

Changes to Structure Crossings

Pedestrian Overpasses and Underpasses Shared Pathways	Average Width	Action Taken
College Drive and Central Avenue	1.5 m	Signage added to restrict access to one person at a time on / in the structure
22 nd Street by Circle Drive	2.2 m	
22 nd Street by Shaw Centre	2.0 m	
Idylwyld Drive by St Patrick Avenue/Hilliard Street	2.5 m	
Idylwyld Drive N by 45 th Street	1.4 m	
University and College Drive	2.0 m	
Circle Drive and Pembina Place/Rupert Drive	2.6 m	
Circle Drive and Adolph Crescent/Preston Crossing	2.0 m	
Chief Mistawasis Bridge	3.5 m	
Attridge Drive and Rossmo Road/Forestry Farm	1.5 m	
Circle Drive and Clancy Drive/18 th Street	2.1 m	
Circle Drive and Vancouver Avenue	2.0 m	
Circle Drive and 29 th Street	1.7 m	
Circle Drive and Edmonton Avenue	1.5 m	
Idylwyld Drive and 11 th Street	2.4 m	
Circle Drive and Harrington Crescent/Lindsay Drive	1.8 m	
33 rd Street and 10 th Avenue	1.4 m	

Bridges Structures with Walkways on One Side	Average Width	Action Taken
Circle Drive North/Stew Uzelman Pedway	3.0 m	Signage added to respect social distancing
Circle Drive and Clarence Avenue	3.0 m	
Circle Drive and Lorne Avenue	3.0 m	
Circle Drive and 11 th Street	3.0 m	
Gordie Howe Bridge	3.0 m	
Circle Drive E and Idylwyld Drive N	2.0 m	Signage added to restrict access to one person at a time on / in the structure
Circle Drive and Warman Road	2.2 m	
Circle Drive and 108 th Street	2.7 m	
Circle Drive and Preston Avenue	2.5 m	
Circle Drive and 22 nd Street	2.5 m	
Idylwyld Drive and Taylor Street	1.5 m	
Idylwyld Drive and 8 th Street/Lorne Avenue	1.6 m	
College Drive and McKercher Drive	1.5 m	
Clarence Avenue Railway Overpass	1.45 m	Closed due to insufficient space and potential for high pedestrian traffic
CPR Bridge	1.5 m	
Sid Buckwold Bridge	2.0 m	

Bridges Structures with Walkways on Both Sides	Average Width	Action Taken
Traffic Bridge**	3.0 m	Signage added to restrict movement to one-way per side
University Bridge	2.2 m	
Broadway Bridge	2.2 m	

** Although the width is 3.0 metres, the travel in one direction was installed due to the expected high pedestrian volumes on weekends and evenings.