

## Project overview

Mission Bridge, located at the south end of the Mission District at the intersection of Elbow Drive and 4 Street S.W., connects the neighbourhoods of Roxboro and Rideau Park. The narrow, three-lane bridge was opened to traffic in 1915 and consists of four concrete arches spanning over the Elbow River. Mission Bridge last underwent a major rehabilitation in 1987 and is now in need of upgrading. The City is planning this rehabilitation to start in 2024 in hopes of extending the life of the bridge and making it more user-friendly for all modes of transportation.

The project includes repairing various bridge components such as the railing, approach slabs, piers, and abutments. The anticipated repairs will mainly address the concrete deterioration across the structure. It will also provide The City with an opportunity to redesign the bridge cross-section and improve mobility for pedestrians, cyclists, and motorists.

The main objectives of the project are to extend the bridge service life by 35 years, and to improve the overall mobility for pedestrians, cyclists, and motorists.

## What did we do and who did we talk to?

Public engagement took place for one month (June 13 to July 13, 2022). We were looking to hear from citizens what their priorities were for improving the user-experience on Mission Bridge.

In light of the ongoing COVID-19 pandemic, and The City's desire to prioritize online engagement, engagement was conducted entirely online via our [engagement portal](#). In total, approximately 75,000 people were notified of the project through our communications program and we connected with 870 participants online, receiving 917 contributions during engagement.

A comprehensive communications plan was developed to inform the community of the project and direct people to the engagement portal to provide their feedback. The following is an overview of the channels employed to advertise our online engagement:

- 5 bold signs placed throughout the community and at high-traffic intersections for three weeks
- Paid social media advertisements through digital ads and campaigns on Facebook, Instagram, and Next Door
- Email update to the local Councillor's office
- Email update to area Community Associations and BIA

The following is approximately how many individuals we reached through all channels during engagement:

- Facebook (impressions) = 45,109
- Next Door (impressions) = 976
- Instagram (impressions) = 29,136



## What we asked

1. Do you use Mission Bridge?

- ☐ Yes, as a motorist only
- ☐ Yes, as a cyclist only
- ☐ Yes, as a pedestrian only
- ☐ Yes, more than one mode of transportation
- ☐ No, I don't use the bridge

2. How often do you use the bridge?

- ☐ Every day
- ☐ Several times a week
- ☐ Several times a month
- ☐ Less than once a month
- ☐ I don't use the bridge

3. As a motorist, what are your priorities for improving Mission Bridge? Drag and drop the selections from the left column to the right. (#1 is the top priority)

Improving lighting	1.
Dedicated space for cyclists	2.
Traffic flow on the Bridge	3.
Aesthetics – maintaining the current look of the bridge	4.

3a. Are there any infrastructure improvements not mentioned above, that are important to you?

4. As a pedestrian, what are your priorities for improving Mission Bridge? Drag and drop the selections from the left column to the right. (#1 is the top priority)

Improving lighting	1.
Wider sidewalks	2.
Dedicated space for cyclists and pedestrians	3.
Aesthetics – maintaining the current look of the bridge	4.

4a. Are there any infrastructure improvements not mentioned above, that are important to you?

5. As a cyclist, what are your priorities for improving mission Bridge? Drag and drop the selections from the left column to the right. (# 1 is the top priority)



## Mission Bridge Rehabilitation

Report Back: What We Heard  
Summer 2022

Dedicated space for cyclists on the road	1.
Dedicated space for cyclists on the pathway	2.
Improved lighting	3.
Aesthetics – maintaining the current look of the bridge	4.

5a. Are there any infrastructure improvements not mentioned above, that are important to you?

6. When it comes to The City of Calgary improving our existing motor vehicle bridges, what are the most important priorities? Drag and drop the selections from the left column to the right. (#1 is the top priority)

Safety of all users	1.
Budget	2.
Connections to nearby pathways	3.
Ample lanes for motor vehicle traffic	4.
Separate pedestrian and cycling infrastructure	5.

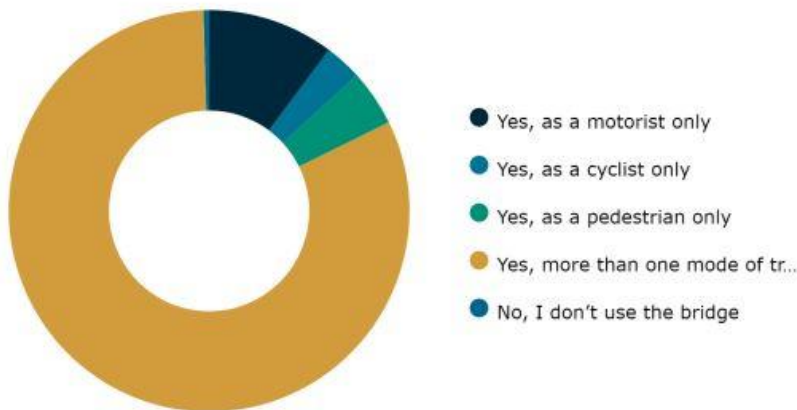
6a. Are there any improvements not mentioned above, that are important to you?

## What we heard

Below are graphs that have been generated from the direct data related to the engagement question format. The results are not meant to be seen as a “vote” but rather to show patterns of preference and demonstrate trends for further consideration.

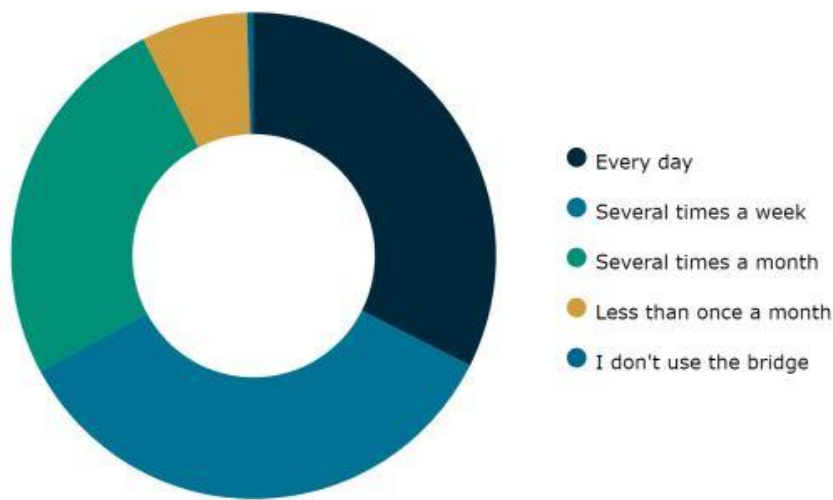
Additionally, we have summarized the main themes that were most prevalent in the comments received for each open-ended question that we asked. Each theme includes summary examples of verbatim comments. The comments shown are the exact words input by participants. To ensure we captured all responses accurately, the verbatim comments have not been altered. 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” section at the end of this report.

### 1. Do you use Mission Bridge?



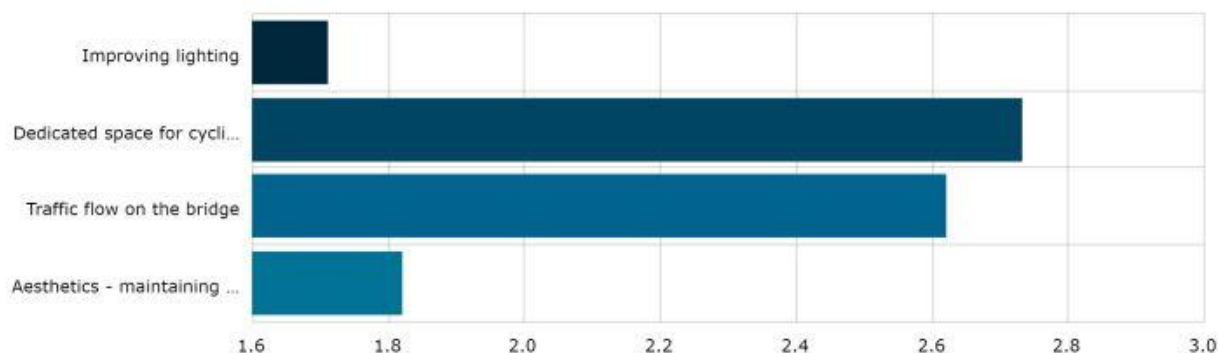
Answer choices	Percent	Count
Yes, as a motorist only	10.19%	92
Yes, as a cyclist only	2.99%	27
Yes, as a pedestrian only	4.54%	41
Yes, more than one mode of transportation	81.84%	739
No, I don't use the bridge	0.44%	4
Total	100.00%	903

## 2. How often do you use the bridge?



Answer choices	Percent	Count
Every day	32.45%	293
Several times a week	34.66%	313
Several times a month	25.36%	229
Less than once a month	7.09%	64
I don't use the bridge	0.44%	4
Total	100.00%	903

### 3. As a motorist, what are your priorities for improving Mission Bridge?



	1	2	3	4	Count	Score	Avg Rank
Improving lighting	7.89% 53	27.98% 188	39.73% 267	24.40% 164	672	1.71	2.81
Dedicated space for cyclists	53.87% 404	21.07% 158	9.60% 72	15.47% 116	750	2.73	1.87
Traffic flow on the bridge	40.86% 313	28.46% 218	15.01% 115	15.67% 120	766	2.62	2.05
Aesthetics - maintaining the current look of the bridge	13.01% 92	26.17% 185	30.41% 215	30.41% 215	707	1.82	2.78

Score - Sum of the weight of each ranked position, multiplied by the response count for the position choice, divided by the total contributions. Weights are inverse to ranked positions.

Avg Rank - Sum of the ranked position of the choice, multiplied by the response count for the position choice, divided by the total 'Count' of the choice.

### 3a. As a motorist, are there any infrastructure improvements not mentioned above that are important to you?

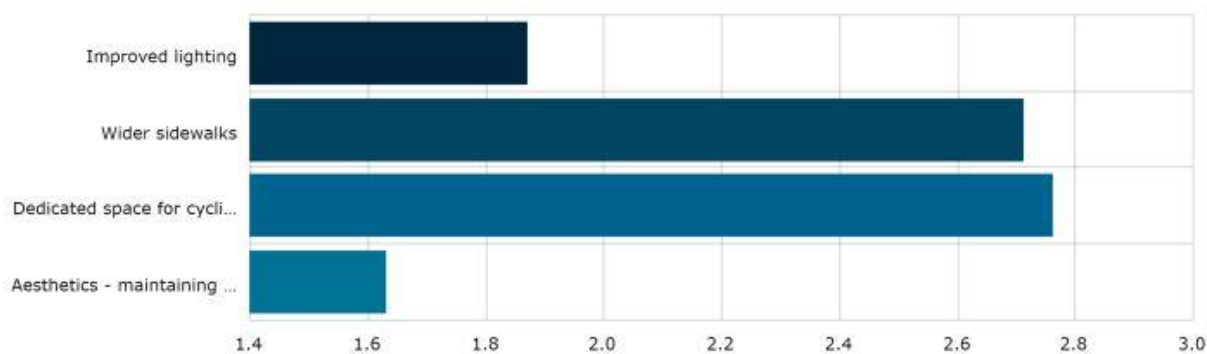
Theme:	Explanation and sample verbatim comments:
<b>Wider sidewalk/improved sidewalk accessibility</b>	<p>Citizens desire wider sidewalks and improved sidewalk accessibility on the bridge.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> <li>- "Wider sidewalks to allow strollers and wheelchairs".</li> <li>- "The bridge gets so much use by runners and pedestrians that it is extremely important to me that the walkways be wide"</li> </ul>

	<p>enough to accommodate this to avoid runners hopping into the bike lane when pedestrians are crowding the walkway".</p> <ul style="list-style-type: none"> <li>- "Sidewalks could be more accessible".</li> </ul>
<b>Traffic flow concerns</b>	<p>Citizens identified some traffic flow concerns they experienced while using the bridge.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> <li>- "Turning left from 26 Ave is challenging when traffic is high. Needs a way for cyclists to cross without holding up that turn".</li> <li>- "Traffic flow northbound is terrible with the lack of turning lanes, no right on red, and cyclists. Separating cyclists and improving flow for motorists making left and right turns would be great".</li> <li>- "Improve northbound traffic flow with advance left turn signal during peak traffic times".</li> </ul>
<b>Protected wheeling lane</b>	<p>Citizens desire a protected wheeling lane in order to mitigate safety concerns while using the bridge.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> <li>- "For safety, I would like a protected bike lane, not just a temporary barrier".</li> <li>- "Important to improve the cycling accessibility. There should be one protected bicycle lane on each side and one car lane. The protected bicycle lane should have a physical barrier so cars don't use it as a second lane".</li> <li>- "Concrete dividers between bike lane and car lanes (if bike lanes added) not just painted lines".</li> </ul>
<b>Traffic signal improvements</b>	<p>Citizens identified some concerns with the current traffic signals on the bridge, and thus desire signal improvements to mitigate those concerns.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> <li>- "The left turn and right turn limitations heading southbound across the bridge are not effective and seem unnecessary. Restrict the left turn and allow the right turn on red".</li> <li>- "The northbound left turn also gets blocked up and used during the "no turn" time slots. It would be nice to figure out a solution to those wanting to turn without halting those going through".</li> </ul>

