

Welcome!

Glenmore Trail Functional Planning Study (Richard Road to 14 Street SW)

The City of Calgary is studying Glenmore Trail between Richard Road and 14 Street SW.

In the first phase of the project, the **Discover phase**, you will be able to:

- Learn about the study background, objectives, process, and timeline
- Tell us your ideas and concerns about the study area
- Share your feedback on the priorities for the study area

Please review the information provided and share your ideas, issues and questions using the online engagement tool at engage.calgary.ca/glenmorestudy

Context

The City is studying Glenmore Trail between Richard Road and 14 Street SW. The study will create short and long term recommendations to improve safety, traffic flow, pathway connections and capacity for future growth.

Key facts:

- Glenmore Trail is the only continuous east-west corridor in the area.
- The segment of Glenmore Trail over the Glenmore Reservoir (called the Glenmore Causeway) provides an important connection between 14 Street SW and Crowchild Trail.
- The Glenmore Causeway was originally constructed in the 1960s, with upgrades in the 1980s and 2000s, and carries around 150,000 vehicles per day.
- Pathways in the study area are some of the most used walking and cycling routes in Calgary, connecting to the Elbow River Pathways and North Glenmore Park.

About the study

The functional planning study for Glenmore Trail will include:

- Shorter- and longer-term plans for upgrading Glenmore Trail;
- Confirming if and what a potential new interchange at Richard Road could look like;
- Identifying changes needed at the Crowchild Trail and 14 Street SW interchanges;
- Exploring widening for the two bridge structures crossing the Glenmore Reservoir;
- Considering walking, biking, and transit needs throughout the study area; and
- Identifying safety improvements.

The study will consider:

- Environmental constraints;
- Glenmore Dam and Water Treatment Plant operations;
- Drainage and utility impacts;
- Bridge requirements;
- Regional pathway and High Occupancy Vehicle lanes;
- Transit facilities and connections;
- Emergency services access including Rocky View Hospital;
- Property impacts; and
- Plans for future growth in the area.

Once the study is complete, the plan will inform future stages of design and construction, depending on funding availability.

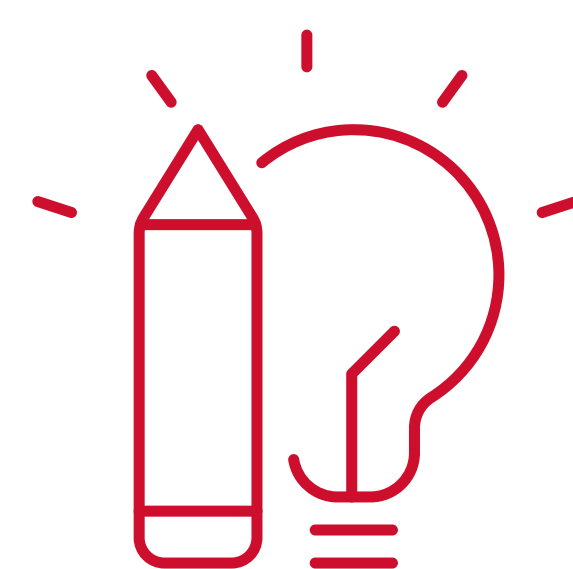
What is a Functional Planning Study?

A Functional Planning Study (FPS) is an early-stage planning document to provide recommendations about the future design of transportation infrastructure.



Purpose:

- Look into the future and identify the land needed for roads and other transportation so people can get around easily;
- Understand key issues and opportunities to develop options and a recommendation;
- Incorporate safety and best practices for all the ways people get around in the study area; and
- Develop an estimated cost.



What's involved: Developing the final plan involves balancing impacts to adjacent communities and people who travel through the area, technical requirements, cost, and City standards and requirements.



Results: The final recommended plan provides recommendations for future transportation infrastructure in the area and support future funding discussions. Most recommended plans are implemented in 10 to 30 years, but it may be sooner depending on funding.

Study area map



Role of Glenmore Trail

Glenmore Trail supports many functions in Calgary's transportation network:

- Supporting nearly 150,000 vehicles per day and forecasted to continue to increase in future.
- Providing access to key destinations like residential communities, parks, schools, Crowchild Trail, Stony Trail, and primary transit routes.
- Supporting opportunities for all types of travel with recommended walking and biking connections that follow standards of being Always Available for All Ages and Abilities (5A) planned along area pathways.
- Part of the primary high occupancy vehicle (HOV) network, supporting The City's climate resiliency goals.

