic calming near this intersection.” “not the best intersection for bikes - cars are attempting to turn right to go south - bikes can block traffic - feel like its a busy intersection for my bike. don't feel that safe here” “Better lighting” “Speeding on bonaventure is a big issue. I have witnessed multiple vehicles speeding through red lights. It's concerning and dangerous.”
Intersection of MacLeod Drive and 90th Ave SE, including the small commercial area	“Bonaventure Drive is not an appropriate road for cycling, nor is McLeod. Crossing to west side of McLeod trail needs to be improved - overpass etc.” “Unable to safely connect to any major bike networks (bow river, Glenmore reservoir, or fish creek). Heritage bike path should be upgraded.” “The east side of Macleod would be a good spot for a multi-use pathway up to Heritage. Currently the signed bike connection to heritage is Bonaventure which is a busy road with no infrastructure to protect cyclists.”

	“The greenspace along here [A& W commercial area] is wide enough to accommodate a multi-use pathway from Macleod to end of the road in question. The highschoolers would make the best use of it.”

Summary of Study Area One:

This is a high traffic, high density housing and community activity area, with participants mostly noting concerns of parked vehicles on both sides of the street reducing mobility, visibility, and safety. Some solutions proposed for this area included angle parking, improved lighting, an upgraded crosswalk, and traffic calming measures.


ACADIA DRIVE SE
ONE ROAD SE
COURT ROAD SE
ARMSTRONG CRESCENT SE
AURORA PLACE SE
5 STREET SE
ALLISON DRIVE SE
ACADIA DRIVE SE
6 STREET SE
COMMERICAL PLAZA
ALMOND CRESCENT SE
94 AVENUE SE
94 AVENUE SE
AVERY PLACE SE
ALLDEN PLACE SE
ASSINIBOINE ROAD SE
ACADEMY DRIVE SE
97 AVENUE SE
ATHENS ROAD SE
STUDY AREA TWO
Acadia Drive SE (East of Fairmont Drive to Southland Drive)
Streetlight Pole
Streetlight Cabinet
Traffic Light Pole
Electrical Pedestal
Hydrant
Bus Stop
Mailbox
Fencelines
Property Line

The second section of the study corridor begins at Fairmount Drive and follows Acadia Drive SE to its intersection with Southland Drive. A total of 117 pins were dropped along this part of Acadia Drive. The highest number of pins (41) marked places where the safety enhancements theme was suggested. This was followed by pinned locations where speeding (22) and crosswalks (22) are a concern. There were 18 pins marking locations where participants indicated cycling is difficult and 13 indicating where sidewalks are too narrow, uneven or need improvement.

Pins tended to cluster around the area near Ancourt Road SE where Acadia Drive curves south and around the shopping plaza near 6th Street SE. Heading south, there are smaller clusters near other intersections, bus stops and crossings, until a large cluster leading to Southland Drive. Examples of the comments received from this study area are shown in the following table.

Study Area Two: Fairmont Drive to Southland Drive	
Cluster/Theme	**Sample comments**
Acadia Drive SE from 97 Ave SE/Athens Rd SE to north side of the intersection with Southland Dr SE	“Lighting bollards or light that shine on the pedestrian sidewalks will greatly improve safety. Can even use existing street light poles with an additional light attachment.” “As a frequent driver through this intersection [Acadia Drive at 97th Ave near alleyway], it is often difficult to see people waiting to cross for some reason while heading north. Flashing lights are badly needed at least. A raised pedestrian crossing would help control traffic speeds.” “I walk in this area [near Southland] frequently with my dogs and I am really uneasy about cyclists who overtake me on the sidewalk, and if they startle my dogs, they can dart in an unexpected way and get hit. I have been sideswiped by cyclists before and so "multiuse" pathways don't thrill me. Either make one side a bike path or the other, but mixing two modes of transportation isn't great. Cyclists don't like riding on the road for the same reasons...”
Acadia Dr SE between Ancourt Rd SE and Allison Dr SE along the curve	“Low area along sidewalk near the alley way entrance and this floods/freezes in winter. Safety hazard” “Very dark on the sidewalk. Add some pedestrian lighting (won't shine into people's homes)” “This is a crossing that goes right on the street where 2 neighbourhood schools are. There MUST be a proper crosswalk here to children can cross safely. Right now because there is no crosswalk, vehicles do not give pedestrians right of way and it’s incredibly dangerous.”

Area around the T-shaped intersection of Acadia Dr SE and 6th St SE - a scattered cluster that includes bus stops, crossings and the shopping area	“The crosswalk on the south side of the intersection doesn't have ramps in the curbs, makes it difficult to cross with a stroller. It's also on a curve and it doesn't feel safe to cross there.” “This intersection could use better indications of a crosswalk and speed is always an issue here. A 3 way stop could be a good idea. There are lots of businesses, a church and daycare near.” “People drive too fast around the corner and too busy for people turning. Children cross the road here for school buses and it is not safe. Consider adding a crosswalk with lights and traffis calming so cars cannot go around cars that are waiting for pedestrians. People are driving quickly around a corner and the crosswalk is too close to the turn.”

Summary of Study Area Two:

This area includes two neighbourhood schools. Particpants noted concerns of poor lighting in this area, accessibility challenges, crosswalk issues and general safety concerns such as speeding and reduced visibilty. Suggestions proposed by participants included a more accessible crosswalk with ramps. Lighting to improve mobility and safety. Traffic calming measures, as well as a 3-way stop, were suggested.


Calgary
STUDY AREA THREE

Section 3 of the study corridor begins at the intersection of Acadia Drive SE and Southland Drive and continues to Anderson Road SE. A total of 136 pins were dropped along this section. Pins marking where cycling is difficult (37), where safety enhancements are suggested (31) and where cars are driving too fast (31) made up almost three-quarters of all the pins in this area. Pins marking where it is difficult to cross the street (17) and where sidewalks need improvements (8) identify areas that are of particular concern to pedestrians. Missing links (10) were also marked, mainly for connections to the Bow River Pathway.

The pins in this section are distributed throughout the corridor but there are clustered around the major intersections, the Willowfern/ Mapleburn area, and on Acadia north and south of the Maple Ridge Golf Course. Examples of the comments received from this study area are shown in the following table.

Study Area Three: Southland Drive SE to Anderson Road SE	
Cluster/Theme	**Sample comments**
Acadia Dr SE at south side of Southland Drive SE	"I bike occasionally but drive more often. If the right "lane" is lost to right turns, the backup of traffic that is already challenging will be even worse. For the folks wanting better access to Bow River pathway, there (or were) are bike route signs on the backstreets in Acadia." "I constantly see drivers speeding to make the green light on southland and Acadia drive." "This is a very busy intersection to cross on foot. Can we make it safer? Also it is a very short time to walk across if you are crossing on the east side. A person with mobility challenges might find it difficult to cross in the limited time alotted." "It is awkward when riding northbound on Acadia Dr to cross Southland Dr. The "single lane" becomes a straight/left lane and a right turn lane - as a biker you end up blocking traffic who want to turn right onto Southland on a red light. It would be better if there were a separated bike lane of some sort here."
Acadia Dr SE from Maplecroft Rd SE/Willowfern Dr SE to Mapleburn Dr SE/Willowfern Dr SE	"The sidewalk here [near Willowglen Pl green space] is depressed lower than the boulevard landscaping and is almost impossible to keep clear during freeze thaw and becomes very dangerous to walk/run on." "Sidewalk is too narrow from Anderson all the way to Southland on both sides. If you remove curb extensions [near Willowfern] you would have plenty of space to increase sidewalk size for both bikers and pedestrians without affecting traffic or parking. There is huge green spaces between the sidewalk and the road" "There's no sidewalk from the bus stop [route 99, near Willowfern Dr SE SE) to cross Acadia into Maple Ridge. So anyone getting off the bus with a

	stroller or wheelchair would have to try and get through snow or go to another stop."
Acadia Drive SE from Mapleburn Dr SE/Willowfern Dr SE to the north side of Maple Ridge Golf Course	"The golf courses running east-west create an obstruction for anyone moving north-south in the community. Creating a safe, quick, and convenient connection for pedestrians and cyclists to move through this bottleneck is essential." "So many speeding vehicles up and down the road. There is a school and many elderly residents walking or families on bikes." "Curb ramps exist at this intersection [at Willowfern Dr] but do not line up with sidewalk. Ramps need to be added along sidewalk."
Acadia Dr SE, south side of Maple Ridge Golf Course near the intersection of Acadia and Mapleglade Dr/ Willingdon Blvd	"Cars are constantly speeding through here. Many kids trying to cross, we cannot get out of our neighborhood due to people cutting through to avoid Deerfoot and driving at high speeds. Dont feel safe letting my children walk or bike to school due to the amount of speeding vehicles." "This intersection sees a lot of daycare and school traffic. It can be difficult to get onto Acadia Drive after drop offs or during rush hour after pick ups. I've also seen coyotes run between the golf courses here and even get hit by cars." "Traffic calming requires cyclists to move into the traffic lane - which has been significantly reduced. This is the same issue for all traffic calming enhancements. Where there use to be almost 2 lanes - narrow down to 1"

Summary of Study Area Three:

Speeding is one of the main concerns for this area. There are concerns for cyclists and motorists needing to merge lanes that reduces safety. Suggestions from participants included increasing the sidewalk size to allow space for cyclists and pedestrians. Improving curb ramps and sidewalk alignment, as well as increasing time for people with reduced mobility to make a safer crossing, were suggested by participants.

Question 2:

We used an open-ended visioner tool on the online portal to ask participants the following:

What else do you want The City to consider when improving the area for walking, biking, and wheeling?

A total of 135 suggestions were provided. Many people used the opportunity to share their thoughts on road maintenance and snow clearing, as well as some other City issues. However, there were points of shared concerns about safety, accessibility, and conflicts between the needs of different transportation users. Other items also mentioned included seating for pedestrians and concerns about losing mature trees.

Participants had the option to “thumbs up” or “thumbs down” comments from their neighbours as well, which can be viewed in the “Verbatim Comments” document. NOTE: the “thumbs up” or “thumbs down” function for this online tool is a general indicator of sentiment towards other participants’ comments only and is not a “vote” or considered statistically valid.

Common themes and examples of comments related to walking, biking, and wheeling from the visioner tool are summarized in the table below. Comments presented here include examples of feedback, suggestions, comments and messages that were collected online and in-person through the engagement described in this report. No edits to the feedback have been made, and the verbatim comments are as received.