	<ul style="list-style-type: none"> <li>- "To have the lights match with the ones previous to it in Roxboxo / Rideau park. They're never timed properly so you end up waiting a long time at both sets of lights".</li> </ul>
<b>Bridge aesthetics</b>	<p>Citizens desire the bridge to be aesthetically appealing.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> <li>- "Please don't cheap out and make it ugly. This is the main entrance to the entertainment and historic district. Should showcase Calgary".</li> <li>- "Aesthetic is important to me, but not maintain the current look. I'm very open to other options".</li> <li>- "Aesthetics - improve the current look - make it look nicer its the gateway to a key area of the city".</li> </ul>
<b>Dedicated space for pedestrians and cyclists</b>	<p>Citizens desire dedicated space for pedestrians and cyclists on the bridge.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> <li>- "...Keep bikes, people and cars in separate lanes".</li> <li>- "Pedestrians separated from cyclists"</li> <li>- "Physical barriers separating pedestrians and cyclists from vehicles".</li> </ul>
<b>No wheeling lane infrastructure desired</b>	<p>Some citizens do not support wheeling lane infrastructure on the bridge.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> <li>- "No more dedicated spaces for cyclists - dedicated cycle tracks encourage speeding and irresponsible cycling".</li> <li>- "Do not put a bike lane there as this road gets blocked up and cyclists don't use the bike lanes anyway."</li> <li>- "Don't add bike lanes. Waste of money".</li> </ul>



### 4. As a pedestrian, what are your priorities for improving Mission Bridge?



	1	2	3	4	Count	Score	Avg Rank
Improved lighting	15.86% 111	20.14% 141	39.00% 273	25.00% 175	700	1.87	2.73
Wider sidewalks	45.88% 334	31.87% 232	15.66% 114	6.59% 48	728	2.71	1.83
Dedicated space for cyclists and pedestrians	42.50% 323	35.13% 267	11.18% 85	11.18% 85	760	2.76	1.91
Aesthetics - maintaining the current look of the bridge	11.82% 83	17.38% 122	27.92% 196	42.88% 301	702	1.63	3.02

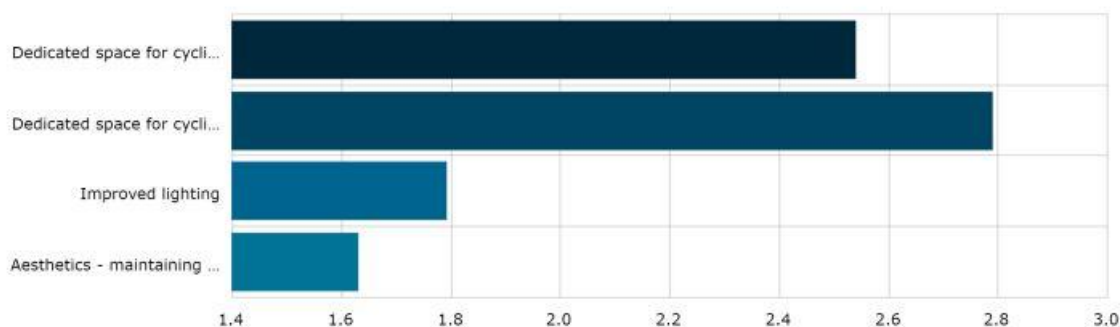
Score - Sum of the weight of each ranked position, multiplied by the response count for the position choice, divided by the total contributions. Weights are inverse to ranked positions.  
Avg Rank - Sum of the ranked position of the choice, multiplied by the response count for the position choice, divided by the total 'Count' of the choice.

**4a. As a pedestrian, are there any infrastructure improvements not mentioned above that are important to you?**

<b>Theme:</b>	<b>Explanation and sample verbatim comments:</b>
<b>Wider sidewalk/improved sidewalk accessibility</b>	<p>Citizens desire wider sidewalks and improved sidewalk accessibility on the bridge.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> <li>- "I frequently run across this bridge and I find sidewalk space to be at a premium. In such a walkable location, a designated bike lane and wider pedestrian sidewalks would be a fantastic addition!"</li> <li>- "The current pedestrian area of the bridge is very narrow".</li> <li>- "Accessible with stroller and mobility devices".</li> </ul>
<b>No infrastructure improvements desired</b>	<p>Citizens are generally fine with the current bridge infrastructure.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> <li>- "I think the bridge is fine".</li> <li>- "None, there is plenty of room as it is, it doesn't need to be wider and it doesn't need a bike lane...".</li> <li>- "No. I've never had a problem using this bridge it's great".</li> </ul>
<b>Dedicated space for pedestrians and cyclists</b>	<p>Citizens desire dedicated space for pedestrians and cyclists on the bridge.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> <li>- "Separate peds and cyclist".</li> <li>- "Dedicated pedestrian lane. The lane is too narrow for cyclists to share it safely with pedestrians".</li> <li>- "Dedicated sidewalks and bike lanes in each direction".</li> </ul>
<b>Improved connectivity to pathway/cycle track/park</b>	<p>Citizens desire improved connectivity to the area pathways, cycle track, and parks.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> <li>- "Continued access to the Elbow Island Park".</li> <li>- "Please take improved pedestrian and cyclist space seriously and for goodness sake please connect them to other ped and bike facilities that already exist".</li> </ul>

	- "Safe and clear transitions for pedestrians from pathways to bridge".
<b>Bridge aesthetics</b>	<p>Citizens desire the bridge to be aesthetically appealing.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> <li>- "Make the bridge interesting, incorporating innovative and remarkable architecture..."</li> <li>- "Aesthetics, but improve the current look of the bridge too. It's a nice area, the bridge could add to the beauty of the area too".</li> <li>- "Bring some color to the design".</li> </ul>

## 5. As a cyclist, what are your priorities for improving Mission Bridge?



	1	2	3	4	Count	Score	Avg Rank
Dedicated space for cyclists on the road	44.72% 284	29.13% 185	10.87% 69	15.28% 97	635	2.54	1.97
Dedicated space for cyclists on a pathway	52.32% 338	29.88% 193	10.99% 71	6.81% 44	646	2.79	1.72
Improved lighting	9.65% 58	26.79% 161	43.43% 261	20.13% 121	601	1.79	2.74
Aesthetics - maintaining the current look of the bridge	12.70% 78	17.75% 109	27.52% 169	42.02% 258	614	1.63	2.99

Score - Sum of the weight of each ranked position, multiplied by the response count for the position choice, divided by the total contributions. Weights are inverse to ranked positions.

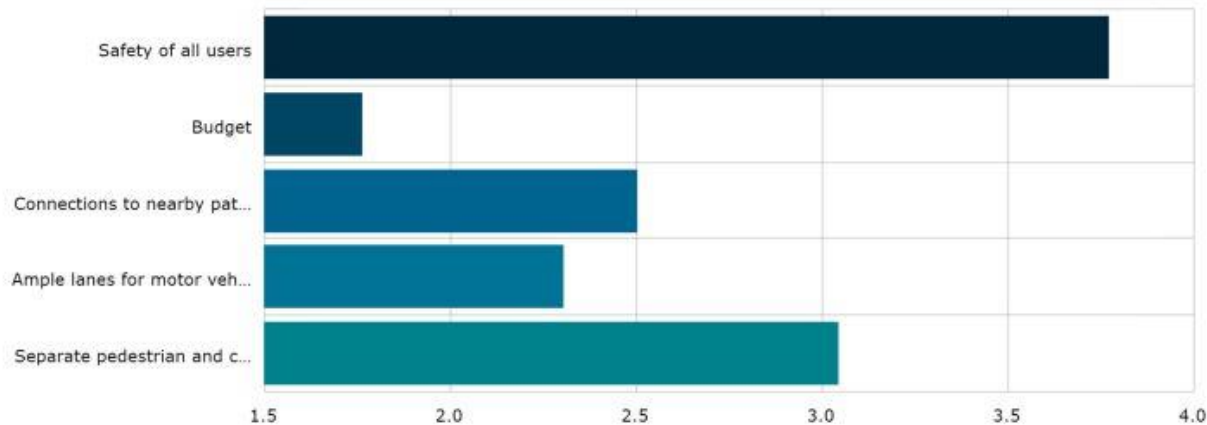
Avg Rank - Sum of the ranked position of the choice, multiplied by the response count for the position choice, divided by the total 'Count' of the choice.

5a. As a cyclist, are there any infrastructure improvements not mentioned above that are important to you?

Theme:	Explanation and sample verbatim comments:
<b>Protected wheeling lane</b>	<p>Citizens desire a protected wheeling lane in order to mitigate cyclist safety concerns while using the bridge.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> <li>- "A cycle track would be acceptable on the road... Shared roadways between cars and bikes are dangerous for cyclists".</li> <li>- "Bike lanes in each direction with fixed barriers from vehicles for safety".</li> <li>- "Separated cycle track".</li> </ul>
<b>Dedicated space for pedestrians and cyclists</b>	<p>Citizens desire dedicated space for pedestrians and cyclists on the bridge.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> <li>- "Separated bike lanes protected from vehicle traffic and not mixed with pedestrian traffic".</li> <li>- "Make one side walk for pedestrian traffic and one sidewalk for cyclists. This accommodates everyone and keeps traffic flowing".</li> <li>- "Walking space, biking space, car space, all separate. Multi-use pathways are miserable for both pedestrians and cyclists".</li> </ul>
<b>No infrastructure improvements desired</b>	<p>Citizens are generally fine with the current bridge infrastructure.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> <li>- "Doesn't need fixing".</li> <li>- "We don't need any changes. Repair what's necessary and move on".</li> <li>- "No all of the above looks good".</li> </ul>
<b>No wheeling lane infrastructure desired</b>	<p>Some citizens do not support wheeling lane infrastructure on the bridge.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> <li>- "Stop adding cycling dedicated spaces to already established areas. It causes huge issues with traffic flow!!!!"</li> <li>- "Don't need cycle lane".</li> </ul>

	<ul style="list-style-type: none"> <li>- "Please do not add bike lane on the roadway... 2nd street bike lanes are a mess and have reduced visibility for cars putting pedestrians and cyclists in jeopardy. The bridge configuration works just fine especially with the wider walkway on the south".</li> </ul>
<b>Pedestrian/cyclist safety concerns</b>	<p>Citizens expressed concerns for pedestrian and cyclist safety in the area.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> <li>- "Safety first! Remove the 'traffic calming' concrete berms on the corners of Rideau and Roxboro Rd sw that sits in the bike lanes. These things are very dangerous, pushing us cyclists into the car lanes. Very stupid design".</li> <li>- "Safety. There are a lot of children in the area and going to school and riding bikes to consider".</li> <li>- "Better signage and right of way for pedestrians and cyclist. Cars turning right onto mission bridge from Elbow drive to not look/see cyclist/pedestrians".</li> </ul>

### 6. When it comes to The City of Calgary improving our existing motor vehicle bridges, what are the most important priorities?



	1	2	3	4	5	Count	Score	Avg Rank
Safety of all users	55.56% 435	19.28% 151	17.24% 135	6.00% 47	1.92% 15	783	3.77	1.79
Budget	5.80% 40	11.30% 78	14.49% 100	36.67% 253	31.74% 219	690	1.76	3.77
Connections to nearby pathways	8.93% 64	27.48% 197	32.91% 236	20.22% 145	10.46% 75	717	2.50	2.96
Ample lanes for motor vehicle traffic	20.36% 149	15.30% 112	13.93% 102	18.99% 139	31.42% 230	732	2.30	3.26
Separate pedestrian and cycling infrastructure	24.83% 186	35.51% 266	20.29% 152	8.41% 63	10.95% 82	749	3.04	2.45

Score - Sum of the weight of each ranked position, multiplied by the response count for the position choice, divided by the total contributions. Weights are inverse to ranked positions.  
Avg Rank - Sum of the ranked position of the choice, multiplied by the response count for the position choice, divided by the total 'Count' of the choice.

### 6a. When it comes to The City of Calgary improving our existing motor vehicle bridges, are there any improvements not mentioned above that are important to you?