Role in the Calgary Transportation Plan

Roads



Walking, biking, and transit



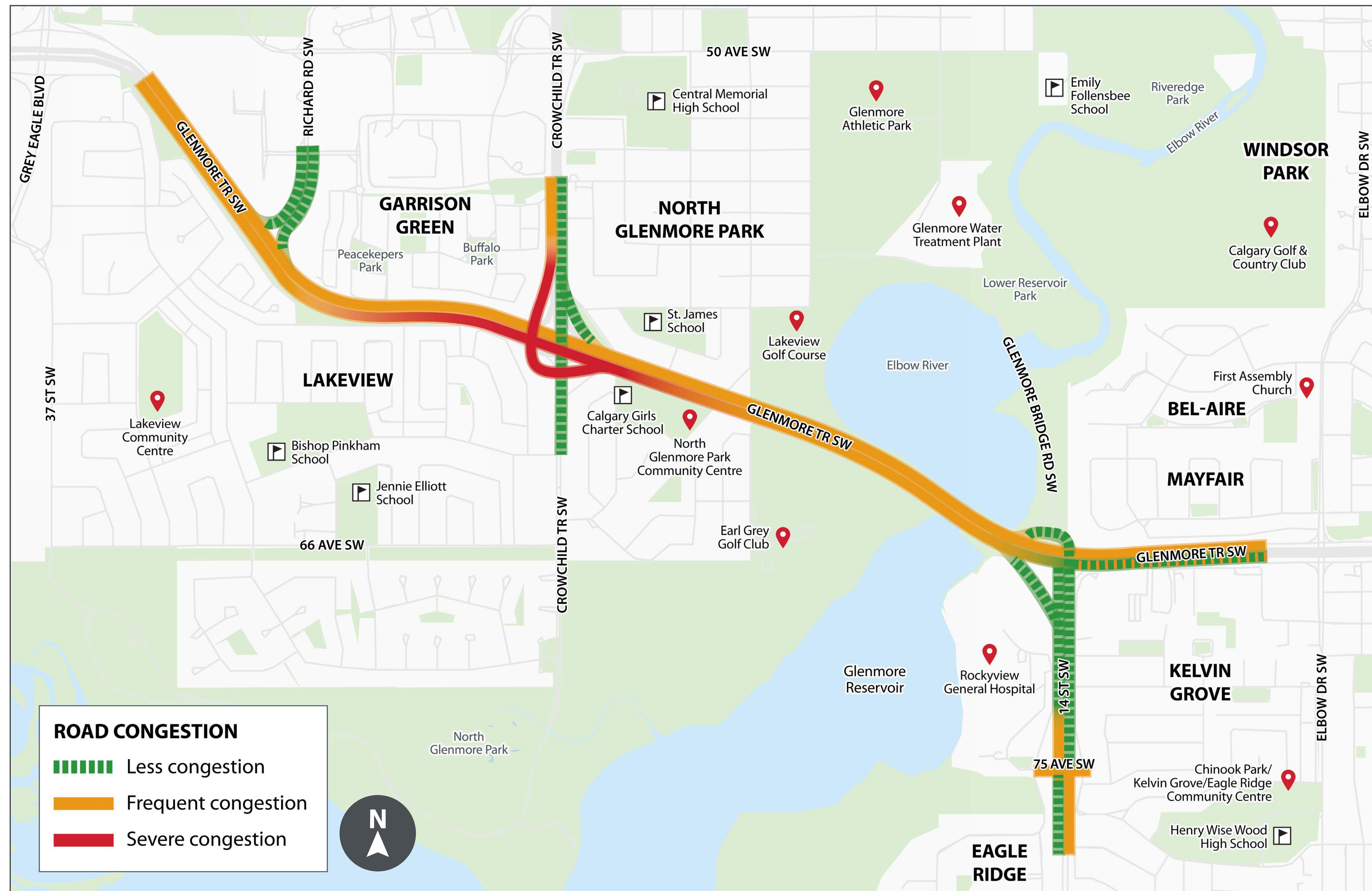
Role in Supporting Calgary Traffic



Congestion and collision prone areas

Congestion prone areas

The congestion prone areas figure below shows the level of traffic congestion experienced over the course of a typical day throughout the study area road network.



