



Glenmore Trail Functional Planning Study: Discover Phase

Public Engagement: What We Heard
July 2026



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Project Overview

The City is studying Glenmore Trail between Richard Road and 14 Street SW to identify opportunities to improve safety, traffic flow, pathway connections and capacity for future growth.

The study 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.

Engagement Overview

Engagement for the functional planning study is organized into three phases – each tied to key milestones in the development of the functional plans.

- **Discover (completed in June 2026):** introduce the project and gather feedback, ideas, and issues about the study area and identify priorities to inform concept options.
- **Explore (approximately Winter 2027):** share what we heard in round 1 engagement and present and gather feedback on the concepts developed for the project.
- **Reveal (approximately Spring/Summer 2027):** share what we heard in round 2 engagement and present and gather feedback on the recommended plan.

*All What We Heard reports will be posted on the Engage Portal:
engage.calgary.ca/glenmorestudy*

The following is a summary of engagement opportunities offered to the public during **Phase 1: Discover**.

- **Online opportunities** for feedback were provided through The City's engagement portal from **June 15 to July 6, 2026**, which received contributions from 369 participants.
- A **virtual engagement session** was held on **June 22, 2026**, from **6:30 p.m. to 7:30 p.m.**, with **23 participants** in attendance.
- An **in-person public drop-in session** was held on **June 24, 2026**, from **4:30 p.m. to 7:30 p.m.** at the North
- Glenmore Park Community Association (2231 Longridge Drive SW), with **111 participants** in attendance.



Engagement opportunities were advertised through The City of Calgary's Engage portal, social media ads targeted to communities surrounding the study area, letters to area community associations and organizations, postcards to area residents and businesses, and road signs in the study area.



What We Asked

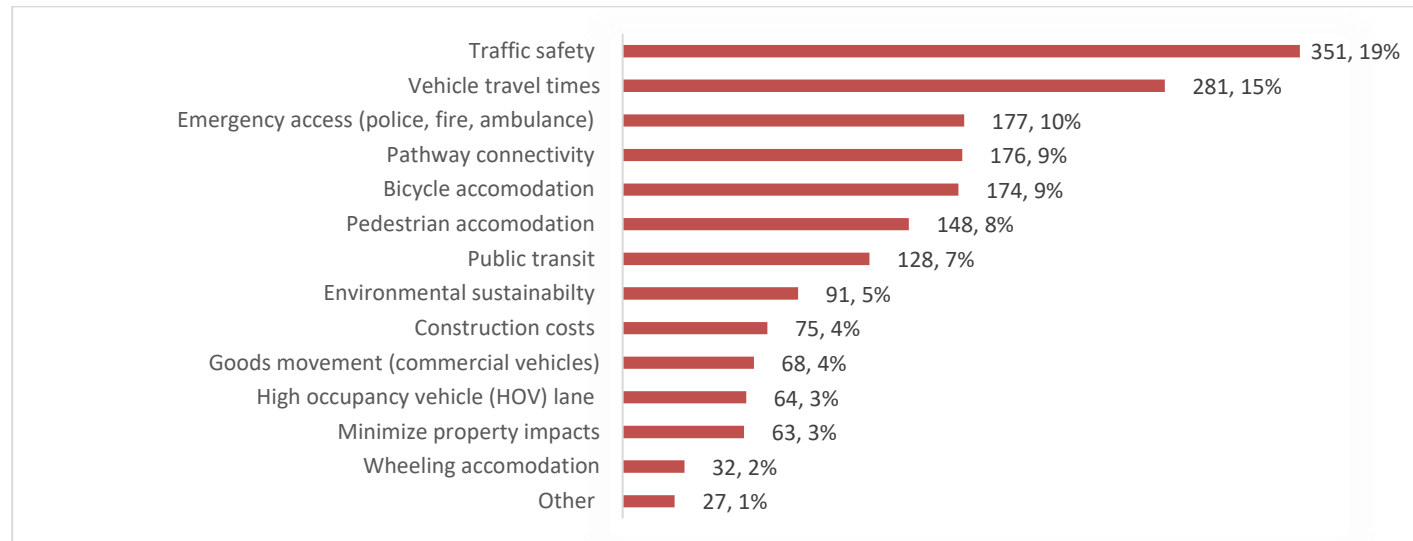
In **Phase 1: Discover** of the Glenmore Trail Functional Planning Study, we asked participants to:

- Describe your **ideas** regarding Glenmore Trail between Richard Road and 14 Street S.W. for people who walk, bike, take transit and drive;
- Describe your existing **concerns** regarding Glenmore Trail between Richard Road and 14 Street S.W. for people who walk, bike, take transit and drive; and
- Tell us what is important to you by placing a checkmark beside your priorities.

What We Heard

The following is a summary of input received through the virtual event, online engagement and at the in-person public open house. The clear top two priorities selected by participants were **traffic safety and vehicle travel times** highlighting key considerations for the project team as the project progresses. **Emergency access, pathway connectivity, bicycle accommodation and pedestrian accommodation** were also closely grouped as high priorities, after the top two.

Tell us what is important to you by placing a checkmark beside your priorities:



1855 total responses

Other:

- **Traffic Flow and Congestion** - Some participants expressed concerns about ongoing congestion, traffic delays, and bottlenecks along the Glenmore Trail corridor. Participants highlighted the importance of improving traffic flow, reducing travel times, and maintaining reliable movement for personal, commercial, and transit users.
- **Safety** - Some participants identified safety as a key priority. Comments referenced concerns about collisions, merging conflicts, speeding, intersection operations, and the need to improve overall safety and reliability for road users.
- **Noise and Community Impacts** - Some participants expressed concerns about traffic noise affecting nearby neighbourhoods. Participants highlighted the importance of noise mitigation measures, such as sound barriers, and minimizing impacts on residents living near the corridor.
- **Access and Connectivity** - Some participants emphasized the importance of improving access and connectivity throughout the transportation network. Comments focused on improving key roadway connections, reducing cut-through traffic on local roads, and supporting efficient movement between destinations.
- **Future Growth and Capacity** - Some participants noted the importance of planning for future growth and travel demand. Participants expressed interest in long-term solutions that can accommodate future population growth, new development, and increasing traffic volumes.
- **Transit and Transportation Choices** - A few participants highlighted the importance of reliable public transit as part of the transportation system. Comments emphasized considering the needs of all travellers, including transit users, when considering vehicle movement along the corridor.



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Describe your ideas regarding Glenmore Trail between Richard Road and 14 Street S.W. for people who walk, bike, take transit and drive.

Participant feedback focused on several key transportation considerations, including road capacity, traffic flow, safety, active transportation (e.g., walking, wheeling, cycling), transit, and merging and interchange operations. The following themes reflect the most common ideas and perspectives shared.

Improving Corridor Capacity, Reliability, and Traffic Flow

Many participants expressed concerns about congestion, bottlenecks, and roadway constraints along the Glenmore Trail corridor. Participants frequently noted the relationship between corridor capacity, lane configurations, traffic operations, and the ability of the transportation network to accommodate current and future travel demand. Participants highlighted the importance of maintaining reliable travel times, reducing congestion, and supporting efficient movement for commuters, commercial vehicles, transit users, and emergency services.

Congestion, Delays & Bottlenecks

- Many participants expressed a desire to improve traffic flow and reduce congestion throughout the corridor. Participants frequently identified bottlenecks, choke points, and constrained roadway sections as contributing to travel delays, particularly during peak periods. Several comments highlighted key locations along Glenmore Trail at 14 Street SW, Crowchild Trail, and the Causeway where capacity and operational improvements could help improve travel reliability and reduce congestion.
- Some participants expressed support for improvements that reduce traffic backups and improve overall travel times.

Road Capacity & Corridor Operations

- Many participants expressed a desire to increase corridor capacity to better support current and future travel demand. Participants indicated that existing roadway capacity may not be sufficient to accommodate traffic volumes in some areas and suggested that additional capacity could help improve traffic movement, reduce operational constraints, and support more efficient travel throughout the corridor.
- Some participants suggested maintaining a consistent number of lanes throughout the corridor to improve traffic flow and reduce congestion.
- Several comments noted that roadway constraints may affect overall corridor performance and reliability.

Lane Configurations, Merging & Weaving

- Many participants suggested improvements to lane transitions and traffic operations throughout the corridor. Participants noted that lane drops, merge areas, ramps, and weaving movements can contribute to delays and operational challenges. Several participants suggested that refining lane configurations and reducing traffic conflicts could help improve travel efficiency and reliability.
- Several participants suggested that changes to lane arrangements and ramp configurations could improve traffic flow and travel efficiency throughout the corridor.
- Some participants highlighted the importance of reducing traffic conflicts associated with merging and lane changes.

Travel Reliability & Regional Connectivity

- Some participants emphasized the importance of reliable traffic flow and connectivity throughout the corridor. Participants highlighted Glenmore Trail's role as a major east-west transportation corridor and expressed a desire to maintain efficient movement across the city. For example, participants expressed concerns about the inconsistency of travel times and the amount of time it takes to reach their destinations due to congestion.
- Several participants noted the importance of reliable connections on Glenmore Trail to key routes, including 14 Street and Crowchild Trail. Participants highlighted the need to support reliable and regional travel for commuters (e.g. vehicles and active transportation users), goods movement, transit users, and emergency services.

Planning for Future Growth

- Some participants emphasized the importance of planning for future growth and development. Participants expressed a desire for long-term solutions that can accommodate increasing traffic volumes and travel demand.
- Several participants highlighted the importance of ensuring corridor improvements remain effective as surrounding communities continue to grow. Some participants noted that future improvements should account for both current transportation needs and anticipated growth within the city and across the region.

Improving Roadway Safety

Many participants identified safety as a key consideration for the Glenmore Trail corridor. Participants expressed concerns about collision risks, speeding, driver behaviour, and roadway conditions that may contribute to conflicts between road users.

Collision Reduction

- Many participants expressed concerns about locations they perceived to experience frequent collisions or near misses. Participants highlighted the importance of reducing conflict points and improving overall roadway safety. Participants identified locations where they perceived collisions or near misses to occur more frequently such as:
 - Glenmore Trail Eastbound under 14 Street SW



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- Crowchild Trail Southbound to Glenmore Trail Eastbound Ramp and Merge
- Glenmore Trail Causeway / Reservoir Crossing / 14 Street SW “Split”
- Glenmore Trail Between Crowchild Trail and 14 Street SW
- Richard Road Area
- 37 Street SW Area
- Lakeview Area
- Participants emphasized the importance of reducing conflict points and improving overall traffic operations.

Speed Management

- Many participants highlighted the importance of improving roadway safety and reducing opportunities for addressing speeding issues and collisions throughout the corridor.
- Some participants highlighted that drivers travel at higher speeds when continuing on Glenmore Trail off the Southwest Ring Road.
- Some participants emphasized the importance of managing vehicle speeds to support safer travel conditions. Participants noted that speeding and aggressive driving behaviours can contribute to safety concerns and suggested measures that encourage more consistent and appropriate travel speeds.

Roadway Operations

- Many participants suggested changes to the roadway configuration between Crowchild Trail and 14 Street SW, including improvements to lane configurations, merge operations, and traffic management, to help reduce bottlenecks, weaving movements, recurring congestion, and improve overall corridor performance and safety.

Walking and Cycling

- Some participants highlighted the importance of safe facilities for people who walk, wheel, cycle, and use transit. Participants expressed support for improved separation between active transportation users and vehicle traffic.
- Some emphasized the importance of safe crossings and connections throughout the corridor.



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Improving Walking and Cycling Connections

Some participants emphasized the importance of improving infrastructure for people who walk, wheel, and cycle throughout the corridor. Some participants supported safer, more comfortable, and better-connected active transportation facilities, including improved crossings, enhanced pathway connections, and greater separation from vehicle traffic.

Pathways

- Many participants expressed a desire for improved pathways for people who walk, wheel, or cycle along the Elbow River Pathway, Glenmore Trail (along the Causeway), and North Glenmore Park. Participants highlighted the importance of providing safe and convenient pathways for people walking and cycling in the area.
- Some participants suggested enhancing pathway connections to surrounding communities and destinations.

Safety and Separation

- Some participants emphasized the importance of separating people walking, wheeling, and cycling from vehicle traffic. Participants expressed concerns about user conflicts and proximity to high-speed roadways.
- Some participants supported infrastructure that improves comfort and perceived safety for active transportation users.

Connectivity

- Some participants highlighted maintaining and improving connections across the corridor. Participants expressed a desire for facilities that support seamless travel between neighbourhoods, destinations, and regional pathway networks.

Transit

Participants shared differing views regarding transit improvements. Some participants emphasized the importance of reliable and efficient transit service, supporting enhancements that improve transit travel times, reliability, and connectivity. Other participants questioned the need to prioritize transit investments, suggesting that most corridor users travel by personal vehicle and that transportation improvements should focus primarily on accommodating vehicle traffic.

Transit Reliability

- Many participants emphasized the importance of reliable transit service and consistent travel times. Participants expressed support for improvements that help transit operate more efficiently through the corridor, especially needing better connections between Mount Royal University, Rockyview Hospital, and Chinook Centre.
- Some participants stated the important role transit plays in supporting overall mobility within the city. Participants expressed a desire for transit options that support access throughout the corridor and surrounding communities.



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Transit Priority

- Some participants supported infrastructure or operational changes that prioritize transit movement. Participants noted that improved transit service could provide an alternative to vehicle travel, reduce traffic volumes, and help more people move through the corridor.
- Conversely, some participants questioned whether transit should be a priority, suggesting that most corridor users travel by personal vehicle and that roadway improvements should focus primarily on addressing vehicle capacity and traffic congestion.

Improving Merging, Lane Transitions, and Corridor Efficiency

Some participants expressed concerns about merging conditions, ramps, and interchange operations throughout the corridor. Participants noted that these locations can contribute to congestion, traffic backups, and safety concerns, and highlighted opportunities to improve how vehicles move through the area.

Merge Operations

- Many participants identified merge areas as locations where congestion and delays frequently occur. Participants expressed concerns about weaving movements and traffic conflicts where lanes combine or change.
- Some participants suggested improving merge operations and reducing traffic conflicts associated with lane changes to help reduce congestion, improve safety, and enhance overall corridor operations.

Ramp Connections

- Some participants highlighted concerns related to ramp locations and movements at major interchanges. Participants focused on improving access between Glenmore Trail and connecting routes.
- Several comments suggested that reducing traffic conflicts associated with lane changes could help improve corridor operations.

Traffic Efficiency

- Some participants expressed a desire for improvements that reduce conflicts and improve the movement of vehicles through interchange areas. Participants suggested that smoother merging and interchange operations could improve both traffic flow and safety along the corridor.



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Describe your existing concerns regarding Glenmore Trail between Richard Road and 14 Street S.W. for people who walk, bike, take transit and drive.

Many of the concerns raised by participants relate directly to the suggestions for improvement described above. As a result, some themes appear in both sections to accurately reflect what participants shared in response to each question.

Traffic Congestion and Travel Delay Concerns

Many participants identified congestion, delays, and bottlenecks as key transportation challenges along the corridor. Participants frequently discussed the impacts of stop-and-go traffic, extended travel times, and constrained roadway sections on daily travel.

- Many participants shared concerns about recurring congestion and traffic delays, particularly during peak travel periods. Several comments highlighted locations such as 14 Street SW, Glenmore Trail, Crowchild Trail, and the Glenmore Causeway as areas where congestion is most noticeable.
- Some participants expressed concern about declining travel reliability and the potential for increased delays affecting east-west travel for commuters (including drivers and active transportation users), commercial vehicles, transit users, and emergency services.

Road Capacity Concerns

Many participants highlighted concerns about the corridor's ability to accommodate existing and future traffic volumes. Participants frequently discussed roadway constraints and the resulting effects on traffic operations.

- Many participants identified insufficient roadway capacity as a contributing factor to congestion and traffic delays. Participants frequently discussed the need for additional roadway capacity to support traffic movement and improve overall corridor performance.
- Several participants expressed concern that, without adequate long-term planning and a consistent increase in the number of lanes throughout the corridor, it may not be able to accommodate future growth and increasing travel demand.

Merging, Lane Drops, and Traffic Operation Concerns

Many participants identified concerns about lane configurations and roadway transitions as factors affecting traffic flow and travel reliability.

- Participants frequently discussed concerns related to lane drops, merge areas, ramps, and weaving movements throughout the corridor.
- Several comments noted that transitions between lane configurations can contribute to delays and operational challenges.

- Some participants raised concerns about the efficiency of the current lane arrangements and ramp configurations.
- Participants noted that merge and weaving areas along 14 Street SW, Crowchild Trail, and Glenmore Trail can be challenging to navigate during peak travel periods.

Roadway Safety and Collision Concerns

Many participants highlighted roadway safety as concern throughout the corridor.

- **Glenmore Trail Eastbound Under 14 Street SW** - Many participants expressed concerns about frequent collisions, congestion, and weaving movements on eastbound Glenmore Trail beneath the 14 Street SW overpass. Participants noted that the reduction to two through lanes creates a bottleneck that contributes to sudden braking, merging conflicts, and collision risk.
- **Crowchild Trail Southbound to Glenmore Trail Eastbound Merge** - Many participants identified the merge from southbound Crowchild Trail to eastbound Glenmore Trail as a significant safety concern. Participants noted that drivers are required to make multiple lane changes over a short distance, creating weaving movements, near misses, and frequent collisions.
- **Glenmore Trail Causeway / Reservoir Crossing** - Many participants expressed concerns about recurring collisions and congestion along the Glenmore Causeway. Participants noted that lane changes, bottlenecks, and traffic incidents can result in significant delays and unpredictable travel times.
- **Richard Road Area** - Some participants noted safety concerns near Richard Road, including merging movements, lane reductions, and congestion that can contribute to traffic conflicts and increase collision potential.
- **37 Street SW Area** - Some participants expressed concerns about lane drops and merge areas near 37 Street SW. Participants noted that the roadway configuration can create congestion and increase the potential for conflicts between vehicles.
- **Lakeview / Glenmore Dam Bridge Area** - Some participants highlighted safety concerns near the Glenmore Dam Bridge and eastbound approach to 14 Street SW. Participants noted that competing merge and exit movements can create weaving behaviour and increase the risk of collisions.
- **Active Transportation Facilities Along the Causeway** - Some participants expressed concerns about the safety of pedestrians and cyclists using pathways adjacent to high-speed vehicle traffic along the causeway. Participants suggested additional separation, dedicated crossings, or improved pathway design to enhance safety for active transportation users.

Vehicle Speeds and Driver Behaviour Concerns

Some participants identified concerns about vehicle speeds and driver behaviour as factors influencing roadway safety.

- Participants expressed concerns about speeding and aggressive driving behaviour.
- Participants expressed location-specific concerns about speeding, particularly along Glenmore Trail between Crowchild Trail and 14 Street SW. Participants noted that high vehicle speeds, combined with congestion, merging, weaving, and sudden lane changes, contribute to unsafe driving conditions and collision risk. Several participants suggested reducing the speed limit, introducing variable speed limits, improving enforcement, and using speed management measures in this area.
- Participants most commonly associated speeding concerns with higher-volume sections of Glenmore Trail and surrounding interchanges.

Walking and Cycling Infrastructure Concerns

Many participants highlighted concerns related to walking and cycling connections throughout the study area.

- Participants identified gaps in pedestrian and cycling crossings across Glenmore Trail, particularly between Lakeview and Garrison Green and at existing crossing locations.
- Participants raised safety and accessibility concerns at several key locations, including the Crowchild Trail bridge, the Glenmore Causeway, and pathways near Rockyview Hospital.
- Participants identified opportunities to improve pathway connections, widen existing pathways, reduce blind corners, and improve lighting at several locations along the corridor.
- Participants raised concerns about traffic noise affecting the walking and cycling experience along portions of the Glenmore Trail corridor.
- Some participants emphasized the importance of protecting the Glenmore Reservoir and surrounding pathway environment while making transportation improvements.
- Participants frequently referenced the Elbow River Pathway, North Glenmore Park, and pathways near the Glenmore Causeway when discussing pathway concerns and areas for improvement.

Transit Reliability and Connectivity Concerns

- Some participants noted challenges related to transit reliability and travel efficiency throughout the corridor.
- Several participants questioned whether transit is sufficiently prioritized within the corridor and raised concerns about convenient transit connections to key destinations, such as Mount Royal University, Rockyview Hospital, and Chinook Centre.
- Some participants expressed concern that prioritizing transit improvements could negatively affect other corridor users if a balanced approach is not taken.



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Verbatim Comments

The following is a record of the feedback received by those who responded using the online Engage website.

Please note: All the comments below are printed as received. The comments are organized by the questions asked. Comments are unedited as to spelling, grammar, use of contractions, etc. Comments are only edited to remove profanity, personally identifying information or to identify an illegible word; where this occurs, it is indicated using square brackets, for example, “[omitted].”

Verbatim Comments: Online Feedback Form and In-Person Open House

Tell us what is important to you by placing a checkmark beside your priorities.

Other:

- Lower average commute time for all travellers on these routes (personal, public transit, and commercial)
- Traffic flow
- I live in the area I don't want to hear construction going on on Glenmore
- Minimize traffic choke points
- Reliable LRT transit.
- Traffic noise with no proper sound barrier
- Leave Earl Grey alone. Minimal impact.
- Just plain congestion on Glenmore causeway! And poor signage!
- Noise level requires new and improved noise barriers.
- Traffic noise - the sound barriers are important
- Although this is a good start, the examination needs to extend beyond Richard Road west to 37st. The berm that existed to reduce noise on the businesses and residences on the south side of Glenmore was taken down, and nothing was put in its place. The noise is horrendous for residents, especially when the motorcycles start their nightly races. A noise mitigating wall needs to be built on the south side of Glenmore between Richard Rd. and 37 St. Cost is a factor, BUT, this needs some serious problem solving, not just bandaiding.
- When heading west on Glenmore to go into Lakeview the lights are too short, people gun it to get through the second light, accident waiting to happen
- Vehicle volume
- Widening need 100%
- Stop Richard road from being a cut through road
- Great opportunity to enter into at least a partial fee-based cost recovery for major driving infrastructure, similar to how transit works.
- Planning for traffic flow. Heading West, The ramp of Glenmore to go South on the 201 create a bottle neck. opening of the extension to the 201 west has put a lot more traffic flow onto Glenmore trail. There is a bottle knock heading East on Glenmore where it merges with Crowchild. There are too many conflicting merges resulting in numerous accidents at the Glenmore/Crowchild merge as well as were 37 steer S E.
- Constant congestion and quick vehicle back up that causes emergency braking and the cycle continues.
- Traffic flow

- Maintaining a high-speed/high-volume east west thorough fare.
- Permanent speeding camera
- Increasing vehicle throughput and planning for future growth
- Future proofing. With Taza Park coming into play Glenmore will have another 10000 users soon enough.
- Fixing the access to southbound Stoney Trail from Glenmore Trail. Not sure who thought it was a great idea to have the exit lane in the middle of the roadway and it creates block waves of traffic and accidents every day all the way back to even Crowchild on Glenmore going west. That has to be fixed before there's more houses and commercial shopping built in and around that area.
- Proper amount of lanes for Eastbound Glenmore lanes, consistent 3 eastbound lanes from 37th Street to Deerfoot.
- Reduce traffic backlogs that happens daily either due to sheer number of vehicles or to accidents stopping critical EB/WB traffic on Glenmore. Traffic flow.

Describe your ideas regarding Glenmore Trail between Richard Road and 14 Street S.W. for people who walk, bike, take transit and drive.

- Reversible dependent lane discussed to facilitate traffic moving from Crowchild to Glenmore and Glenmore to 14 St. Push traffic to take this lane for Crowchild traffic aiming to get to Macleod / Deerfoot. Perhaps exempting HOV.
- This is a high collision area, and the speed should be reduced to 60-70 KM. The pathway on the south side of Glenmore between the Calgary Girls School and the causeway should not be right beside the roadway, it should be on the other side of the sound wall. For the east bound traffic on Glenmore only have 2 lanes under Crowchild is not enough, traffic starts to bottle neck there. There should be at least another through lane.
- I drive glenmore everyday from Deerfoot to Crowchild. Please don't take a lane for transit only. The road is a parking lot now. Could do better bike access along the sound wall on either side from Crowchild West. The interchange at 14th needs to be widened. One maybe 2 more lanes please
- I don't care about people walk or bike. Glenmore is a challenge because there are 5 lanes of traffic trying to merge into 2
- Widening Glenmore trail across/ over the reservoir as well as from Crowchild to past Richmond road turn off would likely help the congestion considerably. Dedicated bike and pedestrian overpasses would be needed for safety. HOV lanes could be useful. Not sure how often the dedicated bus lanes are actually being used now. I drive this route multiple times day and do not see it used very often at all.
- Replace the current traffic-flow-based division with dedicated walking and cycling lanes and a stronger barrier from traffic. As both a cyclist and someone who walks this route to work, I know cyclists often travel faster than pedestrians can safely accommodate. Separating users by mode would reduce conflicts and improve predictability. Place cyclists closest to the road and pedestrians farther away. Some widening may be possible, and oncoming cyclists may also help naturally moderate speeds.
- Have three lanes pass under the 14th street overpass eastbound. The on ramp onto Glenmore Trail eastbound from the dam road is far under used. This would allow people in the second lane to choose the direction instead of needing to cut in at the 14th street from the right reducing accidents.

- Westbound Glenmore loses a lane just past Richard rd causing more congestion. A lane realignment where there is no lane reduction with exits on to 37th St as off ramps would reduce congestion in this area.
- When addressing congestion and traffic concerns on Glenmore Trail/14th street in this area it is pivotal and absolutely necessary to "future proof" the design and implementation of new traffic and road measures. Calgarians have already experienced significant disruption to commuting times during the previous expansion/construction phase in this area from 2005-08 and 2010 etc. This work was desperately needed but was shortsighted in that it is already overcapacity and dysfunctional; Do it right!
- There should be a 2-lane transitway between Crowchild TR to 14 Street SW to improve transit in the corridor. Exclusive lanes for transit (and emergency vehicles) can improve the rapid transit network between Mount Royal University and Rockyview Hospital, as well as other surrounding nodes such as Currie Barracks, and Chinook. Aside from that, the SB Crowchild to EB Glenmore traffic ramp should be relocated for better traffic flow, and the caseway should be 3 lanes of traffic in both directions.
- Somehow there needs to be a way to make more lanes to have traffic flow faster. It is always bottlenecked, in particular through rush hour. It would be great to have a bike lane/path extend for walkers and cyclists as well.
- First I am tired of the one more lane will fix it attitude, which has proven again and again to not work.
- There appears to be plenty of room under 14 St overpasses to reduce the median and have a 3rd lane continuing east - simply realign lanes. The congestion there is due to dropping a lane.
- No ideas how to improve the merge of SB Crowchild traffic onto the EB Glenmore.
- None, sorry I don't have urban planning experience.
- Leave it alone don't touch it
- Glenmore Trail should offer continuous smooth traffic for all, all times of the day and/or night. For vehicle improvement needed especially in areas where lanes end/merge etc, reduce conflict points in general and fix roadway weaving. This requires ramp changes, interchange redesign and widening.
- Re bike/walking -connect Elbow River pathway to North Glenmore.
- Environmental impact is needed to be reviewed too, more trees/greenery.
- You need signs for Glenmore vs 14 way much earlier so people know what lane they need to be in. A lot of last minute lane changes appear to be due to this.
- The extreme bottlenecks are obvious, the Glenmore east bound lanes narrowing from three lanes to two under the 14th street bridge and the Crowchild flyover. The first priority should be increasing the space under the 14th street bridge to allow the potential for four lanes both east and west bound. After that the Crowchild flyover. If the flyover was done first the traffic on Glenmore at the 14th Street bottleneck would be worse. Bike and walking paths through the survey area are adequate.
- On the westbound entrance to Glenmore trail from 14th street put a "MERGE LIKE A ZIP" sign up so drivers do not try to merge immediately onto Glenmore trail. Try to stop people travelling west on Glenmore trail from trying to merge into the right hand lanes at the intersection of the 14th street merge.
- East bound Glenmore may need a through lane only between Crowchild and 14th street as people entering Glenmore or people leaving to 14th street create havoc during rush hour trading positions
- Your presentation has captured my main concerns regarding Glenmore Trail which are the increased volume of cars and the difficulty for cars to weave across lanes due to traffic volume and poor driving habits. Transit options over the years have seemed to decrease rather than increase and this has probably contributed to higher vehicle use. There seems to be a need for more lanes and lanes that do not require merging to continue across the causeway. Is there a possibility of elevated lanes?

