



Bridgeland Riverside Multi-modal Bridge

Report Back: What We Heard
January 2023

Project overview

The Bridgeland Memorial LRT Station Bridge connects the [Bridgeland Riverside Community](#) to the Bridgeland Memorial LRT Station and the Regional Pathway system on the north shore of the Bow River. The original bridge was built in 1988 and the north span of the bridge was replaced in 2005.

In 2020, the [Bridgeland Riverside Community Association](#) requested the [Calgary Municipal Land Corporation \(CMLC\)](#) complete feasibility and concept studies for a bridge that would directly connect the community to St. Patrick's Island.

The results of the studies were presented to the Calgary General Hospital Legacy Fund Review Committee and Executive Committee in the 2021. The Committees agreed that The City should proceed with the project to the Preliminary Design phase.

As part of the Preliminary Design phase, we asked how people use the current bridge and what their priorities are for a new bridge that would connect the Bridgeland-Riverside community and Bridgeland/Memorial LRT to [St. Patrick's Island](#).

PROJECT FUNDING

The Calgary General Hospital Legacy Fund is funding the Preliminary Design phase of the project.

The Fund was established in 1997 and uses the annual investment return on net proceeds from the sales and/or leases of the old Calgary General Hospital, Bow Valley Centre lands.



The Calgary General Hospital Legacy Fund Review Committee has identified the project and Bridgeland Riverside's vision of "*inviting the River Back into Riverside*" as a healthy initiative that would help increase the use of active modes of transportation in the community and help to connect the community to the Bow River and recreational amenities at St. Patrick's Island.

PREVIOUS ENGAGEMENT

The community of Bridgeland Riverside has been engaged in a number of different planning activities with groups including Active Neighbourhoods, the University of Calgary's Urban Design Program, B & A Development and The City's Bridgeland Area Redevelopment Plan. Each of these



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activities identified the community's desire to improve their connection to the Bow River, St. Patrick's Island and downtown via active modes. This project itself is the direct outcome of what we heard in those engagements.

Engagement overview

Engagement took place between October 26, 2022, and November 30, 2022. Public engagement was done online, with the option of downloading printable questions.

There were 1,075 visits to the Engage Portal for this project and more than 600 contributions were made.

What we asked

1. How do you usually cross the Bridgeland-Memorial LRT Bridge?

- As a cyclist
- On an e-scooter or other micromobility user
- On foot (walk, jog, run)
- As pedestrian with a stroller or cart
- Using a mobility aid device such as wheelchair, walker, or motorized scooter
- More than one of the above ways
- I do not use the bridge (please explain)



2. How often do you use the bridge?

- Every day or every work day
- Several times a week
- Several times a month
- Less than once a month

3. What is the purpose of your travel? Choose all that apply.

- Employment (commute to work)
- School (commute to school)
- Leisure (St. Patrick's Island, Calgary Zoo)
- Access to Regional Pathway Network



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- Access to businesses in Bridgeland
4. When you use the bridge, where do you generally enter the bridge? Choose all that apply.
- 9th Street NE
 - McDougall Park
 - Bow Valley Drive NE
 - West Bow River Pathway
 - East Bow River Pathway
 - Bridgeland-Memorial LRT
5. Thinking about the design, please rank your personal priorities as a potential user of the new bridge. (In desktop view, drag and drop the choices in the box on the right. Put the most important first.)
6. Is there anything else we should consider?

What we heard

While there were many regular commuters, most of the participants are casual users who access the bridge from the Bow River Pathway on foot and/or as a cyclist. In ranking and in open-ended feedback, accessibility and safety were the highest priority for the new design.

The charts below summarize the input offered by the people who took part in this engagement only. The results are not meant to be seen as a “vote” but rather to show patterns of preference and illustrate trends for further consideration.