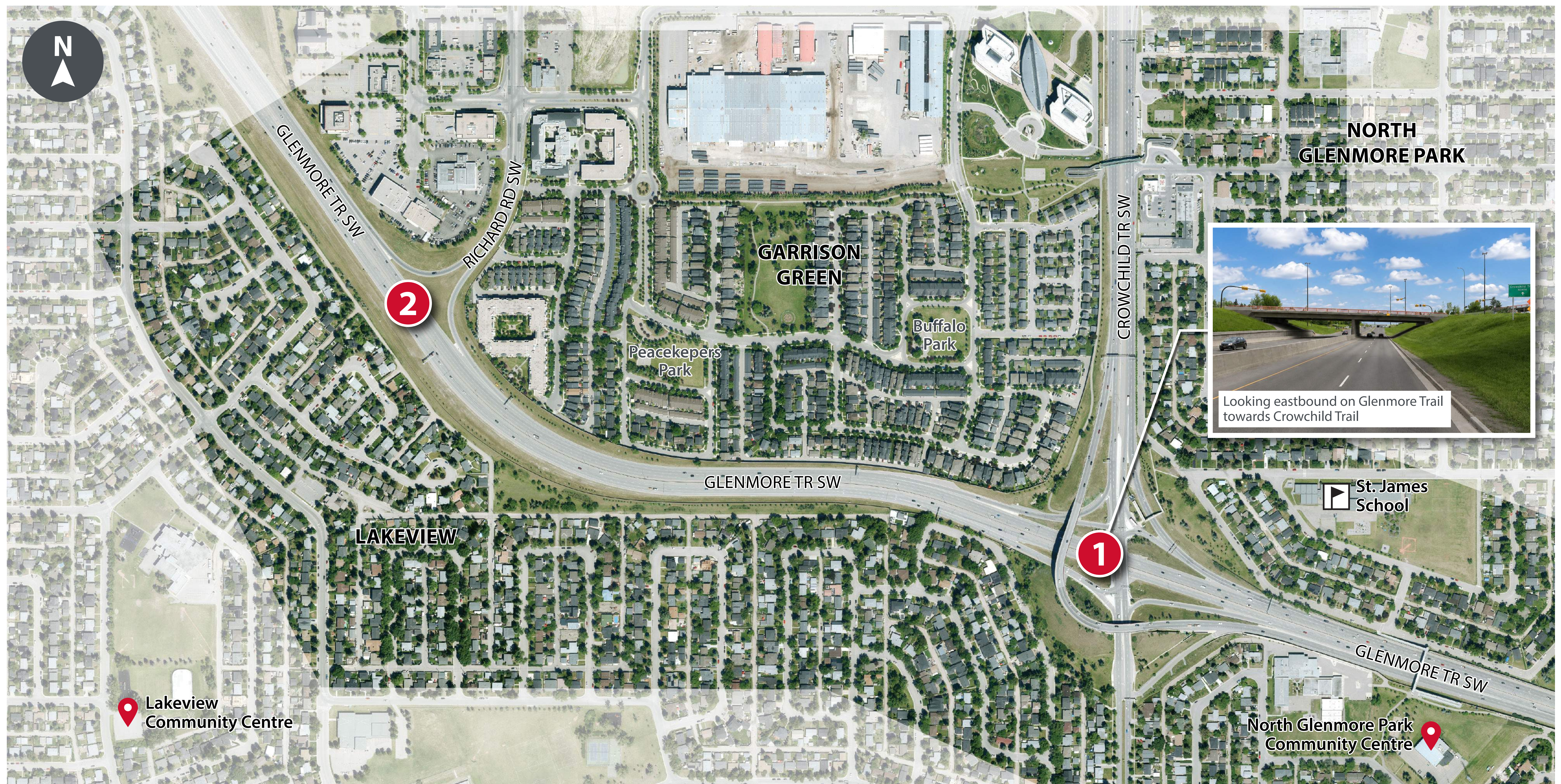
Collision hot spots

Safety is an important consideration of the study. The figure below shows collision prone areas in the study area.



Key considerations and issues

Richard Road area



Opportunities to improve transit, walking, and biking connections will be considered within the study area.