Theme	Sample Comments
Speeding, traffic calming	“Would like City to consider traffic calming / barriers near crosswalks to make them safer.” “I love the idea of making Acadia bike friendly towards Heritage pathway. We need to make the traffic calming curbs permanent as well.” “Traffic calming on Ashworth Rd SE please. I would like to bike on paths or bike lanes but not sidewalks.” “This street requires significant traffic calming measures. It is not an alternative to Heritage or Southland.”
Visibility and safety at crossings	“Need Crosswalk signage and possible lights at Acadia and 5th. Too many kids cross there to go to school and park.” “Use rectangular rapid flashing beacons (RRFB). They are good for kids and people pay more attention.” “The pedestrian crossing at Ancourt is narrow and some motorists will hurry around there and cause many problems. Not well thought out. FIX”

	"6th St SE, Acadia Dr SE and Academy Dr SE all need revised curbs to accommodate strollers/wheelchairs at crosswalks."
Sidewalk improvements and pedestrians' concerns	"A pathway that is combined ped/bike use must ensure pedestrians have right of way. Too many bike riders act like they are exempt from rules." "Like making sidewalks more pedestrian friendly. Please dont remove a sidewalk for a bike lane. Issues with snow piles and parking will come." "Please make sure that the pathways and sidewalks are accessible for people in wheelchairs." "Wider sidewalks would help a lot. Especially near seniors homes."
Concerns about multi-use paths	"The curve in the road at the plaza already makes sightlines challenging. I don't think a multi-use path is the right fit for this street." "The inherent problem with converting sidewalks to multiuse paths is that car drivers do not see bikes at intersections." "Protected on-street wheeling facilities are better than multi-use pathway" "Separated bike infrastructure is preferred as its uncomfortable when bikes and scooters are zooming by"
Questioning the need for separate lanes along 90th/Acadia	"I often ride my bike on Acadia Drive from 94th Ave to Canyon Meadows Drive. Acadia Drive is wide enough to do so safely. no bike lane needed" "I don't believe a bike lane in this corridor is needed. I bike along this route often and the bigger issue is the poor road surface." "Cycleways are not needed on 90th what's needed is a new road surface. Bicycles and Cars do not mix. And that goes for Bonaventure Dr. As well"

Next steps

The project team, including design consultants, engineers, landscape architects and representatives from Roads, Parks, Utilities and Planning groups will review public feedback and take it into consideration

alongside factors such as cost, environmental impact, technical limitations, and long-range plans to inform design options that will be presented in Phase 2: Explore.

Phase 2 Engagement will present potential upgrade solutions to the public for consideration in early winter, 2025.

Verbatim Comments

Verbatim comments presented here include all feedback, suggestions, comments and messages that were collected online and in-person through the engagement described in this report. All input has been reviewed and provided to Project Teams to be considered in decision making for the project.

Any personal identifying information has been removed from the verbatim comments presented here. Comments or portions of comments that contain profanity, or that are not in compliance with the City's Respectful Workplace Policy or Online Tool Moderation Practice, have also been removed from participant submissions.

Wherever possible the remainder of the submissions remains. No other edits to the feedback have been made, and the verbatim comments are as received. As a result, some of the content in this verbatim record may still be considered offensive or distasteful to some readers.

Question 1: Concerns map

Unsafe crossing at Macleod Trail.
Unable to safely connect to any major bike networks (bow river, Glenmore reservoir, or fish creek). Heritage bike path should be upgraded.
Crossing Macloed is horrible and unsafe
The greenspace along here is wide enough to accommodate a multi-use pathway from Macleod to end of the road in question. The highschoolers would make the best use of it.
pedway to cross MacLeod

The east side of Macleod would be a good spot for a multi-use pathway up to Heritage. Currently the signed bike connection to heritage is Bonaventure which is a busy road with no infrastructure to protect cyclists.
Better everything on this corner
Improved bike lane and/or bike barriers along Acadia Dr would improve safety through the community, and improve access to pathways along the Bow River and throughout Fish Creek Park.
Speeding on bonaventure is a big issue. I have witnessed multiple vehicles speeding through red lights. It's concerning and dangerous.
Explore angle parking and traffic calming near this intersection.
Speeding issue on Bonaventure & 90th Ave
This section of 90th Avenue from MacLeod to Lord Beaverbrook is so congested with cars that the only way I could see safe cycling happening here is with a properly divided and marked cycling lane, physically separated from car traffic with bollards or something similar
This corner needs to be accessible and safer
Better lighting
Better sidewalk
Better crosswalk that is safer
There is poor connection for pedestrian and bike traffic to the train station
Usually will cross here on bike from within the cross walk but then ride into 90th avenue going westbound, not sure if its illegal but only way to get onto 90th
would love some kind of connection back to Haysboro here. Right now have to ride my bike on the sidewalk of Mcleod trail trying to avoid pedestrians. There is no way I am riding my bike on McLeod trail to get to this intersection.
curb extension
Frequent u-turns at this intersection on MacLeod Trail, consider déterrants or advance turn allowing this in a controlled manner
Consider connectivity to Heritage Drive multi-use pathway

Bonaventure Drive is not an appropriate road for cycling, nor is McLeod. Crossing to west side of McLeod trail needs to be improved - overpass etc.
East side of McLeod would be a good option for a multi-use pathway connecting to Heritage Drive to the North
Support of bike path in this area. Would like cycle parking in front of the tennis centre.
Please prepare this intersection to be fully protected and integrated with bike lanes on 90th and Fairmount. This intersection is critical to our primary cycling network.
People/ students drive like [removed]
Let people cross the street as the students run the lights and speed
Current width of sidewalks is not wide enough when adults and kids are using the sidewalk to bike.
curb extension
There are criminal activities in the parking lot here near the church. More lighting could help?!
curb extension
curb extension
consider bi-directional bike path on south side only.
current green space is wide enough to accommodate a loading zone for buses and drop offs, would ease congestion at intersection
Garbage truck can't get to the bins when there are lots of parked cars or busses during school pick-up / drop off.
90th Ave near schools and fitness centre should be 30 km/hr.
Tons of vehicles speed along this section of 90th, and with so many pedestrians from the ARC, the tennis centre, the church and the school, traffic calming measures here would work wonders
Speed should be reduced to 30 km / hr from 50 km /hr @ Lord Beaverbrook School corner.
A Crosswalk here would be great!
curb extension
ADD SITTING FOR PEOPLE TO CHAT AFTER SPORT EVENTS

There is a lot of foot and car traffic in this area, it is most significantly noticable before school, during lunch and after school. I believe that there should be a crosswalk here or at least traffic calming devices to slow down traffic, and make it more enjoyable and safer for students of Lord Beaverbrook High School and Chinook Learning Center.
curb extension
We prefer to bike E/W along 86th avenue. But when we have to go to the tennis center we bike through the field to the Acadia recreation parking lot and cross 90th at the flashing light crosswalk. I'd love safer biking facilities on bonaventure and 90th that connect to 86th and the pedestrian overpass at Heritage State.
curb extension
Bus line up on Fairmont Dr during after school blocking the line of sight for drivers.
There is a missing link to connect to 86th Ave. 86th Ave is a c-train pedestrian route.
The goal should be to connect communities with safe biking infrastructure to major off-street pathways and bicycle lanes. As part of the upgrades to Acadia Dr/90 Ave SE, the city should look to get a safe biking connection via Fairmont or Bonaventure to the Heritage Dr pathway.
Consider connectivity to Heritage Drive multi-use pathway
86 ave traffic too fast
This property has a development proposal for SIX units with finished basements to replace the bungalow. Bus stop on Fairmount, blocked off lane, current resident(s) parking in front of 9107. Weeds near the bus stop have not been cut the last two summers.
Fairmount and Centre Street could use a dedicated bike lane as the traffic calming curbs force bikes into traffic. It is also difficult to get past Glenmore to the shopping areas and barley belt north of Glenmore
The sidewalk is in rough shape in front of the recreation centre. In the spring, meltwater collects in the sunken areas, making walking unpleasant. Sometimes, tall weeds grow in the cracks in the summer. Making the ‘hood look like [removed]
important crossing with horrible accessibility
Someone has suggested access to the alleyways for cars from the townhouses to reduce traffic on 90th. The alleyway is very congested with vehicles parking behind garages/gateways and speeding vehicles. Other suggestions on this platform are needed along 90th. Access to the alleyway is not the answer.

curb extension
crosswalk is not mobility friendly
enhancements needed, there is a bus stop, apartment driveway, rec centre driveway and a crosswalk - and ppl dont pay attention
can cars parked at apartments south of 90ave get access to alleyways south of properties to reduce traffic onto 90 ave
Another commenter said that 50 km/h between fairmount and bonaventure is too high. I disagree. That whole distance isn't a problem it is a problem between the high density housing (apartments, condos, townhouses) between tennis centre and bonaventure. The real issue is the parking situation, with street parking on both sides of the street crowding the driveways and the poor sight lines that it causes. More pedestrian crosswalks would also stop people from jaywalking and stepping out between parked cars.
curb extension
The speed limit along Acadia Dr between Bonaventure and Fairmount (50 km/hr) seems too high and should be reduced to 40 km/hr. The traffic entering Acadia Dr from the residential complexes, school, rec centre, and tennis centre makes this section chaotic.
always have an unnerving feeling that I will get "doored" here - ie: someone will open the door and I will get hit. Lots of cars parked here - bumper to bumper - and a narrow road. It has a grade going down so I am often going fast on my bike here but cars will pass me on the wrong side of the road. Not sure what to do here but its a vital link
This particular section of 90 Ave is very busy with many cars parked on the road, approaches to various apartments, ARC, and Tennis centre. Many pedestrians use the sidewalk, so it is unsafe for cyclists to use sidewalk, but road is also narrow with many parked cars and lots of traffic. Where to bikes go?
curb extension
Speed limit should be lowered along 90th Ave. Currently its 50 km/hr and it is too fast.
Many cars on both sides of the road narrow roadway making it hard for vehicles to safely pass and many driveways with poor sight lines.
Sidewalk should be safer on this corner
not the best intersection for bikes - cars are attempting to turn right to go south - bikes can block traffic - feel like its a busy intersection for my bike. don't feel that safe here
curb extension

curb extension
curb extension
curb extension
curb extension
curb extension
The intersection has heavy use and becomes incredibly icy in the winter making it dangerous.
i certainly prefer travelling N/S on fairmont over acadia
Amount of pedestrians
At Fairmont and 90th ave the intersection is slippery
Install crosswalk buttons to cross street to be more visible.
If there was a left turning light at this intersection it would make it after for people to cross without the possibluty of people getting hit by cars during prime traffic times. Especially after the high school ends around 3:30-4:30
Protected cycling lane or multi-use pathway needed to ensure safety of pedestrians and cyclists.
curb extension
Please redesign the intersection with nearside signals like the one in Canmore. This would help make this much safer.
terrible intersection to cross and make turns in vehicles - poor sightlines and people not paying enough attention
Traffic at this intersection (ultimately along Fairmont Dr) doubles up to two lanes to allow passing/turning. Very busy during rush hour and school times. Buses also park here during peak times
A roundabout here would help slow traffic and give visibility to pedestrians.
curb extension
Acadia Drive, Fairmount, and 90 Ave should have dedicated cycling infrastructure (not just painted lines). Either separated bike lane (remove one side of street parking), or multi-use pathway (remove one sidewalk). Plenty of room here with boulevards to accomplish this

