Welcome

West View Interchange Functional Planning Study

Project Objectives:

- Plan for a new interchange connection along Highway 1/TransCanada Highway located east of Old Banff Coach Road and west of the neighbourhoods of Valley Ridge and Crestmont incorporating all modes of transportation.
- The new interchange will provide access to new and existing residential neighbourhoods within the West View Area Structure Plan.
- Incorporate safety and best practices considering all travel modes in the study area.
- The interchange location and general configuration have been agreed to in previous studies and plans, such as the West View Area Structure Plan.
- The functional planning study is an important step in ensuring that the supporting infrastructure is approved to support future neighbourhood development.

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Functional Planning Study

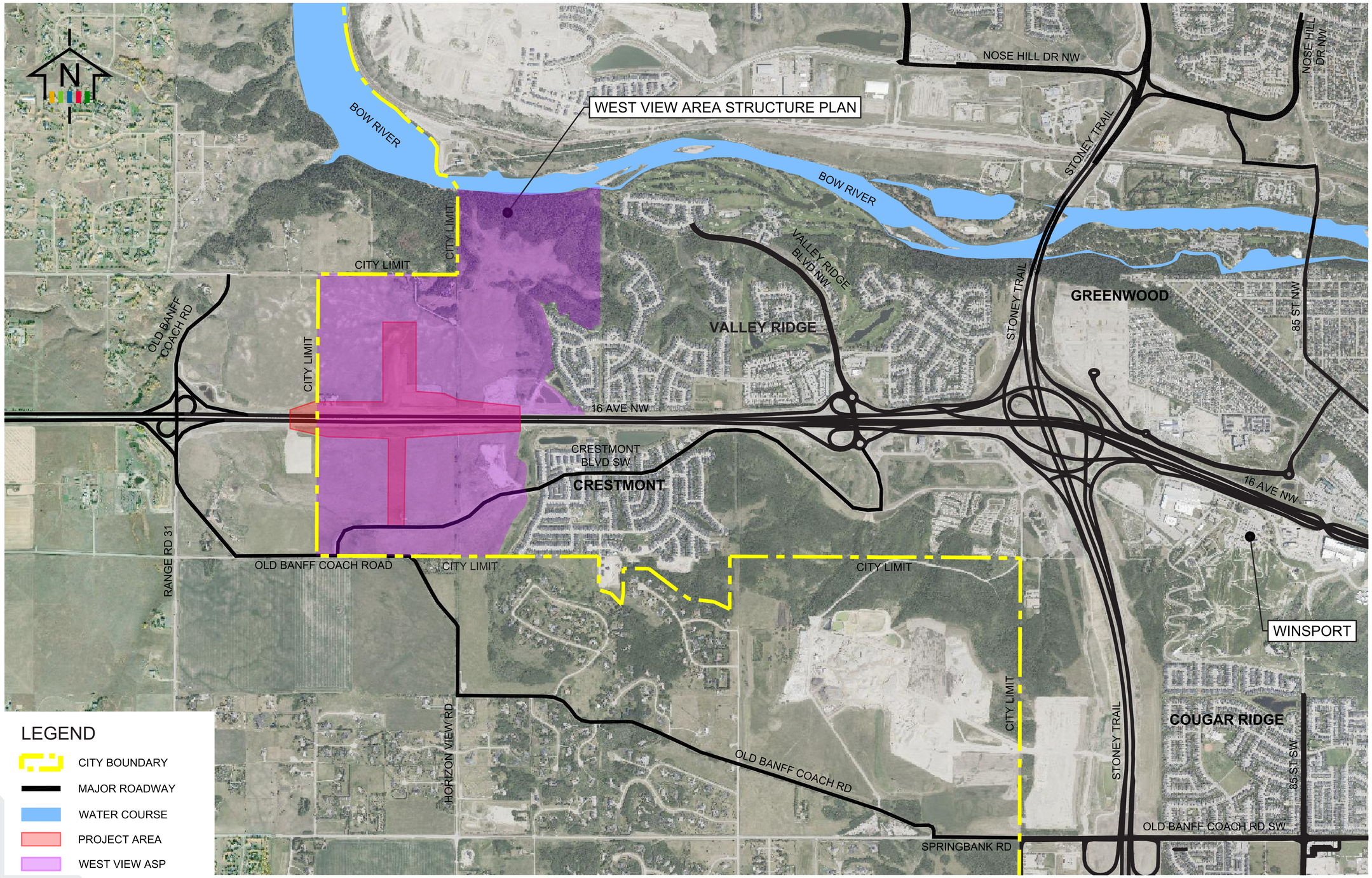
A Functional Planning Study (FPS) is an early-stage planning document to provide recommendations about the future design of transportation infrastructure.

