

Functional Planning Study

What We Heard: October 2026

Verbatim Comments: These comments are unaltered with no corrections to spelling and grammar. The only editing is to remove offensive or personal identifying information.

Please provide us with any additional comments on why you made choices above or something we may have missed.

The west pathway under the bridge is well built, even if it is sometimes inaccessible by the water level on the river (like spring 2026) which is a force of nature. We would appreciate if anything can be done to alleviate this but we understand the context may be difficult to achieve this. We hope the pathway crossing the bridge east / west for pedestrian and bike can be enlarged and made safer, wider and less close to the traffic. It wasn't develop at the time for multi-use and we would like the new bridge to include such improvement if possible. Lastly, maybe sections of this multi-use path could allow for people to watch the river from the bridge, like it was done on the multi-use pathway on the south bridge used for transit and emergency vehicle.

"1) The on-bridge pathways are extremely inadequate. They need to be much, much wider to accommodate pedestrian, bike and personal mobility device traffic.

2) The surfaces of recent pathway "upgrades" in this city are awful. Sidewalks work for walking only. Smooth, level pathways work for wheeled devices. Don't use surfaces like on the adjacent busway bridge, or the nearby 9th Ave/Blackfoot Trail underpass. These are miserable to ride on. And make the pathway surfaces as smooth as you do for roads and higher-profile pathways. Many of the city's newer multi-use pathways are quite lumpy. Some are so bad I ride on the road instead.

3) The pathway on/off-ramps to and from this bridge are too steep."

"As a cyclist, crossing this bridge is a bit harrowing, but it is currently the only cycling route I can take to the zoo, as the zoo's West entrance is closed. It would be safer and better for cyclists and pedestrians if the sidewalk were wider and had a barrier between it and the car traffic.

As a driver, I cross this bridge multiple times a week, and often take the merge up from Deerfoot onto the bridge when coming home. The merge is very short and drivers often aggressively won't let merging traffic in. This is difficult as I need to get across all lanes to the left side so I can turn left at the lights into Inglewood, just after the bridge. A longer merge lane and clearer signage to use zipper merging to encourage other drivers to let traffic in would make a big difference."

"The bridge gets backed up in the morning and then in the evening as well. Please forecast out growth as the city continues to grow especially on the East side of the City.

At times this bridge backs up traffic on to Deerfoot.

Please don't replace 2x2 with another 2x2 bridge as traffic will only continue to grow. There are other issues as the next bridge is only 2x2 but something to future proof"

"I think it is very important to provide a nice pedestrian walkway and bicycle pathway across the bridge.

It is also important to make it wide enough so that pedestrians can be separated from a two-way bike lane. (As in River Walk in East Village)

I would like to see connectivity between all the different pathways in this area, as this bridge is central to access many directions of travel.

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The transit bridge directly to the south is a beautiful pathway example. It would be great to see something similar on the Cushing bridge."
"I'm very supportive & hopeful of having a nice safe pedestrian walkway and bicycle pathway across the bridge, with appropriate lighting for nighttime use. What was done for the transit bridge directly to the south is a prime example of good planning of pedestrian walkway and biking."
I use a longboard to travel to and from the core. The current paths and bridge configurations work great aside from the lack of lighting underneath the bridge. The paths are just wide enough to control my speed without worrying about clipping oncoming bikers
The north sidewalk can be convenient because of the connection to the N/S pathway on the east side of the Bow, or to reach the canal pathway, but it's drastically undersized and unsafe to be shared by both pedestrians and cyclists, and the connections to the N/S paths on either side of the Bow are narrow and awkwardly oriented. That the pathway under the bridge is fairly wide is a nice feature for visibility and safety, and there's pretty good visibility at the pathway intersection on the north side. The south pathway along the BRT bridge is a much nicer experience, although it can feel a bit disconnected and can require a further trip. We probably use the bridge most often in a car, but I don't think we have any issues with it using that mode. I think proportional to the usage, the issues for non-vehicle modes are much more pronounced and deserve more attention and investment. Trying to optimize vehicle traffic also seems like it'd run up against the constraints of the awkward intersections with the Deerfoot further east.
So busy on Blackfoot trail. Merge from Deerfoot to Westbound is bad for me traveling out of Forest Lawn
"With recent bike lane restrictions on the 12 street / Zoo bridge this bridge is the only access to the other side of the river for vehicles within a reasonable distance. How will this already limited access to the other side of the river be maintained during construction and improved once construction is complete? From the project description it seems that the city is taking another opportunity to introduce even more bike lanes - this is a critical vehicle bridge that should be optimized for that purpose and not some overpriced work of art and design - the transit bridge already has a bike lane - stop wasting money."
Didn't the City of Calgary include a substantial pedestrian pathway on the three bridges included in phase 2 of the SE BRT transitway? Noteworthy was the failure to better tie that pathway into the existing, at grade, pathways that run along both banks of the Bow River. Now the City wants to include a substantial pedestrian pathway in the Cushing Bridge replacement. Perhaps focus on vehicular traffic with the Cushing Bridge replacement.
My children use the pedestrian access pathways to travel from Inglewood to the Inglewood golf course.
"Have the underneath trail straighten going south. It's hard to see what is around the corner. The pathway is excellent over the bridge!"
Advanced warning of closures for water incursions.

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Pathway underneath bridge varies in elevation, would be great in the future to have less elevation (down & up & down & up) as I bike and run underneath. Pathway across bridge is currently tight and would be good to be wider. I think there is a need to keep both this East/West connection and Transit Bridge East/West connection as on the East side they get users to very different places: I use the Transit Bridge to get to 17th Ave International Ave and Southwood and Irrigation Canal, I use the Cushing Bridge to get to/from Bow River Path East Side and Nose Creek Parkway.

Travelling east on Blackfoot over the bridge toward the exit to Deerfoot North creates a traffic congestion as the double left turning lanes are not utilized properly. Consideration for how traffic lanes merge into the turning lanes would be appreciated.

Walking along 17th Ave east to west feels particularly vulnerable and unsafe as the sidewalk is directly next to the major road without any barrier or median in between. Vehicle traffic is terrible (congestion), and the drivers in the city are very impatient making it very unsafe for pedestrians. It is especially sketchy trying to cross the walkway that intersects an on- or off-ramp to/from Deerfoot. The pedestrian lights help at off-ramp crossing point where vehicles are travelling off Deerfoot onto 17th Ave, but as I said before, this still feels unsafe as the walkway is directly next to the road and there is not much for buffer zones between pedestrians and vehicles. If possible, I would also consider looking at the turn off right after this point into the dirt parking lot for the Albert Park Radisson Heights Off-Leash Area which also causes potential accidents. I am an advocate to keep the off-leash park, and am requesting the City to look at reconfiguring the entrypoint to this parking lot for drivers and perhaps a staircase and/or graduated pathway onto the Bow River Pathway (west of Deerfoot, east of the Bow River) from further back.

"The current sidewalks are too narrow for pedestrians and cyclists and the exit ramp to get to the trails below the ramp are quite sharp when entering and exiting along blackfoot. Improved multi use pathways on both ends of the bridge not just on the bridge."

My main concern is to make it easier to walk and bicycle

I use the pathways for recreational cycling. I regularly use the east/north side pathways to avoid the congestion and conflicts in the Harvey Passage area on busy days. I reconnect with the Bow River Pathway by crossing the bridge to continue my journey. The approaches on a bike are manageable but require a 135 degree turn upon reaching the sidewalk, and the sidewalk is very narrow next to a busy roadway. It feels like one false move and you there could be a serious accident. I would like to see a wider path on the North side of the bridge for safer entry and exit as well as reducing conflicts with pedestrians or cyclists coming the other way. I would also like to see a concrete barrier between the cars and the path on the bridge to provide for greater safety.

There is a lot of traffic on this roadway. Hopefully the City doesn't reduce the number of traffic lanes on the new bridge. This seems to be a common occurrence on many upgraded City roadways. Part of the ideology to make it hard to drive by introducing bike lanes, transit only lanes, and bump outs at pedestrian crossings. This is an important transportation artery and the new design should reflect that for a growing city. The cyclists and pedestrians already have the transit only bridge to the south for their use (very expensive bridge that is hardly used by anyone, including transit).

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We need a separate bike and pedestrian paths like around the Confluence. Bikes go too fast and make walking in this area unsafe and unpleasant for fear of being hit by speeding e-bikes and mini bikes. Even regular bikers go too fast. They forget that it's shared.
Make it for the main reason. Build it to last not like the peace bridge or the saddle dome. Keep costs down.
I am concerned on how people will be able to walk the bike path below the bridge on the West side & get to work if the bridge is closed?
The intersection of 17 Ave / 19 St SE is the choking point in AM, and Deerfoot / Blackfoot interchange is the choking point in PM.
Put the bike paths below the bridge in two merging Y's rather than the existing cloverleaf design. This enhances ergonomics for cyclists and frees up space on top for automotive traffic.
I don't travel by bike or on foot across that bridge very often, but I have on occasion.
Going wb on the bridge to turn and go sb on Deerfoot is often backed up. We sit at a set of lights to turn and there's only one turning lane.
No need to reinvent the wheel or implement bizarre social engineering schemes. Just fix or replace the bridge.
We have so many limited locations to cross Deerfoot as a pedestrian and cyclist. If we are set to improve one this an improvement we can make that would dramatically improve someone's decision to consider a different mode of travel.
The access between the pathway and the bridge is a sharp turn, and it is dangerous for bicycles to do it close to the 60km/h traffic. Some extra protections is required.
"I have never had any concerns about driving in the area. However, I do have safety concerns when biking and crossing the bridge from the Harvie Passage side. The turnaround area at the entrance to the bridge is very narrow, with no barrier or other separation between vehicles and the adjacent traffic. This creates a potentially hazardous situation, particularly for cyclists. I believe this area would benefit from a safety assessment and consideration of measures such as improved barriers, clearer markings, or additional space to make the turnaround safer for cyclists using the area."
"Better access to Blackfoot trail from Deerfoot Trail south bound (extra lane west bound) Better access to Deerfoot Trail North bound so People like myself can get through to Forest Lawn"
I have lived in the Albert Park for almost 20 years, and this bridge is always I mean always missed in the winter for snow shovelling, it gets wind swept and the passing snowplows always fill the pathway up with snow, however this means that it doesn't get the gravel which is nice from the passing sanding trucks. The pathway is too small, many times I have been on this bridge and trying to pass someone on my bike or with my toddler in her chariot, someone has to wait at the other end for the other person to go first. As a car driver there needs to be sign at the intersection of Barlow trail entering westbound 17ave traffic that it has its own lane and that you need to zipper merge onto 17thave westbound. 17th ave eastbound backs up: 1) due to the lights at the bottom of the hill, which is sketchy as it is on winter days due to the bridge easily iced over. 2) traffic merging onto deerfoot trail having to go from 3 lanes down to 1 lane and then people not understanding that they again need to zipper lane onto deerfoot trail. 3) traffic backs up at the