Vehicles are often speeding here (both directions) - I have noted this on many occasions when dropping off or picking up my kids from the daycare here (brightpath). It is concerning from the standpoint of parents vehicles coming and going from the daycare drop off pull out, as well as with the number of young children (5 and under) in the area that have immature skills/knowledge of road safety.
Fairmont going north could use a bike lane to access the mall and brewery district easier.
Acacia Dr, 90th Ave and Fairmount all need cycle lane.
maintain road width. widen sidewalks to be multiuse, typical of all through out city
General comment about speeding, I hate the city's focus on lowering speed limits, like the fact that a sign says 40 is going to get compliance when the same sign that says 50 isn't working. The solution for problem speeding areas like around the daycare is simple. MORE ENFORCEMENT.
Cars parked at Brighpath daycare make crossing difficult and use this street to U turn
Very dark on the sidewalk. Add some pedestrian lighting (won't shine into people's homes)
curb extension
I would love to see a bike lane on acadia drive connecting to bow valley bike path. Right now I have to ride on the side of the road in high traffic. It's stressful so improving this for cyclist would be my feedback
Many broken sidewalks in this area need to be repaired.
Are options being considered for cyclists to safely cross heritage drive
Difficult road to bike on and feel safe
Please consider repairing sidewalks.
Speeding on Acadia Drive. People are often going over 50 km/hr.
curb extension
This crosswalk is not marked well and people speed through it and do not yeild to pedestrians. A crosswalk light would be helpful
Thank you for the curb extensions!
unsafe crosswalk at a curve where drivers don't bother to look
There is a cross walk with letdowns here but no line painting or signage and doesn’t always get recognized by drivers.

curb extension
This is not a marked or friendly crossing. It has direct access to two schools and it's a big gap between two other crossings on this long stretch. There should be painted lines and a crosswalk flashing signal here.
needs a light
Well marked criss walk needed
Very dark on the sidewalk. Add some pedestrian lighting (won't shine into people's homes)
I appreciate what's been done with this crosswalk, but with all the students crossing in this area, and this being a corner, we really should have done a raised crossing forcing drivers to slow for our children.
A lot of students cross here to attend Acadia school. A set of flashing lights would increase safety.
curb extension
Low area along sidewalk near the alley way entrance and this floods/freezes in winter. Safety hazard
Sidewalk uneven and in the winter water pools here and then freezes, making it very icy.
This is a crossing that goes right on the street where 2 neighbourhood schools are. There MUST be a proper crosswalk here to children can cross safely. Right now because there is no crosswalk, vehicles do not give pedestrians right of way and it’s incredibly dangerous.
There should be a crosswalk here. Many people park in front of 403 acadia drive making it impossible for pedestrians to cross safely.
curb extension
Speeding, where people try to cross the road
Blind corners. Needs better crosswalk signs and paint
Cars drive way too fast on this road - ie 60-70 all the way round until they get to the lights at southland
People go very fast here
I may be mistaken, but I think at this intersection there is a yield sign. It should be an enforced stop sign. The number of drivers that blow through this busy area is hazardous.
I agree that using 6 St as a commuting cut through is a problem. But I disagree that a brighter speed sign will slow people down. People will drive at the speed that is comfortable for the roadway. There are more effective ways to decrease driving speed such as raised pedestrian crossings and continuous sidewalks,

continuous narrowed lanes (not curb extensions or TC curbs), and chicanes. For example, there was a traffic calming pilot in Hidden Valley where white solid lines were painted on the roads to create visually narrow lanes. It was a simple and effective approach that made me want to slow down.
Many people from other parts use 6 St as a cut through to heritage drive. If they drive safely that is fine - people need to get places. But many do not drive safely, they speed by a lot, don't yield to pedestrians. The limit is 40, with. a 30 zone, but frequently I see people doing 60 or even more. I would like to see permanent speed cameras or other enforcement options. The signs showing your speed through the 30 zone are also far too dim, please make them brighter and harder to ignore..
Consider connectivity to Heritage Drive multi-use pathway
Very dark on the sidewalk. Add some pedestrian lighting (won't shine into people's homes)
at least a 3 way stop, or a traffic light
People use 6th Street as a cut through from Deerfoot Tr. Causes congestion on Acadia
curb extension
Poor sight lines around corners and other vehicles.
People drive too fast around the corner and too busy for people turning. Children cross the road here for school buses and it is not safe. Consider adding a crosswalk with lights and traffis calming so cars cannot go around cars that are waiting for pedestrians. People are driving quickly around a corner and the crosswalk is too close to the turn.
The crosswalk on the south side of the intersection doesn't have ramps in the curbs, makes it difficult to cross with a stroller. It's also on a curve and it doesn't feel safe to cross there.
This intersection could use better indications of a crosswalk and speed is always an issue here. A 3 way stop could be a good idea. There are lots of businesses, a church and daycare near.
It is not safe to bike on Acadia Drive. Acadia is used as a cut through and people speed. There needs to be a safer route for bikes.
Bus stop and crosswalk right on a bend makes it hard to see people in the roadway. Pedestrian lights would help a lot!
Add lighting for pedestrians. People walk their animals in the dark. Especially around areas where people cross onto the street
curb extension

Cars come very fast around this corner, multiple accidents have happened with parked cars and or cars pulling out from 94th due to the speed and blindness of this corner
Re: Curb extensions They are good for pedestrians using the sidewalks but create pinch points where cyclists are forced to merge with traffic. A woman was killed in Toronto recently because the bike lane was blocked and she had to merge with traffic. Acadia Dr is a designated on-street bikeway that is already somewhat unsafe because of the traffic calming curbs and the one curb extension at this intersection that force cyclists out into the traffic lanes. Adding curb extensions along the whole stretch of Acadia would increase the chance of car/bike interactions and decreases safety. Raised pedestrian crossings with flashing lights would be a better all-around approach to calm traffic, enhance visibility of pedestrians, and leave more space for cyclists.
curb extension
I live on 96th Avenue SE. Cars constantly speed down my street, 5th Street & 97th Avenue to cut between Acadia Drive and Fairmount Drive. There are very few cars that adhere to the speed limits, including the Play Ground Zones. These proposed changes will only make the traffic situation worse. We have lots of children walking to and from their homes to the neighboring schools and a drivers seem to think they can go any speed they want. If the traffic increases on 96th Avenue, 97th Avenue and 5th Street, someone is going to get seriously injured or worse. Please do not create barriers on Acacia Drive the will increase the traffic on these side streets.
Need bigger sidewalks
Great traffic calming measure here.
Very dark on the sidewalk. Add some pedestrian lighting (won't shine into people's homes)
curb extension
Cycling down Acadia Dr is made more risky because you have to ride around the traffic calming cement things and out into the car lane. The cement thing could be shortened by 3 feet to allow cyclists to go between them and the curb. The road dept trying to block cars passing on the right for safety has made it worse for cycling in different places in town for 40 years at least. Literally this same approach was done on 53rd St at 40th Ave NW in the late 80s. Please consider other road users when making road changes.
This crosswalk can be busy and needs lights. An in-street school crosswalk sign would be good for traffic calming considering there are students crossing here for 2 schools.
The traffic calming curbs along Acadia Dr result in cyclists being forced into the driving lanes and potential conflicts. They don't seem to be effective at all in calming traffic and should be removed.

curb extension
Acadia Dr should be 40 kph. There are a lot of schools off the street and increasing amounts of children walking.
Add lighting for pedestrians. Use the existing light poles.
Lighting bollards or light that shine on the pedestrian sidewalks will greatly improve safety. Can even use existing street light poles with an additional light attachment.
curb extension
curb extension
curb extension
Current cycling connectivity indicates using Academy Drive to 7th Street, to Archwood Road in order to connect to river pathway. While this works, a better option would be to have dedicated cycling infrastructure all the way along Acadia Drive so Southland Drive, and then dedicated cycling infrastructure along southland. Currently southland drive just has a sidewalk that seems unsafe for cycling as it is narrow between sound wall and houses. Poor connection to major access to the river pathway at Sue Higgins
Traffic calming curbs force cyclists into traffic flow
This crosswalk is especially treacherous. It is one of the worse for drivers refusing to stop for pedestrians. This partially due to speeding drivers in this stretch. It seems to be one of the worst areas for speeding.
Traffic calming measures force cyclists into active roadway making it more unsafe (drivers do not slow down anyways)
There have been quite a few accidents, and being closer to the corner of Southland, also tend to see quite a few vehicles that exceed the speed, making it more dangerous/hazardous to pedestrians
curb extension
Drivers rarely stop for walkers here. After a person was killed here years ago by being hit by a car, it definitely doesn't feel safe crossing the street. Few drivers actually stop to let pedestrians walk even with the signs.
Frequent excessive speed (60km/h+) in an attempt to catch the traffic light between Acadia and Southland Drive

Being relatively close to the corner of Southland, many people drive faster either to make it to the light, or coming through the interestion.
Frequent speeders in this stretch of Acadia - would be great to have the speed reduced, also making safer for cyclists and pedestrians.
Add lighting for people walking at night time. Will improve safety.
Lighting bollards or light that shine on the pedestrian sidewalks will greatly improve safety. Can even use existing street light poles with an additional light attachment.
Due to large fence on corner, it is difficult to see cars coming from the alley until you enter the sidewalk that intersects the alley. Extra dangerous as people speed in the alley.
Frequent speeding occurs in this alleyway. Especially during start and end of school times. Dangerous for students when they are crossing the alley or using it to walk to school.
Alleyway is excessively used during start and end of school hours. Blocking off the alleyway on this side would eliminate this problem.
NOTE: This is an alleyway, I believe the other comments are for the dangerous crosswalk that is north of this alleyway
As a frequent driver through this intersection, it is often difficult to see people waiting to cross for some reason while heading north. Flashing lights are badly needed at least. A raised pedestrian crossing would help control traffic speeds.
Current measures to slow traffic create hazard for cyclists, forcing them into traffic
Need bigger sidewalks
Many vehicles drive well over the speed limit
Sidewalk is dark. Add lighting for pedestrians at night. A lot of people walk their dogs at night. I am worried for their safety.
Upgrade street lights to shine onto sidewalk for enhanced safety.
Road naturally squeezes narrow here
Speeding Frequent. Fast acceleration always occurs. Dangerous during start/end of school hours.

