



### Project overview

The City of Calgary is investing in one of Calgary's oldest neighbourhoods to keep it safe, beautiful, and vibrant. With the recent completion of the new 9 Avenue S.E. bridge and updates to the CPKC Rail bridge and tracks, plus the future installation of the Green Line LRT, we are looking to potentially improve and expand the pathway on the east side of the Elbow River between the Bow River and the McDonald Bridge, including underneath the 9 Avenue S.E. bridge. Improving this pathway would improve accessibility and connectivity for all Calgarians between the communities of Inglewood and Ramsay, the future LRT station, the River Walk and other connecting pathways, and surrounding amenities. The proposed improvements would include the addition of a new pathway connection underneath the 9 Avenue S.E. bridge.

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

#### Online engagement:

Online engagement for this project took place between Oct. 25 to Nov. 15, 2023, on [engage.calgary.ca/EastElbowPath](https://engage.calgary.ca/EastElbowPath). We connected with 356 participants online, receiving 390 contributions during our open engagement period.

The online engagement for this project aimed to better understand the wants and needs of the community and interested parties for how The City should rebuild this key link in Calgary's pathway network.

#### In-person pop-up engagement:

We hosted one in-person pop-up engagement session:

- Oct. 28, 2023, a pathway pop-up engagement session was held on the current East Elbow River Pathway near the Traverse Pavilion.

The pathway pop-up engagement session was attended by 22 people. Members of the project team provided project information to pathway users and also handed out information postcards with a QR code that led directly to [engage.calgary.ca/EastElbowPath](https://engage.calgary.ca/EastElbowPath) so that participant feedback could be captured online.

#### Project communications:

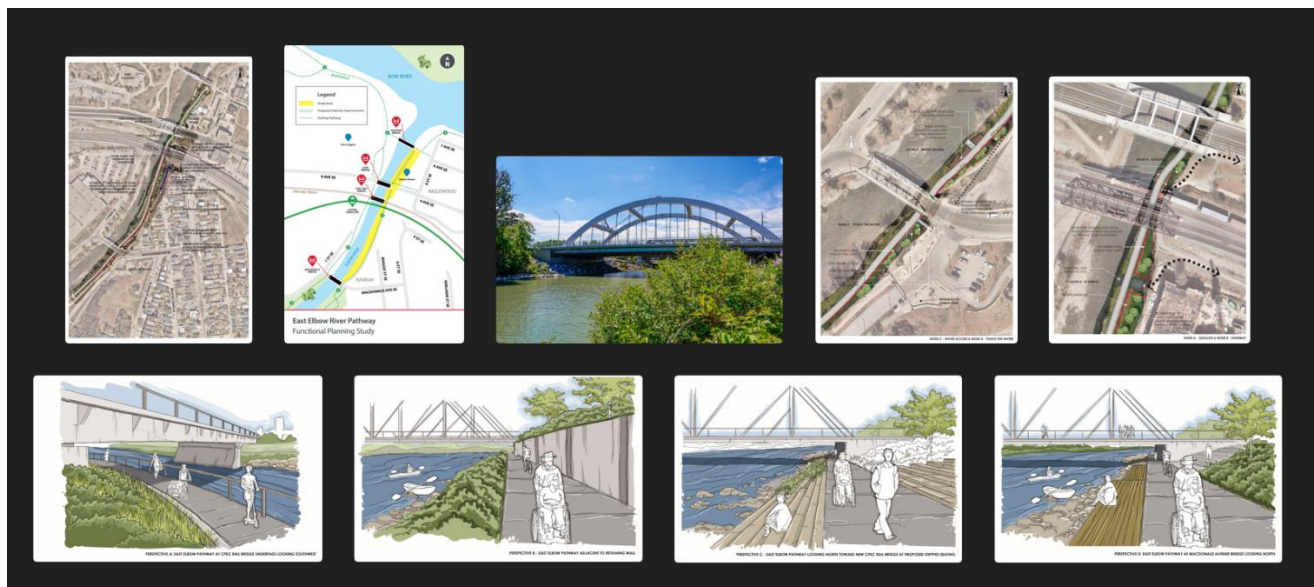
A comprehensive communications plan was developed to inform the community of the project and direct people to the engagement portal website to provide their feedback. The following is an overview of the channels employed to advertise engagement:

- Two bold signs placed throughout the community.
- Four sandwich boards with project information were placed along the East Elbow River pathway.

- Information postcards with a QR code that led to [engage.calgary.ca/EastElbowPath](https://engage.calgary.ca/EastElbowPath) – for distribution at pop-up engagement event.
- Paid social media advertisements through digital ads on Facebook, Instagram, and NextDoor.
- Email updates to area Community Associations and BIA.
- Email updates to the local Councillor's office.

### What we asked

The Engage portal page [engage.calgary.ca/EastElbowPath](https://engage.calgary.ca/EastElbowPath) provided information about the project and displayed several images of a proposed design concept for the pathway.



Participants were then asked the following questions:

1. Does this design meet the needs of the community / pathway users?
  - ☐ Yes
  - ☐ No
2. If no, please tell us why.
3. Is there anything about the proposed pathway design that we missed or that we should be made aware of?
4. How important is rebuilding the pathway to you? (5 stars – very important, 1 star – not important)



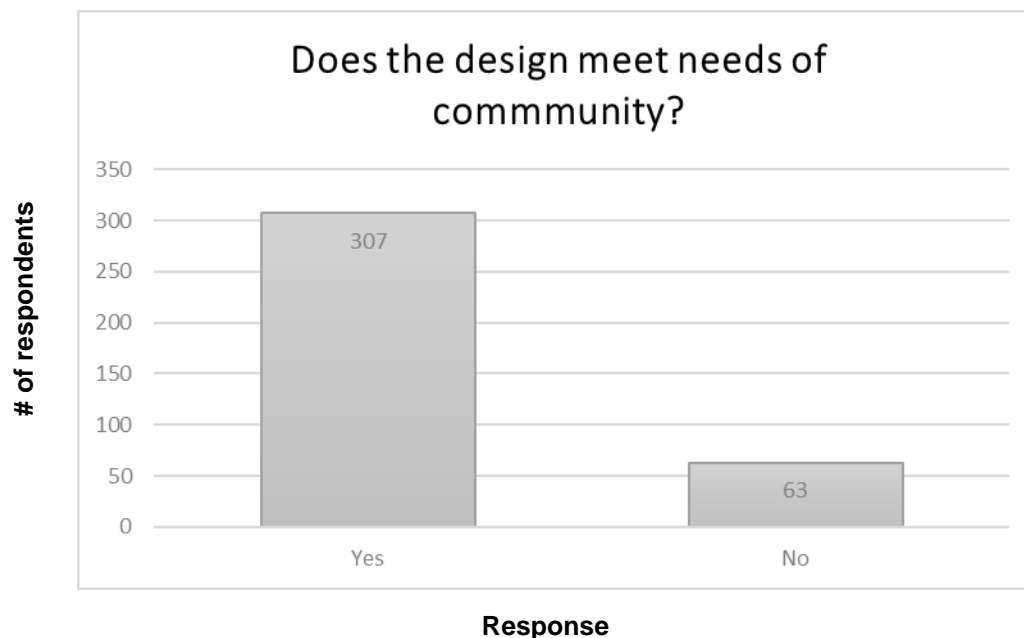
5. Please tell us why.

### What we heard

Below are charts that have been generated from the data related to the online engagement question format. The results are meant to demonstrate trends for further consideration.

Additionally, we have summarized the main themes that were most prevalent in the comments received for each open-ended question that we asked. Themes are listed in order from most commonly mentioned to least commonly mentioned. Each theme includes summary examples of verbatim comments. The comments shown are the exact words input by respondents. For the sample comments shown below, in some cases, only the portion of a comment that spoke to a particular theme was utilized. A comprehensive list of all verbatim comments in their entirety is included in the “Verbatim comments” section at the end of this report.

1. Does this design meet the needs of the community / pathway users?
- ☐ Yes
  - ☐ No



2. If no, please tell us why.

Theme:	Description:
Separate pedestrian / bike space desired	<p>Respondents desire a separate pedestrian and bike space to be implemented in order to alleviate safety concerns:</p> <ul style="list-style-type: none"> <li>- "I believe there should be a separate pedestrian and cycling path. A path like the one at Memorial and 17 Street NW would be ideal if the space is there..."</li> <li>- "Separate bike/wheeling from pedestrian traffic".</li> <li>- "No place for people to cycle or scooter. It will be crowded, which is great but will lead to conflict between walkers, joggers, and riders..."</li> </ul>
Width of pathway is not sufficient	<p>Respondents share their concerns with the pathway not being wide enough:</p> <ul style="list-style-type: none"> <li>- "Pathway is too narrow under CP bridge. Too much of a bottleneck. Must be wider to accommodate bike and pedestrian users..."</li> <li>- "Needs to be wider. This will see lots of use".</li> <li>- "But would need to be wide enough for bikes + pedestrians, in 2 directions".</li> </ul>
Lighting concerns	<p>Respondents share concerns that the amount of lighting on the pathway is not sufficient:</p> <ul style="list-style-type: none"> <li>- "...definitely needs lighting under the CP train bridge to make it safe to walk in the dark".</li> <li>- "It needs lighting. Especially for use in winter with restricted sunlight".</li> <li>- "...It is also essential that the entire pathway, especially when it passes under all bridges, is well lit for safety".</li> </ul>
Safety concerns with pathway	<p>Respondents identify potential safety concerns with the pathway:</p> <ul style="list-style-type: none"> <li>- "It is unclear if there will be separated lanes for pedestrians and wheeled vehicles like bicycles and scooters. This is essential for pedestrian enjoyment and safety..."</li> <li>- "high potential for conflicts between cyclists and pedestrians using stair/river access."</li> <li>- "The pathway needs to be well lit, and open enough for cyclists and pedestrians (hard to tell if this is included in the new design). Currently there is a blind corner, it's dark and</li> </ul>

	feels unsafe to walk alone at night. Additionally, the hill on both sides is terrible in the winter with ice and snow”.
Accessibility concerns	<p>Respondents identify potential accessibility concerns with the pathway:</p> <ul style="list-style-type: none"> <li>- “...How will mobile challenged citizen access the pathway from the east side of MacDonald Avenue Bridge/EnMax entrance? The proposed drawings look as if the current ramp access will be taken away and stairs will be put in its place”.</li> <li>- “You may want to install ramps instead of stairs as there are many families with bikes and strollers and people who use mobility aids in the area”.</li> <li>- “I thinks it is very close (and looks so amazing), but I don’t see ramp access from the pathway back up to Ramsay. I wouldn’t be able to get onto this pathway with my bike, bummer!”</li> </ul>

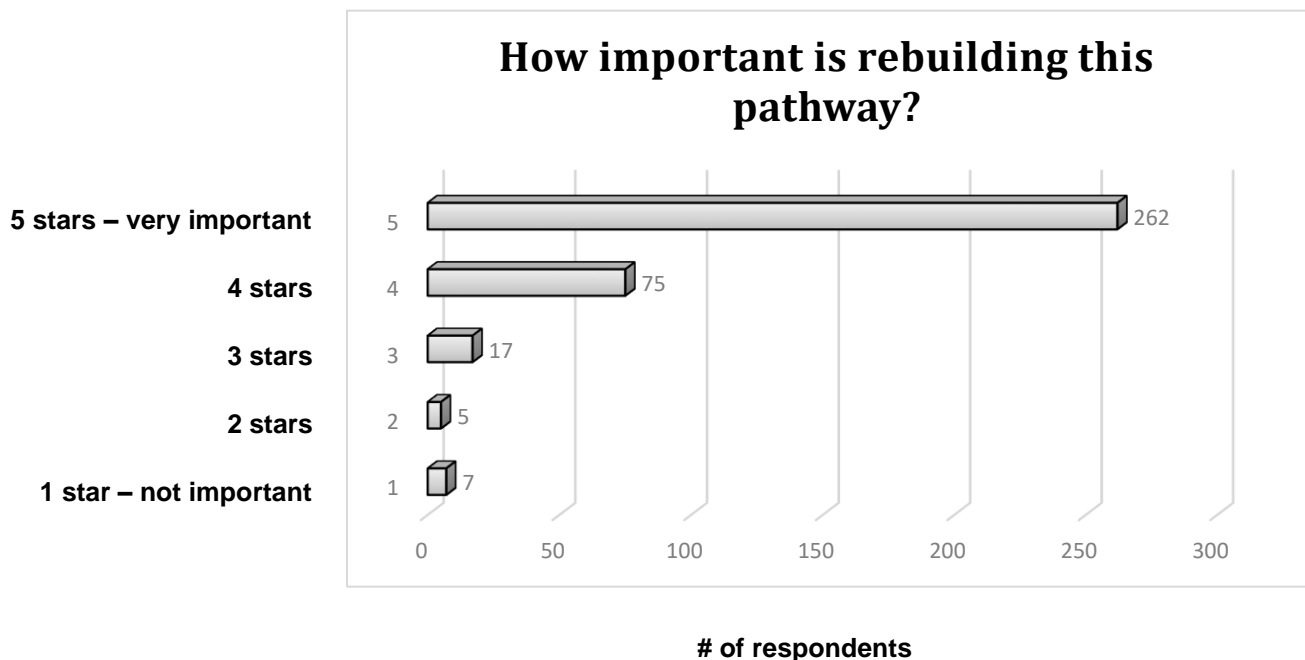
### 3. Is there anything about the proposed pathway design that we missed or that we should be made aware of?