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lights overtop of deerfoot trail as the light should really be a sensor for traffic going onto deerfoot trail South bound. The median just before the Cushing bridge is falling apart and I needed to call 311 as there was a piece of rebar jutting out that could have taken out someone's car/truck. I wouldn't use this pathway but it's a perfect 45 min loop from my house and if I use the transit bridge it would be an extra 45 min, if there was a way to get on the transit bridge underneath 17th ave on the east side of the bow river.

"The fact Ramsay is looking at a further two years of road construction is a problem. The city of Calgary is apparently trying to cut off the community. With the current five year construction on 11 street of ripping up this street 3 times putting in walking and or bike paths that do not get used or doesn't constitute two full car lanes making rush hour an all day issue and we won't even mention if there is a train which could make a two min drive into 20 or 30 mins. It the fact the entrance near MacDonald bridge I'd currently also a problem now and will only get worse in the future and if you come try to come thru 26 street on the south side of the stampede grounds and there are c trains you can experience up to 25 mins delay. Is there going to be some sort of relief for Ramsay or shud the community be looking into some other form of transport by air. I can honestly say that my street has an older population and bicycles are out the question and have been for 20 years. The bridge needs work but we also need to get home within a reasonable period. It shud take 15 to 30 mins to make a 5min drive."

My choices are valid but I would like to add that I don't use the Cushing bridge daily, the Cushing bridge is very important to me as I live in the community of Southview.

The under the bridge pathway segment is top notch, never had trouble there. The actual bridge can be quite congested at certain times of the day, both ways as it's a bit of a bottleneck in/out of downtown and onto Deerfoot

I use this bridge to bike multiple times a week. At night the route doesn't always feel as safe as it could. It would be nice if the bridge was integrated into the community more. Murals, picnic tables, attractive lighting, and gardens on the bridge would show that it is cared for and be more inviting to people. Also it would be really cool if there was a coffee shop at the end of the bridge on the escarpment with cute tables and twinkling lights.

I live in Inglewood and work in Forest Lawn, that's my daily commute, but I see the narrow paths for bikers or people walking, just making it a little wider, and safer would be good for everyone.

Design the bridge so it really stands out as a landmark design, but not tacky or over the top. Ensure the bridge is pleasing to the eye, and it really stands at nighttime with high level cost effective lighting. The lighting must be economical and very, very durable. In general this bridge must be truly eye catching!!!!

Better traffic control with longer turning lanes

Improve the visibility of the crosswalk on the north west corner, the one that crosses the exit from Deerfoot south on to Blackfoot Trail heading south/west. It is VERY difficult to see pedestrians here as one is looking left and trying to merge - especially in the dark.

I know this is a huge project and will take years, it does need to be done as I see the age of the bridge every time I travel underneath it. I am hoping you will create a good plan for the pedestrians, cyclists and other travelers while the work is underway. That underpass is high traffic for many residents and visitors.

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I often run on the pathway (with my dog) and use the bridge to get from the path on the south side of the river to the off leash area on the north side of the river. Crossing the bridge is congested and often stressful! Were pushed close to traffic if we're sharing the path with cyclists.
High congestion in this area 7:00 to 9:30.
Early morning traffic coming off of SB Deerfoot is horrendous.. i think the bridge is fine myself.Except adding an extra lane to help with that southbound traffic using that corridor to get into downtown through Inglewood
Access to Inglewood golf course (walk or drive) from Inglewood
"A missed opportunity to include the BRT when that bridge was built wasting tax dollars. Had adequate forethought been used the money from both projects would have given better results for all. Could have included combined bridge over Deerfoot that would not have cramped future Deerfoot expansion to the needed 10 lanes. Multi use pathways on a new bridge are not needed as there are ones that exist on the transit bridge 100 feet away. Don't waste more tax money that is needed for other infrastructure rehabilitation projects."
Better merging lane would be greatly appreciated
This is my main access to and from the community for work
I actually try to avoid walking across the Cushing Bridge because I feel too exposed to traffic on Blackfoot. I use the transit bridge when possible. I'm not sure how you can change the pedestrian section of Cushing, but it would be appreciated.
Do not take away lanes for vehicles to put in bike lanes. It would be nice to have more lanes for traffic rather than reducing. If a new bridge is to be built make it wider. The city has done a terrible job on bike lanes around the city especially taking away from roadways for vehicles. This has only increased congestion and slowing traffic down. For example, 12th Street and 9th Avenue making one lane for cars connecting from Memorial Drive over the Zoo bridge into Inglewood. For a small percentage of people using bike lanes we are wasting money on it only to make people more frustrated.
I'm sure you're aware of this, but kids use that bridge to jump into the middle of the river. Frequently, resulting in some major injuries. If we could put a bridge there that doesn't allow for kids to do that... that would be awesome.
Sightlines for bikes and other moving vehicles (scooters etc) is poor going under the bridge from north to south on pathway. Pathway connecting the bridge pathway to pathway along river is awkward and tight transition for bikes and pedestrians esp with the limited sightlines for people travelling north from under the bridge.
I use the pathway under the bridge almost daily to walk my dog, and bikes seem to come out of nowhere, especially when travelling from north to south. Also the transition for bikes coming from the bridge to the pathway is very tight and awkward.
Please develop a modern bridge with better site lines for traffic, better connections, and on ramps with traffic plus considerations for wide pathways
None

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The pedestrian/bike access is terrible and dangerous. Taking my kids biking across is terrifying and taking the bus bridge adds way more time and access to path on east side is too hard. Make both bridges have safe and good access to all underneath passes please. Guard rails! Wider sidewalk and barrier to 17/blackfoot. So scary!
You never asked for input on any of the other bridge constructions, why this one?
"The "bus bridge" that crosses the Bow River that was built and opened 2020(?) should have been built to handle vehicle traffic along with bus/pedestrian traffic. This would have made the Cushing Bridge obsolete which it needs to be now. The bus bridge should be modified to handle full time traffic from the decommissioned Cushing Bridge. This would save time and money!"
"This is a vital entry point to the industrial area and Blackfoot Trail and it needs better flow of traffic. The bridge would look better if it had some architectural design."
I'm concerned about the timeliness and how it will affect residents like myself. My kids bus this and I drive. Often my kids will also use the bike and pedestrian pathways to access Pierce estate park.
"I live in the SoBow complex and travel this area in multiple different ways every day. I walk my dog on the river pathway, I scoot-commute to work daily, our family uses the road in our car, and our teenager uses the bus to visit friends on both sides of the Deerfoot. I live on the south side of my building overlooking Blackfoot trail. I'm an observant person and take in a lot of information so I do feel that my experiences in this situation are relevant and valuable. Overall, the current set up is actually above average for ease of use and safety in Calgary. The pain points have more to do with the Blackfoot/19St/17ASt intersection. Traffic onto and off the bridge via this intersection can get brutal. Crossing Blackfoot as a pedestrian or scooter/biker doesn't feel safe. This is part of why the under-bridge path is so important. It is a major connector. Also under this bridge is an emergency services boat ramp and a few river-access spots that are lovely for lower-mobility people. I know some Inglewoodians are fighting hard to have direct access from 7 Ave to 19 St but I strongly disagree with that idea. It would add unnecessary and dangerous movement in an already intense intersection. I think it is important to think about kids/families having to cross Blackfoot to go to school. I think it's important to think about how many people access downtown from Forest Lawn and beyond. I think it's important to protect the riverfront - especially the conservation areas by this bridge. I don't personally use the access path from Blackfoot down to the river pathway on the NW section but I see it used constantly. Making that ramp safer could be considered."
"The bridge pedestrian walkway feels very close to the traffic and is constantly covered in ice/snow or debris. Would feel safer for drivers and pedestrians with more space or delineation between cars and people. There is no proper bike lane so makes it hard for cyclists and pedestrians to pass each other."
"Always a backup when travelling west due to cars wanting to turn left on Deerfoot causing congestion. Similar travelling east but not as bad. Also travelling west, often congestion from lights at 19st. Seems exacerbated when there is a train in area

