



Project overview

The Cushing Bridge, located on 17 Avenue SE between Deerfoot Trail and 19 Street SE, is an essential mobility corridor linking Inglewood with Forest Lawn, and forms part of 17 Avenue SE with high traffic and historical importance.

The bridge is reaching the end of its service life and requires replacement. The functional planning study (study) is a big picture plan that develops concepts and cost estimates for bridge replacement, lane configuration and widening options, utility lines rerouting, pathway and Calgary Pathway Program connectivity needs, to support planning for long-term mobility and safety. This study is in alignment with the Resilient Calgary strategies, using Council's guiding principles of "Build strong communities", "Invest in infrastructure" and "Finance our future". Successful recommendations from the study will be beneficial in creating concept design to receive approvals and proceed for detailed design and construction.

Why we are doing this

The project is looking at potential changes to bridge size and structure, lane configurations, pathways and their connectivity, accessibility and safety features, and how different travel modes fit together.



Cushing Bridge Functional Planning Study

What We Heard: October 2026

We asked people who live, work, travel through, or visit the area to share feedback on how they use the bridge and what improvements could work best for the community.

We asked the public for feedback regarding:

- Preferred walking and biking routes
- Pathway connections
- Traffic delays and safety
- Other concerns near the bridge

Engagement overview

A project page [Cushing Bridge | Engage](#) was developed and open for input from August 21 through September 14, 2026. The page was promoted throughout the surrounding communities with bold signs and sandwich boards. Digital advertisements and postcards mailed out to surrounding communities promoting the project and directing people to the portal page were provided to local community associations, the councillor's ward office, and other interested parties. Additional promotion also occurred through City of Calgary social media channels.

The page received 4,486 visitors, with 682 choosing to respond to the questions. These web statistics show that outreach was effective in promoting the project, directing people to the page for information, and gathering input from those who chose to provide more detail. This variance between page visits and responses is not unusual for many City projects and shows there is interest in details of what is happening, but visitors choose to not leave comments.

What We Asked / What We Heard

Questions were focused on use details and what improvements would increase ease of use. Initial public input will help us understand the current functional concerns with this bridge design to help focus our design in alignment with technical, budget and feasibility parameters. A final question was added to check usage of recently added multi-use pathway on the transit bridge. (Type of question/format noted in brackets following question.)