Theme:	Description:
More lighting desired for the pathway	<p>Respondents share concerns that the amount of lighting on the pathway is not sufficient:</p> <ul style="list-style-type: none"> <li>- “The level of lighting for the path is unclear. This path currently has very limited lighting and can be dangerous to walk through in the evening. It will be extremely important to have appropriate lighting in the area to make the area feel safe to travel through”.</li> <li>- “I hope there is planning for lots of lighting under the bridges and good/open sight lines for the safety of vulnerable users at night”.</li> <li>- “Good lighting / safety is critical. Need to avoid possible homeless encampment possibilities”.</li> </ul>
Separate pedestrian / bike space desired	<p>Respondents desire a separate pedestrian and bike space to be implemented in order to alleviate safety concerns:</p> <ul style="list-style-type: none"> <li>- “Wheeling lanes clearly marked/separate”.</li> <li>- “Separating pedestrian from bicycle traffic. If not possible, enforce speed limits”.</li> </ul>

	<ul style="list-style-type: none"> <li>- "A dedicated area for pedestrian and a separate area for bikes and scooters should be considered".</li> </ul>
Width of pathway is not sufficient	<p>Respondents share their concerns with the pathway not being wide enough:</p> <ul style="list-style-type: none"> <li>- "No, just ensure the path is wide enough for bikes and pedestrians to pass each other..."</li> <li>- "This will be a highly used pathway at times. 3.5 - 4.0 metre width would be nice".</li> <li>- "Pathway is too narrow under CP bridge. Too much of a bottleneck. Must be wider to accommodate bike and pedestrian users."</li> </ul>
Snow / ice control is important for safety	<p>Respondents share that sufficient snow / ice control of the pathway is important for safety:</p> <ul style="list-style-type: none"> <li>- "...maintained throughout the winter".</li> <li>- "I'm hoping that the pathway will be accessible (wide, smooth and cleared of snow/ice in the winter)."</li> <li>- "Currently those access points are very slippery in winter with ice buildup, snow and gravel. They are not cleared very well".</li> </ul>
Blind corners should be avoided in the design of the pathway	<p>Respondents indicate that blind corners should be avoided in the design of the pathway:</p> <ul style="list-style-type: none"> <li>- "There are blind spots under the railway ridge, it can be dangerous to not see what is around the corner".</li> <li>- "What I see in Perspective D is a dangerous scenario where the steps leading down to the pathway have a blind spot to get onto the pathway where passing bikers, scooters, etc are a hazard..."</li> <li>- "Please reduce blind corners and remove areas for homeless people to congregate at".</li> </ul>
Design to deter loitering of the homeless	<p>Respondents desire the pathway to be designed in a way that deters homeless people from loitering:</p> <ul style="list-style-type: none"> <li>- "Design looks great. Please review it's ability to discourage people from sleeping within the area and setting up tent villages".</li> <li>- "Concerned about homeless people congregating here or drug culture loitering making this unsafe or less approachable, especially at night. Making sure there is good lighting and visibility, security and safety buttons is critical."</li> </ul>

	- "...Please revitalize to keep the homeless from taking over the space. Please ensure it is well lit for all times of the year..."
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4. How important is rebuilding the pathway to you? (5 stars – very important, 1 star – not important)



5. Please tell us why.

Theme:	Description:
Pathway is an important connection to downtown, nearby communities, nearby amenities, and the pathway network	<p>Respondents indicate that the pathway is an important connection to downtown, nearby communities, nearby amenities, and the pathway network:</p> <ul style="list-style-type: none"> <li>- "This is a link that my family uses to reach many destinations via the Elbow River pathway, and recreationally."</li> <li>- "This is a key link in the pathway network! It is especially important for Stampede access, but also year-round due to its central location."</li> <li>- "I live in this community, and I try to bicycle or walk into downtown as much as possible. The</li> </ul>



	current state of the pathway system is atrocious. This is a great way to get people back using the Elbow river pathways."
Rebuilding the pathway will make it safer	<p>Respondents indicate that rebuilding the pathway will make it safer:</p> <ul style="list-style-type: none"> <li>- "...Existing path is dangerous and could result in liability for the city."</li> <li>- "The space between Macdonald bridge and train bridge is uncomfortable to go through, fear of being hit by oncoming bikes and walkers."</li> <li>- "...More people using the pathway should equal less crime. It's very important for the safety of the community and the train station."</li> </ul>
Use the pathway for recreation	<p>Respondents share that they currently use the pathway for recreation purposes:</p> <ul style="list-style-type: none"> <li>- "I bike it to get to Glenmore reservoir."</li> <li>- "I bike year-round and having more paths open is beneficial."</li> <li>- "Enjoy ridding the bike next to the elbow river."</li> </ul>
Pathway is an important access point / connection between Inglewood and Ramsay	<p>Respondents share that the pathway is an important access point / connection between the communities of Inglewood and Ramsay:</p> <ul style="list-style-type: none"> <li>- "I live in Ramsay and frequently go into Inglewood and having a wider, more well used pathway will allow me to feel safer at night going under the rail bridge. Road Connections from Inglewood to Ramsay have been largely cut off (CP crossing etc.) so having more ways to go via bike is extremely important to me."</li> <li>- "It is a major connection point between Ramsay and Inglewood."</li> <li>- "Pedestrian access between Ramsey and Inglewood is important for businesses and residents on both sides of the rail."</li> </ul>
Use the pathway for commuting	<p>Respondents share that they currently use the pathway for commuting to / from work:</p> <ul style="list-style-type: none"> <li>- "This is my commute to work and connection to Inglewood and downtown (I live in Erlton)..."</li> <li>- "Extremely important to promote leisure and commuter travel along the elbow. Please build this now!"</li> <li>- "I have used that to commute."</li> </ul>





## Next Steps

As part of the next steps for this functional planning study, engagement feedback, along with technical analysis will help inform the final design for this pathway. At present, the construction of this project is unfunded. Once funding becomes available, a construction and implementation timeline for the project will be shared.

We look forward to sharing the updated design of the pathway when it is ready in 2024.

## Verbatim comments

Below is a comprehensive list of all verbatim comments input by participants on [engage.calgary.ca/EastElbowPath](https://engage.calgary.ca/EastElbowPath). The comments have not been edited in any way, including content, spelling, grammar, etc. The only exception to this includes the presence of profanity or personally identifying information, which has been redacted and indicated in brackets.

### 2. If no, please tell us why.

We urge you to expand the project slightly by including the west side of the elbow between the 9th Ave bridge and the McDonald bridge. This area could include parking (for the public &/or bus drivers) and definitely needs lighting under the CP train bridge to make it safe to walk in the dark.
The pathway needs to be well lit, and open enough for cyclists and pedestrians (hard to tell if this is included in the new design). Currently there is a blind corner, it's dark and feels unsafe to walk alone at night. Additionally, the hill on both sides is terrible in the winter with ice and snow.
8 Ave. SE across the traverse bridge is largely residential, and theft and other issues seem to have increased for residents. While improvements to the pathway are welcome, I would ask that the city keep in mind the character of this area of Inglewood.
People want to sit and people watch and take in the views. Put the benches ON the v pathway and on the inside of the pathway. Use native vegetation. Less steps more wildness
Node A - Overlook strikes me as a generally unpleasant place to have somewhere to sit and rest. between it being an enclosed view corridor close to a smelly and often leaky/dirty CPKC rail crossing there are much nicer places to encourage people to congregate.  Node D - Touch the Water - I understand the desire to get close to the water but having what appears to be a large-ish retaining wall that separates the path and the Elbow River Camp area seems like a security hazard
There used to be a pathway, and then it was removed. Re-adding it will make it easier for the community to move between the Ramsay, Inglewood, and Downtown.

<p>I believe there should be a separate pedestrian and cycling path. A path like the one at Memorial and 17 Street NW would be ideal if the space is there.</p> <p>There is no mention on what is being done on the west side of the river as this will have a huge impact on usage on the other side.</p> <p>The new "Entertainment District" will increase usage and has to be considered with this design.</p>
<p>Seperate bike/wheeling from pedestrian traffic.</p>
<p>Mixed use pathways this narrow are dangerous for all users. Some separation for cyclists and scooter users allow them to safely navigate without endangering pedestrians and allows pedestrians to use the pathway more freely. Specifically, parents without control over their children are less of a danger for their children and cyclists who may not expect a small child to run into the pathway without any warning.</p>
<p>Need to seperate bikes and pedestrians</p>
<p>Calgary lack trails with surrounding trees. A great model would be trails in Edmonton.</p>
<p>With budget constraints, 'best' pedestrian access trumps 'river' access for fewer/occasional users of kayaks etc.</p>
<p>Both sides ( east and west ) of the Elbow River should be considered/addressed for redevelopment/improvement. Or am I missing something? How will mobile challenged citizen access the pathway from the east side of MacDonald Avenue Bridge/EnMax entrance? The proposed drawings look as if the current ramp access will be taken away and stairs will be put in its place. There is already a connection from EnMax Park to the underpass of MacDonald Avenue Bridge. It could benefit from upgrading.</p>
<p>Both side of the Elbow pathway should be cleaned up.</p>
<p>It allows less acces to those in vehicles that drop off and pick up disabled.</p>
<p>Need some covered seating. Need multiple River access points. How about placing some outdoor exercise equipment at different points along the way?</p>
<p>Pathway is too narrow under CP bridge. Too much of a bottleneck. Must be wider to accommodate bike and pedestrian users. Also too dark, needs to be brighter for personal safety of pathway users.</p>
<p>Pathway on other side already exists. Need pathway from NW to Haskayne park etc. also what is wrong with Olympic Plaza? That is a major expense!</p>
<p>As a first step to improving the whole pathway, it is great.</p>
<p>I can't tell where the bike pathway is, if this is even part of the design. It's not clear at all where bikes go.</p>
<p>No place for people to cycle or scooter. It will be crowded, which is great but will lead to conflict between walkers, joggers, and riders.</p>
<p>It's nice! There are blind spots under the railway ridge, it can be dangerous to not see what is around the corner.</p>
<p>I'd like the path to be preserved but don't want a contrived seating area or boat launch. I like the way it was before the new construction there.</p>