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The whole intersection at 17ave and 19st is a gong show and needs improvement. It s just so confusing, especially on the north side by Sobow.
Sometimes difficult to merge from southbound deerfoot onto blackfoot/17 die to congestion"
A nicer bike/ pedestrian walkway could really open up access to the east side of the river there for dog walks etc.
I generally run/bike across to get to/from pathway on either side of the river and along deerfoot. Currently its dusty, narrow and not especially welcoming to bikes (sidewalk).
Traffic coming off Deerfoot and Blackfoot get backed up regularly. Specifically the exit off Deerfoot heading east on the bridge really gets a bit tight with the merge lane around rush hour traffic
Very busy with traffic on the bridge. Absolutely essential to retain a good bike path and good pedestrian sidewalks
Sometimes the road is uneven due to big trucks passing along this bridge, lots of bumps and potholes which needs to be improved as well. It also gets very busy so I feel like an extra lane is needed if there is any possibility, maybe like a shoulder side as well because there are times where people break down or get into accidents on the bridge which cause traffic from what I've recently seen.
The merging lane from deerfoot southbound onto the bridge creates a serious backup in traffic, especially around rush hour in the morning and evening, especially with large semis and industrial trucks in the mix. I think it would be a good idea to expand that lane as a continuous lane that turns into a must turn lane into the traffic circle on 17a st. This (should) alleviate some of the small vehicle traffic at the stop light as more people will get used to using the traffic circle. I would also suggest rerouting large trucks to access that area via Piegan trail to barlow trail and down 50th ave. With the continuous development of the community around the cushing bridge, this intersection and roadway will become a TDG & public risk. Implementing a new tdg travel route prior to the bridge construction will give time for companies to have their drivers trained and made aware of the new routes and better traffic conditions for road and bridge evaluation.
Too congested coming off Deerfoot during rush hour
Yes, get a represented person whom actually cares about this area and just not the one HE lives in, that is whom all voted him especially since nobody seems to care he was outside the area offering PIZZA! CONFLICT OF INTEREST DO NOT THINK!!!
Pathway could be wider to accommodate seniors & their scooters.
The flow getting into the main 17th ave from the Deerfoot can be a trial. And the turning north off the bridge to northbound Deerfoot and then squeezing the cars all into the one lane with the cross merging into cars trying to move over to Memorial off-ramp should be redesigned.
Also the traffic light coming from Pearce estate park can be confusing!
During high use times, the bridge often becomes a tight funnel into the turn lanes onto Deerfoot North and the merging traffic from Deerfoot North. Have had the odd occasion where someone has stopped in the through lane on the bridge to try and get into the turn lane for Deerfoot North. Almost rear ended the person! Very dangerous.

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Cycling connections across the bridge have very tight turning radii, making them difficult to navigate. The pathway across the bridge also feels too narrow, with cyclists and pedestrians uncomfortably exposed to adjacent vehicle traffic.
This is a very busy connector east & west
I use it both as a vehicle and bike bridge. But it feels congested in a car and concerns me when it backs onto deerfoot. I think it should be expanded to future proof and provide access for both motor and non motor transport east west. I will occasionally walk under it so need this to still exist so I can walk or bike to the bird sanctuary.
When it comes to better pathway access, would like to improve how cyclists access the bridge, ie the hairpin turn is difficult to do on both East and West sides.
Driving, it is just fine.... the bike / pathway connection is quite unsafe, because of the sharp turns required and no barrier for traffic. In addition, pathway / verge maintenance - overgrown vegetation constrains the already constrained pathway, gravel makes biking even more hazardous, and generally creates a feeling of unkept/leftover space. The bridge pathway itself is also quite tight for multi-use access (even with a bike passing a pedestrian, never mind if the pedestrian has a dog!). This is a critical Bow River crossing location for the pathway network - there are so few of them.
Widening of bridge/road along merging/exit area. A seperate higher bike paths so it is always safe to pass even after heavy rainfall. A seperate walk/bike path bridge not along the bridge for safety connecting west bike trails.
As a cyclist or pedestrian, the area feels a bit isolated when alone or at night. But, it's still very handy to be able to cross deerfoot! I usually use the transit bridge or the underpass where possible and wish that there were better connections with the east side of the river. The hairpin turns to get into the bridge are great speed control but quite challenging to ride, and it's hard to stay on the correct side of the pathway to avoid obstructing cyclists or pedestrians going the opposite direction.
Nothing at this time
It's always back logged with traffic in both dierection west bound rush hour traffic. And during special events. And in the afternoon east bound with Deerfoot traffic line ups.
Use this to commute via bike for north and south city access as well as toward down town. As someone who cycles the city daily. This is THE BUSIEST area for cyclists, prioritizing cycling and separating it from pedestrians would be excellent and safe.
I cross on my bicycle everyday for work. I'm biking from the north on nose creek and cross over on the east side to connect to the bike path on the west side. The sidewalk is too small it is tight to go around people. The snow is never removed in winter. And the sidewalk on either side of the bridge is small and too close to the road. I realize it is old so I deal with it but if you are going to make it better pedestrians and bikes need more room. Or give us a bike path under the east side so we can connect to the path crossing on the south bridge.
The turn heading south on the pathway under the bridge and up to head east across Deerfoot is a steep turn and incline on bike. A more gradual incline would be nice. There is often a lot of debris

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on the pathway under the bridge. I would love to see invasive plants removed from the landscape and more native plants introduced around the pump track and bridge
If you can make it 3 lanes on the north side for vehicles or what ever you have to for vehicles accesing from deerfoot that can be quite amount of congestion on to 17 Ave heading to Blackfoot.
The bridge the way it is now is fine. The congestion at the traffic lights need improvement east/west needs it green longer compared to north/south that has less traffic. Also warning lights that the lights are going to change to red.
Traffic is a mess. Fix it.
I use this bridge heavily, alongside the the Transit bridge, so getting this plan right is important to me.
Wider pathway or dedicated bike lane would be great for bicycle commuting. I use it for reaching the bow River pathway on each side
The bridge can be a bit of a bottleneck when a lot of cars are coming off Deerfoot Southbound.
What is more important is the replacement of the old bridge. A new bridge will be better and safer for everyone.
The sidewalk/bike bath on the north side of the bridge that takes you along the bridge/across the river should be wider and with a better barrier to support folks who are walking/biking between forest lawn and Inglewood. Alternatively having a bridge beneath the road bridge would be one way to better promotes safety.
Protected bike and pedestrian infrastructure
The bridge is dark and cars blind you as you come enter from either side. Merging from Deerfoot south onto 17th west is unsafe
Like all the bridges on this section of Deerfoot, the access ramps and the control of entry and exit from Deerfoot to/from the roads crossing are a terrible design. Access to and particularly from the major road should never be limited or controlled by traffic lights, there should be some form of free flow system (either roundabout or merges). However, the Deerfoot element is going to change so you need to look at the alignment and lane capacity for the filters Northbound from Westbound and look at a very restrictive lights both before and after the bridge on the Eastbound, which doesn't have the same lanes problems for som reason. Make sure the new bridge is broad enough to reconsider traffic flow in 10-15 years, even if it looks redundant at installation.
Improvements to the 17/19 St and 17 ave Se intersection should be part of the redesign. This intersection is used by many residents and visitors to Inglewood and Pearce Estate Park. It is often backed up and I fear the congestion will get worse with the new apartments being built.
Many people come through Inglewood to access Deerfoot and so peak traffic hours make all routes congested.
Basically you want to knock down one bridge and build two, it's not worth the money and there are many other real problems that need to be fixed like all of these water main issues.
Road construction leads to multiple types of pot holes. Very uneven pavement, leading to ridge lines and holes. This has the potential for harm to vehicles, especially at the Posted construction speed limit?

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"Specic to north side. Wide, well lit multi use use sidewalk, w signicant safety barrier Like the transit side of the bridge, for example"
make it 5 lanes in each direction
I live in the area and often commute across the bridge by vehicle, and access the river and parks by foot and bike under/around/across the bridge.
Currently nigh impossible to get up the hill from this bridge
sidewalks are poorly maintained in both summer and winter. Winter time paths are not regularly cleaned.
I would love a better way to get between the bike path on the east side of the river and the bike path on the west side of the river on the north side of the bridge
I think there needs to be more of a separation between the pedestrian walkway and the traffic. Walking is pretty close to the traffic at the moment.
The bike path disappears on the north side of the bridge, and becomes a sidewalk not wide enough for 2 bikes. It also gets all the plowed snow thrown on it in winter so it's not really bike able after snowstorms. Crossing the ramps is also kinda sketchy, nobody looks out for a cyclist. Driving going west for the left turn onto deerfoot, the whole shifting all the lanes left doesn't work. Everyone piles into the far left lane, nobody uses the other lanes.
I live in the SoBow complex near the bridge, the noise traffic is just a lot to bear with such a major flow of vehicles all day and night. The light pollution is also too much. One suggestion would be to build the bridge higher up from current residential dwellings so that noise and light pollution are somewhat reduced. Living in the heart of Inglewood is important to residents because most of us have sought nature vs congestion and pollution. We want to enjoy our pathways and walking underneath the bridge with its current height and condition is fairly intimidating and allows for more shady activity to occur under this bridge and the pathways provide easy access and protection from sight for those with less than ideal intent.
Wider pathway for crossing the bridge (East/West) on bike or by foot.
I find it pretty confusing on where the bike paths lead & connect to in that area - it would be great to add wayfinding or a map of where things link together!
The ability to pass under the bridge along the east bank of the river would be awesome. Having to cycle on the existing sidewalk to get from east side of the bridge to the west side of the bridge to rejoin the pathway is indirect and less safe.
Widen pedestrian pathways on the bridge
The existing sidewalk is very narrow and barely accommodates pedestrian and bicycle traffic. As well, with the closeness of the sidewalk to vehicle traffic, it feels dangerous when commercial vehicles pass by.
A better bike path would be amazing! Wider, better lighting, safer by having better visibility. It's also extremely important that there is a food, safe designated bike detour during construction. Many time when construction happens, the bike route gets ignored, or added to already overcrowded roads and this is so dangerous.
Would love to see it wider so the walking path and bike path weren't so narrow. Better traffic flow with all the vehicles from downtown merging from 19th st onto Blackfoot heading towards Deerfoot in rush hour.