Similar to northbound Acadia, there are a lot of cars turning right on red on southbound Acadia. It is awkward for bikers who have to squeeze to the right or go on the sidewalk. Separated bike lane would be ideal.
curb extension
It's another horribly designed, super wide intersection. It feels very unsafe crossing on foot or a bike here. Remove the turning/slip lanes. Implement a proper Dutch roundabout with raised and separated pedestrian and bike crossings.This will slow people down coming into this intersection, and reduce the distance people are exposed to car traffic.
It's hard to get onto the mixed use path from the street here. Most of Acadia Drive is easy and safe to bike on the road except for where it crosses Southland and Anderson.
Not much room for cyclists waiting at the lights to cross Southland. There are a lot of right turns on red in both directions and cyclists often resort to going up on the sidewalk to get away from the cars.
school crossing
There is ALOT of loose gravel in the curb lane! When you have to manoeuvre quickly to avoid a pothole, garbage or a car that cuts you off, skidding out is a real hazard! This is a problem the whole stretch of this road.
Traffic is often backed up from Southland to 94th Ave as the High School gets out. This is despite the left turn signal
curb extension
Too much traffic for this area and driving too fast
Would like to a better connection to the Bow River pathway along Southland Dr. Would allow for improved access for cyclists and pedestrians.
need calming measures on Fairmount Drive as there are speeders because of the straight away
It is awkward when riding northbound on Acadia Dr to cross Southland Dr. The "single lane" becomes a straight/left lane and a right turn lane - as a biker you end up blocking traffic who want to turn right onto Southland on a red light. It would be better if there were a separated bike lane of some sort here.
Too many people treat this Acadia Dr. as a 4 Lane road.
This intersection is scary as a cyclist. Separate bike lane or bike box needed. Also, awkward to transition onto Southland and there is poor connection to the river path from this point

People insist on making this 4 Lanes when it is only 2 lanes. Trying to speed past others going through the intersection, cutting off other drivers when they see cars parked ahead and this includes city buses. This is only 2 lanes!
curb extension
The bike paths brought our family into the area.
curb extension
Very dark on the sidewalk. Add some pedestrian lighting (won't shine into people's homes)
A cycling path would be great along Acadia drive. I've had several close calls while biking with drivers passing by way too fast.
It would be nice to have bike pathways close to home.
I constantly see drivers speeding to make the green light on southland and Acadia drive.
Need proper multi-use connector to Bow River Pathway system from Acadia to Blackfoot Tr
Connection to Bow River path system needs to be improved
This is a very busy intersection to cross on foot. Can we make it safer? Also it is a very short time to walk across if you are crossing on the east side. An person with mobility challenges might find it difficult to cross in the limited time alotted.
Visibility of cyclists is terrible at the intersection. Scary experience trying to get the family out of Willow Park/Maple Ridge down to Carbrun park or any of the city trails.
I walk in this area frequently with my dogs and I am really uneasy about cyclists who overtake me on the sidewalk, and if they startle my dogs, they can dart in an unexpected way and get hit. I have been sideswiped by cyclists before and so "multiuse" pathways don't thrill me. Either make one side a bike path or the other, but mixing two modes of transportation isn't great. Cyclists don't like riding on the road for the same reasons...
Sidewalks in this area are old and heaving/crumbling... part of the problem is the tree roots of the large trees, and a lot of them have been ground down but they are still uneven and present a trip hazard.
Unable to safely connect to any major bike networks (bow river, Glenmore reservoir, or fish Creek). Southland bike path needed.

Given the width and amount of unused space in the Southland ROW there is no excuse to not have a mixed use pathway connecting the Bow River paths to the non-existent and badly needed paths that run the entire length of Mcleod Trail.
I want to bike here. But I'm scared I'll die.
Bike route on both sides of Southland please. I would like a safe way to get around.
Please have a button that activates a protected cycling phase.
Southland needs protected cycling infrastructure. The blue signs through Acadia say "You're less likely to be killed here." Those signs aren't helpful, don't make things safe, and don't get you anywhere fast...
Missing connectivity to river pathway
Southland Drive needs a multi-use pathway along the north side of the road (similar to the pathway on Heritage). From LRT at McLeod Trail to Sue Higgins at River pathway system. Then connectivity north along Acadia Drive to the Heritage pathway
Southland Drive needs a multi-use pathway at LEAST from here east to the river pathway system. Currently just a narrow sidewalk and MANY people access the river from southland drive on foot or by bike
Multi-use path should extend from Macleod to the Bow River Pathway as it currently switches between multi-use path and sidewalk
It is awkward and confusing to get to the bow River pathways
Bike lane for cyclists connecting to bow valley bike path
I bike occasionally but drive more often. If the right "lane" is lost to right turns, the backup of traffic that is already challenging will be even worse. For the folks wanting better access to Bow River pathway, there (or were) are bike route signs on the backstreets in Acadia.
Poor connection from here to river path
Vehicles always squeezing to turn right here which is not very comfortable on a bike
Marked crosswalk
should be on Fairmount instead
curb extension

This crosswalk can cause huge backup of traffic - which causes drivers / cars to be a bit crazy. Only occurs when students are dismissed (lunch, after school). due to students walking along, the crosswalk can be activated one after another for large periods of time. Cars try to cut through Willowpark in streets before or after. Buses can't make turn due to backup.
Curb extensions here are not sufficient, build a dutch style roundabout instead for this highly used crosswalk from the schools. Also make it so that people can cross on both sides of the street, you shouldn't have to cross twice just to backtrack, it puts kids at risk necessarily for no reason.
This should be a playground zone. There are two schools in the area and cars are speeding
curb extension
Unsafe to cycle all along Acadia drive due to significant amount of parked cars. Constantly having to weave between parked cars and moving traffic to avoid being passed too closely.
Needs to be a school zone! It's right beside two schools with so many kids walking in the neighborhood. Slow the speed to 30
They should put calming measures on Fairmount Drive as there is lots of speeders
Traffic calming curb forces bikes into traffic flow
Daughter was almost hit here this morning [date removed] because some guy was rushing to get into community hall parking lot while I was walking her to school. Something needs to be done about the amount of traffic and the speeds people are going on Acadia drive. It has become increasingly unsafe the 6 years we have lived in Mapleridge.
curb extension
There is a real drainage problem on the stretch of sidewalk on the west side of Acadia drive just south of the Willowpark Drive intersection, throughout the winter. It is either a large sheet of ice or a huge puddle. There are seniors and students trying to use this stretch of sidewalk daily & they are forced to try to go into the snow banks to get around it. A wheelchair or stroller would have no ability to pass it. I do not fault the homeowner, the problem is overwhelming. The sidewalk has sunk, the yard to one side and the city boulevard to the other are higher.
More curb extensions are needed here for people crossing Willow Park DR SE
curb extension
curb extension

With traffic increasing along Acadia in maple/willow a bike lane is the last thing we need! Road needs to be better maintained and fixed! Remove the curb extensions and make it 2 way! Put in some lights!
Speeding
Very busy crossing by students and on weekends.
The crosswalk here is ridiculous. Neither side connects to a sidewalk. At the very least, the sidewalks on both the east and west side of Acadia Dr should be connected to the crosswalk, and curb ramps to allow strollers, etc. to use this crosswalk. The next closest crosswalk is 2 blocks away so people will just cut across the road where it's convenient as this crosswalk is impassable in the winter.
Cars are not stopping for pedestrians in the crosswalk
They should put calming measures on Fairmount Drive as there is lots of speeders
curb extension
curb extension
Cars speed at crosswalk by school with flashing light.
Curb ramps exist at this intersection but do not line up with sidewalk. Ramps need to be added along sidewalk.
They should put calming measures on Fairmount Drive as there is lots of speeders
curb extension
Sidewalk is too narrow from Anderson all the way to Southland on both sides. If you remove curb extensions you would have plenty of space to increase sidewalk size for both bikers and pedestrians without affecting traffic or parking. There is huge green spaces between the sidewalk and the road
The crosswalks on Acadia Drive need to be more visible. Paint them with the wide white stripes like the are on Maple Creek Drive
Very large boulevards allow for multiuse pathway along Acadia from Anderson to Southland
Very wide road would allow for separated bike lane
The sidewalk here is depressed lower than the boulevard landscaping and is almost impossible to keep clear during freeze thaw and becomes dairy dangerous to walk/run on.
curb extension

Acadia Drive is wide enough. Put bike lanes on Blackfoot Trail not Acadia Drive
Road surface very dangerous. Road needs repaving so that it is safe for driving and cycling
Reduced speed and improved accessibility for crosswalk
Needs flashing overhead lights
curb extension
So many speeding vehicles up and down the road. There is a school and many elderly residents walking or families on bikes.
Bus stop across the road
Unmarked crosswalk. Difficult to get traffic to slow to let pedestrians cross.
curb extension
There’s no sidewalk from the bus stop to cross Acadia into Maple Ridge. So anyone getting off the bus with a stroller or wheelchair would have to try and get through snow or go to another stop.
Maplecreek Drive is used to cut through the neighborhood to get to Anderson. We often see traffic from a backed up Deerfoot Trail South also cutting through here. It’s also a common route for school buses. If we slow down Acadia consider how if might displace traffic onto other roads.
No one slows down for the families and kids crossing the street at this intersection.
Cars don't stop for pedestrians.
The crosswalks on Acadia Drive need to be more visible. Paint them with the wide white stripes like the are on Maple Creek Drive
Let's try new intersection designs to slow down traffic
Keep cyclists off the sidewalk unless they are under 14 years old! I have had to step off this very narrow sidewalk into traffic to avoid adults on eBikes on the sidewalk.
Can boulevard to be used as bike path? As long as trees not impacted. Even a small one on either side beside the road
Narrow sidewalk. No one parks from Mapleburn/Willowfern intersection all the way down to Anderson. Could look at widening the sidewalk and make it a multi-use pathway.

