May 2025

90 Avenue and Acadia Drive S.E. Mobility Improvements

Phase 2: March 7 - March 31, 2025

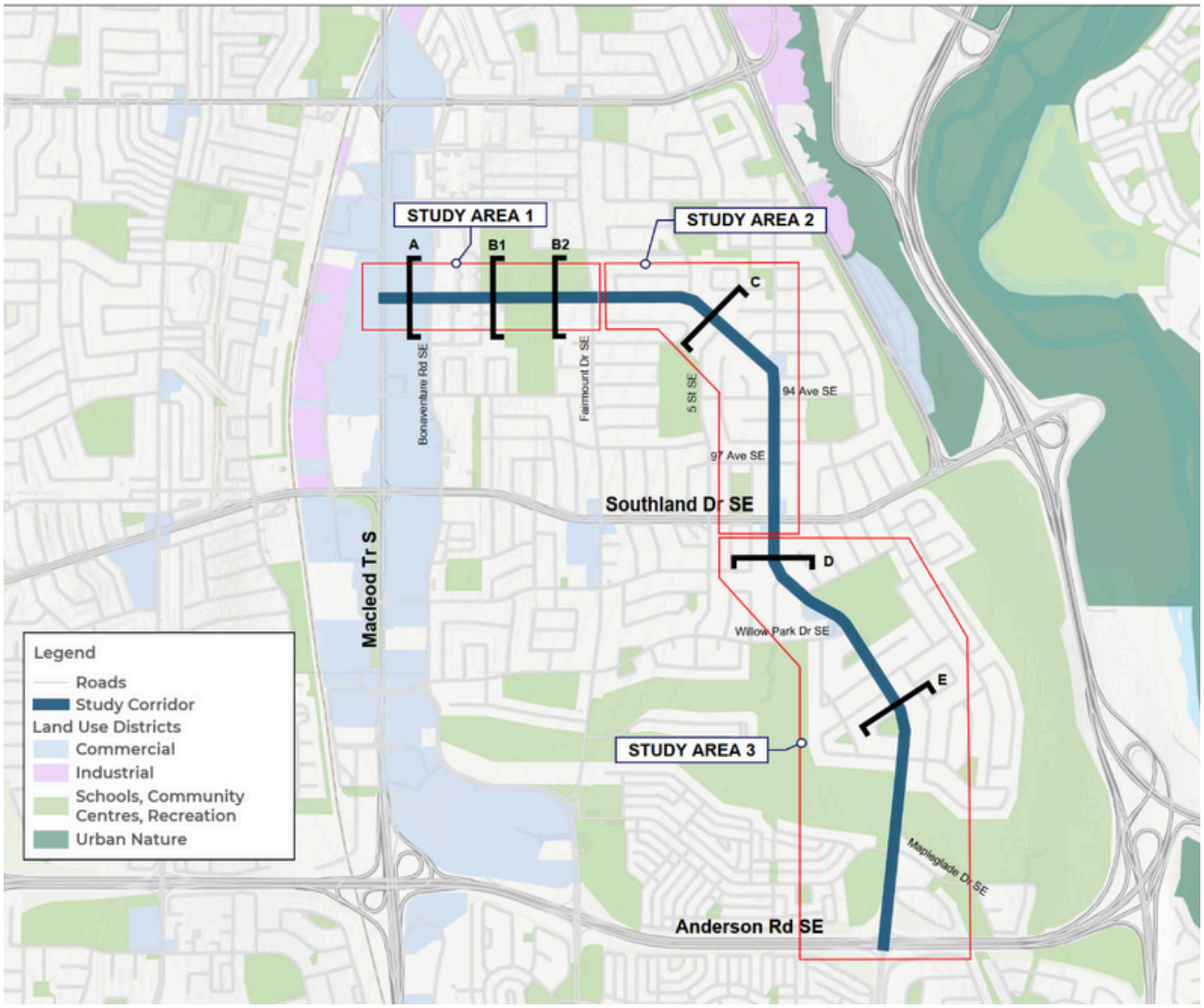
What We Heard Report

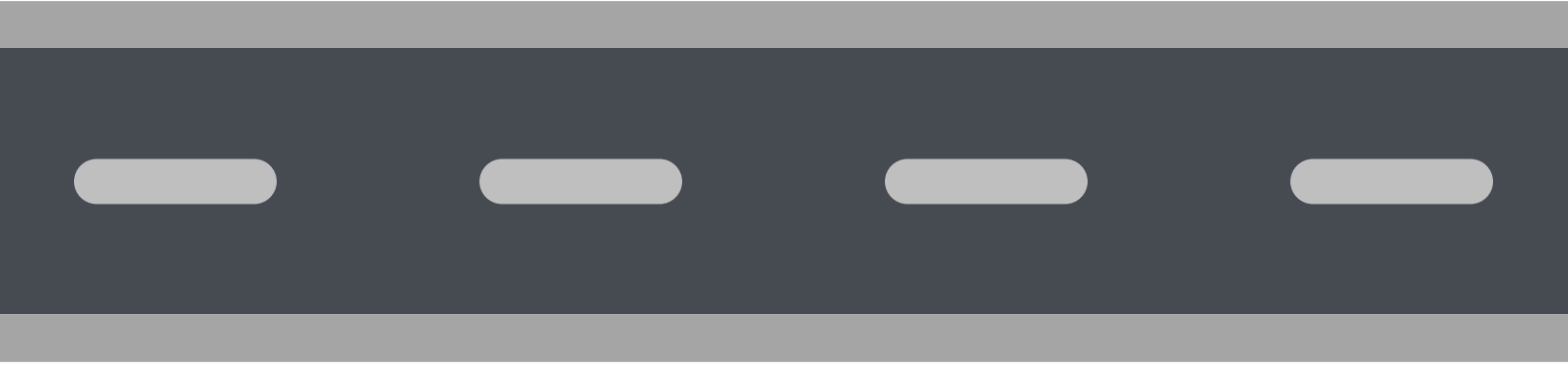
Prepared by:
The City of Calgary Engage Resource Unit



Project summary

The 90 Avenue and Acadia Drive S.E. Mobility Improvements project will improve safety and connectivity in S.E. Calgary by adding traffic calming measures, and pathway and cycling infrastructure to the Ward 11 communities of Acadia, Maple Ridge, and Willow Park. Based on feedback received during Phase 1, the project team developed multiple concept options for three defined study areas along the route, with added spot improvements for the entire corridor that were presented for public feedback in Phase 2.





Project background

90 Avenue and Acadia Drive S.E. serve as vital links between the Macleod Trail South Urban Main Street Area and the neighbourhoods of Acadia, Willow Park, and Maple Ridge. These streets function as Community Corridors, connecting several Neighbourhood Activity Centres in the area.

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

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, the Council has provided directives to reduce the speed limit to 40 km/hr and implement design changes to enhance safety on collector and residential streets.

Engagement background

Phase 1 engagement was conducted from September 9 – 30, 2024, helping the project team understand the needs of the area by hearing valuable local perspectives, opinions, and concerns.

