June 2026

90 Ave & Acadia Drive S.E. Mobility Improvements

Phase 3: April - May 2026
What We Heard/Did Report

Prepared by:
The City of Calgary Engage Resource Unit



Project summary

The 90 Avenue/Acadia Drive Mobility Improvements project focuses on safety, connectivity and accessibility in S.E. Calgary, by adding traffic safety improvements, traffic calming measures, and pathway infrastructure to three Ward 11 communities: Acadia, Maple Ridge, and Willow Park.

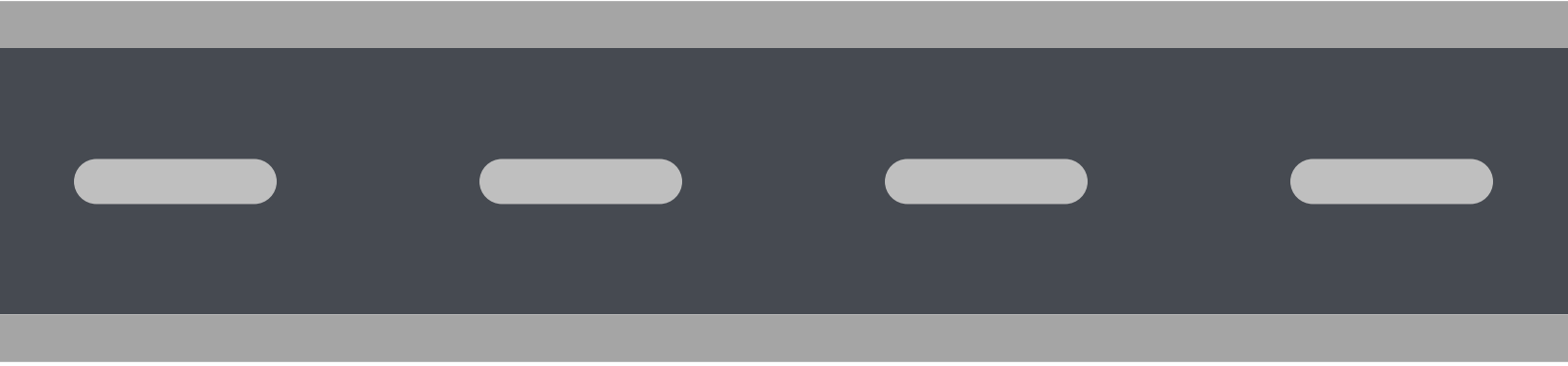
Safety improvements will include enhanced crosswalks, curb extensions, a lower speed limit, upgraded signals, signage, and lighting. A multi-use pathway will be added along the north and east side of the corridor, to separate those walking, wheeling, and cycling from motor vehicles.

There will be some impacts on parking along the route to make room for safety improvements such as road narrowing and the multi-use pathway. Overall parking supply in the design concept is still more than 2.5 times current demand. Where space is limited, the project team has chosen to retain trees rather than parking.

90 Avenue/Acadia Drive S.E. has been identified as a high-harm corridor with frequent occurrences of serious collisions (collisions that result in injuries or fatalities). In alignment with the Safer Collector Framework, City Council has provided directives to reduce the speed limit to 40 km/h and implement design changes to enhance safety on both collector and residential streets.

The Heritage Communities Local Area Plan also identified 90 Avenue and Acadia Dr. S.E. as Community Connectors that link several Neighbourhood Activity Centres within the communities of Acadia, Maple Ridge and Willow Park. To enhance pedestrian and cyclist connectivity, comfort and safety, the Heritage Local Area Plan states that the design for this mobility corridor should consider:

- Investigating the possibility of transforming one or both sidewalks into multi-use pathways or dedicated cycling infrastructure
- Enhancing pedestrian crossings over 90 Ave and Acadia Dr. with features such as curb extensions and rectangular rapid flashing beacons.



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. Six in-person public engagement sessions were held at different locations in the community, plus one interested parties' workshop. 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. Click **here** to see the Phase 1 What We Heard Report.

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 City's Engage portal, 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. 2255 people visited the online engagement page. There were 198 individual comments received. 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. Three in-person engagements sessions were held, as well an interested parties workshop and three school presentations for the Grade 5/6 students at RT Alderman School. Click **here** to see the Phase 2 What We Heard Report.

Phase 3 was the 'Reveal' phase of the project where the preliminary concept design was presented. You can view the preliminary concept design on the **Engage page** along with a **Q&A document** that contains answers to specific questions we received at events or online.

Phase 3: In-Person Engagement Opportunities

In Phase 3, the project team hosted three in-person public engagement opportunities to share the design and answer any questions.

295 people attended the three public engagement events for Phase 3.