High traffic volumes along Acadia Drive make it unsafe to bike.
Speeding is bad on this road,maybe we could narrow it by adding protected bike lanes behind the parked cars to encourage people to reduce speed.
very busy street with lots of speeders. very difficult to enter Acadia from MapleRidge during rush hours.
Cars keep getting faster as they go south towards Anderson Road. Speed limit should be reduced to 40.
Used as a commuter route currently. Would be nice if it went to a more scenic destination.
Vehicles often drive around 80km/h from here to Anderson
Old sidewalks could be replaced with Multi use pathways
curb extension
Slightly south of Anderson, the patchwork of repairs along the curb on northbound Acadia is uneven, potholed, dangerous to ride on. Drivers don't much like it when you cycle in the middle of the curb lane but that's the only way not to wipe out!
This intersection sees a lot of daycare and school traffic. It can be difficult to get onto Acadia Drive after drop offs or during rush hour after pick ups. I've also seen coyotes run between the golf courses here and even get hit by cars.
Cars are speeding through the community
Traffc lights should be considered here. Very difficult to turn off Willingdon in the mornign and afternoon on school days
Speeding
Hdbhs
Used as a race track. Calming measures needed
Busy intersection due to school and daycare in the neighbourhood. Lots of drop off and pick up traffic. Hard to get back onto Acadia Drive during busy times. Coyotes run between gold courses. Traffic cuts through neighborhood to avoid backup on Deerfoot South.
This intersection can be very busy at certain times of the day. There seems to be more traffic coming off Anderson to go north (substitute for MacLeod Trail) in morning and in evg going south. So left hand turns during morning and evening rush hour can be a problem. Perhaps a light that is only on during those times then the rest - flashing red? may reduce speed

The golf courses running east-west create an obstruction for anyone moving north-south in the community. Creating a safe, quick, and convenient connection for pedestrians and cyclists to move through this bottleneck is essential.
Reducing the speed limit doesn't make any sense unless people think they might have to pay. Having a very visible speed at Willingdon and Acadia does nothing because speeders hit the brakes when they see the trap.
A roundabout would force traffic to slow down, add raised crosswalks and it will help with pedestrians getting run over here.
Cars are constantly speeding through here. Many kids trying to cross, we cannot get out of our neighborhood due to people cutting through to avoid Deerfoot and driving at high speeds. Dont feel safe letting my children walk or bike to school due to the amount of speeding vehicles.
They should put calming measures on Fairmount Drive as there is lots of speeders
Cars driving onto Mapleglade Drive from Acadia think the 40 kms/hr doesn't apply and drive 60-70 to get to the golf course. Lots of younger families in the area now and kids out playing. Not to mention they speed out of the golf course after drinking all round and drive erratically through the neighborhood back to Acadia.
curb extension
Traffic calming requires cyclists to move into the traffic lane - which has been significantly reduced. This is the same issue for all traffic calming enhancements. Where there use to be almost 2 lanes - narrow down to 1
This should be a playground zone as there is a school and playground and field
Another injury accident here [date & time removed] This intersection is incredibly unsafe for the amount of traffic going through with multiple schools, and golf courses in the area as well as elderly residents. Don't forget all the people cutting over from Deerfoot to avoid backups or construction and speed down Acadia putting residents at risk.
I was hit by a school bus in 2022 while i was driving across and she ran the stop sign. Something need to be done with this intersection. With the amount of school buses and cars speeding through here it is hard to get through this intersection at any time of day. It is very unsafe and many ignore the crosswalk lights.
Would be great to see improvement for multimodal connection along full length of Acadia to Fish Creek Park

Continue pathway along Acadia Drive to Fish Creek Park
curb extension
curb extension.
People drive way too fast at all times of day. The traffic volume on this road is also very high. Its used as a cut through to get to Lake Bonavista and Deer Run / Ridge
The Cross Walk at Anderson and Acadia Is very dangerous. The walking signal does not stay on long Enough to bike, let alone walk, across the street. Car go 80 - 100kms here. There are Schools on both sides of Acadia Dr and Anderson intersects them. It is very dangerous.
Vehicles need to learn that you need to give 1.5 m buffer to cyclists. A painted line might work but a cement barrier is safer! Drivers have no idea about hand signals! I get people waving to me when I signal to go left. Cyclists need to signal and sound be changed if they don't!
This intersection is very large and feels unsafe on a bicycle - particularly crossing the right turn lane to continue straight. A pathway or bikeway connection would be great!
The 50 kmph speed limit is just fine. If cars are speeding enforce the limit, don't reduce it
No cycling lane required. It is wide enough for cars and bikes. I bike all the time
A bike lane on these major roads would improve connections throughout the neighbourhood.
Silver Springs Hybrid bike lane proved a reduction in speeding and cutting through. This would also provide mobility access for all ages.
Pedestrian safety is an issue as the lights are out here.
The communities of Lake Bonavista, Willow Park/Ridge, and Acadia are all separated from each other by the major arterial roads of Anderson Dr. and Southland Dr. These roads are designed at a scale for cars, not people. I believe it is important to create a human-scaled travel corridor that stretches from Canyon Meadows Drive in the south, all the way north past Heritage Drive.
This intersection is terrifying as people go 100km/h. Can we get a completely grade-separated bridge? Or a redesign of this intersection? Maybe a traffic circle instead?
Full redesign, probably.
Unsafe spot to cycle at major intersection

Pedestrians and cyclists are required to cross this merge lane to get across Anderson. Cars are travelling at increased speed in order to merge on a 80km road, plus looking in different direction
There are often many cars and it feels unsafe riding across Anderson in either direction at this intersection. A dedicated bike lane or multiuse path would solve this.
This intersection is very wide and scary to cross as people drive far too fast on Anderson.

Question 2: Visioner

140 characters is a joke. it prevents any significant input or content. I ask anyone to try to say something worthwhile here. This is 140
6th St SE, Acadia Dr SE and Academy Dr SE all need revised curbs to accommodate strollers/wheelchairs at crosswalks.
86 Ave from Fairmount to Macleod needs attention too. Speeding a huge problem. Pedestrian crossing @ 86/Macleod is so dangerous.
A bike lane along Acadia to Beaverbrook then down Fairmount would be amazing, as kids would be able to get to school without needing a drive
A bike path on 90 ave/acadia dr is not needed. But you don't care what is needed or wanted.
A pathway that is combined ped/bike use must ensure pedestrians have right of way. Too many bike riders act like they are exempt from rules.
A separated cycle track is preferred. Either separated by median or elevated.
Acadia drive sidewalks (east side) built in 1965. They collect water and turn to a skating rink in winter. Athens Road to Academy drive
Acadia/90th Ave have become less safe for biking & walking due to lack of needed infrastructure and driving taking precedence.
access along Southland over the Deathfoot is dangerous. Cyclists have a stop sign. Drivers have a bike crossing sign. Who has the ROW?
Adjusted light signal at Southland and Acadia Dr. At peak-time, traffic can back up 500 meters, especially approaching Southland, southbound

Angle parking in front of Tennis Centre
Another waste of money and why do we need bike lanes which will need to be maintained .. fix Acadia instead of filling potholes. .. crazy
As a senior this plan makes me absolutely furious!!!!!! Fix the darn roads, CLear the darn snow! Look after what we have now!!!!
Better multi-use accessibility - 90 Ave, and Acadia Drive - either separated bike lane or multi-use pathway. Also Southland Drive!
Better snow removal please.
Bike lanes make more traffic!
Bike path extension from Heritage Drive & Blackfoot Trail to the Water Centre and BMO/Event Centre along Blackfoot then Highfield Road.
Btwn Bonaventure & Fairmount not safe for bikes. It's treated as 2 lanes & ppl drive fast. Beaverbrook student hit earlier this yr jaywalkin
Bus lanes on fairmount so create turn ins so they dont block traffic - even if you use acadia pool area when the school lets out.
Can the city work with large landlords with private pathways to be public? many of the private pathways are the most direct route
Connect Acadia Dr to Heritage Dr pathway with a protected facility on Fairmount or Bonaventure Dr
Consider replacing or upgrading unsafe intersections with traffic-calming features. Or Dutch-style roundabouts with integrated bike lanes
Curb extentions cause more issues. Build better infrastructure elsewhere instead of already backing up traffic into neibourhoods.Wasting $$$
Cycleways are not needed on 90th what’s needed is a new road surface. Bicycles and Cars do not mix. And that goes for Bonaventure Dr. As wel
effective wayfinding would encourage more riders/walkers
Elevated crosswalk between ARC and Tennis. Will prove ped crossing and slow vehicular traffic
Fairmont seems like a good candidate for a north south bike route.
Fairmount Drive is a better north south connection for bike infrastructure.

Fill the potholes! Cyclists have heritage dr lanes. No need fir a lane to link bottle depots to campsites
First of all, Acadia Dr need new pavement, also, it is unacceptable to have one route bus 99. Especially in winter. Fix what you have first!
First of all, I tried to use the map, it didn't work. I don't know what the hell is going on, 2nd of all, I don't want anything to change.
Fix the numerous pot holes
Forget the dam bike lane! In case you haven't noticed, we live in an arctic country! Which one of you is going to ride on this exact bike la
General Acadia feedback. Majority of the connecting streets are yield signs consider changing. Will this impact street parking?
General Acadia feedback. What safety changes will be made to neighboring streets (ie Fairmont Dr) if traffic increases along them?
General Acadia feedback. What will the impact on the trees along Acadia Dr be? Maintenance of trees for visibility or removed?
Help me understand why you believe these will improve the safety, accessibility, and connectivity in the area?
Hi. Good to see. Downtown Calgary has a great network of bike paths (for exercise and to reduce g h gases. The suburbs need more of this.
How about just don't do this project. Spend money on road upkeep, water main upkeep, sewer upkeep. Prioritize please.
I bike in this neighbourhood all the time. There are sufficient side streets to get anywhere you are going that are quieter. FOR FREE.
I bike in this neighbourhood all the time. There are sufficient side streets to get anywhere you are going that are quieter. FOR FREE.
I don't believe a bike lane in this corridor is needed. I bike along this route often and the bigger issue is the poor road surface.
I love the idea of making Acadia bike friendly towards Heritage pathway. We need to make the traffic calming curbs permanent as well.