In Phase 1, 2139 people visited the online engagement page. There were 466 individual comments received. The input received was considered, alongside factors such as cost, environmental impact, technical limitations, and long range plans to inform design options that were presented in Phase 2.

Following Phase 1, a detailed What We Heard Report was compiled and sent to the project team defining the key themes and concerns shared for each study area. The summaries of each study areas were published on the engage portal page outlining how this feedback was used to develop the options presented in Phase 2.

Phase 2 engagement was conducted between March 7 - Mach 31, 2025. This was the ‘Explore’ phase of the project where design options were presented for Calgarians and interest holder feedback. Specifically, how does a design concept impact the following: parking, community access, pedestrian crossing & safety, pedestrian comfort, cycling comfort & safety.

How we communicated the project:



- Postcards mailed to all residents, businesses, and apartment buildings in the communities of Acadia, Maple Ridge, and Willow Park.
- Communication toolkit packages provided to the local community associations and councillor ward office for them to share awareness through their social media and newsletter channels.
- Bold signs (as pictured above) positioned in three areas of the corridor.
- Social media posts on Facebook, Instagram and Nextdoor with a direct link to the online engagement page.

In-Person public engagement opportunities

In addition to online engagement, the project team hosted three in-person public engagement opportunities, one external interest holder workshop and three school engagement sessions at one school in the area for people to share their input and ideas on the options being presented.
All comments recieved at the in-person engagement sessions have been included in the verbatim comments report, as well as in sample comments throughout the report.

Public engagement:

- **Acadia Aquatic and Fitness Centre:** Wednesday, March 12, 2025, from 1:00PM - 3:00PM
- **Alberta Tennis Centre:** Thursday, March 13, 2025, from 4:30PM - 6:30PM
- **Acadia Recreation Complex:** Saturday, March 22, 2025, from Noon - 2:00PM



124 people attended the public engagement events.

Interest holder workshop

A workshop was held with interested parties on March 26, 2025, from 5:30-7:30 PM at the Willow Ridge Community Association.

The workshop was attended by a number of organizations including the following:

- Acadia Community Association
- Calgary Board of Education
- Alberta Tennis Centre
- Willow Ridge Community Association
- Youth En Route

Other business owners and operators along the corridor were invited to attend this workshop.

The feedback received will be reviewed alongside all other public feedback received during engagement. We have included a selection of sample comments from the workshop in this report.

Study Area 1: Option 3

At bus layby next to Lord Beaverbrook - Ensure that landing pad between bike lanes and curb is wide enough for wheelchairs to get on/off the buses – 2.5m.

Spot Improvements:

Current curb extensions aren't working because they're too narrow, and wide, and don't seem to be effective

Study Area 3: Spot improvements

Can we include 'secondary locations for curb extensions in the plan for future implementations, so that it's not missed?

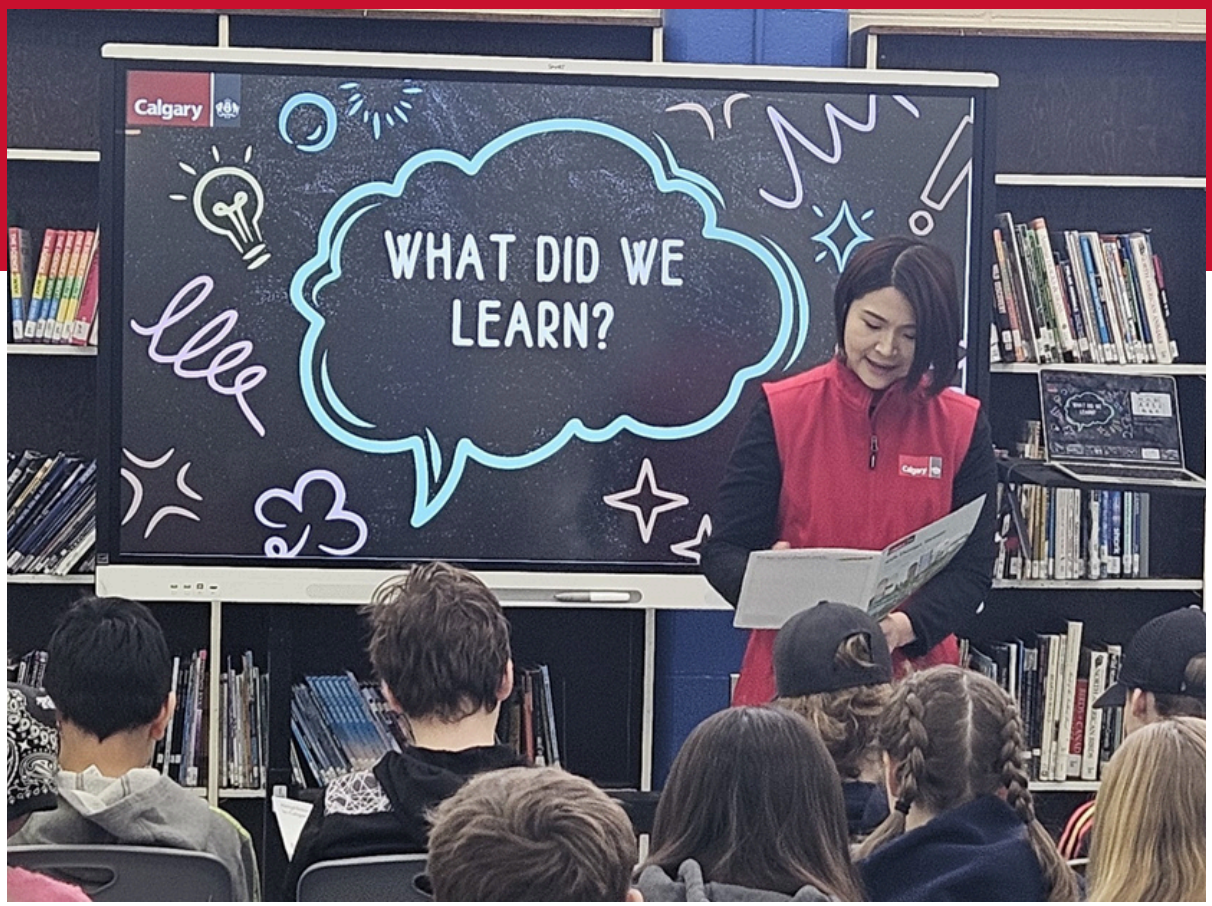
Study Area 3: Option 2 Can we raise crossings on side streets?

Study Area 1: Spot improvements

Like the additional crosswalk, requires drivers to pay more attention when there's more crosswalks.

Study Area 1: Option 1

Suggestion that this is the time to fix previous design issues of a wide Acadia Dr cross section



School engagement

An interactive youth presentation was delivered to the Grade 5/6 students at RT Alderman School on March 19, 2025. The group of 135 students in total were divided into three separate engagement sessions. Students learned about the decision making process at the City of Calgary and how public engagement is an important factor in it.

The design options for study area 3, where their school is located on the corridor, was presented and explained to students in detail.
Using a ‘Dotmocracy’ activity, the students voted with five sticker dots each on which option they most preferred.