FPS Quick Facts

- The primary purpose is to look into the future, identify the land required for infrastructure and develop an estimated cost.
- These plans look at future transportation requirements to support area connectivity.
- An FPS is concluded with a final recommended plan. Recommended plans are often unfunded with no fixed dates for construction.
- Recommendations from studies enable funding discussions along with other infrastructure to support the approved future communities and enhance connectivity to existing communities.
- Most recommended plans are estimated to be implemented in 10 to 30 years but can be implemented sooner or later depending on market conditions and ability to secure funding.

Study Overview

WEST VIEW INTERCHANGE
FUNCTIONAL PLANNING STUDY



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Study Process

WEST VIEW INTERCHANGE
FUNCTIONAL PLANNING STUDY

PHASE 1

SPRING 2024

- Gather and review available project information
- Conduct existing conditions studies
- Discover ideas, opportunities, challenges and develop evaluation criteria for the study area

PHASE 2

SUMMER/FALL 2024

- Develop design concepts and conduct preliminary / initial evaluation
- Explore potential concepts and evaluation results with interest holders
- Review interest holders and public feedback

WE ARE HERE

PHASE 3

FALL 2024/SUMMER 2025

- Final review and evaluation
- Develop preferred study area plan
- Present preferred plan to interest holders
- Review feedback and refine plan
- Final plan for approval
- Post final plan online

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Project Background

Melcor Developments and Qualico Communities have partnered with The City of Calgary, Rocky View County, Alberta Transportation and Economic Corridors to develop a functional plan for a new interchange connection along Highway 1/TransCanada Highway located east of Old Banff Coach Road and west of the neighbourhoods of Valley Ridge and Crestmont incorporating all modes of transportation.

The new interchange will provide access to new residential neighbourhoods west of Valley Ridge and Crestmont as well as serve existing communities. These new neighbourhoods were approved as part of the West View Area Structure Plan.

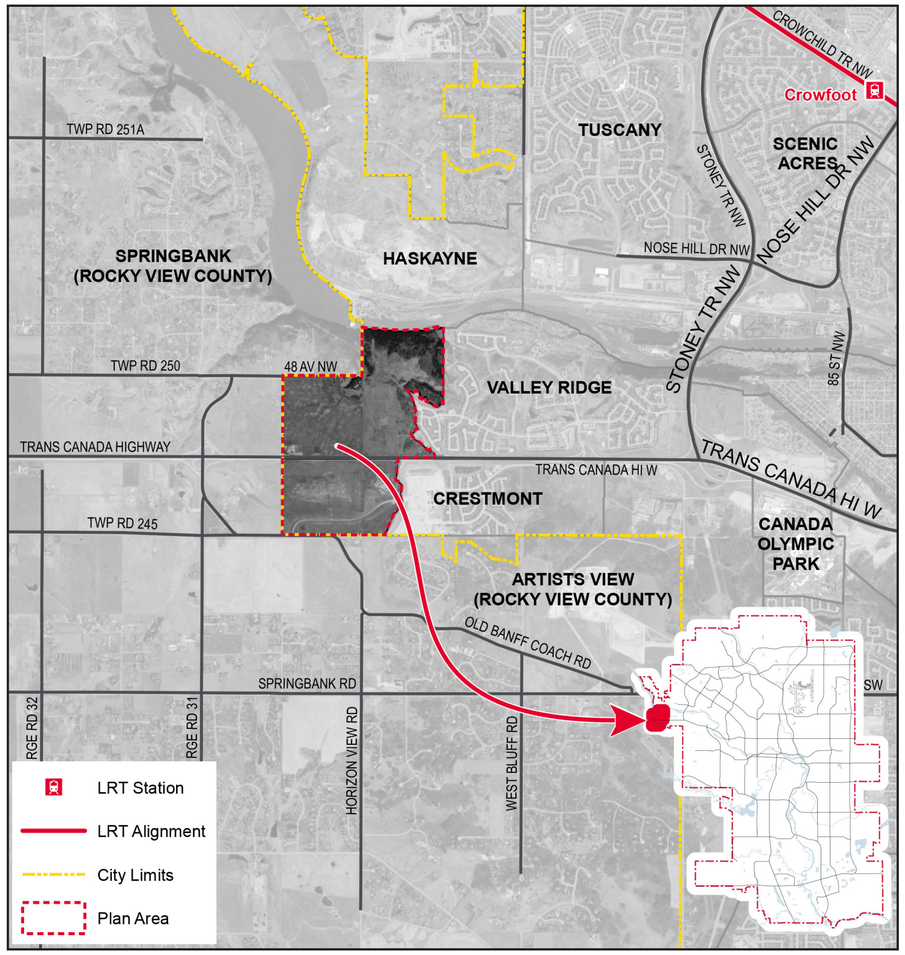
Using technical analysis in Phase 1 and 2, we have developed options to share with the public for review and feedback in Phase 2.