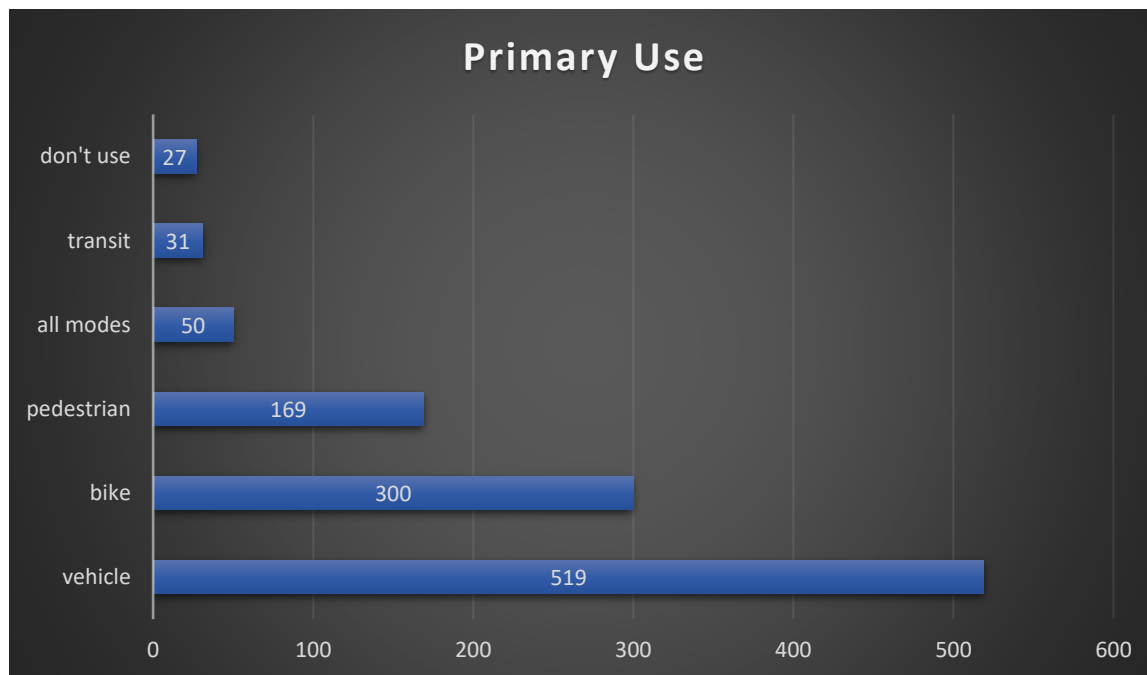


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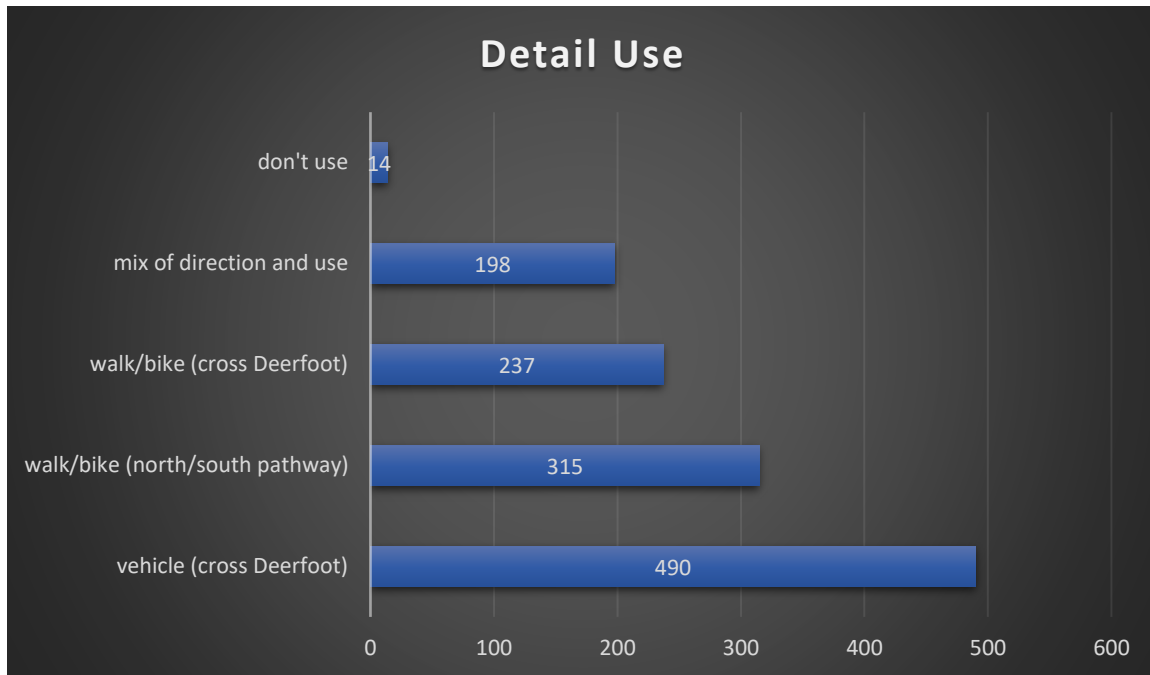
Question #1: What is your primary use of Cushing Bridge? (multiple selections allowed)

- vehicle (travel by car)
- biking route (travel on bike)
- walking routes (travel on foot)
- take transit (routes 117,151)
- all the above modes of travel
- I don't currently use this bridge on regular basis