- This is a major thorough fare. The priority MUST be traffic focused (not pedestrian, not bikes)! Traffic needs to flow more smoothly to avoid collisions. Widening of Glenmore over the causeway would help. Any HOV lane would need to allow for not only transit, but vehicles with 2 or more people in them. There is a choke point on Glenmore, just under the 14 St overpass-- widen this area as well.
- The crowchild interchange into glenmore is a stressful drive at almost anytime of day. Making the far right lane of the interchange the dedicated exit lane onto 14th and making the three left lanes (the two glenmore and one remaining crowchild) through lanes past the 14th street interchange would do wonders to alleviate traffic stress. Same ideas for westbound traffic on glenmore past 14th
- Better signage on eastbound Glenmore warning people that both right lanes must exit on to 14th St.
- Four lanes going east all the way from crow to chinook, going under 14 overpass. That stretch of road is an issue and the merging off crow to Glenmore is challenging for a lot.
- Biggest issue is traffic merging from Crowchild to Glenmore eastbound. Two exit lanes on 14th are unnecessary, one should be rerouted to keep Glenmore 3 lanes the entire way through.
- Add bike/pedestrian overpass at Richard Rd, and improve bike infrastructure in Garrison Green/MRU.
- The main problem for drivers coming off Crowchild Tr is they have to merge left to continue on Glenmore Tr. This would be solved by adding a third lane under the 14 ST flyover.
- The road needs to be widened, while still supporting bike and walking paths. To cross over. Another bridge is required , the 14th Street interchange needs to be completely redone to support more lanes when heading east or west. In my opinion the transit lanes should be car pool, Uber and taxi lanes also.
- For people who drive, this stretch of road is a nightmare. Any time of day. Any day of the year. There is not enough capacity. The merge from Crowchild Tr doesn't work with drivers from CT trying to get into the thru lanes and divers from Glenmore trying to move to 14 Street.
- Eastbound Glenmore: Somehow another lane needs to be added under the 14th St overpass. In addition, the exit off of eastbound Glenmore to 14th should be reduced to one lane, while the other lane should be used for through traffic on Glenmore going under the overpass.
- The combination of lanes ending and merge lanes at 37street creates congestion and dramatically increases collision potential. There is sufficient space to have enough lanes without artificially creating congestion by ending lanes immediately before adding a merge lane
- Glenmore East bound to Crowchild should not have any traffic lights, it should be a free flow transition from one highway to another. Remove that u-turn light and that weird short merge lane right after that overpass light in that intersection. Just make an extra exit/overpass to get to Garrison instead. Expand the GL to 14 to more than 2lanes for continuing down GL east.
- Is it possible to twin the road while keeping some lanes open during construction?
- A new form of interchange at Crowchild trail, this one does not support enough vehicles. The merge of 14th onto westbound Glenmore is dangerous with all of the traffic changing lanes. Please fiix the Glenmore stoney trail southbound exit by adding another lane.
- Place less emphasis on cycling, as cyclists typically don't use them anyway. Disrupts actual traffic flow. Cars and pedestrians focused.
- To reduce congestion, I believe that it would be to everyone's benefit if Calgary were to invest more into public transit and expanding the train lines. Additionally, I think more lanes on Glenmore Trail would help. When driving to work in the morning, I see very few people exiting onto 14 Street SW and many continuing on Glenmore.
- Underpassage . Wider bridge

- The basket weave from Crowchild S to Glenmore E simply is a dangerous choke point and it appears that there are an inordinate number of accidents daily - don't know the solution BUT current alignment is not sustainable
- In Portland, the on ramps have lights that allow one car per lane through at a time. This controls the flow of traffic onto the major roads. I think this would work from SB Crowchild onto EB Glenmore.
- There should be some sort of barricade at EB Glenmore and 14 St so cars can't change lanes at the very last second.
- Its a confirmed pinch point when Glenmore drops to 2 lanes under the 14 St overpass. This should be addressed
- The causeway is a bottleneck and could be widened. Cyclists and pedestrians need access across the causeway. Perhaps a dedicated pedestrian/bike access would enable an extra eastbound lane of traffic on the causeway.
- I am often going eastbound on Glenmore and forever the causeway is an issue. Traffic merging from Crowchild and those already on Glenmore trying to get to 14th plus the reduced lanes beneath the 14th ave bridge creates huge issues and bottlenecks. Having dedicated lanes going straight across the reservoir between 37 and under the 14 at bridge would be great and dedicated lane on the Crowchild overpass straight to 14th would also be good.
- The two lane bottleneck on Glenmore under 14th St seems to cause lots of problems with congestion and safety issues with people cutting into lanes at the last possible second. I am usually in favour of high(er) speed limits but maybe lowering the speed limit to 70km/h, plus adding speed cameras, would be an idea to consider.
- Large 18-wheel commercial vehicles shouldn't be permitted on this stretch of road. The bike path on the south side of Glenmore is excellent and very useful.
- Since I'm limited to 500 characters.
- 1. Adjust the Glenmore/14st area. Glenmore East must become 3 lanes under 14th st. Keep the far right lane must exit to 14th, and the 2nd lane in the option to Exit or stay on Glenmore. This will reduce merging issues, and the biggest collision hotspot. 2. Safer pedestrian crossing at Glenmore/Crowchild. A pedestrian only bridge would be helpful. 3. Bikes are fine, they have many options. 4. Transit is fine here. 5. Richard Rd. on/off for Glenmore East.
- Walk/bike: Connecting paths/pedestrian bridges or tunnels that are completely separate from traffic near Glenmore Trail and Crowchild connector. Tunnel under southwest corner to northwest corner to connect the pathways.
- The 54th Ave exit from crowchild N is very important to us. It saved us time and let's us avoid 50th especially during commutes when it is congested. It will only get busier too.
- Allow for 3 lanes heading east bound on glenmore past 14th. The third lane can either exit to 14th or to glenmore. This would reduce all of the lane changes for people exiting from crowchild to glenmore and hopefully clear up that overpass.
- Alternatively, could utilize a solid white line for crossing from the third lane to the second lane (counting left lane as 1) for the first part of the bridge, only allow the cars from the second lane to move into the third lane to create space
- The bottle neck happens at 14th st and Glenmore and also the dumb design of the Stoney turnoff going south off Glenmore. You need to widen Glenmore trail at 14th st. And enlarge the turn at Stoney. An extra lane going over the ramp at Glenmore and Crowchild would obviously be helpful but you e already ruined Altadore with all your growth so quit talking growth

- Regarding driving: when westbound in morning rush hour, there are many cars coming off the 14th street flyover trying to merge left and many cars on Glenmore trying to merge right to catch the Crowchild exit. Better streamlining of this interchange is important.
- When going east during rush hour, traffic in the two left lanes grinds to a halt while the right lanes turning onto 14 move quickly. Clearly we need more than just two lanes continuing on Glenmore east.
- We need another through lane going eastbound. When you come from Stoney Trail, it's ridiculous and actually dangerous the number of times you have to change lanes to the left because of the right lane ending or exiting. Please fix this.
- Provide a dedicated and separated transit lane, similar to what has been done south of Glenmore on 14, and a separated and protected lane for cyclists with adjoining sidewalk for pedestrians.
- Possible widening over the causeway to provide an additional lane to travel eastbound under 14th Street.
- Removal of bus lane to add an additional driving lane.
- Different design to get traffic from southbound Crowchild to eastbound Glenmore.
- Change the exit to get off southbound Crowchild to westbound Glenmore.
- The weaving is the real problem, also inconsistent speed of drivers creates a lot of pressure. Is there anyway to have 14st westbound and/or crowchild eastbound have it's own loading lane that extends further beyond past the hot zones?
- 3 continuous lanes that never end for cars. The up and down of lanes enables a start stop traffic pattern creating traffic jams at all hours of the day. People should have easy bike and walk options to get over the reservoir for exercise. Not a practical commute option though. A west to east LRT line that connects east communities to Chinook and the west communities. The BRT is slow, and inefficient. Bikes and walking is not a viable option in winter with ice for commuting in residential areas.
- Hi there, I have sent an email with my input and diagrams to your site email address of glenmorestudy@calgary.ca earlier this week. I have not receive any acknowledgement reply that you indeed received my email (from wpjohnson369@gmail.com). Please look for my email (may have went to your spam of course) and provide me with a quick reply that you received it from me. Thanks, Paul J
- There are currently 4 lanes going eastbound over the reservoir. Only 2 continue on as Glenmore. If you could have the third lane split so it can continue as Glenmore or veer off as 14th I believe it would reduce congestion and accidents without the need to add more lanes over the reservoir.
- My use of this corridor is exclusively as a driver. That whole stretch of roadway is almost always congested (and slow) in all directions during peak hours. I'm not sure if there is any obvious "fix" other than globally reducing traffic in the city or find incentives for drivers to avoid the area.
- Maybe start with early signage coming from crowchild signaling drivers that they need to merge if they want to go into glenmore because the traffic accidents are caused by those who suddenly merge at the end. Start the merge a bit later so drivers don't have to slow down at the beginning of the merge line.
- A 3 lane expansion would be good especially during rush hour. Drivers from crowchild could go into a free lane instead of having to merge. Entry into 14 street could be rerouted.
- Cycling connectivity should be prioritized as it costs a fraction of what more induced auto demand will cost Calgarians.
- Driving: slow traffic down, allow transport trucks during off hours, improve signage for merging
- Biking: raise barrier between path and road to improve experience and reduce dust/pollution on bike trail.
- Consider implementing a variable speed corridor here (weather, traffic volume). Also consider lights for traffic merging from Crowchild south to glenmore east to allow spacing between traffic (this is common in

California, as an example). Remove the 14th street u-turn and allow 1 extra flow thru lane east bound glenmore.

- Dedicated lanes on southbound that end on Glenmore without having to merge over off of the 14th street exit.
- Dedicated transit corridor/more light rail to reduce congestion in general connecting more communities west to east instead of just north to south on existing lines.
- HOV lanes are a great idea but less likely to reduce congestion. Fix the safety concern (mass merging from crowchild to Glenmore) and also the congestion by supporting high capacity transit (ie light rail).
- Single occupancy vehicle commuters are selfish and always seem to have the loudest voice and carry the most weight. I would prefer if the City did not pander to these users as if their time matters more than anyone else's.
- Also, protecting land for golf should be the absolute lowest priority of this or any project. Golf serves the least public benefit/interest of any consideration.
- As a driver, there need to be an additional lane heading eastbound under Crow child and extend all the way under 14th Street. This is the biggest issue.
- It needs to work for everyone. Currently favours drivers
- Expand Glenmore Trail Eastbound to three lanes, and reduce 14 St SW to one. This would be more congruent with the amount of traffic using Glenmore East as opposed to 14 St SW.
- If its normal broke don't fix it there are many other things to spend our tax payers mone
- I think the highest priority should be improving traffic flow for vehicles (which could include HOV lanes or dedicated free flow lanes instead of merging), After that, next priority should be ensuring access for emergency vehicles, then ensuring continued path/bike/pedestrian access.
- So she encouraging zipper merge at the crowchild merge into glenmore. Stopping as if it were a yield backs up all of crowchild.
- Adequate
- Eliminate the u-turn lane from w bound glenmore to e-bound at 14st; change the support for w bound glenmore to s bound 14 to allow a third e bound lane on glenmore. This allows one of the lanes from crowchild to free flow e on glenmore wo the lane changes. Fix that and the other traffic problems resolve.
- Variable speed limits may also help facilitate lane changes at busy times.
- Needs to be wider, at least another lane in both directions. Slower traffic moving to the right, allowing people to pass on the left. Trucks and buses on far right. Some way to have bike path well off to the side of the roadway, possibly closer to the residential areas, well away from the road.
- We moved to Lakeview 12 years ago. It had normal traffic noise. Since Glenmore Trail was widened it has turned into a loud race track. In the summer evenings it is now impossible to walk without noise levels at 85 dB. The city never considered the impact on existing communities and still has not built a sound barrier in Lakeview.
- More ways to cross Glenmore trail on foot or by bike would help a lot. Also easier connections to and from the current crossing points.
- I find the current pedestrian options and cycling paths to be fine. I use them often.
- This is a major transport corridor. Concerns should be directed at car, truck, and semi movement. Connections to the ring road, highway 8, 1, and 2 are paramount; it also is one of few hazardous goods routes through the SW. The movement of vehicle traffic should be paramount, without a concentration on bikes and pedestrians - all of which have ample access in offsetting communities. I continually observe empty buses on this route.

- The main problem is 14St. S.W. and there need to be more and Bigger Signs telling drivers way in advance about the split in the road between Glenmore Trail and 14St S.W.
- When new infrastructure is build the existing pathway on the south side of Glenmore Trail causeway should be behind the sound barrier to provide a safe and quiet walk/ride for pathway users.
- Lane barriers should be in place on the causeway to stop vehicles travelling at high speeds along the 2 right lanes from overtaking all the slow traffic in the 2 left lanes, just before the 14 St bridge.
- Reduce speed limit on this section of Glenmore especially during peak travel times.
- There should be an exit from Glenmore Trail eastbound for 14 St SW before Crowchild southbound merges with Glenmore Trail to avoid a collision point from merging traffic from Crowchild and exiting traffic to 14 st SW. Ideally, there should be a transit only bridge for the BRT over the reservoir, and flyover from Crowchild to Glenmore that can be able to be easily upgraded to LRT in the future.
- We need protect bike infrastructure
- Driving/transit: Suggest additional, earlier signage, designating a separate lane from Crowchild direct to 14th, indicated by signage on Crowchild; similarly lanes reserved/designated for drivers going from Crowchild to Glenmore ("continuing through", not exiting). At minimum, this whole congested zone should be widened.
- Walk/Bike: Trails and bike paths should be kept or if they need to be rerouted, they should be re-done and maintained to same or better than current standards.
- 1. On 50th Old Road cross the dam could be used. 2. Connect Crowchild trail and 90th Ave.
- As a driver in this area, I am frequently cut off. As I try to change lanes. perhaps consider simply reducing speed for exit lanes well in advance of exit.
- Relocate the exit from Southbound Crowchild onto Westbound Glenmore farther North (i.e around 50th Ave area) in order to remove one direction of congestion.
- Number 1 is to add extra lane Eastbound under 14 St. SW. This will give the largest gain for minimum cost. The issues West of kerp would be alleviated in the short term. Longer term more lanes needed.
- Improve safety and decision-making at the Glenmore Trail split east of Crowchild (toward 14 St SW vs continuing over the reservoir). Add earlier and larger overhead guide signage, repeated lane-direction warnings, and clearer pavement markings well in advance of the fork. Consider physical lane channelization or longer separation before the split to reduce last-second lane changes and improve driver certainty.
- 1. Need to open 50Ave up and open up old road across the dam.
- 2. Extend Crowchild trail to hook up with 90Ave SW across the dam and or make Southland drive main E-W through affair for another E-W traffic flow.
- Constructing a lane overtop of the existing 14th St. Bridge to connect further to Glenmore East.
- It's time to twin the Glenmore causeway. The existing bike and walking routes are fine.
- When leaving Lakeview and driving east on Glenmore Trail the reason there are many accidents near the lane for exiting south on to 14 St is that some drivers coming from Crowchild Trail wait until just before the 14th St exit before merging into the lane for travelling east on Glenmore Trail. There should be signs on the Crowchild Trail, on the flyover, and at the end of the flyover, that merging needs to be done prior to signage that could be placed at the start of the Glenmore Dam bridge.
- Lower speeds to 60 km/h from Crow to 14th
- No large trucks in Left lane on Glenmore
- Enforcement of traffic laws in the area only see police responding to traffic collisions
- 1) Exiting Lakeview NB: Change merge direction onto Crowchild Tr.; RH lane should be straight through; LH lane should merge right. Simple solution to extend LH lane further north to accommodate merge - fully 200m of empty pavement. REASON: LH lane on bridge has LH turn signal; logical for RH traffic to continue onto

Crowchild NB & LH lane to merge right; could alleviate AM traffic on EB Glenmore ramp to NB Crowchild by providing better flow.

- Have slower speed limits on this section especially during rush hour times. Have flashing speed limits posted overhead on bridges/sign posts which can change on traffic usage throughout the day/weather issues. Check out similar signage used on the M25 in England. Encourage Lane Discipline!
- The speed limit between the Crowchild/Glenmore interchange and 14 Street SW should be 60 or 70 km/hr. Eastbound traffic especially has a lot of trouble getting into their correct lanes, as drivers exiting Lakeview and coming off Crowchild join the through traffic on Glenmore resulting in quick and dangerous lane changes to get on the through lanes or move to the 14 Street exit lanes.
- Part of what makes this road so bad is that drivers have to change lanes a lot. Perhaps force drivers to select their destination before even entering the Glenmore Causeway. For example, have a dedicated lane with barriers from 14th St to Crowchild north. I'd suggest the City invest in monitoring exactly how cars move from Crowchild, 14th Street etc. to help study such an idea.
- - it is important to our family with young kids that access from Glenmore bridge rd over to the hospital side remains (we bike across weekly)
- - the next iteration should allow eastbound Glenmore traffic to flow through without changing lanes
- - what an opportunity to reduce a very dangerous section of roadway for the better
- Extend full separated BRT yellow from Rocky view hospital to Crowchild Trail.
- Separate basket weave merged between 14 st and Crowchild
- Have 4 through lanes in each direction on Glenmore under 14 st interchange
- Have 3 through lanes each direction under Crowchild trail.
- At Crowchild Trail, the southbound to eastbound merge lacks a continuous route to continue eastbound past 14th St. without lane switching. Adding a lane that continues eastbound may reduce lane switching and collisions.
- A new solution to reduce lane switching for travellers eastbound Glenmore Tr to 14th St. southbound may improve traffic flow. Could these travellers exit prior to Crowchild Trail and reduce the need to switch to right lanes on the causeway?
- Walking and biking aren't an issue. We need to eliminate the squeeze in traffic from 3 and 4 lanes to 2 going under Crowchild and 14th going east. Not sure how you fix it now.
- not sure what can be done at this stage as any widening of Glenmore Trail will only compound the problem. perhaps an active digital information boards that alert drivers on the ring road of the building traffic on Glenmore Trail would be helpful. Continued growth of the city is a major issue - ideas should include how to relieve traffic load on Glenmore Trail rather than just expand the lanes as it is a race that won't be won.
- Having a lane that directly connects from the southbound Crowchild bridge to eastbound Glenmore. That would limit the need to change lanes for those who want to keep going instead of 14th Street.
- Minimum 3 lanes continuous on Glenmore Trail east and west bound.
- Another bridge across the dam or widening the bridge across the dam. This area is insanely backed up during rush hour - we call it the "Glenmore crawl".
- We specifically live in Lakeview and there is a LOT of in & out traffic during rush hour because there are quite a few schools in the area.
- 1 idea is to allow traffic off of Crowchild and onto Glenmore East on the bus only lane that merges onto the Crowchild flyover. It would reduce bottle neck at the light northbound Crowchild & Glenmore trail
- It would be great to have an overpass from eastbound Glenmore to northbound Richard road. This could help with the lane changing required going northbound on Crowchild over Glenmore and then needing to exit on

50th or 54th ave. This would also be a great location for a pedestrian overpass to connect Lakeview with the businesses on the other side as well as for commuting.

- It seems like an additional lane or two is required going eastbound on Glenmore trail at 14 st.
- Better flow to get from side of glenmore to the other, needs to tie where people want to go. Dark skies. quiet roads. signage history flora fauna artistic renditions story telling for self tours transit, parks, venues. Keep bike/ wheel lanes separate from pedestrian. Add seating./picnic along the path. electric quiet trolley hop on hop off around the reservoir, city and partner recreational areas/golf/facilities stops are in shopping spaces like glenmore landing and Lakeview.
- Perhaps only one lane needs to exit onto 14th. The other lane should continue onto glenmore without having to merge over. OR. Some advanced warning signs indicating the need to merge in order to continue onto glenmore. 14th comes up very suddenly and people realize they need to move over which causes a traffic jam. Maybe a warning sign further west down glenmore indicating that a high volume of traffic will soon be merging in
- Requires much improved road barriers to what is there. The city has grown and the noise barriers are no longer adequate to muffle the noise level.
- Better access in and out of Lakeview. Lights not synchronized. Bus lane east little used but would improve traffic flow east especially during rush hour.
- Pathway east from Crowchild noisy and polluted from traffic. Move other side of sound barrier.
- Pedestrian bridge over Glenmore at 14 th very narrow and tight bend
- Have a field trip day
- Driving/biking the entire area.
- Designers should know this like the back of their hand.
- I wonder if Glenmore is used so heavily because there are few/no good east-west options. Southland, 90th and Anderson are less appealing due to the lights. Is it possible to make other east-west routes more appealing to lessen the burden on Glenmore?
- Anyway, to reduce "braiding" b/t Crowchild + 14th? Have Crowchild enter on left instead of, right? Other?
- Additional driving lanes eastbound on Glenmore. No lanes should end and they should be continuous all the way to Elbow Drive.
- Basketweave for traffic going EB to SB on 14st to reduce weaving with Crowchild merging.
- 14St no longer needs two exit lanes - the traffic count has declined significantly since the ring road opened. I never see both lanes full.
- 14st interchange to be entirely deconstructed and rebuilt to allow at least 8 lanes (4&4) on Glenmore through underneath.
- Desperately need a pedestrian and Bike path bridge over Glenmore at Richard Road.
- Eastbound Glenmore definitely needs another through lane that extends under the 14th street interchange, volumes and merging traffic have become a reoccurring safety issue and the number of accidents in that corridor are very high
- I live in "East Lakeview" so drive north on Crowchild Trail to leave my community. My short term suggestion is to allow traffic going north on Crowchild to eastbound Glenmore to to use the lane currently reserved just for buses. The lane that cars must now use is too close to the first traffic light and, when traffic is backed up on Glenmore, that exit blocks both northbound Crowchild Trail traffic as well as eastbound Glenmore Trail.
- We need more lanes or an LRT LINE that moves more people more quickly
- If possible in the medium term, make the freeway have 8 lanes (4 on each side) through the 14 street interchange with a HOV/bus lane in the center median as well as expand capacity underneath the Crowchild

overpass. Maybe a functional planning and redesign of the interchange as there is a split where 2 lanes going for the exit is not needed especially in the westbound direction. As well as better transit accessibility and design for the bus stop on Crowchild.

- Consider density dependent (rush hour) lane closure to facilitate traffic moving from Crowchild to Glenmore and Glenmore to 14 St. Inspired by lane reversal implementation perhaps exempting HOV. I think my major idea is that people stop treating commuting as a race. If rush hour traffic could merge effectively it would drastically reduce congestion at the Glenmore causeway eastbound to 14th St interchange and have the knock-on effect of alleviating problems exiting Crowchild S to Glenmore E
- Make the speed limit 50km per hour from 37st to Deerfoot, its absolutely dangerous how people drive and cut people off at 80km an hour. Some lanes are at a stop during rush hour.
- Bike lines need to be refreshed...way too many bumps
- Add a lane on Glenmore going eastbound at 14th street. Add a short barrier to allow northbound traffic entering Crowchild trail from the overpass to merge safely. Figure out how to reuse the dedicated bus lane for regular traffic as the bus usage is very low.
- The key to reducing traffic and therefore traffic collisions is reduce the number of cars on the road, therefore the number one priority should be increasing transit access. Part of that is bringing transit options back to lakeview. The community cannot be served by a single inadequate short bus, bring back the 18 and 37 routes.
- Keep the transit only lane on the eastbound side open for buses at all times. See obstructions and lack of upkeep (snow clearing) too often
- The bridge across the reservoir needs expansion both ways, but more so heading east. The lanes are not accommodating the volume of traffic and this is only going to get worse with the development in Taza. Two turning lanes are not needed for 14th street at present (maybe in future). The merging of traffic off Crowchild (both merges) are very congested
- Build eastbound access to north bound Richard road as a second way to head north.
- Reduce speed limit on Glenmore.
- Create a through lane between Crowchild and 14 st in order to go east on Glenmore without changing lanes.
- Better signage for drivers so they can prepare earlier for lane changes
- Make the second lane from the right able to continue on Glenmore or to 14 Street
- Add a lane
- For walkers and bikers, add a bridge from Lakeview to Garrison Green
- The Glenmore trail needs a noise cancelation walls, we can't enjoy our walking.
- More people will use it and enjoy the path if there will be noise barriers or sound walls.
- Its such a shame that this beautiful path cant be more walking friendly. That's why many people are avoiding to use it.
- The only needed improvement is a third eastbound lane at 14 Street. This will allow traffic coming on at Crowchild to not have to merge one or two lanes to avoid a forced exit onto 14 street. Based on the width of the 14 street bridges it will probably have to be demolished in which case a single bridge interchange can replace it as 14 Street traffic volumes do not justify the current spaghetti. The causeway bridge itself is wide enough and needs no new lanes. Bus Lanes on shoulders should stay
- A sign is needed eastbound on Glenmore Trail around Crowchild Trail warning drivers the right two lanes must exit on to 14 Street.
- Lower the speed limit. 80km/hour is too fast along there with all the intersections and weaves.