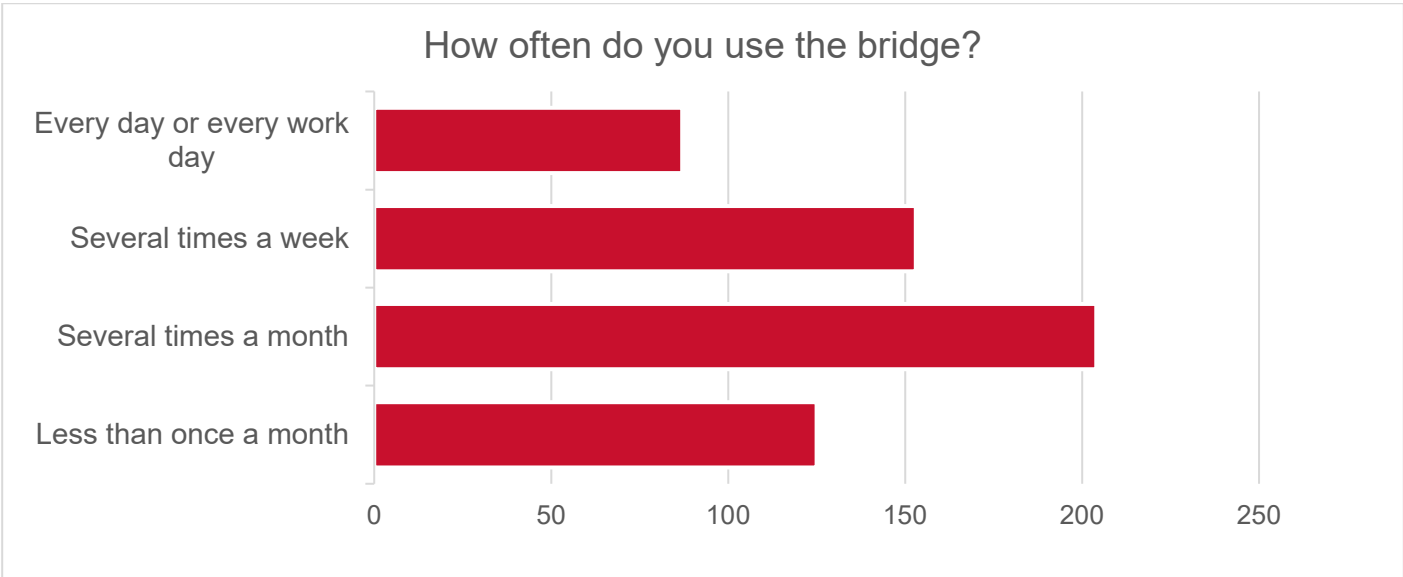
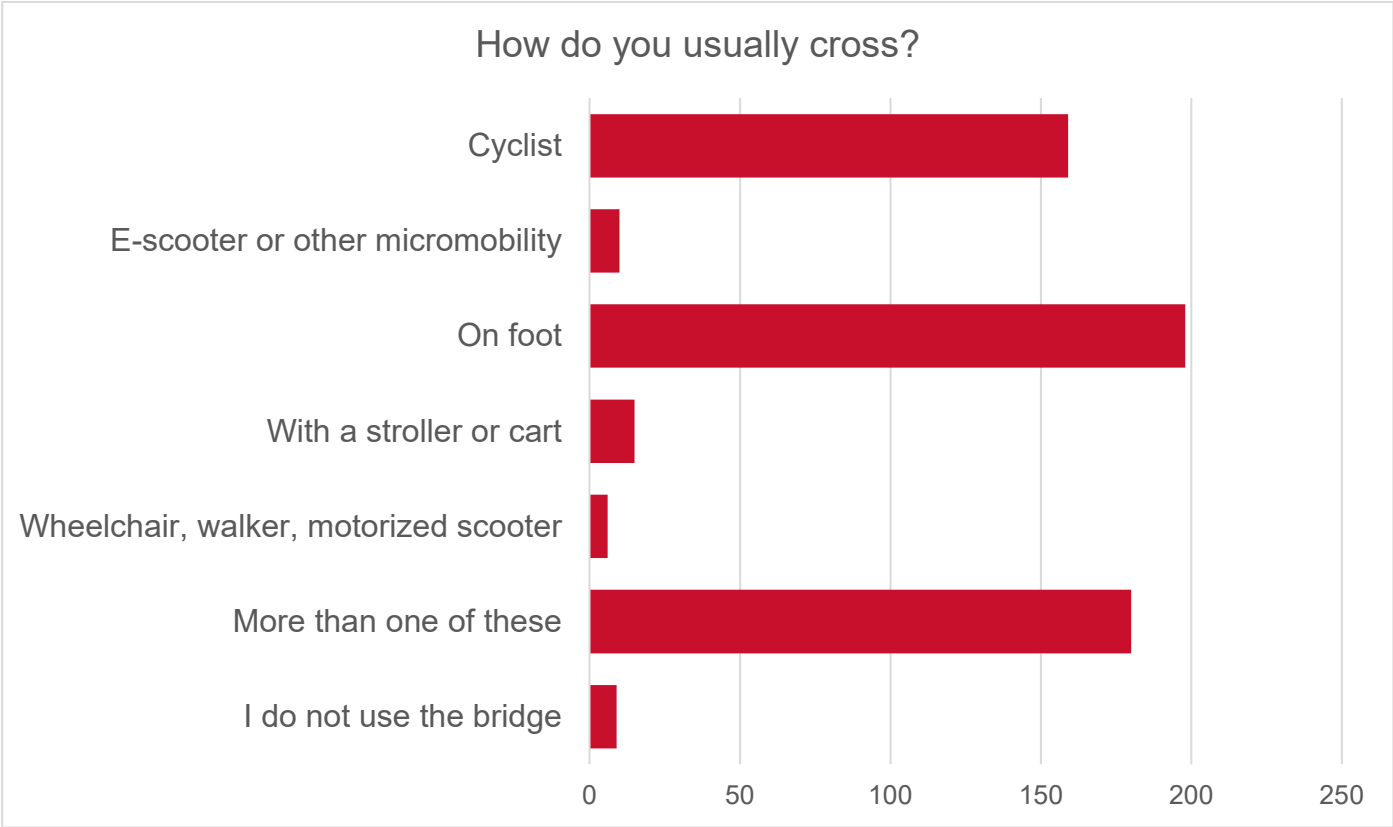
Common themes in the comments for each open-ended question are also summarized below with examples. Where a sample comment included multiple ideas, only the portion that spoke to the given theme was used; omitted text is indicated using “...”. All comments in their entirety are included in the “Verbatim comments” section at the end of this report.