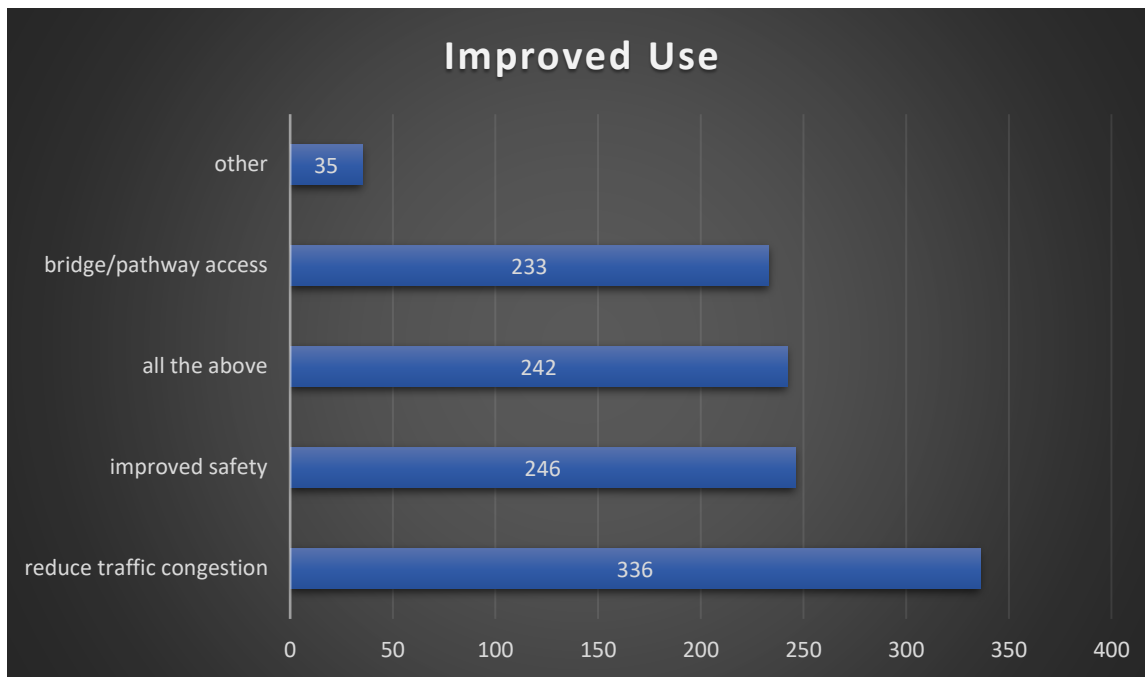
Question #2: Can you add a bit more detail to how you currently use this bridge and pathway? (multiple selections allowed)

- walk/bike on pathway underneath bridge (north/south connection)
- use pedestrian/bike pathway to get across Deerfoot (east/west connection) travel by vehicle for access to and from community (east/west connection)
- mix of above on regular basis
- n/a - I don't currently use this bridge



Question #3: What would improve your use of this bridge and pathway? (multiple selections allowed)

- better access between pathway and bridge
- improved safety - lighting and sightlines
- reduced traffic congestion - improved traffic flow
- all the above
- other



"Other" replies as received:
A stop sign at the T intersection of the bike path beside the pumptrack along the river to discourage riders from attempting to enter river bike traffic when its not safe to do so.
Extend both left turn lanes to avoid traffic backing into travel lanes - very dangerous.
Widen the bridge! Build for 20 years from now
Pathway width being at least 2.5m. Preferably more!
Protection barriers between cars and pedestrians
This bridge shakes like crazy when you drive on it, very noticeable when you walk underneath it.
Combination bridge update?
Additional pedestrian bridge on the north side of the bridge to access the east side dog park and pathways.
Really funny! I guess the no show elected person has never been around, it is the only wonderful way to get in and out, please remember it used to be just a valley, now it is now the , memories of connecting this area to the rest. This was and still is Forest Lawn.
Just adjust or increase the merge lane off of Deerfoot going west/south on Blackfoot.
Have the pathway along the East side of the river go under the Cushing bridge and connect to the Transit bridge pathway. Crossing the Cushing bridge seems redundant when the Transit bridge is so conveniently placed.
Nothing, just close it permanently
Widen pathway on bridge