- We live near the Glenmore and 14 st interchange and drive that area often. Glenmore Trail east and west has become busier since the ring road was completed. The reduction from 3 to 2 lanes going east across the causeway causes a great deal of congestion. The problem is not the cars exiting into the 2 lanes to southbound 14th street. It is the cars continuing east that are squeezed into 2 lanes. Drivers in the right hand lanes are forced to merge into the east bound lanes to continue east.
- For drivers eastbound on Glenmore, the signage indicating the two right lanes are for 14 street, needs to be sooner on Glenmore Tr. And prominent arrows on the road need to indicate the 14 Street lanes as early as the ramp off Crowchild onto Glenmore. This would give drivers more time to plan their lane change if they are continuing on Glenmore eastbound. Also, a PSA on how to merge safely would go a long way.
- As someone who uses all of the above modes, I'd say the weakest now is driving. It simply needs to be expended and in my mind to avoid lane compression on the bridge that causes traffic slow down and so many collisions. Biking is fine, the overpass works. If there was a new bridge, the opportunity could be for a dedicated bike / pedestrian bridge to optimize the car specific space.
- Brutal. Glad you're looking into this. So many accidents on almost a daily basis in all types of weather. Creates huge delays and emergency response and injuries which could be prevented.
- The speed limit should be variable for short term. Not 80km, but maybe 50km during peak traffic periods with intense two way intermerging of traffic and 50km in that bottleneck during snowfall conditions.
- Longer term, better signage, more lanes, and better system for merging.
- Slowing traffic down or adding more lanes may make this better.
- Going east seems to be the most troublesome.
- Extra lane in both east and west directions needed for cars. Remove bike walk lanes along Glenmore. People do not need to go along Glenmore walking or biking. They can go around either North Glenmore or South Glenmore parks. Widening the road should help with busses and emergency vehicles.
- This is a major thoroughfare and there are alternate pathways. This should not be something where we are starting a question with "people who walk, bike" or even "take transit". This is a driving road. For cars. I like the idea of smoother interchanges and more lanes but NOT HOV or transit lanes. Didn't we JUST finish widening between Crowchild and 14St????
- Consider moving the bike/walk path to the north side of the causeway or go under the bridge for this. That would allow the use of the current bike lane for vehicles and give an extra access point to the exit to 14th St.
- Consider having an elevated set of lanes running westbound from the current 14th St ramp to Crowchild. Then you could take one of the west bound lanes and switch it to eastbound to have 3 running east to Glenmore and the 2 exiting into 14th.
- Build the 50th Ave SE off ramp off of Glenmore to Macleod and the overpass over sandy beach area to Mount Royal tp create another east west arterial
- Look to lower cost solutions first. Too many city projects start on the other side of this equation and attempt to eliminate all risk, which is unsustainable. Look to low impact widening (lane addition) first.
- 1 Glenmore Trail eastbound should branch into 14th St. exit and travelling east "before" Crowchild bridge. Crowchild bridge then have dedicated lanes to merge into Glenmore14th St. exit towards its right and merge into Glenmore eastbound towards its left
- 2 same arrangement as above for Glenmore West and 14th St. / crowchild north
- 3 third lane for Glenmore eastbound under crowchild bridge
- 4 dedicated Glenmore westbound lanes that cannot exit on 37 St., North to avoid congestion Richard Road exit

- Too many cars attempt to merge left to get ahead of traffic and cause reckless crashes, either crashing to traffic in the left lane or preventing people who need to exit to 14 street from the left lane by pushing themselves all the way up to the split in the road.
- Until there's a permanent solution, a temporary solution could be extending a physical divider before the lanes actually split into the 14 street exit, forcing traffic to make their decisions earlier.
- I drive on this section of roadway almost every day as this is primarily how I get to work.
- This section of Glenmore Trail gets congested during rush hour but unless there is an accident traffic generally flows OK.
- I walk and bike the pathway near Glenmore Trail from the North Glenmore community center to the Rockyview hospital. I do not feel safe. There is often vehicle rims and bumpers discarded on or near the pathway. I think it would be good if the city could take back some of the Earl Grey golf course to make a pathway that everyone could enjoy and feel safe when using it.
- - reduce the speed to 70. For the curves and traffic volume, it is too fast. Crowchild trail right on/off the ramp is 70, makes sense to make it 70 on Glenmore.
- - the biggest trouble spot is for those coming off of crowchild and merging onto glenmore, and those needing to get out at 14th street. The amount of near misses due to late cuts!. Widen it over the reservoir or perhaps consider some sort of free flow onto 14th street from crowchild. The 14th overpass at 14th needs to be the solution
- There should be an overpass to connect Richard Road to Lakeview.
- Glenmore Trail should be expanded to more lanes. It is very busy and when there are accidents, cars shortcut through Lakeview. Significant congestion is created on Crowchild trail from 66 ave to Glenmore Trail. Residents park their cars on Crowchild trail and the street becomes one lane. There should be no parking weekdays from 8 am -6pm on Crowchild trail between 66 ave and glenmore trail. Residents can park in their garage/alley.
- The current configuration of the road eastbound on Glenmore Trail is not capable of handling the existing traffic. There needs to be a 3rd lane under the 14 Street overpass. This would be a good step forward to reducing the congestion that frequently occurs on this stretch of road. A third lane would likely reduce the amount of collisions where vehicles are merging from southbound Crowchild to eastbound Glenmore Trail.
- Additional vehicle lanes would be beneficial along with better merging from Southbound Crowchild to eastbound Glenmore without compromising bike lane access, as this is essential for commuting at this time. Current pathways are well designed for bikes and have many access points that should not be downgraded.
- The area where Crowchild merges onto Glenmore is terrible for accidents. People are looking back to merge and not watching break lights in front causing lot of fender benders. One suggestion is to have a line from Crowchild that goes into Glenmore without requiring a merge and better signage.
- I think an additional walking bridge from Lakeview to curry barracks would help make walking easier and could cut down on cars coming in and out of Lakeview due to parents driving kids for school etc.
- Could you divert 14th st traffic from Crowchild further south on Crowchild and then over to 14th? I have never driven that way so not sure what that path looks like across the river - just an idea.
- Problem is people coming off from SB Crowchild trying to merge onto Glenmore.
- Add in another over pass that comes onto the right lane of glenmore for those vehicles coming from SB Crowchild. you would have to add another lane on eastbound Glenmore.
- Cars should be diverted to the bus lanes run from Glenmore eastbound and continues all the way down 14 st to southland drive. That is extremely expensive infrastructure that is not being used other than an occasional bus. If you drive 14st in rush hour, you sit parked in the 3 lanes while an empty piece of infrastructure exists

next to you for the mostly empty buses to use. It would be a direct access lane for hospital/Eagle ridge, and to the heritage drive intersection then southland.

- I beg you to consider incorporating the transit bus lane on Glenmore eastbound (between crowchild and 14st) to help relieve traffic coming form Crowchild to Glenmore east, then turning off to 14th St southbound. You have tens of thousands of cars inconvenienced and put into a risky situation every single day, while there is an empty bus lane 99% of the day. That lane could be better utilized to move cars and provide another direct lane to 14st.
- I drive from Lakeview to Chinook Centre daily for work. Going eastbound on Glenmore, there is always a bottleneck at the 14th street exit. Having 2 lanes exiting right onto 14th street doesn't seem to make sense given the traffic flow. A large percentage of cars keep going east on Glenmore past that interchange, so having 2 lanes exiting right onto 14th street and only 2 lanes continuing on Glenmore creates a bottleneck. We would need a third lane going eastbound Glenmore at that intersection.
- The intersection at 14th ST SW and 75th Ave needs revamping. The lack of a westbound lane from 75th crossing 14th causes more traffic on 14th.
- A "right turn only" sign for certain hours can accomplish the same effect as a permanent right turn (northbound) only but allow for easier flow of traffic other hours
- More transit options entering the Lakeview community would be beneficial
- dedicated bikes lanes and pedestrian lanes
- The primary issues here are: (a) there are only two lanes Glenmore eastbound through interchange pinch points at Crowchild and 14 St. while three westbound - needs expansion (b) the Crowchild S to Glenmore E ramp is old and turns are tight and ramp not banked - slows traffic and induces congestion. (c) With Stoney completed, the City should consider a Glenmore E to Crowchild N ramp for system-to-system movement. OR build 50th Ave SW bridge to reduce traffic demand on causeway.
- Crowchild Trail is a pinch point. Volume of cars southbound to access Glenmore is constantly increasing and will keep increasing. The same for traffic flowing to go north on Crowchild. Suggest a bigger bridge with more lanes. Richard Road access requires more lanes and a longer merge lane. Traffic going to Tsutina interchange also blocks traffic right back to Crowchild Trail. All need to be addressed. A bike lane going over Crowchild to Lakeview to get to Glenmore park would be great.
- I recommend the exit from crowchild to glenmore west start before the bride from crowchild to glenmore east. Right now people are exiting the mount royal area and trying to cross over to the left lanes of crowchild while in the same area people are trying to get on the exit rams to east and west bound glenmore. I have noticed a marked increase on people cutting into the middle lane just before the bridge to exit westbound glenmore. This is a marked increase from previous years (20 + yrs)
- Need three continuous lanes in each direction on Glenmore trail. Walking and biking not critical along this corridor.
- Its tough with the reservoir. I dont want to compromise the paths or reservoir itself. It is a beautiful area for walking and biking.
- The Crowchild underpass is 2 Lanes too narrow. Same for 14th street
- The pinch point for motorists is largely because of the multi lane road descending into two lanes to continue on glenmore east. Removing the westbound turnaround lane at 14th and making another eastbound lane would improve traffic flow.
- Secondly, the crowchild eastbound interchange if it had a dedicated eastbound lane (the added lane indicated above) would reduce the slowdown for merging cars from crowchild onto glenmore
- Crowchild southbound during high traffic flow backs up considerable at Crowchild and Glenmore Trail.

- Glenmore trail should first focus on moving vehicles and transit efficiently. There are already plenty of walking and biking options in the neighborhood. Glenmore between Richard road and 14th is too narrow. Widening it would greatly improve the safety of drivers. There is too few signs telling drivers what lanes to use for accessing other roads. The existing don't give drivers enough time to select the correct lane. That's why there are so many accidents at east bound Glenmore and 14th.
- People shouldn't walk or ride along glenmore trail. They can use other routes that don't impact traffic on glenmore.
- I am not familiar with the area for pedestrian paths or cyclists however from a traffic point of view the bottlenecks at crowchild trail and 14th street need to be resolved. This will require at least one more lane over the reservoir each way and a widening of glenmore under the 14th street overpass. Possibly even a rework of the crowchild access or somehow joining of crowchild and 14th so only on set of on off ramps is required.
- This is a high collision, large traffic area so we are very appreciative that it is being addressed. We highly recommend adding a third lane both directions so two lanes can continue going through and the third lane can be for off Crowchild and 14th street merging.
- Also noticed there is a single merge lane going onto Tsuut'ina trail south and traffic is often backed on Glenmore west all the way to crowchild trail and beyond.
- An idea I have is to build a bridge that connects 14 street from downtown all the way to rocky view hospital. Another would be something to simply not allow people to merge at the last minute when the four lanes split into 2 & 2. Another would be to blow up the overpass at 14 street and glenmore and streamline it like a proper highway. Could also expropriate land from Lakeview to widen between crowchild and RR and fix the flyover (blow it up and start over). Better way to get to Stoney from DT
- The major pinch point is Glenmore east as it goes under 14th street and goes down to 2 lanes
- If you put an addition lane under 14th most drivers will not have to move left off the flyover - this is where major slow downs and accidents occur
- More overpasses, better path integration. Don't underestimate the congestion and poor design of glenmore east from crouching through 14th. Glenmore east under 14th is a massive bottleneck, I would challenge congestion data if this isn't showing up on the heat map.
- The path along the south side of Glenmore, west of the reservoir should be on the other side of the barrier to increase the separation from traffic.
- There is no pedestrian overpass between Lakeview and garrison green, the closest pedestrian walkways are crowxhikd trail or 37th street. A pedestrian overpass would be a welcome addition to this stretch for accessing shopping near the garrison green area for Lakeview residents, and for garrison green residents looking to access Lakeview amenities.
- review EB Glenmore to NB Crowchild access and SB Crowchild to WB Glenmore.
- I think another lane continuing east along Glenmore would be helpful so that 2 lanes are for traffic continuing along Glenmore, and the rightmost lane going that way would be for merging traffic that goes slower. Perhaps the turn under the 14st bridge is too sharp and a less sharp turn would be less likely to slow traffic.
- I also think the right most lane going west should continue between Richard rd and 37th so traffic doesn't have to merge and then potentially exit onto 37th.
- Although not in the area plan just east of this the study plan the fifth street west overpass should be converted into a peanut round about or something and eliminate the traffic lights on it. Such a weird, non standard intersection that causes accidents.

- Look into connecting the short onramp to west Glenmore with the on ramp from 14th st to east bound Glenmore. I feel like this short little merge causes accidents, over the Glenmore reservoir bridge, I can't prove it though.
- Make one lane of crowchild become one lane of glen more. One lane of Glenmore become one lane of 14th st. Have an overpass or underpass so that the traffic doesn't have to cross over each other while both are making a lane change.
- Remove the traffic lights on Crowchild trail bridge over Glenmore (northbound/ southbound bridge). Replace the traffic lights with a peanut round about, or two roundabouts on each end so that traffic doesn't back up because of traffic lights. When the lights back up, it causes traffic jams for east and westbound off ramps from Glenmore. Would also take up less space current two lanes, and make room for the bus stops as cut outs, so they don't block traffic when picking up people.
- Traffic is a nightmare but drivers create most of the issues by aggressively trying to make late lanes changes. Speed reduction may be the best solutions .
- Underpass under 14 st must be widened
- Yeah the two lanes of traffic coming on to Glenmore from Crowchild both having to merge on immediately because 2 lanes are exiting off to 14 is just terrible. It could still be 2 lanes exiting off to 14 but it needs to be like the exit onto crowchild when uou are east bound where 2 lanes exit but one remains. The biking is surprisingly good in that area.
- Not sure I have any ideas, but the constant lane changes between Crowchild and 14th eastbound are dangerous.
- There must be another east bound lane at 14 Street. There are 3 westbound lanes, but only 2 eastbound.
- Calgarians need to be educated on proper merging techniques (and ticketed for not following the laws). I drive this section often, and the collisions or near-collisions I have seen are because of lane changes. Drivers try to merge last minute, merge without signalling or crossover lane dividers without space being available.
- For Glenmore East, you have two lanes that exit to 14th St S, however you have the Crowchild ramp that brings traffic to intersect onto Glenmore and those drivers wishing to go onto 14th. Hence there is a real pinch point that slows traffic down to a crawl. You need to force the Glenmore E traffic over to the right long before the crow child ramp. continued onto Q2.
- Glenmore tr x 14 street is the actual bane of my existence having to commute east west everyday. East in the morning at 630am it's already backing up, west from deer foot to crow child is stop and go at least 35 minutes on a good day. Either additional routing needs to be available north or south as a throughway or it's in desperate need of a unique expansion due to the area surrounding.
- There are some pressure points where the flyover links with Glenmore heading east - need to figure out how to make room for the volume and allow easy lane changes if planning to continue east on Glenmore.
- Reduce the two lanes going from Eastbound Glenmore to Southbound 14st to one, and increase the amount of lanes EB Glenmore.
- Have a solid white line to prevent people from immediately trying to switch over to EB Glenmore lanes.
- This section is a total mess. This is an example were putting the words traffic and planning in a sentence is an oxymoron.
- 40 years of traffic planning 20 years behind reality.
- Bring back a bus from Lakeview to Chinook C-Train Station. Impossible to use transit to go to Chinook Shopping or to use C Train as a means of Transportation to the Stampede Grounds.
- Gondek Era planning is bringing housing without parking into Lakeview. Add City Planning to the list of oxymorons.

- Traffic from Crowchild Southbound to Eastbound Glenmore: 1. Drivers merge too early into Glenmore while Eastbound drivers are trying to get to the 14 Street exit lanes. Create solid yellow line on right side (broken yellow on left) for 100 m+ to allow eastbound traffic to assess the traffic flow and merge safely and create space.
- 2. Through traffic E to stay in far left lane. Traffic heading eastbound past Mcleod has no business travelling in middle lane.
- 3. Encourage drivers to leave space.
- It would be awesome if the walking bike path between the reservoir and roughly where the girls' school is was not directly adjacent to the traffic of Glenmore Trail. It scares the dogs and it's not pleasant to have the noise and exhaust on an otherwise please loop around the reservoir. It is kind of a pain that you can't access Richard Rd from both directions off Glenmore, but this wouldn't be a top priority for me.
- Widen Glenmore at 14th Street. The bottleneck causes merging issues in both direction because traffic isn't at a consistent pace. (trying to merge and slow to a crawl)
- There are already some great bike paths that could be upgraded to go along the Glenmore trail the whole way.
- The greater % of cars who go south on Crowchild and merge onto Glenmore going east need to continue on Glenmore, but that requires 1 or 2 merges left. The natural flow takes you further south on 14th. This is the major cause of accidents & slow downs.
- For cyclists the bridge on the west side of the dam, the sharp right angle turns are dangerous and cause collisions with pedestrians. The pathway on the east shore south of Glenmore is overgrown. Cycle pathways could be widened.
- It would be nice to provide higher speed wheeling paths separate from the pedestrian ones. This would allow bikes to traverse the area in a reasonable time without causing a safety hazard.
- The vehicles from Crowchild Southbound to Glenmore Eastbound should be allowed to continue without a tall flyover. Their lanes should join Glenmore Eastbound in the middle, as added lanes that continue Eastbound without requiring a weave.
- I have few to no ideas other than to simply say that transit along this area should be paramount!
- Impossible to merge from Crowchild Trail to Glenmore Trail. You have to immediately merge 2 lanes over if you want to continue going east on Glenmore and not take the 14th street exit. So congested and can be scary too.
- Widen the space for lanes under the 14st bridge and crowchild bridge.
- Narrow the lanes and add a third lane both directions
- Reduce speed during high congestions times.
- Need better merger lanes to allow better traffic flow and less accidents.
- Perhaps there should be dedicated through lanes east and west bound to reduce amount of weave zones. Make it so folks traveling west bound on Glenmore cant merge into the very Rt lane of Glenmore after 14th. People are trying to get off 14 and the run into folks trying to merge into the very right lane.
- Add physical barriers to prevent folks from merging across three or 4 lanes at a time. Add another lane or two east and westbound under 14th bridge over glenmore. Thats is such a bottle neck.
- We need over head signs on Glenmore Crowchild.. and add extra lane.
- Always confusion and drivers pulling their break on Glenmore.
- 1/100 cars actually exit onto 14th street, the double exit makes zero sense. Should be a zipper merge for the 3rd lane that can stay glenmore or exit to 14
- A pathway on south side of glenmore between 14 and Crowchild is a priority

- The eastbound weave zone between Crowchild and 14th must be eliminated, probably through the use of basket weave bridges to eliminate lane changes between Crowchild and 14th eastbound. This would be more effective than a 3rd lane under 14th street and would alleviate the bottlenecks on southbound Crowchild.
- Eliminate short cutting through the Calgary transit bus lane from southbound Crowchild to eastbound Glenmore.
- Congestion for drivers in this region is horrendous, especially during peak commuting times. Acts of aggression between drivers and accidents are common daily. Large vehicles such as cargo trailers, heavy duty equipment, and semis are common blockers as well
- Minimal places for those who walk and bike to cross Glenmore, as well as minimal bus stops
- Exiting from 14th onto Glenmore feels stressful and dangerous especially during high traffic hours. I believe creating a shorter exit point for people to be encouraged to exit at a further point in the lane for a smoother merge may be helpful.
- The on and off ramps to Crowchild need to be widened or improved to help facilitate traffic flow
- The bike path along Glenmore is pretty narrow, maybe it could be made wider?
- Widen it?
- Fix the on ramp from Crowchild where all the traffic has to merge over to keep going east?
- Finish connecting bike paths
- A seamless bike path would be amazing (it already isn't bad, I live in Haysboro and commute to MRU and I have several options to get to work by bike).
- Around the hospital seems to be a high traffic and high collision spot on the path. This is due to many factors (hills, blind spots congestion). This is the part of the path (from about Atco to after the hospital) where I feel least safe on bike.
- Widen the ped/bike overpass west of 14th crossing over Glenmore.
- More DRIVING LANES for CARS! This will reduce the number of accidents. The number of collisions on Glenmore east right at 14 street is insane.
- Walking/Biking - Pathways more separated from Glenmore would be nice - it's very noisy and can be a bit intimidating with Glenmore traffic right next to you.
- Driving/Transit - more lanes are required! Especially for eastbound traffic approaching Crowchild Trail and 14 Street. The exits at Crowchild Trail / Glenmore Trail (all 4 legs) need some major upgrades. Especially where southbound Crowchild traffic meets Glenmore (east and west) and the eastbound exit onto Crowchild / into Lakeview.
- The Crowchild bridge over Glenmore needs to be drastically improved. Better exits onto westbound Glenmore need to be opened up so people stop cutting through communities.
- It is also fairly unsafe to be a pedestrian on that bridge as cars exiting onto westbound Crowchild are driving at high speeds
- Why is this question worded with driving being the last option instead of the first consideration? The biggest problem on Glenmore is traffic congestion - we aren't going to fix that by making it more accessible for people who bike or go for a walk.
- 1 Speed limit is too high so too little time to change lanes - causes collisions
- 2 Road signs too soon and too late. Need at least one more set so people can determine which lane they should be in before the last minute when they have to force their way in.
- 3 Install full time speed radar and get some sanity into the driving. There are simply too many drivers going too fast and being inconsiderate of anybody perceived to be in their way.

- Ultimately I think we need to be more ambitious. To me that means an elevated 'skytrain' style LRT that runs from 17th @ Sarcee Tr. to MRU, Chinook, Green Line, and Foothills industrial. The vast majority of traffic is single occupant commuters with no viable alternative. The city continues to grow and will be over 2M people by the time anything is executed here.
- Upgrading Anderson Road to have interchanges may be a cheaper alternative to alleviate Glenmore traffic.
- In the spirit of removing the Seventh Avenue S free fare zone for the LRT, consider removing this free fare zone and entering into a road pricing arrangement, maybe with a private sector partner, to fund improvements to Glenmore and the skeletal road network more broadly.
- The pedestrian overpass across Glenmore between Elbow and 14 Street is a great amenity, but access from the south side is really confusing and indirect. Please improve the pathway between the bridge and 70 Avenue SW.
- When driving on Glenmore going east, I believe there should only be one lane that continues onto 14 St and three lanes that continue on Glenmore (opposed to two lanes going each way currently). Majority of people travelling this road continue to travel on Glenmore so I think there only needs to be one lane going to 14th street. I believe this will create less congestion due to the fact one lane of cars will no longer have to worry about switching lanes to get onto Glenmore coming from Crowchild
- There should be a minimum of 4 lanes east and 4 lanes west under the 14th st overpass. Southbound Crowchild merge onto Glenmore must have one lane that flows directly into east bound Glenmore. Westbound 75th Ave from Kelvin Grove onto 14th St should have a left turn lane that matches the left turn from east bound 75th Ave from the Rockyview Hospital. There should be improvement on the right turn lanes from Glenmore onto Crowchild Tr. Completely redesign Glenmore Tr and 14th st. interchange.
- Richard Road hardly needs an interchange as there is one mere blocks away at 37th St. The lighting at 37th has been designed as if there was actual traffic on the interchange so there is lots of room for growth there. Should the on ramp from southbound to eastbound not merge on the far left of eastbound allowing for a smoother transition? There are zero issues with the bike path as of now.
- Better smoothing of flow at interchanges and around narrowing points (causeway end heading east, Crowchild bridge heading west). I doubt adding more lanes will fix this issue. Consider bypass lanes for those continuing straight through, allowing those exiting and entering Glenmore at Crowchild and 14th St to have more efficient movement. Need more accommodations for active transport users to be less intimidated in this area, excepting the causeway pathways.
- Please Re-open the west bound lane on 75th ave crossing 14 St SW. having to turn onto 14th just causes more congestion instead of letting cars driving straight to the hospital
- Somehow there needs to be an additional lane built to travel under 14 st. This is a huge design failure to go from 3 to 2 to 3 lanes again on Glenmore Trail.
- Dedicated lane for lakeview access from south bound crowchild trail - limit people using left lane to bypass traffic onto Glenmore then squeezing last minute into the appropriate lane
- The merge from NB 14th to WB glenmore is a disaster. Two lanes trying to get over while all the cars already on WB Glenmore are trying to merge right to exit onto NB Crowchild. For starters, signage further back on glenmore letting people know their far right lane will already exit onto crowchild could help with the last minute panic-merging. Extending the 2nd lane from NB 14th to WB glenmore would help as long as it's marked back down on 14th that this particular lane would exit onto crowchild
- Locate a pedestrian overpass over Glenmore Tr. at Richard Rd. for access to businesses and MRU without having to drive.
- Remove U-turn ramp at 14 St. interchange to allow for a third through lane on eastbound Glenmore Tr.