Love the elimination of the steep hills! They can get quite icy and tricky to navigate.
its a maybe. so surprised that this does not acknowledge how the area and design relates to residential - some being built and more to be on bus barns site eventually.
We won't know that until it is actually in use. An odd wording.
Why do we require this now? Is this going to be excess funds after all of the "necessities" in Calgary have been funded?
The majority of people on bicycles continue to be rude and inconsiderate of all other users, particularly people who are walking. They do not adhere to the 10kph or 5kph speed limit posted. They come to close to walkers, they do not use a warning bell. The pathway is not engineered to mitigate these behaviors.
It would be better if the proposed pathway continued under the Traverse Bridge like it used to before the new bridge was built. That allows people to avoid having to cross the street and ride on the road to continue to the pathway if you were going to continue riding along the river path in Inglewood.
Needs to be wider. This will see lots of use.
In your current economic state, it seems wasteful to be spending money on places that aren't an urgent requirement.
While the pathway concept and alignment address provide mobility to users, there doesn't appear to be any strategy on how to mitigate graffiti on the large retaining walls or bridge abutments. There is high risk that shortly after opening any walls will have graffiti on them unless things are done to make it difficult to graffiti or art is already on the nice big walls.
But would need to be wide enough for bikes + pedestrians, in 2 directions.
high potential for conflicts between cyclists and pedestrians using stair/river access
'No' but with some context: Looking strictly at the photo, concerns over pathway width and also the blind corner directly below the bridge (admittedly hard to tell how wide the pathway is or angle of view from just the drawing).
It's hard to tell from the drawings, but the pathway does not appear to be wide enough to accommodate multiple mobility uses. A design goal should be to minimize conflicts between pedestrians and cyclists. Also the details around the community access are sparse. There should be good access to other pathways and sidewalks from the Elbow River path. Where the path goes under a bridge, there should be access off the pathway to both sides of the bridge.
Not clear whether cyclists and predestrians are separated. Both should not share the same pathway.
as a cyclist, I think it's "ideal" if pedestrians have their own path rather than sharing with cyclists. I know this isn't always feasible, but where possible, if there's room enough for 2 paths. If not, then if the pathway can be wide enough to manage pedestrians and a cyclist going each way on a pathway with a yellow line.
You may want to install ramps instead of stairs as there are many families with bikes and strollers and people who use mobility aids in the area.

Doesn't appear to allow access for those in wheelchairs along the south side connection. Are there any plans for safety design features (especially lighting) or design features for those with visual impairments? Lipped pathway edges, textured concrete/paving, railings/guide rails, etc.
Can I access the shops along 9th ave on the southside without going under the bridge, walking around the Deanne House and can I access with my bike? I see steps and stairs only?
We need more pedestrian access between Ramsey and Inglewood to replace the access lost at 8 St. This design helps, but should include more direct, wheelchair accessible routes without having to go a long way around.
Its not safe! Its way to private from the community it passes but im sure you know that and just thru this design in to makes us feel like we have a choice and are part of a process that you already have decided upon
A more natural path should cross 8th st se via a footbridge We also need a lower foot bridge attached to the new green line bridge to allow foot traffic into the new stadium district
It needs lighting. Especially for use in winter with restricted sunlight.
Pathway would still be too narrow for two lanes of foot/bike traffic.
There is no separation of uses - bikes/scooters/etc. need to have their own lane, even if that requires widening the lane.
Needs a wider travel lane(s) like the underpass for 10 St at Memorial Dr NW.
Icy, dark, unnecessarily windy, not connected through to bow river currently
Separate bike lane from pedestrian lane
-I've lived in Ramsay for 5 years and walk that pathway often. I have never seen a raft along this stretch of the Elbow. The water is too shallow and slow moving. Don't waste money on a rafting access ramp. -Node A Outlook is poorly placed. Not desirable for pathway users to sit between two loud bridges with no views. This will just become a hang out for people experiencing homelessness and a place to use drugs.
Going under the cp rail bridge feels scary for women travelling at dusk or early morning. With the new green line stop, I feel this feeling might be amplified with more transient traffic. The ideal thing would be to reopen the crossing above ground where the cp rail tracks are. If that is not possible then I guess beautifying the area could help but is not the ideal answer. The sitting areas are a nice idea as long as they are kept safe.
It does not separate the cycling and active transportation lane from the pedestrian experience.

How high can the river get before it becomes unusable? What's the point of raft access that isn't adjacent to the parking lot? Can dog access the river? Or will they be ticketed? Can we have a dog access space that has dog shore space. What is being done about the steep slopes and ice build up?
I want to see how you access 9th. The biggest use of this pathway is for Ramsay to connect to Inglewood.
It's good (and a binary yes/non seems like a bad survey design here), but it seems cramped and hilly.
Needs to be done in a very creative way. Not just concrete.
Less deviations, but large hill to climb?
The underpass on the West side of the River at 9th ave also needs MAJOR improvement. It is very dangerous and not being able to use it for safety reasons adds significant length to get between Inglewood and Ramsay. The city and CPR have basically close the communities off from one another, which is the opposite of what should be happening.
Creating a train and traffic wasteland between us in multiple locations is a design disaster and major failure
Lighting and police presence will be required
No dedicated bike lanes
Perspective B shows a large cement retaining wall. Yuk. Perhaps a buildup of riprap enclosed in steel would be friendlier and more attractive, as has been done around Eau Claire, plus the addition of some trees/plantings to soften the edges.
Should consider connections with Macdonald bridge with good international with future green line station. Separate walking and wheeling paths
It is unclear if there will be separated lanes for pedestrians and wheeled vehicles like bicycles and scooters. This is essential for pedestrian enjoyment and safety. It is also essential that the entire pathway, especially when it passes under all bridges, is well lit for safety.
I would just call out a few things as a frequent user of the pathways in this general vicinity. The retaining wall, just thinking about walking along a path where something or someone could be laying at close to head height feels a little uncomfortable. A 2' wall...ok...a 12' wall...ok. 4'-8' could feel a little weird/uncomfortable.
Wheelchair/stroller accessibility from Ramsay to the river and pathway
The raft / float infrastructure is brilliant. How do we introduce this programming throughout the lower Elbow River in Calgary so that rafters have clearly demarcated safe entry and exit points throughout the river?
Not sure about the stairs in the design, if it impedes access to the path
It doesn't mention lighting at all. It must feel safe in the early and late hours as well as daytime.

Most of us want to take bikes or strollers down from spiller to the underpass, stairs would be hard to navigate and going all the way down to the Macdonald bridge is inconvenient and the sidewalk is narrow and steeper. The retaining wall being up to 3m with no tiering sounds like a scary place to be. Additional detail on planting to soften the hard stuff would be great.
Needs a separate bike lane
It really depends on the role CPR takes in this, with fulfilling any responsibilities related to 'their' land underneath their bridge, that will be even larger by the time the Green Line will be added .. right now, this is and has been a major issue for years and greatly affects esp. local residents trying to get in and out of Ramsay via this area/pathway (as well as 11th/12th ST.). Both areas are unsafe, unmaintained, esp. in poor weather. There is ZERO lighting during the night. cont. below ..
I think it is very close (and looks so amazing), but I don't see ramp access from the pathway back up to Ramsay. I wouldn't be able to get onto this pathway with my bike, bummer!
It makes biking and walking safer, easier, and more convenient. This is how you motivate people to stop using cars.
Please build ASAP!
Yes, in that more options to cross the river are needed
Pathway seems straight and wide, better
Lack of lighting
It is too narrow and should have separate infrastructure for wheeling vs walking. This is a high traffic area and will probably need to be expanded as the city's cycling network fills out.

### 3. Is there anything about the proposed pathway design that we missed or that we should be made aware of?

The level of lighting for the path is unclear. This path currently has very limited lighting and can be dangerous to walk through in the evening. It will be extremely important to have appropriate lighting in the area to make the area feel safe to travel through.
As above, please make it open, with lots of light, no blind corner, and maintained throughout the winter.
I like the idea of continuing the path under both bridges. the current path has been treacherous for cyclists because of the blind spot at the CPR bridge. I think you should still have pedestrian access to the path between the CPR and 9th ave bridges. Ideas to facilitate this could include steps or some type of restricted access ramp near the existing pathway at this location. I would like to avoid any inconvenience if having to walk past the Dean House to access Inglewood from Ramsay.



Inglewood is not just a commercial/residential mix; it's a mix that includes single-family homes in a quite area directly across from the pathways to downtown. This makes Inglewood different from mixed-use areas near 17th Ave or in Kensington. Being able to raise a family in an almost "suburban" area so close to downtown is the major draw of living here. It's also what brings so many visitors here. I hope the City's improvements don't detract from this unique mix of "sleepy" homes with commerce.
Seating. See my comm
Instead of placing Nodes A and D - consider concentrating effort to establish a gathering space that aligns with the location of the Elbow River Camp grounds and builds on the investments and changes that have already been made in that area.
The path does not seem that wide for allowing passage of both speed profiles. I understand there's a practical limit with the current infrastructure, but it should be as wide as pragmatic to facilitate safe travel between lower speed pedestrians and higher speed vehicles like bikes and scooters.
Is there a plan to do the pathway on the west side of the river as well? It's in relatively rough shape and is narrow, etc. I assume that the east side will be safer to cross MacDonald Ave than the west side at the Macdonald Bridge, which is a bit of a blind corner for pedestrians/bikers.
Wheeling lanes clearly marked/seperate.
Comments on planned flood resilience - if any - so it can be understood what risk there is to pathway and capital spend
Cost. Why is the existing pathway being removed? Why not enhance what is already there? We cannot afford this
Not sure if this has been incorporated... the ability to get onto and off of the pathway if need be. ie- are there fairly frequent exists?
Pathway design needs to ensure that connectivity (on east OR west side of the river) remains during all stages of construction of any pathways and bridges
A bike path.
Please plants lots of trees. Our city lacks trails with trees.
I hope there is planning for lots of lighting under the bridges and good/open sight lines for the safety of vulnerable users at night.
Clearance right under bridge. Would be nice to have it high enough for bike riders, underpasses at McLeod / MNP Athletic Center are too low.
No
Good lighting / safety is critical. Need to avoid possible homeless encampment possibilities.
Separating pedestrian from bicycle traffic. If not possible, enforce speed limits.
Both sides ( east side and west side by the bus barns of the Elbow Rive pathway should be addressed. Currently there are a number of encampments along the river pathway and under the bridges. Unwanted garbage and drug paraphernalia is left behind making it for uneasy commute. Any lighting planned for the bridge underpasses? Any murals planned for the bridge underpassess instead of bare concrete? Would cut down on the graffiti.



Both sides of the Elbow should be cleaned up.
Might need to be wider for it to comfortably accommodate walkers and people wheeling. Delineation of pathway might help separate fast moving wheelers with walkers. Otherwise it looks good.
Safety first, brightly lit at night, even under bridges.
Garbage / recycling receptacles? Additional lighting?
Ramp exit and entry to the pathway from 9th ave. The stairs are nice but it would be good to be able to get from the pathway to 9th ave on your bike, do a pathway is needed too.
You might have it but I think you would want to ensure there is good lighting, especially under the bridges
Cycling lane
Pathway is too narrow under CP bridge. Too much of a bottleneck. Must be wider to accommodate bike and pedestrian users. Also too dark, needs to be brighter for personal safety of pathway users.
Lighting! Having a well lit path especially under the bridges and a sight line to make sure you're not going to be isolated
Yes. It's missing bike paths (or they are not labelled or something). The diagrams are vague.
We need sandy beaches close to downtown for swimming. Downtown doesn't have proper swimming access downtown
Proper riding pathway. Not some after thought.
Ensure a good width. There are blind spots under the railway ridge, it can be dangerous to not see what is around the corner.
Keep it simple and natural. Less municipal planning. More natural.
Related to water access, it may get a bit congested with people crossing the path with their boats and nearby parking may fill quickly with boaters. Do like the water access though!
<ul style="list-style-type: none"> <li>- could be a huge selling point and amenity to future residents with the river access</li> <li>- what about the tragic path on the west side? are you working with cmhc for a consistent plan and concepts?</li> <li>- elephant: making a comfy encampment space for our nomadic denizens? they are already hanging out there</li> </ul> at times - so lighting? safety? CEPTED?
Not clear what the building being constructed on the top is and how we "get around it".
Cost, is it necessary to spend this money that benefits what, maybe 0.1% of the population?
I am not sure if they are planned based on the renderings, but pathway lighting would be nice for safety as there is a large presence of homelessness camping and drug use on Scottsman Hill.