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Needs a much longer dedicated turning lane to go south onto Deerfoot TR.
Traveling on my bike west-east the bridge side walk is very narrow due to foliage and mud/puddles making the 135deg turn complex with the traffic on the road and pedestrians/bikers.
Bike lane overpass so that use is not impeded when the Bow is high
Make the bridge going both directions into 3 lanes of traffic. With the third lane in both directions a dedicated lane that exits or enters the bridge and have the other two lanes as straight through lanes.
River access
Wider sidewalk for bike & pedestrian usage
If it is rebuilt it would be nice to have a wide path that can accommodate both walkers and bikers. I don't really care about the road it's fine the way it is..
It would be better to have dual directional pedestrian crossing on the north side of the bridge to improve connectivity to the bow river pathway. For this story journey I never use the crossing that can get you over deerfoot.
Wider pathways
dividers between the road and the pedestrian/bike pathway for increased safety, wider pathways to allow use for both cyclists and pedestrians simultaneously
Make the walking area beside the traffic safer. It feels very dangerous
Improved form and aesthetics.
make the pedestrian/bicycle sidewalk wider and the ramps leading to and from the pathways easier to use (presently a sharp 90° turn from a very narrow sidewalk that connects the east and west side pathways along the bow river)
More head room on river path under the bridge.
No bike or pedestrian traffic, you built a dedicated bike/walkway all the way up 17th about 200 feet to the south.
Longer left turn lane for westbound traffic turning onto southbound Deerfoot trail in order not to block through traffic
Just leave the bridge the way it is. Infrastructure is a breeding ground for running a racket. Just ask Carney and the Gordie Howe racket scheme. Start decreasing budget deficit spending and balance the budget.
Additional lanes east and west to accommodate merge from 19 Street to Deerfoot Eastbound and merge from Deerfoot to 19 Street Westbound
wider bridge partition for pedestrians and cyclists
No improvements needed
Improved water management. Ice buildup beneath the bridge on bike/walking path.
need jersey barriers between the sidewalk and the road.

Question #4: Please provide us with any additional comments on why you made choices above or something we may have missed. (long text open) - responses organized into themes and provided in pure verbatim format as [link here](#).

Theme / approx. count	What commenters said
Safer and wider pedestrian, cycling, and wheeling space Approx. 70–85 comments	Many comments describe the existing north-side sidewalk or pathway across the bridge as too narrow, too close to fast vehicle traffic, and uncomfortable or unsafe for people walking, cycling, using scooters, using mobility devices, walking dogs, or travelling with children. Several respondents asked for stronger physical separation from traffic, wider multi-use pathways, dedicated bike space, or separated walking and cycling areas.
Pathway connections, turning radii, and network continuity Approx. 55–70 comments	Respondents repeatedly noted awkward, steep, sharp, or hairpin turns between the bridge sidewalk and Bow River / Nose Creek pathway connections. Many emphasized that the Cushing Bridge provides different and important connections than the transit bridge, especially to the east side of the Bow River, Pearce Estate Park, Nose Creek, Harvie Passage, Inglewood, Forest Lawn, and river pathway loops.
Vehicle congestion, merge lanes, turn lanes, and bridge capacity Approx. 65–80 comments	A large number of comments identify recurring congestion on the bridge, especially during rush hour, from Deerfoot Trail ramps, Blackfoot Trail / 17 Avenue SE, 19 Street SE, left turns to Deerfoot, and short or confusing merge points. Some respondents requested additional vehicle lanes, longer merge lanes, better signal timing, revised ramp geometry, or broader corridor improvements.
Pedestrian and cycling crossings at ramps and intersections Approx. 25–35 comments	Many comments point to unsafe or stressful crossings where people walking or cycling interact with vehicles entering or exiting Deerfoot and Blackfoot. Concerns include poor driver yielding, low visibility, confusing crossings, high vehicle speeds, and insufficient protection at ramp crossings.
Under-bridge pathway safety, lighting, sightlines, and flooding Approx. 35–45 comments	The pathway under the bridge was often described as valuable and heavily used, but comments also raised concerns about darkness, poor sightlines, blind corners, low clearance, debris, drainage, flooding during high water, winter ice, and seasonal closures. Some respondents asked for the underpass to remain open during construction.