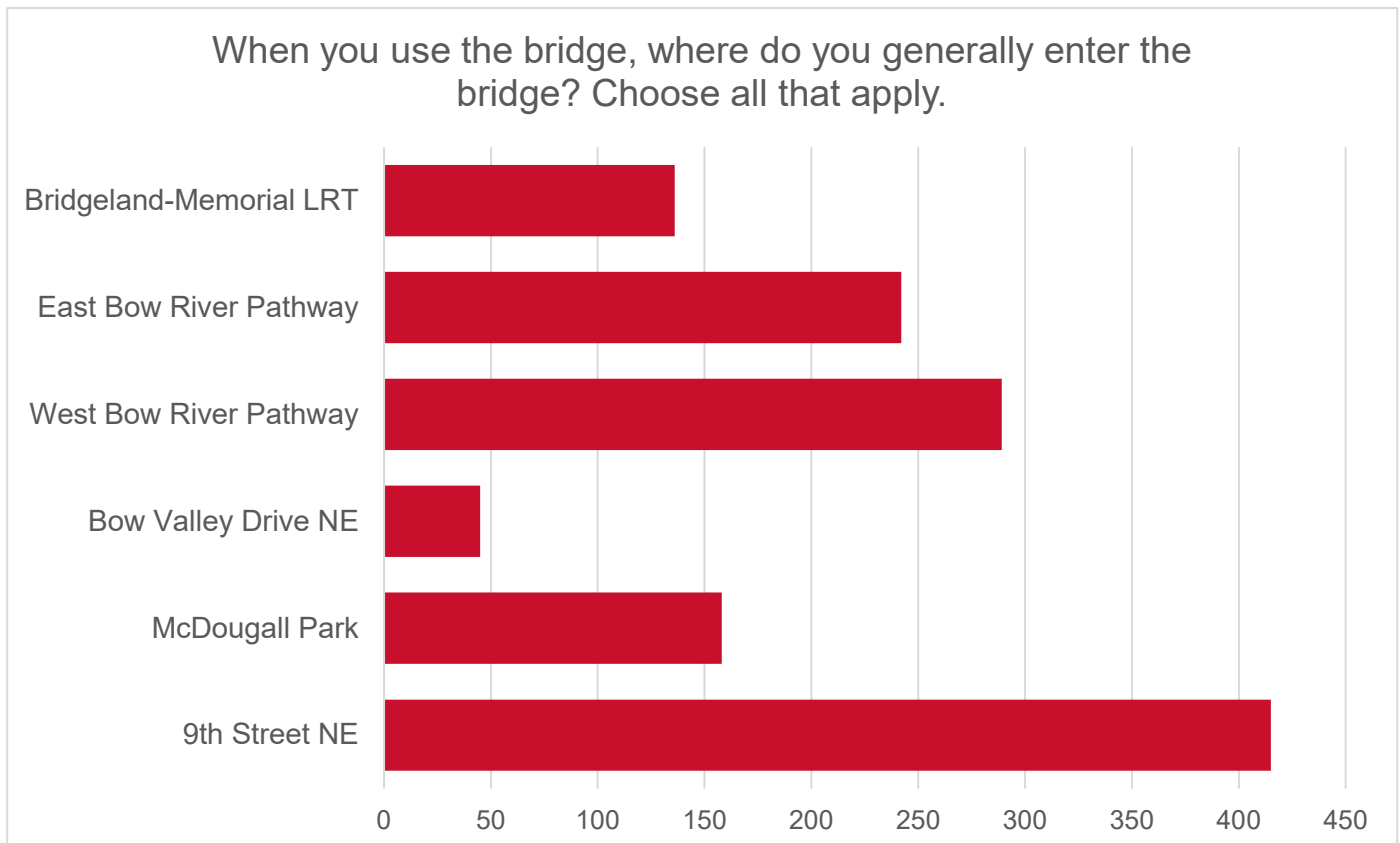
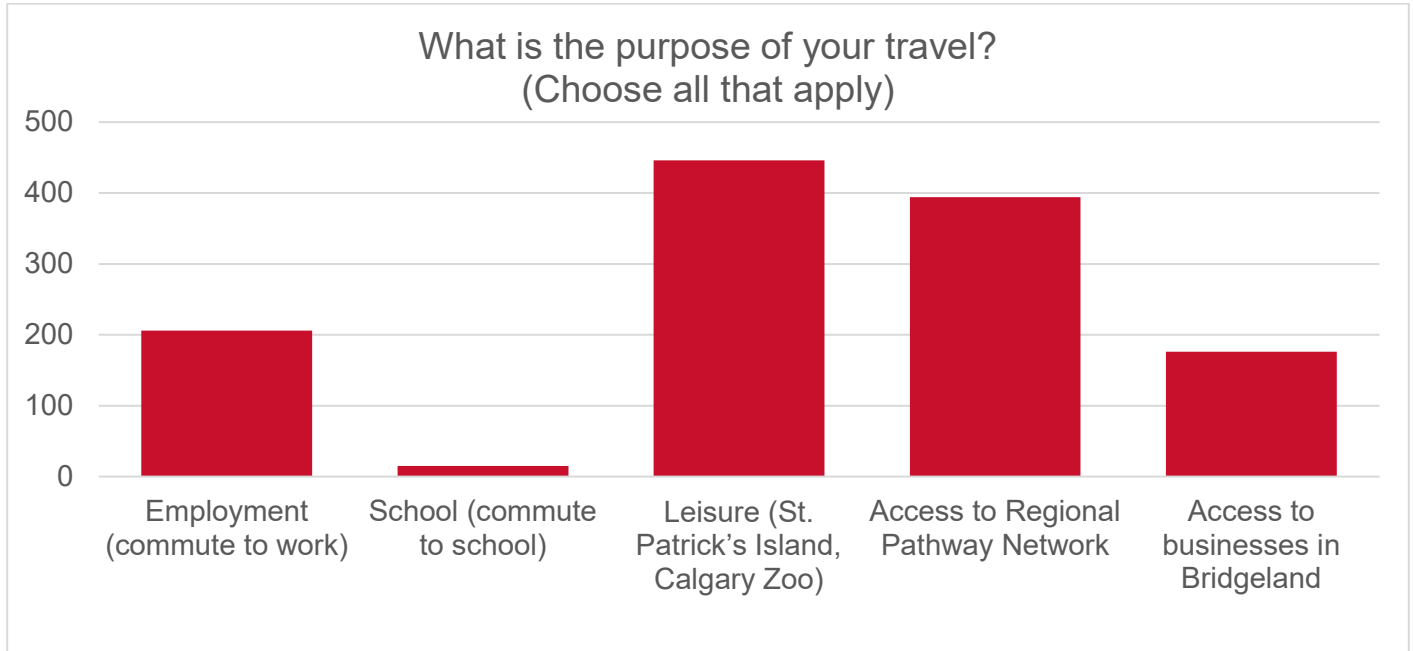


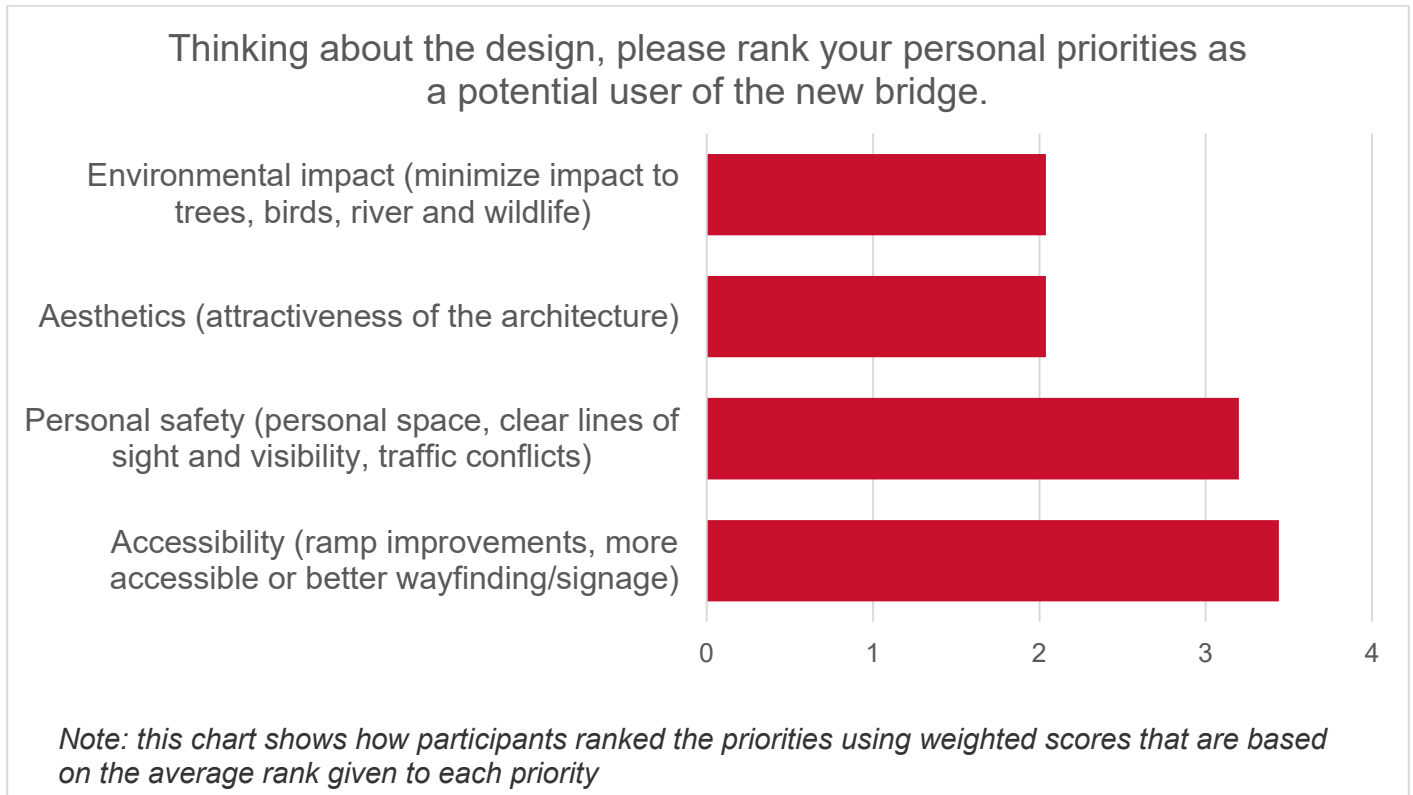
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Summary of input







Is there anything else we should consider?