Separation between walkers and people in bicycles. When that is not possible, mitigating measures, such as reverse speed bumps, that will keep cyclists at a slow speed limit and when passing pedestrians bicyclists must keep a pool noodle distance from the pedestrians. Ideally, there should be one pathway for pedestrians bear the river and a separate pathway for cyclists further up the bank from the river.
Would be great if there was enough width for dedicated bike and walking lanes. Anything under bridges tend to get narrow and have blind corners which are tough for cyclists particularly when people like to meander in the middle of the path or allow their dogs to much leash. As a pedestrian I like to be able to walk on my "side", staying safe and also letting cyclists have a clear path.
Need safety features under bridge to prevent people camping or being able to hide or sneak up on people. Also bike and pedestrian interface considerations.
Having used this pathway a lot I have always found it to be very under lite. There are lots of sections that can be secluded. This is a nice part of this section giving the sense of walking in nature. I believe added lighting would take away the sense of security yet maintaining the natural feel.
It needs to be extended through Ramsay and the Stampede grounds to Lindsay Park. That stretch is so derilict and there is zero lighting.
Very good!
I'm not sure on a couple things. The perspective renderings make it look like a bumpy surface with lots of transverse joints or cracks, which would be terrible for wheeled users (bikes, scooters, skateboards). Will it actually be a smooth surface? Also, will it be sufficient width and have adequate sight lines and overhead clearance to safely accommodate all types of users in a mixed-environment?
Retaining walls should solve current elevation change under bridges
Just make sure to widen the pathway as much as you can in that space. I envision high usage and a number of congestion opportunities (where people will stop to access the stairs, it might be tough to accommodate bikes/people/etc going around as people enter that space
Not clear what the proposed design consists of. Does it pass under all the bridges between the Bow river pathway and the Macdonald bridge like it used to ?
Looks fantastic and an excellent way to connect Ramsay and Inglewood to the downtown path network. Love the bike friendly accessibility to the neighborhood. Would love to see the bike pathway connect from the North side of the CPKC bridge, along the railway easement all the way to Cold Garden/Ol'Beautiful. Relatively free space and would serve as an expressway connection to the medium density development planned for the Brewery Rail Land District.
Tell me what happens everytime an underpay is created.
Priorities should be; 1. A safe egress from Elbow River for rafters. 2. Establishing a continuous pathway all at same level that is above historical flood plain. 3. Viewing areas with seating away from path.

Will there be snow and ice maintenance? How will bike traffic be managed? The current path has felt unsafe due to a blind corner under the bridge and no sight lines to homes or roads. Crossing and accessing 9th at street level also needs to be addressed.
better access to the path - perhaps a round about at the intersections
Concerned that the plans do not show what is planned for car traffic to connect 7th street back to 9th Avenue. Current Saddledome traffic is routing over the McDonald bridge down residential Ramsay avenues....That can't be the only plan??! (after removing access when the new Inglewood bridge was built and when the CP crossing was closed). Thought the plans would include all planned routes as the map shows the green line. Please include road plans as well in the map.
Incorporating public art into the space and on any walls that could be subject to graffiti.
This will be a highly used pathway at times. 3.5 - 4.0 metre width would be nice
Ensure it is well lit!!
I work for Calgary Parks, specifically supporting the Pathways and Trails Portfolio. I manage the technical aspects of our SNIC program. Are you planning to have this pathway snow-cleared? Where are we going to put the snow? Can we apply sand and salt to this pathway if it's draining into the Elbow? You need to provide enough room for our machines to get through this area with space to spare, or this route will be closed in the winter as it will be dangerous to provide this service to the route
Adequate lighting. Visibility at night under the CPR bridge is non-existent and poses a safety hazard. Some effort should be made to prevent camping in the upper spaces beneath bridges. At times these areas have been inhabited leaving a mess.
Not that I see
I'm hoping that the pathway will be accessible (wide, smooth and cleared of snow/ice in the winter) and also that it's safe (well lit and occasionally patrolled).
This may become a congested area with conflicting directions of travel between stair-walkers and bikes: essential to create wide sight-lines and lighting as possible. It is critical to provide sufficient lighting and an emergency communication kiosk here.
see #2. location of future GL is not shown on the detailed plan nor how this pathway connect with future greenway pathway proposed for Green Line. Retaining wall will just get covered in graffiti and become unsightly/unsafe area unless care is taken to make this a safe area. Ensure underpass areas are clear, safe and well lit.
Seems odd to have the seating area and lookout right next to the train bridge overlooking another bridge. I don't think there's much of a view or "rest spot" there. Would make much more sense on the north end of the plane underpass for 9th Ave
from the drawing, can't tell if there is enough room for side by side walking/wheeling lanes. will there be lighting added?
During Stampede, the pathway through the stampede grounds is closed. Will there be any provision for the new pathway to remain open during Stampede or to safely connect the new pathway to the alternate path along the East side of the stampede grounds. An area of conflict will be at the MacDonald bridge where a cyclist needs to cross the Stampede grounds driveway to access the new Elbow path.

Lights along this pathway for night riding / walking. It's super dark along here and going south past stampede park.
will there be any lighting installed underneath the bridge/along the river pathway? there is none in the illustrations
Looks good. Glad to see there might be a couple great spaces to throw rocks into the water/wade in to the river
Lighting, benches and picnic tables.
Looks great
Just make it safe for walkers, runners and bikers
There needs to be adequate lighting of the pathway for folks who will use this connection in the evenings to get to and from work on foot or bike. The entire pathway from the study area to MNP Recreation Centre needs pathway lighting for a safer user experience.
No just ensure the path is wide enough for bikes and pedestrians to pass each other. Or separate lanes for bikes and pedestrians.
There are some very dark and somewhat intimidating stretches of pathway. Could some subtle and sophisticated lighting be installed along the darkest stretches of the path?
Please ensure adequate clearance from bridges for cyclists
Does this work for the Stampede?
I like the tiered seating. Was nighttime lighting considered?
Washrooms
The fact that this wasn't completed with the 9th Ave bridge when the team was investigating this work conceptually is a complete joke. Complete a significant infrastructure project that could've been integrated holistically with the river pathway is a missed opportunity, and moreover, what will be more tax payer money.
where it goes under the rail bridge that is quite low along there, would that be a problem with flooding etc. but being able to cross 9th without having to go up to the light and then back down will be good, the has become a lot busier now that cp have closed the near by rail crossing permantly.
The underpass beneath the 9th Ave bridge must be well lit (safe) and aesthetically interesting (art installation?).
Hill down to under MacDonald Ave bridge can get icy in winter. Maybe more gradual elevation change?
A dedicated area for pedestrain and a seperate area for bikes and scooters should be considered.
Lighting!!! PLEASE install proper lighting so that people using the pathway under the train tracks and the bridge at night, especially women, don't fear for their lives as they currently do.
No, it looks great.
I would be concerned about homeless people camping out on the stairways and bridges.
Too narrow in places, not separated for bikes/pedestrians, needs a bike connection at Macdonald Ave
The old upper pathway should be removed entirely.

Alignment looks good if it connects with the ENMAX park paths to continue down the elbow river. This is a great connector for cyclists but would be preferable if there was separate bike lanes. I know it's a tight space and the overlooks would help provide standing room while still allowing cyclists to pass by.
I think the better solution is some sort of pedestrian overpass, I understand dealing with CP is the issue and they might not be amenable to any of the community's wishes.
Currently those access points are very slippery in winter with ice buildup, snow and gravel. They are not cleared very well. Personally know a few people who have slipped either walking or biking and broken bones.
more shrubs and grass.
Ease of access to bring Kayaks, Canoes, etc ... from the lots to the water ... not sure I see these in the plan?
What I see in Perspective D is a dangerous scenario where the steps leading down to the pathway have a blind spot to get onto the pathway where passing bikers, scooters, etc are a hazard. Perspective C has a better approach where there is a gap between the bridge abutment and the steps, improving visibility and making a safer approach. Also in perspective D and C there should be separation between where people sit and relax and where people are moving on the pathway.
Open 8 St to pedestrian crossing.
We prefer to bike the the Stampede and to Ramsay more generally, so you should make sure there's ample bike parking at the southern end of the project area for those whose destination is along the route, not just traversing through
It looks way better than what is there, but for safety in the winter it would be far preferable to have a pedestrian overpass over the train tracks at 8 Street and 9 Avenue SE. it gets very slippery on that path in the winter because it's beside the winter and none of the women I know, myself included use it at night. The visibility would be better but still not ideal (safe). The only safe option is an overpass.
It would be beneficial to ensure adequate segregation of pedestrian and bike traffic by including segregated bike lanes through that area.
Bigger sidewalks, bike lanes
I'm concerned this becomes a high speed bike lane instead of a functional path to connect Inglewood and Ramsay
Looks great
It's needs lighting to make people feel safe. No dead ends. Visibility is required to ensure people can't hide
As long as the pathway is continuous along the east side of the Elbow River and goes under the 9th Avenue bridge and rail bridge, with access to either side of 9th Avenue, then the design would be sufficient.

<p>I like the tiered seating, added trees/shrubs and restored riparian area. Please revitalize to keep the homeless from taking over the space.</p> <p>Please ensure it is well lit for all times of the year.</p> <p>Please add signage about the water quality. The elbow river is under a recreational advisory most times of the year so users must be made aware.</p>
A dog beach would be nice
The inevitable encroachment of the drug users and the refuse and tents that come with them.
Lighting under the bridges for night time.
Communication (and following through with said suggestions) is paramount in protecting the aquatic life in the area. I would assume that this addition would decimate the fish populations that would spawn in that area.
Please don't place monuments or unnecessary signage that would clutter or obstruct the water views or views of on coming cyclists. Thanks.
Yes it's difficult to get from riding on the street across MacDonald Bridge onto the closed off road and back on the pathway. Need to consider ramps or something to get people on the path under the bridge.
Concerned about homeless people congregating here or drug culture loitering making this unsafe or less approachable, especially at night. Making sure there is good lighting and visibility, security and safety buttons is critical.
Why are all of the places to stop and sit sandwiched between roads? Put the places to enjoy the river at the points furthest from the roadways. Meanwhile, put the raft removal (which is a nice touch) closer to where cars can park - carrying all of the stuff from rafting over a distance is a barrier. Lastly, if you're going to put in rafting infrastructure, ensure that stretch of the elbow is raftable. Much of it is too shallow to be able to raft down - send somebody on your team on a raft trip.
The travel lane is too narrow.
I think there should be a raised and marked crossing of MacDonald Ave at both ends of the bridge. There is a huge amount of thru traffic coming to and from Flame's games that speed through the pedestrian crossings and don't stop at the stop sign. The slower traffic is through here the safer and happier I will be. Please also give some mind to water drainage into the path. It's no good building a path only for it to be unusable in winter because of ice that results from poor drainage.
Design looks great. Please review it's ability to discourage people from sleeping within the area and setting up tent villages.
Would be good to have some sort of non-stair access to Ramsay (at Node B); even a rail to help people walk their bikes up and down.
You need to separate bikers from pedestrians, otherwise they'll run over people's dogs.