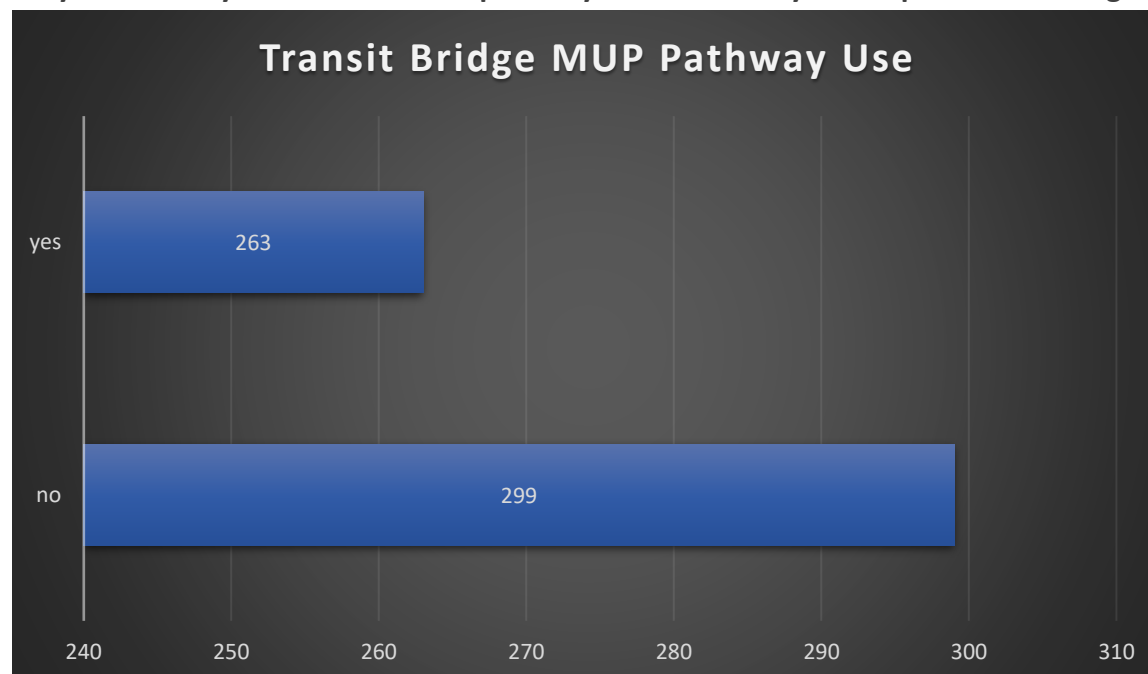


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Construction impacts and maintaining access Approx. 15–25 comments	Several comments express concern about construction duration, cumulative disruption in Inglewood, Ramsay, Southview, and surrounding communities, and loss of access for drivers, cyclists, pedestrians, transit users, emergency services, and people accessing work, school, parks, and daily services.
Winter maintenance, surface quality, drainage, and debris Approx. 20–30 comments	Respondents mentioned snow, ice, poor clearing, plowed snow blocking pathways, gravel, debris, potholes, uneven surfaces, lumpy pavement, drainage spilling onto pathways, and slippery winter conditions. These concerns applied to both active transportation routes and vehicle lanes.
Transit bridge relationship and alternative routes Approx. 30–40 comments	Comments were divided on the role of the nearby transit bridge. Some respondents viewed it as a strong model for active transportation and suggested routing pedestrians and cyclists there. Others said it does not serve the same connections, adds distance, lacks access to key river pathways, or cannot replace the north-side Cushing Bridge connection.
Public realm, aesthetics, lighting, habitat, and river access Approx. 20–30 comments	Some comments asked for an attractive landmark bridge, architectural character, improved night lighting, murals, seating, greenery, river viewpoints, river access, better integration with parks and off-leash areas, and consideration of habitat and natural areas. Others emphasized keeping costs down and avoiding overly decorative design.
Cost, scope, governance, and project priorities Approx. 20–30 comments	A subset of comments focused on fiscal restraint, concern about perceived duplication with the transit bridge, skepticism about bike or pedestrian investments, frustration with past planning decisions, or broader concerns unrelated to the bridge design.

Do you currently use the multi-use pathway on the recently developed transit bridge?