Results:
Option 2: 226 dots
Option 3: 222 dots
Option 1: 81 dots

Online engagement



Online engagement was open between March 7 - March 31, 2025. engage.calgary.ca/90acadia

2255

Visits to the page.

198

Contributions to the page.

What we asked online:

To display the design options for feedback, individual tabs for the overall spot improvements and the three separate study areas were presented on the engage portal page.

For each study area, a brief description of the section was outlined, including distance in length and key landmarks for each area.
Using the summaries published in the Phase 1 What We Heard Report for each section, it was outlined how that feedback informed the design options being presented in Phase 2.

A graphic of the existing condition of each study area was provided, followed by the numerous options of what it could potentially look like in the future. Option 1's key feature was a multi-use pathway on the north and east side of 90 Avenue and Acadia Drive S.E. Option 2 offered on-street uni-directional bike lanes along the corridor. Option 3 had raised uni-directional bike paths.

People were asked to provide feedback on how comfortable they would feel using each of the options as a pedestrian, cyclist, or motorist. An open-ended question was provided for people to tell us more details on why they liked or disliked the options. A comment section was provided for people to add any additional feedback.

Cross section graphics of the design options were presented, as well as hotspot maps to show proposed improvements in each study area.

What we asked online:

For the overall spot improvements, we used a star rating option for people to tell us how comfortable they would feel using the entire corridor with the proposed improvements as a pedestrian, cyclist and motorist. The improvements were presented using a hotspot map with descriptions of each improvement.

We asked how well people thought these spot improvements meet the project objectives of safety, connectivity, and accessibility improvements. A comment section for people to tell us why they rated the spot improvements as they did was provided also.



What we heard online

Spot improvements

Almost all rated the spot improvements as 3 stars or above but when asked for their thoughts, 9 felt the improvements would not help because of drivers' speeding and carelessness. Other themes in their comments identified the need for more safety measures like overhead flashers at crossings and changes the intersection of Acadia Drive and Southland Drive.
The comments in this report are the exact words entered by the people who participated in these online activities.

Example:
More comfortable, I am not sure how much this will change the behaviour of drivers but these additional tools will help me feel seen as a pedestrian.

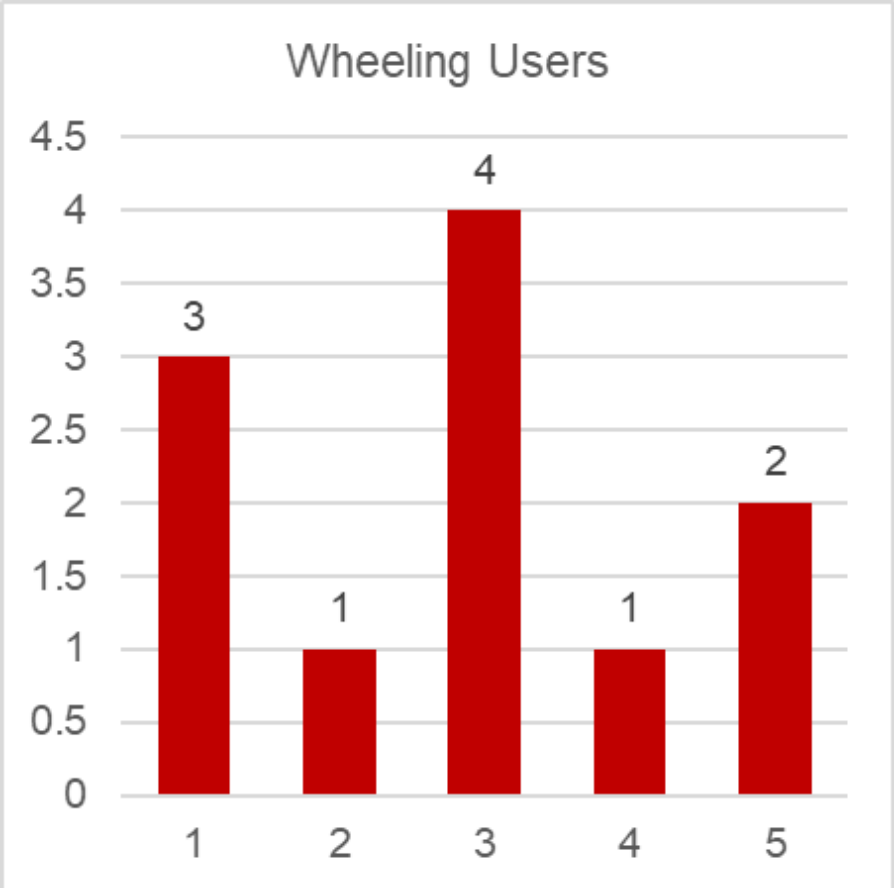


What we heard online

Spot improvements

A total of 11 people responded as a wheeling user. Many rated them as three stars or above, but they felt the improvements won't fix the problems caused by motorists and there was little to improve the safety of wheeling.

Example:
Signals to drivers that there is a strong pedestrian presence on these roads so that they may drive more mindfully, this supports cyclists as well.
If wheeling includes a bike, I see no implements that would improve the safety of a person travelling on the road. Could traffic-calming measures be used to keep the speed of vehicle down.
I still worry for my kids walking or biking to school as the centre street to fairmont to Acadia drive speedway has fast traffic. Also the traffic calming structures make bikes enter traffic frequently.