<p>-Would like to see at least a couple help phones installed along the path. Even though most users have cell phones I think it increases the feeling of safety. Especially along a path that is going under multiple bridges.</p> <p>-Would like to see bright lighting under the bridges</p>
<p>I would like to see the pathways that are truly wide enough for mixed use to be able to have cyclists and scooters safely and efficiently move around pedestrians.</p>
<p>Please account for drainage and ice cover during winters. This area has been treacherous for bike commuting and general mobility over the years.</p>
<p>Ensure adequate lighting, current pathway is very dark and numerous community members have felt unsafe and had incidents walking it at night.</p>
<p>The elbow is often far too low for a raft launch point at that section of the river. It would be important for a planner to actually visit that spot to see if it could support what is proposed.</p>
<p>Separation of cycling and active transportation lane, it is really dangerous to put them both together in such a high use area.</p>
<p>I can't tell if there is lighting included, especially under the bridges - as a safety measure</p>
<p>Why is the current pathway being removed? Access is still from that pathway route, correct? Maintaining connections to current pathways, proposed pathways, and bus routes is essential here. As well, are there mitigations to prevent river flooding of this pathway, as this is an issue on other routes? I bike the SW/SE often and find that flooding and ice can be quite disruptive on my route because of how the path was designed. Does the bridge connection have a bike ramp to the road if no path?</p>
<p>Concerns - drainage in winter (look at icing issues under new centre st underpass) and connections to Ramsay at 8 st as well as through sculpture garden on 9th ave, could be steep. The wider this can be built the better. I'm not going to miss the blind corner under the train bridge.</p>
<p>See last question. This is one of the most important pedestrian/bike connections between Ramsay and Iglewood.</p>
<p>We need this as soon as possible. It is very hard leaving or getting to my house from the North by foot, bike, car, and transit as things are right now.</p>
<p>Be careful of ice building up under bridges, dangerous for bikes</p>
<p>Doesn't need to be the full length. The pathway could end just before or right after the McDonald ave bridge, to connect to the Stampede Park pathway. Otherwise you are essentially have 3 pathways parallel in this section (new pathway, stampede pathway, and existing pathway closer to the hill). It would be nice to have portions of this pathway lit at night.</p>
<p>Ensure there are no blind corners, the current pathway configuration has blind or near blind corners under the rail bridge which has led to some close calls with bikes.</p>
<p>Perhaps a safe alternative route for when rivers are high. I've seen the previous underpass get flooded quickly in a sudden downpour</p>



Seems quite crowded; are you really expecting to void conflict between different transportation modes, or so the designers not really care?
Please reduce blind corners and remove areas for homeless people to conjugate at.
The current east side pathway underneath 9th avenue is very steep and turns a sharp blind corner, which ices up badly in the winter. Any realignment must make the gradient shallower and have better visibility.
I use the west side every day and it is in a very bad state, never gets cleared of snow and has many tree roots pushing up the asphalt. I hope that the west side is also improved.
lighting needs to be improved in the area
Better connector between the rail and road bridge, the grade is very steep and particularly treacherous in the winter months with ice and snow
Expect heavy cycle traffic along this route. Bicycle - pedestrian separation or extra wide pathways should be considered.
The interface between the pathway and MacDonald Avenue deserves extra attention. There will be southbound travel on the pathway turning east on MacDonald avenue to access the community. The street crossing should prioritize pedestrians and wheeled vehicles, and slow down cars.
There is a high volume of bikes on this pathway - a wide path with bike lane designation would be beneficial given the mixed bike and pedestrian traffic. Currently the sharp corners and blind corners present as a safety issues - I assume these are all removed.
The main problem with city pathways is that they are never wide enough, nor do they have good enough community connections. There should also be abundant ways to access the river for activities like fishing and boating and swimming.
Isn't there a sizeable hill on the east side of the Elbow between the MacDonald bridge and CPKC bridge? I currently just ride through ENMAX Park, cross the river on the MacDonald Bridge, and continue to the Bow River on the western side. The Western side gets extremely icy in the spring melt/freeze cycle under the CPKC bridge which could definitely see some improvement in grading or upkeep.
Having lighting under the bridges and along the path would be nice aesthetically and for safety at night
Previous pathway issues were lack of sight lines, narrow width, and lack of winter clearing. It's hard to tell from renders but the new one should have lower grades than the old, and be above significant flood levels as much as possible. I love the included water access!
Proper lighting at night, maybe some reflective paint for the trail lines. Possible wider lane for bike bath like the Bow River walkway.
The access ramp on 8th St and 9th Ave on both sides of the track needs to be way less steep and maintained during the winter, it gets dangerously icy
Node B, does not appear to account for people with impaired mobility. They are forced to access via either Macdonald.
Bike lanes

Lighting and seating areas are missing from the views. A water fountain for filling water bottles, a bike fixing station and a separation between bikes/pedestrians would be ideal. Mimic the design of the current pathway system by Fort Calgary. Addition of outdoor washrooms east of Fort Calgary in the larger area would be well received. Well-lit areas that run underneath the bridges with appropriate design to cancel chances of dodgy behaviour under these bridges PLEASE!
For those of us who commute by bike, this looks quite tight for bike and ped use. Also, need less steep access to 9th and let's make sure we don't have blind corners as we used to have and still do behind sweetgrass lodge.
Safety issues as outlined in #2. Flood mitigation safety per neighbouring Elbow and Bow Rivers.
Pathways as wide a feasible give users space to pass (or walk past) one another feeling safe. More space is always better, it's not just about the volume of foot traffic. Healthy tall trees are nice to keep along the river...low brush and shrubs can be a place to hide or camp and with a narrower pathway can start to make the space feel small and "less" safe. More lighting will be super important, especially under the bridges and with the general proximity to the water. There cannot be too much!
Needs separate walking/wheeling separation, or to be a bit wider than shown. Make a really solid connection for bikes to Macdonald ave and 12ave bike lane.
How wide is the pathway? I would be in support of a pathway wider than 3m to accommodate all users and improve pedestrian safety
Please ensure proper lighting is installed under all bridges, no steep grades with sharp turns, and keep must be clean in the winter.
Proper night lighting and ensuring that the area stays safe for everyone
Thank you City of Calgary for putting together a very strong design for this section of the pathway. Using this area has been a nightmare for the last 3-5 years of ongoing construction, realignment, bridge building, etc., etc., etc., but I'm very pleased to see us end in a final state that truly reflects the value of this place in the city as a connection point and conduit.  Now let's reinvest in the rest of the Elbow River pathway network!
Anything that enhances safety is critical to the design. In particular, we strongly encourage the installation of good lighting along the pathway, particularly under the bridges).
Add lighting for increased safety
There's no public art on the under the bridge portion, which is about to get even longer when the Ctrain line is added. Lighting and/or art would be important.
Just how icy it gets back here, someone died slipping into the river, so a safe buffer between path and watercourse is very important.
Under bridge should be lit up
Separate bike lane, lighting and security cameras to makes sure the druggies and human garbage don't rob or hurt anyone

Which leads to it being unsafe for people, esp. women. There are often encampments, with the fence being simple pushed open, and drug paraphernalia. It's also a deathtrap in melting & freezing conditions .. this is often talked about in local community groups and has been brought to the attention of the city countless times. How can it be, that CPR has such control, when it affects safety of people moving on that pathway? How will any of this be addressed long term? And when?
Under bridges have historically been used by some street people using illegal drugs and are prone to repeat graffiti. What will be done to curb these activities? In addition will there be any river access for rafters and other water craft? Potentially a takeout ramp? How about trash bins for dog scat?
Is the new pathway lower than the old pathway. A 1 in 5 year elevation means the pathway could be submerged on occasion. Will the new pathway be damaged when the Elbow River rises above this elevation? I think the most important consideration for this pathway is safety. It should be well lit, especially under the bridges.
Just a ramp. Otherwise the boat access, river access, and smoother pathway transition from Ramsay and Inglewood all sounds absolutely amazing!
Please ensure it goes under all the bridges.
I can't tell from the renders how wide the pathway will be but please make it as wide as possible. There are potentially several blind spots in this area and having sufficient width for people to walk/wheel side by side will help avoid collisions. This is especially important at the underpass.
Please make sure it doesn't narrow to zipper merge pedestrian and cycle traffic anywhere like the bow river pathway along Fort Calgary does. Make sure bike lanes are sized for higher speeds ebikes as well as some of the wide bikes people use to transport their kids around.
I would just try to ensure it is well-lit, and with multiple entry points. Also would love to see this type of design extended all the way to at least Lindsay Park.
Please avoid creating blind and sharp corners with the retaining walls, for visibility and safety. Please also provide water access (float) as far north as possible too for Bow River users. Please provide as convenient as possible (acknowledging grades and other constraints) access to/from the pathway on both sides of the MacDonald Avenue SE, CPKC/Green Line, and 9 Avenue SE bridges. Please make sure the south end also connects with the Stampede detour pathway.
Please make sure drainage and maintenance of rain and meltwater is considered, especially during winter and spring melt for user safety
If the pathway is not wide enough, it is dangerous. If it has blind turns, it is dangerous.
Width of pathway is priority over all other features. Assume growth and high bike/pedestrian volumes are likely here.
Lack of lighting details in all mock up sketches as it should be part of improvements to both viability and safety.
Generally looks good, the bikeable connections to each road bridge are important, looking forward to seeing the design for those.
Make sure there is enough space for pedestrians and cyclists and other forms of mobility !
Not wide enough. Need to separate bikes and pedestrians.

The locations for seating nodes A & D are not great locations for sitting and enjoying the river. Node A is in-between and under 2 major bridges, without views or sun and very noisy. Node D is better than Node A, but leaves the seating concentrated almost under a bridge. Seating should be available all along the pathway. Opening up the pathway and view at stairways is important, but seating should also be in desirable locations.

There are swarms of drunk homeless in the area. Is it going to be safe for people? What safety measures are going to be implemented?

## 5. Please tell us why.

This is an important access point for the community of Ramsay. My wife and I regularly use it to access Inglewood and having a safe / inviting space will allow support our continued use of the space. It will also help to continue to build on the existing character of the community.

This is a main pathway that I use everyday throughout most of the year. I avoid it when it's dark out (no lights and feels unsafe) as well as in the winter when there is too much ice. I walk and cycle on this pathway and have come close to getting in an accident multiple times due to the blind corner and ice. Thanks so much for considering it for improvement, I look forward to the upgrades!

I live in Ramsay and after losing vehicular access to 9 Ave from 8 St. was a big enough blow to convenience. Losing pedestrian access at the end of 8th street to duck under the bridge would be another significant blow to the community.

I live in Inglewood

this is my commute bike route and lunchtime running route

This part of the pathway system remains in really rough shape - between the scary, dark, noisy CPKC bridge crossing and the separation between the Elbow River Camp lands and the trails some minor investment in this important connection between the Bow and Elbow Trail Systems much safer and more pleasant.

With the closure of both the pathway under the 9 Ave bridge as well as the 8 St SE at the train tracks, I've lost one of my formerly daily passages to downtown and 17th Ave. It saves a lot of time to be able to cut through around the Stampede grounds, which is a criminally underutilized space 50 weeks of the year. Rebuilding this pathway will save me a lot of time when I'm cycling between the three communities.

Seems like an important link where there is quite outdated pathway infrastructure between the other sections of upgraded pathways. It looks like it would offer a safer option with clearer sight lines for crossing MacDonald Ave as well, which would be great.

I use this corridor on a fairly regular basis and it would be a great continuation of Calgary's pathway system.