*\*\* Those who responded to this question, appear to have responded with their perspective about Mission Bridge. Thus, the themes below are not indicative about how citizens feel overall about existing motor vehicle bridges in Calgary.*

Theme:	Explanation and sample verbatim comments:
<b>No wheeling lanes desired</b>	<p>Some citizens do not support wheeling lanes on the bridge.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> <li>- "Remove cycle lane".</li> <li>- "No bike lane - build a separate ped bridge if necessary but it's too narrow and congested for bikes".</li> <li>- "Having a specific lane for cyclists would not be a good use of the space I use the bridge at least once a day and I rarely see any cyclists using the lane so having them in the new bridge would be a waste of space".</li> </ul>
<b>Bridge aesthetics</b>	<p>Citizens desire the bridge to be aesthetically appealing.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> <li>- "Aesthetics - current bridge has a lack of character. Some design is desirable for the type of users and character of the neighboring areas (heritage, commercial, pedestrian friendly, environmental)".</li> <li>- "This area is a well used by cyclists/pedestrians and spending some money on preserving the history or the area and on the aesthetics of the bridge and surrounding area are warranted. Public art is appreciated. View of the river and space to enjoy it".</li> <li>- "Please don't cheap out and make it ugly. This is the main entrance to the entertainment and historic district. Should showcase Calgary".</li> </ul>
<b>No infrastructure improvements desired</b>	<p>Citizens are generally fine with the current bridge infrastructure.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> <li>- "No keep it as it is".</li> <li>- "To be honest I don't recall there being any issues on the bridge".</li> </ul>

	<ul style="list-style-type: none"> <li>- “No. The bridge is fine. There is no need to make significant changes”.</li> </ul>
<b>Reduce number of lanes on the bridge for vehicles</b>	<p>Some citizens suggested that the number of vehicle lanes on the bridge could be reduced.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> <li>- “Car lanes can be shrunk down so that traffic is calmed through behaviour”.</li> <li>- “The bridge is much too wide to give so much of it to cars, time to give all but 2 car lanes back to pedestrians and cyclists”.</li> <li>- “Less lanes for motor traffic. City overall is already way too car centric. Build multimodal infrastructure”.</li> </ul>
<b>Dedicated space for pedestrians and cyclists</b>	<p>Citizens desire dedicated space for pedestrians and cyclists on the bridge.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> <li>- “I believe there is ample room with the existing bridge deck to allow for 3 lanes of traffic and adequate room for sidewalks and dedicated bicycle lanes”.</li> <li>- “Physical barriers separating pedestrians and cyclists from vehicles”.</li> <li>- “Again, safe and physically separated infrastructure would be best! Thank you”.</li> </ul>
<b>Prioritize active modes of transportation</b>	<p>Citizens would like to prioritize active modes of transportation.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> <li>- “We need to stop focusing on motor vehicle capacity, at least in the inner city. There's tons”.</li> <li>- “Especially in inner city areas there needs to be a better focus on ALL modes of transport accessing bridges. (Bikes, scooters, wheelchairs and pedestrians)”.</li> <li>- “Removing driving and parking lanes in favour of active modes and transit”.</li> </ul>

\* For a comprehensive list of all verbatim comments, please see the “Verbatim comments” section.





## Next steps

As part of the next steps for the project, stakeholder consultation and feedback, along with technical analysis will help inform the final design recommendations for the bridge.

The final recommended bridge design and infrastructure improvements will be shared with the public in Fall 2022.

- **Summer 2022** – Design option development: the project team will review the results of engagement, which will help inform conceptual designs.
- **Fall 2022** – Final bridge cross-section conceptual design shared with public
- **Spring 2023** – Permitting
- **Fall 2023** – Tendering
- **Spring 2024** – Construction commences

### Verbatim comments

Below is a comprehensive list of all verbatim comments input by participants. The comments have not been edited in any way, including content, spelling, grammar, etc. The only exception to this includes the presence of profanity or personally identifying information, which has been redacted and indicated in brackets.

#### 3a. As a motorist, are there any infrastructure improvements not mentioned above that are important to you?

Raising the bridge to mitigate flood concerns and increase clearance for bike path under with would be nice
Eliminate northbound right turn of vehicles off of the bridge onto 25th Ave. This is needed to increase safety of pedestrians and cyclists. There is a history of accidents here. Northbound vehicles can instead turn right (east) at 24th Ave.
Eliminate right turn lane on bridge for northward traffic & create right turn lane on next block/light north so multiuse path that intersects bridge is safer Change barrier between road & sidewalks. Current ones takes up 2 much space on road surface.
I would like see turning lights, north bound on 4th and west bound on Elbow
I'm curious about 'improving lighting' the lighting is not currently bad. I take night time moonlight river shots from the bridge, more lighting is just visual pollution.
Ensuring traffic flow is the priority, that lights are scheduled appropriately to allow the flow of traffic and not add delays. This is a congested area already and needs to maintain or expand road use for vehicles.
As a weekly user of the bridge (walking and driving) I can't help but notice that some motorists do not respect the no right hand turn on a red light sign for the northbound lane when turning right onto 26 AVE SW.
Do not impede the number of cars per minute which can cross the bridge. Increase car and other modes of traffic volume flow by WIDENING AND IMPROVING, NOT REDUCING AND IMPEDING traffic flow
Widening sidewalks and modernizing the bridge railings
It's important to me that I don't lose a lane of travel to the tiny percentage of people that sometimes use a bicycle
Drainage of the bridge needs to be fixed. After a snowfall, the sidewalk ices up quickly and becomes very treacherous for pedestrians a good portion of the winter.
Marking lanes for turning and/or continuing straight through.
Do not take away driving space for cyclists , traffic , especially on school days is already congested it backs up all the way past Rideau Road. You have already removed the turn right on red ability which has further congested traffic.

I would like a protected bike lane, not just a temporary barrier.
I have had no issues with this piece of road. The real traffic flow issues start with the controlled intersection immediately south of the bridge.
The left turn and right turn limitations heading southbound across the bridge are not effective and seem unnecessary. Restrict the left turn and allow the right turn on red
Connections with Elbow River Pathway on north end of the bridge. The timing of the pedestrian lights is for instance shorter than for east-west traffic on the road, suggesting that pathway traffic is less important than motor vehicles.
I do not want this bridge to become a busy road! Speed limit should be 30. I do not want this bridge to attract graffiti or vagrants like the Scollen bridge.
The timing of the light when turning north off of Landsdown at peak rush hour could be improved. You should allow a right turn onto Riverdale from elbow drive on a red light.
Please retain the ability to turn left onto 25th from mission bridge. This is a huge improvement to the days when there was no left turning.
This bridge had been under construction for several years in a row a few years ago.
It has been good to have "no right on red" at 26th Avenue. Need to carefully manage the many modal conflicts at that intersection.
Maintaining or improving the safety of pedestrians and cyclists.
No
Important to improve the cycling accessibility. There should be one protected bicycle lane on each side and one car lane. The protected bicycle lane should have a physical barrier so cars don't use it as a second lane.
Bike lane!
Wider sidewalks and more access points to the island.
Do not put a dedicated barricade section for cyclist the bridge is already too narrow and it is so short to go across on a bike is very easy!
No
Leave it the way it is traffic needs to move. I'm also a cyclist, there are other bridges that can be used. It's also not the fastest road and with two lanes for traffic in both directions cars can pass a cyclist on the road
Reduce car lanes to reduce induced demand
Remove empty rail container from the river under the east side of the bridge so that spring flow is not impeded.
Do not narrow the lanes any further.
A fully dedicated with efficient and safe segregation of the bike lane
Concrete dividers between bike lane and car lanes (if bike lanes added) not just painted lines.
No
Please don't put any bike lanes

Widen and reinforce the structure so we can run BRT / future low floor light rail. Two lanes of bike path in both directions to allow passing; with protected infrastructure before, on, and after.
No. It is fine.
Dont add bike lanes. Waste of money.
No
Turning signals and no bike lanes. This is the most dangerous intersection. Please put a bike path under neath the bridge. So much safer.
Wider pedestrian lanes. Intersection at elbow and mission, southwest corner is congested for pedestrians waiting and needs to be safer from car and bike traffic and wider.
The sidewalks on either side should be repaired and kept shoveled in the winter
Bike lane is not important and a stupid idea.
Add some flower areas for color.
I do NOT agree with dedicated space for cyclists. I live in the area and cyclist lanes are a danger to the congested routes. This bridge is not so busy that cyclists can't either go on the road or on the sidewalk.
Pedestrian and bike traffic on Elbow Dr who ignore safety and continue through despite traffic signs
Wider pedestrian walkways.
I think the bridge is fine.
Wider lanes for vehicles... no bike lane
Pedestrian traffic is heavy in the summer and there isn't enough room. If you're going to use the crosswalk on 25th and Macleod you need to be on the left hand side of the bridge. There should be lights
Shared access for pedestrian and cyclists
Leave the (redacted) thing alone and lower taxes you (Redacted). You used to be hung for misbehaving - remember that.
Turning right onto the bridge from Elbow drive is always unnerving and feels unsafe as there are many pedestrians and cyclists and it is easy to miss seeing them.
Cars can take other roads.
Turning left from 26 Ave is challenging when traffic is high. Needs a way for cyclists to cross without holding up that turn
Here's an idea.. hire experts who know what they are doing. Why are you petitioning a bunch of people who have literally zero clue about anything to do with bridge building and bridge refurbishment?! Is the leadership at the city so vacuous that...
No need for cycle lane
Viewpoints such as those on bridge downstream near Alberta Ballet building. The old train bridge.
Wider pedestrian crossing/sidewalk so that runners don't have to come onto the street. Right hand turn access at red light heading north (dedicated lane maybe?)
Better pedestrian and cycling infrastructure. Cost effective public art like painted barriers

I would like to see the city move to keep all metal structures, light poles, fencing etc, a consistent color. Prefer Black, as it doesn't date, it stands out but also blends into the environment better.
Keep traffic moving slowly. It's not a region for fast vehicles
Improving safety at the Elbow Drive/Mission Road intersection.
No
Do not put a bike lane there as this road gets blocked up and cyclists don't use the bike lanes anyway
Forget lighting as it's good! We just need access across river! Do t go overboard in your gross spending!
Traffic of cars must not be impeded. Widen the bridge if you like, but as a beltline/mission resident I need to be able to get out of, and in my neighbourhood.
Visibility of pedestrians and cyclists
I have no co cer s with it the way it is. 40km/hrs limit helps
Ample pedestrian space. Proper protected bike lanes.
Wider sidewalks to allow strollers and wheelchairs.
Not just painted lines an actual space for bikes so families can move freely without people crossing over.
Dedicated lane for cyclists and for walkers/ others
Sidewalks could be more accessible
The north end of the bridge is very dangerous for pedestrians with so many vehicles turning in all directions. Priority should be given to making things safer for pedestrians.
Safety
Wider sidewalks
Pedestrian space, ensuring cyclist connections make sense at both intersections (at each end of the bridge)
Traffic flow northbound is terrible with the lack of turning lanes, no right on red, and cyclists. Separating cyclists and improving flow for motorists making left and right turns would be great.
Resilience to flooding.
Make it wider if you can.
NO
No
Maintenance and flood proofing the bridge
steps to island below
I use this bridge every day to cycle to work but I am also a motorist. As a motorist I do not expect priority on this bridge. The only traffic here would either be local or motorists cutting through from MacLeod Trail to get downtown.
The most important consideration should be the daily use of the residents of Rideau and Roxboro. Any attempt to impede or slow motor vehicle access is unwelcome.