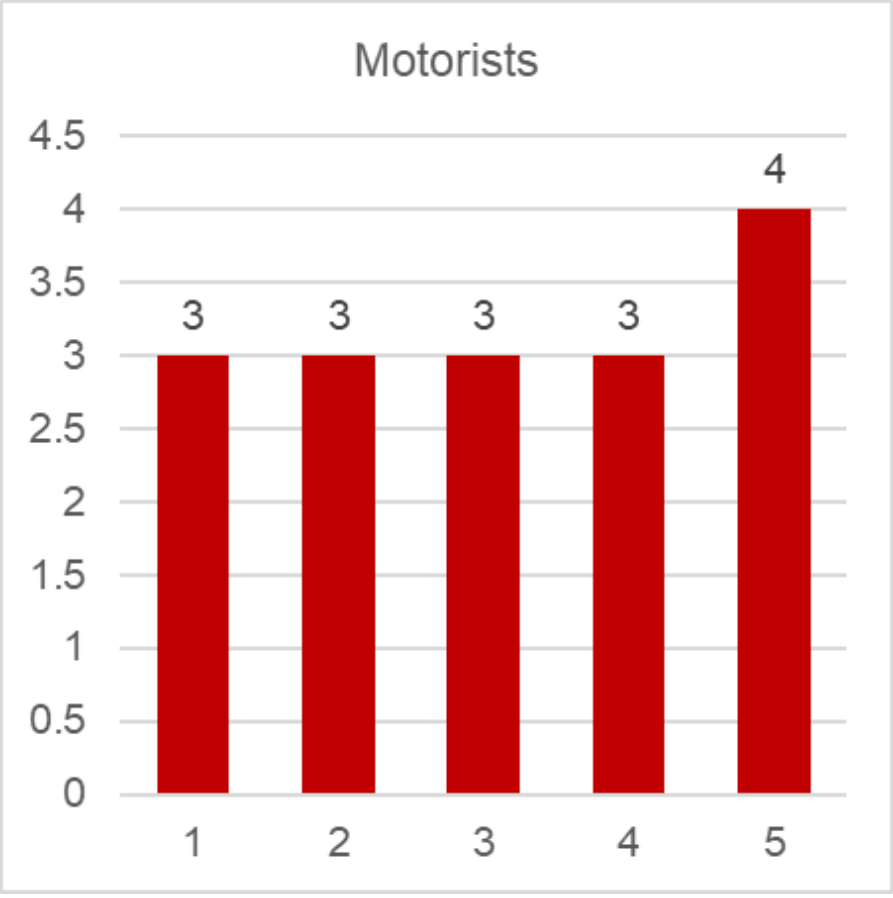
What we heard online

Spot improvements

A total of 16 people rated the Spot Improvements as a motorist.

Like pedestrians and wheeling users, they felt the recommendations won't have an impact on speeding or attention to crosswalks. Several people mentioned the intersection at Willowpark as a trouble spot that could be considered for future improvements.

Example:
It doesn't matter as the kids will be kids and they will cross wherever.
Turning left onto willowpark from Acadia is difficult during school let out. A 4 way light would be nice.
No discouragements for autos to respect the speed limit thus making the crosswalk at Maplecroft road across Acadia a killing zone.
Seriously, lighted crosswalk to get across Acadia needs to be considered.



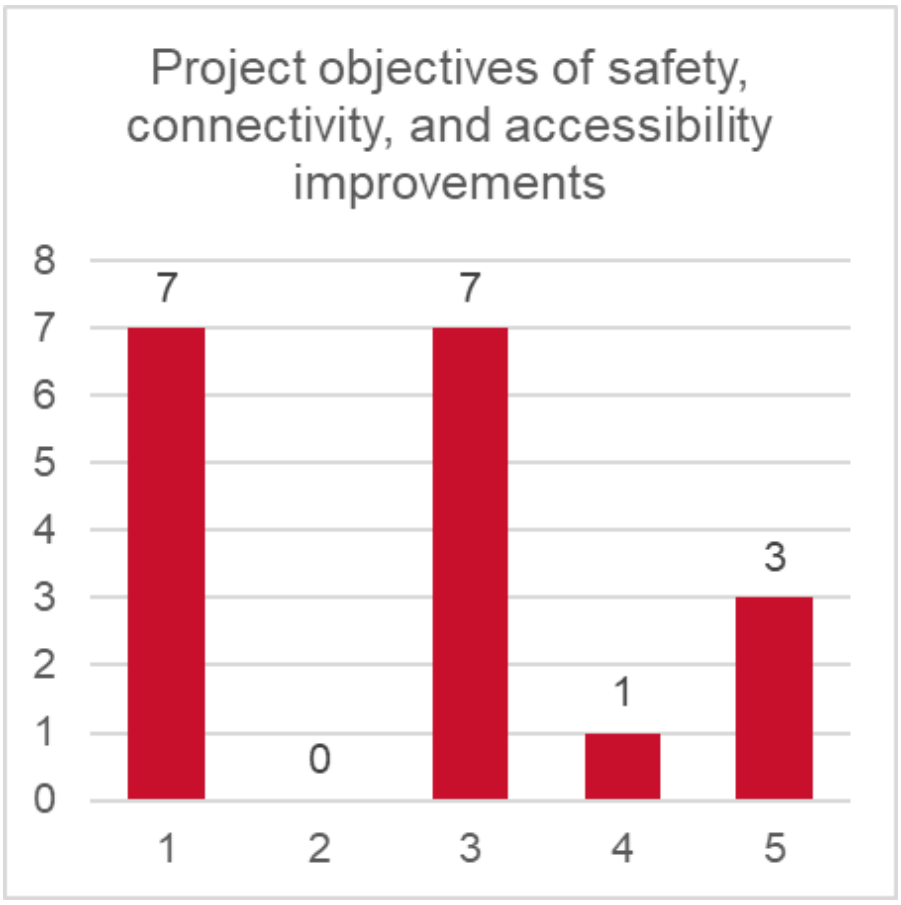
What we heard online

Spot improvements

A total of 18 people rated how well the Spot Improvements would help meet the project objectives.

Almost all gave the improvements 3 starts or fewer. Some were concerned that the changes may create new problems; others wanted more traffic calming and lights.

Example:
They are insufficient. They need to be more robust to calm traffic and make the community more peaceful for pedestrians, cyclists and motorists alike.
I think they will cause massive increase in congestion especially during school let out times.
Some accessibility and safety improvements. Could do more for traffic calming, lighting, and safety around busy intersections.



What we asked online:

Questions for each study area were presented as shown below:

As a pedestrian, which option would you feel more comfortable travelling on this corridor?
Option 1 - Multi-use Pathway on North Side of Road
Option 2- On-street Uni-directional Bike Lanes
Option 3 - Raised Uni-directional Bike Paths

As a wheeling user, which option would you feel more comfortable travelling on this corridor?
Option 1 - Multi-use Pathway on North Side of Road
Option 2- On-street Uni-directional Bike Lanes
Option 3 - Raised Uni-directional Bike Paths

As a motorist, which option would you feel more comfortable travelling on this corridor?
Option 1 - Multi-use Pathway on North Side of Road
Option 2- On-street Uni-directional Bike Lanes
Option 3 - Raised Uni-directional Bike Paths

Which option do you think best meets the project objectives of safety, connectivity, and accessibility improvements?
Option 1 - Multi-use Pathway on North Side of Road
Option 2- On-street Uni-directional Bike Lanes
Option 3 - Raised Uni-directional Bike Paths