- Revert to original planned alignment of northbound Crowchild lanes at Glenmore interchange (left turn/through lane merging right) for vehicles in right lane wishing to turn at 54 Ave. or 50 Ave.
- - avoid both right lanes from crow child to merge onto far left lanes. Either through adding a third lane under the bridge or changing how the ramp engages with Glenmore.
- Increase pedestrian and bike over passes
- More exit lanes specific to 14th st off crowchild and others for staying on glenmore to stop the mergering issues
- Eliminate lane changing on bridge
- Make drivers pick 14th or glenmore before entering flyover.
- Lakeview drivers who want 14th, take bus lane.
- Lakeview drivers who want glenmore, take usual exit.
- Divide EB glenmore before Crowchild
- I take it there and back every day. Need at least one more lane under the 14st bridge. The high collisions near the bridge are from people trying to get into those two lanes.
- You could remove the 14 st bridge entirely. It is not as used now with Stoney in. Widen to 3 lanes the fastest. It is the bottleneck that backs up crowchild too. Get 3 lanes in there the fastest. Can add a bridge over 14th later. East west drivers will not fuss about the bridge being gone. Fastest cheapest answer.
- Expand transit where possible and maintain biking infrastructure. Focus on improving roadways from 14th st and elbow on and off of Glenmore
- A separate pedestrian/cycle bridge would be highly used. The current path running alongside the freeway lanes could itself become another lane.
- There are currently two lanes exiting eastbound to 14th street. Far more volume continues toward Elbow/Macleod. Should be 3 and 1 lanes. Not 2 and 2.
- 0. Eliminate lane changing on causeway
- 1. Make drivers pick 14th or glenmore before entering flyover.
- 2. Lakeview drivers who want EB 14th, take bus lane.
- 3. Lakeview drivers who want EB glenmore, take usual exit.
- 4. Divide EB glenmore before Crowchild
- Walking and biking over the Causeway - water pools on the road and when vehicles drive rapidly, the splash / spray can soak pedestrians and cyclists
- Driving over the Causeway - the weaving is awful! There must be a better solution. People come to a complete standstill trying to weave early, then other drive way to fast on the far right lane and try to weave later, putting those merging from Glenmore to 14th Street at risk of being creamed.
- 1 a MORATORIUM on any multifamily residence construction until this is done. We have reached a peak in terms of traffic in and out at there is a lot of running of red lights happening. And mornings there is so often backups that pose a threat to emergency vehicle movement
- 2, a STANDALONE BIKE OVERPASS west of crowchild trail. To replace having to plan it into the road works.
- Bikers have enough space to ride on the side where the path is heading glenmore east. The best thing would be to add another lane on glenmore at crowchild and extend it to 14th street to create a better traffic flow with a lane that splits glenmore and 14th like Stoney trail and Deerfoot exit down south.
- We live in Garrison Green and drive frequently onto Crowchild to join onto Glenmore. The main issue is this area because 4 lanes become 2 for a very short distance on the bridge to mix with traffic on Glenmore and become 5 lanes in total that split again in 2 directions across the reservoir. Crazy considering the heavy traffic on Crowchild and Glenmore. The bridge is a serious choke point and should be enlarged to 4 lanes

- -Possibly a underwater bridge to preserve our drinking water
- - lanes for semi truck drivers
- - coming off crowchild to Glenmore east is a nightmare at most times as you have 6 lanes and people merge all over the place, as people try to get over to hit 14 street, maybe a different type of bridge that goes over top of the existing Glenmore and combines to the new 14 street bridge keeping Glenmore causeway flowing
- Both West and East bound between crowchild and 14th street should be 5 lanes especially under the 14th street overpass/ merge.
- If possible to widen Glenmore Trail east between Crowchild and 14th, a 5th lane that splits and has the ability to either continue on Glenmore or exit onto 14th would likely alleviate the congestion and accident risk that occurs from frequent lane changes at this junction.
- Widen the traffic lanes to accommodate more vehicles and elevate the pedestrian, cycling etc traffic to get them above ground level so they are not at such a high risk of being killed if a vehicle goes out of control. These +15s for pedestrians etc could be tied in to the existing pathways as they already cross Glenmore at 14th street and the north Glenmore park community building.
- Better bike and walking bridge across Glenmore trail to connect SW communities to North Glenmore park
- More lanes and more police presence needed!
- Glenmore interchange was designed to move traffic from Crowchild to 14 Street. With the ring road that is no longer the case. Focus now has to be getting traffic past 14 Street to Elbow Drive and beyond. Eastbound lanes need to be widened. Until that is done, slow the traffic on the flyover and at the pinch point on Glenmore.
- Driving is the issue. Glenmore trail in both direction as it passes under 14th street needs to be widened to 3 lanes
- Please reopen the west bound lane of 75th Ave SW to go straight through to Rockyview Hospital. It used to be this way and was rerouted to only go north bound but this just increases traffic in the area as people wanting to get to the hospital have to loop around 14th and go south on 14th adding to congestion
- A simple change to “rush hour” restrictions for the north bound and then relaxation for straight through in “non rush hour” could achieve a happy medium
- The merge from the Glenmore flyover onto Glenmore Trail has always been a problem. It’s a bottle neck during busy times as people come off the flyover and onto the causeway. Lots of lane changes as cars come into Glenmore and other cars try to move over to get onto 14th Street. There is greater potential for collisions.
- I believe the 2 eastbound lanes under the 14th street bridge causes unnecessary traffic due to bottle necking. Perhaps expanding an additional lane for people merging from crowchild to get access to glenmore would make this area more efficient. The transit lane on the far right side eastbound with access to 14th is rarely used by transit buses and seem unnecessary. Could be used as an additional traffic lane to lighten delays.
- There isn’t a dedicated bike path that runs along Glenmore to link the 37th Street bikeway to the Crowchild and Glenmore Causeway bike paths. However, since there has been little CPS enforcement of excessive speeding between 37th Street and Crowchild Trail (particularly with the motorcycle racing nightly around 8-9 p.m.), I am hesitant to support bike paths along this route. It would be a huge asset for cyclists, but this stretch is currently unpoliced when it comes to dangerous driving.
- Bike lane should go south on eagle ridge drive with a new bike cross walk built past the bus lane. This will take cyclists away from main intersection.
- I think a walkable community is important. The walkable lanes and bike lanes should be separate from streets that vehicles are on. It would cost more but would be safer for everyone in the long run

- Extra eastbound lane required under 14 St at a minimum as most traffic merging off Crowchild Trail is using Glenmore. Bike path across the causeway needs to stay.
- Have 3 lanes going from Glenmore East to Crowchild North. 2 turning left onto Crowchild North, one turning right onto Crowchild South. 3 lanes going Glenmore East, plus 2 lanes going southbound 14th.
- Get rid of the u-turn lane at 14th to widen east bound Glenmore by at least 1 lane, then the Crowchild off-ramp to Glenmore left lane would split at 14th street, it would reduce the amount of last second lane changing and improve flow. The U-turn lane is the least used part of that interchange, small sacrifice for the greater good! If you are going to do HOV lanes make closure they are carpool friendly 2 or more per car, have photo enforced tickets for using as a solo driver!
- 1. Need a transit lane on the westbound (northern side) of Glenmore TR. I take the bus (Max Yellow) across the causeway every day in both directions.
- 2. Need earlier and very distinct signage for eastbound drivers before the split at 14th Street, so many late lane changes, signage could be a quick fix. Long term fix is to carry 3 lanes eastbound, dropping to two is catastrophic for traffic flow.
- Eastbound Glenmore Trail should have more lanes that continue on Glenmore versus split to 14th St. If a new lane is added, then 3 should stay on eastbound Glenmore. If no new lane is added, then the 3rd lane from the left should have the option to either stay on Glenmore or go onto 14th. The primary cause of accidents and congestion is people who cut all the way down in the right hand lanes, then force their way in last minute, leading to all slamming on their brakes.
- Crowchild west - need better merge from 54th.
- Also need to do something with all the cars exiting onto 54 as getting out of community can be difficult.
- Glenmore overpass, causeway - not sure of solution but so dangerous with many merging last minute (before 14 street) and causing sudden braking.
- Suspend a foot/bike path under the bridge so users don't have to be right beside a highway- would also be quite beautiful for sunsets.
- Widen Glenmore Trail. I am not as familiar with the impacts to the bike path, transit, etc.
- First : Upgrade other roads to be higher capacity east-west corridors. Potential roads include Mount Royal Gate & 50th Ave on the north side of Glenmore reservoir, and 90th Ave on the South. Second: Modify the outside-most lanes between Crowchild and 14th St in both directions so there are dedicated onramps and offramps. Third: Improve the bike east-west commuting from Mount-Royal gate across Elbow River through Sandy Bridge park. I do not feel safe biking on 50th ave north of Windsor park.
- Revamp the 14th street bridge and flyover, it is creating a bottleneck for E/W bound Glenmore
- Focus on drivers only due to the congestion over the reservoir. Access for cyclists and walkers is already in place with pathways
- See below
- I would expand Glenmore trail with 2 lanes each way. I would suggest purchasing homes along Glenmore trail and removing them to accommodate the expansion.
- If it's possible to make it three lanes going East versus being two under 14th St this would notably help with morning congestion.
- The cycle/walk path along the causeway is something we use regularly and would like to see retained.
- To solve the concern below, can we accommodate a legal U-turn at the 14th and 75th Ave intersection.
- Straighting the east side of Glenmore as it curves under 14th st
- Extend the 14th St west bound ramp to 2 lanes all the way to Crowchild Tr exit
- Extend the exit lane going east bound out of Lakeview into a single lane onto Glenmore

- Create (recreate) a tunnel under Glenmore trail, and new path way beside Lakeview Greens Golf Course
- Fix the exit coming Northbound out of Lakeview (eastbound exit off Glenmore)
- Get traffic to leave Richard Road and head both Eastbound and Westbound on Glenmore
- Create a barrier so no last second lane changes can happen when drivers realize they are in the wrong lane to take 14th street south or stay on Glenmore east.
- I live in Lakeview and for 40 years that I know of collisions on the causeway have been commonplace. The cost in lives, injuries, emergency services and travel times must be huge. Leaving Lakeview to head east we can never felt on predictable travel times. Although it is no longer as bad as it used to be, delays on Glenmore still lead to shortcomings through Lakeview. So my main request is to do find solutions that improve safety, reduce collisions and improve traffic flow.
- East bound Glenmore Trail is in a state of constant chaos due to drivers changing lanes concurrently. This stretch of road needs to be widened with more lanes. I realize this may be challenging over the causeway, but something has to be done:
 - 1) widen Glenmore Trail - add lanes to Glenmore eastbound
 - 2) re-do or eliminate bus lane and "BRT" exit ramp in Lakeview (seldom used by buses)
 - 3) must keep walking path/bike paths in place (around reservoir) but maybe re-do them
- Please install a barrier between pedestrians/cyclists where Crowchild merges onto Glenmore West.
- Please upgrade the ramp to make it larger for bikes to meet - ramp over Glenmore east of Crowchild.
- Widening Glenmore especially going east would be super as it's a bottleneck due to traffic merging from Crowchild and 14St.
- Close it to cars; make it a pedestrian area and run a street car down it. I'm half serious about this idea; we keep sprawling the suburbs and then make the inner-city pay for it by ramming a freeway through (and over) our most beautiful (and necessary) resource. Make the motorists go around. Be brave! Stop the councillor's, who are funded by developers and car dealers, from deciding transport routes. Reverse the poor decision of decades ago to build the Glenmore Reservoir overpass.
- The section between Crowchild and 14th street is chaotic for drivers. drivers are coming of the crowchild flyover and joining with the glenmore trail traffic. This short section has drivers swapping lanes to either right or left lane pending if they need 14th street or glenmore east. The center lane gets backed up. And there are a ton of accidents.
- Walking riding. Easy to cross the main roads. No biking walking paths are available along this section..
- I would like to see another lane for vehicles under the Crowchild flyover. There are already paths for bikes and pedestrians that are adequate and do not disrupt traffic. That is a huge bottleneck during rush hour. If possible eliminating the dedicated access point from Lakeview might help.
- A whole 2nd bridge, and reduce the lane changing needed to get from crowchile to continue on glenmore east
- Eliminating merging movements and isolating through traffic would be a good solution for through traffic on Glenmore. Fundamentally more width will be needed, which pushes the corridor capacity.
- Glenmore needs to be three to four lanes wide between Richards Road and Elbow Drive, in both directions. 14th street bottleneck is a major problem.
- Prioritize widening and lane reconfiguration between Crowchild Trail and 14 Street to improve the southbound Crowchild-to-eastbound Glenmore merge. Add clearer lane continuity, longer merge/weave distance and better signage. Protect space for future transit/HOV use, improve pathway links across Glenmore, and provide safer, separated routes for pedestrians, cyclists and scooter users near interchanges.

- There should be more separation between the multi use path and the road. I do not use this path because it is unpleasant.
- I don't walk or bike along Glenmore Trail between Richard Road and 14 Street SW, but I do drive it from various directions at different times of the day and seasons. I would say the biggest thing I can think of would be reducing the friction when it comes to merging with traffic from southbound Crowchild Trail onto Glenmore Trail heading east, and northbound 14th SW, onto westbound Glenmore Trail.
- People do not walk, take transit or bike on or near Glenmore Trail between Richard Road and Crowchild Trail. People walk alongside Glenmore Trail between Crowchild Trail and 14 Street because there is no other way to cross over the Reservoir, not because walking/biking beside Glenmore Trail is a wonderful way to travel.
- Walking/Biking: Create a larger barrier between the road and the pathway, expand the pathway and make it more aesthetically pleasing, e.g. add more trees, for the stretch that runs from mayfair over the overpass and along the reservoir.
- Driving: When driving east bound, make the second from the right lane a lane that can stay on Glenmore and make 14th street optional. I *think* this can fit under the bridge.
- I drive the section between crowchild trail and 14th street nearly every day. I bike it (during warmer months) at least once a week. Zero issues biking, but the worst part of my drive everytime. Ideas:
- -limit ability for drivers to enter glenmore east from crowchild south (or make it more structured)
- -don't let crowchild south drivers merge onto glenmore east until after reservoir (e.g. build a higher overpass over 14th st current)
- -add 1 more lane going east over the reservoir
- I believe that part of the solution would be to create exclusive lanes. ie: At least one lane from Crowchild South goes exclusively to 14 Street South and one goes exclusively to Glenmore East, with no possibility of vehicles changing lanes in that stretch. Additionally, there needs to be at least one lane that takes vehicles from further west on Glenmore heading east to 14 Street South by going over the exclusive lane that takes vehicles from Crowchild South to Glenmore East.
- During construction, it'd be helpful to have a permanent bus lane so that it's not getting stuck in the construction traffic. That might also incentivize some people to take more transit instead of being stuck in traffic.
- Dedicated lanes for through traffic will help with some congestions. For pedestrian and bike access, if we can separate the two on the pathway, it will be more enjoyable for both.
- Let's just turn the bridge into a park. It's going to get at least a little bit shut down for construction and everyone will somehow manage despite the low capacity... so why don't we just close it to cars entirely?
- A separate bridge for bikes that doesn't go all the way down to the same level as the Glenmore Trail. When biking with kids, it's a lot to control them careening down toward a highway and then helping them climb back up again.
- Fix the problem with crowchild turning onto glenmore approaching 14th. Horrible interchange. Build separate lanes or something. An interchange.
- There needs to be 3 lanes going eastbound past 14th street. There is a collision right at this point on a very regular basis as traffic has to merge into 2 lanes. There does not need to be 2 lanes going up to 14th street eastbound- this was only needed pre Stoney Trail. Remove one lane for existing to 14th street and use this space to add the 3rd east bound lane on Glenmore.
- Expand Glenmore trail east bound to 3 lanes, or have signage on Crowchild that the right interchange lane to Glenmore east bound is for 14st only, and to go Glenmore Eastbound, one should take the second from the right exit lane instead.

- The sign for Glenmore Tr & 14 St needs to be in a different spot. I drive that road often and have never seen the sign. People unfamiliar with that area don't see it either and then they are scrambling to be in the correct lane. Glenmore needs to be widened. Dedicated transit lane that is monitored so random unqualified users are fined for using the bus lane or the left turn lane from crowchild to glenmore. The sign is inadequate also. It needs to be more obvious for the less intelligent users.
- For eastbound traffic, the biggest issue is people crisscrossing in the two centre lanes. If one east bound lane from glenmore could off ramp to 14th (under the crowchild ramp?) and one lane from crowchild could freeflow onto a new glenmore lane under 14th, there would be less accidents and traffic would flow better. As an example, I'm thinking about the exits at Stoney and 16 where exits lanes pass under entrance lanes.
- Build an elevated expressway like they have in the USA for people bypassing the cross roads.
- Smoother traffic flow; improved cycling pathway
- Focus bikes and pedestrians on existing bridges at the Girls School and at the Reservoir. Considering adding a pedestrian bridge west of crowchild to join Currie Barracks and Lakeview rather than creating bike paths where crowchild crosses glenmore. Add an off ramp on the right side of south crowchild to join westbound glenmore instead of going to left lanes. Increase lanes across glenmore to decrease bottlenecks. Widen other roads that run east west to relieve volume on glenmore.
- East bound- the merging of crowchild onto glenmore is problematic as crowchild vehicles want to merge immediately upon exiting the ramp. It's an educational issue. Maybe some signs to indicate they have x number of meters to merge. It's not a great intersection but seems to be poor driver knowledge that leads to many of the issues.
- One more lane eastbound across Glenmore reservoir
- It needs to be reworked entirely. The interchange between Crowchild and Glenmore is a nightmare. Not only because the roadways do not have the capacity for the volume of traffic seen at peak times. Cars on the left merging right, cars on the right merging left. The crowchild flyover should deposit vehicles into lanes already designated for Glenmore East. Traffic already flowing from Richard road should have their own lanes. The main issue is the merging of 4 lanes into 2 lanes of separate road
- Eastbound lanes between Crowchild and 14 Street SW are incredibly dangerous. This section needs to be completely redesigned. Heavy trucks should be banned from the far left lane as they cause increased congestion.
- At Glenmore and 14St > Make the third lane going east a dual lane option to either continue Eastbound (by removing and uplifting the pillar of the Uturn component of going Westbound) into the lane that exists on the other side or proceed onto 14St South (as it does now). That will alleviate the bottleneck of vehicles trying to cram into two lanes from three lanes.
- I previously submitted a query on this solution and was told to "get lost".
- The section between crowchild and elbow drive needs to be widened
- To make it safer for people to exit onto 14th street if you're going eastbound.
- The exit onto Crowchild from Glenmore west is a nightmare. There are two lanes that merge very quickly to become one with oncoming traffic from Glenmore East. It is nearly impossible to make a lane change to exit onto 50th to get kids to CMHS. Absolute debacle.
- Somehow need to rework the roadway to improve the zipper merge.
- People don't know how to use it properly, which leads to heavy braking and traffic jams at rush hour.
- Make the inside lane of flyover from Crowchild Tr. South to Glenmore Tr. East a lane from which vehicles can either head south on 14 street or continue east on Glenmore. Crowchild south has heavy traffic and so does Glenmore east and a lot of the Crowchild drivers want to stay on Glenmore Tr east past 14 street, but they all

have to merge into the next lane over, causing a lot of accidents. Having the option to continue east in this lane would help. Thanks

- Add a multipurpose pedestrian and bike bridge. Keep foot traffic off of the Glenmore. Tunnel likely not an option due to water table.
- It is loud and unpleasant to commute by bike around here. Separation between path and cars is great.
- 1. Wider or straighter pathway crossing for the Elbow River Pathway over the 14th street interchange
- 2. The restriction of Glenmore Tr eastbound over the bridge from 4 lanes to 2 lanes then back to 3 lanes only a few hundred meters down the road is frustrating when it seems like it could have stayed 3 lanes all the way through if the weird U-Turn route (Glenmore westbound to Glenmore eastbound) wasn't there
- Make all tandem axle trucks not allowed in left lane AT ALL.....
- LEFT LANE USED LIKE A HIGH OCCUPANCY LANE but for passenger cars, suvs, single axle trucks, no left lane camping law. People who walk, bike have enough space NO upgrades just stop wasting money on that portion of this upgrade. Get rid of chock point at 14st, bad idea to leave it in the first place
- Only issue is at 14st because there are only two westbound lanes and the merging traffic from Crowchild slows things down. Two lanes southbound on 14st are not needed
- Always collisions on this stretch of road. Drivers go too fast. If this was Mexico they would have a speed bumps in succession and problem would be solved as drivers would be forced to slow down. Here it will be studied and studied some more.
- There should be a proper transit way along Glenmore, rather than a rarely used, too tiny snow lane... This bus lane should also be on Crowchild Trail South and onto the overpass so that the buses don't get so stuck in traffic all the time.
- - eastbound Glenmore Tr - keep 2 lanes heading eastbound, 3rd lane choice of east bound or southbound 14 St, 4th lane exit to 14 St southbound only.
- Bikes always get jammed up along the causeway. It'd be great to have a wider path - perhaps one that has more consistent level with the paths on either side. No reason to go down to the level of the cars there.
- An improved intersection for bikes would also be nice for the bikes coming from the dam, the hospital, and Glenmore would be nice. There are a lot of blind corners there.
- The path behind the hospital should also be wider, have lighting, and have fewer blind corners.
- The Glenmore causeway (bridge over the Glenmore reservoir) is one of the largest choke points for traffic in Calgary, and it needs to be widened and expanded to accommodate the amount of traffic it handles at all times throughout the day.
- The entire section from exiting off Crowchild onto Glenmore going east and then the 14th exit needs to be redesigned with the flow of traffic in mind. There is too much merging required at the moment that causes traffic flow issues
- Improve Glenmore / Crow intersection. Remove intersection near Volvo dealer to improve westbound flow. Improve ped bridge across Crow at 14th St, needs to be wider.
- Add additional lanes EB/WB on Glenmore from Crow to 14th so current merge doesn't cause congestion.
- Every day I drive that area and wonder if it can be widened.
- It would make a big difference if people merging onto Glenmore from Crowchild heading east didn't have to quickly get over to the two left lanes to avoid being forced onto 14th.
- The Crowchild/Glenmore interchange needs to be totally redesigned. Hwy 201 increased traffic adding to the problem in all directions. A new bridge over the reservoir and widening many lanes is needed BUT more lanes for Glenmore east bound to northbound Crowchild are also needed. Too many mergers from northbound Crowchild to east bound Glenmore to southbound 14 street. No problems at Richard Road.

- The interface lanes between the flyover and 14th street are always a mess. I can't imagine what it's like at peak times.
- It certainly feels like there should be another eastbound lane over the causeway. If not, even if the second-from-right lane that exits onto 14th st had the option of continuing on Glenmore eastbound would be great. I frequently see vehicles forced into last second lane changes either because they were unaware that they were forced to exit, or didn't have an opportunity.
- All of my ideas are around traffic moving at rush hour and/or peak travel times. I think main walk ways should be in the communities beside not in Glenmore, unless you are making pedestrian bridges, or pathways to cross and approve access.
- The ring road was supposed to ease traffic on Glenmore, I guess NOT as those semi-rigs use Glenmore Tr. as a short cut. Ban all rigs, cement trucks, etc and force them onto the ring road.
- Provide dedicated transit lane for BRT (Max) lines for transit priority. Improve multiuse pathway connection from Crowchild Trail Southbound to Glenmore Trail Eastbound. That connection should be able to better follow the vehicle flow, minimizing surface and above-grade road crossings. Provide better acoustic separation between Glenmore Pathway and Glenmore Trail in areas around the Earl Grey Golf Club and Reservoir. Increase vehicle lane on Glenmore Trail Eastbound over the reservoir.
- Widen Glenmore to 3 lanes East and West bound.
- Reduce Glenmore East offramp to 14th Street South to one lane.
- Elevate bike lane across Glenmore causeway to 1) free up space for Glenmore traffic lanes, 2) increase separation of bike and traffic lanes.
- The pedestrian and cyclist experience travelling between Rocky View Hospital and the Earl Grey golf course is noisy, dusty and unpleasant to say the least. A run along this portion of the reservoir pathway feels hazardous from the air quality alone. It would nice to have it seperated from traffic.
- STOP destroying single family communities such as Altadore, Lakeview, ATCO lands and all communities along 37th St SW by increasing density by 2,3,4 or 5 times original design thus plugging all feeder roads to Crowchild Trail, Glenmore Trail as well as on Glenmore and Crowchild Trails. TOO MUCH DENSITY, TOO MANY PEOPLE, TOO MANY CARS all equals TRAFFIC NIGHTMARES with TOO MANY ACCIDENTS !!
- BAN all heavy truck traffic from Crowchild and Glenmore Trails !
- Glenmore Trail to have three lanes in both directions throughout.
- Two lane entry from Southbound Crowchild onto Westbound Glenmore.
- I love the bike and walking lanes. The choke point under the 14th street flyover as you drive and head E/B is problematic
- There needs to be a third (ideally 4th) through lane of east bound Glenmore at 14th st. Two lanes of crowchild have to merge into two already full lanes of traffic from glenmore. just east of 14th st are two added lanes, one of which is from the 14th st turn around. Ideally east bound would be 5 lanes across the causeway (2 from Crowchild & 3 from glenmore) with 4 lanes through to glenmore and 2 exiting to 14th st. Glenmore now takes traffic from Stoney & Sarcee so 3 lanes to macleod is necessary
- Glenmore eastbound has to have 3 or more lines. Glenmore westbound u turn at 14 st must be eliminated
- increase Glenmore East bound lanes to 3 lanes under 14th Street SW - current 3 lanes, to 2 lanes, back to 3 lanes doesn't work...it is like a sand hour glass, always bogs down.
- Drivers being able to both exit and enter Glenmore Trail at Richard Road would be beneficial.
- There should be a dedicated 3rd driving lane that goes eastbound on glenmore past 14th street for those who came off crowchild south.
- More lanes and overpass/ramps are required for converging traffic specifically due to Crowchild Trail.

- There is a very predictable bottleneck daily over the reservoir. Add an accident to it because of sunlight in the spring/fall seasonal changes and you get gridlock. The causeway needs to be widened. At least one more lane in each direction eastward and westward (that doesn't just exit onto 14 Street).
- Where Crowchild Tr joins Glenmore, I think signs and road markings telling they traffic to stay left would be VERY useful.
- My proposal widens the existing bridge by repurposing bike and pedestrian lanes, shifting the 14th Street exit south and adding more lanes to Glenmore East to reduce congestion. A separate pedestrian and cycling bridge parallel to the highway would link the Heights to the hospital trail, creating a safer route and an iconic, lower-cost alternative to widening the vehicle bridge.
- We need to rethink urban planning. Adding lanes is not going to help the congestion issue, making alternate ways to get to a place will. The fact that busses take hours and often aren't on time erodes public sentiment about transit. We need to have a plan and stick to it. Density will help walkability, no matter the climate so ensuring downtown/downtown adjacent areas are dense with population will help immensely.
- Expanding the east lanes on Glenmore under the Crowchild flyover bridge. The lanes go from 3 to 2 causing traffic/slowdowns and then it eventually goes up to 4 lanes and then back to 2 under 14th bridge in a short amount of time. Creating a consistent amount of lanes that are predictable with earlier signage will allow drivers to stay in the correct lane. There needs to be earlier signs because drivers realize at the last minute they are in the wrong lane and have to change.
- Current area is fine for walking, biking and public transportation.
- Make a completely physically separated lane that takes vehicles from Crowchild south/overpass and funnels directly into 14th Street (never intermingling with Glenmore East bound traffic).
- Fix 14th Street overpass clearance below it so you can add that 3rd East bound Glenmore lane, to stop the bottleneck that happens there.
- Not sure how you get people off EB Glenmore to 14th Street, and EB merging traffic off Crowchild to Glenmore
- There ought to be a pedestrian and bike bridge that connects the community in Lakeview with the Garrison Green community, and better & safer ways to connect from Mayfair & Kelvin Grove into Garrison Green and MRU. Remove the 14th Street Flyover to keep three lanes going eastbound and do something about the traffic when merging from southbound Crowchild with eastbound Glenmore Trail.
- Add bus only-lanes on WB Glenmore across the causeway. Make it easier for buses to take the bus-only access road from Crowchild to EB Glenmore; right now during peak hours, the bus needs to cross two lanes of dense congested traffic to even have a chance of reaching the road. I don't know what you have in mind for 75ave upgrades for transit but I'll take any transit improvement I can get.
- - Interchange at Richard Road and Glenmore Trail that includes a pathway (no cars) that goes to Lakewood
- - Two-way transit and pathway corridor South of Glenmore Trail from Richard Road to the Hospital, which includes a new transit/pathway bridge (like the MAX Purple over Deerfoot). Remove the 54Ave MAX Station and add a MAX Station at North Glenmore Park Community Centre and another at the North end of the hospital.
- - A new interchange at Crowchild that separates EB Glenmore traffic from 14th St
- - immediately lower the speed limit to 70, those in the far left lane east bound are going up to 100, meanwhile next lane over everyone is slamming on their brakes. Similar to the new Crowchild/Bowtrail bridge that slows to 60 to allow for safer slower weaving
- - move back signage that 14th street is an exit only, I try to give people the benefit of the doubt that they are merging last second because they are reading the sign too late, but the last second merging is the source of many accidents

- Consider preparing the roadway for future ctrain lines.
- For transit, I think either the transitway on 14 St should be extended to cover Glenmore Trail from 75 Ave to Crowchild, or have a hov lane added for northbound buses. For walking/cycling, the pathway connecting from the park to the dam should be widened or have better guards separating us from car traffic.