Adding a left turn light at the intersection of 4th St & Elbow Drive for drivers heading north on 4th and turning left onto Elbow Drive. Adding a dedicated pedestrian and cycling only light for all 4 directions at once.
Making sure that in the Rideau Roxboro area the sidewalks connect. Overall there should be a better flow.
The width of the bridge and interaction with signals at both ends (ped/light) makes it tricky to navigate around turning, stopped/parked, and through traffic. Move traffic off the bridge and into traffic flow - helping to reduce near misses for bikes
No more spending on "flood Mitigation"
M'y son has a recumbent bike due to physical disabilities. The bike is 26 inches wide and impossible to navigate through the side walk.
PEDESTRIAN USE - my Kindergarten and grade 2 children walk and bike to and from school daily (along with Cyclist Use). I use it for 1) Driving. 2) Walking/Cycling.  Motorist Use.  This bridge could be better looking aesthetically.
stop blocking one of the lanes off for pedestrians and cyclists during spring/summer/fall - this started with covid and there is too much traffic on the bridge to allow for this
Integration with the natural surroundings - the park and river - immediately below.
Ensuring plenty of room for pedestrians as well.
Better signage for motorists turning right headed north to protect pedestrians and cyclists
Aesthetics, but improve the current look of the bridge too. It's a nice area, the bridge could add to the beauty of the area too. Dedicated cycling would be very nice too ! We don't need more than one lane for cars in this area.
Improve access for CARS pedestriars already have enough room and all these cahnges keep jepordising safety by blurring the lines
no
Specific to facilitate right hand turns from Elbow Drive eastbound to Mission Bridge.
Flood mitigation. Mission Bridge creates river backups in high flow times. Would be great to narrow the supports so more wate me can flow.
Traveling west, there are parking spots immediately in your way as you drive off the bridge. This creates a bottleneck and dangerous conditions when people are trying to park there. Suggest that one or two parking spots be removed.
Better pedestrian and cycling infrastructure, and this is coming from someone who drives on it about 50% of the time because of my commute.
Improved space for pedestrians who have Strollers or wheel chairs. Smoothing out some of the big bumps on the sidewalk.
The traffic light further up mission road needs to be turned into a traffic circle for better flow

Provide/create a left turn lane from westbound 26 ave to southbound 4 street.
I don't think it is important to maintain the current look. I think a more modern look would be great.
I suggest that the City does not ruin the traffic flow as they did on 2nd Street SW from 25th Ave to 17th Ave SW. With bike lanes on both sides of the street it is so dangerous turning from an avenue on to 2nd Street for both bikers and pedestrians.
The road section of the bridge for vehicles is tight. It doesn't make sense to take space to build more bike space or walking space. This was done on 2nd street SW and it is extremely tight to drive on that road now. Want more bike space, widen bridge.
I would also prioritize aesthetics, but not necessarily maintaining the current look of the bridge.
fishing opportunities off the bridge
The bridge gets so much use by runners and pedestrians that it is extremely important to me that the walkways be wide enough to accommodate this to avoid runners hopping into the bike lane when pedestrians are crowding the walkway.
Physical barriers separating pedestrians and cyclists from vehicles.
Adding bicycle lanes will not leave enough room for cars. There is not enough room on the bridge for bicycle lanes. The road is very tight right now, as it is.
Make the railings on the side of the bridge match the railings along 26th Ave
No
Make the sidewalks wider, keep at least the current lanes of traffic as it is busy. We live right at 26th and 4th. Make it like the 26th promenade continued. And redo the promenade in front of Safeway too.
No more dedicated spaces for cyclists - dedicated cycle tracks encourage speeding and irresponsible cycling. I have never had an accident or near-miss as a cyclist but (as a pedestrian) have experienced multiple near-misses by irresponsible cyclists
Pedestrians separated from cyclists
I run across this bridge every day on the way to the pathway at the end of Rideau road. It is too narrow for people to walk and pass one another.
n/a
Access to the island park.
This area is full of history that needs to be preserved. Street lighting with historic looking lamps to match the rest of the area. Green guard rails are not very aesthetically pleasing, could this be improved to match the age of the community.
no
A lot of people are on the corner waiting for the lights (pedestrians and cyclists) there's not enough room on the corners for everyone to safely wait.
Please DO NOT widen the bridge to allow for more vehicle traffic. We should NOT support increased use of cars. The adjacent residential communities already see large amounts of traffic on Mission Rd. No More!
A left lane for turning on 25 Ave as that blocks a lot of traffic on my everyday commute



Is there really any need for more than two lanes for cars, one each way? Expanded walking and cycling infrastructure is a far better use of this space. Currently it's dangerous for cyclists and the sidewalks puny.
Enough space for pedestrians on the bridge - cyclists often go on the footpath and I am usually walking with a stroller. Happens a lot in the morning with school kids. Thanks
Do not put bike lanes on both sides. Just do things properly for once. I've never seen a city with such poorly built roads and traffic flow. Who even does these plans ? Children?
Please don't cheap out and make it ugly. This is the main entrance to the entertainment and historic district. Should showcase calgary
Dedicated and safe space for pedestrians - currently you feel like a complete afterthought.
Yes, protected wheeling lanes on the south side - all the way up Mission Rd to connect to new 42 Ave SW pathway (perhaps via 34 Ave / 1A St SW). There is no reason for bikes to have to share car space on the hill because of a stupid median.
mitigating ice buildup or improving snow removal on the sidewalk
Access to island, some dogs don't like the metal stairs
The northbound left turn also gets blocked up and used during the "no turn" time slots. It would be nice to figure out a solution to those wanting to turn without halting those going through.
Pedestrian walkways are to narrow sharing with cyclists.
Dedicated cycling lanes would help the traffic on the bridge, often it's hard to see what road users are where and it can lead to hesitation and delays.
Having south bound lane makes no sense. A different cyclist option should be explored. Also does the pedestrian bridge at 32nd ave provide a better option? It connects better to the 5th street bike lanes.
Wider sidewalks and dedicated cycle lane.
Remove turn lane and just have advance/delayed green. More room for not-cars is important.
Consideration for Flood Mitigation of course!
Remove cycle lane
Do not decrease vehicle capacity.
Removing the bike lane and getting dual lanes for motorists. People on a bike can use the sidewalk or the street, or waste more taxpayor dollars and build a bike bridge for the cyclists.
Walking space! People walk over daily and school kids use it a lot too. Often are having to sidestep each other.
Ample space for walking (in addition to biking).
To have the lights match with the ones previous to it in Roxboxo / Rideau park. They're never timed properly so you end up waiting a long time at both sets of lights.
Continued access to Elbow Island Park space
Do not change the bridge. Do not add a dedicated bike lane(s) as it will just cause traffic delays. The bikes travel across the bridge smoothly every single day.



We still need the 3 lanes of vehicle traffic on the bridge but suggest that to improve safety for pedestrians, cyclists and vehicles that a short advance turn signal would help immensely . The intersection is becoming more and more dangerous.
No
Turning lanes from northbound 4 st to eastbound 26 ave and west bound to Elbow Dr.
No
More room for vehicle traffic
Aesthetic is important to me, but not maintain the current look. I'm very open to other options.
Non vehicle alternatives-another bridge
widen protected sidewalks. they are currently too narrow for people to pass each other while moving if there are strollers/bikes/scooters; often i will stop walking so the other party can pass safely.
Safety including pedestrian cross-walks and especially pathway users crossing in the blindspot of the path of motor vehicles turning south.
Bring back no left turn in rush hour southbound and eliminate the no right turn on red light. These "improvements " have made it worse
yes - make sure surveys do not reflect wokeism - have options that are not slanted towards the council agenda
Works fine
our curb cutouts are often not great for folks in wheelchairs.
Proper driving and parking lanes through out the city.
Block commuter cyclists from using the pedestrian sidewalk. It's too narrow to safely share the sidewalk.
And improve the flow of cyclists at the intersection.
No it works well.
If you made the middle lane where the flow of traffic changes based on typical blockages. Ie: middle lane could be northbound in the AM and southbound in the PM. Have lights that indicate the current flow of traffic for that lane as well.
Pedestrian safety
No bike lanes.
The bulk of the whole issue this survey seeks to address could be easily solved by adjusting the traffic lights -ie left turn signal / northbound first, then s-bound at the 25 st / elbow driver intersection. Honestly that would fix the whole thing
Dedicated right turn for motorists from elbow onto 4th street onto the bridge.
Ensuring the integrity and safety of the bridge.
Wider pedestrian walkways.
More space for pedestrians.
Wider foot paths.
I find this survey hard to answer. It seems to be skewed in one direction. I use the bridge the majority of the time driving as I live in the community and it is my main access out. I do walk down to 4th street for exercise.

Improve northbound traffic flow with advance left turn signal during peak traffic times.
No
Make it more designed and proud
There is nothing wrong with the bridge in my opinion.
improving stream flow at the Bridge, in 2013 Mission bridge acted as a weir when the water levels rose up the arched openings. Isn't flood mitigation the 1st priority?
Bigger space for pedestrians on the west side.
As a pedestrian it's hard to pass a person or keep social distancing
Not to remove car lanes as the flow of traffic is already stagnant from allowing restaurants to use the road on 4th street as their personal space.
Removal of no turn on red
Make it better for those walking - with groceries, with kids, with dogs. Wide pedestrians areas. Keep bikes, people and cars in separate lanes.
Do not make it slower or more difficult for motorists.
Turning right going north on 4th.
Making paths wider to allow better pedestrian passing on the bridge. High amounts of pedestrian and running traffic block up the path.
the sidewalks are not wide enough to accommodate pedestrians and cyclists. It is even tight when pedestrians are walking towards on another
If bridge is widened only then should cyclists have a dedicated path. Maybe the rule should be cyclists should dismount.
A dedicated bike lane
Beautify the bridge!
Scooter use, but they can share with cyclists
Wide space for pedestrians. Consider for example two families w strollers passing each other. This is a very pedestrian neighbourhood.
The bridge is already often very congested with traffic, adding a protected bike lane would not be beneficial
No
Widen the bridge
Space for pedestrians and bikes on west side (continue the pathway system)
An actual bike lane separated by a physical object. (Not the "share the road bullshit that is everywhere else).
Not sure why there are two northbound lanes, when Mission road is one lane coming in, and 4th st is one lane going out. Could definitely use this lane better
More sidewalk space
Make it interesting looking
safety for all users
Maintaining heritage and space for pedestrians and cyclists

Honestly I've hardly ever driven this way. Would like to keep bikes out of traffic.
No. Keep it as is. Why in question 4 is there no option that says none of the above?
Improving pedestrian experience
improve the crosswalk at the north end of the bridge / add a raised crosswalk / add a pathway underpass
Enough room for pedestrians to walk with a stroller and be able to have someone pass through coming the other direction
Sidewalks for pedestrians are too narrow.
Better signage - currently very few motorists pay attention to the no-turn-on-red signs at Elbow Dr/25 Ave.
Reducing intersection conflicts between people driving, walking, and cycling at the Elbow Drive SW intersection would be helpful. Mission Road should provide access to Mission, but ensure changes don't make it more attractive for downtown access.
Aesthetics - improve the current look - make it look nicer its the gateway to a key area of the city
Keep rental scooters off the sidewalks
The length of light to go north/south is not long enough as well an advanced light for either pedestrians or cars would increase safety.
Lack of left turn onto Elbow Drive, from northbound mission road, at certain hours, creates chaos between Elbow, and the next traffic lights, where left turns are forced - backs up mission road traffic.
N/A
Better sidewalk space
Pedestrian use
reduce traffic to one lane in either direction will cause a massive traffic jam at rush hours. Look at the idiotic attempt to make that south side into a traffic circle. It was a disaster.
Sight lines for motorists, cyclists and pedestrians
Better bike lanes - probably worth losing a car lane to make this work.
Not sure if you mean lighting as in street lamps or turn signals, but would be nice to have dedicated turn signals for turning left ONTO the bridge (traffic gets backed up) at the same time as traffic turning left onto 4th street from elbow drive.
Space for bikes on the bridge. Also people park immediately after the bridge (even where it says no parking) and there's not enough space to drive
Larger space for pedestrians
Improved pothole maintenance and fixes!!
Don't care about maintaining current aesthetics- look to the future. Let's make much more room for non-car based transport-eg walking, scooters, bikes, etc. We don't need 2 lanes of motor traffic in either direction-4th St is only 2 lanes S of bridge

Pedestrian traffic and good access to the island park.
Consider dedicating a left turn lane north bound onto Elbow drive.
Widen sidewalk
Better experience for pedestrians is really important (wider walkway) that can't be solved by a dedicated cycle lane
Should be widened. There is a pathway system one block away from the bridge already. Too many near misses. Also, put the left turn restrictions back on during rush hour
Please consider advance turning lights at 4th street and Elbow (all around)to allow car traffic to clear the area quickly. I have personally witnessed many near misses between cyclists and pedestrians when the car had the right of way.
Better signal timing and egress for the intersection north of the bridge. Lane reduction may decrease flow of both traffic and pedestrians.
More room for pedestrians.
Repair the railing on Elbow Drive west of the bridge.
Improve crosswalk on north side or add underpass crosswalk
Dedicated bike lanes would be nice
Adding a pedestrian underpass and/or widening the pedestrian walkways
Traffic calming to slow down traffic (especially northbound).
The entire cross section could be reimagined, this is a phenomenal opportunity to expand the active mode allocation in both directions. There's no real need for more than one lane of vehicle travel in each direction.
The lanes are too narrow when driving in and out of the bridge from Elbow Drive. There is a crossing on the other side of the bridge that is used by pedestrians which can probably better lit.
Marked cycle lane with protection from Cars
Allow NB traffic to turn right on 26 Ave SW on a red light.
I wish it didn't have "no right turn on red" at the north end.
separate pedestrians, cyclists, motorists
Snow clearing in winter is always a concern where cycling infrastructure is neglected and can create dangerous situations.
No additional comments
Please make it less industrial looking. The bridge colours are awful (puke green railings). I live one block south on 4th and I'd like traffic calming measures like speed bumps.
Happy with as it is now.
No
Not as a motorist, no.
Dedicated space for pedestrians. Right now, there are significant conflicts between cyclists and pedestrians. reducing vehicular traffic to 1 lane each way to provide adequate cycling and pedestrians might have to be considered.