I often ride my bike on Acadia Drive from 94th Ave to Canyon Meadows Drive. Acadia Drive is wide enough to do so safely. no bike lane needed
I strongly oppose bike lanes on Acadia Drive. Please use this money to fix the roads so we don't damage our cars in the pot holes, etc.
I wish someone could do something about the amount of vehicles that drive too fast on 86 ave se including school buses, west of Fairmount Dr
I would like multiuser pathways to be wider than a sidewalk and go to canyon meadows drive.
I would strongly encourage some extra attention to the mix of cars, pedestrians and cycling around the schools in morning and afternoon
If te city is considering safety around bike lanes, they may consider adding solar lights on the park paths. No more paths on the road.
It is a waste of money and time to add bike lanes in this area.
It would be great to have safer bike paths that are not right next to where cars drive, or at least have a barrier in-between for safety.
Just do it. The majority in this area will be against proactive improvements like this. Just look at the demographics. Change is bad.
Keep on street parking. Convert 1 of the sidewalk/greenspaces into a bike lane.
laneway along north side of southland is often very icy in the winter; if we're putting in lanes, what is being done for maintenance?
Let's take care of repairing our streets. 90 Ave SE has changed from the street where George turned on to go to Macdonalds for his weekly
Like making sidewalks more pedestrian friendly. Please dont remove a sidewalk for a bike lane. Issues with snow piles and parking will come.
Looking at improving traffic flow, reducing the east west blockages.Nobody outside these places cares about their paths, but we can't move!
Loss of parking in front of residents home is unacceptable. Road is wide enough to incorporate items purposed while maintaining parking
Maple Creek Drive has become a speedway for drivers cutting through from Southland through to Acadia. Lots of young children in the neighbor

My idea for council & Mayor is to lower our taxes , stop wasting OUR tax dollars on a minority group , start on major issues water main .
Need garbage bins along 90av toward Acadia street starting from Bonaventure dr. I am as volunteer cleaning street instead of City
Need Crosswalk signage and possible lights at Acadia and 5th. Too many kids cross there to go to school and park.
No bike lanes and traffic calming islands. Pave the roads and maintain infrastructure.
No bike lanes please! You can only ride a bike 5 months of the year. Bike lanes congest traffic.
No bike lanes please, put a light @ Willingdon & Acadia... very dangerous intersection...Keep your bike lanes to downtown!!!
No dedicated bike lanes that share road space
NO designated bike lanes. Bike lanes make drivers more aggressive with no safety benefit given wide shoulder already (2 lanes each wa).
No instructions on how to find the Thumbs up or down. if it is there, not very obvious.
NO PARKING. Remove ability for cars to park on the street so that we can have protected bike lanes in both directions.
Not in the study area, but traffic calming on 2 ST SE between Southland and 94 Ave. Speed is a problem
Not worth putting in bike lanes for the very few cyclists I see in the morning and evenings on these roads. As usual the city is wasting $.
People drive too fast in the area. More enforcement is needed for speeding.
Please install more seating near Lord Beaverbrook High School. People walk in area, and there is no place to sit other than bus benches.
Please make sure that the pathways and sidewalks are accessible for people in wheelchairs.
Please make sure that there is adequate snow and ice control if you are putting this infrastructure in.
Please stop. We do not need that. There are better places to spend tax money. People in this community are clear they do not need that.

Please tell us what is meant by the words “design changes”. Tell us what residents are expected to do with paint on roadways (eg circles).
Plus me and my kids won't be clipped by truck mirrors as has happened multiple times.
priorities seems to b the issue here. 20 mi if that is true is excessive to spend if taxes continue to rise. Paving & safety on existing rds
Protected on-street wheeling facilities are better than multi-use pathway
Put bike lanes on Blackfoot Trail. The road is wide enough for this and it will be a direct route downtown.
Remove blanket rezoning to limit uncontrolled population growth.
Removing the curb extensions to allow more room for cyclists makes more sense than a multi-use path on this small street.
Safety is # 1. Prefer protected bike lane or multi-use pathway
Separated bike infrastructure is preferred as its uncomfortable when bikes and scooters are zooming by
Speed is not an issue on this road. But improving visibility of pedestrian crossings and sightlines would help.
Stop approving development permits for areas that already have this stuff in place. Let’s start using some common sense here.
Stop This Nonsense. Accessibility (5%) and connectivity is not required. You are wasting tax payer money and cluttering our streets.
The "thumbs up or down" functionality is missing from the project map
The bike lane should turn right at Bonaventure and connect to the bike path on Heritage. Nobody rides a bike on Macleod Trail.
The city should take a look at Fairmont drive if you are taking a look at Acadia. I would consider is it more dangers the Acadia dr.
The curb extensions actually make it more dangerous for cyclists as they have to swerve over into traffic to go around. Remove them
The curve in the road at the plaza already makes sightlines challenging. I don't think a multi-use path is the right fit for this street.

The inherent problem with converting sidewalks to multiuse paths is that car drivers do not see bikes at intersections.
The intersection of 90th and Bonaventure Dr. is in terrible shape, very large sink hole, needs to be repaired and new asphalt.
The intersection of Acadia and Mapleglade Dr/ Willingdon Dr is a very dangerous as I've wit. many. A traffic cir. would help tremendously.
The only thing that needs to be done is the whole road needs to be milled and repaved!!
The pedestrian crossing at Ancourt is narrow and some motorists will hurry around there and cause many problems. Not well thought out. FIX
The pedestrian crossing cement extentions make have difficult to ride bikes by here with traffic, will be very dangerous. Bad Idea. Fixit
The road on 90th needs repair there are so many cracks and pitfalls where a driver has to weave to save a tire - a cyclist would be killed
The sidewalks could be wider to accommodate both bikes and pedestrians.
The sidewalks in the area need to be better. Wider!
The walk path is barely big enough for 2 people +dogs, why don’t you make it bigger for everyone including bikes to use?
The walkways along Bonaventure should have more priority than 90th ave the cnr of Bonaventure and 90th is in atrocious condition.
There are a lot of yield signs that should be stop signs. Especially on cross roads with Fairmount Dr
There are so many potholes along here that are never fixed or repaired poorly and form again after winter. Road needs to be repaved properly
There is not enough city garbage cans of large enough volume for residents and students travelling to the neighbourhood to use.
There is so much space between the road and the walking path! Use some of it to expand the path and make it accessible to bikes+pedesestrian
This is great. But what about connectivity to EXISTING pathways - along southland to river pathway, and north to Heritage pathway.

This needs to extend through Lake Bonavista to Fish Creek park. Why is it stopping at Anderson? Access to Fish Creek opens up the mobility.
This street requires significant traffic calming measures. It is not an alternative to Heritage or Southland.
To spend $20 million on this project, this money should go towards the water pipeline which will help save taxes in the city.
Traffic calming on Ashworth Rd SE please. I would like to bike on paths or bike lanes but not sidewalks.
Turning lane N & S. People speed pass cars waiting to turn not watching to see people in the crosswalk. High number of students school times
Two easy changes would make bicycle use of Acadia Drive much, much safer: 1)Remove curb extensions. 2)Prohibit on-street parking.
Use rectangular rapid flashing beacons (RRFB). They are good for kids and people pay more attention.
Vehicles are speeding on the N/S section of Academy Dr. Many vulnerable citizens live here. Traffic calming measures are needed ASAP before
very busy section of road. We have waited up to 5 minutes to turn onto it at peak hours. Drivers are speeding and not paying attn to x walks
We do not need a bike path along this road. It needs to be better maintained and repaved.
We need street parking on Acadia Drive. Pls do not take away street parking. Lights at new xwalk on Acadia need to be brighter more visible
What a waste of OUR money .. Acadia Drive paving is more important . The city does what it wants regardless of input from taxpayers
what about all the old growth trees? they are magnificent and help make the area wonderful. will they be cut down so that a few can ride ?
When it is -35 and icy who is bike riding? We have winter 7 months of the year in reality... we do not need a bike path along Acadia Dr.
Why are there no playground zones on Acadia Drive in the Mapleridge Willowpark area. We have three schools and playfields close by.
Why was Acadia Drive narrowed so much at Ancourt Rd. with a Bus stop right there at this pedestrian crossing. This will be a dangerous spot

Wider sidewalks would help a lot. Especially near seniors homes.
Will Acadia Dr. have new asphalt, has been in need for too many years. In some places it is like riding a roller coaster. Needs fixing
With all the schools in this area with such close access to Acadia drive. You couldn't pick a better location to do this in the SE.
With traffic increasing a bike lane is the last thing we need! Fix and maintain the roads and pathways already there!
Would like City to consider traffic calming / barriers near crosswalks to make them safer.
Would love a family friendly bike lane (not just for the hardcore cyclists) in place of one of the sidewalks.
Yes, please! I bike that road just about every day. Drivers speed and pass way to close ! 1.5 m allowance svp!
You are harming seniors with this plan! Snow covered roads are impossible to cross. Seniors will be stuck at home all winter!!!!!
You want to calm traffic on 90Ave&Acadia Drive? Simple: Close Lord Beaverbrook High School. You would eliminate 1000 cars a day from here

Visioner tool showing thumbs up and thumbs down reactions:

30 September, 2024
Anonymous says:
"Stop This Nonsense. Accessibility (5%) and connectivity is not required. You are wasting tax payer money and cluttering our streets. "
1 6

30 September, 2024
Anonymous says:
"Help me understand why you believe these will improve the safety, accessibility, and connectivity in the area?"
1 4

30 September, 2024
Anonymous says:
"With all the schools in this area with such close access to Acadia drive. You couldn't pick a better location to do this in the SE. "
6 2

29 September, 2024
Anonymous says:
"There is not enough city garbage cans of large enough volume for residents and students travelling to the neighbourhood to use."
3 1

28 September, 2024
Anonymous says:
"priorities seems to b the issue here. 20 mi if that is true is excessive to spend if taxes continue to rise. Paving & safety on existing rds"
1 1

28 September, 2024
Anonymous says:
"Bus lanes on fairmount so create turn ins so they dont block traffic - even if you use acadia pool area when the school lets out."
3 1

27 September, 2024
Anonymous says:
"This needs to extend through Lake Bonavista to Fish Creek park. Why is it stopping at Anderson? Access to Fish Creek opens up the mobility."
6 1

27 September, 2024
Anonymous says:
"Looking at improving traffic flow, reducing the east west blockages.Nobody outside these places cares about their paths, but we can't move!"
0 1

27 September, 2024
Anonymous says:
"If te city is considering safety around bike lanes, they may consider adding solar lights on the park paths. No more paths on the road. "
4 2

26 September, 2024

Anonymous says:

"Elevated crosswalk between ARC and Tennis. Will prove ped crossing and slow vehicular traffic"

2 3

26 September, 2024

Anonymous says:

"Angle parking in front of Tennis Centre "

0 2

26 September, 2024

Anonymous says:

"Fairmount Drive is a better north south connection for bike infrastructure. "

3 3

26 September, 2024

Anonymous says:

"It is a waste of money and time to add bike lanes in this area. "

8 13

26 September, 2024

Anonymous says:

"Use rectangular rapid flashing beacons (RRFB). They are good for kids and people pay more attention. "

8 1

26 September, 2024

Anonymous says:

"A separated cycle track is preferred. Either separated by median or elevated. "

12 1

26 September, 2024

Anonymous says:

"Please make sure that there is adequate snow and ice control if you are putting this infrastructure in. "

4 0

26 September, 2024

Anonymous says:

"Safety is # 1. Prefer protected bike lane or multi-use pathway"

12 1

26 September, 2024

Anonymous says:

"The sidewalks could be wider to accommodate both bikes and pedestrians. "

15 0

26 September, 2024

Anonymous says:

"Wider sidewalks would help a lot. Especially near seniors homes. "

11 0

26 September, 2024

Anonymous says:

"Separated bike infrastructure is preferred as its uncomfortable when bikes and scooters are zooming by"

5 0

26 September, 2024

Anonymous says:

"Would like City to consider traffic calming / barriers near crosswalks to make them safer. "

6 0

26 September, 2024

Anonymous says:

"Please install more seating near Lord Beaverbrook High School. People walk in area, and there is no place to sit other than bus benches. "

4 0

26 September, 2024

Anonymous says:

"Please make sure that the pathways and sidewalks are accessible for people in wheelchairs. "

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26 September, 2024

Anonymous says:

"People drive too fast in the area. More enforcement is needed for speeding. "

8 1

26 September, 2024

Anonymous says:

"Better snow removal please."