Describe your existing concerns regarding Glenmore Trail between Richard Road and 14 Street S.W. for people who walk, bike, take transit and drive.

- Density dependent & in rush hour travel. I think my major "idea" is that people stop treating commuters as a race – if rush hour traffic could merge effectively it would dramatically reduce congestion at the Glenmore Causeway eastbound to 14th St interchange & have the knock-on effect of alleviating problems exiting Crowchild to Glenmore E.
- Major concern is the amount of accidents from merging traffic from the southbound merging traffic from Crowchild on to east bound Glenmore. The same is true for merging traffic from northbound 14th Street to westbound Glenmore
- This concerns the pedestrian crosswalk at the ramp from eastbound Glenmore Trail to Crowchild Trail southbound. Cars rarely slow to the posted speed of 40 km/h along this ramp, and can't even see this crosswalk after they exit Glenmore Trail eastbound. There have also been multiple vehicle collisions at the traffic light at this intersection, and a deer was killed by a vehicle on June 22, 2024. I would like to see efforts made to make this crosswalk and intersection safer for everyone.
- Driving both east and west is brutal. The narrowing at 14 is a bottleneck. The interchange at Crowchild going into lakeview is a hazard.
- Too many lanes merging in to too few. Not sure how the issue could be addressed. There are no pedestrians or bikes as an issue
- This area of Glenmore trail is high volume, moderate speed and and dynamic (lots of lane changes). The East bound road needs at least two more lanes under the 14th street bridge. Traffic that is not changing lanes (thru traffic) needs to be separated to the outside lanes. The inside lanes can deal with the chaos of bashful drivers changing lanes.
- Not pedestrian or bike safe/ friendly with the bike/ walking path right beside the busy road along Glenmore across the reservoir. Needs more protection from the road for safety.
- The bottlenecks with the merging traffic from 14th to west bound Glenmore and then from Crowchild to Eastbound Glenmore are concerning. Glenmore generally can not handle the volume of traffic at rush hours properly and any accident or incident causes paralysis over the causeway.
- Keep the pathway on the south side of the causeway to preserve direct connections to recently developed pathway links and established travel patterns. If space is insufficient for ideal separation (southbound by 14 st), consider upgrading the existing shoreline dirt path from the SE corner of the causeway to an all-season pedestrian route, allowing the current paved pathway to primarily serve cyclists through the constrained section. A similar approach works well near the Glenmore Sailing Club.
- High speeds and high traffic flow are a concern.
- The road upgrades were woefully inadequate for our current level of traffic volume, resulting in congestion, safety issues, accidents and an impact on Calgarians quality of life and amount of time spent in traffic on daily commutes. The work required needs to not ONLY address today's serious problems but must focus on

addressing FUTURE city and population growth! Please spend the money and use the resources necessary to make this project successful for today and future generations! Do it right!

- Access to bus stops at Crowchild TR and Glenmore TR interchange are not customer friendly. It's currently convoluted and hazardous access. Overall pedestrian movement at the same interchange isn't pleasant. In regards of driving, there's significant congestion when going SB on Crowchild onto EB Glenmore due to lack of EB through lanes for Glenmore TR.
- Traffic. Especially during rush hour morning and evening, it is always backed up.
- Transit has a dedicated lane, as well as dedicated infrastructure along 14th - I do not understand why there are still busses on NB 14th south of 75th.
- I'm a regular cyclist - pathway on causeway, and over Glenmore is adequate - I don't feel it needs widening.
- Also wasn't Stony/Tsuu t'ina Tr and 90th and Southland supposed to take volume off the causeway?
- I just find it busy and often slow during high traffic times of day.
- Leave it alone don't touch it
- My existing concerns for vehicles in this area is safety (lots of collisions it seems here) and flow of movement.
- For walk and biking reduce noise/exhaust from vehicle traffic to make a nicer experience - usually biking/walking in this area all you can smell and hear is the road/vehicle traffic. It also feels somewhat unsafe with high use and high speed traffic so close.
- Biggest safety concern is drivers cutting from left lane of 14th exit to right lane of Glenmore. Getting better signage earlier on will help. A lot of drivers know better and intentionally cut in at the last second to get ahead of traffic. If there is any way to prevent this that would help, or maybe a speed reduction is needed.
- Regularly there are accidents on east bound Glenmore between the Crowchild flyover and 14th Street turnoff. The shoulders on both sides of Glenmore are too narrow to allow vehicles to pull over and together with the emergency vehicles the east bound traffic is reduced to 2 or sometimes 1 lane increasing driver frustration and the likelihood of more dangerous behaviour from frustrated drivers.
- Walking, Biking and transit are fine. Fix the car problems
- Congestion on the causeway, difficulty weaving between lanes, risk of collisions are concerns for driving and with further growth of new communities in the area is only going to increase these problems. Biking across the causeway is not a problem right now but the pathway around the reservoir is a big concern. There are a variety of users, blind corners and users that do not take risks into consideration. It may be beyond the scope of this study, a separate pedestrian path would help.
- Always congested between 14 St and Crowchild. Things open up better after Crowchild, so Richard Way should be a low priority at this point. Pedestrians and bikes should be an even lower priority. Hoping to see some options that will address widening between Crowchild and 14 St SW that are cost effective and designed to increase traffic flow and vehicular safety.
- It causes the same level of congestion that crowchild does, adding a longer temporary lane for traffic coming onto Glenmore, instead of an immediate merge would help
- People in the outer right lane on eastbound Glenmore at 14th Street always seem surprised that they must exit onto 14th Street and then whip into traffic in the next left lane. Better signage further west of this would help.
- Walk and bike paths are fine. Cars are stopped because of the lack of roadway to merge from Crowchild to Glenmore.

- Merge from Crowchild to Glenmore. Drivers merge too early. Left 2 lanes are backed up while right 2 lanes are free flowing. Should make Glenmore 3 lanes under 14th st interchange. BRT and busses from Lakeview get stuck on merge ramp.
- The crisscrossing of traffic coming off Crowchild Tr causes many accidents.
- All of it is of concern. If you are heading east to west 14th Street is the pinch point. Trying to get onto 14th is an issue from both east and West.
- In the morning it's a gong show going 14th to Glenmore West and to Crowchild to get downtown.
- The bus lanes are empty all the time and would be better if they allowed for car pooling.
- The sun is blinding in both directions in this section.
- For people who drive, this stretch of road is a nightmare. Any time of day. Any day of the year. There is not enough capacity. The merge from Crowchild Tr doesn't work with drivers from CT trying to get into the thru lanes and drivers from Glenmore trying to move to 14 Street.
- Glenmore eastbound goes from 3 to 2 lanes and then 2 lanes from Crowchild try to merge into those 2 lanes, creating a huge bottleneck. This clearly was not planned properly when the last "improvements" were made.
- The weave zone between Crowchild and 14 street eastbound is a disaster every morning. There is insufficient capacity for exiting traffic to northbound Crowchild which in addition to narrowing from 3 lanes to 2 creates another unnecessary and dangerous bottle neck with huge speed differential from one lane to the next. The backed up traffic needs a dedicated lane not backed up onto a higher speed road. With additional volume coming from the west this problem gets worse literally every day!
- 14th to Glenmore has too many merging lanes all together. Cars are either avoiding being forced to go onto Elbow drive/Chinook mall or people trying to get in.
- No doubt it will be a painful process but a necessary one. The unfortunate reality is there isn't much of an option for detour, re transit.
- Most importantly fix the Glenmore Stony Trail southbound exit. At 430 it backs west traffic up past Crowchild because there is one funny southbound lane in the center that will not handle current capacity. It is such a shame that new interchange was so underbuilt going southbound.
- Over focus on cycle lanes and bikes. Cyclists still just use the roads anyway so it's better to focus on cars and pedestrians.
- My main concern is that Calgary's infrastructure is unable to keep up with the increase in population. This leads to increased congestion on the roads and danger for all who are utilizing Glenmore regardless of if they are walking, biking, driving, etc. Whenever there is an accident on Glenmore, the already congested road is limited to fewer lanes leading to stop-and-go traffic.
- Over congested on Crowchild to Glenmore..
- The flow of traffic from SB Crowchild to EB Glenmore to 14 St and the number of accidents in that area
- It would be nice to have an exchange built at Richard Road. It would be nice for the exchange to work in both directions.
- Main concerns are speeding and accidents. Accidents will not decrease because there are too many people driving too close and too fast. Enforce distracted driving legislation with automated camera and AI technology to ticket and fine distracted drivers. That would make Glenmore safer. Stop blaming the weather or road conditions. The cause is always people driving too fast and too close or not paying attention.
- Chaotic lane changes. Going from 4 lanes to two lanes back to 4 lanes back to 2 lanes. Weaving is a huge issue and the signage for the causeway is late: there should be better signage about what lanes go where and have them more frequently so people know earlier where they need to be:

- See above
- Walk/bike: Glenmore Trail and Crowchild connector: Too much risk crossing the intersections in that area with the heavy traffic. So loud to bike over a bridge with that much traffic underneath. Feels risky biking in wind on an exposed bridge too.
- Drive: Vehicles not realizing their lane is about to exit onto 14th and cutting into through traffic on Glenmore Trail
- The 54th Ave exit from Crowchild N is very important to us. It saved us time and let's us avoid 50th especially during commutes when it is congested. It will only get busier too.
- The weaving and merging on the bridge is horrendous and scary. The difference in speed between the different lanes is very concerning, especially eastbound but is also a concern for westbound over the bridge.
- I think the bike paths in the area are awesome!
- We do not use transit
- Congestion causes accidents.
- There is too much traffic along this route between 14 Street and Richard Road. Better exiting and functional lanes are required.
- This is a high speed and high occupancy section of road that does not have much thought towards any of these groups.
- congestion southbound Crowchild to westbound Glenmore-ring road exiters.
- non peak traffic times Glenmore is often at a standstill going eastbound over the causeway. not only caused by the merging traffic but also seems to be the slight curve going under 14th Street
- Bus lane into Lakeview is rarely used other than by u-turners or people using the bus lane to get onto Glenmore when things are backed up.
- back up on Glenmore exiting to southbound Crowchild during school pick up times (school buses)
- Speeding and driving too slow are driver errors that are really dangerous and impactful on the congestion. Wider lanes would increase speed comfort and allow for more cars to travel through faster.
- Between Crowchild & 14th street, Glenmore E needs to be 3 lanes all the way. The up and down of lanes from 3 before Crowchild to 2 to 4 to 2 to 3 after 14th street is awful. I cannot understand why Calgary does this especially on major roads. There needs to be a better way to get people over from Crowchild S to Glenmore E and people on Glenmore E to 14th St S. Lack of LRT plan to connect Chinook and east communities in ward 11 is concerning. Roads/bikes/BRT don't fix the problem/are unreliable
- Ditto as stated in Question 1 above....
- I live in Lakeview and my concern is the noise. They are building a new noise barrier so hopefully that helps but I'm concerned new changes to Glenmore just increase the noise further.
- Biggest issue is the difficulty merging to eastbound Glenmore when merging from Crowchild southbound. Drivers are forced to join one of two lanes obligated to go onto 14th Street south. There is always an anxiety filled merge to get over one or two lanes depending on the "goodwill" of Glenmore Trail drivers to let you in. Invariably there are also some aggressive drivers who race forward on your right hand side only to try and cut in at the last minute. I've had numerous close calls.
- It is very frustrating for drivers during rush hour as traffic jams can cause a 20 minute setback from the usual commute time. Sometimes it will be a stopping traffic since the merging situation is not ideal. People do not want to let others merge and merging drivers don't keep up with flow of traffic.
- Cycling connectivity should be prioritized as it costs a fraction of what more induced auto demand will cost Calgarians.

- Poor merging and urgent braking cause daily accidents.
- i am TERRIFIED totally terrified of this route . I have seen numerous crashes and almost had 2 bad ones of my own . The issue is the need to get across several lanes to stay left as you merge heading east from Crowchild, and not get stuck heading to 14 South, or visa versa. I avoid if at all possible It is treaturous. the exit needs to be fixed.
- Have seen many and almost been in 2 crashes myself. Scary, causes gridlock, dangerous
- There is too much stop and go traffic with volume. HOV lanes would be helpful for 2+ person vehicles and busses - but really i don't think thw transit infrastructure is there for this.
- Mass merging, dedicated lanes without the ability to merge over the causeway would reduce situations causing accidents. Transit in general east to west and to Mount Royal/west hills is lacking, buses suck, more light rail/trains as a transit option would promote ridership. As well as protected stops, to ensure waiting in the cold/snow/rain is less of a concern for riders.
- The corridor is not great for vehicles, but it works. I would like to see safety improvements and connectivity improvements for multi-use pathways, but I would not be disappointed if the city prioritized deploying our capital at work towards other priorities (as opposed to adding network capacity for vehicles).
- The intersection at 75th Ave is dangerous as is with the T on the east side of 14th. Any improvements need to reduce the conflict here. Between drivers doing U turns off south bound 14th either at the light or in the T with Kew Street or 14 St northbound drivers cutting up the right turn lane onto 75 Ave to the cut back onto 14 street northbound on the other side of 75 ave, improvements need to address these issues
- The pathway along Glenmore, especially over the causeway doesn't work. There is insufficient separation between traffic and the path leading to pathway users being sprayed with water doing heavy rain and freeze thaw cycles. The path ices completely and isn't usable in much of the winter and there is not viable alternative.
- The path behind Rockyview Hospital is completely shaded, over used and generally dangerous from over use or ice.
- Two lanes for Glenmore East, and two lanes for 14 St SW is totally nonsensical. The amount of traffic taking two lanes for Glenmore East is probably 10x the amount of traffic taking the two lanes for 14 St SW. This is evident in the amount of congestion and collisions in that interchange.
- Leave it its to much bull trap the the resistance
- The biggest problem is vehicles coming from southbound Crowchild to east bound Glenmore and then trying to move over to the left to be able to stay on Glenmore. Lots of incorrect merging results in backups on the overpass, causeway and back up Glenmore, not to mention frequent accidents. This left lane from the overpass needs to be able to continue onto Glenmore east without having to change lanes.
- Frequent traffic jams and accidents when exiting from Crowchild to Glenmore; also large amounts of traffic that back up Glenmore in both directions due to limited space for people to exit on/off Crowchild.
- People who speed in the far right lane making their speed unpredictable to cars who are much slower changing lanes. You all know "just add one more lane" is not a traffic solution. That has never worked and will never work.
- We live in Lakeview almost exactly where Richard road and glenmore trail intersect - our home backs onto Glenmore Trail.. what does this mean for our home? If there is an interchange planned at Richard Road and Glenmore, will our home be expropriated? I am very concerned. The noise from Glenmore Trail is already almost unbearable and I don't relish the thought of having a fly-over that close by. I fully agree that something needs to be done about the traffic on the causeway - it's very dangerous

- Transit and drivers bottleneck with southbound crowchild traffic entering eastbound glenmore and then having to get over to stay on glenmore m. Causes issues and lots of crossing with eastbound glenmore drivers going to 14st south. Maybe a dedicated lane from crowchild south to go to eastbound glenmore and one to 14st. Then an under change for eastbound glenmore to go to 14st.
- Way too many accidents and backs up. People changing lanes from crowchild to 14th seems to be a cause.
- I live in Lakeview and greatly value the fact that I can stay in the left lane on crowchild and pass all the people backed up trying to get onto glenmore. I would hate to see that change.
- Too many lane changes required. S crowchild should flow free to e glenmore wo changing a lane.
- Too crammed with traffic volume. Too many drivers in the left lane not passing and jamming traffic flow. Too much traffic on the fly over from crowchild onto Glenmore. Need a third lane on fly over and at least 2 lanes joining Glenmore from crowchild.
- Traffic noise from the widening makes our community unpleasant to walk in. To this day there is no proper sound barrier.
- The ways to cross Glenmore are currently poorly connected to other pathways and are small in some cases.
- N/A
- Quit concentrating on buses and HOV lanes! Fix the merge from Crowchild and Lakeview by adding a further lane. Enforce existing traffic laws - merge, speed, distraction, etc. Take a small (16 feet) on the south of the sound barrier (leave the existing sound barrier in place) at Earl Grey to accommodate pedestrian and cycles. Not 60 or 80 feet! I think there is enough room for a further lane west of Earl Grey (20th st.) on Glenmore to accommodate a further lane from Crowchild.
- Need 3 through travelling lanes on eastbound Glenmore between 37 St SW and 14 St SW, reducing to 2 lanes at Crowchild and 14 St SW causes a lot of the traffic back up at peak times.
- Also, the ring road seems to have caused more traffic to use eastbound Glenmore and they are travelling well over the speed limit of 80km/h, closer to 100km/h which is the ring road speed limit.
- Lack of transit only lanes over the reservoir. Lack of cycle and pedestrian separation.
- It way too busy. Getting from wild rose brewing across into Lakeview is difficult. The interchange at Crowchild is not friendly to anyone.
- Eastbound needs a third lane through 14 Street
- Too many near-misses or collisions at/approaching eastbound exit to 14th Street. Traffic flow is not efficient or logical from Crowchild South onto Glenmore East. There is way too much need for drivers to cross lanes. The exit signage for 14th is posted too late, forcing sudden lane changes to exit "in time".
- The merge from Lakeview is also poor. It's difficult, sometimes harrowing, to get from Lakeview to 14th, due to heavy Crowchild southbound traffic flowing onto Glenmore East.
- I travel this area frequently to Marda Loop and the Calgary Tennis Club. I drive. My concern is always changing lanes to exit. Can speed limit be reduced? Far these sections? Reduce speed limits for exit lanes. Btw, I live on 66th across from the dog park. I drive and walk this area frequently.
- Drivers face a lot of congestion at peak times and often take short cuts by detouring through the Lakeview Community or using transit only lanes to get to where they are going.
- The speed in the area on Glenmore is a concern; there is constant racing on Glenmore in the summer evenings.
- I have personally witnessed a vehicle flip over the Eastbound Glenmore flyover, attributed to speed.

- Crossing merging for the 2 inside lanes over reservoir thru 14 St. Very dangerous, especially for trucks and vehicle polling trailers. You need at least 1 lane merging from Crowchild Trail South bound to proceed thru under 14 St. bridge.
- This split is confusing and creates a consistent decision point where drivers often realize too late they are in the wrong lane. It leads to abrupt braking, weaving, and near-misses, especially during peak traffic. The last-minute lane changes reduce safety and cause congestion and unstable flow approaching the fork. The design makes it difficult to choose lanes early and confidently.
- Merging does not work-accidents are almost daily Eastbound lanes.
- It's all about the traffic congestion, walking and biking is safe and accessible. The causeway needs to be twinned to provide more lanes of traffic and easier clearer signage for people to know what lanes they need to be in based on where they are headed, particularly when heading FROM crowchild too 14th street. I do not see the same issues going from Chinook to MRU!
- This is a continuation of the response to Question 1. Because of the drivers waiting to merge on to lane for traveling east on Glenmore Trail, they merge unsafely. Calgary Police could monitor, either in person or by remote video, unsafe merging near the 14 St exit and issue tickets for unsafe driving for unsafe merging.
- There are too many cars coming off the flyover who wait until the last minute to merge into Glenmore causing the cars behind to brake which then causes a jam or more often than not a fender bender. Having a slower speed limit may help this.
- Vehicles travelling east on GLENMORE and exiting to southbound Crowchild are travelling too fast to react to anyone in the pedestrian crosswalk at the top of the ramp. There is no notification/signage for the eastbound traffic exiting GLENMORE that there is a pedestrian crosswalk on the ramp before they merge with the southbound Crowchild traffic.
- This needs to be a 'car first' part of Calgary. It's such a critical throughfare, with so few alternatives that pedestrians, bikes, etc. need to be secondary as they can chose other routes. Maintain the current pedestrian, bike, infrastructure but don't expand it.
- The Glenmore causeway and portions all the way to Deerfoot is frankly terrible to drive. A lot is structural (many exits all close together). It's only going to get worse and the city should think about how to create alternatives.
 - we take our kids to school on this road daily. We often take a much longer route due to how dangerous this section is, particularly on the east-bound route.
 - roads should be planned around actual human behaviour: people wait until the last minute to merge or edge their way in.
 - traffic shouldn't need to move one or two lanes over to continue on the thoroughfare.
 - both east and west bound at 14 street constricts down multiple lanes to 2x lanes each way. That should be fixed.
- A wider bike and walking pathway on the 14th St. interchange is necessary; there is not enough space for two directions of bike traffic today.
- Between 37th St. and Crowchild Trail, the two lanes that continue eastbound beyond Crowchild are insufficient.
- During construction of any improvements to the Glenmore Causeway there will be significant traffic impacts in this area and others because of the limited east to West routes available.
- Going from 3-4 lanes to 2 lanes under Crowchild and 14th Street was a planning mistake. It is a natural bottleneck every morning.

- currently, this portion of roadway is a complete nightmare twice a day, every day at peak hours. the ring road dumps high volume traffic onto Glenmore Trail, Mondays to Friday between 645 am and 945 am as well as 430 pm to 615 pm. i live in Lakeview and my office is located on Mcleod Trail by Heritage Drive, so I deal with it twice a day. i have lost count of the number of near misses and traffic accidents as a results of the many traffic lane changes that occur.
- The safety and congestion of the crossing traffic between the southbound Crowchild bridge and eastbound Glenmore.
- Only will get more congestion, should move to have rectified by 2030.
- My main concern is related to drivers and the daily rush hour bottleneck on eastbound Glenmore trail over the dam.
- My main concern is traffic congestion, but also the difficult connection between Lakeview and Garrison green, and Lincoln park centre.
- With future development planned along 50 Ave West of crowchild it will create additional congestion without adding an overpass at Richard road.
- These pathways are hot and don't have safety features for finding shelter for extreme weather or greenscapes these can be rain gardens solar misting with cooling. link / flow 4 quadrants with the same naturesscapes bow to the fish creek. Make 2 lanes exits 1 only. keep traffic flow by never reducing lanes below 1. Add ways to use grey water. Make it safe for driver and students to get home when there is an accident on crowchild glenmore. Add road from 14th to Lakeview without using glenmore.
- Upon taking the exit from crowchild south to glenmore east: 2 full lanes of traffic intend to be on glenmore. Very quickly, both of those lanes of traffic find themselves approaching 14th. Both lanes need to merge over in order to continue on glenmore, merging into the traffic that was already coming down glenmore. These 2 lanes of traffic should be destined for glenmore without having to merge over. Very few cars are continuing to 14th yet there is a massive 2 lane exit for it
- Community is negatively impacted by the ongoing noise traffic. As well, car and motorcycle racing in middle of summer nights disrupts sleep quality.
- As above.
- Transit from Lakeview not useful. Poor connection to downtown and none to LRT and Chinook.
- Consider working within transit to resume express AM/PM bus for commuters.
- Traffic due to Girls' school/ connect, densification.
- It is too busy and congested and this leads to a lot of accidents, and adds a lot of stress to daily commutes/ use of the road.
- 14St exit from EB Glenmore no longer needs 2 lanes. Please provide traffic count comparisons versus before the ring road opened.
- Crowchild merge to Glenmore has too much weaving and the amount of traffic coming from Glenmore does not allow for seamless merge. Bottleneck underneath 14st
- No concerns for cycling/walking/transit. They have sufficient infrastructure
- The lack of an additional pedestrian / Bike option over Glenmore between Chrowchild and 37th Street force people to use the Crowchild bridge more which is ill suited for non vehicle traffic. It is specifically a safety hazard for children trying to get between communities (as children from both sides of the Glenmore attend the same schools and are wanting to go to each others homes) not to mention the the services and amenities on the north side of Glenmore that could otherwise be easy reached

- My biggest concern is the number of collisions. If the speed limit where it's 80 km/hr was lowered to 60 or 50, it would make all the weaving and merging easier and safer. Also, there could be more signs warning that weaving is coming up and what lanes will take you where. As for the long term, I leave that to bigger brains than mine!
- There's definitely a safety concern. The pollution congestion and noise is really bad for humans and the backlog of traffic is not improving from what I can tell and that's despite the ring road that was built.
- Extremely congested during peak travel hours which can slow down and delay transit services as well as drivers.
- Safer cycling along 66 Avenue to Crowchild Trail to Weaselhead pathway loop. People not using cycling lanes and cycling on the roadway. Improve pathway usage.
- Lanes are so congested and the speed is unsafe, too many stop and starts. Excess speeding.
- Bike lanes get the garbage that come off the road and its very dangerous. Ive had a lawn chair fly on the bike path in front of me and my children. SPEED IS A KILLER!
- Definitely lower the speed limit. Widening is a very ridiculous idea. SO STUPID just get traffic to slow down with signs.
- Maybe build a barrier for the bike lane.
- Accidents at Eastbound Glenmore and 14th street. The double zipper doesn't work well and causes backups during peak hours even without accidents.
- Completely inadequate transit service. Dangerous driving in lakeview from not residents detouring to avoid traffic on glenmore. Constant collisions on Glenmore creating massive traffic bottlenecks.
- Holdups for eastbound transit users
- I see recreational walkers and bikers on this Trail. Not sure if it is used as a bike commute path. Am not familiar with transit. Living in Lakeview, driving across the reservoir is problematic. The lanes (four) are split - 2 for continuation on Glenmore and 2 for access to south 14th street. The Glenmore lanes are always full. Collision rates are high here and motorists try to cross 2- 3 lanes getting out of the forced turning lane. It is VERY problematic
- Congestion due to accidents.
- Reduce speed limits
- The section of Glenmore from Crowchild to 14 Street is confusing. Too many cars making lane changes at the same time and cars realizing too late that they need to change lanes, which is causing too many accidents.
- The only real concern is that there are only 2 lanes on EB Glenmore at 14 Street. This makes it difficult coming from Crowchild to merge across 1-2 busy lanes to not go to 14 Street which is the sole reason for the congestion. I also think it's important to recognize that the traffic and safety is not nearly bad here ever since the Ring Road opened and that this is not really a priority area for traffic improvements anymore. Look at the unsafe congested Memorial and Deerfoot interchange Please.
- Better timing of the traffic light(s) exiting westbound Glenmore Trail to southbound Crowchild Trail. The two lights on the Crowchild overpass heading south into Lakeview do not seem to be in sync and the green light is too short.
- Heading eastbound along Glenmore Trail, there is a need for earlier signage telling drivers the two right lanes are exit only lanes taking them off Genmore and leading onto 14th Street. I always thought this was a problem since the new construction in the early 2000's. Drivers unfamiliar with the area must make sudden lane changes to continue on Glenmore Trail. They must be warned much earlier to be in the left two lanes to continue on Glenmore and not have to exit.