Please do not mess with the bridge also do not add cycling paths the bridge is already thin as it is, do not take out room for cars to give to bikes. The bike paths already have taken too much room they need for taking space from vehicles
Clear markings and the intersection having protected spaces for pedestrians. It can get dicey with so many people around trying to turn.
Connection with a protected cycle track on 5th St SW and Mission Road SW
Safety for river floating/rafting
Left hand turn signal when facing north, as not having one backs up traffic as people are trying to turn onto elbow drive.
Not grated walkway to stairs to park below so that dogs can walk on it and not hurt their paws
Underpass should be improved
Benches to sit and watch River
The no right hand turn on red at the corner of Elbow and Mission is not helping anything. Traffic backs up.
Ensure there is a dedicated bike lane continuing Mission St. towards Mcleod trail as there used to be until the centre traffic calming structures removed the safe space for bikes and made that stretch of Mission very dangerous for bikes.
Stop light pollution, the Elbow river is important wildlife habitat, lights at night affect bats and fish.
Add a bike lane going north
Improved sidewalk for walking
None. It works fine for me as a driver.
Easier access from the bridge to the riverbank
Walking lanes could be a little wider to allow people walking in opposite directions to pass more easily.
The vehicle lanes are tight for two vehicles as they are. Removing lane space for dedicated cycle lanes will make the bridge more dangerous for all users.
The railing on elbow drive to 4 Street bridge was damaged in the 2013 flood and concrete barriers were put in the railings space. The railing should be replaced and match the bridge.
Remove cycle lane
No. Additional room for pedestrians and separated lanes for bicycles/scooters/skateboards etc. is the most important to me.
The space for cyclists, scooters, etc needs to be safely separated from vehicles with concrete barriers.
I think the current look of the bridge could be improved, the green handrails are an eye sore. It would be great to restore it to its original look
pathway integration. too many conflict points between peds, cyclists, and vehicles
Aesthetics - returning to the original historic look of the bridge
Reduce the driving lanes to 1x1. Cars should need to pass anyway
Speed humps at both ends to slow cars down

Remove the jersey barriers that separate the sidewalks from the roadway. Improve the pedestrian experience through wider walkways. Perhaps make it more of a plaza feel for pedestrians, cyclists. Vehicular traffic flow should be the lowest priority.
Combined pedestrian and strollers Eric need more width. It is too narrow at the columns.
The shared lanes with bikes don't work for anybody, drivers or cyclists. And in my experience, most traffic here comes from Elbow, not Mission Road so reducing traffic lanes here wouldn't be too much of a burden.
Restore the bridge to its original Art Deco aesthetic condition. The green railings and light standards are atrocious.
Add some artistic character to the bridge (some ornate stone work)

### 4a. As a pedestrian, are there any infrastructure improvements not mentioned above that are important to you?

Existing lighting is fine. If you change the lighting, please ensure it faces downward and does not reflect upward into the night sky.
Dedicated wider sidewalks for pedestrians. Dedicated lane for cyclists on road. Change existing concrete barriers to something thinner and nicer looking. Repair or replace crumbling bridge surfaces. Paint
I think the pedestrian corners need some redesign to make them safer
Aesthetics is a priority but why is that tied to "maintaining the current look" I don't think it has a "look" it's a bridge, does it have current aesthetics?
Traffic speeds are too high for such a busy pedestrian area. Not enough pedestrian space at the northwest corner of the bridge (intersection of 4 ST SW and Elbow Drive SW).
WIDEN THE BRIDGE
Better vision on South side of bridge.
The current pedestrian sections slope inward from the outside edge. This leads to excess ice formation in winter time and water puddles in summer. Consider incorporating a slight slope towards the river's edge to allow draining directly to the river.
Making sure the bridge is able to be cleared of snow and ice in a timely fashion - whether that means re-sloping the angle of the sidewalk so the water does not pool as much or having more openings for it to drain.
Access to the park beneath from both sides of the bridge
Most important is to ensure traffic flow is good. 4th street gets quite backed up.
If you want dedicated space for cyclists , expand the bridge on the outside of the current walking lanes not by reducing the road.

Doesn't need fixing
The bridge is adequate for pedestrians and cyclists
Create a safer space for pedestrians and cyclists on the north end, Smoother curb cuts, more room for "staging" at the lights and a design that limits that chance that turning vehicles collide with pathway and sidewalk users.
The pathway on the s. side of Elbow Dr. west of the bridge is very crowded and in poor repair. If cyclists/scooters could get across the bridge more easily, and use Rideau Road as pathway connection, it could relieve pressure. Fix the pathway too!
Decrease vehicle space
No
Better lighting - and again, better bicycle accessibility
I frequently run across this bridge and I find sidewalk space to be at a premium. In such a walkable location, a designated bike lane and wider pedestrian sidewalks would be a fantastic addition!
No
Please keep the wide sidewalk on the south side of the bridge.
Keep 3 lanes of traffic for vehicles. Do not take a lane away for bikes. Vehicular traffic is getting busier on the bridge every year.
Make all crossings with pedestrian / cycle priority
It is fine as it is. I ride over it on my bike and walk with dogs. Sidewalks are a little narrow but generally find.
No bike lanes!
speaking as both a pedestrian and a cyclist here, having a bike lane such that the speed differential going down the big hill isn't dangerous for pedestrians.
No
Put a walk way under the bridge. It's so unsafe.
Do not make a bike lane
Bring some color to the design.
The current pedestrian area of the bridge is very narrow.
No
I think the bridge is fine
The pedestrian lights back Up traffic and they're frustrating to get to when the path is busy
Simple solution is to Widen the pedestrian deck or pedestrians go under with a suspension deck.
Leave it alone. You don't deserve a raise.
having a garbage can at one end or the other for less littering
Dedicated separate spaces for cyclists and other space for pedestrians.



..I even have to say this?! You are literally asking people who have no education or experience in engineering or construction for bridge improvement advice... is the world that messed up??? Is there no one more appropriate to consult on this....?....
As above
Better signage for cyclists and definitely wider sidewalks.
easy access for walkers with wheels (for elderly)
I would like to see separate pathways for pedestrians and cyclists as the existing pathways are too narrow to mix them....this would also require each pathway to be wider to accommodate opposite directions
Please take improved pedestrian and cyclist space seriously and for goodness sake please connect them to other ped and bike facilities that already exist
Improving safety at the Elbow Drive/Mission Road intersection.
No
Wider/increased dedicated space for pedestrians. The bridge is often used by elderly, couples and children including baby strollers who would benefit from a wider space.
Does not need a space for cyclists. I walk here daily it is fine for walking. Driving is this issue and this is what your affecting.
The four criteria for the last two questions were very redundant. All we need is to get across the bridge lighting aesthetics that discuss extra cost!
If you improve pedestrian access it must be done without impeding traffic flow for cars.
Accessible with stroller and mobility devices.
I have never walked it
Keep any existing trees or plant new ones where possible to increase canopy for shade, biodiversity and temperature regulation.
Spots to stop and view the river
Right corners at crosswalks. Need more or smarter space for cars to turn, pedestrians to stand and cyclists to go by.
NO
Wider sidewalk is a must
dedicate a space for cyclists so they are out of the way of pedestrians
cycle pathway for northbound bikes, they always use the sidewalk
Snow removal on sidewalk so pedestrians can use it in the winter.
Why are the questions in 4 so limited as to indicate premeditated bias toward certain types of perceived improvements rather than improving the current use and status?



Narrower bridge for the cars, wider ones for cyclists and pedestrians. You could set an example by making a very important piece of flying infrastructure. Of course if you add a bicycle lane, the lane has to contribute both ways.
Wider space for peds. It is hard to pass people when walking, especially with strollers or dogs or mobility devices.
Do it right the first time, unlike most of the city of Calgary projects
Need to widen the sidewalks and add protected cycling lanes. Widening the sidewalks is most important. There just isn't enough room for pedestrians.
Make sure the sidewalk is smooth with nice transitions for roadcrossing with walkers. Again my son uses a walker / hait traîner that is 26 inches wide. Driveway dips and sideways slanting walkways and ledges cause him to fall.
Turning onto and off of the bridge heading northbound (onto/off of 25th Avenue SW)
The path barrier on the North side of the river has been damaged since the 2013 flood. It would be nice to have this repaired and tied in with the aesthetic of the bridge.
The bridge must remain Automobile friendly will welcoming pedestrian friendly
No
Aesthetics, but improve the current look of the bridge too. It's a nice area, the bridge could add to the beauty of the area too.
Yes to stop the WEF from removing cars from our core in order to control and destroy our country <a href="https://sarahwestall.com/rosa-koire-warned-us-to-what-was-coming-told-us-what-to-do-we-should-listen/">https://sarahwestall.com/rosa-koire-warned-us-to-what-was-coming-told-us-what-to-do-we-should-listen/</a>
no
Provide consistent walkway width for pedestrians. Maintain physical barrier/pedestrian protection from vehicles. Current barrier between pedestrians and cars reduces walking width but provides needed sense of safety. Maintain accesses to elbow island
Most important is making it comfortable to use the bridge as both a cyclist and a pedestrian. The road is plenty wide enough for traffic but very narrow for even 2 pedestrians to pass each other
Turn the 5 way lights on mission road into a traffic circle. They are way too long and cars rip through it as a result
I hope improvements will result in making it easier/faster for the city to remove snow and ice on the sidewalks.
Widen the bridge for pedestrians on the west/south side.
Physical barriers separating pedestrians and cyclists from vehicles.
No
Make the bridge interesting, incorporating innovative and remarkable architecture. Keep traffic flowing. Make the corners big as pedestrians with strollers and dogs, scooters and cyclists all wait together on them. Right now it is very crowded.

Prioritizing vehicular traffic over cyclists - dedicated cycle tracks encourage speeding and irresponsible cycling
The sidewalks are too narrow, people that are walking with a stroller are hard to pass while running. The sidewalks are pooling, so when running you are susceptible to splashing water, they are also uneven and have become tripping hazards.
Please replace plaques in area regarding history of bridge and Rouleauville settlement. Street lighting with historic lamps to match the rest of the area. Maintain access to Elbow Island Park. Having a view of the river and space to enjoy it.
no
The gaps in the bars need to be closer together so a child doesn't fall through.
There is currently adequate space on both sides of the bridge to walk. I walk across the bridge every day. If sidewalks are widened and a wider cycling lane is added please DECREASE the size of the traffic lanes.
A second lane for left turns on 25 th
It would be great to have wider sidewalks. It is currently too narrow for two way foot traffic. I like the physical barrier from the road though.
The bridge needs to be cleared better in winter all the way to the lights. People in wheelchairs or with strollers cannot get over the bridge is clear and the elbow drive path is clear but the tiny section where the lights are not.
Better ... safer connection to Elbow Island
Please don't cheap out and make it ugly. This is the main entrance to the entertainment and historic district. Should showcase calgary
A bump-out for pedestrians to enjoy the view or pause for breath without causing a bottleneck of other pedestrians would be nice.
We don't need wider sidewalks and it is already safe for pedestrians and cyclists. Clearly this question is manipulative to give dedicated space a priority.
Separate peds and cyclist
Improved safety railings.
Remove cycle lane
Why do you need wider sidewalks? This is the dumbest idea I have ever heard of... Do you plan on elephants rolling down the sidewalks so you need them wider. I honestly have no idea what kind of (redacted) you have at city hall coming up with these ideas
Continued access to the Elbow Island Park
None, there is plenty of room as it is, it doesn't need to be wider and it doesn't need a bike lane, bike lanes completely ruined 2nd street. I cycle and even I recognize this.
There needs to be better signage / signals for the cyclists that come barreling off the Elbow River pathway and swoop onto the road on Mission bridge.
Winter conditions are scary
a pedestrian/cyclist initiated flashing light for crossing at Roxboro Road.
Save the money. If y try Br bridge is structurally sound, don't mess with it