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This area has become increasingly popular after the Harvey passage improvements , which is great to see. On the east side of the bridge, there is a small gravel parking lot that is becoming frequently used. Would love to see that included in some plans. Also, the east side is off leash and used by dog lovers. It would be great to extend an official dog park around there.
"I use the bridge 2-3 times a week to get west-east bike pathways on my bike, the sidewalk on the bridge is narrow when there is pedestrians and/or bikers on the bridge. There are days, a few times a month I drive across the bridge and there are generally large backups heading east-west."
Pathway access on the west side of the bridge is good, with the exception of some blind corners, but access from the east side of the bridge is not good. We really like the east side pathway because it allows you to ride thru the zoo where we usually see the bears, the moose, and the buffalo for free right from the pathway. Also the east side pathway has a couple of dramatic lookouts over the wild side of the Harvie passage.
"Currently there is no bike-specific path to cross on the bridge. Cyclists need to maneuver on a narrow pedestrian path often with obstacles(temporary road signs, light posts,etc.). A widened multi-use pathway will improve bike and pedestrian access and safety. A lower deck for pedestrians and cyclists to cross to the other side of the river will be a further improvement."
"I avoid Cushing Bridge in a car because there is a traffic jam regularly. Have elevated lanes for through traffic south and separate lanes for access/exit to Inglewood."
Poor bridge deck drainage spills on to pathway under bridge. Freezes over in winter creating hazardous condition for path users. Please maintain connection to east side of bow river pathway.
If we are cycling south on the Bow along the bike path from Harvey Passage and want to cross the Bow on the old part of the Cushing Bridge (to ride a loop on both sides of the river) we have to use a ramp onto the bridge sidewalk which involves a tight turn, difficult with an e-bike (or any bike really) and impossible if a pedestrian or other cyclist is approaching from the east .Once we get to the east side there is a poorly marked cycle path down the slope from the bridge to the east side river pathway . This is even more difficult in reverse (ie going from east side of river to the west). Please improve on this. The multipurpose pathway on the other side (new portion) of the bridge beside the bus lane is wonderful! The ramp connecting to the canal is also great!
it was at one time I preferred route. I avoid it now as it is so congested.
"Needs better shielded pedestrian access. Bridge is a valuable habitat for ravens and pigeons. Need to be mindful of creating roost spaces with construction. Also a great graffiti spot - perhaps something to lean into.
RE: multi-use pathway - it's a barren nowhere that is all uphill. No reason to use, especially with golf course there instead of nature space."
"Public river access should be incorporated here.
Hand Launch from Inglewood.
Trailer launch from the park"

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There's some rough connections for bikes with some sketchy, narrow sections. The multi use pathway on the other bridge is much nicer but is a huge detour trying to access from North side. Hardest connection is coming southbound on one side of the river trying to cross the river and then return northbound..would be beneficial to have better pathway on the north side of Cushing bridge with connections to the river path on both north ends. Also a pathway that continues
So icy in winter!
Need much more capacity for cars travelling from Deerfoot southbound to 17 ave westbound. Huge traffic jams in the morning backing up Deerfoot causing dangerous congestion and safety issues.
We walk under this bridge to access the bird sanctuary. It's a lovely pathway. Better lighting and site lines to see speeding cyclists would help. Thanks
"The pathway under the bridge is great (other than being a little low to the water). I regularly use it to walk and cycle along the pathways. I usually intend to stay on the path and not join up with the road.
The bridge sucks during rush hour and is often backed up. Having traffic lights to get onto Deerfoot (ie from eastbound 17th to northbound Deerfoot) is a trash way to do things. It halts traffic unnecessarily. I do not understand why Calgary seems to move towards lights vs cloverleaf type access."
Widen the bridge
The pedestrian crossing where traffic from Deerfoot exits onto 17th ave west just prior to the bridge is difficult and unsafe to cross.
It is not uncommon for traffic to back up all the way down to the deerfoot over the bridge due to the light at 17A st. And all the way down blackfoot trail. some way of easing this would be appreciated.
I use Cushing bridge quite frequently as I live in inglewood and during rush hour there is a lot of congestion.
If the bridge is replaced I would like to see the design eliminate the need for piers in the riverbed. If we have to run a big road across the river it should be best practice to do it in a way that has the least impact on the river. I also do not want to see the bridge carry more lanes than the current one. We need to stop the road expansion arms race. I'd rather see that money go toward the purple line conversion to LRT on the adjacent bridge.
"I have biked up 17th on the newer pedestrian bike section along side the bus lane but for a short hop over the bow it is not obvious to go under the bridge to get to the other connector or if that would even get you there.
Like so many cycle routes in the city wayfinding is lacking. There are rarely clues to the actual best route (safest crossings, quicker routes or directions to more enhanced faster safer more direct routes)"
An aesthetic improvement would be welcome. Walking and cycling should be more safely set apart from automotive traffic. More access into green space below
Hard corners linking sidewalk on bridge to pathways (particularly when using tandem). narrow sidewalk makes passing challenging on bridge sidewalk

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The width of the pathway on the bridge feels unsafe as a cyclist. If there was an option for a shared pedestrian / cycling pathway to run below the bridge, I'm sure it would increase pathway use, and make for a more pleasant journey for all.
"I use this bridge all the time, particularly the pathway underpass for biking and running. The width of the underpass is great for accommodating bikers and pedestrians. However, the underpass can be treacherous in the winter because of drainage issues (I use pathways to run during all seasons).
I do not feel safe as a pedestrian crossing the bridge from the east to the west (or vice versa). Oncoming traffic travelling southwest on Blackfoot goes quite fast, and there can be large trucks that kick up gravel/rocks."
Better and more bike paths.
Bike friendly to cross the river & complete the circle towards zoo please. Is a steep climb then narrow sidewalk currently. Heavy traffic and other people crossing make it quite dangerous despite bike paths on each side of the bridge & heavy use
make it more walker friendly, brighten it up, not such a sharp corner under the bridge.
Wider pathways
The multi use pathway on the bridge is too narrow for two bikes to pass comfortably. It would be good for it to be widened to the standards of bankside pathways. There's also an inconveniently sharp hairpin turn to access the below bridge pathway on the Inglewood side.
This pedestrian pathway provides great access to walking trails in the area, but it is very close to the road and quite narrow. It would be great if the pathway could be wider and more isolated from the road for safety, and so pedestrians and cyclists can share the road more effectively.
Inglewood is an awesome neighborhood but challenged the entrances and exits to the neighborhood are often under construction or have deliberately been congested by the city (i.e., 12th street). Non-residents use the neighbourhood as a throughway to memorial or the deerfoot from downtown and any replacement of the Cushing bridge needs to ensure that all other congestion points are optimized and resolved and that access to deerfoot north is maintained.
"Some type of segregation of the bike path/sidewalk while crossing the bridge. Vehicles are very close when you're riding your bike also the exhaust, etc..
Also better access to turning onto 19th St. from Blackfoot West to enter the Englewood community"
"The bridge should have more than enough lanes (also a break-down lane). While having pathways for pedestrians, bicyclists and others. The pathways should be mobility challenged accessible. Also a lane dedicated to transit (bus or future
LRT). Finally greenery to create a a more welcome area then just stark concrete."
relieve congestion arising from southbound Deerfoot traffic exiting on to 17th
"I run into frequent traffic congestion leaving Deerfoot Trail south going east and west on 17th ave.
Access to the bridge from pathway has sharp turns to get on the walkway and the bridge walkway could be wider to give people and bikes more room to pass."

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"My family uses Cushing Bridge in multiple ways. I drive across the bridge regularly, but I also use the pathways with my children throughout the year for walking and cycling. The pathway connections and access to the river are some of the most valuable features of this area. They provide a safe place for families to be active outdoors, connect neighbourhoods, and enjoy Calgary's river system.
As the bridge is replaced, I strongly encourage the City to maintain and improve the existing walking and cycling infrastructure, including pathway connections, safe crossings, and river access. I would not like to see pathway space reduced in favour of additional vehicle lanes. The bridge should continue to support all users, including families, pedestrians, cyclists, and people accessing the river corridor for recreation.
The pathway network around Cushing Bridge is an important community asset. My children and I use it regularly, and preserving this access would make the area safer, more connected, and more enjoyable for future generations."
"If the bridge needs replacement, the bridge deck for vehicles needs to be wider, please add an additional lane for both east and west bound traffic. The merge from southbound Deerfoot onto 17th Ave/Blackfoot trail at the Cushing bridge backs up onto Deerfoot with traffic coming to a complete stop on Deerfoot. It is difficult for vehicles merging from Memorial onto Deerfoot and for vehicles to exit from Deerfoot onto 17th Ave/Blackfoot. Its absolute chaos from 6:30am to 9am on most days. Adding an additional lane in each direction increase traffic flow. Pedestrians and bikes should also not have to stop traffic on the ramp to continue. Make it free flowing by going over or under vehicle traffic. Trying to get traffic to stop for bikes and pedestrians is already difficult, especially in low light conditions.
Please look at the bigger wider view for traffic at the lights at 19 St/17A ST and the on and off ramps for Deerfoot when you are considering options for this bridge. Pedestrians and bikes are important, but this is also a busy east /west connection and an integral link to the rest of the transportation system including Deerfoot and the Ring Road.
Additionally, as a tax payer, seeing the transit bridge completely empty 99% of the time while traffic over the Cushing bridge at a standstill is annoying and in my opinion a transit specific bridge is a waste of my tax dollars."
I love using this bridge to access the east side of the bow river and makes a great loop. The access is just a bit tight of a turn at the moment and could be widened
Reading the above makes me concerned enormous amounts of taxpayer money will be wasted in endless discussions and meetings of middle managers who don't meaningfully contribute anything when engineers could have built the bridge already. Data should be readily available, or easily obtainable, regarding current usage and needs.
"Going under the bridge isn't bad. It's a bridge. The pedestrian path up to the bridge is a bit long and could be shortened on the west side but its usable. On the east side, its pretty inconvenient and you can see the ground is worn down from bikes and pedestrians who want to get down faster.
My main comment is that it feels quite dangerous for pedestrians and bikers on the north side of the bridge. Not a ton of separation from the cars, and many vehicles are whipping past you. I've