Many participants saw this question as an opportunity to share more about their reasons for choosing safety or accessibility as their priority in the ranking question. Existing ramps and stairs, and social disorder on the bridge, its surrounding area and inside the LRT station figured prominently.

The overarching themes that emerged here are about how easy or difficult or enjoyable the current bridge is to use, and anxiety and reluctance to use the current bridge. A smaller but important theme of connections to the broader community is also noted below.

Theme	Sample Comments
Difficult to use <i>Width, room to share</i>	<ul style="list-style-type: none"> – “Making the walkways larger as they become very busy during peak times” – “Wider walkways to make room for two way traffic, as well as clearance for mobility devices”

<p><i>Wheeling</i></p>	<ul style="list-style-type: none"> – "...Wheelchair access needs improvement and it is dangerous that cyclists share it with pedestrians." – "It's not the easiest to navigate as a cyclist when there are big groups of pedestrians. I like the north side where there are both steps and a ramp but the southern side can be a bit sketchy when it's a busy day or when there are lots of users"
<p><i>Walking</i></p>	<ul style="list-style-type: none"> – "The south side of the existing bridge is not accessible. The turns are too tight for getting up. As a result, I can't use this bridge for going northbound." – "The pathway on the South side of the bridge is a dangerous pinch point that should be addressed. The cycle and pedestrian paths to the west converge at a blind corner very near to where people access the bridge. I have personally witnessed many near misses" – "E-bikea and cargo bikes are increasing in popularity. They're also larger and need more space to complete a turn. Conventional pedestrian bridges have corners that are too narrow for cyclists but especially those with these larger bikes. Please leave room"
<p>Anxiety and fear of crime</p>	<ul style="list-style-type: none"> – "Emergency personnel access" – "Safety is number one for me. I will often avoid this bridge as there is often not enough pedestrian traffic to feel safe, but homeless and addicts hanging around the area that feel intimidating to a lone female."

	<ul style="list-style-type: none"> – “Safety is huge!! I make every effort to not have to use this bridge after sun down as there is constant suspicious activity in and around Bridgeland memorial LRT. Shouldn’t have to feel unsafe using public areas but there has been an increase in violence” – “I don’t use the bridge alone because I am worried for my safety. It’s dark and you can’t see who is coming towards you. It is also so gross with human “fluids” EVERYWHERE”
Enjoyability challenges <i>Cleanliness</i> <i>Maintenance</i>	<ul style="list-style-type: none"> – “... the current “surrounded” space in the middle of the curly ramp seems to invite dumping garbage and other items.” – “This bridge is known in my family as “the pee bridge” and sometimes we take a different way back into bridgeland just to avoid the smell. If there was a way to minimize the volume of urine deposited in this bridge, it would be a great improvement.” – “Cleanliness - we have travelled over this several times where there is vomit, feces, and there is normally urine, this needs to be seriously planned for.” <ul style="list-style-type: none"> – “Improve the ice problem on north side ramp ice over hard to get up with my power chair” – “... obstacles (slippery spots with ice/snow gathering, scooters left in middle of pathway, hazardous materials, etc.).” – “I just really hate the circle. Slippery in the winter and bad sight lines. Primary use is getting to Inglewood or st Patrick’s island” – “The ramp on the south side is very often covered with ice and snow after a shower, which poses significant safety risks to wheelchair users, those visually impaired, and those who are using any vehicle with wheels.” – “This community there is a lot of families and elders please made it considering them as primary use. Even as a Biker I want them safe and happy.”
Additional theme to note <i>Connections</i>	<ul style="list-style-type: none"> – “Integrating better pathways from Center Ave (there is no sidewalk on one side of the road) as a major EW connector to this bridge



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	<p>should be considered especially with the construction of thr Continuing Care Facility”</p> <ul style="list-style-type: none">– “I think you must consider to make the station accessible and connected to the affordable housing that is on 7a St NE and that area around it. Most low income people are more likely to use the transit.”– “Connections on the north side need to be made to the bike network.”– “There isn't really a safe place for cyclists to connect in with 9 St NE from the north end of the current bridge. There is an entrance ramp to a parkade that works in a pinch, but you have to look all the way behind you to see if cars are approaching.”
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Verbatim

Any personal identifying information, comments or portions of comments that contained profanity, or that are not in compliance with The [City's Respectful Workplace Policy](#) or [Online Tool Moderation Practice](#), have been edited with removed words indicated as "[removed]". Most of the edits are due to violations the participation rule by using terms that can be discriminatory of people's gender, race, religion, culture, sexual preference, appearance, background or housing status. No other edits have been made to people's comments.

(1) Safety is a major concern. Visibility lines in the spiral segment are terrible. Regularly, I encounter drug deals and sketchy looking characters using the spiral to conceal activity. (2) Direct pathway to St. Pat's island is important to me.

wide enough laneways to concurrently accommodate cyclists, pedestrian & strollers; I often use this access with my (3x) small children who are often intimidated with all the bridge hustle. Also, access to St Patrick's is not direct

A better pedestrian crossing for memorial and Edmonton trail

A better ramp and the addition of stairs on the river side

A connection right to st patricks island would be wonderful. Most the pathways intentionally force people to weave up and down the river to get anywhere.

A cover! Like the Shawnessy LRT bridge as sometimes it's super windy and cold

A direct connection from Bridgeland to St. Patrick's island is needed to better encouragement non-car transportation. Right now, going from Bridgeland to East Village requires crossing this bridge, and then backtracking to either the Zoo bridge or Reconci

A direct route between Bridgeland and St. Patrick's Island would be ideal.

A plan for making sure it is cleared of snow and ice during winter.

A proper exit for 5 bikes on to the road at 9th St on the North side of the bridge. Currently you have to stay on the sidewalk for too long before you can easily get on to the road without jumping a curb.

A solution for the homeless in the area. The ramp/Lrt station is frequently used by transient individuals as a place to shoot up or congregate. It is not safe for the public when there are individuals high on narcotics or when drug paraphernalia is left out

A wider pathway would be great to allow more space to pass badly behaved dogs

Ability to have 2 people side by side meeting 2 others in opposite direction.

Accessibility and separation for cyclists, lighting, bike friendly ramp on the riverside



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Actual connections for cyclists would be great. Also, there's a lot of human pee on the bridge near the C-train entrance; you should redesign this to reduce this impact.