Feedback gathered in Phase 2, along with technical requirements, best practices, area plans and policies, and budget will be used to develop the recommended plan.

West View Area Structure Plan (ASP) highlights:

WEST VIEW INTERCHANGE
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- The West View Half Interchange will support access to the new residential neighbourhoods west of Crestmont and Valley Ridge that were approved by The City of Calgary as part of the West View ASP.
- The West View Half Interchange will be an important north-south connection along Highway 1/TransCanada Highway east of Old Banff Coach Road through the West View ASP area.
- Direct and convenient connectivity for pedestrians and cyclists within the ASP area will be supported by existing and planned regional / local trails, pathways, sidewalks, and other features.
- A half interchange concept was completed as part of the ASP process to support access to the future community of West View. It received "Approval in Principle" status from Transportation and Economic Corridors.
- This functional planning project is the next step towards finalizing requirements for the interchange.
- For more information about the West View ASP, visit: **engage.calgary.ca/westview**



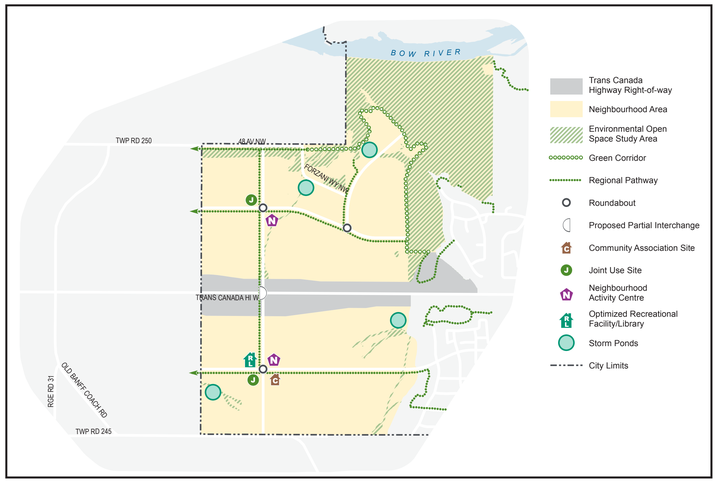
ASP AREA MAP

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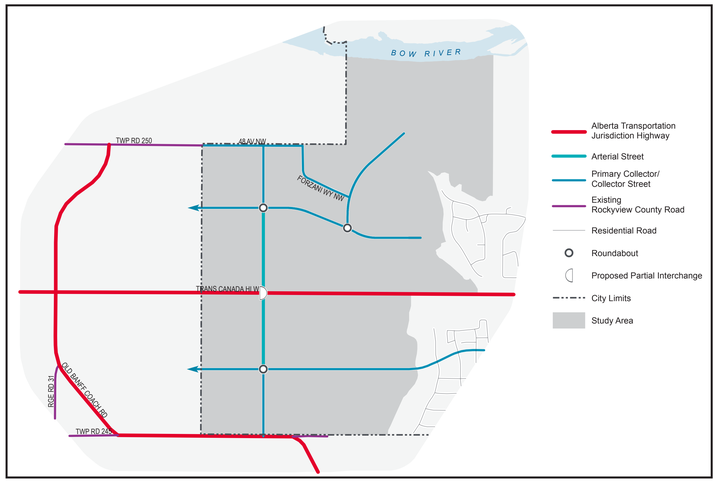
West View Area Structure Plan (ASP) highlights:

Based on the West View ASP, the following maps detail the land use concept, street network, regional pathway, and transit network plans for the West View area.