the "bike lane" is always cleared of snow immediately in the winter and very few bikes use it in the winter. The pedestrian walk that is used heavily is often not cleared for days and days
No. I've never had a problem using this bridge it's great.
IDrive but there needs to be a barrier between the sidewalk and the actual road because I have seen so many people just walk off the sidewalk to go ahead of people or just for the fun of it and it's very dangerous
No bike lanes
biggest issue is the side walk space as i run into many issues walking my dog. Hes very well behaved but it can cause pets to come far too close to eachother which for even the best behaved dogs can still become an issue with the right situation
Dedicated pedestrian lane. The lane is too narrow for cyclists to share it safely with pedestrians.
When you get off the bridge the ramps shouldn't make bikes/strollers/walkers go into traffic to continue on your way.
Car traffic and fumes are bothersome while walking and cycling along the bridge.
I find walking is good on the bridge. It is a short span so don't need wider sidewalks
It works fine as it is.
improving stream flow at the Bridge, in 2013 Mission bridge acted as a weir when the water levels rose up the arched openings. Isn't flood mitigation the 1st priority?
Bigger space for pedestrians on the west side.
There are already sidewalks on the bridge that work fine but h n walk across, which I do Daily
Improved pedestrian safety at Elbow Drive
Don't mess with traffic flow for the small number of cyclists using the bridge daily.
Keep the cyclists on the road and off the sidewalk - the sidewalk right off the bridge by the houses is too narrow, the house has huge bushes that take up the walkway
Keep from being splashed by vehicles. Sidewalks cleared of snow and ice in the winter including the approaches.
Where possible green or low impact materials and methods.
The infrastructure for pedestrians and cyclists is fine as is.
Safe and clear transitions for pedestrians from pathways to bridge.
Dedicated sidewalks and bike lanes in each direction
No
Sidewalks not wide enough to enjoy bridge with friends+family
cleanliness, safety
Wider sidewalks are VERY YES! But we need to keep bikes in their own space as well!
The stairs down to the island are not dog friendly or accessible. It would be great if the grates could be covered for puppy paws.
Do the bare minimum to keep the bridge safe
Better connections to c train needed

improve the crosswalk at the north end of the bridge / add a raised crosswalk / add a pathway underpass
Needs a much wider and safer path for both pedestrians and cyclists.
Reducing conflicts between people driving, walking, and cycling at the Elbow Drive SW intersection. More space for queuing at corners would also be welcome.
Aesthetics - improve the current look - make it look nicer its the gateway to a key area of the city
Pedestrian and cyclist traffic should be divided in this area and please stop letting people ride rental scooters on sidewalks
The North intersection is too wide and should have larger, safer sidewalks for pedestrians who are using the bridge or crossing 4th street.
Bikes don't fit on the sidewalk (or the road, really)
River visibility through the railings and added handrails on vehicle side.
Good access the the idland park.
Connectivity b/w paths on north and south of bridge
I use this bridge as a driver, pedestrian, and cyclist. I think it is most important to have separated pedestrian space from cyclist space. So something like pedestrians on the sidewalks, then bike lane on the roadway that is protected from the cars.
Crosswalk improvements on north end of bridge
Advance turn lights so the cars can clear the intersection quickly. This will be safer for pedestrians crossing.
Access the the park space under the bridge.
Add a pathway underpass.
The cross walk on the north end (the pathway) should be a raised table so that cyclists and pedestrians have priority.
Adding a pedestrian underpass and/or widening the pedestrian walkways
The look of the bridge should be secondary to its functionality and utility for pedestrians and cyclists.
The bridge is heavily used by cars, bicycles and pedestrians. Perhaps look at other options for emptying out 4th street and elbow drive on to Macleod. Both 25th Ave SW and Mission Rd are residential streets and the noise levels can become very high.
Preserve the beautiful spine bridge to the island.
Wider sidewalk corners at intersections -- when pedestrians are waiting to cross the road, there isn't a ton of room for others to get by.
Definitely wider sidewalks...with dogs there isn't enough space.
Snow clearing in winter is always a concern where cycling infrastructure is neglected and can create dangerous situations.
Maintain access to walking paths from bridge especially during flood watches. Ample walk space on both sides of the bridge.
No additional comments
Happy with as it is.
No

Wider sidewalks is key; those narrow spots are really tricky
No. Wider sidewalks would be extremely important though.
See above
It needs to feel welcoming not just giant concrete jersey barriers.
Connection with a protected cycle track on 5th St SW and Mission Road SW
Bike lane should be with walk way and not taking up driving space on this busy narrow bridge.
Love the lighting on the new "suspension" bridges. Could use some charm
Sidewalks are so small bro
I don't think it needs any changes other than fixing the deteriorating concrete etc.
Have separate space for pedestrians from cyclists
Do NOT reduce how many cars can go on it.
No beg lights for pedestrians, no right turn on red for drivers.
It would be nice to have spots, preferably on both sides, where you can stand and look at the river.
Pedestrian friendly crosswalks to get to the bridge
Walking lanes could be a little wider to better allow people traveling in opposite direction to pass each other.
Remove cycle lane
No all of the above looks good.
benches on bulb out sections?
Cars often speed on this bridge, trying to rush the traffic light on the north end of the bridge. Natural traffic calmin like wider sidewalks and bikes lanes should help narrow and thereby slow down the speeding cars.
Aesthetics - returning to the original historic look of the bridge
Get Lit YYC! We need so much more lighting downtown for safety and aesthetics.
Covered crossing for pedestrians
Remove the jersey barriers. Add planters, or maybe even seating - could be a place-making opportunity in tandem with the recently updated Elbow Islands Park.
Access to island park
So many bikes on the sidewalk. They really need a dedicated space. Light timing at the intersection to the south is also frustrating when walking. Zero time to cross when going N/S even, when the intersection is totally empty.
Restore the bridge to its original Art Deco aesthetic condition. The green railings and light standards are atrocious.

**5a. As a cyclist, are there any infrastructure improvements not mentioned above that are important to you?**

Two lanes for vehicle traffic on bridge. Current lanes too narrow. One dedicated green-painted lane for cyclists on road on bridge. Safety barriers between cycle lane and vehicle lane.
The shared pathway along the river for ped/cyclists, this look/feel should be incorporated into the bridge crossing.
Not clear on the distinction between a bike lane and a pathway. I want a bike lane.
Widen the bridge to improve all modes of transport. DO NOT REDUCE TRAFFIC FLOW EFFICIENCY
Traffic flow
There is a pedestrian and bike bridge 2 minutes down the pathway. Nothing needs to be down here
Doesn't need fixing
A better accommodation of cyclists on the bridge is overdue. But also please look down the road. The timing of lights and intersection design at 30th Ave is a disgrace and Mission Rd further east is horrible for cyclists due to the wide median.
We cannot spare any room for a dedicated bike line. Bikers must go under the bridge. Don't change that.
Sign warning Cyclists to dismount or reduce speed when crossing 4th street
The pathway on the south side of Elbow Dr. west of the bridge is very crowded, conflicted. If faster moving cyclists/scooters could get across the bridge more easily Rideau Road would be a good connection between sections of the river pathway.
Keeping the people safe from cars.
No
For cyclists and pedestrians how about a dedicated signal at the bridge, 4 street, 26 ave corner. RE-Education of drivers slow down and watch out for others sharing the corners as well as the cyclists who like to blast off the path without stopping
No
As before I can cycle in this bridge just fine
Make the pathway contiguous, don't have it end with no options at either end of the bridge
Please do not add bike lane on the roadway... 2nd street bike lanes are a mess and have reduced visibility for cars putting pedestrians and cyclists in jeopardy. The bridge configuration works just fine especially with the wider walkway on the south.
No
Needs to connect to a protected bike network on all city streets, with modern sensor-based signaling as in Amsterdam.
No bike lanes! Waste of money!

I prioritized path, but I do wonder if the devil is in the details of how they're segregated - we have three speeds of traffic, and a bike path at sidewalk level might be dangerous for pedestrians if they step onto it as they sometimes do.
No
Again a path under the bridge.
Cyclists need signage to let them know they have to follow roads as well as motorists
No bike lane. Questions are horribly biased to create the impression that one is in favor of bike lanes. No bike lanes
I cycle and don't need any dedication to cyclone the bridge. Traffic is already bad in Calgary so we don't need another dedicated cycle lanes.
No more bike lanes
Safe access and crossings.
Leave it alone you don't deserve a raise.
As a cyclist, this is a low cycle traffic area. Wasting limited space to accomodate a rare sight (cyclists on the bridge) is a poor use of resources-the pinch points on 4th at Rideau/Roxboro road are a truly stupid design element for traffic flow.
Remove the idea of a dedicated bike lane mixed with traffic, or put it underneath.
I prefer biking on the sidewalk. Widen sidewalk. And as a driver I prefer the cyclists on the pathways, and to have more road space.
Paint is not infrastructure
The only possible reason this could be out, is to justify another extremely pot plan of decision that's already been made... like most of the transportation decisions that have recently been made... how about you to work or find someone who knows??
Better signage, to make it clearer that no right turns on red are permitted.
Don't need cycle lane
Better signage for keeping cyclists on the road. Even as a cyclist I disagree with cyclists being on a pathway - interference with pedestrians (especially with strollers) is very dangerous! Keeping a berm for the sidewalk, cyclists on road.
Please keep pets and cyclists and motorists separate. And connect the bike pathway to other bike routes
Improving the ped and cyclist safety at the Elbow Drive/Mission Road intersection.
No
No dedicated space for cyclists as there are other routes.
Why don't you just fix the deteriorating concrete and leave the bridge as it is without spending millions of dollars of tax pairs money the bridge is fine just fix the concrete!
Cyclists have no issues on this bridge.
I have never cycled it
Bollards to prevent drivers from "making mistakes"
Don't do mixed use pathways. They are a broken concept
Just make sure the bike lane is a bike lane not a painted line.



Emsire that all city pedestrian crossings at lights automatically switch to the walk signal and not require people to hit a button to make the walk like turn on
Proper traffic signals for cyclists if using a different route than cars.
Cyclist connection can be on road but should still have protection from vehicles (i.e. not be painted sharrow and/or painted bike lane)
Hope the city considers a road bike lane up the hill to the Parkhill community. Seems as if there is plenty of space on the east side of Mission Rd up the hill to accomplish this.
there is no bike pathway, could that be a separate structure?
I don't mind either pathway or road space for cyclists as long as it is not shared with pedestrians. Also it should be on both side of the street. (Currently space is only on west side of bridge).
See same response for 4a.
Barrier separating cycle track from cars, green paint to signify bike lane.
The connections to/from Mission Bridge to other parts of the network (blue sign, pathway, 2 Street complete street, sharrows on mission road) are nearly non-existent which makes it unpredictable for cars traveling to/from the bridge.
Make it simple and easy to follow, not like the intersection of 17th Ave SW and 5th Street. Whoever designed this cluster should be fired
Cycle path connections that allow a 26 inch recumbent tryke to operate without being blocked or having no visibility for cars. On road bike lanes are too dangerous due to drivers not looking and the low seating of the tryke.
A divided and dedicated bike lane is the only safe solution if vehicle traffic remains on the bridge. The bridge deck is too narrow for sharing the road with vehicles and cyclists.
Why did you repeat the two items on this list?
Motorist friendly
No bike lanes on the road please. It takes just one small accident or attack to be maimed or dead.
To stop these surveys where you have to agree with the agenda
There are too many cyclists on the sidewalk, so anything that draws them into the bike lane on the road is important.
Dedicated road space must be physically separated from cars. No painted lanes, please!
Eliminate conflict pinch point (bump out) between vehicles and cyclists at south end of bridge when heading southbound. Eliminate need for cyclists to wait in traffic to get on river path when light is red heading north.
The bridge feels like a missing link in the Elbow river pathway system. I'm comfortable cycling on Rideau Road, and obviously on the pathways to the north, but not the bridge itself.



Ensure that whatever space is made for cyclists is wide enough for cyclist that use trailers or cargo bikes for bike commuting with children. We ride across this bridge everyday with kids in tow and it's too narrow
Making sure that the space dedicated for cyclists is physically separated so safety for all is priority.
You could build a separate pathway for the cyclists. You could make the sidewalks wider. However the bridge is not wide enough to do that. You would need to widen the bridge itself.
put cyclists on east sidewalk area and pedestrians on west sidewalk area. keep cyclists off road.
South side pedestrian walk needs to be wider.
Physical barriers separating pedestrians and cyclists from vehicles.
No
Make it all one night project along with redoing the promenade on Elbow Drive as well. The fencing along the river and the state of the pathway is poor. It should all fit in with the bridge redo.
I have cycled in this city for 50+ years. By respecting pedestrians and vehicular traffic I have avoided accidents and near-misses. I have never found dedicated cycling space necessary. Providing such accommodation encourages irresponsible cycling
This is one of the few intersections where the pathway requires users to cross traffic. Also the fencing across from safeway should be redone, and should match the beautiful promenade along the east portion of 26th ave.
dedicated bike lane on mission road would be appreciated, this road is not very safe to ride on as it is winding and cars may not see you.
no
Safety. There are a lot of children in the area and going to school and riding bikes to consider.
There is currently dedicated cycling space on the north bound lane. Alternately cyclists can dismount and walk across the bridge. If a wider cycling lane is added PLEASE decrease the motor vehicle lanes. Do not widen the bridge.
Walking space, biking space, car space, all separate. Multi-use pathways are miserable for both pedestrians and cyclists.
Safety first! Remove the 'traffic calming' concrete berms on the corners of Rideau and Roxboro Rd sw that sits in the bike lanes. These things are very dangerous, pushing us cyclists into the car lanes. Very stupid design.
Separate protected bike space would be very good
Stop adding cycling dedicated spaces to already established areas. It causes huge issues with traffic flow!!!!
Please don't cheap out and make it ugly. This is the main entrance to the entertainment and historic district. Should showcase calgary
See above - dedicated space for cyclists on the Mission Rd hill. We don't need that median. Mission Rd is wide enough for 2 car lanes + protected wheeling lane.
We don't need wider sidewalks and it is already safe for pedestrians and cyclists. Clearly this question is manipulative to give dedicated space a priority.