- AND, lower the speed limit!
- Walking and biking is great in the pathways. I have no experience with transit through here. Richard Road to 14 street is only affected by the backup caused by cars being squeezed into 2 lanes going east.
- Drivers merge onto Glenmore from Crowchild quite quickly and seem surprised when they get to 14 street, and urgently need to get in the middle lane to continue on Glenmore eastbound.
- Mainly safety when driving and rush hour bottlenecks causing delays.
- Concern with the increasing number of accidents, often 3 or more vehicles. People abruptly breaking when merging which leads to a domino effect at high speeds.
- Drivers seem to really struggle with getting into the correct lane for their intended route heading east across the causeway. Where the causeway splits into 14 St, there is always some poor souls who are hopelessly in the wrong lane.
- The 14 St corner backs up people going east. People don't realize the right lanes go off to 14, or they suddenly need those lanes, causing people to switch lanes too close to the turn off. Signage should be further back so people can figure out which lane they need sooner. West out of Richard Rd at 4pm backs up because too many people need south bound Stoney turn off. There should have been a free flow lane to the left under or over to south rather than cloverleaf to right which is very slow.
- This is a freeway type road not suited to walking or biking. Make it smooth for drivers. Limit HOV and transit lanes. We need better interchanges (esp at Richard Way - that is a dog's breakfast) and more lanes from just before Richard Road all the way to 14 th Street but especially between Richard Road and Crowchild. Talking about walking and biking on this roadway should not even be considered though obviously transit is reasonable.
- Not many concerns apart from the couple hours per day where there is congested traffic which leads to an increase in collisions on the causeway. If there was a way to control traffic to decrease the crashes then the need for an expanded roadway may be eliminated. It would seem like a huge cost and disruption for an expansion when there really is only a couple hours per day where delays are experienced.
- Bottlenecks at 14 street east, Crowchild South to Glenmore and Richard Road West.
- Crowchild southbound exit on Glenmore East cannot support the traffic requirements for present in future.
- Same applies to Glenmore westbound with 14th St., north and crowchild north exits
- When there is an accident, which is usually at the 14th street exit, it completely blocks access along Glenmore. When you're stuck on Glenmore you're completely stuck until traffic clears. For those living in the SW, trying to head into the east side along Glenmore trail this happens fairly often and I've missed many appointments medical/others, due to drivers being reckless and causing accidents along Glenmore at the 14th street exit
- No major concerns.
- I walk and bike the pathway near Glenmore Trail from the North Glenmore community center to the Rockyview hospital. I do not feel safe. There is often vehicle rims and bumpers discarded on or near the pathway. I think it would be good if the city could take back some of the Earl Grey golf course to make a pathway that everyone could enjoy and feel safe when using it.
- Speed! Cops can't even manage it because it will disrupt the flow of traffic. Traffic notifications on X are always for accidents around the reservoir. This is even with long merge lanes and people still leave it to the last second to cut over.
- Flow of traffic on overpasses merging onto crowchild and at 14th street. Richard Road isn't even a concern to me in comparison.

- There is no walking or bike access from north lakeview to Richard Road
- Accidents on Glenmore trail cause significant congestion in lakeview. See idea for improvement above
- The biggest concern I have is vehicular traffic on eastbound Glenmore Trail. There is increasing amount of congestion where the two lanes of Crowchild merge with the 2 lanes of eastbound Glenmore Trail. Any vehicle coming off southbound Crowchild that wants to go east on Glenmore Trail has to merge into the two lanes of Glenmore Trail. With the current volume this pinch point slows eastbound traffic considerably and often results in vehicular traffic slowing to a crawl.
- Biking paths are nice and there are good access points. The merging from Southbound Crowchild to eastbound Glenmore is always a mess. Matching speeds is difficult in the through lane and vehicles tend to either merge early or late rather than at the middle point onto Glenmore trail. The elbow drive turn off also comes up quick leading to lane changes under the 14th avenue bridge.
- My biggest concern is the number of accidents on Glenmore from people merging, it needs serious attention ASAP!
- Bottleneck at 14st.
- That overpass needs to go to allow Glenmore widening.
- nobody cares about biking or walking on glenmore..
- 14st causes Glenmore trail to be backed up. My concern is that there is a very expensive bus lane that is empty 99% of the day along 14 st which has capacity to assist with the issue, with minimal cost.
- The primary concern is clogged roads on Glenmore trail eastbound, from Crowchild trail bridge down through the 14St turnoff. This is a horrendous design with scary near-misses at all times of day from cars moving from the crowchild lanes into the Glenmore lanes to continue on glenmore. The turn to 14St gets backed up which is very frustrating as 14st has capacity.
- I merge from Sarcee to glenmore on my commute to work and this area gets slowed down to a halt for merging while the far right lane continues to do 80 I've seen a hand full of accidents here in just the last year.
- To drive from Lakeview to Chinook Centre during peak morning hours, I purposefully drive through Lakeview so I can get onto Glenmore from Crowchild vs taking the 37th Street entrance o to Glenmore because of how backed up it is. There are just too many vehicles travelling eastbound on Glenmore, and only having 2 lanes continuing on Glenmore at the 14th Street exit seems to be where the bottleneck is originating. There are accidents all the time from all of the merging chaos.
- Traffic speed on northbound Crowchild Trail from Glenmore makes it difficult for traffic exiting Lakeview onto Crowchild Trail northbound to merge and switch lanes
- too much merging into traffic, 1 accident destroys traffic flow
 - Eastbound Glenmore capacity at interchanges is too low. B. Ramps are old and require slow movement to navigate - these need to be modernized for higher speed travel C. Weaving and merging required to continue Eastbound on Glenmore from Crowchild ramp D. Future traffic will require Glenmore E to Crowchild N ramp. Glenmore Trail is primarily for vehicular and goods movement - bike trails around this are fine at present.
- It is too congested for a high speed area. Very dangerous. Slow speed down in area.
- The exit from crowchild to east bound glenmore is again a nightmare of traffic trying to criss cross each other's paths and most people are not strong at merging and lane changes. The traffic always slows to 50 while bottle necked under the 14st bridge, and poor merging skill mixed with last minute lane changes cause most accidents in that area.

- East bound to northbound movement at crowchild often gets backed up with left turn lane used by people going back westbound on glenmore having to wait for people going south through the lights.
- People trying to merge across to exit at the Tim Hortons from the left hand lane is dangerous.
 - Merging onto Glenmore from crowchild going east is a disaster during rush hour times. Then it goes to 2 lanes past 14th street which also needs to be considered.
- 2. Trying to merge from elbow drive onto Glenmore and trying to move over 2 lanes of traffic from 4:30pm to 6pm west is a disaster. Bumper to bumper traffic all the way until Richard road. The road is always busy weekends and slows down or comes to a complete stop.
- Glenmore eastbound is always a big cluster. I drive it everyday and it's always bumper to bumper. Traffic slows to a crawl because of the impatient drivers that have to boogie to the front and cause the backups because drivers have to hit the brakes because of these ass hats. There needs to be another through lane under the 14 st underpass.
- It's high speed and during rush hour it can grind to a halt. The mixture of driving styles (wanting to speed through and those waiting to merge) presents risks to motorists. The slowdown backs traffic significantly for hours if an accident, but the volume is slow to dissipate (eastbound), and the same occurs at 14th westbound, the pinch point to 2 lanes slows traffic back past Deerfoot.
- The turnaround lane to 14th needs to be reworked for more lanes on the major thoroughfare
- The recent lane widening on eastbound on Glenmore has created a severe safety hazard. Drivers routinely speed down the new third lane to bypass queues, making dangerous, last-minute lane cuts at the 14 St intersection. This causes chronic traffic bottlenecks and sudden, chain-reaction braking. Heavy industrial vehicles are frequently speeding in the far-left lane. Enhanced speed enforcement and clearer merge signage are urgently needed.
- The concern I have for Glenmore between Richard road and 14th is that it is too narrow. The merge lanes are dangerous and poorly marked. The timing of the lights should be optimized for traffic flow not for driver frustration. There are enough walking and biking options already we don't need more. Any additional lanes should be dedicated to vehicles bicycles and scooters just and another layer of complexity and danger to driving. This is particularly true around high speed commuter roads.
- Get bus stops off glenmore trail
- No matter what is decided here properties are going to have to be acquired by the city to obtain the land required to truly fix the problems here. The crowchild 14th street route is the only true north south corridor on the west side of the city and a complete and costly solution is required.
- We take glenmore south quite frequently and the sudden slamming of breaks due to last minute merges is very concerning. We witness what seems like a crash every month. My husband is a first responder and attends crashes there frequently.
- We also walk and bike along the pathway and have no concerns.
- I have lived in this area for 11 years and my mom takes this stretch of road to get from her home in maple ridge to her work at MRU. It is terrifying and actually enraging how dangerous this stretch of road is. I can't believe how long this has taken. I genuinely fear for my mom's life when she takes this road and I will avoid it at almost all costs. The flyover at crowchild, narrowness west of CC, and the splitting of 4 lanes into 2&2 heading east. Heading west isn't nearly as bad.
- Submitted to city of calgary Feb 2026.
- Subject: Glenmore Trail Traffic over Glenmore Reservoir
Comments: Alderman Pantazopoulos, just wanted to send you a note. As you may know, the Glenmore

Trail/14th st SW interchange has been a traffic bog for many years. I think that the city should look very hard at eliminating the Glenmore Trail West bound to East Bound U turn lane and make an additional lane East bound where to U turn lane is.

- HaveSketch if necessary
- Widening needed east. Better ramp from glenmore to crowchild both ways, but especially east glenmore to north crowchild. Bus lane exit onto glenmore east from lakeview needs to be a car on ramp. Totally redesign glenmore east as a whole. Glenmore east from sarcee needs to be fixed to allow an exit onto 37th, taking away the exit causes more congestion on the crowchild exit.
- The bike path over the reservoir functions well but it is very loud given the proximity to traffic. Any ability to offer some separation would make it more pleasant.
- This stretch of Glenmore trail is very busy, very congested and is frequently used by street racers in the summer on motorcycles which contributes significantly to noise in the surrounding communities. It is troubling that for several years this has not been behaviour able to be curbed by authorities.
- Reducing congestion here meaningfully, and creating a roadway that is safe for everyone through enforcement but also consideration of noise and sound reduction as well as congestion is needed
- Eastbound squeezes at Crowchild and 14th street
- Constant congestion due to multiple merge lanes between crowchild feeding in and 14th street exit. High collision zone for a major roadway connecting the city
- For years I have driven this route and always get frustrated that it slows down so much between crowchild and 14th. The past 5 weeks I have walked the path across the reservoir and even at 7:15 AM it doesn't make a lot of sense that east bound traffic slows down to continue down Glenmore at the 14th st overpass. There aren't always cars merging into the right lane and traffic ahead of the bridge speeds up. Yet, traffic slows down.
- Merging between Crowchild onto Glenmore, and going from Glenmore to 14th st is dangerous because traffic is competing with each other to get into their lane. Makes drivers do two things at one, which is what causes accidents.
- Traffic is priority not bikes or pedestrians.problem may be solved by speed reduction and unique solutions . Expanding lanes and impacting communities and neighbourhoods is not the Correct answer. Consultation between all stakeholders needs to be considered.
- The stopping of traffic there because of all of the merging lanes is a major issue. Also, people don't know how to drive anymore. I've almost been rear ended. I've seen people get rear ended. It is not good. The traffic does not flow even in not peak traffic time.
- The bike and walking path among the causeway are dreadful and risky- not sure how to fix and keep the nice view for cars. But the air quality is terrible
- Main concerns are delays due to congestion or accidents over the causeway eastbound Glenmore and 14th street.
- Ideally it would be best if that traffic could go under the crow child ramp so there is no intersect pinch point or conversely, if those two lanes could go up and over the crow child on-ramp. If the latter, you could then direct one lane of the crow child on ramp onto this same upper area for those wishing to go south on 14th.
- It's the worst congestion point in the city and make me hate everyday commuting. As a member of the city police, even conducting overtime enforcement or covert surveillance activities are incredibly hindered at almost all times of day due to the population explosion.

- The amount of accidents that happen at the 14 Street exit where people are constantly speeding and then cutting people off to avoid exiting from Glenmore onto 14th. Maybe include more signage especially on the overpass from Crowchild that not all lanes continue onto Glenmore and they in fact exit to 14th
- There are some pressure points where the flyover links with Glenmore heading east - need to figure out how to make room for the volume and allow easy lane changes if planning to continue east on Glenmore.
- Bike Lane is too close to Glenmore - risk of being hit by an errant rock.
- People merging from SB Crowchild onto EB Glenmore immediately try and merge into the right two lanes of Glenmore. This causing a huge bottle neck sometimes reaching all the way past 50ave on Crowchild. The amount of people taking the 14th exit compared to staying on Glenmore is next to nothing in comparison.
- Traffic comes to a standstill almost every morning rush hour eastbound and westbound every evening. This is compounded by the construction of a single lane, low speed ramp from Glenmore westbound to Southbound Stoney Trail
- These backups result in drivers coming into Lakeview to find a faster route and blocking Crowchild Trail in Lakeview and making it a slow multilight journey to get out of Lakeview.
- Limiting to 500 shows how little City values input
 - Unsafe driving conditions at Crowchild Southbound to Glenmore Eastbound.
 - Unsafe crossing at lights where Crowchild Southbound turns westbound down ramp. Drivers do not slow to 50km/h and that crosswalk is an accident waiting to happen.
- The biggest issue I see as a Lakeview resident, frequent path user and Glenmore driver is the merge from Crowchild onto Glenmore east and from Glenmore east exiting onto 14th St. The crisscrossing of these vehicles at high speed seems to cause accidents or near accidents every day. Even if there's no accident, there is almost always a back up as cars try to navigate changing lanes.
- People are stupid and wait until the last possible moment to pick their lane... add bottlenecks to the mix, and traffic backs up.
- Glenmore Trail between the Crowchild Trail ramp all the way to the Deerfoot exit is one of the most unsafe roads we have in this city. There are multiple bottle neck points where the traffic comes to a full stop on a road with a 80 km/hr speed limit. It is so unsafe. People have no clue how to merge safely. Specifically the off ramp from Crowchild trail on to Glenmore. Cars have to get over 1-2 lanes to get onto Glenmore and cars do so in an extremely unsafe way. Lanes need to be extended.
- To reduce traffic illegally going through the Glenmore Dam employee parking lot a connector trail between the E-W along the dam, and N-W up on the bank above the river needs to be in place higher up on the slope. Not all traffic in that area goes down onto the dam. People use that route to connect from heading towards downtown to going further west instead of path around the Plant, but since there is a huge hill, they cut through the parking lot.
- Crowchild Southbound to Glenmore Eastbound, is a lower priority in the design to continuing on Crowchild Southbound, which is the least popular direction for onward travel. This causes congestion that backs up half way to downtown sometimes.
- After the Crowchild Southbound traffic joins Glenmore Eastbound, the majority of vehicles desire to continue Eastbound. This creates a dangerous weave situation. Two of four lanes exiting onto 14th Street is excessive.
- I am concerned that a HOV lane could get siphoned off into the BRT lane which I think would be a huge mistake.
- Posted Speed too high during congested times. Increases collision's.
- Traffic delay is a result of poor road design.

- Walker and cyclist have ample side walks for the amount of use.
- Too many bad drivers and not enough time to safely merge
- Bottle neck under 14th st on glenmore E bound where it narrows to 2 lanes.
- Merging three lanes over from glenmore east bound under 14th to get on to northbound crowchild
- Too many weave zones on that whole section of glenmore E and W bound.
- Congestion from crowchild southbound to glenmore east bound when folks try to use the single lane to get on to east bound glenmore. Then you have to merge into E bound glenmore traffic, only to have 37th open up again. ?add another lane to reduce merging.
- Safety. Drivers are frustrated with the bumper to bumper traffic.
- It's the glenmore turn off to 14th that is causing a lot of issues and the Richard road turn off on to Glenmore.
- Concerns are people merging last minute despite many signs showing double exit
- Short cutting in the Calgary transit lane from southbound Crowchild to eastbound glenmore is becoming very common with little to no enforcement visible.
- Weave zone between Crowchild and 14th requires too many vehicles to lane change in a short area.
- Congestion is horrible, results in aggressive behaviour and almost daily accidents
- The curved road to exit crowchild to get on glenmore s has many potholes and hazards.
- When on glenmore, there is too much congestion for those who want to merge out the lanes that keep you going on 14th. Which leads to traffic all the way back to crowchild.
- Congestion. The road was not designed for the volume of traffic.
- Collisions. So many because of the weaving across lanes and the fact that every driver is tailgating people while looking at their phones.
- Congestion is bad most times of day
- The weaving across lanes to enter and exit is not safe
- I was in an accident deemed my fault in a 4 car collision because someone cut across 3 lanes on the 14th street ramp to stay on Glenmore. I see an accident in the same spot at least weekly. I am sure this is noted as a problem spot. Something to prevent this cut across like an express lane barrier? I dont know. But there are so many crashes here.
- There are some problems exiting Richard on to Crowchild. High congestion and not enough room to merge on to crowchild coming from richard.
- Open a 3rd lane on E/B glenmore trail at crowchild and 14st and completely close access from Glenmore trail eastbound to 14 st southbound. Crowchild traffic would then need to merge to eastbound glenmore only.
- Only create an emergency/ambulance access and transit only to 14 st and leave the westbound glenmore to 14 st access.
- Car have elbow, Macleod and tsuu Tina trail to access.
- Merge the crowchild off-ramp to w/b glenmore to the Richard rd off ramp and on ramp 37 st all one open lane.
- existing ped/bike overpass at 14th over Glenmore is narrow for two way traffic. I use Glenmore multiple times weekly over the causeway, and eastbound traffic in particular is a weaving nightmare as people must choose destination lanes in a very short distance, and those unfamiliar with the causeway often make last minute lane changes. Collisions on the causeway are frequent. Not sure how this can be improved.
- My concern is during construction, there are limited ways in and out of Lakeview, Our school in lakeview has 11 school buses, that head North on crowchild, east and west on glenmore out of the community. Any

construction will greatly increase an already 90minute ride for students. Please take into account accessibility for local traffic during the upgrade events.

- See my response above. People who use Glenmore trail for DRIVING need to be able to do it safely. Four lanes (2 going from Crowchild) and then merging into 2 is a disaster. Newcomers are a huge problem as they can't properly understand how to get across 4 lanes without causing many collisions.
- Mostly all of my concerns are for transit and drivers. There are constant near misses due to all of the weaving on this stretch of roadway. Constant gridlock too, even on the best of days, and constant collisions. Something must be done to improve the speed and movement of people through this area thoughtfully. Less weaving. More people being able to pass through quickly and efficiently. Being able to exit and merge easier. Less people cutting in last minute to catch their exit.
- Eastbound Glenmore after the crowchild bridge is constantly congested, further holding up traffic along southbound crowchild. Because of this commuters now use Richard road as a cut through onto westbound Glenmore.
- Concerns regarding pedestrian safety on the crowchild bridge as well as concerns with flow of traffic on westbound Glenmore between crowchild and 14th. There seems to be an accident there at least weekly
- Traffic congestion and traffic flow is the problem - the fact that you list walking, biking and public transit as the 3 categories ahead of driving in the posing of this question makes me wonder what your agenda is? Your priorities need to be reversed!
- This is a multi -lane road to and from a high speed highway. People have to change lanes, sometimes 3 lanes, in a fairly short distance. That is what causes the worst accidents. This hard to do when some are going way too fast and lack common decency. Especially for those unfamiliar with which lane they need to be in. Last minute lane changes are a problem. This is compounded by trucks that create a hazard for everybody else because of their speed, inability to stop and unwillingness to do so.
- I cycle and drive in this area frequently, if not daily. The pathways are reasonable however the area around Rockyview General could be improved.
- From a pathways perspective, kudos to the original designers for including the well used pathway along the southbound bridge across Glenmore Trail. While widening that pathway would be desirable, I don't think it would be essential. The biggest improvement would be replacing the sharp 90 degree turn between the segments across the Glenmore eastbound and 14 Street southbound lanes with a gentler curve. Thanks!
- Only having two lanes continuing on Glenmore east when you go past 14 St creates many problems for vehicles. People either come to a complete stop trying to get into the lane that's continuing on Glenmore right after the bridge coming off Crowchild, or they wait for the last second right before the exit onto 14 St and cut someone off. Both which create traffic at all times of the day and weekly accidents.
- The bike path, walking trail over 14th street is poorly designed and inedaquite. Lane changing to and from Glenmore to 14th Street exit lanes on the causeway section is always a challenge and it down right dangerous.
- The on ramping from southbound to eastbound are a large concern as folks need to get over and seem to pay little attention when driving that causeway.
- Active transportation users seem neglected for all areas aside from the causeway. Areas surrounding have narrow sidewalks, overpass pedestrian bridges that appear to be in disrepair and are narrow, and are intimidating for young users. Causeway moving from 4 lanes to 2 lanes eastbound results in many drivers aggressively cutting in late, causing deep compression waves that only exacerbate the issue. Movement from Glenmore westbound up Crowchild requires a triple lane change to exit at 50th

- The forced turning lane on 75th ave onto 14th street causes increased traffic on 14th street itself
- Driving is the issue. All other amenities for this area function well.
- Emergency vehicles must be able to access the stretch of road but it is essential that three lanes run continuously in this stretch and not be squeezed in to two lanes
- South bound crowchild turning onto west bound Glenmore: high risk of collisions because of people stopping in left lane just before the crowchild bridge over Glenmore, trying to squeeze into right lane to turn west onto Glenmore
- Glenmore eastbound narrows to two lanes at both Crowchild Tr. and again at 14 St. Weaving between lanes is the reason for the number of collisions occurring at this location.
- Crowchild Trail northbound forces traffic in the right through lane to merge left, before crossing two ramp lanes on the right to access 54 Ave or 50 Ave.
- Ramp is steep and icy in winter from crow child to glenmore
- Everyone is trying to get over to the left. If coming from crow child to elbow, have to merge 4 to 5 times in a short period, with short changes, transitioning from highway speed to merge to stop. Very mentally challenging driving. If coming up to macleod you hit a light with huge traffic mall volumes - with fast speeds from the highway
- Going west from elbow to crow child has two merges with short lanes and inter crossing traffic.
- My concern is the high traffic area on the Glenmore causeway. If there is an accident there, eastbound or west bound, we are primarily cut off because there is no short route around the area.
- The back ups going east and west over the causeway and the back up going from crowchild to east glenmore
- There is high traffic congestion as well as accidents on this road almost every time we travel on them. The bus lane leaving Lakeview to 14th street is extremely under-utilized and it would be beneficial for regular vehicles to use this lane for those wanting to exit on 14th street and avoid the bottleneck and cross over of vehicles.
- The biggest issue is vehicles from crowchild that want to remain on eastbound glenmore that have to cross over numerous lanes, and those on Glenmore exiting on 14th
- The crossroads between 14th st and elbow onto Glenmore are always busy and can be chaotic, especially around elbow since it is close to Chinook
- I cannot understand why on the eve of the ring road opening (which reduced need for Glenmore) the City of Calgary chose to open Glenmore to heavy trucks. This exacerbates greatly the terrible bottlenecks at 14th st. Elbow at Macleod and Blackfoot.
- I drive this section daily and it is utterly a hazard to have Tractors with 60' trailers merging in or riding the merge lane along with Dump Trucks Super B trailers.
- With the ring road - there is no reason to allow heavy trucks west of Deerfoot
- Collisions on the causeway. Congestion. Both directions on Glenmore.
- Driving south off Crowchild, people speed to the end of the merge lane to drive all the way forward and cut in front of the traffic travelling West on Glenmore. On more than one occasion I have even have had someone from behind me move into the right merge lane to pass me on the right, just to get a few of cars ahead of me. This multiple lane changing slows traffic on Glenmore. I would like to see the Crowchild south merge lane to Glenmore end at Richard Road to stop this behaviour.
 - SAFE ACCESS AND EGRESS FOR THE COMMUNITY I Fear that the present safe merge onto glenmore eastbound from lakeview will be shortened. The community fought hard for this- we shouldn't be

taking our life in our hands just popping over to an adjacent community whether that be north, east or west. We have both new drivers and seniors at risk.

- NOISE - even if the noise barriers work, we still have incredible noise spilling out from the flyover
- There is no concern for bikes, transit or walking. Just cars. The pile up from crowchild to 14th gets backed up from it only being two lanes and everyone cutting in last minute.
- Coming off Crowchild to Glenmore East is a nightmare that bridge is so outdated and it's ridiculous that you have to merge onto a 6 Lane Freeway. Because of that it gets backed up all the way past 37th St. and all the way down Crowchild that bridge needs to go.
- For walking/ biking a sound wall would be great for pathway users between crowchild and 14th street due to noise and vehicle spray and dust.
- For vehicles, there seems to be a panic to make lane changes. Creating extra lanes both directions would help keep forward traffic flowing leaving the center lanes to manage the lane changes.
- In terms of driving, people are always cutting other drivers off when going east on Glenmore. This is usually to get on 14th or exiting it to get on Glenmore. To prevent it, some kind of physical barrier should be put in place. A physical barrier would cause physical damage to vehicles but knowing there is something ahead, maybe it'll cause drivers to think twice before speeding and cutting people off.
- See above
- Safety. I would walk that way with my dog more often but it is extremely loud and I never feel safe with traffic screaming by at high speed 15 feet away from me.
- Merging eastbound on Glenmore from crowchild is a nightmare. Many lanes converging and signage could be improved. Many drivers stay in two right lanes too long before realizing they need to merge left to stay on Glenmore and avoid heading south on 14th street. Make it more clear upfront
- There aren't nearly enough lanes on the reservoir bridge for the amount of traffic. Also we need more police presence as drivers speed terribly.
- Entrance onto Glenmore eastbound from Lakeview is too short and the traffic coming off Crowchild S onto Glenmore E are going too fast. Accidents happen everyday on the causeway as a result of cars needing switch lanes at the last minute. The traffic needs to be slowed down until widening of the road takes place.
- Walking and biking have sufficient access as I use it all the time, including the dam as another route. The concern is the driving traffic backs up every day, but mainly M-F during rush hour as eastbound goes from 3 to 2 lanes at 14th St and the pinch point heading west is the interchange at crowchild needs increased flow
- See above. The closure of the west bound part of 75th ahs and rerouting north increases congestion in the area
- It is tricky to change lanes to get into Ricard Road when other cars are merging onto westbound Glenmore from Crowchild Trail.
- Bottle necking under access bridges causes desperate and unsafe merging at inconsistent speeds. Ive seen plenty of accidents occur because of this.
- I think most key issues have been recognized. I have lived here 30 years. My biggest concerns are the eastbound lane changes on Glenmore - between crowchild and 14th street- there are so many lanes converging in such a short space.
- 1 concern I have - which i see daily is actually northbound crowchild on the bridge and people trying to get over 3 lanes to exit on 54th avenue and 50th avenue.
- This stretch of Glenmore Trail is almost completely unpoliced when it comes to dangerous speeding, particularly of motorcycles after 8 p.m. Since Glenmore Trail was widened between 37 Street and Crowchild,

it has become the Wild West out there in the evenings. There is also zero walk-ability in this stretch, no walking paths, no bike lanes, etc. and transit out of Lakeview was gutted when they removed the bus that ran east and westbound along Glenmore to Rockyview Hospital and Chinook/LRT.