- 1** Review Crowchild Trail interchange operation, including:
 - Eastbound bottleneck / merge area
 - Southbound to eastbound ramp

- 2** Review need for new interchange or other connections at Richard Road / Glenmore Trail

Key considerations and issues

Glenmore Causeway area



Opportunities to improve transit, walking, and biking connections will be considered within the study area.

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|--|--|--|---|
| <p>1 Review Crowchild Trail interchange operation, including:</p> <ul style="list-style-type: none"> • Eastbound bottleneck / merge area • Southbound to eastbound ramp | <p>2 Explore need for road and bridge widening, including a potential new bridge over Glenmore Reservoir, to improve traffic flow</p> | <p>3 Stormwater pump stations on Glenmore Causeway may require relocation</p> | <p>4 Review 14 Street interchange flow, including eastbound bottleneck</p> |
|--|--|--|---|

Key considerations and issues

14 Street SW area



Opportunities to improve transit, walking, and biking connections will be considered within the study area.

- 1 Review opportunity to provide wider pathways across 14 Street interchange
- 2 Review transit operations and options for improvement at 75 Avenue intersection
- 3 Review 14 Street interchange flow, including eastbound bottleneck

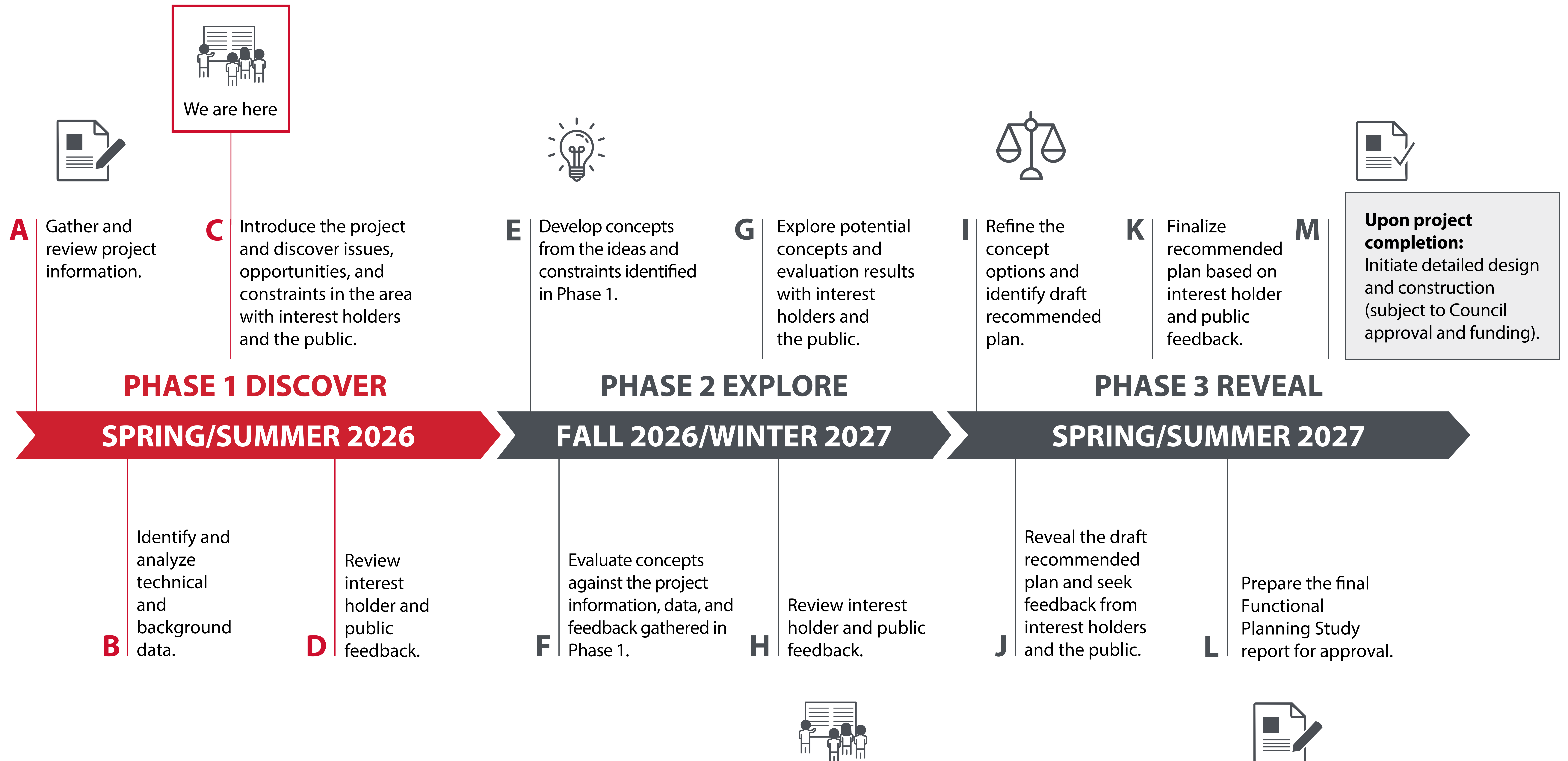
Previous infrastructure upgrades

There have been regular reviews and upgrades of Glenmore Trail and the connecting road network since the Causeway was built, and this figure provides a summary of some of the key upgrades.



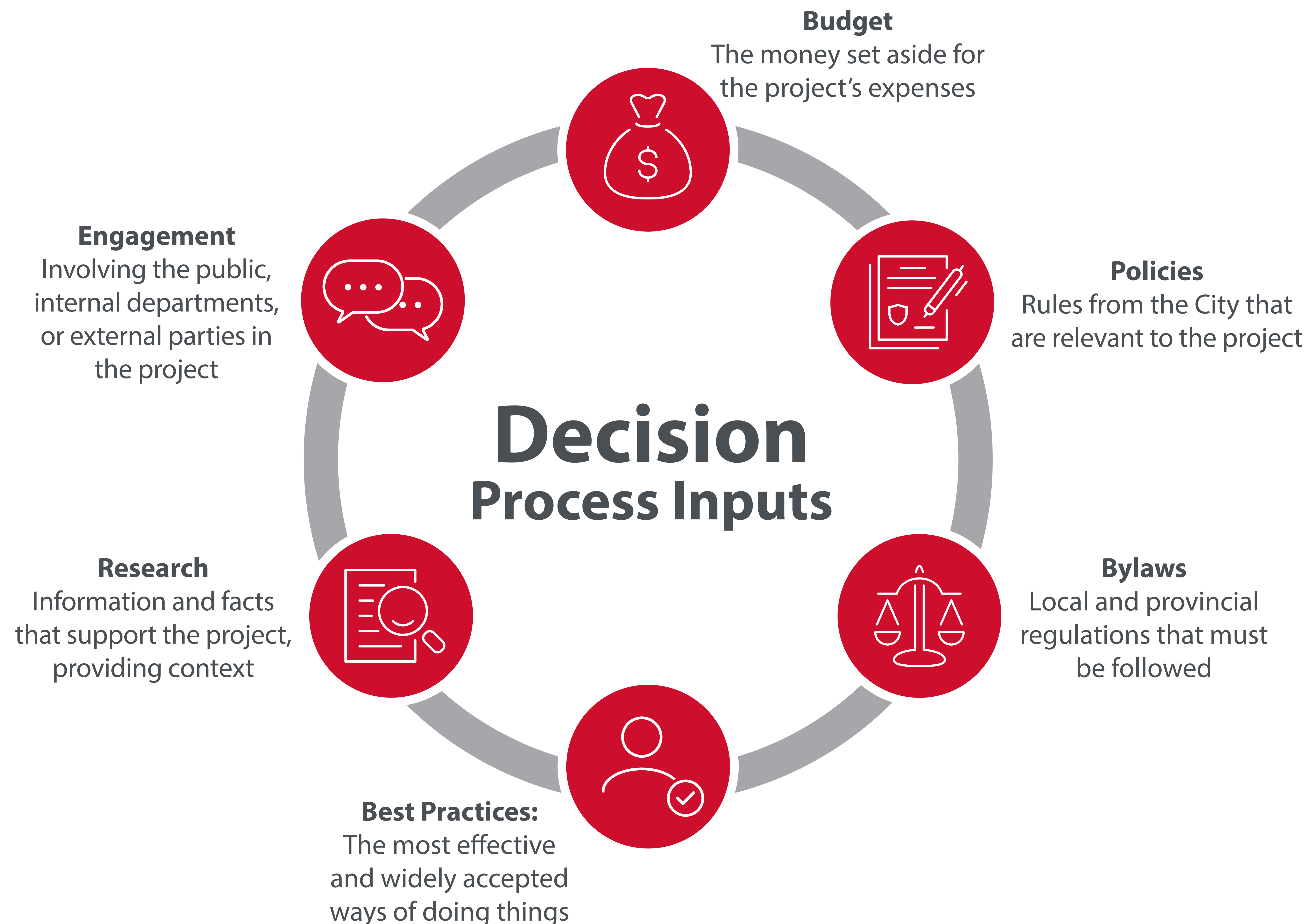
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| <p>1 1960s: Glenmore Trail west of the reservoir and the causeway over the reservoir are constructed</p> | <p>3 2002–2003: Crowchild Trail and 50 Avenue SW interchange constructed</p> | <p>5 2010: Temporary interchange constructed on Glenmore Trail at 37 Street SW</p> | <p>7 2019 –2021: Glenmore Trail and 37 Street SW interchange reconstructed, Crowchild Trail interchange improvements, 54 Avenue pedestrian bridge/transit loop constructed as part of the SW Ring Road project</p> |
| <p>2 1979–1982: Glenmore Causeway interchanges at Crowchild Trail and 14 Street SW built</p> | <p>4 2005–2008: Glenmore Causeway widening and Elbow Drive SW interchange upgrades</p> | <p>6 2018–2020: Max Teal / Yellow BRT constructed</p> | |