Would like to what the difference is between roadway and pathway options.
Been covered already.
Traffic calming to reduce the speed of cars.
Physical separation bikes from cars important. Also needs more room at corners for wheelers/peds who are coming/going off elbow pathway onto what are hopefully dedicated lanes. Needs lane all the way across MacLeod, frankly.
Dedicated space with actual protection between cars and bikes either road or sidewalk is what is important
Cyclists should not take priority over pedestrians and vehicles. They are vehicles -- let them learn the rules of the road.
Cyclist physical separation from traffic
please, please, please, do not repeat the chaos created on 2nd street SW. Poor design. NO please to move snow and now cyclist on the street not using the cyclist space! Adjust for seasonality. 2nd street SW is a fiasco.
Make one side walk for pedestrian traffic and one sidewalk for cyclists. This accommodates everyone and keeps traffic flowing.
Not a Cyclist....they do not need a dedicated bike lane. Not enough of them Oct-Apr to warrant it.
Would like see the bike lane removed in the winter. Seasonal use bike lane which would also help with ease of snow removal.
Need better signage highlighting that there is a dedicated cycle lane. Its often missed and riders will often be on the tight sidewalk. Very dangerous for all.
Making it easier for cyclists to access 5 ST (turning left) would be useful for cyclist safety.
i don't think any additional things or improvements are needed for cyclists on this bridge. There's already two lanes marked for sharing with vehicular traffic and works fine. The whole survey is skewed to a predetermined outcome favoring cyclists
As a frequent cyclist I try to cause the least inconvenience to motorists and pedestrians. The current concrete separator makes it hard for a cyclist to move from the road to the sidewalk. E.g. to allow north-bound traffic to make a right turn
Separated bike lanes protected from vehicle traffic and not mixed with pedestrian traffic.
improving stream flow at the Bridge, in 2013 Mission bridge acted as a weir when the water levels rose up the arched openings. Isn't flood mitigation the 1st priority?
Bigger space for pedestrians on the west side.
It functions as a weir, not just a bridge, due to beautiful arches. 2013 flood we watched as it created a damn as water rose and backed up into Rideau Park. Needs replacement and a better design. There's already good cyclist and pedestrian access.
Safety at Elbow Drive
Where possible green or low impact materials and methods.
A cycle track would be acceptable on the road. Otherwise, a dedicated space on a pathway. Shared roadways between cars and bikes are dangerous for cyclists.
Better connect or cycle path from elbow to 4th
Making it safer to continue biking up the hill southeast.

Safe space delineation between Safeways and pedestrians. Many kiddos use this bridge.
A physically separated bike lane from the road in each direction.
Bike lanes in each direction with fixed barriers from vehicles For safety
Separated cycle track
Really only need 2 lanes for cars (SB and NB) so plenty of space to devote to bikes and peds
We don't need any changes. Repair what's necessary and move on.
improve the crosswalk at the north end of the bridge / add a raised crosswalk / add a pathway underpass
Consider a pathway along Mission Road from Elbow Drive SW to just east of MacLeod Trail S. Depending on the alignment of that pathway (NE or SW side of Mission Road SW, prefer NE), align a pathway on the E or W side of the bridge accordingly.
Improved transition to and from the Elbow River pathway at the north end of the bridge
Aesthetics - improve the current look - make it look nicer its the gateway to a key area of the city
No rental scooters on pedestrian sidewalks
Better signage and right of way for pedestrians and cyclist. Cars turning right onto mission bridge from Elbow drive to not look/see cyclist/pedestrians
I am a cyclist but feel safe riding on the roadway. Widening the sidewalks should be a priority. Cyclists do not need a dedicated space and should not be riding on the sidewalk. E-bikes are becoming a real nuisance. They go far too fast!
Dedicated (separated) bike lane pls.
Pedestrian & Cyclist signalling separate from vehicles signals.
Snow removal of bridge sidewalks is appalling
Keep the cyclists on the pathway system a block away from this bridge
I think it is most important to separate the pedestrian traffic from the cycling traffic, and to separate both from the cars. So pedestrians on the sidewalk, cyclist on the road surface in a dedicated bike lane, and then cars separate
More seamless connection to elbow river pathway
The bike lane on the bridge is dangerous particularly at the intersection. Many near misses between cyclists and cars trying to turn onto the bridge. This bridge is very narrow and any type of bike lane should be removed in the winter.
The sidewalks south of the bridge are narrow and encroached upon by hedges, making it impossible for pedestrians or bicycles to pass.
Adding a pedestrian underpass and/or widening the pedestrian walkways
Clarify connections into cycling network on either side of the bridge
There are birds, beavers and fish that live on the river. Perhaps make sure that the bridge buildings helps protect wildlife.
Bicycle lane separated from the road

No, just that the sidewalk is not big enough for everyone! There definitely needs to be more space for cyclists, thank you for recognizing this!
It would be nice if you could ride across the bridge without waiting for the light. Which is why I often ride across on the sidewalk...plus the road is busy and skinny so I prefer to quickly ride on one sidewalk if it's open.
Snow clearing in winter is always a concern where cycling infrastructure is neglected and can create dangerous situations.
The raised pathways adjacent to sidewalks for cycling have been awesome compared to the street-level cycle paths (like what there is all through Bowness now). It seems way safer when pedestrians/cyclists are separated from cars
To be clear, sharrows are terrible, paint is not infrastructure, and the Transportation department needs to wake up to this reality.
Definitely 100% a safer intersection with protected spaces for cycling and pedestrians
Connection with a protected cycle track on 5th St SW and Mission Road SW
Make it better for cars. Stop trying to make it easier for bikes when I can tell you as a rider that it's fine.
Safe separated protected bike lane
Cyclists and scooters should not be on the narrow sidewalks. During the pandemic they had a dedicated lane and still didn't use it. It's unsafe to walk over the bridge with scooters and bikes. And lighting needs to be better for sure.
Make safe access for cyclists crossing east west to continue to Elbow River Pathway.
Ensure bike lanes going both North and south separate from traffic
Appropriate connections to the pathways on the N side and transitions to roadway on the S with the rest of Mission Road
Extending 5th Street dedicated lanes and connecting with the bridge
The options are misleading. Need dedicated space for cyclists, either barrier-separated on the road (as on 8th Ave SW) or on bicycle pathways, as on Bowness Road in Montgomery. Multiuse pathways would be less favorable. Painted bike lanes even less.
Use pavement/path coloring as a visual cue to keep pedestrians, and cyclists in their separate tracks. Bring the SW corner of the intersection (sidewalk/pathway ) further east to cap-off half-width SB lane.
No all of the above looks good.
If cycling on the road there needs to be some separation, not just paint. if pathway need separation for peds and cyclists.
Let's give the pedestrians and the cyclists/scooters their own dedicated safe spaces. There's more than enough room!
Aesthetics - returning to the original historic look of the bridge
Bollards to prevent cars from driving/parking in bike lanes Police to actually enforce such things for once. "I'll just be a minute" isn't a valid excuse in a fire lane or handicap spot, northern should it be for a bike lane

Cyclists don't need to be on the pathway, it's too risky with the number of pedestrians, particularly those with strollers and/or dogs.
This is a really scary spot for bikes. You end up sharing a lane with cars going up the hill on Mission Road. Have almost been sideswiped by passing cars on a few occasions. Please separate protected bike lanes all the way from here to Macleod.
Restore the bridge to its original Art Deco aesthetic condition. The green railings and light standards are atrocious.

6a. When it comes to The City of Calgary improving our existing motor vehicle bridges, are there any improvements not mentioned above that are important to you?

Keep vehicle speed down.
Only 2 lanes necessary for motor vehicle traffic to match lanes going thru Rideau Roxboro community (merging onto or off bridge would be unnecessary)
As someone that uses the bridge daily as a pedestrian, look feel of the neighbourhood is most important. But your planners always make nice spaces and I have faith in their ability to make it fit in the neighbourhood. We like nature and trees here!
More car lanes just makes it easier for people to drive, and more difficult, uncomfortable, and unsafe walking, cycling and taking transit. Don't add more space for motor vehicle traffic.
WIDEN TO IMPROVE TRAFFIC FLOW CAPACITY
Stop creating barriers to automotive transportation!!
Perhaps some time could be spent addressing the access to the bridge from Elbow Drive and the vehicular traffic turning right onto the bridge. It is always a toss up as to who will win that contest and I am afraid someone will be badly injured.
Traffic flow
Stop wasting payer money
I don't think the city needs to make major changes to this section of road and bridge. I am more concerned with the controlled intersection immediately south of the bridge.
These improvements are completely unnecessary and if the bridge is structurally sound, no improvements are necessary - clean up graffiti instead
No bright orange markers. Why does everything the city does have to be so ugly. Not everything has to be hi-viz. give pedestrians and drivers more credit. And allow this places to be beautiful and not bright orange.
Right now there is a no-left-turn for cars (and bikes I suppose) during certain hours. Please review whether that really is needed. Maybe there is less congesting in the greater area if it is allowed as people do not detour behind Safeway?

Too many freedom protesters on the corners of Mission and 25th. It is a very busy intersection and the protesters are dangerously distracting car drivers.
Ample seems a bit leading; how about "sufficient". Crowchild trail and Stoney trail bridge (Bowness) are good examples of major road bridges where bike and pedestrian has been accommodated, but not on the motoring deck. Look for common sense wins.
Reduce the bridge to one lane each way-this will make plenty of room for pedestrians and cyclists.
Everyone should be able to cross the bridge safely. Walking I have never had a problem passing people with dogs and strollers one must just be patient and courteous. Drivers also need to extend courtesy to those on bikes.
No
Remove car traffic lanes to reduce induced demand
Take away the bike lanes, it barely gets used in the city and it's taking up so road space.
No. The bridge is fine. There is no need to make significant changes.
Too much traffic is going by as it is. Please don't reduce any lanes.
No bike lanes!
Please make it so that the paths are under the bridge. So much safer.
Motorists are important too. Not everyone can bike to work
No
Flood safety
No more bike lanes
Great to solicit community input for innovative solutions. Bike traffic should not be exclusive when cost-benefit is only 6 months of cycling use.
Leave it alone you don't deserve a raise.
I wish to see contractors made to respect the community/residents that must function around them (it's our home more than it's their workspace!), and for transparency to prevent 'cutting corners' or quality of materials & workmanship
To be honest I don't recall there being any issues on the bridge, but I haven't been paying attention.
I would like some company other than PCL to win the tender as they appear to me as a person who once worked in construction to take too long to complete the project which leads to increase costs. Plus, I wonder why PCL wins most of the tenders.
All the resources I've seen go in to petitioning feedback for this insignificant project could have been enough to refurbish the thing by now... just go get something done without over complicating it. Is this the first bridge ever built/refurbished?
I believe there is ample room with the existing bridge deck to allow for 3 lanes of traffic and adequate room for sidewalks and dedicated bicycle lanes.
Maintaining access during flooding. If separate cyclist/pedestrian infrastructure is considered, then also consideration for maintaining access to that space in June/during flooding - unlike at the 25th Ave bridge where that access gets cut off