All of this will be useless without getting drug users and homeless out of train station

Always have ramps and stairs. Stairs are better for walkers as they are quicker

Anything will be better than the spiral of death on the south side of the current bridge.

Anything you can do to deter homeless camping in the area is welcome for increasing safety. Existing ramp is a homeless toilet.

As a parent walking and biking with field trips with Riverside school, creating access now will create lifelong walkers, bikers, nature orientation, sustainability in our kids. Make path wide and lit.

As it will be such a large structure--given the areas it must span--perhaps make it a park like space in itself--i.e. New York's High Line park. A destination of it's own--not just a means to an end.

Better accessibility is key - lumping it in with wayfinding signage is weird. Wayfinding is important, accessibility is key.

Both sides of the bridge are a pleasure to bike up and down, would love to see that maintained! Also, the two main purposes of our use of the bridge were missing from the options above: to access businesses in Inglewood, and the East Village

bridge should allow cyclists to travel without having to dismount, should be wider and have better lighting, the connection to 9th Street is crucial.

Building stairs on the other side of the bridge, and later thinking about improving pedestrian access all along memorial. The lack of crossings is bad and the crossing at Edmonton Trail is insulting to anyone outside a car.

Cameras and a panic box

can we waste more tax payers dollars. It is a recession. Instead of spend our money how about finding ways to make the dollar go further with out spending more.. What a [removed] hole city this has become and idiots pretending to run it

change the structure of the bridge that connected to east and west bike paths. Going on several ramps upward are hard for non-electric wheelchair users. Need to have elevators on either side of Memorial Drive street.

Cleanliness - we have travelled over this several times where there is vomit, feces, and there is normally urine, this needs to be seriously planned for. Also construction time to minimize lack of usage - this is highly used, can't be closed for 1+ yrs

Cleanliness (rid of bad odour, human waste /garbage/liquid on the bridge

Cleanliness.

clear marked bike lanes



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Connecting the bridge in a way that preserves the green development of the river island area - not just a sprawling concrete pathway.

Connection to St. Patrick's was the main missing link, and safety and cleanliness going forward will be key.

Consider that there are many different types of users: bicyclists, joggers, people walking dogs. And they will need to share this bridge safely.

Consider winter (ice) conditions on walkway.

Cost effectiveness.... the bridge is very functional as is so don't go crazy spending money on "upgrades"

Cost, keeping costs low.

Creating an overpass or bridge that has good visibility due to high number of people loitering and using drugs around the current bridge, adequate lighting at night, better connection into the two bridges that enter East Village/Inglewood.

Critical are safety both from people (sketchy activities, drugged, sleeping, unpredictable/erratic, big group/intimidation, etc.) and obstacles (slippery spots with ice/snow gathering, scooters left in middle of pathway, hazardous materials, etc.).

Current bridge location and design slows down travel across memorial, making it difficult to get from St. Patrick's Island to Bridgeland, despite the fact that the two places are so close geographically. New design should visually/practically improve this.

Current round ramp on south side is poor as a cyclist. You shouldn't have to dismount (as per sign) nor should you have to go up 3 loops to get to the top. Connections on the north side need to be made to the bike network.

Cyclists and pedestrians use this bridge frequently. Respect for all modes of transportation is important.

Defund the arts.

Direct access to St. Patrick Island would be AMAZING. ie. make the bridge go over the little arm of the Bow in addition to overtop Memorial drive. In that case, I would move Environmental impacts to #2 on the priorities list.

Don't cut down trees.

Don't make it a heated building. Should all be outside.

During the construction there needs to be alternate access across memorial. Would be very inconvenient otherwise.



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E-bike and cargo bikes are increasing in popularity. They're also larger and need more space to complete a turn. Conventional pedestrian bridges have corners that are too narrow for cyclists but especially those with these larger bikes. Please leave room

Emergency personnel access,

Enough space for a bike to turn (quite a large turning radius is required), high guardrails for those on bikes,

Ensuring there is some way to access Bridgeland on foot or bike when the bridge is inaccessible.

Ensuring updates to cyclist connections are safer (both on ramp/crossing) and as you tie in by the river path or bridgeland

Even just a redo of the south side ramp would be nice

Excited to see this project is going to happen! Can't wait for the spiral ramp to disappear. It is dangerous with people speeding down on bikes with the current limited visibility.

Extend the bridge to St. Patrick's Island.

Extending it over the river onto St. Patrick's playground would be most beneficial for bridgeland families looking for a more direct route to enjoy the island

Extending the bridge over to the island is an intriguing idea but please do minimize disruption to the natural environment.

Faster and more direct access for foot traffic (i.e. stairs in addition to ramp). Absolutely crucial.

Finding a way to separate the dangerous people that hang around the train station from the path from Bridgeland to St. Patrick's Island. This is the main reason I avoid this bridge currently.

Get rid of the spiral at the south end!

Good to be mindful of the residents in the buildings directly adjacent to the bridge and how construction and upon completion, additional pedestrian/cyclist traffic will affect them

Hang out for questionable people. Security is my main concern.

Have seen one design out there that is elaborate and wide- to me the bridge at this location should be safe and efficient it's unlikely to be a destination so let not try to be.

Having an elevator for those who can't climb up or down

Having proper lighting at night to deter loitering, drug consumption and crime. Memorial station sees a lot of drug consumption activity on a regular basis, so any design that can help deter this issue would be welcome.

High walls for safety when crossing over Memorial Drive for cyclists and pedestrians.

Homeless gathering, using drug



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Honestly, I think the bridge is excellent the way it is, and I can easily avoid crossing it when it is busy.

How to avoid more encampments on the route

I always have my dog with me which lessens my safety concerns however the area is really sketchy

I believe the first question you should have on this consultation is "Is this bridge required?" It appears to be a foregone conclusion the way your survey is constructed. There are 2 other bridges.

I bet there are better places to spend infrastructure money than on replacing a structure that appears to be completely fine just to get access to St. Patrick's Island; it's not difficult to access the island as it's currently designed.

I dislike putting personal safety first, but it is an issue these days (and actually in the past - I vaguely remember a murder? taking place there years ago).

I don't use the bridge alone because I am worried for my safety. It's dark and you can't see who is coming towards you. It is also so gross with human "fluids" EVERYWHERE

I don't use the bridge because it's a nightmare, but I would if there was one. Wide enough for cyclists and pedestrians to use all together, please.

I have never visited St. Patrick's Island and will still probably have no need to access it. But if the south end ramp spiral could be replaced with a design similar to the north end I believe it would improve usability.

I have serious concerns about this bridge regarding homeless people use. It needs a bathroom. I have had to avoid excrement and urine multiple times. I have reported drug use multiple times (blocking doors and the pathway). It needs to be safer.