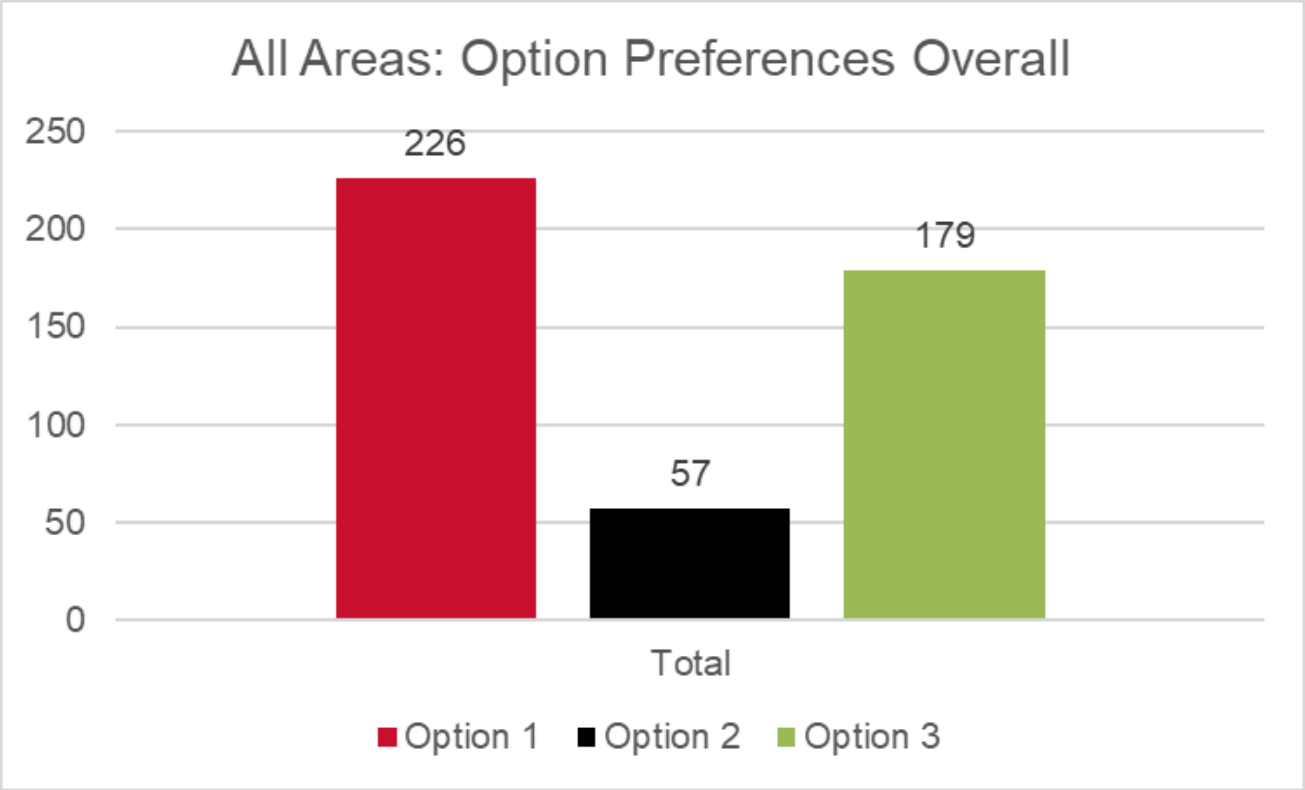
Please tell us why...

Do you have any additional comments?

What we heard online

All study areas:

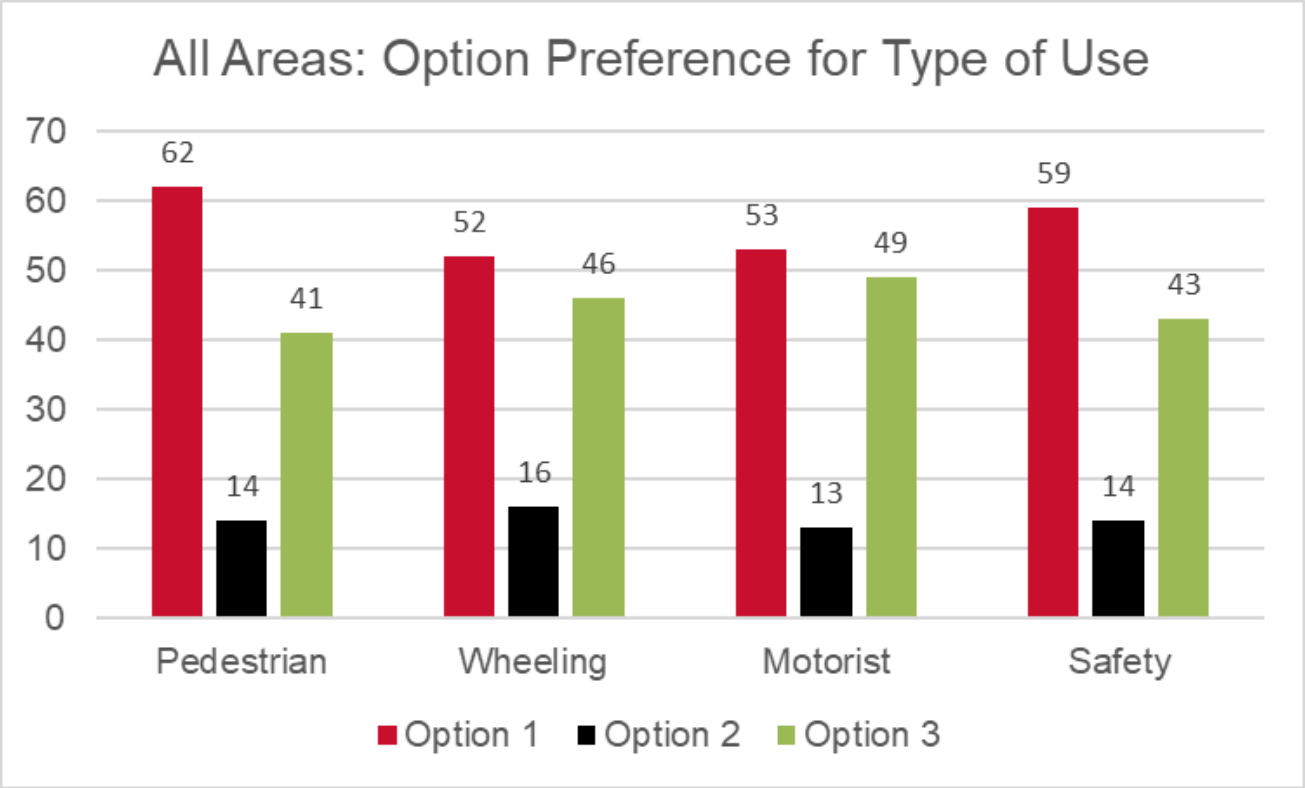
People who took part in this online activity were not asked for their overall option preferences for the corridor or specific areas along the corridor however the manually consolidated results below show participants were generally more in favour of Option 1 (226), although Option 3 also had support (179). Generally, few chose Option 2 (57) as their preference.



Similarly, people were not asked for their overall option preferences for the type of travel or project goals, but the manually consolidated results below show participants were generally more in favour of Option 1 (62) for pedestrians. For wheeling comfort and motorists, Option 1 and 3 had similar support in general.
In terms of the project goals of safety, connectivity, and accessibility, Option 1 generally had the most support across the three areas sections of the 90 Ave and Acadia Drive S.E. corridor.

What we heard online

All study areas:



The chart gives a quick picture of how most people chose the same option for each travel type and the project's goals when indicating their preference.
Participant feedback for the individual areas showed a similar consistency, for example, choosing Option 1 for all travel types in all areas.

The tables below summarize the main themes in the feedback from each question that we asked. The comments in this report are the exact words entered by the people who participated in these online activities. In the theme tables however, sample comments may be only the portion of the comment that relates to the specific theme.

A comprehensive list of all verbatim comments in their entirety is included in the "Verbatim" section of this What We Heard report.