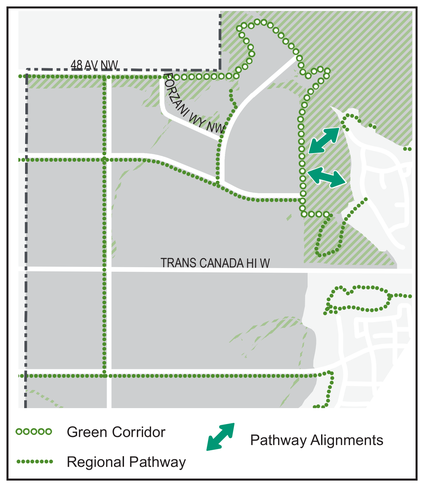
LAND USE CONCEPT



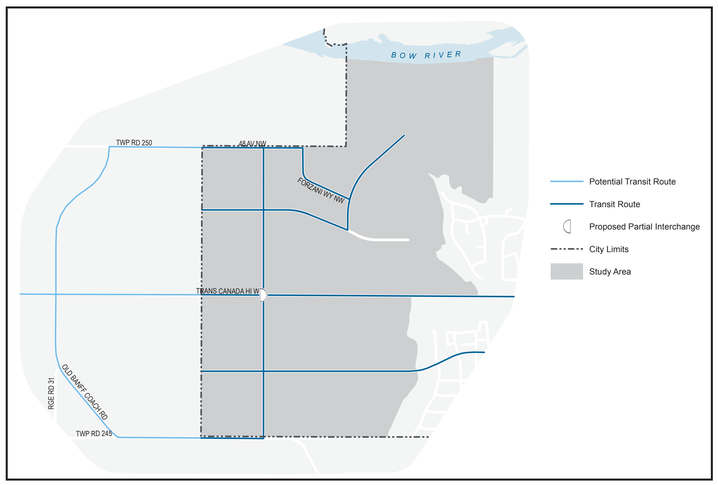
STREET NETWORK



REGIONAL PATHWAY

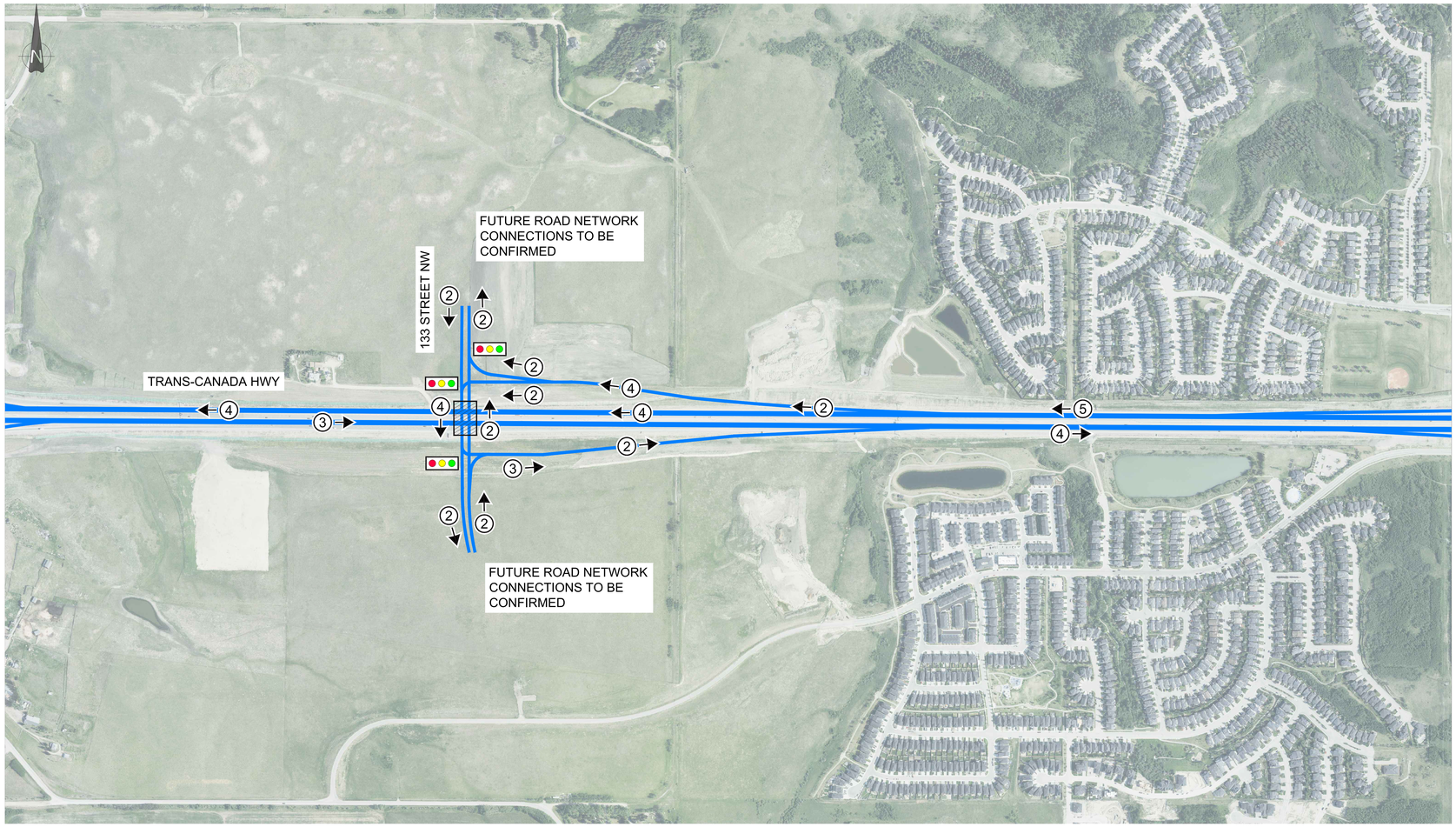


TRANSIT NETWORK



Option 1

Half Diamond Interchange with Signals



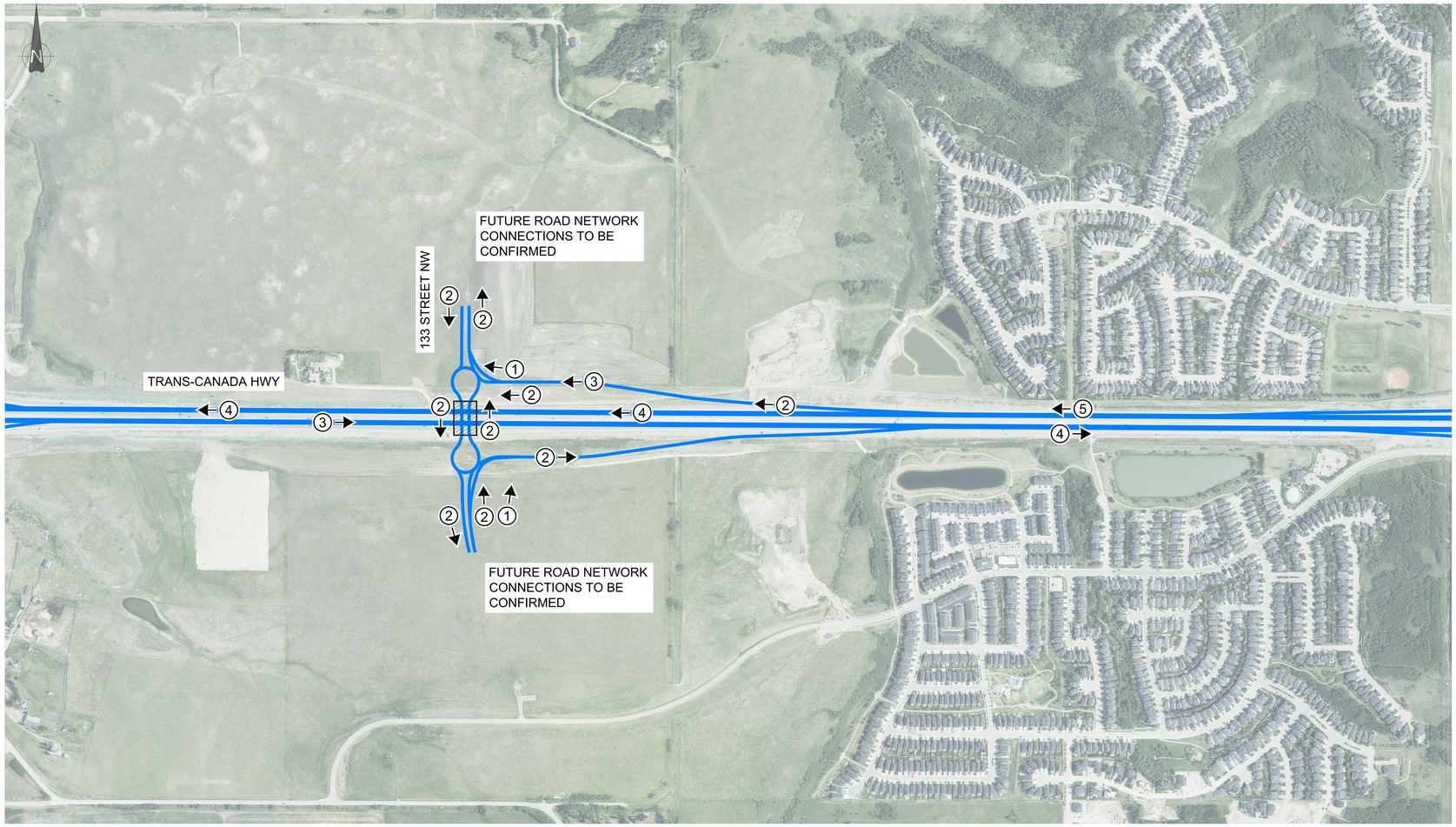
- Signals at the interchange junction
- 6-lane bridge (2 NB, 2 SB, and 2 SB-EB left turn lanes)
- Option requires the least amount of land
- All transportation modes safely accommodated with pathways on either side along 133 Street NW, including across the Trans-Canada Highway