- Acadia Recreation Complex: Thursday, April 30 from 5:30PM - 7:30PM
- Acadia Recreation Complex: Saturday, May 2 from 12:00PM - 2:00PM
- Willow Ridge Community Association: Thursday, May 7 from 6:00PM - 7:00PM

Phase 3: Project Communications

- Postcards mailed to residents, businesses, and apartment buildings in the community.
- Social media posts on Facebook, Instagram, and NextDoor.
- Community Association toolkits provided to share awareness.
- Bold signs on the corridor.
- Door knocking and hand delivered letters to impacted residents, as well as notifications to property managers and land owners along the corridor.
- Project mailbox made available for people to ask the project team questions and share concerns about the design.

What we heard during engagement and what we did

Reduce speeding

Many area residents identified safety issues with speeding along the route, reporting collisions and “near misses” at key intersections, near schools, and around activity centres.

We are introducing safety measures such as reducing speed limits from 50 km/hr to 40 km/hr, designing safer crosswalks and intersections, narrowing roads, and adding other safety features to help prevent accidents.

Mobility improvements

Feedback indicated a desire for more walking and wheeling options in the community, to create better connections and accessibility to major destinations for all ages and abilities.

The project features a multi-use pathway along the north side of 90 Avenue and the east side of Acadia Drive, offering safe mobility options for people walking, wheeling and biking. These routes are separated from vehicles reducing exposure for active modes and more predictability for drivers. The multi-use pathway will extend the connection to transit stops. New wheelchair ramps are added to improve accessibility at the existing crossing. Curb extensions will be added to reduce the crossing distance for pedestrians at key crossing locations.

Improved Lighting

We heard that better lighting is needed at crosswalks and intersections.

Lighting along the corridor was reviewed during the data collection process with recommendations to improve conditions. Some street lighting will need to be relocated, and additional street lighting upgrades will be finalized during the detailed design stage.

Parking removal
There was mixed feedback about on-street parking in each of the three segments of the route.

There will be some impacts on parking along the route to make room for safety improvements such as road narrowing and the multi-use pathway. Overall parking supply in the design concept is still more than 2.5 times current demand. The project team will investigate pocket parking/loading zones during detailed design.

Keeping mature trees
Area residents feel strongly about keeping the mature trees along the route, which add greenery, character, and shade to this established neighbourhood.

We have prioritized preserving trees wherever possible, but some removal will be necessary. Recognizing that disturbing roots can harm tree health, we chose to remove parking rather than compromise the trees with changes to the existing boulevard. Impacts on trees will be looked at more closely in the detailed design stage.

Concerns about snow removal and maintenance
In the winter months, snow clearing bylaws will come into effect for the pathways and sidewalks adjacent to your property. Residents and businesses are responsible for removing snow and ice down to the bare surface within 24 hours of a snowfall ending.

For multi-use pathways bordering your property, clearing a minimum width of 1.5 metres of snow and ice is required. If a sidewalk directly borders and is closest to your property, followed by a separated pathway, you are only responsible for clearing the sidewalk. More information on snow and ice bylaws can be found at calgary.ca/snow.

Project need
Some residents questioned the need for the project and why The City is spending money on projects like this.

These improvements are a high-priority and cost-effective way to address safety concerns. This route has been identified as a high harm area, given the number of collisions and injuries on the road. Mobility improvements will provide better access and connections in the community. We will coordinate construction and costs with planned repaving of the corridor to save money.

What we heard but couldn't do

In these cases, the City's inability to incorporate certain feedback does not mean that the feedback was not important or legitimate. Rather, it reflects technical, space, budget, or scope constraints that limit what can be addressed through this project.

A "do nothing" option
Some participants asked for an option to keep the corridor exactly as it is today. While this perspective was noted, a "do nothing" option was not carried forward because safety concerns - particularly related to vehicle speeds, crossings, and conflicts near schools and community facilities - were identified through technical review and community feedback as needing to be addressed. Maintaining existing conditions would not resolve these issues.

Requests to retain all existing on-street parking
Many participants emphasized the importance of on-street parking for residents, visitors, and community facilities. While parking considerations informed option development, it was not possible to keep parking in all locations while also making safety improvements and meeting design standards within the available street width. In some areas, tradeoffs between parking, safety, and accessibility are unavoidable due to limited space. However, the preliminary design option chosen, was the one that provides 2.5 of the existing parking demand, based on parking studies.

Suggestions to address congestion solely through traffic capacity or enforcement
Some feedback focused on adding turn lanes, widening roadways, or relying primarily on enforcement to address congestion and speeding. While operational and enforcement concerns were noted, this project focuses on corridor safety, accessibility, and connectivity. Changes that would significantly expand vehicle capacity or fall outside the scope of corridor design could not be incorporated as part of this project. The project team will look into potentially formalizing turning lanes or additional traffic controls at congested intersections during detailed design. The goal is to keep a good balance between safety and operations at these locations. however, there are existing network concerns that cannot be resolved by this project alone.