Engagement Summary

Overall, the comments show strong public interest in making the Cushing Bridge replacement work better for all modes, with two dominant and sometimes competing priorities: improving active transportation safety and connectivity while also addressing vehicle congestion and traffic flow.

We also asked for input on questions needing further information on this page. We will be adding Frequently Asked Questions online in response to these in the near future.

Do you have any other questions we can provide more information on this page?

Theme	Questions and comments raised
Construction timing, closures and detours	- When will construction begin, how long will it take, and will the bridge ever be fully closed? - Will a temporary bridge be provided, and what alternate routes will be available? - How far in advance will closures, reroutes and access changes be communicated?

Maintaining vehicle access and managing congestion	• How will traffic continue to move between Inglewood, Forest Lawn, Blackfoot Trail, Deerfoot Trail and 17 Avenue SE during construction? • Could the transit bridge be used temporarily for general traffic? • How will signal timing, lane reductions, nearby construction and railway crossings be coordinated to reduce delays? • What will the project mean for daily commutes and access to homes, businesses and services?
Bridge condition, service life and replacement rationale	• When was the bridge built, what is wrong with it, and is it currently safe to use? • Why does it require replacement after recent rehabilitation work, and why can its useful life not be extended? • Will the project be a full replacement, refurbishment or like-for-like rebuild, and how will long-term durability be ensured?
Design options, scope and cost	• What design options, cross-sections and types of upgrades are being considered? • Will the replacement retain or increase the number of vehicle lanes, turn lanes and shoulders? • What is the expected total cost, and how will spending be divided among bridge, road, pathway and planning components? • Can drawings of the current layout and proposed concepts be provided?
Traffic operations and nearby intersections	• How will congestion, merging and lane-changing conflicts at Deerfoot Trail, Blackfoot Trail, 19 Street SE and 17A Street be addressed? • Could longer turn lanes, additional through lanes, revised signals, roundabouts, grade separation or traffic calming improve operations?

	• How will future development and increased traffic near the bridge be accommodated? • How will the project coordinate with possible provincial changes to the 17 Avenue SE–Deerfoot Trail interchange?
Walking, cycling and pathway safety	• Does the existing pedestrian and cycling connection meet current design standards? • How will the design reduce conflicts between people walking or cycling and vehicles using the Deerfoot Trail ramps? • Can safer, wider and better separated facilities be provided for pedestrians and cyclists? • Can lighting, visibility, wayfinding, public art and safety beneath the bridge be improved?
Pathway continuity and access during construction	• Will walking and cycling routes along the river, beneath the bridge and across the corridor remain open during construction? • How will access to Pearce Estate Park, Harvie Passage, the east-side river pathway, the dog-walking route and other destinations be maintained? • Where will pedestrian and cycling detours be directed if existing connections close?
Relationship to the transit bridge and wider network	• How will the new bridge and pathways integrate with the adjacent transit bridge? • Can the transit bridge's pathway design serve as a model while addressing its limited connection to the east side of the Bow River? • Could additional multi-use crossings connect the Bow River, Deerfoot Trail, Max Bell, Harvie Passage and the broader pathway network? • Why was this work not coordinated with the earlier transit bridge project?



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Community amenities, adjacent properties and utilities	• Will construction affect the Inglewood Golf and Curling Club, nearby developments or access to adjacent streets and parks? • Can the project incorporate artwork, river viewpoints, a launch or takeout point, pathway destinations and improved wayfinding? • How will the water main and other utilities be incorporated, monitored and repaired without disrupting bridge traffic? • How will graffiti and other under-bridge maintenance concerns be addressed?
Engagement process and survey clarity	• Why was bridge-area signage not used more prominently, and will there be in-person sessions or other opportunities to contribute? • Some respondents found the survey wording unclear or restrictive, particularly the use of “strictly” and the descriptions of multimodal travel.

**These questions are being reviewed and will be added to the page under FAQ to provide responses.*

Next Steps

This is our first step in connecting with you to help further develop design concepts. We will use your input in combination with our decision-making process to develop options for future input and continued processes. Please refer to the timeline on our engage page for information on when each step of our process is anticipated. Thank you for your time, input and ongoing interest.

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