Just need more smooth connections to get down the path which currently is really not level.
Easier access for users of various abilities to outdoors/nature
Cost. There should be a pathway. Scale it back.
The Bow River is a jewel in Calgary.
I commute to work in this direction and a useable pathway is integral to a safe commuting experience. The more separated areas for cyclists, the more cyclists there will be. More cyclists mean safer active transportation for everyone (and a better outcome for the environment).
I cycle there a lot and it is awkward having to cross McDonald Avenue, then ride across the river and turn north on the sidewalk to connect to the pathway at Fort Calgary.
Elbow river pathway connectivity is a critical connection for commuting and recreation
Crossing the Macdonald bridge can be awkward and dangerous. Also- offering access on the east side of the river might reduce traffic on the west oaths
The east side of the river looks dumpy and this will help activate the area.
It enables individuals to explore more of our downtown and surrounding areas, including Inglewood!
More pathways and walking/cycling infrastructure is better
Micromobility and active transportation should be a priority for the future generations.
A connection between Ramsay and Inglewood is required since the closing of the 8 street crossing
It will keep our cycling group on a safe pathway system so we don't have to mix with the bridge traffic to transition from the east side to the west side to get to back and forth from the Bow river pathway system. I have missed the connection since the new bridges were designed and constructed!
Opening paths through the city facility broadened use for both commuters and recreational / leisure/ fitness activities
I love ride my bike in this area
Our rivers are SO amazing and I love walking along them. We are so lucky to have such beauty in the middle of our city - especially here, connected to such history! Calgary should be commended for promoting a green city. Thank you for your commitment to Public Engagement.
We two blocks away, walk there all the time.
A continuous pathway Increases access to all that would like to move throughout the city not via Automobile
This is one of few connections walking/cycling pathways the residents of Inglewood and Ramay have left since 8 St SE was closed because of the CP Rail caveat ( which CP Rail are horrible community partners by the way ). It is adjacent to the entertainment district so we have to get it right making it a safe, welcoming, functional and aesthetically pleasing space for everyone.

It is one the very few connects between Inglewood and Ramsay the is left and should beautiful, safe and open to cyclists and pedestrians. There are a number illegal campsites and drug use along the pathway. Would like to see it cleaned up so it is a safer place to walk. Both side of the river should be renovated an cleaned up.
Currently not a comfortable or safe pathway.
Property tax increases every year. Now more gridlock in traffic based on your green concept. You have made thousands of engines idle longer, need civic government change.
I love to bike and run along the rivers. The changes made along the Bow River pass h to Harvie Passage and beyond made a huge difference to accessibility and use. This could do the same, and integrate inglewood and Ramsey communities with the river.
It's a safe connector. We could go to the west pathway, but the east pathway is preferred
Our river pathway systems are a huge reason I live in Calgary and a main attraction for visitors.
As a cyclist and pedestrian it's incredibly important to have safer and more accessible routes in and out of my neighborhood.
We frequently want to cross the bridge from the zoo into Inglewood and then head south along the east bank of the Elbow (or the reverse). Currently this means crossing the river on the pedestrian bridge north of the Deane house then crossing back on the MacDonald bridge, which exposes us to strange traffic flows, narrow walkways, etc. Having the direct route available would be awesome.
Encourages exercise and use of the importance confluence of the rivers
Love walking around this beautiful city and just saying hi to everyone.
I enjoy long walks and it's inconvenient when there aren't good connections. There should be walkways anywhere along the rivers that the city owns.
I use it a lot, beautiful and safer. Every time you improve a path way, people are using it more and make this city so much more beautiful and enjoyable.
Cos the pathway system is great for commuting to work but it's just such a great system for biking in summertime. It helps people be active and as a person who has used it my whole life it's such a huge part of Calgary. Everyone loves or pathway system and anyway to make it just a bit better can't be a bad thing, I'm a born and raised Calgarian and know that our pathways are used a lot year around by everyone.
I'd love to be able to walk there!
Vital connection route for north/south pedestrian and bicycle users.
I bike along the river a lot
Accessibility between ramsay and Inglewood has been dramatically reduced with the closure of 8th st and the East bound street exit off 9th on the west side. This affects access to commercial on both side
I have used that to commute.
There needs to be a cycling path here.
I don't drive I walk daily



This is such an important place in the region historically. It should be celebrated and utilized as fully as possible.
That was always a sketchy part of the pathway. It will be nice to open it up a bit and have better sight line lines.
Not sure we have the money for this. We should focus on maintaining the pathways we currently have first and pay down the debt.
The city is growing and we are a very active city. With the planned development of the area we need proper riding and walking paths in the area
The loss of this pathway during so much construction has reduced my access to the river. The loss of the Spiller Road connection to 9th Ave has also impacted our community. We need a pathway system that is safe, well designed, and community oriented.
I don't have a vehicle. It's how I get around. The rivers and early parks in the core are heart of Calgary. I love the old Calgary and don't want to loose any more. I don't want to see it turned into the nightmares that all the new suburbs are.
Ramsey/Inglewood/East Village/Downtown access by walking trails is vital!!!
I work in Erlton and run along elbow river to downtown and back most lunch hours year around.
I use it a lot on my bike rides from Elbow Park to Inglewood and Bow River pathway. The current west side pathway is rough and not very inviting.
I live nearby and walk and bike there
I live in East Village and often bike that way. It is important to have the path wide enough to accommodate all the users. Is there a place for rafters to get out of the Elbow there and safely go to the Enmax Parking lot?
I use the pathway to go under the CP tracks quite frequently to get to 9th ave. With the immense reduction in vehicle access to Ramsay (9ave, under the tracks, over the tracks and reduction to 1 lane on 11th) it's nice to see that there will at least be some decent pathway improvements.
Myself, family and friends use the pathway systems within Calgary several times weekly. We enjoy urban hiking because it accommodates people of all abilities, the paths are well maintained and pass through many picturesque interesting and beautiful areas. Also, you are able to take a short hike or choose a hike that is many kms long. The interconnectedness of paths is wonderful.
I live in this area and walk/cycle the pathways with high frequency. The area is beautiful and should be accessible. With the CPR closure of 8th street it's harder to get into Ramsay / to the Stampede so having another pathway for walking/cycling is helpful.
Use the water pathways for recreation
It is a beautiful part of the elbow river. It also acts as a very efficient way for cyclists etc to cover a ground out of the mix of motorists.
I ride my bike on that pathway and the state it's in now kills the joy of the ride.
I use it often and this new connection would be great.
It would make it more safe #1 and #2 It fits great with the area which I use at least once a week



It would definitely be more important if I went that way often however, it's important to know that I do have safe and accessible travel options if I do need to go through the area.
I use the west side pathway a lot. An east side pathway would allow for faster continuous travel.
Path access on east side has always been dark steep and dangerous. Also with 8 st closed at railway crossing it restricted access for residents going north or south
It's huge. Otherwise it creates bottleneck opportunities on the far side of the bridge, and takes away redirection options once Arena/demolition/development starts on that portion.
Thank you for making this area better!
Connectivity.
Extremely important to promote leisure and commuter travel along the elbow. Please build this now!
Easily connects Ramsay to the Bow river pathway
Need more bike and pedestrian infrastructure. Don't base design on current usage. Build it and they will come
The closing of the CPKC crossing really cut off Ramsay to Inglewood. Having a cycle friendly connection between the two is economical and promotes the use of bicycles to travel between neighborhoods in the inner city. Also adds to the waterfront and presentation as you enter Inglewood on 9th.
Correct me if I'm wrong, however, our city does not need fancy underpays - we need more rent-control, safe c-train/bus stations and a mayor that is for all the people, not just some.
This area is considered inner city and tends to be fairly busy. It is also at the NE corner of Stampede grounds at entrance to Elbow River Camp so it would also compliment that recent development.
I live in Ramsay, and recent construction has dramatically cut back access on pathways and roads to the rest of Calgary. A better pathway on the river's edge and under the bridges is welcome. Missing is pedestrian access at 8th St, or a pedestrian bridge from Ramsay at 10 St over the tracks to Inglewood. Current paths are a long way around, especially for those of us with wellness challenges.
connects Ramsay to Inglewood by foot
great biking area, the other side of the path is great too!
We use the pathways often and look forward to safer paths. But as said we are also concerned with safety with regards the increased amount of vehicle traffic. Please advise of plans to put access back to major roads not our small residential roads. 2 major access points to 9th avenue from the Saddledome area have been removed thereby routing traffic through Ramsay. What are the plans to reinstate access?
This pathway enables us to access Inglewood and the East Village area for recreation, shopping and exercise without the use of our car and currently the safety of it often very questionable and in the winter it is often unusable due to ice.
pathways are Calgary's #1 amenity for inclusive sustainable transportation and recreation. They are the best, most used and loved, public realm feature that Calgary has to offer.
I think it will finish off what is an existing pathway
I live nearby and see how often new graffiti gets applied to flat surfaces around the existing bridges.

I walked and bike everywhere
I'm excited to see this improvement. Cycling along Elbow and trying to get to Bow has been clumsy lately, and this would clean it up a lot. One thing to keep in mind is drainage to ensure there isn't ice flows across the pathway as the pathway goes under the bridges. At the current CP bridge, there are often icy spots during the melt freeze.
The current connections are confusing and somewhat inconvenient. The main problem is the wayfinding. The proposed improvement is highly beneficial to walking and wheeling citizens. It will be helpful for recreational users, commuters and general transport in a green manner. I encourage City transpo planners to enable green modes over motor vehicles where practical. Please invest in infrastructure for active modes.
Use would correspond to events at Events Centre
because it establishes a continuous cycling route without stopping at traffic lights
it provides great access to the region, and it's near my home.
The river pathways are a significant draw to the area. This particular area is not inviting or to the same standard as other areas.
Connectivity for pedestrians and cyclists between Ramsay and Inglewood.
I live in Mission and like to cycle and walk along the Elbow River pathway to the Bow River
I love to walk and bike and live close by. It's a wonderful area for Calgarians
I am an avid cycle user and use this pathway alot. Even to go grocery shopping by bike. This would be an excellent addition to our excellent pathway system
The west side pathway works for me cycling but the pathway does need some work ie widening and smoothing from Mac Donald bridge to bridge under 9 Ave. The East pathway drawings look great but I fear that there will be too many homeless people taking advantage of the amenities.
The west underpass is great, this is a bit of a luxury.
Have been cycling through this area for thirty years and it certainly needs a proper route. One never knew what to expect when approaching from the south near the Stampede grounds.
Major pedestrian/cycle connection to Lindsey Park/Mission area that has been inoperable for much of the last year. Need to find a way to keep it open during Stampede.
This section of the pathway has been truncated and underutilized for a while now. The addition of the Green Line bridge without pathway connections would otherwise lead to a dead zone with potential crime/homeless niches. It is critical to provide sufficient lighting and an emergency communication kiosk here.
It is a missing but important link in a well used pathway system that has had not had the proper attention.
I cycle in that area regularly and would appreciate another connection.