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seen myself or other people feel uneasy when there's a couple people going in opposite directions because someone will have to get close to the cars."
The gateway to International Avenue deserves a beautiful architectural moment. This neighborhood is full of character and deserves some warm light shed on it. It represents a critical connection for multiple modes of transportation and safety, ease of use and appearance will be important to this design.
The pedestrian/bike access from 17th ave se leading to this bridge is unsafe and not well marked..
"As a resident of Inglewood, with a daily commute that involves this bridge as my preferred route...
Please be aware that every possible roadway into, or out of Inglewood is currently under construction & significantly flow restricted. There are 4 primary ways into or out of the neighborhood by car, and the city really needs to balance infrastructure ""improvements"" with keeping people moving.
Perhaps we could finish one project in it's entirety, before digging holes at 3 other sites...
The recent eastbound lane closure before the Cushing bridge has made that route completely unusable. 11 ST SE has been dug up, repaved unbelievably badly, and dug up again every summer for the past 3 years...
The last bastion of relatively free flowing access out of the neighborhood was the zoo bridge onto Memorial Dr. however, there are now orange cones all along the side of that route...
More emphasis and accountability on completing projects before embarking on digging up another road, would be greatly appreciated."
Use the bikeway and walkway that provides a critical link in east calgary to the downtown. Experience is dangerous and is sun beaten. Want safer crossings and more soil volume for street trees for shade.
"When we replace the bridge ,make the surface to not freeze up or have iced sections so no accidents like on café road bridge."
Safe pedestrian access across the bow river connecting the path on the west side of the Bow to the pathway on the east side is crucial. It is not safe at spots and very close and exposed to fast moving vehicles and often very large trucks.
I love being able to walk under this bridge heading north to get to the rest of the pathway past Riverbend.
Choices above have not included how many medium and heavy trucks go in and out of the stampede grounds, north or south entrance via Ogden road or 9th ave. many venues on the grounds require daily shipments from a cube van to a tractor- trailer. All have to cross the bridge. Major truck route into downtown in my opinion. May have to use one of the bus lanes to help with commercial traffic leaving downtown during construction or rehab, definitely need three lanes at least going into downtown during the morning rush hour.
Very few pedestrians or bicyclists ever seen in comparison to the large vehicle use. Please do NOT reduce vehicle capacity to accommodate the non existent % of cyclists. The cyclists can use the transit only bridge and sidewalk.

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I live in the Pearce Garden apartment complex and use this bridge to access the pathway along the east side of Deerfoot. The distance using this bridge is shorter than using the bus and bike bridge directly south so I use the Cushing Bridge even though the footpath (barely really a multi-use path) is poor for cycling. I tend to use the transit bridge when I am going up towards the Co-op and Forest Lawn area. I also cycle under the bridge when going south along the bow river and find the abrupt grade changes in the concrete jarring, but not uncommon. It would be nice to preserve this second biking option on the Cushing Bridge vs transit bridge given the transit bridge requires a much greater gradient change at the east end and provides a less direct route to the pathway as mentioned.
I like how the existing bridge has a sidewalk with a metal safety rail keeping traffic separate. But the sidewalk is used by pedestrians and cyclists. I think the new bridge would benefit from a wider multi use pathway rather than a sidewalk.
My most frequent use of the bridge is going from Deerfoot to Blackfoot.
"Instead of two separate bridges make it just one bridge going both directions.
The bridges are very old and pick up trucks and commercial vehicles are bigger need more space and for public safety."
"More lanes, fairly obvious that 2 lanes each was isn't even close to being enough to handle the traffic, even if you do put in 4 lanes each way, by the time it is finished, it will not be even close enough to handle the volume of traffic.
So get the traffic off that bridge by creating another access by Peigan, which is 50+ years over due.
If you want the bridge to last longer, as well as pipes under the road, STOP spraying steel rotting juice on the roads, people are just going to have to SLOW DOWN and drive for the conditions, as I am tired or replacing my vehicles every 10 years because what you spread on the road ROTS METAL..!!!!!"
I am an avid cyclist and a runner, and get to Cushing Bridge by foot or by bike. Depending on whether I am turning around towards downtown or continuing on the canal (towards Chestermere) or bow river, the connectivity could be improved with bigger pedestrian/cyclist lane, especially on the north side of the bridge.
Mostly use the bridge while cycling from Bow River path on east bank to the Bow River path on the west bank, but also occasionally while driving.
"The entire stretch of Blackfoot trail from Deerfoot all the way up the hill to Highfield road needs to be widened to three lanes.
Consider doing something about the eastbound Blackfoot to northbound Deerfoot during afternoons/rush hour as part of the project."
"better vehicle merging from Deerfoot to south bound Blackfoot Trail is needed
this is a strategic area for future residential development and any improvements should focus on safer pedestrian use"
Access to the bike/pedestrian on the north side of the bridge is difficult and dangerous
Make sure it's safe when the river rises. This is something to take into consideration for both vehicles and pedestrians/cyclists coming through but also make sure that the cycling traffic cannot merge with the vehicular traffic in that area due to the heavy trucks coming through.
I tend to use the bridge much more often in the summer months than in the winter.

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The morning queue from SB Deerfoot Trail to WB 17 Ave SE is extremely bad. Traffic backs up sometimes past memorial drive because of this in the morning.
there it is yes these old bridges need updating. look it took them how many years and how many hundreds of accidents before deerfoot and glenmore bridges are finally being fixed and up graded. there is so much stuff this city is years behind doing.
Just urge you to do it as cheaply as possible and use as much Canadian materials and people for construction. Do not use an outside designer
Currently, the sidewalk (N side) of the bridge is unsafe to access due to high speed traffic that seems oblivious to non-auto traffic.
access from deerfoot trail to blackfoot trail needs a dedicated and longer merge lane across the bridge.
I find there to be a lot of blind spots in and around the bridge when cycling that have resulted in some close calls with other users. Especially coming from the bike path by the pump track and merging on the bow river pathway. Also when heading south-east under the bridge on the pathway.
This artery need to move better, better exiting onto deerfoot and more lanes
I use this bridge to access Crossroads Farmer's market from Forest Lawn, and often use it to go to Heritage Drive and Macleod Trail. It is a nice option from using Deerfoot.
I use this bridge every work day, and the congestion is terrible. Extra lanes should be added to fix this problem.
To get to Pearce estate park. Go under the bridge. Cross on lights to the bridge. Narrow bike on bridge. Cross Deerfoot off ramp using pedestrian flashing lights.
The merge lane from southbound Deerfoot onto 17 Ave se going west needs a longer merge lane
Please don't lose the plot and propose nonsense like the pathway only (no road) version of the 11th street SE underpass that y'all came up with a few years ago. This is a vital east-west connector that desperately needs more lanes/capacity during rush hour. There is already more than enough pedestrian capacity on the new shiny transit bridge y'all built a few years ago. Too bad we weren't forward thinking enough to do the Cushing bridge at the same time as that transit only one....
Blackfoot Trail and Cushing Bridge design need to be more closely examined by transportation engineers to ensure new design removes or minimizes current weaving and other traffic issues.
The challenge with reducing congestion for west bound traffic is that it moves the choke point towards Inglewood. The eastbound improvement would be to improve flow onto northbound Deerfoot. The combination of merges from east bound to the traffic light to northbound to accelerate in between the decelerating Memorial Drive headed traffic is ALWAYS feels like a life and limb risking maneuver. On the Cushing Bridge, adding a physical concrete barrier to separate east and west lanes to prevent traffic from entering on-coming traffic. There was an accident like this in the last 2 years. I was West bound after exiting south bound Deerfoot, and was in the middle of it and narrowly missed being hit by the out-of-control east bound vehicle. There will be numerous 911 records for this incident for reference.