What we heard

All study areas:



Theme	Sample comments
Support for project overall	As a young person who owns a home in this community, I have a much higher stake in the future of the infrastructure being built here. Improvements to walking and biking infrastructure is so important because it gives us and our children safe options with which to explore our neighbourhoods and access amenities without the need for a car. I am excited for these changes to 90th/Acadia and have been hoping for this upgrade for a long time. Pathways/bike lanes are community energizers and whatever installation is determined to be best, will be well used by both local community members and those living in communities north/south. Thank you so much for all your work so far! We have the option to build a beautiful, functioning piece of infrastructure to help give ourselves and our kids a more vibrant community. Let's build something with the foresight of what the future might bring. I want a neighbourhood where we don't need to be chained to car ownership, but can explore and connect with each-other in other ways.

What we heard

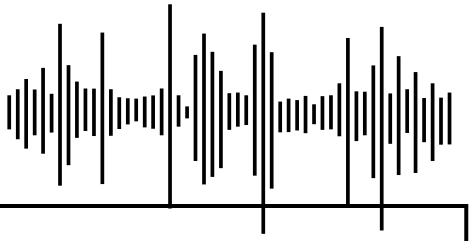


All study areas:

Theme	Sample comments
Do not remove residential on-street parking	You can't take away both side parking None of these options are acceptable. All of these options remove parking on both sides of the road along Section B-1. With the residential buildings there, the rec center and the tennis center, the street parking is necessary to accommodate all of the traffic. Forcing the parking to go elsewhere will create downstream negative consequences. None of these options are satisfactory. Removing any street parking will be detrimental to the houses on both sides of the street that need the street parking for themselves and their guests. The only option would be to put a path on one or both sides of the street that does not encroach into the road and eliminate the parking spaces. As a home owner on Acadia drive, street parking is extremely important

What we heard

All study areas:

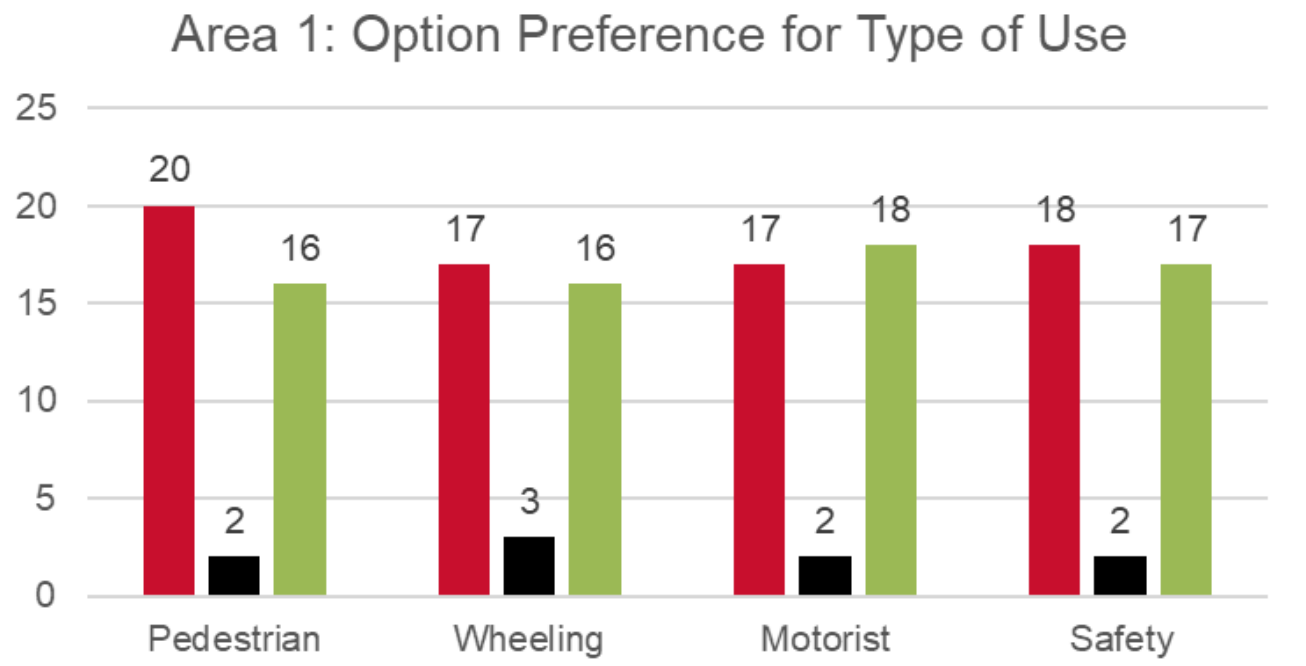


Theme	Sample comments
Cost and funding	To be clear, any of these three options would be a vast and much-needed improvement, but option three (if money allows) would be the safest and would provide the best possible improvement for the community. The separate raised bicycle infrastructure described here offers the safest option for bicyclists and pedestrians while maintaining parking infrastructure in certain areas for those who might require it. It improves sight-lines so that cars will be less-likely to turn into pedestrians and cyclists, and it offers the best visible improvements for the neighbourhood as a whole who will be living with these changes in their day-to-day. If the budget allows for it, this is my top choice. That being said, any of the three options is vastly preferred to nothing. The option to make NO CHANGES to this are is missing. Ultimately I am against the whole project! This is unnecessary and the funds could be put to better use elsewhere. [In-person comment] Start with spot improvements first, rather than spend 10million project.

What we heard online

Study area 1:

Study Area 1 is approximately 860m and stretches from Macleod Trail S to Fairmount Drive S.E. This is the busiest section of the corridor with a mix of commercial, residential and institutional land uses. Key destinations along this section include Newport Village Shopping Centre, Acadia Recreation Complex, Alberta Tennis Centre, Lord Beaverbrook High School, and several multi-family housing complexes.



When asked about why they had chosen the option(s) they had, generally people thought it was important that the design separate user types, especially for motorists and wheeling. There were mixed ideas on how best to achieve this but generally there was less support for on street bike lanes. This theme overlapped with concerns about maintaining at least some street parking in this area, for residents as well as people attending the amenities and school along this part of the corridor. Safety of the students and children during peak times for the school was important, especially for crossing traffic and accessing the busses. For this question, 27 people shared their thoughts and 50 people selected a preferred option.

What we heard



Study area 1:

Theme	Sample comments
Concerns about cyclists and wheeling on the road	[Option1] No bike pathways needed in this area. It has a ton of traffic as is no need to add more hazards like bikes. Improve the area with speed bumps, more traffic lights and clearer crossing signs. [Option 3] Provides physical division between motorists and cyclists which improves safety. Raised bike paths can improve safety and adds onto the existing bike path connections. [In-person comment] Bike lanes sharing space with walkers is not safe.

What we heard



Study area 1:

Theme	Sample comments
Do not remove on-street parking	[Option 1] The road already has issue with traffic jams and parking along it daily and during events at the community center and at tennis center on 90th Ave. Inside the community the parking is needed for the houses and residents and taking parking out for bike lanes that are barely used during the day is ineffective. Do not take parking away. Only option is multi use pathway. These are all terrible options because although you say that the multi use pathway will be in the boulevard, your design actually shows it taking up the entire parking area on the north side - which is not at all acceptable in a residential community where lots of people park in front of their house. [In-person comment] Not in favour of parking removal in option 2.