Note: All four options accommodate the projected traffic volumes that will be generated.
NB=Northbound SB=Southbound EB=Eastbound

Option 2

WEST VIEW INTERCHANGE
FUNCTIONAL PLANNING STUDY

Half Diamond Interchange with Roundabouts

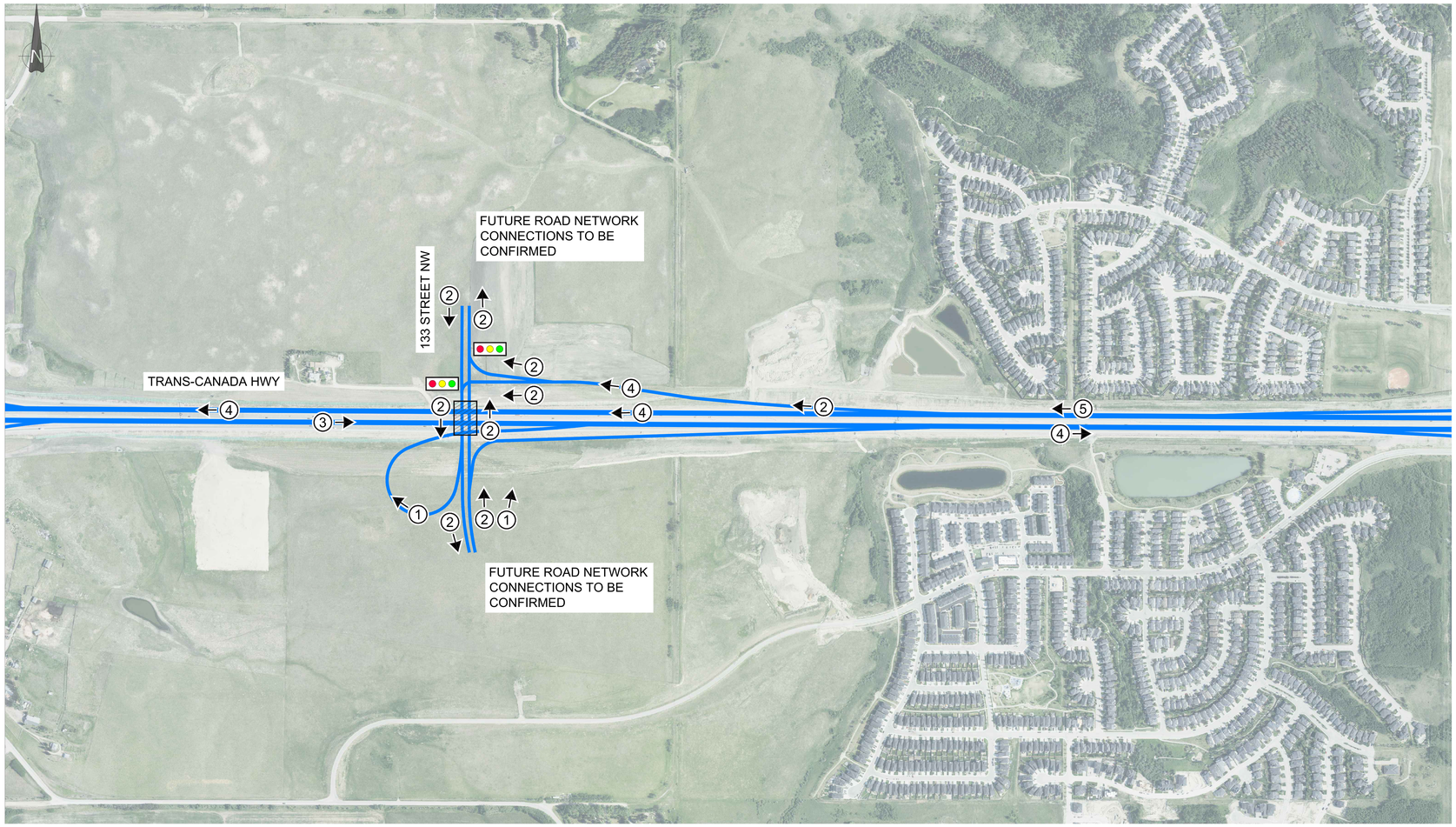


- Roundabouts at the interchange junctions
- 4-lane bridge (2 NB and 2 SB lanes)
- More land required than signals option
- All transportation modes safely accommodated with pathways on either side along 133 Street NW, including across the Trans-Canada Highway

Note: All four options accommodate the projected traffic volumes that will be generated.
NB=Northbound SB=Southbound