5 0

26 September, 2024

Anonymous says:

"The sidewalks in the area need to be better. Wider!"

2 0

25 September, 2024

Anonymous says:

"Plus me and my kids won't be clipped by truck mirrors as has happened multiple times."

0 0

25 September, 2024

Anonymous says:

"A bike lane along Acadia to Beaverbrook then down Fairmount would be amazing, as kids would be able to get to school without needing a drive"

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25 September, 2024

Anonymous says:

"The walk path is barely big enough for 2 people +dogs, why don't you make it bigger for everyone including bikes to use?"

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Anonymous says:

"As a senior this plan makes me absolutely furious!!!!!! Fix the darn roads, CLear the darn snow! Look after what we have now!!!!"

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25 September, 2024

Anonymous says:

"You are harming seniors with this plan! Snow covered roads are impossible to cross. Seniors will be stuck at home all winter!!!!!"

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25 September, 2024

Anonymous says:

"140 characters is a joke. it prevents any significant input or content. I ask anyone to try to say something worthwhile here. This is 140"

6 2

25 September, 2024

Anonymous says:

"Hi. Good to see. Downtown Calgary has a great network of bike paths (for exercise and to reduce g h gases. The suburbs need more of this. "

7 5

25 September, 2024

Anonymous says:

"Fill the potholes! Cyclists have heritage dr lanes. No need fir a lane to link bottle depots to campsites"

5 7

24 September, 2024

Anonymous says:

"There is so much space between the road and the walking path! Use some of it to expand the path and make it accessible to bikes+pedesestrian"

13 1

24 September, 2024

Anonymous says:

"With traffic increasing a bike lane is the last thing we need! Fix and maintain the roads and pathways already there! "

9 7

23 September, 2024

Anonymous says:

"No bike lanes please, put a light @ Willingdon & Acadia... very dangerous intersection...Keep your bike lanes to downtown!!! "

9 13

23 September, 2024

Anonymous says:

"Keep on street parking. Convert 1 of the sidewalk/greenspaces into a bike lane."

9 2

23 September, 2024

Anonymous says:

"What a waste of OUR money .. Acadia Drive paving is more important . The city does what it wants regardless of input from taxpayers"

12 11

23 September, 2024

Anonymous says:

"I love the idea of making Acadia bike friendly towards Heritage pathway. We need to make the traffic calming curbs permanent as well."

15 6

23 September, 2024

Anonymous says:

"Protected on-street wheeling facilities are better than multi-use pathway"

4 1

23 September, 2024

Anonymous says:

"Connect Acadia Dr to Heritage Dr pathway with a protected facility on Fairmount or Bonaventure Dr"

4 2

23 September, 2024

Anonymous says:

"Bike path extension from Heritage Drive & Blackfoot Trail to the Water Centre and BMO/Event Centre along Blackfoot then Highfield Road."

10 2

23 September, 2024

Anonymous says:

"The city should take a look at Fairmont drive if you are taking a look at Acadia. I would consider is it more dangers the Acadia dr."

3 7

23 September, 2024

Anonymous says:

"Would love a family friendly bike lane (not just for the hardcore cyclists) in place of one of the sidewalks."

12 9

24 September, 2024

Anonymous says:

"Why are there no playground zones on Acadia Drive in the Mapleridge Willowpark area. We have three schools and playfields close by. "

6 4

24 September, 2024

Anonymous says:

"Please stop. We do not need that. There are better places to spend tax money. People in this community are clear they do not need that. "

8 7

24 September, 2024

Anonymous says:

"I bike in this neighbourhood all the time. There are sufficient side streets to get anywhere you are going that are quieter. FOR FREE."

7 4

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Anonymous says:

"I bike in this neighbourhood all the time. There are sufficient side streets to get anywhere you are going that are quieter. FOR FREE."

7 4

24 September, 2024

Anonymous says:

"laneway along north side of southland is often very icy in the winter; if we're putting in lanes, what is being done for maintenance?"

10 0

24 September, 2024

Anonymous says:

"Turning lane N & S. People speed pass cars waiting to turn not watching to see people in the crosswalk. High number of students school times"

7 0

23 September, 2024

Anonymous says:

"Forget the dam bike lane! In case you haven't noticed, we live in an arctic country! Which one of you is going to ride on this exact bike la"

9 11

23 September, 2024

Anonymous says:

"Stop approving development permits for areas that already have this stuff in place. Let's start using some common sense here."

3 12

23 September, 2024

Anonymous says:

"Like making sidewalks more pedestrian friendly. Please dont remove a sidewalk for a bike lane. Issues with snow piles and parking will come."

9 1

22 September, 2024

Anonymous says:

"Acadia/90th Ave have become less safe for biking & walking due to lack of needed infrastructure and driving taking precedence."

7 5

22 September, 2024

Anonymous says:

"NO PARKING. Remove ability for cars to park on the street so that we can have protected bike lanes in both directions."

7 19

22 September, 2024

Anonymous says:

"Vehicles are speeding on the N/S section of Academy Dr. Many vulnerable citizens live here. Traffic calming measures are needed ASAP before "

9 3

21 September, 2024

Anonymous says:

"How about just don't do this project. Spend money on road upkeep, water main upkeep, sewer upkeep. Prioritize please."

15 10

21 September, 2024

Anonymous says:

"We need street parking on Acadia Drive. Pls do not take away street parking. Lights at new xwalk on Acadia need to be brighter more visible "

12 4

21 September, 2024

Anonymous says:

"Two easy changes would make bicycle use of Acadia Drive much, much safer: 1)Remove curb extensions. 2)Prohibit on-street parking."

5 18

20 September, 2024

Anonymous says:

"I strongly oppose bike lanes on Acadia Drive. Please use this money to fix the roads so we don't damage our cars in the pot holes, etc. "

16 12

20 September, 2024

Anonymous says:

"I don't believe a bike lane in this corridor is needed. I bike along this route often and the bigger issue is the poor road surface."

22 9

20 September, 2024

Anonymous says:

"Yes, please! I bike that road just about every day. Drivers speed and pass way to close ! 1.5 m allowance svp!"

19 11

19 September, 2024

Anonymous says:

"Not worth putting in bike lanes for the very few cyclists I see in the morning and evenings on these roads. As usual the city is wasting $."

21 17

19 September, 2024

Anonymous says:

"Bike lanes make more traffic!"

12 16

19 September, 2024

Anonymous says:

"No bike lanes please! You can only ride a bike 5 months of the year. Bike lanes congest traffic. "

19 15

19 September, 2024

Anonymous says:

"To spend $20 million on this project, this money should go towards the water pipeline which will help save taxes in the city. "

17 12

19 September, 2024

Anonymous says:

"The bike lane should turn right at Bonaventure and connect to the bike path on Heritage. Nobody rides a bike on Macleod Trail."

15 6

18 September, 2024

Anonymous says:

"The intersection of Acadia and Mapleglade Dr/ Willingdon Dr is a very dangerous as I've wit. many. A traffic cir. would help tremendously. "

7 15

18 September, 2024

Anonymous says:

"Put bike lanes on Blackfoot Trail. The road is wide enough for this and it will be a direct route downtown."

17 7

18 September, 2024

Anonymous says:

"It would be great to have safer bike paths that are not right next to where cars drive, or at least have a barrier in-between for safety."

20 5

17 September, 2024

Anonymous says:

"Adjusted light signal at Southland and Acadia Dr. At peak-time, traffic can back up 500 meters, especially approaching Southland, southbound"

19 0

17 September, 2024

Anonymous says:

"Acadia drive sidewalks (east side) built in 1965. They collect water and turn to a skating rink in winter. Athens Road to Academy drive"

13 0

17 September, 2024

Anonymous says:

"I would strongly encourage some extra attention to the mix of cars, pedestrians and cycling around the schools in morning and afternoon "

10 3

17 September, 2024

Anonymous says:

"Let's take care of repairing our streets. 90 Ave SE has changed from the street where George turned on to go to Macdonalds for his weekly "

4 0

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Anonymous says:

"A bike path on 90 ave/acadia dr is not needed. But you don't care what is needed or wanted. "

22 14

17 September, 2024

Anonymous says:

"Maple Creek Drive has become a speedway for drivers cutting through from Southland through to Acadia. Lots of young children in the neighbor"

16 2

17 September, 2024

Anonymous says:

"Speed is not an issue on this road. But improving visibility of pedestrian crossings and sightlines would help."

21 5

17 September, 2024

Anonymous says:

"Removing the curb extensions to allow more room for cyclists makes more sense than a multi-use path on this small street."

14 6

17 September, 2024

Anonymous says:

"The curve in the road at the plaza already makes sightlines challenging. I don't think a multi-use path is the right fit for this street."

24 3

17 September, 2024

Anonymous says:

"Just do it. The majority in this area will be against proactive improvements like this. Just look at the demographics. Change is bad."

10 20

16 September, 2024

Anonymous says:

"No bike lanes and traffic calming islands. Pave the roads and maintain infrastructure."

25 11

16 September, 2024

Anonymous says:

"There are so many potholes along here that are never fixed or repaired poorly and form again after winter. Road needs to be repaved properly"

29 1

16 September, 2024

Anonymous says:

"The curb extensions actually make it more dangerous for cyclists as they have to swerve over into traffic to go around. Remove them "

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Anonymous says:

"We do not need a bike path along this road. It needs to be better maintained and repaved. "

27 8

16 September, 2024

Anonymous says:

"what about all the old growth trees? they are magnificent and help make the area wonderful. will they be cut down so that a few can ride ?"