What we heard



Study area 1:

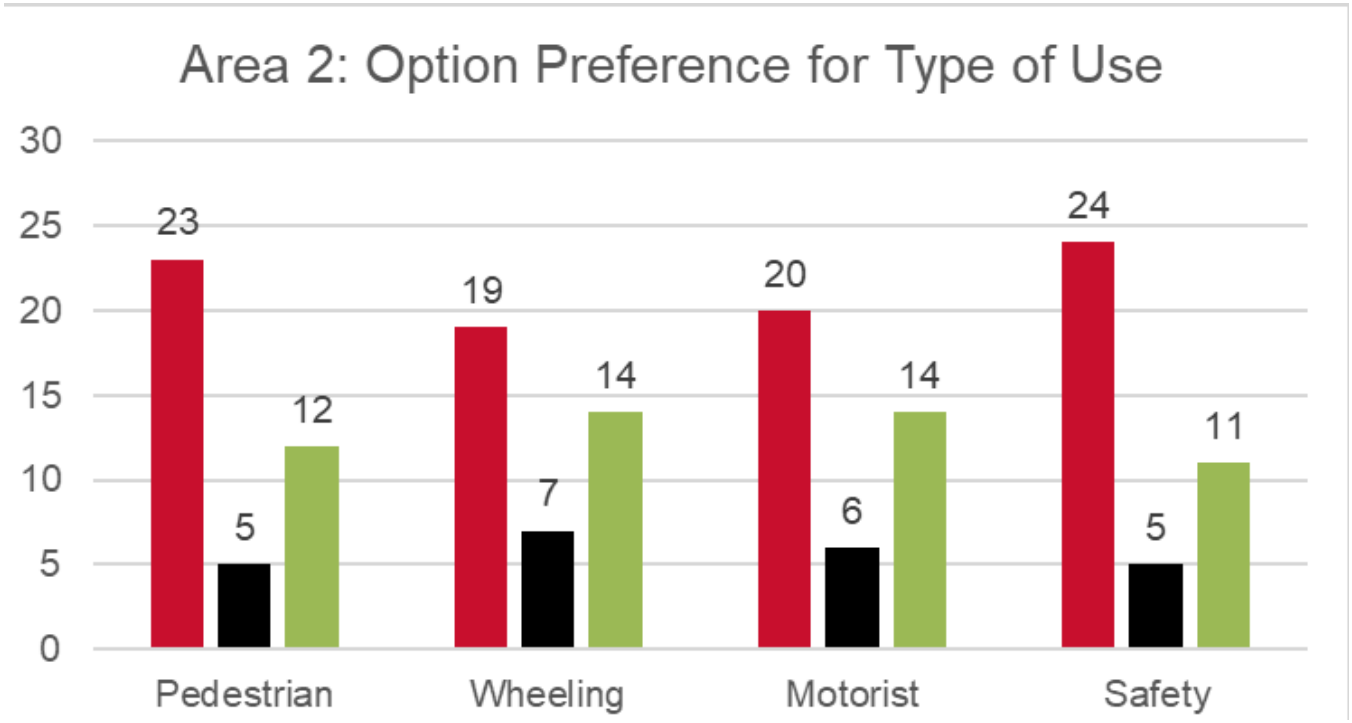
Theme	Sample comments
Safety of students, children along this part of the corridor	[Option 1] Having experienced the on-street bike lanes downtown I have witnessed too many incidents of vehicles forgetting to check for cars AND bikes when making turns. The cyclists downtown are usually adults and aware they need to be watching out for these things. I am concerned about this type of incident when the cyclists are children who don't always have great situational awareness. [Option 3] You can not put bus lanes on the north side of the street. All of the busses unload there. You are asking 1000 students many with disabilities to cross a bike path to get into their school. [In-person comment] Should be speed controlled in this area for the school.

When asked for any additional comments, 16 people took the opportunity to restate or elaborate on the feedback they provided in the question above. As such, no additional themes were prominent in this question.

What we heard online

Study area 2:

Study area 2 is approximately 1.5km and stretches from Fairmount Drive S.E. to Southland Drive S.E. The land use is predominantly single-family residential with two small commercial plazas. There are several churches, schools and daycares within walking distance of this study area.



When asked about why they had chosen the option(s) they had for area 2, 27 people shared their thoughts and 50 people selected a preferred option. Generally, people had concerns about obstructed sightlines and visibility, especially at intersections and this concern flowed into comments regarding the need for safe on street parking and separate areas for different types of users. Area 2 was also seen as an opportunity to use design to improve the overall appearance and appeal of the community.

What we heard



Study area 2:

Theme	Sample Comment
Sightlines and visibility, especially at intersections, is a problem	Option 2 with the on-street bike lane might be better in preventing cars from blocking the cycle lane when entering the road. [Option 3] It improves sight-lines so that cars will be less-likely to turn into pedestrians and cyclists. [Option 3] Removes the cars that park on the road. I find all the parked cars cause limited visibility at intersections. [In-person comment] Challenges with sightlines on curves in study area 2.

What we heard



Study area 2:

Theme	Sample Comment
Street parking for residents can be included	Option 1 maintains on-street parking and I think that is important. [Option 2] You take away parking from residents on one side, but there is still some available, while giving a safe lane for other traffic via walking etc. [Option 3] The separate raised bicycle infrastructure described here offers the safest option for bicyclists and pedestrians while maintaining parking infrastructure in certain areas for those who might require it. [In-person comment] Okay with removal of parking, not sure about removing it all.

What we heard

Study area 2:



Theme	Sample Comment
Cycling safety, separate cyclists from pedestrians and motorists	[Option 1] Keeps wheeling users off the road and the sidewalks while allowing for less congested traffic by only using up one side of the street. [Option 2] Keeping pedestrian and vehicles separate from wheeling traffic is the safest option for all parties. Also allows the best freedom of movement of all options. Option 3 is better for cycling safety if the parking areas are implemented where trees and lights are absent. [In-person comment] Option 3 please – safer for cyclists and pedestrians.

What we heard

Study area 2:



Theme	Sample Comment
Aesthetics are important to the community	[Option 1] Adding concrete barriers to the road is not only ugly but will make the road too narrow. [Option 3] The sideway and bike path is segregated and accessible from both sides of the street depending on direction. Also looks asthetically pleasing, and has clearly separated from the roadways. [Option 3] Having raised paths on both sides will improve the general look of the community and greatly slow down traffic in the area. [Option 3] offers the best visible improvements for the neighbourhood as a whole who will be living with these changes in their day-to-day.