I am a community member of Ramsay. The bridge construction have been hard for us for knowing where the walk, access to inglewood and downtown (by car and by foot), and noise levels/grit. Lots of rerouting and detours have been placed for years now and I just want o finally have a beautiful place to walk and enjoy the beautiful rivers we have. And I would love to be able to walk to inglewood or east village without having to go a long way around
I feel like it would be a missed opportunity to not re-program this, so I support the rebuild! the surrounding neighborhoods have quite a bit of activity and potential for more users to use it. I have cycled the pathway in previous iterations and it felt a bit dark/unsafe and disconnected, and I would take a longer way to avoid it.
As a Ramsay resident, I use the pathway on the west side to get into downtown and also Inglewood. A pathway on the east side would be very useful to accessing Inglewood. I cycle or walk daily to work, so I will use the east side pathway every weekday.
I cycle this pathway weekly during the summer. Currently, I have to cross the Elbow River on the MacDonald bridge to connect the pathways on the East and West sides of the river. It would be great to be able to continue uninterrupted along the East side. Also this design is a big improvement from the existing (closed) East pathway that is narrow and has blindspots.
This is my commute to work and connection to inglewood and downtown (I live in Erlton). I also exercise on this pathway but won't use it after dark because it's too spooky and isolated feeling.
I am Calgary citizen and regular user of it's pedestrian pathways. This design would encourage me to explore that area.
It was there and functional and now a giant condo building is blocking the route. Many pathways between Ramsay and inglewood have been cut off or restricted and access for pedestrians and vehicles needs to be restored.
I use the Bike path consistently
Live up the hill and my kids will be of an age where they can actually come down and play by the time this project is likely finished
Better bike infrastructure leads to better citizens: <a href="https://www.sciencedirect.com/science/article/abs/pii/S0272494423001731">https://www.sciencedirect.com/science/article/abs/pii/S0272494423001731</a>
Upgrades to all pathways are wonderful.
I often bike along the Elbow
Current under pass and ramp towards 9th Ave accumulates ice build up in the winter. This is in addition to the blind corners on either side of the bridge. I like the stairs down to the river with improved access. Would like to ensure proper lighting is incorporated.
There already is pathway there
It will provide an attractive walk alongside the Elbow to the Deanne House and Inglewood
It's been a pain for years to navigate that section.

I often use the elbow river pathways for recreational use. I run, cycle, and walk along this route with friends and family and use it as a main route to access entertainment and cultural events in the area and across the City. This specific section of the elbow river pathway needs improvements as the pavement is rough and narrow, making it dangerous to navigate. Please extend the improvements from the confluence of the rivers to the MNP Recreation and Community Centre.
Increases and improves walkability of area and aesthetics of pathway environment.
The river pathways are the most important part of the bike path system. Connectivity of one part of the pathway system to another allows us to explore our environment, not giving up because of boredom with the same old routes. Safety is a priority for these crossings. The pathway-under-roadway system is terrific.
Calgary's River pathways are one of the best things about Calgary. Hugely important to quality of life
We live in the area and walking is our primary form of transportation.
Please build it
The bike/walk paths around Calgary are incredible and should be marketed more. I'd think about putting in permanent directional signs so those new to the pathways know where they are headed. Continue to make Calgary more pedestrian and bike friendly.
Any additional pathways are a great addition to help both pedestrians and cyclists move safely
A beautiful part of the pathway system that needs to be kept at a high standard and upgraded.
I regularly use the pathway system to run and bike. This reconnection of the pathway on the east side of the river would enable me to more easily make stops to shop, eat, or relax in Inglewood and explore more of the city.
The mobility and recreational needs of Calgarians is very important. Our great and expansive pathway network appeals to Calgarians and those considering coming here to be Calgarians. Keep the standards high.
It will provide access to both sides of the Elbow. It will enhance the usage of the Dean House
It is not overly important to me, as I am not a local within the greater community, however it is an important north-south connection for locals and visitors to the area.
I never go downtown. It's too difficult to park. (No I'm not taking public transit like a hobo). Give us a tax rebate instead.
I do a lot of photography around town and having an easy walk under the new bridge would be very handy,
as we understand more about climate change, anything we can do to decrease getting around the city by vehicle is going to help us in the future. Calgary should be proud of the amazing pathways we have in our city
More walking == fitter Calgarians
Any improvement to the pathway that makes it safer and more usable is a great idea

I live in Ramsay and use the east side pathway to connect to Inglewood on a regular basis and it desperately needs to be replaced/improved. Right now it is a dark, unsafe, icy death trap in the winter that makes me literally fear for my life when I have to take it at night. Since this is one of the only pedestrian links between Ramsay and Inglewood, and the most direct connection for half of Ramsay, it desperately needs improvement. We want to walk, please make it possible!
River pathways are an important part of Calgary's liveability
Keep the city vibrant, better use of green space, more places to walk and ride.
While not as often used as the west side pathway, it's still a major connection for those in Inglewood and Ramsay to the Stampede grounds/Enmax park. And areas of it are pretty derelict currently.
With the closure of the railway crossing on 8th street, this pathway is very important for folks in the west side of Ramsay to access Inglewood.
Great loop along and around stampede park. Makes an excellent 5 k along with 2nd St SW
Important for easy access to other river paths
I use the pathway system every week. We like to ride to the new park in Ramsey using this pathway.
Frequent use from Ramsay to Inglewood, current one is not the most safe under train bridge.
I bike a lot and don't live in the area, but I was there four or five times over the summer
My husband and I use and enjoy the pathway.
The old pathway does not work with all the new bridges. In the past a lot of people used to run across 9 Avenue at the east end of the 9 Avenue Bridge instead of going to the intersection of 9 Avenue S and 8 Street E.
Can get through this area on west side already but does require some messing around and crossing vehicle traffic on MacDonald Ave. Will be nice to have proper connector to bow river path as this is a major pathway junction that many people do not currently take because of the current detour onto roads.
This pathway is one of the few access points to Inglewood for Ramsay, and is currently dangerous with sharp turns, blind spots and construction. The 11th street access underpass is loud, icy, and dangerous without proper lighting. Heading down the hill by Art Point, I've slipped and fallen numerous times. These access points are crucial. Very interested to see if there will be pedestrian overpass access around Cold Garden. Frankly, it's been brutal as someone who walks to work in Inglewood daily
These pathway projects improve the general health of Calgarians by facilitating walking, running and biking. Also makes car/bud free commuting easier for many.
We can walk from our home to shops, reataurants and East village without using the car. Accessibility to the south side of 9th ave is important as we no longer have access across the train tracks at 8th St. We walk in all seasons, the Elbow is beautiful as is the confluence area and pedestrian pathway in Inglewood. In summer we take our dog swimming. We often do a loop from our house up on Ramsay street through to St George's island, past the zoo, into the inglewood pathways and back again.
I personally don't cycle, just like the look.
Health - physical and mental
It is a vital link that is part of the pathway network and should be restored.

Pedestrian access between Ramsey and Inglewood is important for businesses and residents on both sides of the rail
We usually bike to Stampede but the route is more convoluted and in many places indeed unsafe. This seems like a huge improvement in accessing the Stampede Grounds without needing a car, which would be a huge improvement in the overall traffic mobility for the event. But it will also make it easier to visit friends in Ramsay by bike year-round.
For folks living downtown, the pathways are our access to green-spaces.
Because i use it all the tome
I have stopped using it at all because of visibility issues and I frequently walk and cycle and I live in Ramsay with my husband and children and friends.
We are blessed to have one of the most extensive pathway in North America. God bless the people with the foresight to have started this with the humble pathway between Princes and St. Georges island back in the 60's! I use our pathway system every day and thank the visionaries who developed and continue to expand it. Keeping all of our pathways safe, usable and beautiful could not be more important; both now and in the future!
The places where Calgarians are i) out of their vehicles (such as Inglewood/Fort Calgary) and ii) can easily access the river, are great places to enhance pathways/river access. That enhances quality of life and takes better advantage of the rivers as an attraction.
More active transportation between Inglewood and the riverfront
Gives a connection to stampede park especially after closing the level railway crossing
Inglewood and Ramsay need better walk/bike neighbourhood connections
Access to work and home
The old path was narrow and steep as you went down under the railway bridge.
This is one of the city's best trails, and completing it will make it better.
At this time it's dark and does not feel safe to use. As the now only access for Ramsey to Inglewood at that end he needs to be fixed
Key connection in Calgary. This area is a critical public space that requires high quality amenity
Because it's nice to have continued pathway connections along the river.
The riparian are is degraded from people accessing the water here. Lots of dark spaces and homeless activity make this an unsafe space most times of the day.
Well planned design that will meet new needs of area as green line expands
Until the city can deal with the infestation of addicts and homelessness I think this will just be another underpass for the junkies to hide under.
I use this pathway 6-10 times a week on average and it currently sucks. It's the one of only two connections to ramsay
I live nearby and use these paths all the time. It will be nice to have the east path repaired and usable again, it's a great connection to Inglewood from vic park and Ramsey.



Poor connectivity currently and variable over years due to maintenance and CPR closure. Unpleasant and unnatural riparian environment so close to confluence -- the lower Elbow should be natural show piece connecting down to Fort Calgary and the Bow.
The public transit system in Calgary is horrendous and recourses could be better spent there. However, as long as the city is truly taking into account the aquatic population, I think the plans look lovely. Additionally have multiple spaces where kayakers, people canoeing, etc are able to safely get to shore and exit their boats is HUGE! currently there are barely and safe options to exit the river.
Live and walk daily in that vicinity.
More people centered enjoyment of the rivers is always a good thing!
I take it from Ramsay to the pathway (going West to downtown) almost every day.
It's unsafe now - unlit, poor visibility and steep angles that promote ice formation! Need to be wider better lit and safer
Thousands of people use the river walk...it's common sense to expand the pathway all the way to mission.
We love supporting the bike and walking community, more walk ways more loops and more chooses for our community in Ramsay
This section of pathway is literally almost impossible to use right now, and certainly very difficult for anyone with mobility issues or who requires a wheelchair. Also, further down the pathway from Enmax park to McCleod is terrifying. Enmax park is also barely used. Making this section of the pathway inviting will encourage more use of the park and the pathway further along, making it feel safer.
I am a cycle commuter. More pathways means more routes and riders, thus less traffic when I do drive. Everybody wins.
I use route every day biking to and from work. The West side is too narrow for multiple users, very bumpy, extremely poorly cleared in winter. There is always ice under the CPKC bridge. I personally think that River's Edge should have been required to fund this pathway rebuild as a condition of allowing that development. It will be excellent to have a contiguous connection on the Elbow path again. Now just stop closing the Stampede section every year....
Commuting to downtown for work
I support any development toward alternate forms of travel. Also, I don't own a car so I very much rely on the cycling paths in Calgary.
The RiverWalk is one of Calgary's best public amenities. I can't wait to see what the Clty can do with the Elbow River pathway.
The connection on the other bank of the Elbow is barely usable due to pavement deterioration; the Elbow path is an important connection to east downtown especially given the lack of a safe cycling entrance to the downtown east of 5th St.
My son walks home from his bus stop at Fair's Fair at 9th Ave and 8 St. The blocked pathway has been problematic at times for him. A clear connected path that allows our family to travel easily from home (in Ramsay) to inglewood has been missed for some time now. We look forward to a less sketchy way to make it from 9th Ave to our home.
I cycle the pathways all year round, new and improved, more the better.



Doesn't seem like your current plan is much of an improvement.
-I'm a resident of Ramsay and this is an important connection to Downtown for me
I frequent the area and am often on the Riverwalk through Inglewood, i see so many new residential buildings going in to Ramsay and the connection to Inglewood and downtown is so vital for them to keep the city walkable. I want the pathway system to be safe and usable for all but also to provide the connections to all residents so they don't need to drive for basic errands
Critical connection to Inglewood, especially with closure of CP Rail crossing at 8 St SE.
Living in Ramsay, after losing the track crossing at 8 St this is the one remaining pedestrian connection, or else having to walk to 12 st. It is important as we moved to the area for the walkability and community feel.
If this is the only option, it is important as it would make it feel safer and more desirable. It is a major connection point between Ramsay and Inglewood. Again, it would be better to just bring back the original train track crossing.
This is an important connection that I used during my regular commute and is badly in need of improvement
Key connection between parkway systems and communities we visit regularly.
Improving this part of the pathway system would be a huge step forward to having a continuous and enjoyable river path for many living south of downtown, as well as those trying to get to and from Stampede and the new event centre.
Maintains that connection and route- connectivity is essential for shared use paths. Lack of useful connections is a huge barrier to active transportation.
I live in Ramsay and frequently go into Inglewood and having a wider, more well used pathway will allow me to feel safer at night going under the rail bridge. Road connections from Inglewood to Ramsay have been largely cut off (CP crossing etc.) so having more ways to go via bike is extremely important to me.
I used to walk it every day. It is convenient.
Since the 8th street SE CPR closure I've found it difficult to easily access Ramsay from 9th ave SE. On top of that is the long history of this pathway section being unsafe. The new design would greatly improve access and safety. Also, this will make it very easy to get to and from Inglewood and the Stampede grounds.
Ramsay and Inglewood are so intertwined, Inglewood has so many things that us in Ramsay use, and it's a long detour to go to 12th street especially on foot. We need to make sure that this is kept open once the Green Line is being built!
We walk the river path every day from Ramsay to East Village, St Patrick's Island and Inglewood and we'd love to have the east side of the Elbow River path connected again
The West side pathway is in very poor shape and requires crossing the MacDonald Ave bridge. A direct route is sorely needed!
This is a required piece of infrastructure to keep the communities connected.