18 3

16 September, 2024

Anonymous says:

"When it is -35 and icy who is bike riding? We have winter 7 months of the year in reality... we do not need a bike path along Acadia Dr. "

25 12

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Anonymous says:

"The only thing that needs to be done is the whole road needs to be milled and repaved!!"

24 3

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Anonymous says:

"This street requires significant traffic calming measures. It is not an alternative to Heritage or Southland. "

13 17

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Anonymous says:

"6th St SE, Acadia Dr SE and Academy Dr SE all need revised curbs to accommodate strollers/wheelchairs at crosswalks."

14 5

14 September, 2024

Anonymous says:

"The intersection of 90th and Bonaventure Dr. is in terrible shape, very large sink hole, needs to be repaired and new asphalt. "

17 0

14 September, 2024

Anonymous says:

"Will Acadia Dr. have new asphalt, has been in need for too many years. In some places it is like riding a roller coaster. Needs fixing "

16 0

14 September, 2024

Anonymous says:

"Need Crosswalk signage and possible lights at Acadia and 5th. Too many kids cross there to go to school and park. "

14 1

14 September, 2024

Anonymous says:

"The pedestrian crossing at Ancourt is narrow and some motorists will hurry around there and cause many problems. Not well thought out. FIX "

6 0

14 September, 2024

Anonymous says:

"Why was Acadia Drive narrowed so much at Ancourt Rd. with a Bus stop right there at this pedestrian crossing. This will be a dangerous spot "

14 0

14 September, 2024

Anonymous says:

"A pathway that is combined ped/bike use must ensure pedestrians have right of way. Too many bike riders act like they are exempt from rules."

16 2

14 September, 2024

Anonymous says:

"Not in the study area, but traffic calming on 2 ST SE between Southland and 94 Ave. Speed is a problem "

1 4

14 September, 2024

Anonymous says:

"Please tell us what is meant by the words "design changes". Tell us what residents are expected to do with paint on roadways (eg circles)."

6 2

14 September, 2024

Anonymous says:

"I would like multiuser pathways to be wider than a sidewalk and go to canyon meadows drive."

16 4

14 September, 2024

Anonymous says:

"Curb extentions cause more issues. Build better infrastructure elsewhere instead of already backing up traffic into neibourhoods.Wasting $$$"

13 | 6

13 September, 2024

Anonymous says:

"No instructions on how to find the Thumbs up or down. if it is there, not very obvious."

0 | 4

13 September, 2024

Anonymous says:

"This is great. But what about connectivity to EXISTING pathways - along southland to river pathway, and north to Heritage pathway. "

15 | 4

13 September, 2024

Anonymous says:

"The "thumbs up or down" functionality is missing from the project map"

2 | 2

13 September, 2024

Anonymous says:

"Better multi-use accessibility - 90 Ave, and Acadia Drive - either separated bike lane or multi-use pathway. Also Southland Drive!"

11 | 13

13 September, 2024

Anonymous says:

"Btwn Bonaventure & Fairmount not safe for bikes. It's treated as 2 lanes & ppl drive fast. Beaverbrook student hit earlier this yr jaywalkin"

7 | 7

13 September, 2024

Anonymous says:

"very busy section of road. We have waited up to 5 minutes to turn onto it at peak hours. Drivers are speeding and not paying attn to x walks"

7 | 1

13 September, 2024

Anonymous says:

"Need garbage bins along 90av toward Acadia street starting from Bonaventure dr. I am as volunteer cleaning street instead of City"

5 | 0

12 September, 2024

Anonymous says:

"The road on 90th needs repair there are so many cracks and pitfalls where a driver has to weave to save a tire - a cyclist would be killed "

14 | 0

12 September, 2024
Anonymous says:

"Fairmont seems like a good candidate for a north south bike route."

11 7

12 September, 2024
Anonymous says:

"First of all, Acadia Dr need new pavement, also, it is unacceptable to have one route bus 99. Especially in winter. Fix what you have first!"

14 2

12 September, 2024
Anonymous says:

"Cycleways are not needed on 90th what's needed is a new road surface. Bicycles and Cars do not mix. And that goes for Bonaventure Dr. As wel"

16 10

12 September, 2024
Anonymous says:

"The walkways along Bonaventure should have more priority than 90th ave the cnr of Bonaventure and 90th is in atrocious condition. "

12 0

12 September, 2024
Anonymous says:

"Another waste of money and why do we need bike lanes which will need to be maintained .. fix Acadia instead of filling potholes. .. crazy "

18 9

12 September, 2024
Anonymous says:

"NO designated bike lanes. Bike lanes make drivers more aggressive with no safety benefit given wide shoulder already (2 lanes each wa)."

15 12

12 September, 2024
Anonymous says:

"access along Southland over the Deathfoot is dangerous. Cyclists have a stop sign. Drivers have a bike crossing sign. Who has the ROW?"

5 1

12 September, 2024
Anonymous says:

"You want to calm traffic on 90Ave&Acadia Drive? Simple: Close Lord Beaverbrook High School. You would eliminate 1000 cars a day from here"

1 17

12 September, 2024
Anonymous says:

"Traffic calming on Ashworth Rd SE please. I would like to bike on paths or bike lanes but not sidewalks. "

10 7

10 September, 2024

Anonymous says:

"There are a lot of yield signs that should be stop signs. Especially on cross roads with Fairmount Dr"

9 5

10 September, 2024

Anonymous says:

"I wish someone could do something about the amount of vehicles that drive too fast on 86 ave se including school buses, west of Fairmount Dr"

9 1

10 September, 2024

Anonymous says:

"Fix the numerous pot holes"

15 2

10 September, 2024

Anonymous says:

"86 Ave from Fairmount to Macleod needs attention too. Speeding a huge problem. Pedestrian crossing @ 86/Macleod is so dangerous."

8 3

10 September, 2024

Anonymous says:

"Remove blanket rezoning to limit uncontrolled population growth. "

14 9

10 September, 2024

Anonymous says:

"effective wayfinding would encourage more riders/walkers"

4 5

10 September, 2024

Anonymous says:

"Can the city work with large landlords with private pathways to be public? many of the private pathways are the most direct route"

4 0

9 September, 2024

Anonymous says:

"I often ride my bike on Acadia Drive from 94th Ave to Canyon Meadows Drive. Acadia Drive is wide enough to do so safely. no bike lane needed"

20 5

9 September, 2024

Anonymous says:

"Consider replacing or upgrading unsafe intersections with traffic-calming features. Or Dutch-style roundabouts with integrated bike lanes"

9 13

15 September, 2024

Anonymous says:

"My idea for council & Mayor is to lower our taxes , stop wasting OUR tax dollars on a minority group , start on major issues water main . "

16 18

15 September, 2024

Anonymous says:

"General Acadia feedback. What safety changes will be made to neighboring streets (ie Fairmont Dr) if traffic increases along them? "

10 0

15 September, 2024

Anonymous says:

"General Acadia feedback. What will the impact on the trees along Acadia Dr be? Maintenance of trees for visibility or removed?"

10 4

15 September, 2024

Anonymous says:

"General Acadia feedback. Majority of the connecting streets are yield signs consider changing. Will this impact street parking? "

5 5

15 September, 2024

Anonymous says:

"First of all, I tried to use the map, it didn't work. I don't know what the hell is going on, 2nd of all, I don't want anything to change."

10 12

14 September, 2024

Anonymous says:

"No dedicated bike lanes that share road space "

27 10

14 September, 2024

Anonymous says:

"Loss of parking in front of residents home is unacceptable. Road is wide enough to incorporate items purposed while maintaining parking "

22 8

14 September, 2024

Anonymous says:

"The inherent problem with converting sidewalks to multiuse paths is that car drivers do not see bikes at intersections."

18 2

14 September, 2024

Anonymous says:

"The pedestrian crossing cement extentions make have difficult to ride bikes by here with traffic, will be very dangerous. Bad Idea. Fixit "

19 0

23 September, 2024

Anonymous says:

"No bike lanes please, put a light @ Willingdon & Acadia... very dangerous intersection...Keep your bike lanes to downtown!!! "

9 13

23 September, 2024

Anonymous says:

"Keep on street parking. Convert 1 of the sidewalk/greenspaces into a bike lane."

9 2

23 September, 2024

Anonymous says:

"What a waste of OUR money .. Acadia Drive paving is more important . The city does what it wants regardless of input from taxpayers"

12 11

23 September, 2024

Anonymous says:

"I love the idea of making Acadia bike friendly towards Heritage pathway. We need to make the traffic calming curbs permanent as well."

15 6

23 September, 2024

Anonymous says:

"Protected on-street wheeling facilities are better than multi-use pathway"

4 1

23 September, 2024

Anonymous says:

"Connect Acadia Dr to Heritage Dr pathway with a protected facility on Fairmount or Bonaventure Dr"

4 2

23 September, 2024

Anonymous says:

"Bike path extension from Heritage Drive & Blackfoot Trail to the Water Centre and BMO/Event Centre along Blackfoot then Highfield Road."

10 2

23 September, 2024

Anonymous says:

"The city should take a look at Fairmont drive if you are taking a look at Acadia. I would consider is it more dangers the Acadia dr."

3 7

23 September, 2024

Anonymous says:

"Would love a family friendly bike lane (not just for the hardcore cyclists) in place of one of the sidewalks."

12 9

26 September, 2024

Anonymous says:

"Elevated crosswalk between ARC and Tennis. Will prove ped crossing and slow vehicular traffic"

2 3

26 September, 2024

Anonymous says:

"Angle parking in front of Tennis Centre "

0 2

26 September, 2024

Anonymous says:

"Fairmount Drive is a better north south connection for bike infrastructure. "

3 3

26 September, 2024

Anonymous says:

"It is a waste of money and time to add bike lanes in this area. "

8 13

26 September, 2024

Anonymous says:

"Use rectangular rapid flashing beacons (RRFB). They are good for kids and people pay more attention. "

8 1

26 September, 2024

Anonymous says:

"A separated cycle track is preferred. Either separated by median or elevated. "

12 1

26 September, 2024

Anonymous says:

"Please make sure that there is adequate snow and ice control if you are putting this infrastructure in. "

4 0

26 September, 2024

Anonymous says:

"Safety is # 1. Prefer protected bike lane or multi-use pathway"

12 1

26 September, 2024

Anonymous says:

"The sidewalks could be wider to accommodate both bikes and pedestrians. "

15 0