I just really hate the circle. Slippery in the winter and bad sight lines. Primary use is getting to Inglewood or St. Patrick's Island

I like this project, but don't see the connection to St. Patrick's Island being a missing connection at this time. Would much rather see a new bridge at the Nose Creek confluence, since there's no way to cross the river between Baines Bridge and Blackfoot

I love the existing "corkscrew" bridge because it's very easy to cycle up & down. Unless the bridge is structurally unsafe, I hope you will keep it. Also, Baines Bridge is only 100m away. Why build another one?

I noticed yesterday that, if it extends onto St. Patrick's Island, the bridge is likely to land right on top of the kids playground. Please offset that somewhat so that the playground will be off the main pathway. And please keep the island in its natural state



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I personally avoid crossing that bridge Because it is so awkwardly long. There is no need for a million loops to make it never ending. Also by the river it ends where are tons of homeless are drinking daily

I think you must consider to make the station accessible and connected to the affordable housing that is on 7a St NE and that area around it. Most low income people are more likely to use the transit.

I use this bridge daily for commuting, daily for running, on weekends with my young family on bikes and on foot, and monthly with school field trips with Riverside School. Then train station smells like urine, and the lighting in Macdougall park is dim.

I wish the ctrain station itself felt safer. I have to say when I'm inside up top it doesn't feel that safe. and then down on the bottom in Bridgeland it feels unsafe as well. I'm always happy to get around onto 9th st where it feels nicer.

I would like the bow river side more bright. I feel not so safe because it's dark and not clear now.

I would like the bridge to connect to St. Patrick's Island.

I would use this bridge daily if 9 St wasn't so dangerous right now and if it wasn't such a terrible bridge. I often use the street-level crossing to the west at Edmonton Trail because the bridge isn't bike friendly and doesn't feel safe when I'm alone.

I'm not a fan of the current ramp-tower on the riverside. It's annoying to go up as a cyclist and leads to conflict with pedestrians. A new ramp with fewer turns that has a dedicated wheeling lane would be best.

If possible have bicycle and pedestrians separate.

If possible separate pedestrians and cyclists

If there was a direct route between the two it would get a lot more use. Right now the set up means a lot of backtracking. I would use it for commuting if the set up improves.

If you get the design right - it would be a bridge that's designed with the environment in mind & the aesthetic would be both pleasing and facilitating of safety and good movement with bikes, strollers and scooters.

Improve the ice problem on north side ramp ice over hard to get up with my power chair

Improved lighting and seating

Improvements to the greater pedestrian network to improve access, safety, usability.

Integrating better pathways from Center Ave (there is no sidewalk on one side of the road) as a major EW connector to this bridge should be considered especially with the construction of the Continuing Care Facility

It needs to be wide enough to be multi-modal to feel safe for everyone.



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It would be great to separate bike/scooter traffic from pedestrian traffic. Wheeling traffic is really inconsiderate and dangerous on the pathways in general.

It's not the easiest to navigate as a cyclist when there are big groups of pedestrians. I like the north side where there are both steps and a ramp but the southern side can be a bit sketchy when it's a busy day or when there are lots of users

It's a little bit unsafe right now. I take my kids across there regularly to go to St Patricks, the Library or to use the pathways, there are often people selling things on the south side of the upper level, and there are often puddles of urine.

Just use the design from the 2020 study instead of doing another study. It's a great design that ticks all the boxes.

Keep the station and bridge clean and safe for residents in the area to use at any time of day or night

Keep up the good work! More people oriented spaces are needed in Calgary. Too much money goes to cars.

Lighting and crime prevention

Lighting will be very important here. It's a dangerous area.. BUT done effectively, this will be great to bring traffic from the bow river path into Bridgeland. As someone who often walks/cycles in this area, the crosswalk has been the biggest deterrent.

Location that makes sense in context of Bridgeland community

Lot of homeless that the city should help and drug used and traffic on the bridge and in the Bridgeland station. Also people are urinating and defecating on the path.

Lots of lights at night, there are also a lot of homeless people on this bridge doing drugstore constantly, it needs a security guard or some sort of system to stop it from being a homeless shelter

Lots of lights for safety

LRT safety and its impact on safe use if the Bridge. Connection to St Patrick's Island is a great idea.

Make it a focal point of the community and wider than the current span to allow multiple modes of travel to cross bridge at same time. Also no corkscrew like what I currently at the south end of the span.

Make it comfortable for pedestrians and cyclists to share.

Make it iconic, invitive to tourists to come explore Bridgleland an Inglewood!

Make sure the bridge is accessible for people using cargo bikes. Thanks!



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Make the city beautiful while being fiscally responsible. I know it's a tall order but Calgary has impressed before!

Making sure there is an exit to the bow pathway. Also, safer/more secure bike storage on both sides of the bridge for folks doing a hybrid journey by bike and train.

Making the walkways larger as they become very busy during peak times

Many reasons to upgrade the B-M LRT bridge as its unsafe/ unsavoury but who decided another multimillion\$ bridge is needed to St Ps Is? No rational provided. 2 good bridges nearby to cross to island. Who's going to use it? Another CGY bridge scam???

Memorial drive and the LRT tracks are a massive barrier limiting access to Bridgeland from communities on the other side of the river. This needs to be a welcoming "gateway" into and out of the community.

Minimizing hide out spots for unhoused individuals to loiter.

Minimizing transient population

More engagement with and better gradient into the pathways (plaza, art, benches, entertainment etc)

More security, too many addicts use in every station

More than one exit from the platform is needed. Once on the LRT platform there is only one way out. As a female alone on a platform, it can be scary when a group of males comes onto the platform and the only way off is through them.

No space where the homeless can camp out

Nothing wrong with the current bridge, no new bridge needed!

Once saw an unstable elderly woman walking up this circular ramp. Very frustrating was that she had no use of her right arm and since the only handrail was on the right side it made the task very difficult. A design for all abilities is super important.

only one bridge should be in this plan,

Pay homage to the history of the area and create a local landmark and design destination to enhance the cultural capital of the area.

Personal safety is an accessibility issue - if something isn't safe for everyone, including vulnerable groups (women, BIPOC, youths, disabled people, etc), it isn't truly accessible.

Personal safety is very important. One should feel comfortable crossing the bridge without fear of being harmed.

Plans to reconstruct Bridgeland Memorial Ctrain station similar to what's planned at Victoria Park Ctrain Ststion. Remove the escalators and heated station to minimize the ongoing Social disorder by homeless individuals.



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Please connect the bridge to St. Patrick's!! It will help so many families trying to get to the playground safely. We live in bridgeland but don't feel safe walking on the north side of the pathway between the flyover and the George King pedestrian bridge

Please consider the surrounding area at the base of the spiral walkway as many vulnerable people use this area for camps. In the summer, I often see 1-2 smoking crack out of a pipe. Please increase pathway lighting and clear bushes!