It's unusable now and the lack of connection on 8 St between Ramsay and Inglewood is a massive barrier.
I live in Bellevue Ave and feel locked in. It feels very hard to leave the neighbourhood by foot, bike, transit, and even by car sometimes. Reopening 8th Ave over the train tracks will also help.
It connects me and my family to Inglewood and east village pathways without having to bike or walk on the street.
Calgary has an amazing bike path system so it is great to be able to go be feedback on improvements to it
Existing pathway is adequate, so why can't it mostly repaired with a small addition to pass below 9thave bridge like it does on the left bank and then meet up at the traverse bridge. Would save \$ and i'm not sure this is a part of the city where many people would use the benches/steps with more scenic options lcoated in every direction (not near loud bridges, more nature, etc). Do we really need an outlook right between a loud railway bridge and busy vehicle bridge?
The rivers are one of the best resources in the downtown/beltline/inglewood area and have been underutilized for a long time, the number of users of the pathways in East Village and eau clarie shows that if the infrastructure is there people will use it.
I'm not in that area frequently, but when I am the lack of the pathway is very inconvenient
This area has always been quite confusing and dangerous. People need to get around; let's make sure that healthy, cheap, and effective transportation is prioritized.
I'm only in this area a few times a year. A bridge at 9th Ave would be OK but I personally wouldn't use it much as the Traverse bridge is so close by on bike.
I like to bike down this path. I find is quiet and not very busy compared to the pathway along the Bow river. Improvements are needed for sure. I like the water access, the stairs down to the water level. all of us want to go down to the water
Enjoy ridding the bike next to the elbow river
It provides a vital link on the elbow river bike path. The current detour isn't that great of a route as it is longer, mixes with car traffic, and forces bikers/walkers uphill. Restoring the connection would make this route much more pleasant.
I cycle on the west side of this section of the Elbow every day and used to use the east side until the new development at the Penguin car wash closed the path.
It's challenging to get from the elbow to the bow pathways, but is both a potential way to work for me, as well as a nice recreational ride
Keeps bikes off the bridge.
It's my way into Inglewood on bike and on foot
I often cycle this route. An underpass on the east side of the river is an enormous improvement.
I only travel by bike, transit or on foot, and over the last few years with closures and construction have had difficulty getting to Ramsay/Inglewood from neighbouring Bridgeland, which should be easy. The west end has been terrible to access
Currently a pretty crappy connection

I use this pathway frequently as a cyclist.
The existing crossing at MacDonald Ave is not very bike friendly
I live in East Village and that section of the path along Elbow River east side could use some renovations to keep up with the aesthetic and functionality of the rest of the riverwalk. I think this is a welcome project to residents and visitors of the areas.
We used this path regularly before the construction impacted safety. As a young female, there were safety concerns with blind corners and limited sight. We've also had frequent close calls with bikes. This is such an important area to revitalize given the new arena and infrastructure in the area. As well as its proximity to stampede grounds.
This segment of pathway is like a black hole when it comes to using the river path to get around. Anyone trying to follow the river is better off to bail out near 2nd street and take the bike lanes through downtown to the Riverwalk, rather than continue to try and take the trail along the elbow.
Current west section feels unsafe and unfinished. Easy section would also open up usage spaces around the area.
I currently cycle the path on the opposite (W) side of the elbow from this project. It is roughly paved, poorly lit and narrow for combined use. This project would be a huge improvement.
A lot of the pathways there are very old, ugly, and shady. Need a facelift.
If the slope isn't too steep, it would work well.
I bike year round and having more paths open is beneficial
Parallel pathway on west side serves needs well but crossing at Macdonald bridge isn't great. Main concern is future closures for green line and having an alternate route available into Inglewood from north Ramsay.
It's not 5 star importance because I don't live in the neighborhood, but I'm all for improvements to areas to make them more walkable and safer for everyone.
It is currently under utilized and overlooked. This area is a great opportunity to engage with the river and create a park.
This plan of allowing cpr to. Lose 8th street should never have been permitted. The city should have plan to relocate cpr tracks decades ago, now that the green line will be parallel it will never happen
My wife doesn't drive and we have a 4 month old and live in Ramsay, it needs to be accessible and safe
Live in the community of Ramsay and regularly use the pathways.
Few blind spots and this seems to be up the space
I bike and getting through this area has been problematic for years. Just do it already!
I use the trail
I regularly use this pathway for running and biking and it is a crucial connector from the elbow to the bow pathway system.

Our family are heavy users of our beautiful, and mostly well laid out, pathway systems. We find the ones that work best are the ones where bikes/pedestrians are given enough space to move freely around each other, or if space permits, a separate pathway (ie. Eau Claire area). Thanks for updating this old relic of a path - it was most entertaining going under the bridge in the past, crossing your fingers that no one would be coming the opposite way, and testing your skills on making the corner!
As there is limited safe bike connection to and from Inglewood from the southwest, this is an important artery.
As a senior with moderately limited mobility, I frequently use the river walk and connecting pathways for daily exercise. This is a vital link for pedestrians between the Lindsay Park area and the river walk and St. Patrick's Island/Bridgeland.
I bike it to get to glenmore reservoir
I walk these paths all the time and they force you to divert your path down narrow steep sections now in order to connect to 9th Ave or further elbow river pathways.
I live in the area and frequently walk to and from Vic Park to Inglewood. I want people to use the pathway and feel safe.
This is one of our two main connections from Ramsey through to Inglewood and the Bow River path system. A critical link for using bike as primary mode. Current design is unsafe and disconnected.
I use the pathway daily to commute to work. Not having to detour across the river is important to me.
I live close by, and go into Inglewood often. Right now, the path is creepy and going between Ramsay/Inglewood this way at night time does not feel safe. I look forward to the improvement.
I live in the East Village and we need to have more walkable options to get to other neighbourhoods. More so to those where there is less homelessness. It's becoming considerably worse.
An integrated pathway network is critical for the safe, enjoyable use of Calgary pathways for cycling, running, walking, etc. The indicated section of pathway allows for seamless connection between the Elbow pathway and Bow River pathway. With the closure of the CP rail crossing into Ramsay this section is especially important.
This path will connect Ramsay and Inglewood, now that many access points have been closed. It will improve flow between the Bow River pathway and the Elbow pathway. And it will give bikers/walkers an alternative route to the west side pathway under 9 ave, which is consistently not maintained in the winter, and is very rooty! As a year-round biker into the downtown core, I look forward to this addition to my neighbourhood!
Current pathway is dark and unsafe
Having safe pathways alongside the rivers that can be enjoyed by all is what Calgary could become known for.
It's sketchy and attracts homeless people. High slopes pathway that is icy and dangerous in the winter.
Current pathway is extremely unsafe, especially in the winter and too many homeless people that are hidden by the train tracks.

The pathway is alive with people and dogs, and should continue to welcome outdoor enthusiasts. More people using the pathway should equal less crime. It's very important for the safety of the community and the train station.
This is a critical connection that has been much-missed since construction and demolition of the active transportation network in this area began 5+ years ago. It will be so nice to finally be able to use the old pathway again, and the Deane House expansion is a big win not just for our community but for all pathway users.
The current pathways between Ramsay and Inglewood, on both sides of the Elbow river, are not safe and at present encouraging illegal activity - drug consumption and dismantling of stolen bikes.
The space between Macdonald bridge and train bridge is uncomfortable to go through, fear of being hit by oncoming bikes and walkers.
Having to go up the hill and wait for the light when trying to commute north of Ramsay from the pathway is inefficient, frustrating, and increases probability of collision between vehicles and pedestrians. Looking forward to a new pathway to streamline the commute.
My family would use it all the time, and currently it's pretty dangerous.
My mom lives in the east village, it would be nice to feel like I could easily take my kids over to visit from Ramsay without needing a car trip.
We use this pathway daily on our bike commute as we are able to avoid riding in streets. It is also a vital connector to our community of Ramsay.
Needs a bike lane
I live in Ramsay on 8th ST. It's my main connector to Inglewood, where I shop and use transit to go into other parts of town for work and recreation. Sometimes, multiple times daily.
I walk my dog in that area on a daily basis. Lots of people would use this path as it is much better everywhere else on the East side of the Elbow river.
With the closure of 8 Street S.E. at the CPR crossing, it is more difficult to walk from Inglewood to the Saddledome. Previously, 8 St. provided a well lit easy pathway to the Dome but now you have to go under the CPR bridges and walk through a dark section to get to MacDonald Ave. Having a new, well lit and safer pathway would be great.
I live in Ramsay and I really love using our pathway system, I have found the pathway detours very disruptive!
It improves access to Ramsay for locals and bringing people to local businesses. Existing path is dangerous and could result in liability for the city.
For several years access to that area has been patchy, when there is access it also just sucks if you are on a bike or aren't able bodied.
This is an important connect between Ramsay, Inglewood to East Village.
It's always been important for people in Inglewood to have access to Vic Park and Stampede grounds along the river bank

I have used this area regularly for 8 years and I have felt unsafe while walking through on my own. There are many blind spots, hiding spots, and it's noisy with the train. It's an easy place to get attacked and not be heard or seen to get help. This design looks more open and safe.
This is a key link in the pathway network! It is especially important for Stampede access, but also year-round due to its central location.
It makes biking and walking safer, easier, and more convenient. This is how you motivate people to stop using cars.
I want a better bike path to the crossroads market and the barley belt from Bridgeland. I only use this path right now when I scoot home from the stampede and it's dark and unwelcoming.
I live in this community, and I try to bicycle or walk into downtown as much as possible. The current state of the pathway system is atrocious. This is a great way to get people back using the Elbow river pathways. Honestly, the entire Elbow River pathway system needs to be redone. It's rough, and at times feels unsafe.
This is a link that my family uses to reach many destinations via the Elbow River pathway, and recreationally.
This is one of the worst and least accessible areas of the Elbow river pathway. I fell on my bike here a few years ago due to some black ice, even though I was going slowly and had studded tires. This would be a very welcome improvement
This is a high trafficked, heritage area that can be better enjoyed with upgraded infrastructure. It require consideration of thru traffic and areas for those who want to stop and enjoy. More separation is more safety.
It's such an important link, very annoying to have to cross the river on the MacDonald bridge, would much rather use the Traverse Bridge to get directly to the RiverWalk. The pathway on the west side of the river between the MacDonald and 9 Ave bridges should also be re-built, it's such a mess right now.
It is a vital active transportation link for the city
I'm not certain if it's mentioned anywhere, but having artwork on the retaining wall would greatly enhance the overall appearance and ambiance of this place. Additionally, improving the lighting along walking paths is crucial, as inadequately lit areas can pose safety risks and make people uncomfortable when walking at night.
I do not trust our municipal government to be financially responsible.
I don't use this area everyday, but it is an important route for some of my trips.
A much needed and improved connection. Pathways should be available on both sides of the river to provide options for commuting and leisure. Opportunities to walk down to rivers edge are also great. If possible, a wider pathway is important as pedestrians and cyclists can't be separated here.
Because I live nearby