With so much foot and ped traffic, please make vehicles last on the list of priorities. And I don't care about maintaining the look of this bridge. It has no character anyway
No
Actually sticking to the budgets set out
Keeping the cost low and just something I'm telling your sister bridge
Beltline and mission residents need to be able to drive out and drive into their neighborhood. This bridge is not an issue. I'm not sure why you are spending money on this. Leave it alone.
Accessibility on and off pedestrian infrastructure.
Removing driving and parking lanes in favour of active modes and transit
Speaking for myself and also as the author if Calgary's Best Bike Rides and Calgary's Best Walks, I would like to see the 5 St SW cycle track extended to the ELbow over Pathway. Also, the NE needs at least 2 east to west SAFE (cycle tracks) routes
Bike pathways are a "nice to have" in a city that has winter 8 months of the year. Improving c-train safety, accessibility and if the city would stop urban sprawl, would see massive improvement
Separate out cyclist and scooter lanes
Reducing traffic from/to McLeod Trail from/to 4th Street and Elbow Drive
Priority should be given to pedestrians and cyclists - this bridge is in a busy vibrant area. FYI There are no orange barriers anymore. Past barriers were for pedestrians and cyclists to use that lane. Cyclists could not safely use the lane.
See same response for 4a above. This 'consultation' appears biased in favour of predetermined modifications favouring bike and foot traffic. The evident bias in this questionnaire makes the consultation process suspect.
Reduce the amount of lanes there are, narrower lanes have been proven to make drivers more aware of their speed thus making a safer bridge.
Please have a well thought out design and construction process that takes into consideration future growth. Deerfoot Trail, Stoney Trail are classic examples of not taking into consideration future growth. Do it right for once
Eliminate sideways slants in pedestrian walkways. It is a huge fight to keep walkers from rolling onto the street and tipping over.
Car lanes can be shrunk down so that traffic is calmed through behaviour.
Flooding considerations. Environment considerations.
Yes to stop letting children drive motor scooters on city streets with out any training or by law enforcement
please do not build bike lanes on the mission bridge, the single one on there is barely used and the bridge is adjacent to a dedicated pathway system that cyclists should be using instead
Bridge/road cross section should consider cyclist/5A network connections south of Rideau RD and future improvements to Mission Rd

Please, for the love of all things natural, do not put coloured lights on this historic bridge. Not needed and will ruin a quiet nighttime walk. Plus it may scare the local birds and animals
Especially in inner city areas there needs to be a better focus on ALL modes of transport accessing bridges. (Bikes, scooters, wheelchairs and pedestrians)
Again, safe and physically separated infrastructure would be best! Thank you
Turn the 5 way stop along mission road into a traffic circle to slow down traffic
The most important thing is wider sidewalks and cycling lanes.
Why do you call it a motor vehicle bridge? I should be a bridge, for people. Vehicles optional.
keep this a neighbourhood bridge. Not a main north south traffic flow from and to Macleod Trail.
Physical barriers separating pedestrians and cyclists from vehicles.
Unless you take land away from home owners on Mission Road/4 St. SW, we cannot see how you would make driving lanes, pedestrian access and bicycle lanes. Perhaps the plan is to widen the bridge which we think is not feasible.
Everything is mentioned above.
No more dedicated cycle tracks - dedicated cycle tracks encourage speeding and irresponsible cycling. I have never had an accident or near-miss as a cyclist but (as a pedestrian) have experienced multiple near-misses by irresponsible cyclists
Aesthetics - current bridge has a lack of character. Some design is desirable for the type of users and character of the neighboring areas (heritage, commercial, pedestrian friendly, environmental).
Pathway fencing is rusted and has temporary concrete blocks, please include upgrading them in this project. Traffic should be calmed/slowed down over the bridge and walkways widened. Remove the large concrete barrier between the sidewalk and road.
This area is a well used by cyclists/pedestrians and spending some money on preserving the history or the area and on the aesthetics of the bridge and surrounding area are warranted. Public art is appreciated. View of the river and space to enjoy it.
Snow removal on the sidewalks has been mediocre. What is the point to enlarge the sidewalks if they are not maintained in winter?
We should NOT be increasing lighting - instead we should consider darkening the skies over Calgary - especially over our natural environment parks like Elbow Island Park. This is a beautiful, historic bridge - do not increase its size or change look
Dutch design standards 🙏
The flashing pedestrian lights on the south end are often ignored by motorists, but a very valuable tool for pedestrians. I would like to see that intersection improved for safety.
Traffic flow! Cyclist, I am one, have gotten along fine for many years without designated lanes that remove parking and cause major issues with traffic.
We shouldn't allocate space to vehicles that isn't needed. With less than 9000 vehicles a day, only two lanes are needed.
Please don't cheap out and make it ugly. This is the main entrance to the entertainment and historic district. Should showcase calgary
We need to stop focusing on motor vehicle capacity, at least in the inner city. There's tons.



We don't need wider sidewalks and it is already safe for pedestrians and cyclists. Clearly this question is manipulative to give dedicated space a priority.
Please address SAFETY ISSUES on 2nd St btw 17-26 Ave SW. Parking should NOT be allowed on the West side of the street, as motorists have to block the sidewalk and bike lane in order to see oncoming traffic to enter on to 2nd St from the avenue/lane
Having a specific lane for cyclists would not be a good use of the space I use the bridge at least once a day and I rarely see any cyclists using the lane so having them in the new bridge would be a waste of space
You should not face any additional obstacles just because you're not in a car! This means room for everyone, and yes, at the expense of road lanes. Minimize conflict between bikes/scooters and pedestrians, as well as those and cars.
Remove all cycle lanes
Don't put bike lanes on main roads into downtown. The train is not policed enough, so no one wants to take that, and then you remove motorist lanes for bikes. Stop using main traffic lanes out of downtown for bikes.
Safety with regard to minimizing its use for drug or homeless spots—ie don't have areas that are indebted and not visible to users.
Do not make it narrower for motor vehicles as you did with 2nd St SW ( in winter with snow the street is too narrow and bikers end up biking in car tracks when path uncleared. It would make for a very dangerous bridge
I walk, bike and drive a car across this bridge. Please stop spending money to make driving more difficult and cause unnecessary delays by pandering to endless bike lanes. Please just stop!
I do not believe it is advantageous to have bike specific lane on the bridge for adult cyclists. It is very short and there are not many commuters using the bridge. If it's for children then dedicating one of the side walks should be fine.
Keep vehicle bridges for vehicles. If needed build separate bridges for bikes and walking
Cycling and pedestrian safety should be top of mind. This passage should not be emphasized as a commuter route to downtown as McLeod is so nearby. Focus on safety and encouraging walking and cycling.
Our taxes are high. Complete other projects
No keep it as it is
Traffic lights that are synced up so I don't have to stop at every intersection.
the survey is really skewed with the questions / responses. It basically suggests that whatever improvements are made, they will be to make cyclists a priority. Traffic flow on this bridge and intersection could be easily solved by traffic signal
There is often a bottleneck for pedestrians, runners and cyclists on Elbow Drive waiting to cross 4th St.
Winter is long in Calgary. Cars are a fact of life for most of us.
Fixed speed cameras
No bike lane - build a separate ped bridge if necessary but it's too narrow and congested for bikes
This bridge is perfect for lane reversal. It's busy going south in the morning and going north in the evening. Otherwise there's rarely any traffic congestion

We certainly are building lots of lanes..and areas for walkers and cyclists everywhere, but with our winter and older population that can not walk or cycle to their destinations, I hope we do not only cater to them.
Combine pedestrian and cycling separately in a wider than existing path from vehicle lanes.
Timelines - if I can't use the bridge for 5 years, it seems like maybe the net benefit of improvements, when they finally happen, won't be worth it.
Stop building sprawl- it's not sustainable or affordable for taxpayers
improving stream flow at the Bridge, in 2013 Mission bridge acted as a weir when the water levels rose up the arched openings. Isn't flood mitigation the 1st priority?
Bigger space for pedestrians on the west side.
It functions as a weir, not just a bridge, due to beautiful arches. 2013 flood we watched as it created a damn as water rose and backed up into Rideau Park. Needs replacement and a better design. There's already good cyclist and pedestrian access.
Stop taking away the motor lanes in the downtown area. The city wants to entice people to live inner city yet does everything in their power to prevent it. Stop Making it more difficult for those of us who live here
Safety to water fowl and removing access to the river from the bridge, seems like a safety hazard
Where possible green or low impact materials and methods.
One night, I saw a bobcat crossing the bridge - west to east. Probably a rare event given that they can usually go under; but, a "nice to have" would be for any new bridge design to consider potential wildlife traffic, if feasible.
Less lanes for motor traffic. City overall is already way too car centric. Build multimodal infrastructure
Thank you for the engagement efforts.
Wider sidewalks for pedestrians - it is a very tight squeeze as it is with a stroller. A bike lane would be nice if there is room. I don't find the second northbound lane gets much use - maybe an advanced green light for the left turn onto elbow dr
Wayfinding signage
improve the crosswalk at the north end of the bridge / add a raised crosswalk / add a pathway underpass
The bridge is much too wide to give so much of it to cars, time to give all but 2 car lanes back to pedestrians and cyclists.
Consider closing Elbow Drive SW between 5 and 4 Streets SW, routing Elbow Drive vehicle traffic up 5 Street SW to 25 Avenue SW (better link to MacLeod Trail S). Convert that block of Elbow Drive into a riverwalk-style public space.
Aesthetics - improve the current look - make it look nicer its the gateway to a key area of the city
Yep those bloody scooters on the sidewalks are a plague. Why can't I go for a relaxing evening walk without intoxicated citizens trying to run me off the sidewalks?
I am a cyclist and I am also a pedestrian and a driver. When I drive down 2nd and 5th street I rarely see bikes. The bike lanes and all the accompanying signage create a lot of visual clutter and make things more dangerous for pedestrians.

Turning signal reqd if a car lane is removed.
Sufficient clearance under the bridge for 2013 water flow rare.
The hedges along south-west home on bridge squeeze pedestrians big time.. need to be chopped
Ensuring the heritage elements of the bridge are preserved. A very good job was done at the top of the Glenmore dam and ideally this rehabilitation will have the same care, quality and follow Canada's standards & guidelines for historic places.
It would be fine to have a single lane each direction for car traffic. The protected lanes during the pandemic were great, but making it so there was a clear separation of bikes and pedestrians would be better
Rebuild the bridge. It needs to be wider to accommodate car, pedestrians and cyclists.
Long term solutions that look good and will be sturdy, unique and useful for more than 30 years.
Intersection at 4 th and elbow drive is very busy with vehicle, pedestrian and cyclists. Improvements need to be made to improve safety. Very difficult to see everyone on the road and coming off the pathway system when negotiating the intersection.
Put in pathway underpass on north side of the bridge. Would reduce pedestrian traffic that contributes to traffic at the light and would increase safety for all users.
Bicycles and pedestrians do less damage to bridges than cars, it's the financially responsible decision to remove a car lane in each direction.
Adding a pedestrian underpass and/or widening the pedestrian walkways
"Pullover" space to stop and stand on the bridge to look at the river without getting in the way of travel.
The crosswalk at the north end of the bridge should be raised as a pedestrian / cyclist hump. This is such an important connection on the MUP network. Alternatively/additionally, how can we get a pathway connection under the bridge built here?
The placement of the bridges is not optimal for residential buildings in the area. The bridges bring traffic through residential areas and something needs to be done about the level of noise.
Connection to the island on the east side of the bridge. Or a lookout at the mid point.
Snow clearing in winter is always a concern where cycling infrastructure is neglected and can create dangerous situations.
Please install something that will make people slow down! Speeding through our neighborhood is ridiculous because city designed it as a thorough fare thinking nobody lives inner city and all people just want to leave.
Educate cyclists of the traffic bylaws in general and enforce them upon cyclists, not only motorists.
Direct options for crossing across (above or under) main roads/bridges
Connection with a protected cycle track on 5th St SW and Mission Road SW
I don't know if you read but you should not add bike lanes or more pedestrian ways here.
Not sure why there is now a sign preventing right hand turns on red from Mission at Elbow. It's not helping traffic and if the intention is to prevent pedestrian / bike accidents it's not helping that either. Bikers generally do what they want.
Cars should find a different route.

Safety of all users? How much safer does it need to be for automobile passengers?
Climate resilience.
Pathway crossing along Elbow Drive/26th Ave SW (south side of bridge) should be improved to accomodate cycling, i.e. alignment improvements, formally designated and marked multiuse consistent with how it's already used.
Architectural heritage preservation.
There are two walk lights, one on either end of the bridge and an underpass. Food traffic should go underneath as much as possible to avoid disrupting vehicle traffic.
Bicycles are motor vehicles under the traffic act, should not be lumped in with pedestrians
Remove cycle lane
"Ample lanes for motor vehicle traffic" shouldn't be considered at all. We need people out of their cars and choosing alternatives. Focusing on the other improvements will make that happen. "Ample lanes" is asking for more cars which isn't necessary.
"Ample lanes for motor vehicle traffic" is a joke right? We did declare a climate crisis, right?
There's way too much given over to the privileged drivers and not much left for the rest of us. Ped/Cycle access should be better than road access
Why must everything be so car centric. (redacted) cars and improve it so we don't need them while living in the city
I said Aesthetics in my other answers but not for the current look. Historic photos of Mission show that there used to be beautiful handrails and lampposts. Now it's just a boring metal railing. Please try to bring back some of this character!