Please don't have this under construction for years and please let us still cross over if it is under construction. Also, I would leave it the same if it meant the money could be used for 24 hour security, it's SCARY!!!!!!

Please ensure the new facility will have adequate security and maintenance !! - the current station and bridge are frequented by some pretty sketchy individuals with a great deal of criminal activity.

Please get rid of the indoor space. Everyday people are staying there doing drugs, smoking, and urinating right outside the doorways. It is not a safe environment.

Please make the slope as gradual as possible. Most overpasses are too steep

Please put a 'next train arriving' sign up that you can see before the bridge by the condo building so people walking to the train from bridgeland can time their walks better. I cannot tell you how many times i've missed the train by a min.

Possibly having more than one entrance/exit for the train platform to increase safety. Right now I'm too scared to take the train when it's dark due to safety concerns and the feeling like you could be in a situation where you are trapped.

Public washroom. Safety/transient mitigation

Putting stairs for pedestrians on both to pedestrian off the ramps for wheeled transport

Railings should NOT angle inward. Stop doing this design. It reduces the width available for use. Railings should angle OUTWARDS if anything. This maximizes the available width for users. Consider shy distance from the railing.

ramp on South side of Memorial needs to be much wider and open for foot/cycle travel. Openess so that street people can't use it as a bathroom , not safe. A emergency call button on this side as well.

Rebuild the LRT station. It is very rundown

Room for bicycles and pedestrians to use at the same time

Room for cyclists and pedestrians

Safety at night , cleanliness and the homeless population near the downtown area. It will also be nice a separation for walking and cycling.

Safety from crime, drugs, unstable people



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Safety from drug addicts, and loitering.

Safety is huge!! I make every effort to not have to use this bridge after sun down as there is constant suspicious activity in and around Bridgeland memorial LRT. Shouldn't have to feel unsafe using public areas but there has been an increase in violence

Safety is my one and only concern. The ramp, stairs and railings are all in good shape. There are too many homeless and druggies in the area. The area smells of urine. This needs to be addressed.

Safety is number one for me. I will often avoid this bridge as there is often not enough pedestrian traffic to feel safe, but homeless and addicts hanging around the area that feel intimidating to a lone female.

Safety on the south ramp. Visibility is poor with regards to oncoming bikes and pedestrians. The LRT station also has some sketchy people (on drugs/drunk) that hang out by the doors, making me feel unsafe, particularly if I'm walking.

Safety or the whole north side of the river pathway needs to be revisited and this is a great first step.

Safety safety safety. Too many sketchy characters lingering around there at all times.

Safety seems to be an ongoing issue at this site. Creating a space that doesn't enable drug deals and camp outs should be prioritized.

SAFETY! Perhaps cameras? Late at night really doesn't feel safe with LRT traffic, people using drugs, etc.

Safety!!!! I am born and raised in this neighbourhood and now I have three kids of my own who are 5,4,4 and accessibility is great but when there are drug accident and shrines loitering on the bridge it won't be used as much as people want to.

Safety. Way too many drug ads it's use the area which makes it one of the least safe parts of my commute.

Safety/visibility and space when entering/exiting from the bow river pathway; the current "surrounded" space in the middle of the curly ramp seems to invite dumping garbage and other items.

Separate as much as possible pedestrian and cycling users.

Separating/creating more space between pedestrian and cyclists so it's safer to use for all vulnerable road users. Thank you!

Some sort of sound damping, the traffic noise from memorial makes the current bridge an unpleasant place

Space for dog walking, want to minimize homeless population hanging out in the bridge



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Stairs and Ramps, turnstiles for the train station

Sufficient Lighting, for enhanced Safety.

Take inspiration from Dutch cycling infrastructure. This bridge should be super wide (4m+) with gentle grades and wide curves so cyclists of all abilities can easily bike up both sides.

Tell CPS we can't ruin everything because they're lazy.

Thanks for considering doing this!

The area on Sth of LRT bridge along Bow pathway is VERY problematic with drugs, encampments, current CTrain access being used as a toilet etc. there's been attacks/knifings. Entire Bow pathway needs rethinking, redesign, landscaping to increase safety

The biggest thing is that the circular ramp connecting to the river pathway is unsafe. I've had a lot of near misses on this ramp with scooters and bikes, and people walking with headphones etc. You can't see who's coming.

The bridge from the LRT should go right across the river to the island. That would be the number one improvement that would improve things.

The Ctrain station & bridge over Memorial Dr desperately need improvement but no need for another expensive bridge to St Patrick Is- already 2 nearby bridges- Bains & GC King. No more Calgary bridge boondoggles needed.

The current design is great. The circular ramp to/from the Bow River pathway is a high potential risk for cyclists/strollers. The circular ramp's width is barely wide enough for two people to pass each other.

The current roundabout nature of the south side ramp is very tedious and seems monotonous. The option of stairs in addition to a ramp would be appreciated to expedite the travel time over the bridge for commuters on foot.

The current spiral access at the Bow River Pathways system is hard to use as a cyclist or as a pedestrian with cyclists because sight lines are very limited. Adding a direct connection to St. Patrick's Island would be hugely beneficial too

the current spiral is dangerous on a bike. there are not clear sight lines and it is busy

The existing bridge is actually fine, from my perspective.

the LRT bridge south side access does need to be improved by Calgary Transit. no need for a bridge extension to St. Patrick island when 2 nearby bridges are available. The money could be better spent on other community projects.

The LRT station, inside and outside are often used as a public toilet, there is a constant smell of urine. Include facilities so it can be cleaned on a regular basis (janitor room with running water, garden hose/spray nozzle etc.)



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The new bridge needs to be designed to facilitate future major upgrades/redesign of the CTrain station. Also... McDougall Park was renamed Riverside Park in 2018. Please use Riverside Park in future communications & report.

The North side ramps and stairs are ok now, but could use a better connection to the East (McDougall park, etc.) The actual bridge needs to be about 5x wider than it is now. The South side should incorporate an "off ramp" to the regional pathway too.

The older ramp can get congested and merging on/off the bow rover pathway can be challenging. The pathway on the South side of the bridge is a dangerous pinch point that should be addressed. The cycle and pedestrian paths to the west converge at a blind corner very near to where people access the bridge. I have personally witnessed many near misse

The personal safety option unfortunately should also consider the characters who often hang out there, making other users feel unsafe. Maybe security cameras or other form of security?

The ramp on the south side is very often covered with ice and snow after a shower, which poses significant safety risks to wheelchair users, those visually impaired, and those who are using any vehicle with wheels.

The round ramp is a LOT easier to go up as a cyclist. I absolutely prefer it to a zigzag one.

The south end should have a better ramp vs the current coiled one. Need to reduce blind spots where people can hide. Need to maintain access during construction.