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The underpass part of this bridge is scary and unsafe, which is a shame because the rest of the route (highly trafficked by cyclists and pedestrian commuters) feels safe and is beautiful. The underpass is the most important part to me.
It's dark under the bridge and visibility is limited coming into the bridge.
"I use the pathway underneath the bridge frequently, it would be nice to have that space illuminated and activated for improved safety, and potentially raised a bit higher to prevent closures from high water.
There's a pedestrian crossing on the east side of the bridge that should be made safer as well, it's the one where vehicles are coming off Deerfoot onto 17 AV SE westbound.
As for the pedestrian crossing on Cushing Bridge, it's very narrow for cyclists. It would be nice to either have the pedestrian crossing only on the transit bridge (with a new pedestrian path underneath the bridges on the East side of the river) or have a new wider multi-mode pathway in the new vehicle bridge."
Rush hour traffic or event traffic causes extreme congestion and makes it very difficult to move in and out of the Inglewood and Southview communities by vehicle. My family often resorts to bicycle travel when possible to avoid the congestion
I lived in this area for 7 years (although have moved recently, but still go down occasionally as I am still relatively close). I used the bike path to commute to work and also used the multi-use path to get to forest lawn for shopping (which was a massive improvement). The only thing I would ask is that major improvements be done to the pathway under the bridge. It is very dark and unpleasant under the bridge, and the path there is narrow compared to some of the newer multi-use path infrastructure. As the new multi-use path right next to it is so good, it would great to see this development build upon those improvements.
I feel unsafe in the winter using this bridge to access the pathways from Forest Lawn - there is a sidewalk along the bridge/Blackfoot but it is rarely cleared, slippery and the traffic goes by so fast I feel scared. Yet it is the only way to access the east side of Bow River and the bike path there. The pathway on the transit bridge is great but it doesn't provide access to the bow river off leash dog park on the east side
Please keep the pathway underneath open during construction. It's a vital transit and recreation route
Living in Inglewood I walk along the river past Harvie passage multiple times a week, going under the bridge. I also use the bridge to cross the river when running, and drive to forest lawn/ deerfoot at least once per day. Current pedestrian layout on the bridge is minimal but fine. Under the bridge is good and lane wise for traffic also good
I used to cycle on the pathway along the north side of the bridge to commute to and from work, but I don't use it anymore now that there is a multi-use pathway on the BRT bridge. The sidewalk is so narrow that it's unsafe for people walking and cycling to pass each other on it, and it's extremely steep. I also found the ramps on and off Deerfoot Trail very unsafe, as most drivers won't stop for people on foot or bike wanting to cross the ramp to continue their journey. Closing the sidewalk and encouraging people to use the pathway on the BRT bridge is much safer for

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people driving, walking and cycling. If the sidewalk on the north side stays, it needs to be much wider and separated from the Deerfoot ramps to avoid conflicts with drivers.
Build a right turn lane so you don't have to turn left and wait for a light, this is what causes congestion on the bridge
Flooding of the pathway underneath causes difficulty when walking and biking, major detouring necessary when this happens.
I travel daily on this bridge going to and from home and work. Congestion is the worst. It backs up onto Deerfoot and causes issues during rush hour. The afternoon congestion is also bad as it can back up traffic quite far back onto Blackfoot.
"Having a multi-use pathway on the north side of the Cushing Bridge is a useful alternative to the pathway on the transit bridge, as they offer different types of connections to the Bow River pathway.
Consider five lanes for vehicles, with a reversible centre lane that can be westbound in the AM peak and eastbound in the PM peak, to accommodate queuing heading into the nearest intersections (particularly eastbound).
Consider tightening the corner radii for the access to the off-leash area on the east bank on the north side of the road, making this crossing safer for people walking and cycling. Also consider a smart channelization with a tighter turning radius for the off-ramp from SB Deerfoot to WB Blackfoot - this will make that crossing safer for people walking and cycling and increase compliance with the 60kph limit on Blackfoot."
Sight lines are not great when using the pathway under the bridge. When accessing the bridge from the pathway (and the pathway from the bridge) a 180 degree turn is required and this can be difficult on a bike. This turn requires cyclists use the entire pathway to execute the turn which is less than optimal when there are other pathway users.
This bridge is quite close to Memorial Drive. I have used it as a commute path to get from the zoo parking lot to southwest Calgary by going from Memorial to Deerfoot to 17 ave and it worked quite well with 2 exceptions. 1) The merge lane ends from Memorial only about 200m from the start of the merge lane to 17 ave. I, personally, didn't actually want to be on Deerfoot and wonder why the merge lane has to end only to restart such a short distance. 2) The light at 19 street causes backups over the bridge during rush hours. The whole 9th ave to 19st to Blackfoot needs re-thinking. 15 st is a great bypass, but only when there isn't a train. Perhaps train schedules could be revamped to allow better rush hour use of 15st when Prairie Economic Gateway is ready.
Better to keep it repaired on a regular basis
The new multi-use pathway on the transit bridge was a great addition, but it doesn't accommodate all of the directions of travel or trips that the Cushing Bridge does. An improved northside pathway would be very welcome. Wider, better lighting, better intersection crossings and more reasonable turning radii at corners.
If there was a clear sight line on the pathway going north/south on the north side of the bridge that would help with safety. The people aware of it are safe but people that are not can make some unsafe choices when navigating that way. It would be nice if we had a smoother transition

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and pathway like the transit bridge on the north side of the bridge going east/west on the pathway. That would make a nice loop once all the bow river pathways are complete.
merging from NB Deerfoot to Blackfoot can be frustrating because you go into one merge and then the SB Deerfoot traffic merges into that lane pretty quickly. So many cars do not realize that lane ends. I use the far right lane to get into Inglewood via the traffic circle and often the traffic backs up so much it takes a couple lights to access that far right lane.
The left turn lane onto northbound Deerfoot is badly designed, the two merge zones on the on-ramp also compress traffic and have bad sight lines for merging. There's no safe way to cross as a pedestrian on that side
"Passing under the bridge on the west side side by bike/walking is easy enough, but using the bridge to get from west to east or east to west isn't a great experience. The sidewalk next to a busy road feels unsafe and doesn't provide ample room for safely passing other active transport users.
Protected space for cyclist and pedestrians without a large detour needed."
The pathway connection to the bike / pedestrian path on the bridge is not good - on either side. Makes difficult turns with hills.
I use this bridge with my vehicle and it is typically congested at rush hour.
"The main challenge of the bridge is flow of traffic, although this is primarily influenced by on/off ramps and traffic lights on either side (at deerfoot trail and at 19th Street).
Additional lanes would help improve flow through the bridge area.
Another idea, why not us the almost vacant additional lanes already available in the dedicated bus bridge."
bike route underneath bridge is adequate except for a lack of lighting
I no longer feel safe to walk my dogs or cycle due to lack of lighting
Currently not bad bike route considering how old it is.
There needs to be a better interchange at Deerfoot Tr southbound to merge onto 17 Ave westbound going toward this bridge. Drivers coming off Memorial Dr to go southbound are trying to merge onto Deerfoot Tr and drivers from Deerfoot Tr wanting to go to 17 Ave are trying to merge off at the same spot and this creates major congestion. Then at the 19 St intersection once over Cushing Bridge it is slowing traffic westbound at that traffic light and at the nearby streets (including the traffic circle near this intersection) for those wanting to get onto 9 Ave to access Inglewood and downtown. The whole section of traffic flow on both the eastside and westside of the bridge needs to be improved.
I use the bridge to travel by car mostly. Traffic on this bridge is often affected by the left turn lane onto Deerfoot north further east. Going the other direction traffic can also build up due to the merge lane from Deerfoot South right before the bridge.
This bridge needs to be 3 lanes in each direction. On the w/b side the right lane needs to be for the traffic coming off deerfoot south. On the eastbound side the right lane needs to start at the lights, and go to the off ramp that goes to deerfoot south.

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If you improve the bridge you have to also address the congestion that happens farther to the west between the hills as it turns south. The hills are eroding and two lanes is not sufficient for the amount of traffic.
Currently the connections across the Bow River and Western Headworks Canal are very uncomfortable to ride a bike on(ex. car traffic/debris, uneven biking surface, very tight turns back onto mult-use pathways). Lighting under the bridge would be welcomed as well.
ensure coordination of any roadway closures with green work in the area
This should be much wider for traffic. With an under or over pass to deerfoot, deerfoot traffic is the most hazardous here, remove merge lanes and change them to alternate right of way instead.
"The sidewalk crossings are kind of dangerous and I think are poorly designed for the industrial sized vehicle traffic that uses 17th and its exits both from deerfoot trail and to it. The pedestrian sidewalks should be moved onto the bus bridge, and more connections need to be added to that bridge to replace that pedestrian access.
There is a serious lack of infrastructure provided for making environmentally conscious commuting possible to the barlow trail industrial area. There are no almost no sidewalks, and no bike pathways,"
"Currently there are poor sight lines from the South MUP and even worse from the North MUP. Straightening out the pathway is it goes under the bridge would definitely improve safety.
And the obvious: this path under the bridge is frequently to transit to/from the south, please raise the pathway so it's not affected by spring flooding closures."
Currently both approaches but moreso the Western approach on the bike path is unsighted and dangerous due to the curve. This also intersects another bike route both sides which are also unsighted. In the spring the pathway regularly floods. Solving all of these should be on the action lists please. I use this daily and have significant experiences on this route.
More open underpathway with visibility before approaching for safety - separate bike and walkways
Wider pedestrian pathways and future thinking for another lane may be helpful. Better pedestrian access upward toward 17th would be great as well.
The sidewalk on this bridge is extremely narrow and also very close to traffic
The bridge should consist of 3 lanes each way minimum with these additional lines extended from Deerfoot westward to the 19 st se. Plus a pedestrian and a bike lane on the north side of the bridge.
You forgot to ask about walk/bike on sidewalk of bridge to cross Bow River. That is my primary use of this bridge. Where the pathway on the east and west sides connect to the sidewalk on the north side of the bridge, it is dreadful. The turn is too sharp, and it feels like I am going to fall into traffic every time (when coming up onto the bridge). With kids it is an absolute nightmare and I physically block them from riding/falling off the curb onto 17 Ave SE. I am confident this will be fully rectified with the new design.
"Currently there is a sidewalk on the north side of the bridge, not suitable for shared pedestrian/wheeling. I still use it for cycling, taking proper care to give right-of-way to pedestrians. This should be a proper multi-use pathway.