Option 3A

Loop Ramp with Signals



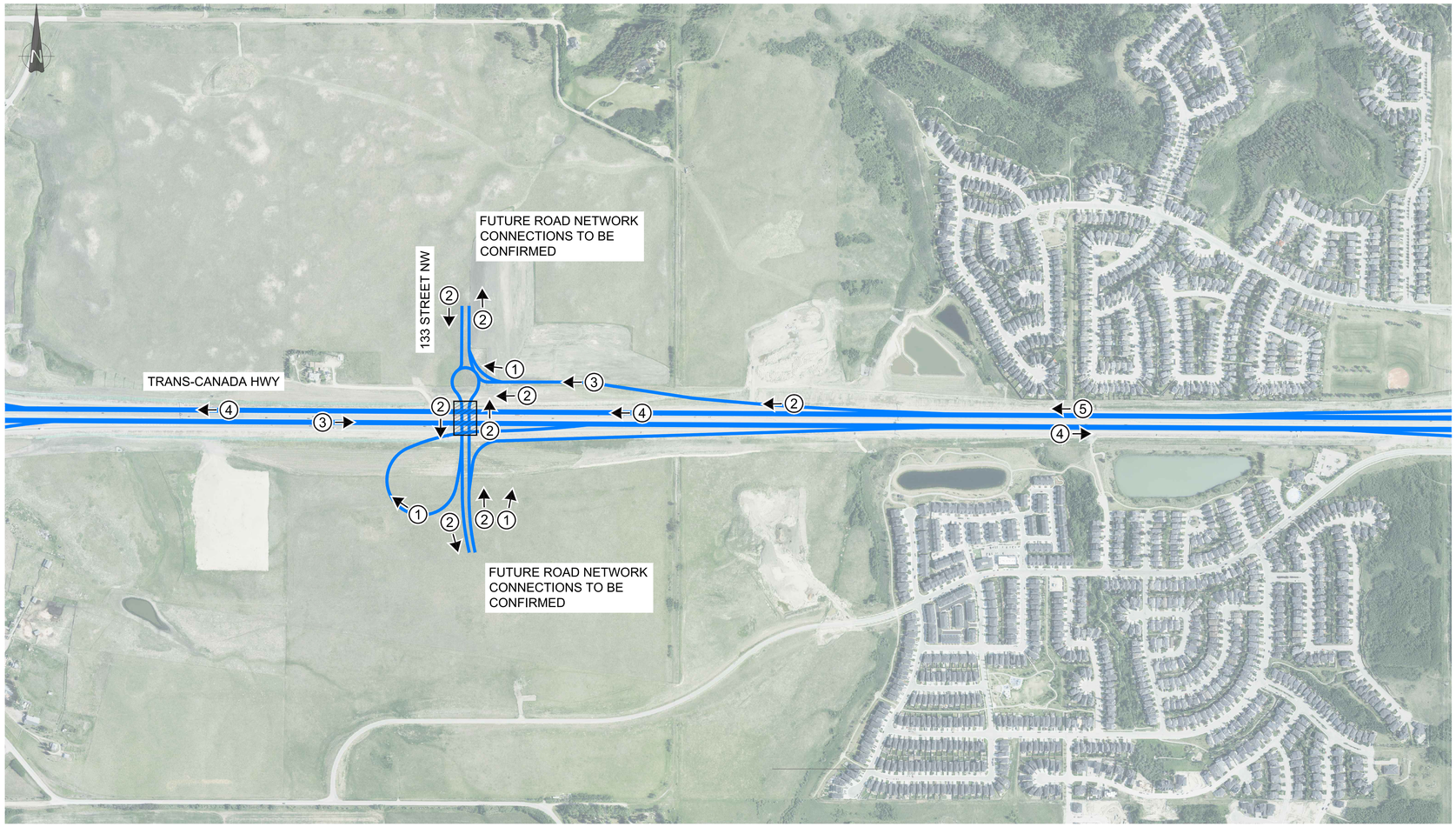
- Only one signalized intersection
- 4-lane bridge (2 NB and SB lanes)
- All transportation modes safely accommodated with pathways on either side along 133 Street NW, including across the Trans-Canada Highway but considered less safe than options 1 and 2
- A longer bridge is required
- More land is required for the loop ramp in the SW corner

Note: All four options accommodate the projected traffic volumes that will be generated.
NB=Northbound SB=Southbound EB=Eastbound