Project timeline



How decisions are made

The project team will consider budget, policies, bylaws, best practices, research, and engagement feedback to develop and refine options and the recommended plan for the Glenmore Trail Study.



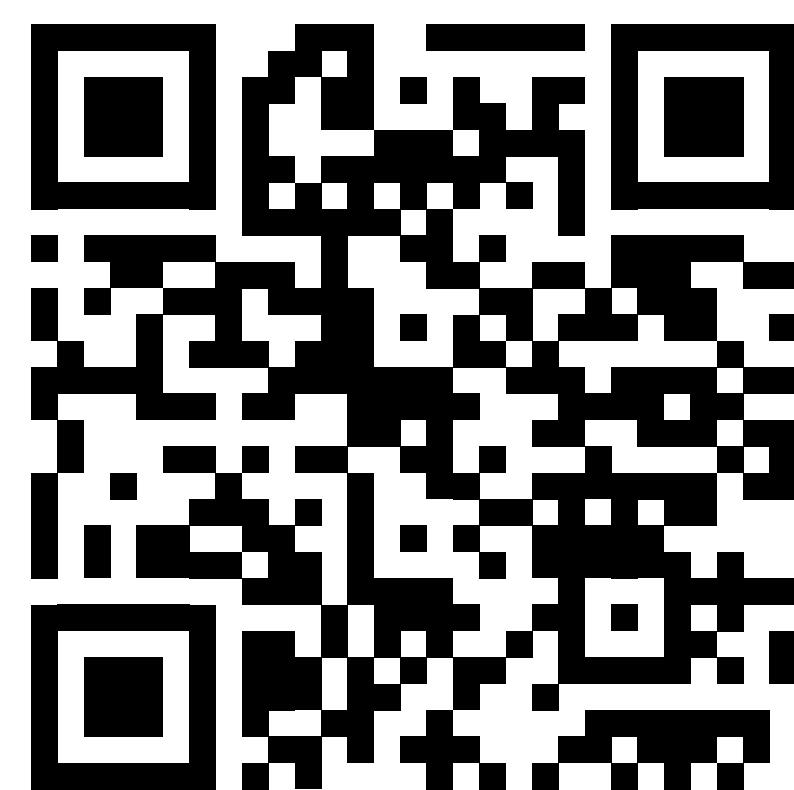
Next steps

1. Discover phase: Review and assess existing conditions

- Public engagement from June 15 to July 6, 2026, to learn more visit:
engage.calgary.ca/glenmorestudy

2. Explore phase: Develop and evaluate concepts (Fall 2026/Winter 2027)

3. Reveal phase: Present recommended plan (Spring 2027)



For ongoing project updates, information regarding future engagement opportunities and events, or to sign up for email updates, visit **engage.calgary.ca/glenmorestudy**

Have additional questions for the project team?

Email us at: engage@calgary.ca