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Also, it has sharp turns for entry/exit, especially on the west side.
For your final question below, yes I use the transit bridge depending where I'm going. Both bridges are important connections."
"There is already a pedestrian/bike pathway to get across, located on the transit bridge, we do not require another.
We pathway access under the bridge on the east side of the Bow River. Currently cannot access it from the transit bridge - pedestrian/bike path."
Cycle ramp on NW side--connecting Pierce Estates pathway to bridge deck--is in VERY URGENT need of attention, cannot wait until the whole bridge is re-built. The turning is 270 degrees into oncoming traffic, with a very narrow concrete path, and a strip of deep eroded dirt where vehicles mount the curb and routinely drive through it. Minimum suggestions right now: concrete or tarmac the eroded dirt beyond the turning to provide a stable surface and more turning room for pathway users, and to extend the bridge handrail west-bound--beyond the turning--to shield path users from the oncoming traffic, protection users from traffic that has mounted the pavement, or if pathway users have to step off or fall while navigating the very tight turn.
Focus a road bridge on road traffic. Stop trying to force bikes onto roads when there is a perfectly good bike path system directly below the bridge and on the sides of Deerfoot.
This bridge is a major transportation corridor for myself and my whole family as we live in Southview. We use it to access the pathways and to avoid traveling on Deerfoot or accessing other parts of the city via Blackfoot trail. In the mornings the lights backup Blackfoot on to Deerfoot. Also access to the river on the North East side of the bridge (where the sand piles are kept) is not easy as traffic coming off Deerfoot S onto Blackfoot W is fast and its hard to slow down and turn right into that small parking lot.
The area has good paths and connectivity, I think it would be good if you reduced the conflict points between the pathway and turning vehicles on the north side of the road. It's a dangerous situation.
The past few months have been hugely inconvenient. I've had to change my grocery and gas destinations making me go out of my way. My husband had a stroke and between construction on 9Ave and this bridge, the ambulance was delayed.
I use the path on the transit bridge, it's a much nicer way to cross Deerfoot, and reason why I only use Cushing bridge for vehicle.
There are no real alternatives for me for that bridge
With the new condominiums being built, congestion getting to this bridge has been increased. Wait times and congestion on this bridge in both directions is often challenging as well. Taking the pathway underneath is also something I do daily and I'm worried this and the traffic will be greatly impacted during construction.
"Lighting at night could use improvement, west side around lights.
Crossing by the left hand turn lane to north bound Deerfoot on 2 wheels is not the safest."
"I live in Inglewood on 20 st and commute towards the south on Deerfoot trail. There is minimal congestion in the morning and it is not due to the bridge infrastructure.

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I bike the pathways in the area often but will rarely cross Cushing bridge due to tight spacing while on the bridge and tight corners at either end"
In my experience, this bridge serves as the connector for the easiest way to get from Renfrew/Tuxedo/beyond to anywhere south of Inglewood - in addition to as an important connector to Forest Lawn and other communities. If there is construction, please ensure that bike commuters have an easily accessible, safe, and reliable way to get from NE to SE (that doesn't include detouring 5+ kilometers).
I live in the NE and work in the Manchester area and prefer to use the Barlow Trail/Blackfoot Trail route. I do this because since the province took over operation of Deerfoot Trail, the maintenance and expansion has not kept up with the growth of the city, particularly the section from 17 Avenue to McKnight Boulevard. The expansion work currently being done should have been completed 10 years ago.
The bridge is a bit intimidating to cross under as it's one of the many bridges that are lower clearance, plus when the river is high it feels dangerous. Perhaps when you rebuild it add a second tunnel that will be flood resistant away from the river. The river passage is nice, but there should be alternates too.
There should be a wider pathway on the north side of the bridge to connect the west and east segments of the Bow River pathway. For crossing Deerfoot, the transit bridge pathway is much better in comparison.
The current alignment is dangerous and is becoming scary to walk or bike
Living close to Pearce state park, I use this bridge all the time to connect to the Nose Creek Pathway, I also bike south and pass underneath it everyday. By car I usually cross this bridge coming from deerfoot and entering the community of Inglewood where I live
Traffic waiting to turn left at the traffic light going south from 17 Ave onto Deerfoot causes significant backups for traffic going across onto Blackfoot and/or into Inglewood, especially during rush hour.
This bridge gets really jammed up during rush-hour traffic somehow can you improve the flow from the merge lanes
The congestion by 2 lanes bottleneaking under the new lrt bridge south of Ogden road is horrific with the worst yet to come. Fix the NB deerfoot offramp, 2 lanes merging in the middle of a curve? You need to fix the potholes along that stretch of roadway. Make it wider to accomodate bigger rigs because not everyone drives an Austin Mini.
Cycling priority under and over bridge.
"I travel from north Calgary to south Calgary (and vice versa) on the Nose Creek Pathway, then along the east side of the Harvie Passage (which really sucks due to noise from Deerfoot trail). At Cushing bridge I must cross from east side of Bow River to the west side on the bridge sidewalk. When heading northbound, the transition from the pathway onto the bridge at the west side of the bridge is a bit hairy and has little separation from road traffic other than the curb. Sightline from the pathway to users already on the sidewalk is poor.
It would be superb if you could find a way to connect the Nose Creek and Bow River pathways south through Pearce estate park (by crossing at the railway bridge) to connect to the pathway

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south of 17th Ave. The current path beside Deerfoot trail is very unenjoyable due to the extreme noise from Deerfoot trail and crossing the Cushing Bridge on bike sucks especially in the winter."
If there was a way to improve connectivity and wayfinding to the new transit bridge for active transportation modes (cycling) it would be a great alternative to the Cushing bridge.
Highly congested with traffic having few alternative routes in the maze of feeder roads. Also the proximity to railway yard and slow moving or stopped trains. There is also additional multi housing development infrastructure that has made commuting in the area. A total mess again with no alternative routes.
Current sidewalk is too close to 17ave/blackfoot trail especially if bikers or pedestrians going in opposite directions
"A North-South route under the bridge in the East side of the river is needed.
The narrow East-West sidewalk on the North side of the bridge needs to be much wider and better connected to the pathways."
On the east and west side of westbound Blackfoot Trail the sidewalk is very close to the road. Drivers tend to abuse the speed limit as they head towards the 19st SE intersection which means cars are passing pedestrians & bikers at fast speeds. There needs to be a physical barrier much like there is when you are actually on the bridge
If the bridge can be upgraded to a 2 lane bridge in each direction that is safe for traffic.
I am a bike commuter and your options above to not include east/west travel across the river only (it is a bridge after all). When travelling north/south along Nose Creek and continuing down towards Ogden, the bridge is a critical connector via the north side sidewalk. The new bridge MUP does not offer this connectivity so a wide MUP on Cushing is required.
The eastbound left turn lane onto northbound Deerfoot must be improved. It is confusing for first time users (ie outside turn lane ends soon after leaving 17 Av and there is no room to merge on Deerfoot with traffic trying to exit onto Memorial. Please fix this horror show.
I think that adding a biking path that crosses the bow river East of the Zoo to Harvie's passage (where the train bridge is) should be a bigger priority for this community than the Cushing bridge. I have seen countless people crossing over the train bridge by foot or bike, and in the winter through the dam pillars. This is incredibly unsafe and should be a priority for the city. There needs to be access there because it would turn an over 1 hour bike ride into a less than 20 min bike ride for people in my area trying to get to Harvies Passage, thus reducing congestion in that area and on the Cushing bridge. This would also encourage more people to utilize outdoor facilities and spend time outside.
The biggest concern is the pedestrian / bike lane on the north side , it is narrow and the west end is doesn't have adequate protection from vehicle traffic. It would be ideal if the new bridge is designed more like the multi use lane on the transit bridge.
"I use the pedestrian, cycling, and transit bridge immediately to the south every day as part of my family's routine. It is our primary connection between Radisson Heights and downtown for daycare drop-offs, work commuting, and everyday trips by bike and on foot. It has been a tremendous improvement over the Cushing Bridge, which I used to rely on.

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We also regularly use the pathway beneath the Cushing Bridge to access the Bow River Pathway. The intersection at 17 Ave SE and 19 St SE is already difficult, unpleasant, and feels unsafe for people walking and cycling. There are so many lanes to cross and a traffic control light for every one of them.
My biggest concern is that replacing the bridge could disrupt this critical active transportation connection by creating a significant detour for people using the pathway beneath it. I hope the project prioritizes maintaining a safe, direct route for pedestrians and cyclists throughout construction, as this corridor is an essential everyday link for many families, including mine."
If you decide to remove the pathway on this bridge (since the brt bridge has a pathway which is nice since it's further from traffic) - the pathway connections need to be made along the corridor (not just at the bridge) to reconnect the pathway to the existing pathway. For example, east side of bow river for the pathway connection coming from the north. Also west side of the WID canal - need a connection up to the brt bridge there. It would be a good opportunity to make this bridge 3 lanes each direction. Car traffic is bad every day and the bridge seems a pinch point.
"Use this bridge multiple times a week to access Pearce Estate Park wherel walk the dog and observe nature, and people recreating on the river (have been visiting this park weekly for 40 years).
Also use this bridge to go to medical appointments at the south end of the city. Sometimes use this route to access entertainment venues."
There is a lot of multifamily residential development taking place currently. And there is future pending residential development. This will obviously cause a mass amount of number of residence all congregated in every corner of 17th Ave/Black foot trail. I have major concerns of the congestion that this will cause to get on and off 17th Ave./Blackfoot Trail
"The connections between the nose creek pathway (east side of Deerfoot) and joining the bow River pathway is rough. A pathway connection would improve connections.
As a driver I feel the merge from Deerfoot into the bridge is short and it's a huge point of congestion.
The multi-use pathway on the transit bridge is amazing! However, connecting to the east side of Deerfoot for the Nosecreek pathway is tricky. A better design on the Cushing bridge to allow better connections would be amazing. Wider pathway lane, easier to turn."
I drive that bridge daily for traffic. No immediate concerns come to mind for safety or traffic efficiency though. If it needs update then so be it.
Side walk on north side of bride is narrow and not the safest. The connection from the side walk to the river pathways is poor with tight turns and steep hills.the continuation of this side walk across deefoot is almost non existent. Better pathway on the south side (BRT bridge) but for access between the river pathways to the north must use this sidewalk. The road is not a bottleneck for traffic as far as I can tell.
Walking on Cushing bridge is quite unsettling when there is a lot of traffic. Vehicles go very fast and it does not feel safe. There should be an easier way for pedestrians and cyclists to cross - perhaps some sort of pathway underneath or if that's not possible due to differing river heights throughout the year, a much wider and barricaded sidewalk to cross. The width of the sidewalk