The south side of the existing bridge is not accessible. The turns are too tight for getting up. As a result, I can't use this bridge for going northbound.

The spiral design on the South end of the bridge is tight and difficult to navigate on a bicycle. The North end ramp is preferred for practical use. Connecting to St Patrick's island would be great; pls don't lose access to Memorial river path access

The spiral is a terrible ramp. The ramps on the north side are too narrow and the turns too tight with poor visibility of other users.

The spiral is actually safer because it forces us bike and skateboard riders to keep our speed down.

The spiral ramp isn't cleared of snow, it seems. During the first snowfall of the year I slipped a couple times and fell once due to the snow and ice on it.

The spiral ramp on the Bow River Pathway side is frequently congested, especially in summer with bikes (and I'm a cyclist). It's tough to go up and down at a safe speed while also giving everyone adequate space.

The spiral ramp on the bow river side of the pathway in its current form is dangerous and annoying! Since there are no stairs, pedestrians, cyclists and others are all forced to navigate the terrible spiral together! Needs an improved ramp/stair combo.



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The spiral ramp on the south side is annoying both on foot and on bike.

The switchback ramp at the north side sucks to navigate on bikes with larger turning radii. I definitely support this project.

There are often issues with the transient population here, especially at the Bridgeland-Memorial train station (open drug use, property theft, etc). I feel like that needs to be considered with this project as well.

There is an additional access point south of Bow Valley Drive NE that I regularly access to go to/from daycare drop off running alongside Memorial Drive.

There isn't really a safe place for cyclists to connect in with 9 St NE from the north end of the current bridge. There is an entrance ramp to a parkade that works in a pinch, but you have to look all the way behind you to see if cars are approaching.

There needs to be a proper bike path leading to the bridge from 9th St. Someone will get hurt one day.

There needs to be more lighting at night around this bridge and pathways. No one wants to use them at night for leisure because it does not feel safe.

There's a lot of potential conflict on the pathway along memorial where the bike path and pedestrian path come together a short distance from the ramp to access the bridge. Many cyclists are going too fast and the site lines are poor. Improving this are

There's often a mix of transportation on this bridge mainly foot traffic and bikes sharing, hopefully there are plans to improve the flow of pedestrians

This bridge area is unsafe and used less than expected due to the high level of social disorder that emanates from the river bank. Addictions and the crime and death associated must be addressed if the ramp to St Patrick's Island is to be a success.

This bridge connects some of the most pedestrian-friendly, walkable, bikeable spots in town. Please make sure it is easy to navigate by bike. Right now there are so many sharp turns.

This bridge does not need to connect to St Patricks Island. If it does, we can not lose access to it from the pathways. Wheelchair access needs improvement and it is dangerous that cyclists share it with pedestrians.

This bridge is known in my family as "the pee bridge" and sometimes we take a different way back into bridgeland just to avoid the smell. If there was a way to minimize the volume of urine deposited in this bridge, it would be a great improvement.

This can be a dodgy area

This community there is a lot of families and elders please made it considering them as primary use. Even as a Biker I want them safe and happy. Space for strollers and bikes. That people feel safe crossing not only from the cars also from possible robber



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This could be a very busy and useful crossing. Currently it feels very difficult and unsafe to cross Memorial Drive between Centre Street and Deerfoot trail. I would welcome an accessible option here.

This crossing is gross. Just yesterday there were 3-4 places where people had urinated.

This is a dangerous area. The current bridge is often populated by drug users. It's often covered in urine, feces, and vomit. I have never felt safe using the current bridge, and I won't use it in the dark at all.

This is a great idea and would allow walkers and bikers to much more easily link Bridgeland to St. Patrick's island.

This will represent Bridgeland and should do so in the best way - and will be one of the first things people see when travelling downtown from the East - great opportunity to make this a great landmark of the city.

Thx! This would be such a handy bridge!!

To be budget friendly.

Unfortunate that pedestrians have to use a bridge at all! Kick cars off memorial :)

Urgency. I would like to see this become a reality soon.

Use of regional and low-carbon, sustainable materials (e.g. GUL concrete, high SCM cement, EAF steel and rebar, etc.)

Walking and accessibility access over biking (as not all can afford a bike). LRT station and ramp priority over anything else

We do need a refurbishment of the current LRT bridge access over Memorial Drive - but there is no reason to waste money on another bridge directly across to St. Patrick's Island - when there are already 2 bridges within easy walking distance.

We walk our dog over this bridge a lot.

well lit easy to clean due to the cliental that hung out there

Well then you were a ramp on the north side of the bridge is much better for bikes and strollers then the south circular bridge.

well-lit bridge since the area can be dangerous.

What's wrong with the existing bridge. Is it functional, is it broken and needs replacement? The oldest part of the bridge is only 34 years old, why does it need replacement

Whether it's necessary as the bridge is already accessible

Why do we need a new bridge? The only issue with the current bridge is that homeless people camp out outside the train station.



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Why is this happening. Is the old bridge unsafe?

Why is this necessary? There is already a bridge there... how about spending the money on a pedestrian bridge that goes over the bow river halfway between bridgeland and Blackfoot trail. 20+ minute walk from the zoo to inglewood...

Why was "visiting friends/family" not an option for the purpose of my travel? People do actually go see each other from time to time.

Wider lanes to allow for safer passing of pedestrians by cyclists. Better lighting and safety, this bridge has tons of drug dealers and sketchy spots for people to loiter on the pathway side. Avoid bike exits emptying out to pedestrian zones.

Wider pathways along the bridge, better access (safer, more space) to the pathway adjacent to Memorial Drive. Clearer access to bridge from 9th Street. Wider access along doors to Ctrain.

Wider pathways where possible for greater volume of commuters. More ease of access to elevators. Safety 1) more lighting in general & bow river path side 2) bottom of ramp on bow river side needs bigger area before stepping onto bike path.

Wider walkways to make room for two way traffic, as well as clearance for mobility devices

Width and turning radius for bikes, to avoid conflicts with other users

Width of path for passing slower users ie bike vs walker

Width to allow more room of passers by

Would be cool for this bridge to connect from St. Patrick's Island to Bridgeland Memorial Station

Would love a connection to st Patrick's island!

Yes, the safety of the infrastructure itself, meaning the slipperiness of the walking surface and stairs.

Yes, tons more that you are not asking here! This does not cover the issues.

Why do we require another bridge to access St. Patrick's? One can access it via Zoo parking or from the George C. King bridge. Another bridge is redundant. A preferred bridge would be from mid-St Patrick to Ft Calgary location. Consequently, I have accesibility, personal safety, no additional neg environmental impact. Aesthetics is personal taste, and thus not qualifiable nor quantifiable. A bridge from Bridgeland to meet with the George C King bridge would be a bonus. It would provide direct access from Bridgeland to EV, a mid-point between Inglewood and the downtown core