- Two lanes eastbound on Glenmore and two lanes going onto 14th south is not sufficient for current traffic flow
- Again should be separate from vehicle traffic
- Traffic from Crowchild southbound needs to merge with Glenmore eastbound and currently it is unsafe with lots of accidents.
- Parking lot, people don't know how to merge. 2 lanes Glenmore East under 14St is nowhere enough, should have 3-4 lanes. Crowchild Flyover to Glenmore East should be 3 lanes. Should have 4 lanes Southbound Crowchild, 2 for flyover, one for Glenmore West and one to continue Crowchild South.
- Signage, signage, signage. Driving in Calgary is a mess if you don't have maps open on your phone. Early indications of what is going to happen on the road that can be seen by all drivers. One of the worst is Glenmore westbound approaching the Tsuut'ina and Sarcee interchange. The exit to go Tsuut'ina is so hard to see coming, need better signage!
- Primary concern is the congestion on eastbound glenmore trail. There are significantly more people staying on glenmore than going on 14th and the road design should reflect this.
- Glenmore causeway bridge is a nightmare - I choose alternate routes whenever possible or decide not to go east as a simple errand to Home Depot is an hour or more in traffic.
- Turning onto crowchild north by the strip mall on 54th - very high traffic in morning and way the lane it set up, makes for very dangerous merge.
- Walking beside glenmore to cross reservoir is loud and unpleasant.
- The concern is the bottleneck in traffic caused between Crowchild and 14th. While Stony may have alleviated some traffic on Crowchild in the north, and Macleod, 14th, etc in the south, the traffic is still being fed onto Glenmore.
- The weekday morning merge weave when driving is brutal between Crowchild and 14 St. Drivers coming off Crowchild southbound onto Glenmore eastbound tend to stop right at the start of the merge onto Glenmore. This backs up traffic onto Crowchild, and people react by speeding through the right lane on the overpass. An education campaign on how to zipper merge might help. Also, time-of-day speed limits might help too. This could reduce phantom jams.
- Bottleneck at 14th street interchange. Life is great for pedestrians and bikers but is miserable for drivers. Transit has a dedicated WB lane so no problem there.
- Traffic jams between crowchild trail and over the reservoir for people entering from crowchild onto Glenmore and people trying to get off of glenmore to go to 14th street. So much congestion.
- There are two lanes of traffic travelling southbound and going onto Glenmore Trail eastbound. Those two lanes of traffic immediately land in the two right hand lanes of Glenmore Trail which must exit at 14 Street. Meanwhile, there are two left-hand lanes of traffic on Glenmore Trail that may want to exit at 14 Street. So you end up with four lanes of traffic all criss-crossing into one another creating a significant bottleneck.
- It is incredibly dangerous when people merge between glenmore and 14th. Most of the time traffic suddenly will come to a stand still causing me to break hard. People always merge in the lanes last second causing unsafe driving actions. The traffic in these areas around rush hour impacts all Calgarians
- Hazards: traffic off 14th to Glenmore West and resulting crisscross of traffic; and the crisscross of traffic going East where Crowchild merges onto Glenmore East.

- The increased traffic from Stony Trail to Glenmore East has traffic backing up as drivers try to get onto Crowchild. This has resulted in more traffic cutting through Lakeview. Consider an additional exit ramp onto Crowchild
- Traffic west on Glenmore backs up a lot with drivers taking Stony South. An extra exit lane is needed.
- Many vehicles (guess well over 50) who turn left off of 14th at 75th Ave into Kelvin Grove make a U turn either at the T of 75th and Kew, at the T of Kerwood and Kew, or at the T of Kananaskas and Kerwood. We live at the T of Kerwood and Kananaskas. I believe these people were going Eastbound on 14th, took the 14th st Exit by mistake and are trying to get back onto Glenmore. They need a better alternative than coming into Kelvin Grove which is a congestion, pedestrian and traffic safety issue.
- Dangerous Merge Conditions eastbound and southbound
- The Pathway on the South side of Glenmore Tr crossing the bridge is often littered with gravel and car parts (I feel like I'm going to get hit by a hub cap one day).
- The Pathway coming off of the Earl Grey Golf course and on to the Glenmore Tr path is a T- intersection and is dangerous for cyclists.
- If you are walking or cycling to get anywhere from Glenmore path is very steep up the pedestrian path into North Glenmore/Lakeview GC
- Glenmore trail heading east from crowchild suffers from extreme sun glare in the fall, and other times of year. In the morning, the sunrise happens to be in a terrible position. Moving the sun or glenmore trail isn't an option. Signage warning of extreme glare combined with lowering speed limits is an option.
- Aside from the concerns raised above I don't have anything further to say
- I live in Lakeview and drive on Glenmore Trail multiple times a day. Major concerns are traffic jams limiting emergency vehicles access, traffic chaos in Lakeview and general stress of driving Glenmore East. The eastbound 4 lane stretch is not designed well for the amount of traffic it sees. I observe at least one accident on this stretch EVERY DAY, and often a few accidents a day. Bus lane is not necessary; "BRT" off ramp is seldom used by buses and seems a waste of space.
- No separation between pedis/cyclists and vehicles on The merge from Crowchild going west on to Glenmore. Not safe!
- Pedi/cyclist overpass on Glenmore east of Crowchild needs an upgrade to provide more space for turning with bikes.
- Glenmore in this area is always a bottleneck, especially going east due to volume merging from Crowchild and 14St.
- You can't easily walk (or cycle) along Glenmore Trail between Richard Road and 14 street; it's a Byzantine labyrinth of overpasses and re-routes, and the portion of the path that is beside Glenmore, is a noisy and dusty hazard to health and safety. Once again vulnerable users are forced to endure travel adjacent to what is essentially a car sewer. Cyclists and pedestrians are constantly forced to the edges, given minimal space, mean while acres of pavement for motorists, a poor ROI.
- There should be another lane added for Tsuntinna road West. Traffic gets backed up at Richard Road because of it.
- Same thing with walking and riding. Easy to cross at 37th walking or biking. Bike lanes along Glenmore trail from westhills to chinook would be amazing.
- The bottle neck is my main concern now. But my concern going forward is an ill guided attempt to add bike lanes to Glenmore when it is already over capacity at times. Anything you can do to improve traffic and access for emergency vehicles is imperative.

- Keep in mind we have more people living in this city than ever before and that means more cars than ever before. That is never ever going to change no matter how hard you try and jam bike lanes everywhere.
- Need extra lane in each direction
- So many close calls and collisions when I drive from Glenmore eastbound toward McLeod trail, and the same when I enter from McLeod or Elbow going west all the way to Richard road and even now at the last second there are issues as Glenmore approaches Stoney Tr
- Maintaining traffic flow along Glenmore as volume increases is critical. Full separation of walk/bike traffic is necessary and upgrades to neighbourhood capacity should be looked at for bike/walk.
- east and west bound bottleneck at 14th street
- My main concern is the eastbound choke point between Crowchild Trail and 14 Street. Traffic entering from southbound Crowchild must quickly merge left to avoid the 14 Street exit, while other vehicles are moving right, creating braking, weaving and collision risk. Pedestrian, cycling and scooter connections are also fragmented and uncomfortable near ramps. Transit improvements should not worsen general traffic flow.
- The free flow merge section slows down traffic and leads to dangerous speed differentials. There needs to be dedicated lanes from southbound Crowchild onto both Glenmore east and 14th south, as well as eastbound Glenmore onto eastbound Glenmore and 14th south.
- Same thing for westbound Glenmore onto northbound Crowchild.
- The free flow merge causes traffic issues and is dangerous.
- Getting onto and off of Glenmore trail in those areas can be hazardous.
- Maintain at least three driving lanes of free flowing eastbound traffic from Richard Road to 5th Street. Eliminate the rarely used merge lane from the Glenmore dam road to eastbound Glenmore Trail. If you feel compelled to come up with a walking/biking solution between Richard Road and 14th Street, maybe keep them away from Glenmore Trail, keeping them within city limits so you can extend them to 37 Street. Nobody really wants to walk/bike directly beside Glenmore Trail.
- Walking/Biking: It is very loud and unpleasant. However, the areas on the other sides are amazing and worth it. It is the entire reason we moved to Mayfair and needs to be protected at all costs.
- Driving: The intersection driving east bound is dangerous as there are not enough lanes for people who want to stay on Glenmore east. West bound is a bit better, though merging from Elbow can still feel like you're taking your life in your hands from time to time.
- As mentioned, no concerns with biking. But driving east from Crowchild to 14th street is always congested, and a standstill every weekday morning. Drivers are very slow around the corner at 14th st headed east (~60km/h, even midday on a weekend). Also, drivers weaving all over the place to get out of 14th south lane onto Glenmore east. Tons of accidents. Driving west isn't as big of an issue, the congestion happens before 14th street and generally opens up after that (at least until Crowchild).
- There is already an interchange at Crowchild/Glenmore and at 37 street/Glenmore providing routes for drivers to access Glenmore east bound. Another interchange to east bound Glenmore is not required at Richard Road/Glenmore. And congestion is currently minor at Richard road. An interchange at Richard Road will increase cut through traffic flow impeding MRU, Bishop Carrol High school and local communities with children playing in the area.
- One of the biggest problems on this part of Glenmore Trail is that too many vehicles coming off Crowchild Trail need to move to the left to merge onto Glenmore while too many vehicles coming from further west need to move to the right to get to 14 Street, all in a very short stretch of road.
- The busses need more space.

- Cars merging into Glenmore or out to 14 Street is the major cause of accident and traffic slowdown. If we can redesign so that cars only merge out of Glenmore to 14 Street, then traffic will be much smoother. The bend going eastbound Glenmore at 14 St seems to cause drivers to panic and hit the breaks, this causes accident and traffic jam.
- Cars are killing us.
- There's so much car exhaust and tire particulates.
- Going from Crowchild on to Glenmore and wanting to stay on Glenmore and continue east is a nightmare every single time. Worse depending on traffic.
- When Glenmore Trail backs up in the morning because of unexpected delays such as collisions, people take a "shortcut" through Lakeview, going down 37th and coming up on Crowchild Trail. The community gridlocks.
- As traffic is driving eastbound Glenmore on a morning, there is an issue with the sun rising and being right in drivers' sight-lines. It's literally the worst just before the 14th Street bridge. It's a disaster, people trying to merge into 2 lanes and then they can't see the car in front due to the bright sun. Although it would help if people knew to put their full lights on when the sun is flaring like that so drivers behind can see you.
- Use modern standards to reduce collision from merges with more clear line division and enforcement to stop dangerous merges from people that are too busy looking at their phones to see the signage.
- Excessive traffic always. Accidents on the causeway due to insufficient signage. Users going way under the speed limit as they leave the causeway and carry on to Glenmore Trail.
- Our kids take this route every day to get to school on the bus. In the winter they are regularly 20 minutes late for school when traffic is particularly bad. I personally avoid the area at rush hour at all costs. People drive like idiots (so much road rage). When there are accidents, it's a total standstill. A few weeks ago it took 30 minutes to travel from 37th to 14th... there were two accidents within 500m of each other over the reservoir.
- Drivers can't drive, can't merge, wait until the last second to cross multiple lanes for an exit, running concrete medians between the through lanes for a bit would reduce collisions.
- Very concerned w/ sudden narrowing w/ eastbound right lane exiting at Crowchild.
- Merging from eastbound Glenmore to north Crowchild after turning left at the light and over Glenmore into the fast lane is difficult, especially if need to cross all lanes to exit at 50 Ave. The bus lanes and cars exiting without a ramp at the Tim Hortons also creates risk. Similarly, having to move two lanes to go Glenmore east from Crowchild south is difficult and awkward.
- West bound you have the far left lane during peak hours travelling much faster than right hand lanes, making merging problematic. And difficult to solve.
- Can you reduce speed during high traffic to try and avoid the contrast in speed between lanes.
- More north-south accesses separated from traffic
- See above
- the congestion of three lanes becoming two lanes as traffic proceeds eastbound on Glenmore under 14th St SW > this question should have been asked prior to Q1
- Road is too narrow. The bike/ walk path is wide enough as is
- It's a bottle neck with lots of accidents between Crowchild and 14 particularly in winter
- There is a lot of congestion when Crowchild merges in. There is a lot of lane changing that happens over the causeway, especially for people trying to exit on to 14 Street southbound
- I fear every morning when I drive my child from the west end to CMHS that we are going to be killed trying to exit safely from Glenmore West onto Crowchild and then safely exit to 50th. Most days we cannot make that exit and have to circle all around Mount Royal instead.

- Get rid of the merge on and merge off at the same spot at 14th Crowchild! Slows traffic to a standstill and zipper merge doesn't work
- All the intersections need improving, they are the area that causes traffic jams most often.
- I don't think widening the road will help, I think it will just cause more speeding like the new Stoney Trail expansion did.
- Too many accidents on the Glenmore causeway eastbound at 14 Street. If there is not an accident, the merging often backs up Glenmore east.
- It's extremely hazardous in its current state, way too many merge lanes and poor lane mathematics not an ample and smooth merge layout and the traffic is significant. Too much heavy traffic, we need in the entire city to limit large tractor trailers and dial back to smaller 3 tons and stuff they do tons of damage to the roads with this amount of traffic as the wear on these roads is awful. Also no nighttime construction why? Every other city I have been to in the world does it at night.
- Noise. A green barrier between the road and pathway could enhance this.
 - The crossing of the Elbow River Pathway over the 14th street interchange is very narrow and uncomfortable to cross for cyclists
 - The merge point for Crowchild Tr traffic onto Glenmore Tr eastbound is highly dangerous as drivers struggle to merge smoothly onto Glenmore Tr
 - Traffic coming from Glenmore Tr eastbound needing to exit at 54 Ave on Crowchild has to make 2 lane changes in 250m. At 80kph, this only gives ~11 seconds to weave through two lanes of heavy traffic.
- Same answer as above in question 1
- See #1
- Always collisions on this stretch of road. Drivers go too fast. If this was Mexico they would have a speed bumps in succession and problem would be solved as drivers would be forced to slow down. Here it will be studied and studied some more.
- The bus always gets caught up in traffic.
- The whole area is not great for walking.
 - on east bound Glenmore, on the causeway, the traffic is often at a standstill as people realize they have to move left to continue down Glenmore, they then disrupt the flow.
- Lots of blind corners and dark paths make it a bit uncomfortable riding a bike there. Path is too narrow.
- The biggest concern for that area is vehicular traffic. Improving traffic overall will also improve transit route that use that roadway. Walking and biking trails can be improved upon as they already exist.
- Safety. I drive that stretch all the time and have to watch my back as traffic comes to a stop due to congestion/merging to see if the vehicle behind me knows we're stopping or if it looks like it will hit me. It's a dangerous stretch and difficult to drive safely.
- It also causes delay of course, but I'm more concerned with safety.
- The merger on Glenmore Tr East-bound after the Crowchild overpass, over the causeway and before 14th St SW South-bound is extremely treacherous, especially when exiting Lakeview!
- It is rather unpleasant to bike or walk alongside Glenmore Tr between Lakeview and the 14th Street SW exit - noisy and poor air quality!
- No issues for biking or walking in the area except Richard Road but 37 street is great for waking and biking. No issues at Glenmore and Richard Road for drivers; again, 37 street is right there to go east on Glenmore.

Fix all directions at Crowchild/Glenmore interchange; fix 14 street Glenmore interchange and put in a new bridge over reservoir.

- Driving, it is the merge interface lane where drivers need to move left to remain on Glenmore, or move right if exiting on 14th st. This lane is frequently packed and can change speeds quickly as people merge in the lane further ahead. There is nothing to encourage through traffic to keep left to free up the necessary lane changes that have to happen in this fairly short window between overpasses.
- There are three lanes, then expanded to four lanes, then restricted to two lanes when travelling eastbound between Richard and 14th. The expanded network of Stoney Trail connection makes more volume, but still only two lanes when continuing EB past 14th. Lots of rear-ending accidents and congestion.
- My other concern is westbound between Ogden Rd and Crowchild Trail. The backup to get westbound from SB Blackfoot is bad. Volume delays continue for on/off ramps for Macleod, Elbow, & 14th.
- Traffic is so bad busses get stuck there.. I feel like some roads should not be for pedestrians, which includes major fairways like Glenmore and Deerfoot.
- Do not widen anything as that only increases the volume of traffic. Does the city ever learn from past mistakes?
- Terrible Glenmore Pathway design that prioritizes vehicle flow over all else. Lots of sharp bends and elevation changes along with blindspots. Lack of option from Richard Road Southbound traffic to enter Glenmore Trail Eastbound direction, causing additional strain on Crowchild/Glenmore Trail intersection.
- Outside this study scope but need to add traffic lanes for west bound Glenmore to Stony Trail South exit.
- Solve the eastbound merging problems that slows traffic down considerably, and frequently causes accidents.
- Crowchild Fly Over Bridge: Steep incline is a winter problem.
- Traffic northbound out of Lakeview faces danger trying to merge right, then turn onto 54th Avenue SW.
- The roads near bridges are a bad pothole problem.
- Squeezing Eastbound Glenmore from three lanes to two creates rush hour backups. before the flyover.
- It's congestion while driving
- Unsafe lane changes on Glenmore West.
- People ignore the exit signs to Crowchild Trail even though there are two pf them and cut into through traffic.
- The pedestrian/cyclist crossing of 14th street is far too narrow, possibly widening or building a dedicated pedestrian/bike bridge with separated paths for safety would improve overall traffic and usage of said pathways.
- Too many accidents for people coming from crowchild to take glenmore eastbound underneath pass to 14th
- better signage for merging lanes from Southbound Crowchild to East bound Glenmore, and east bound glenmore to Southbound 14th - lots of room to merge, no need to cut over as soon as possible.
- So many accidents and near accidents. Very poor design of crowchild south to glenmore eastbound
- The congestion along this section is caused by traffic having to cross over lanes to get to required exits. On top of the congestion the converging is also prone to accidents
- Gridlock
- Anyone in the right lane of glenmore has to let the crowchild traffic merge, this makes the thru traffic slow down. If there was another lane then problem would still exist, but I think signs would encourage non turning traffic to stay out of the way

- Traffic congestion occurs because most drivers head to Glenmore East, forcing heavy lane-changing from Richard Road and Crowchild. The second lane from the left also feeds Glenmore, adding to the bottleneck. Cycling on the south side feels unsafe due to fast, loud traffic passing close, creating an uncomfortable and intimidating experience.
- It is almost completely unusable in terms of walkability and/or transit. The whole city needs to rethink how we use trains, busses, and even bringing back trams to allow more people access to the city, allow our roads to be safer and less congested, as well as reduce our infrastructure costs long term.
- I think there are issues that start before these roads. One example is between 37th street and Sarcee Trail. When heading West, there is only one lane in the middle for anyone attempting to go south on Stony Trail. This single lane gets super busy and becomes bumper to bumper. Cars are weaving left and right trying to merge onto so they can go west or onto Sarcee trail to go into Westhills. It's dangerous and I have seen numerous accidents. This issue causes Glenmore to backup.
- See above.
- However this whole area has to be redone to reduce traffic accidents and alleviate vehicle congestion. Think more lanes adjacent to Glenmore or above. This main East West corridor is the main connection in Calgary and can no longer be ignored due to number of accidents, the scope of negative impacts to traffic when something does happen (daily). Think huge overhaul!!!!!!
- When driving eastbound on Glenmore Trail, the reduction in lanes at Crowchild Trail is both an inconvenience and safety concern, especially when arriving onto the Glenmore causeway where the 14th Street Flyover creates more confusion and safety concerns.
- More pedestrian/bike bridges across Glenmore, especially at intersections. It gets so circuitous and confusing to navigate these massive interchanges such as Glenmore with Crowchild and 14th street.
- Left-turning MAX buses at 50 Ave increases transit time unnecessarily. Build something like that MAX Purple bridge over Deerfoot for a transitway and pathway connection from Richard Road, removing buses from the Crowchild Trail interchange. A major concern I have here is when I am driving to-and-from the University is the constant weaving on Glenmore between Crowchild Trail and 14 Street and adjusting speed to merge from 50 Ave to Crowchild Trail SB, including avoiding buses stopping.
- Speed limit is too high.
 - I love the pathway along Glenmore , it connects so well along Glenmore/over the reservoir and into river park.
 - the number of accidents and aggressive drivers that choose to merge last second to get ahead of 10 cars then cause an accident behind them is infuriating
 - slamming of brakes by people going under the 14th street bridge eastbound Glenmore, it's so confusing, in good conditions the road is built well and shouldn't result in drivers braking, but it does hence chain reaction braking
- Blindly increasing capacity for vehicles is a proven anti pattern when considering other similar cities across the world.
- The northbound buses can be held up during rush hour due to the amount of vehicles present in this section and having to use the intersection at 75 Ave / 14 St. The pathway at the 14 St / Glenmore interchange feels narrow, especially when trying to pass someone.
- The 14 St interchange is bad, both for the EB bottleneck and the WB merge which I've seen a lot of drivers try to cut people off over.

Additional Feedback Received

- You mention a possible second bridge over Glenmore Causeway. What side would that 2nd Bridge be on - the Lakeview side or the Mayfair side?
- If the city has any preliminary plans at this stage, those would be useful to be able to provide reaction to.
- There is increasing traffic from Eastbound Glenmore Trail to northbound Crowchild. Will this be addressed in this study?
- You mentioned a HOV network? Are there currently any HOV lanes in Calgary? So you consider bus lanes HOV lanes?
- I live in Lakeview. In the last 18 months two vehicles have breached the barrier along the north boundary of the off leash park that runs parallel to Glenmore Trail. This is very concerning and speed around the curves of that section is a factor. Speed is also a problem along the braiding from Crowchild to Glenmore going east. Is a change in the speed limits a part of this study?
- The wall of the off leash is being replaced this summer.
- Is the entry of south Crowchild from Lakeview to Glenmore Trail under consideration for a return to the current emergency vehicle entry?
- Does the engagement study have plans to liaise with groups such as the Tsuu Tina and the Taza development groups proposed/under construction near this area? Is there increased demand expected from these developments?
- There is a tendency to spend loads of \$ on 'improving' the roads. Is there any consideration to educating the drivers whose atrocious habits are the cause of most of the current issues?
- Will the study possibly consider the use of a second level bridge or the use of a tunnel?
- Will you consider improving access both into and out of Lakeview community?
- Is there a plan to have Lakeview traffic entering Glenmore Trail east though the current emergency vehicle entry?
- There is a relatively new "exit bus lane" on the Lakeview side . . . are you aware of how seldom that is used by buses? Could that land be used for more lanes instead?
- Is there consideration that Lakeview only has two access points. When one entry is blocked for construction it leaves Lakeview population vulnerable to emergency situations?
- This has not been taken into account in previous changes with 37th Street.
- If you solve the 14St & Glenmore Trail Eastbound jam (three lanes becoming two) then i'll think you'll find the congestion of coming off the Crowchild Tr southbound connecting to Glenmore Eastbound will alleviate. How about allowing that third lane to continue onto Glenmore, rather than having to turn onto 14St South? It might mean doing away with the Uturn from Glenmore West to East.
- Does this study assume the use of the existing right of way as the limits for development, or would expansion of the right of way be considered?
- In the past, there was talk of a 50 Ave bridge over the Elbow River as a second east-west corridor, is that still on the table?

- Would there be consideration for improving the east west traffic flow along Southland Rd now the ring road has been completed to reduce traffic on Glenmore trail?
- Is there a thought to move the bike/walking path to the north side to make more room for another east bound lane?
- If you opened the emergency lane to go east from Lakeview then the long merge lane currently in use for this purpose would be available for a third lane for the Crowchild south traffic to spill into before the braiding.

As per the public request for input to the Glenmore Trail roadway/pathway future improvements, please find the following details/explanations that are supported by the four handwritten diagrams.