What we heard



Study area 2:

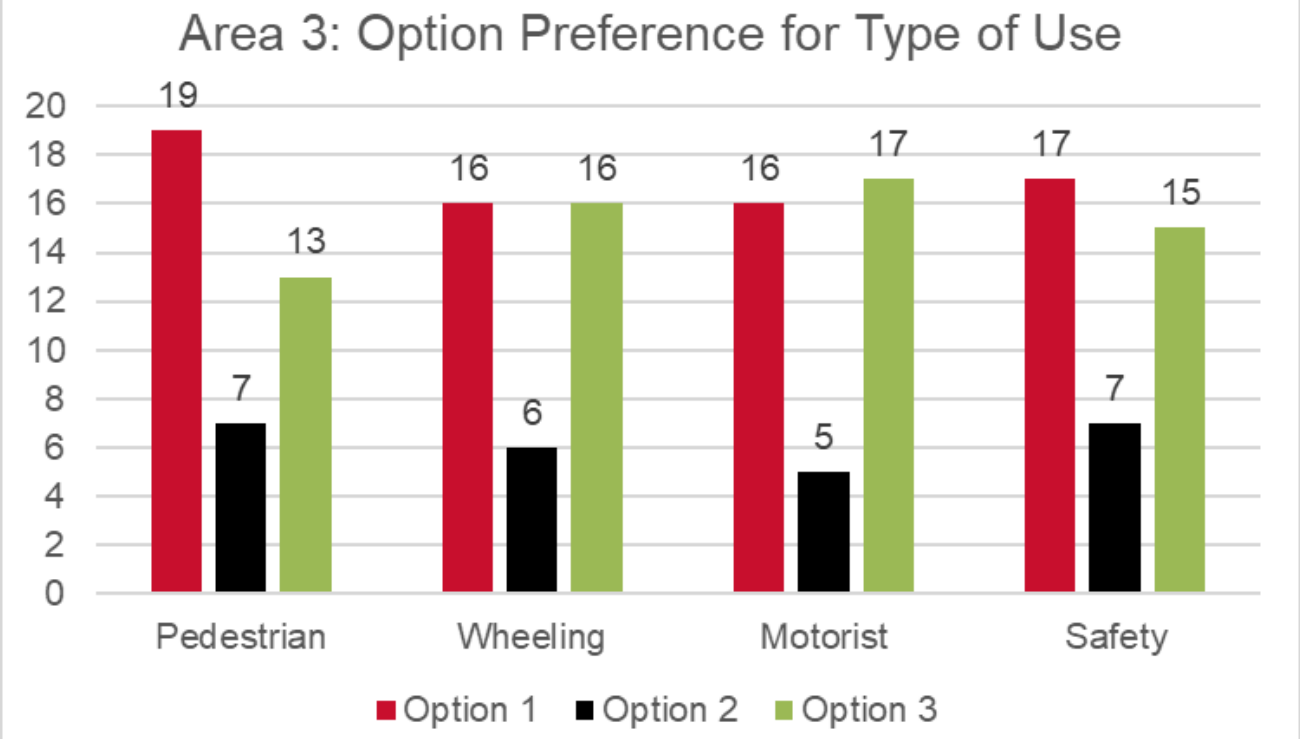
When asked if they had any additional comments, 19 participants shared their thoughts. The recurring theme of on-street parking was prominent, but some people also made suggestions for alternatives to the changes proposed in the project, especially regarding sidewalks:

Theme	Sample Comment
Suggestions for simpler solutions and options	We live on Acadia Drive between 90th and Southland. We are concerned over the potential loss of parking (especially with daycare and high school on the corner). Widening the existing sidewalks on both sides of the street onto the boulevard seems more affordable and less invasive. Why is this not being considered? I think a turning light/lane at 90 & Acadia is the only thing that is truly needed. The rest is a complete waste of money. Money to install for the 5 bikes who use it, money to plow it, etc. all a waste.

What we heard online

Study area 3:

Study area 3 is approximately 2km and stretches from Southland Drive S.E. to Anderson Road S.E. Similar to study area 2, the land use in this study area is predominantly single-family residential with two commercial areas that mainly service the local area. There are also several churches, schools, and daycares within walking distance.



When asked about why they had chosen the option(s) they had for area 3, 26 people shared their thoughts and 48 people selected a preferred option. As with the two other areas of the corridor, on street parking for residents in the area figured prominently in the comments. To limit repetition, it has not been included as a theme here. The comments in full can be found in the "Verbatim" section of this What We Heard Report.

For area 3, having a design that separates user types was still important to people, but the emphasis was more on pedestrians than on street bike lanes. The maintenance needs for the design options and making repairs was also a small but important theme here.

What we heard



Study area 3:

Theme	Sample comments
Separate pedestrians from other types of users	[Option 1] Travel as a pedestrian is usually on the north/east side, so reducing car speeds and parking hazards on that side is important. As a biker (wheeler), both options 1/2 are ideal and make safer options than currently. Since option 1 is technically raised AND separate and option 3 is less practical [shortened text], I think option 1 is safest for users. [Option 2] Keeping pedestrian and vehicles separate from wheeling traffic is the safest option for all parties. Also allows the best freedom of movement of all options. [Option 3] Separating pedestrians and cyclists is very important especially with the number of pedestrians with dogs that are frequently walking in this area. Option 3 also doesn't need to remove any of the street parking. The shoulders in this section are huge and could accommodate the paths without reducing the width of the road. [In-person comment] Option 3 creates less traffic and space for everyone.

What we heard



Study area 3:

Theme	Sample comments
Repairs and maintenance are a concern to the community	Could rework or refurbish as much as possible the existing sidewalks. The tree roots have them in rough shape. People love the trees on the boulevard but fail to understand it's homeowners who water and pickup the leaves each year as well as shovel those darn sidewalks that are so uneven you risk damaging your wrists while shovelling. Do the plan with the least disruptions to the homeowners who live along these routes. We deserve at least that much in return for the cost of water and labor maintaining the city boulevards. [In-person comment] Snow removal concerns b/w path + parking for Option 1.

When asked if they had any additional comments about the options and area 3, 22 participants shared their thoughts. The recurring theme of a need for on street parking was prominent here as well, but as above for area 2, some people also made suggestions for alternatives to the changes proposed.

What we heard



Study area 3:

Theme	Sample comments
Suggestions for simpler solutions and options	Traffic is now getting very heavy on Acadia to Anderson and gets very backed up because the road narrows towards Anderson. Make the Anderson left hand turn lane of Acadia dr southbound longer and less congested so people can get past and keep traffics flowing down Acadia dr Why not include a dual turning lane onto Deerfoot from southbound Acadia. Traffic gets so backed up I can't turn south onto Acadia The location of the stop line for side streets coming onto Acadia Road has always been problematic and this work doesn't do anything to address that. The stop lines are set too far back so almost no drivers actually stop at those lines, they instead roll through the pedestrian crossing at the intersection.

Engagement summary

There was support for the project and a positive vision of the future for residents along the corridor. Past phases of engagement suggested that some people were open to removing on-street parking to enable other potential uses. However, the people who participated in Phase 2 were more concerned with preserving parking for residents. The value of the project related to its cost, need, and funding was also considered in people's feedback. As well as suggestions to consider simpler solutions and maintenance requirements. Safety measures to reduce speed and improve visibility were key themes for spot improvements on the corridor.

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 the final design option that will be presented later this year in Phase 3.