Requests to focus on sidewalk widening instead of mobility upgrades
Somel participants suggested widening existing sidewalks as an alternative to new cycling or wheeling infrastructure. In some locations, sidewalk improvements are included; however, widening sidewalks alone does not address all identified safety and accessibility issues, particularly for people cycling or using mobility devices. Design options consider multiple users and modes within the corridor, rather than focusing on one group only.

We did not choose to widen the existing sidewalks because their close proximity to trees and utilities making it unfeasible to widen the sidewalk for the entire corridor. The established trees have bigger root areas and widening the sidewalk could potentially harm them.

Proposals to relocate the project to a different corridor

Suggestions were made to move improvements to other nearby streets or routes. These ideas were noted, but the project area and objectives were established based on existing conditions, observed safety issues, and connectivity priorities along 90 Ave and Acadia Drive. As a result, alternative corridors could not be substituted within the project scope.

The Heritage Communities Local Area Plan (LAP) identified 90 Avenue and Acadia Dr. S.E. as Community Connectors that link several Neighbourhood Activity Centres within the communities of Acadia, Maple Ridge and Willow Park. The LAP specifies that design for this mobility corridor should explore converting one or both sidewalks to multi-use pathways or dedicated cycling infrastructure and also improve pedestrian connections through enhancements such as curb extensions and rectangular rapid flashing beacons.

Design changes beyond the project scope or budget

Some comments requested additional features such as extensive roadway reconstruction, major new intersections, or corridor-wide changes beyond the study areas. This type of idea falls outside the approved scope, timing, or available funding for this project and could not be incorporated as part of this project. The project team will collaborate with internal projects where possible.

Overall engagement summary and next steps

The three phases of engagement for this project showed repeated mixed opinions from the community - with questions, comments and feedback showing strong similarities and themes throughout all phases.

Across all phases, participants frequently raised concerns about vehicle speeds, difficult crossings, limited sightlines, and safety risks near schools, recreation facilities, and other community destinations. Many shared personal experiences or observations of near-misses and collisions involving pedestrians, cyclists, and vehicles, and emphasized the need to improve conditions for people walking and crossing the street. Improving pedestrian safety and crossing conditions is a shared priority. Participants repeatedly highlighted the need for safer and more visible crossings, better lighting, traffic calming, curb extensions, and improved intersection design.

Feedback on bike and wheeling infrastructure is mixed and polarized. Some participants expressed strong support for adding new infrastructure for cycling and wheeling, particularly options that provide physical separation from motor vehicle traffic. Supporters described these options as safer, more comfortable, and better suited for children, seniors, and people with mobility devices. Others opposed bike lanes entirely, questioned whether cyclist volumes justify the changes, or preferred alternatives such as widening existing sidewalks or maintaining the corridor as it is today. Separation between modes is important, but no consensus from respondents on how to achieve it.

Many respondents emphasized the importance of separating pedestrians, cyclists, and vehicles to reduce conflicts and improve safety. However, opinions varied on whether this should be achieved through raised multi-use pathways, separate cycling facilities, on-street bike lanes, or non-infrastructure measures such as speed reduction and enforcement.

Winter maintenance and long-term operations matter to participants. Respondents raised questions about snow clearing, ice control, and year-round usability of any new facilities, noting that maintenance practices would affect whether improvements function as intended and are used safely in winter conditions.

Parking and traffic impacts are a major concern for residents and facility users. Loss of on-street parking and potential increases in congestion were among the most frequently raised concerns. Participants noted heavy peak-hour traffic, school pick-up and drop-off pressures, and reliance on street parking for homes, community centres, schools, and recreational facilities. Many indicated that parking removal would create challenges for residents, visitors, and people with mobility needs and home businesses.

Area residents feel strongly about keeping the mature trees along the route, which add greenery, character, and shade to this established neighbourhood.

Participants want clearer explanations of decisions and tradeoffs. Some participants expressed frustration with the range of options presented, requested a “do nothing” option, or asked how free-text feedback would be weighed alongside option selections. Others asked for clearer explanations of how proposed changes would address identified safety concerns and how different needs such as traffic flow, parking, and accessibility are balanced within limited street space.

Some participants asked for an option to keep the corridor exactly as it is today. While this perspective was noted, a “do nothing” option was not carried forward because safety concerns - particularly related to vehicle speeds, crossings, and conflicts near schools and community facilities - were identified through technical review and community feedback as needing to be addressed. Maintaining existing conditions would not resolve these issues.

For next steps, the project team is actively moving ahead with detailed design, and that the complete cost estimates will be finalized once that phase is wrapped up.

As the project progresses, the team will keep talking with nearby residents and property owners to share updates and answer questions.

You can view the preliminary concept design on the **Engage page** along with a **Q&A document** that contains answers to specific questions we received at events or online.