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for the zoo bridge is great- but because the speed limit on 17 Ave is higher, it's still not fun crossing over the bridge when there is a lot of traffic.
Bigger sidewalks and more clear bike lanes on the bridge
Walking and biking east/west across the bridge is a bit nerve wracking at the moment with heavy traffic separated from the sidewalk by a rail. I know it is probably fine and safe enough, but it is not great when a huge truck passes you at 70 km/h within 4 feet.
Please improve the walking and wheeling path to be properly separated/barricaded from Blackfoot. It is scary that the current design of narrow sidewalks directly adjacent the road is the same for small residential roads as they are on Blackfoot trail with 80kph traffic.
Na
Balance the budget to significantly decrease the cost of living and reduce taxes. Examples include: cut unnecessary infrastructure projects; substantially cut the size of government; cut funding for music symphonies and ballet; substantially cut and demote the amount of police, RCMP, OPP police, get rid of ICE officials - all aligned to the crown which is a total fraud (reduce pay in half and pay paramedics what police are currently making as they provide a far greater service); get rid of think tanks - all they do is create racket schemes to increase debt; cut funding for military, NATO, UN, etc. - racket; get rid of space research - counterproductive to humanity: racket; get rid of funding for climate change, carbon capture and storage, and clean energy; get rid of stampedes, zoos, heritage park, planetariums, park foundations, aquariums, employment (unless your making over approx. \$150k) and property taxes - just use a straight sales tax across the board; immediately and without fail implement rent ceilings; get rid of lake, ocean, and arctic research - racket; get rid of amusement parks; get rid of whiskey funding; reduce the amount of libraries (just ask fake queen Camilla and her racket scheme with Whinnie the Pooh at the New York library - supposedly Smithsonian magazine); get rid of pro-sports - racket; get rid of olympics - totally unnecessary to humanity/racket. Unfortunately, major cuts need to be implemented in order to balance the budget. Carney, Smith, etc. are not moving in the proper direction, as evidenced by projected 2029 Alberta deficits to be approx. \$129B. Smith needs to be removed immediately. This is all brought about by misappropriating funds and misallocating resource revenue. An example of this was recently liberal MP Grewal supposedly removed for misappropriating funds and, more than likely, running a racket - which begs the question, how many other MPs are misappropriating funds and flipping pancakes for stampedes as a pretext to make it allegedly appear they are concerned for the community when welfare and homelessness are rampant in major cities across the country. There is basically false opposition in the house of commons and the government only scheming ways of increasing budget deficit spending, for example with private voting. With GDP only being 1-2%, serious changes need to be implemented immediately in order for the budget to be balanced so as not to require more loans from the central bank to increase more debt, which Carney is purposely doing, just like in the UK.
Recent changes to the 12-11 Street SE corridor from the Zoo Bridge to 25 Avenue removing two lanes of vehicular traffic has landlocked residents of Inglewood from ease of access and egress from their community by vehicle.

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Better connections between the pathways north of the bridge, on both the west and east side of the Bow River. The current sidewalk is very narrow and feels unsafe
I tried the multi-use pathway on the transit bridge once but it didn't provide access to the east bow river pathway so it is of little use to me. I regularly use the multi-use pathway over the older bridge to connect between the east and west sides of the bow river pathways.
Better cycling and pedestrian access on the north side of the bridge would be appreciated. I live north of 17 Ave and frequently travel between there and Inglewood on foot and by bike. The MUP on the transit bridge is too far of a detour to use.
Clearance for the pathway underneath the bridge would be helpful. An increase in grade away from river level, while difficult, would help that section of pathway.
Walk/Bike sidewalk from bridge to pathway (currently a sharp u-turn) and also Walk/Bike sidewalk from bridge to 17A Street SE needs to be widened.
I find the bridge currently fits/suits my traffic/car use. As always, additional bridge lanes would be lovely to have but is not necessary outside of rush hour.
The path under the bridge can be very treacherous in the winter/spring/fall. The snow and ice buildup make it almost impassable in some circumstances. On many occasions, I have turned around because I did not want to risk falling. In the evening, I find the lighting under the bridge very dim.
As a nearby community resident I am concerned about idling vehicles and air pollution that would be increased in nearby communities if THE BRIDGE IS REMOVED and more traffic would likely start driving through residential communities nearby. I hope the bridge DOES GET REBUILT!
Actually the current design seems pretty ok
To get from pathway to bridge is inconvenient as you must go quite a ways down 17 Ave to get on the sidewalk. The pathway under the bridge does not have a lot of clearance with the bridge infrastructure, creating a safety hazard for cyclists who frequent this part of the path (if doing the city loop). Lighting and sightlines are also poor, creating possible safety issues with potential transient people in the area.
"I use the Cushing bridge to walk and bike across the Bow River (not Deerfoot) from one Bow River Pathway to the other pathway. The slope from the pathway to the bridge is too steep, and the area at the top of the slope where it meets the pathway on the bridge is too tight to make a turn on a bike. The pathway on the bridge is too narrow and uncomfortable - it should provide adequate width, and better separation from cars including solid protection against splashing.
The pathway under the bridge does not provide enough clearance. The bridge causes the pathway to be very low next to the river which can result in seasonal shutdowns. The bottom of the bridge should be raised so that the pathway does not get shut down in the spring.
On the east side, the bridge should be extended to allow the bow river pathway to continue south.
The BRT bridge does not provide access to the Bow River pathway on the east side of the river, so the Cushing bridge is the only option for many km."

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Missing from the current use question is an option for "use pathway to cross the river". I use the bridge to access Pearce Estates park from the east side of the river.
I used to constantly use this bridge to get over deerfoot and the river on bike. It was not fun as there was multiple merges you were always at risk of getting hit. With the new BRT and pathway there is no reason to use the cushion bridge anymore. The pedestrian/bike access should be blocked off and directed on the BRT pathway
Low priority should be placed on everything EXCEPT vehicle movement on this bridge. Needs to expand capacity for 17Ave/Blackfoot to move congestion off of Deerfoot Trail. Replacement should be done in conjunction with Deerfoot trail improvements (e.g. basketweave with Memorial drive, additional lanes, etc.
Traffic can be fairly bad on the bridge. Walking/bike path is very busy and used often.
The pathway connections to the river pathway, Cushing Bridge, the transit bridge, and into Inglewood are all pretty good I think. I wouldn't want to lose that level of connectivity. If anything, improve on it.
On the north side of the bridge, the pedestrian/bike sidewalk needs to be widened to allow for safer bike/pedestrian traffic. Currently, it is difficult and a safety hazard to all when both are crossing/using this sidewalk on the bridge. You are too close to traffic and it is heavily used by both pedestrians (many with dogs going/returning from the dog park on the Deerfoot Trail side) and cyclists, both recreational and commuters, along with people using pull carts to get to the Harvey Passage. It would be great to have a barrier between the pedestrian/bike sidewalk and the traffic. Currently you are VERY close to heavy traffic when on it, especially during rush hours and events at the Stampede/Saddledome. It is NOT SAFE.
"Separation of walking and biking paths on high volume areas such as this is advantageous.
Removing the partially blind corner on the north end of the path underneath the bridge would be helpful from a safety perspective
Providing a rest spot for people underneath the bridge to stop if they wish and not impede the pedestrian/biking traffic"
Me and my kids frequently bike under this bridge and have no concerns. When we want to cross the Bow on our bikes we always use the north side of this bridge, to cross and continue back around the river north to loop back to Inglewood (past zoo). The path up from the bike path to cross north side bridge has a tight turn, so that could be improved.
"The pedestrian/cycling routes on the north side of the bridge are absolutely terrible. The connections to the Bow river pathway are narrow and have sharp corners. The sidewalk on the bridge is too narrow and unpleasant to use. Wider sidewalks/pathways and more separation from vehicle traffic would greatly improve the experience of using this bridge for pedestrians and cyclists.
Also, please don't do a design with the intent to ask cyclists to walk across the bridge - this is terrible for encouraging cycling and in reality, no one will follow it."
I would like to see the multi-use pathway under the bridge be upgraded so that it is wider and stays at the same elevation as the pathways around it.
Please consider better pedestrian connectivity with bike/walking lanes

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"The bridge could only use two improvements.
1- additional east bound and westbound traffic lanes. Priority would be to add a lane to westbound crossing so the deerfoot southbound traffic does not have a short merge to cross bridge.
2- the existing sidewalk width is sufficient for both pedestrian and bike traffic. The narrow width of the sidewalk before and after the bridge is a problem. As mentioned above, a jersey barrier where the sidewalk abuts the road would be a good safety improvement.
Note not in this consultation but the width of the pedestrian/bike opening on the deerfoot southbound to blackfoot trail ramp is too narrow for bike traffic. Current opening is difficult to navigate on a bike, must slow down to an extremely slow speed making it difficult to balance on a bike.
New transit bridge connects to top of 17th and not max bell park so I don't use this route because it adds alot of distance when travelling towards the businesses area behind Franklin station on foot or biking."
Better merging of traffic coming off of Deerfoot maybe make the bridge 3 lanes for the traffic going south/west