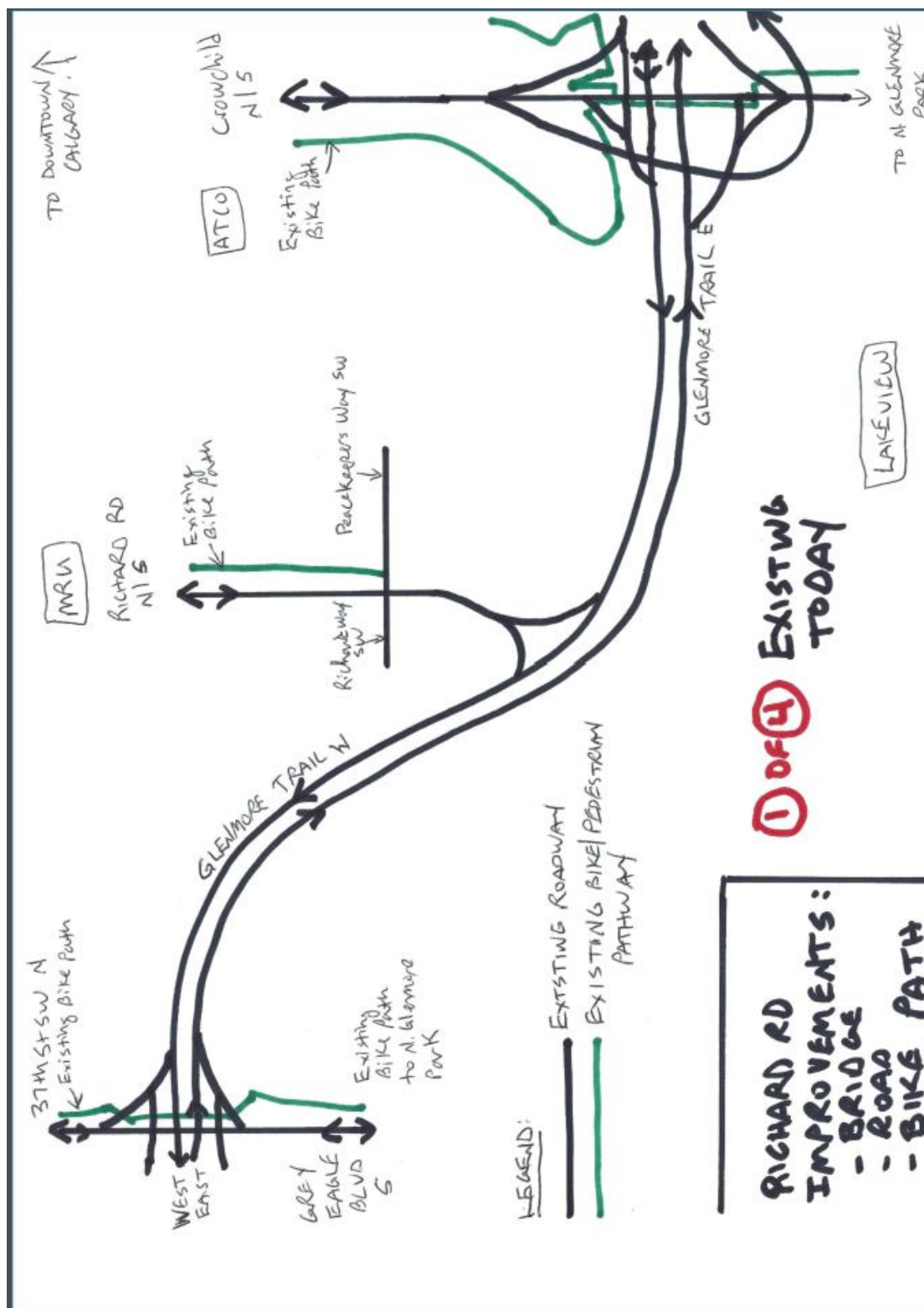
This option shown in the four diagrams will:

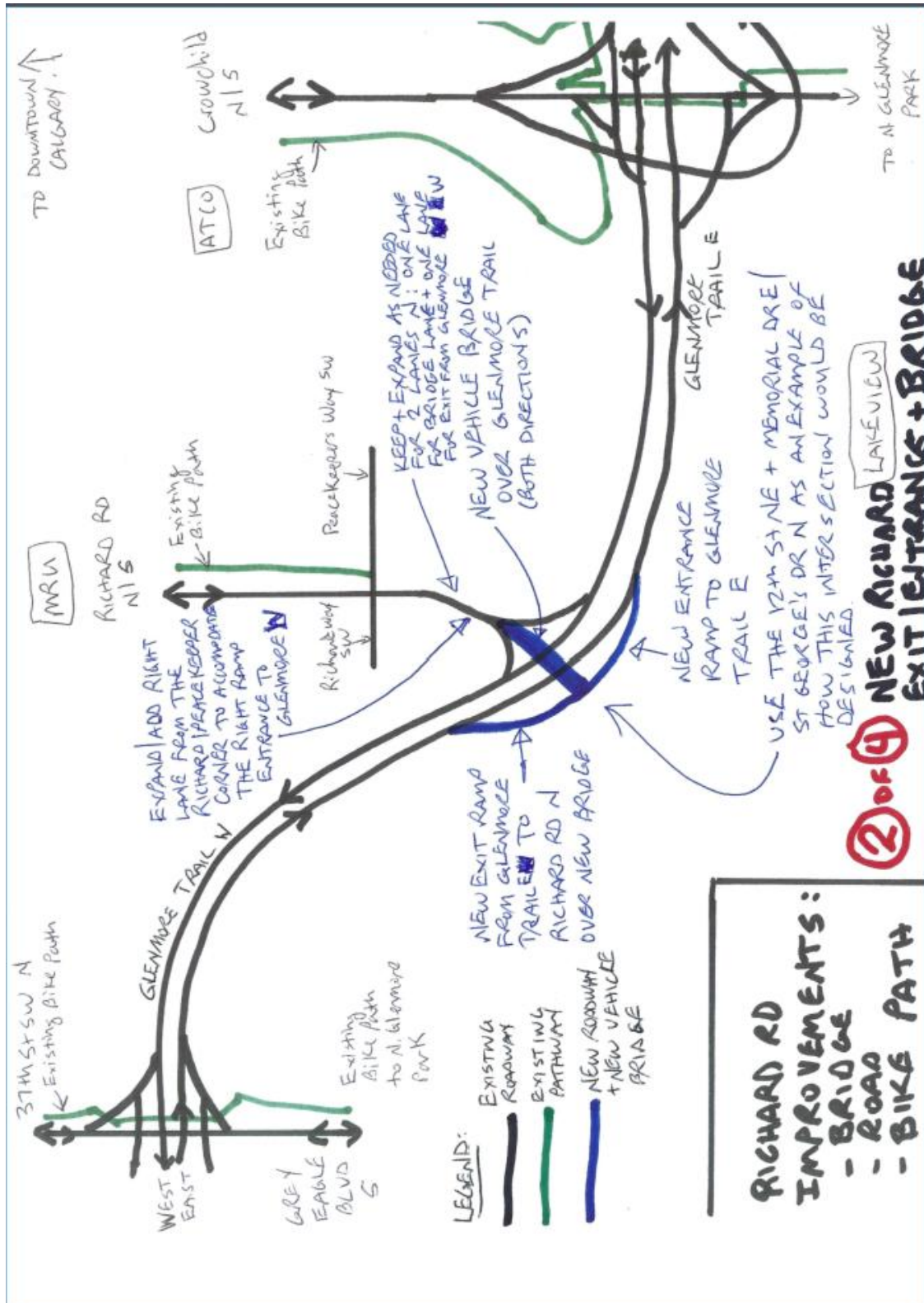
- Create an independent Richard Road exit from Glenmore Trail East. This will eliminate the need for these east bound Glenmore Trail drivers who want to enter Richard Road area to use the "U-Turn" route by exiting on the Crowchild North exit, jam up the left turn lanes at the control light to enter Crowchild Trail N and potentially jam up the left hand turn lane from Crowchild Trail N back onto the Glenmore Trail West ramp/roadway (especially if they don't get to the advance green in time) so they can exit on the Richard Road exit from Glenmore Trail West. This will reduce traffic volume and address safety issues around the Crowchild Trail bridge roadway that heads north. This will also reduce traffic congestion caused by these vehicles entering the Glenmore Trail West lanes as they interfere with existing Glenmore Trail West drivers who want the Richard Road exit lane.
- Create an independent Richard Road entrance on to Glenmore Trail East. This will eliminate the need for these destined east bound Glenmore Trail drivers to enter Crowchild Trail South off of Mt Royal Gate SW East/50th Ave East, which will assist in reducing the traffic volume on Crowchild Trail South heading to Glenmore Trail East.
- Expand the Pathway network to provide access to MRU and the N Glenmore Park by connecting to other existing Pathways. There are two Pathway options provided in the diagrams. One involves building a pedestrian/bike bridge. If a pedestrian/bike bridge is being built please make sure it is wide and can easily handle two bicycles passing each other in opposite directions. The current pathway bridge off of the 14th Street South flyover is not suitable and unsafe as is the narrow bridge across the Elbow River in the Weaselhead Flats Park. Please don't make that mistake (again) as pedestrian/bike safety is a must due to the increased volume using the Calgary Pathway network.

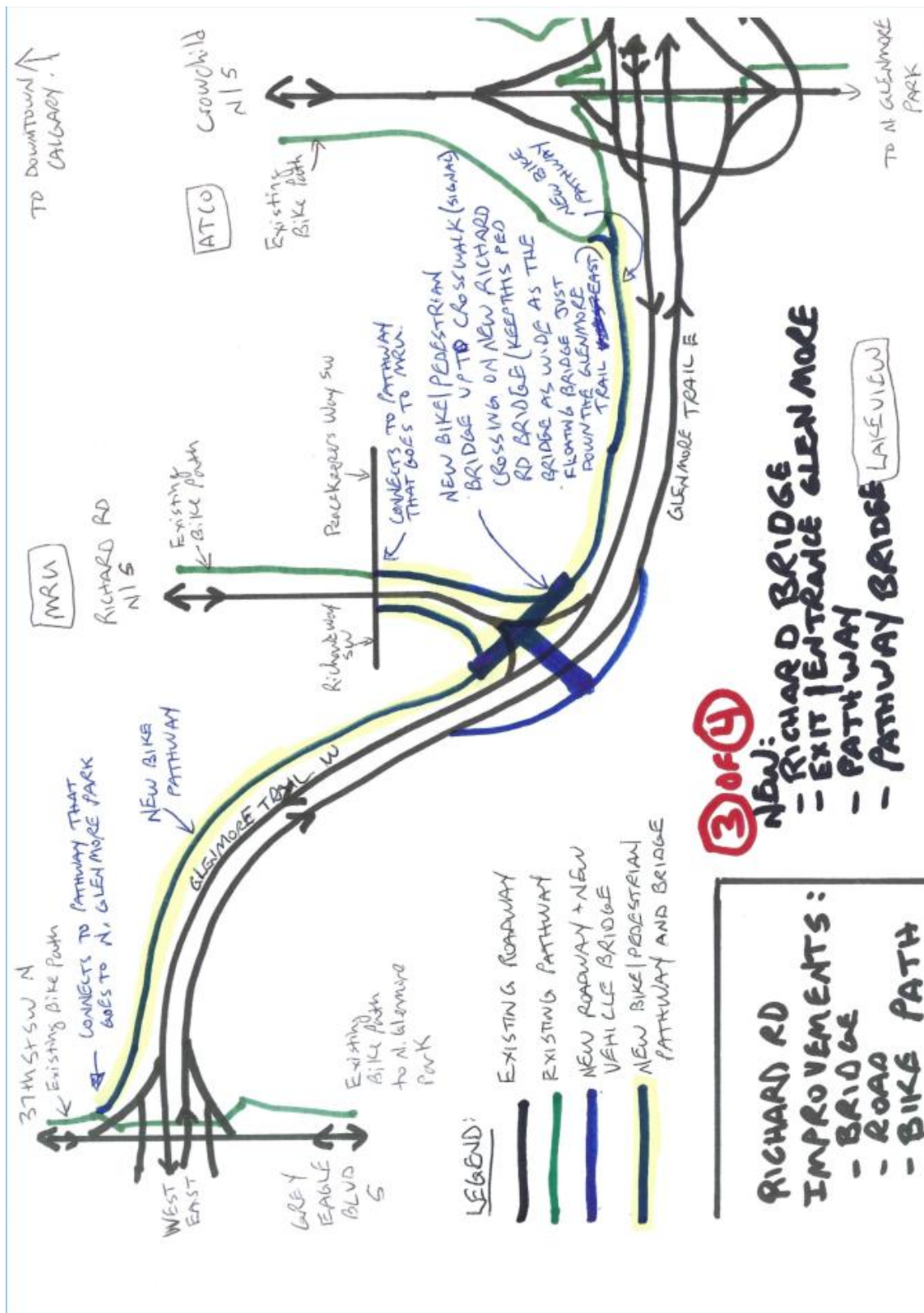
Hopefully what has been provided here is helpful input to your task. If you have any questions about what I have submitted and/or you are looking for anyone to join a feedback focus group in the future then let me know. As background, we have lived in the Altadore area for about 4 years now so we have a local interest in the Glenmore Trail upgrade solutions as we use both the roadways and pathways (walking and bicycle riding) extensively.

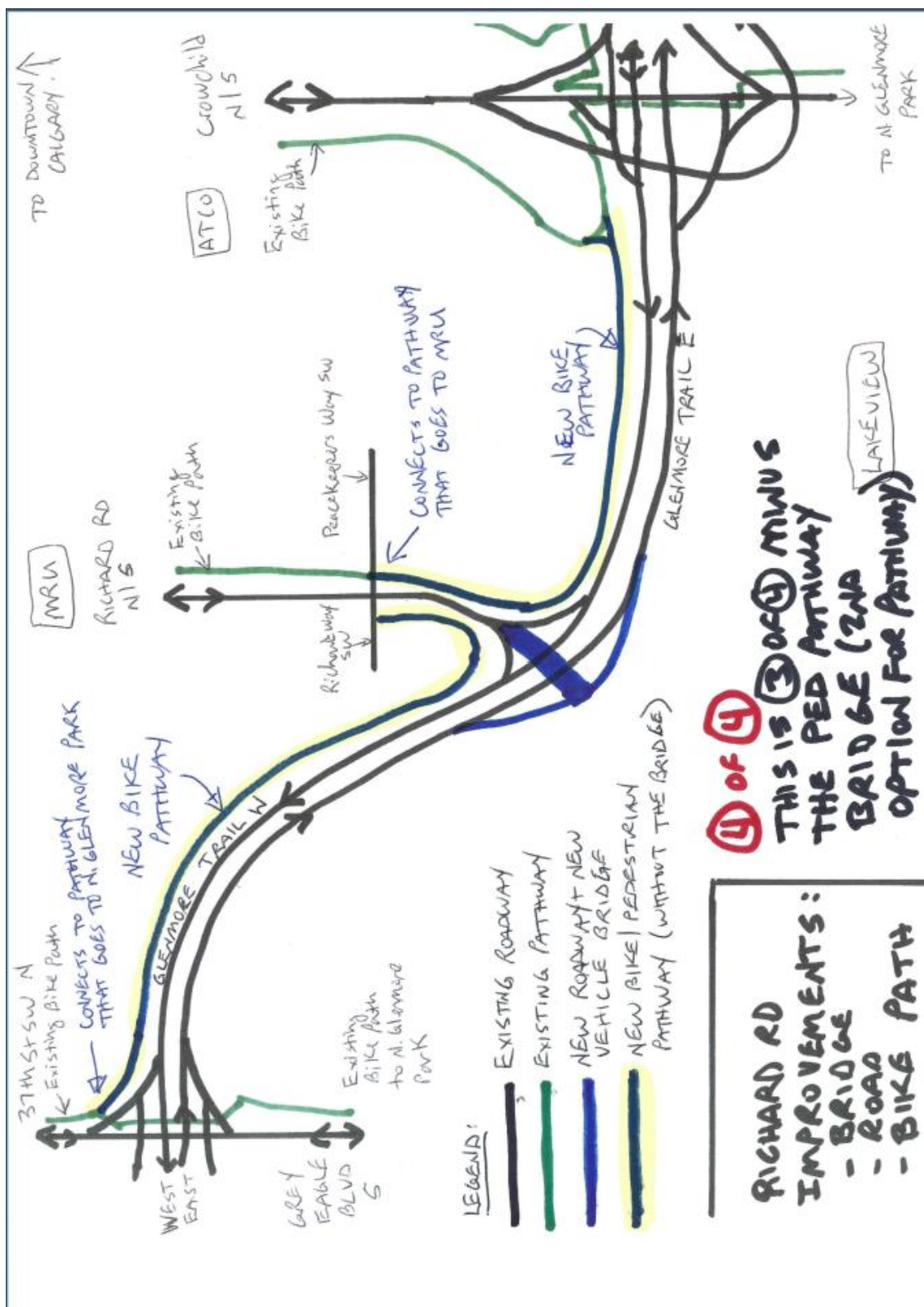
Attachments:

- 1 of 4: Existing Today
- 2 of 4: New Richard Road Exit/Entrance & Bridge
- 3 of 4: New Richard Road Exit/Entrance & Bridge Plus Pathway Extension & Bridge
- 4 of 4: This the Pathway Extension Shown in 3 of 4 Minus the Pedestrian/Bike Bridge









As per the public request for input to the Glenmore Trail roadway/pathway future improvements, please find the following details/explanations that are supported by the handwritten diagrams.

This option assumes:

- There will not be any widening of the existing Glenmore Trail East, including not building an additional bridge over the Glenmore Reservoir.
- If the Glenmore Trail East roadway was widened with the expectation it will alleviate the bottleneck between Crowchild Trail and 14th Street SW Exit from the Glenmore Trail East then a new bottleneck would be created down the road in the Elbow Dr SW and Macleod Trail SW area (just kicking the issue down the road – literally) as that roadway cannot be widened to accommodate an extra lane beyond what exists today.
- There needs to be 3 continuous lanes of roadway on Glenmore Trail East between Crowchild Trail South and Elbow Drive (and beyond) so that at least one lane of traffic (the left lane) entering Glenmore Trail East from the Crowchild South flyover does not need to merge left into the current two lanes but this lane still has the option to exit later onto the 14th Street SW S exit.

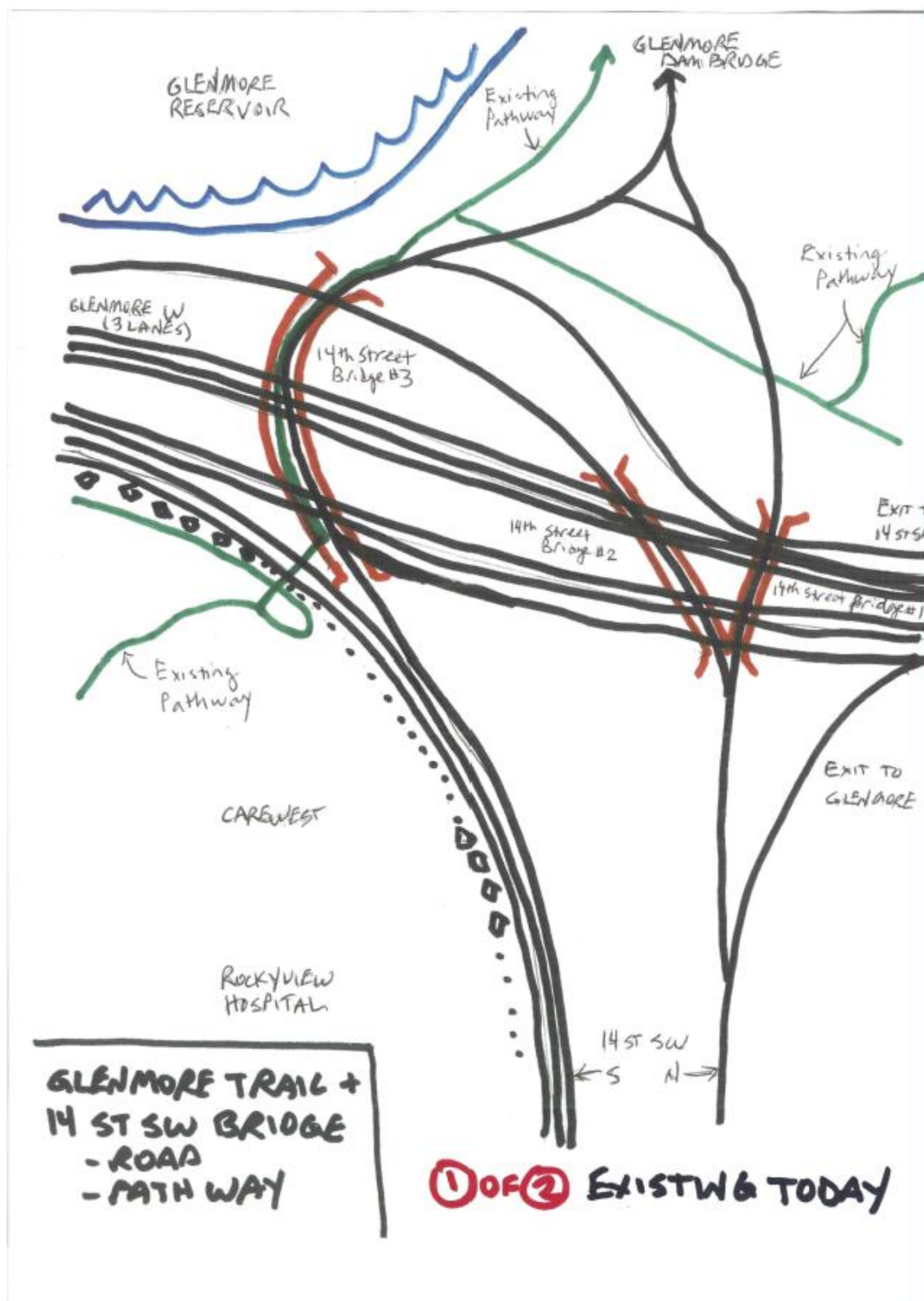
Option Explanation Using Diagram 2 of 2:

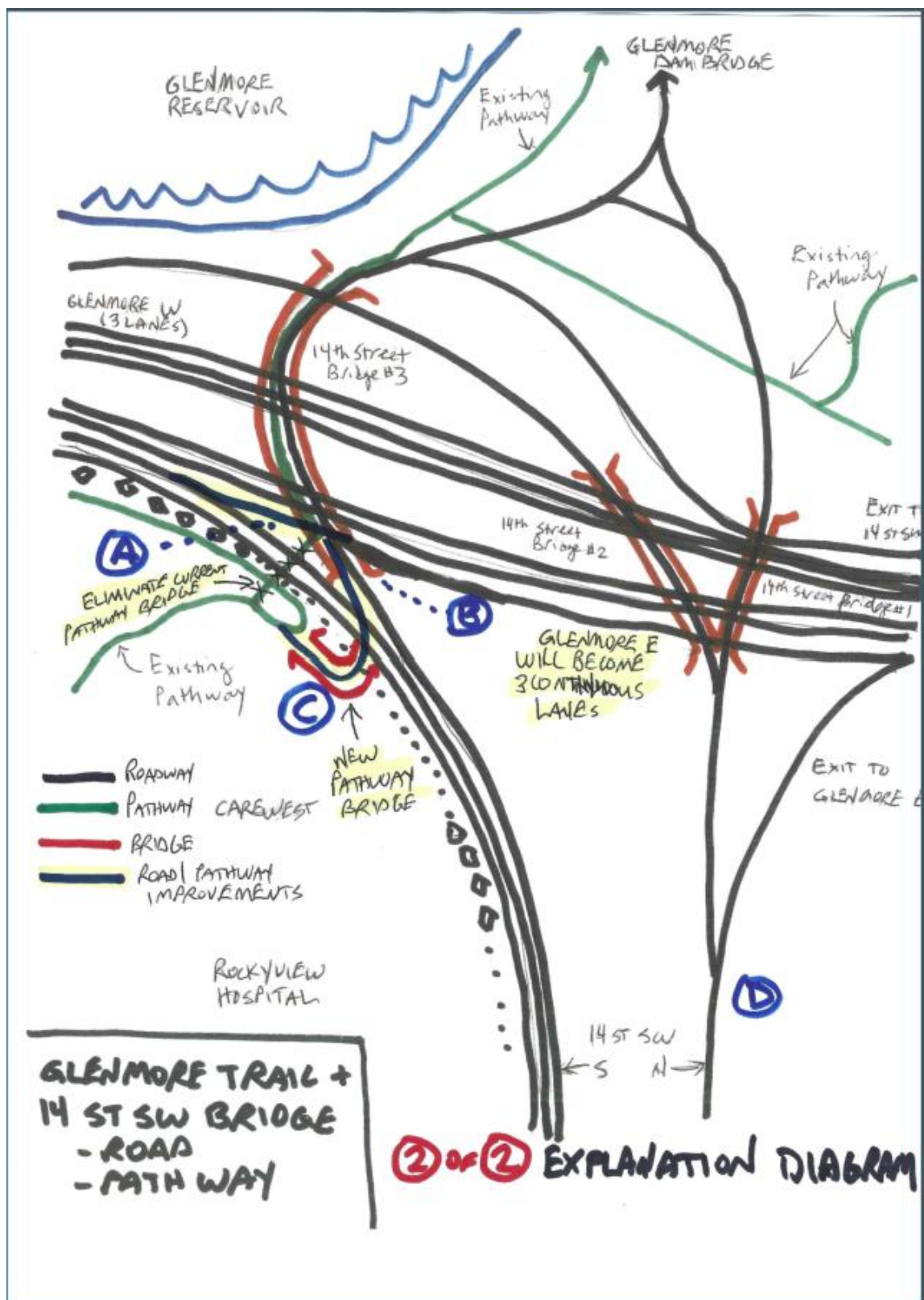
- See “A” on diagram. In order for the extra (new) Glenmore Trail East flow through lane (the “third lane”) to be created to alleviate the bottleneck, a portion of (or potentially all of) the 14th Street SW flyover Bridge #3 needs to be removed and replaced to provide the roadway space needed. This will also eliminate the current additional entrance to the Glenmore Trail East from 14th Street SW [See “B” on diagram]. There is already an existing entrance [See “D” on diagram] and there is no need for the Glenmore Dam to have its own entrance onto the Glenmore Trail East or for a Glenmore Trail “U-turn” from West to East.
- See “C” on diagram. The current pedestrian/bike bridge off of the 14th Street SW Bridge #3 is dangerous (as described earlier). What is drawn in Diagram 2 of 2 is a potential solution to eliminate the current unsafe sharp 90 degree corner and narrow bridge. This new pedestrian/bike bridge will continue to come off of the new 14th Street SW Bridge #3. Please make sure the new Pathway Bridge is wide and can easily handle two bicycles passing each other in opposite directions and do not make the same mistake made like the Weaselhead Flats Park narrow bridge across the Elbow River).

Hopefully what has been provided here is helpful input to your task. If you have any questions about what I have submitted and/or you are looking for anyone to join a feedback focus group in the future then let me know. As background, we have lived in the Altadore area for about 4 years now so we have a local interest in the Glenmore Trail upgrade solutions as we use both the roadways and pathways (walking and bicycle riding) extensively.

Attachments:

- 1 of 2: Existing Today
- 2 of 2: 14th Street Replacement Bridge & New Pathway Bridge Improvements



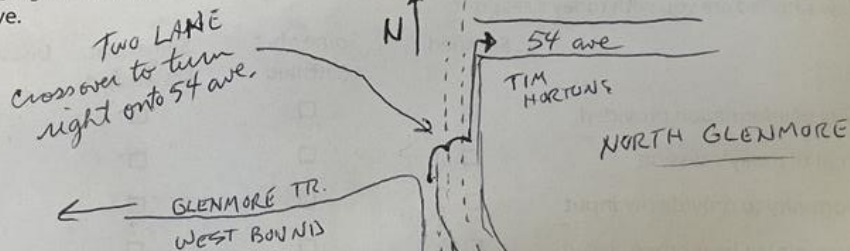


Comment Form

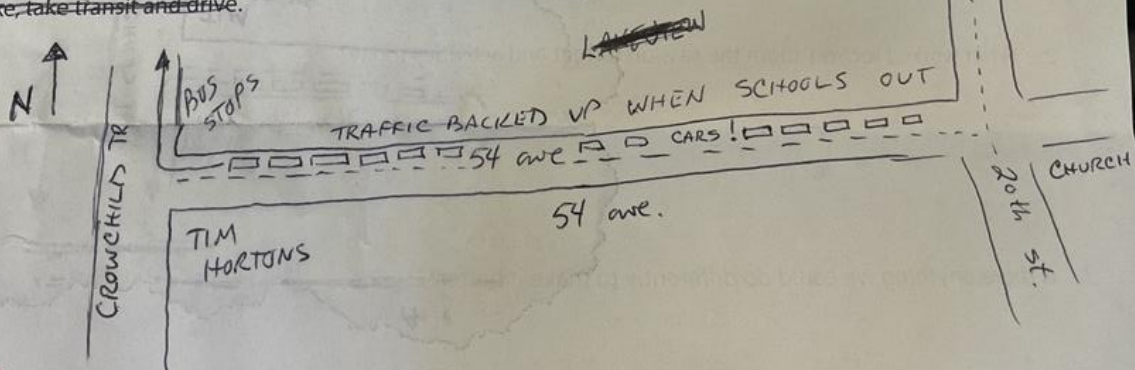
What are your ideas and concerns regarding Glenmore Trail between Richard Road and 14 Street S.W. and what are your ideas to improve it for people to walk, bike, take transit and drive? Share your feedback below.

Ideas and Issues →

- ① Describe your ideas regarding Glenmore Trail between Richard Road and 14 Street S.W. for people who walk, bike, take transit and drive.



- ② Describe your existing concerns regarding Glenmore Trail between Richard Road and 14 Street S.W. for people who walk, bike, take transit and drive.



Comment Form

What are your ideas and concerns regarding Glenmore Trail between Richard Road and 14 Street S.W. and what are your ideas to improve it for people to walk, bike, take transit and drive? Share your feedback below.

Ideas and Issues →

1. Describe your ideas regarding Glenmore Trail between Richard Road and 14 Street S.W. for people who walk, bike, take transit and drive.