Option 3B

WEST VIEW INTERCHANGE
FUNCTIONAL PLANNING STUDY

Loop Ramp with Roundabout

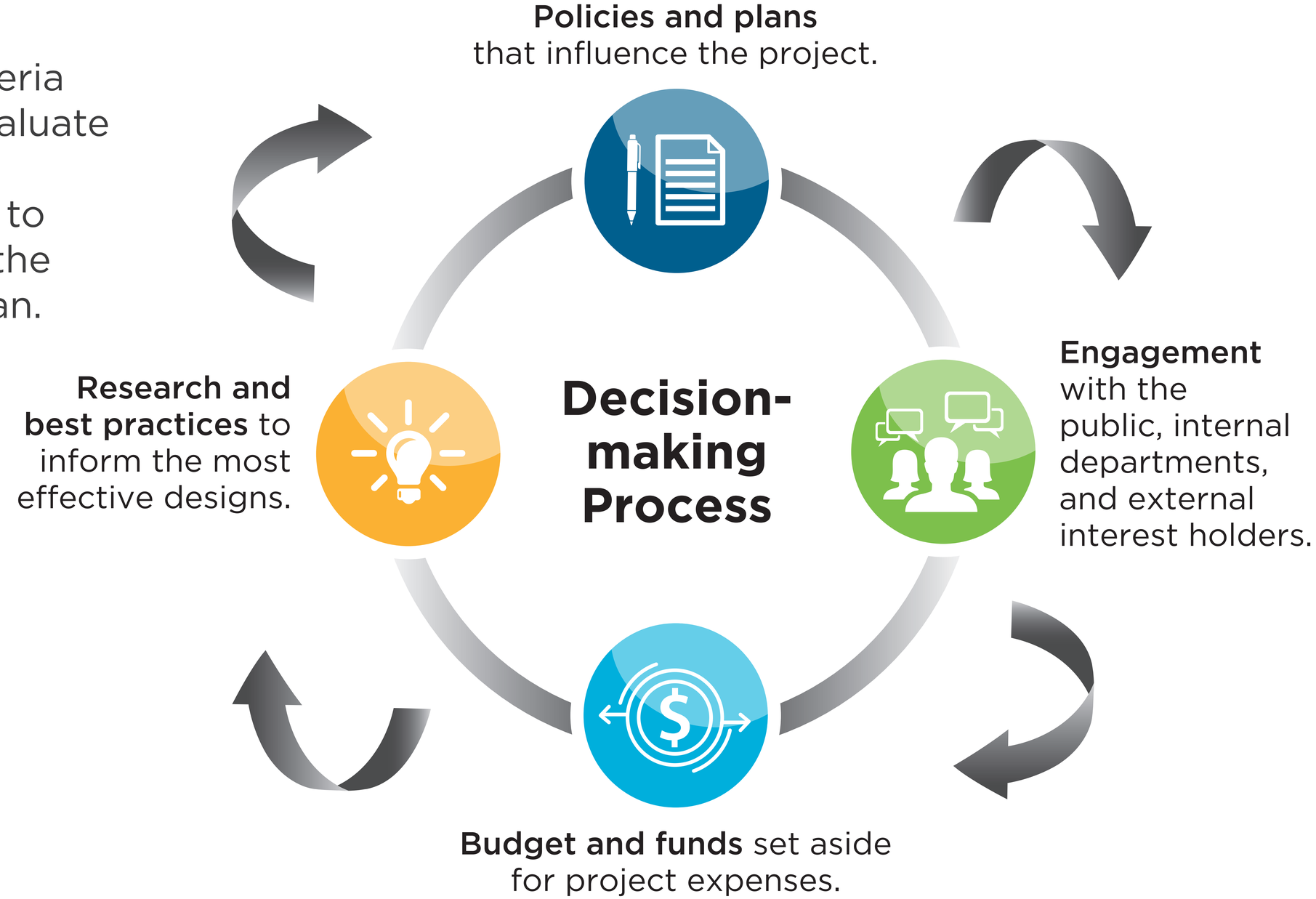


- Similar to option 3A but the one intersection has a roundabout instead of signals
- 4-lane bridge (2 NB and SB lanes)
- All transportation modes safely accommodated with pathways on either side along 133 Street NW, including across the Trans-Canada Highway but considered less safe than options 1 and 2
- A longer bridge is required
- More land is required for the loop ramp in the SW corner

Note: All four options accommodate the projected traffic volumes that will be generated.
NB=Northbound SB=Southbound EB=Eastbound

Evaluation Process

The following criteria will be used to evaluate the options and support the team to select and refine the recommended plan.



Next Steps

WEST VIEW INTERCHANGE
FUNCTIONAL PLANNING STUDY

Phase 1 and 2

Develop and analyze concepts

Summer to Fall 2024

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- Public Open House on September 17, 2024 from 5 to 7 p.m.
- Online Engagement – September 9-23, 2024 at **engage.calgary.ca/westview** or scan the QR code

SCAN ME

Phase 3

Presentation of the recommended plan

January 2025

How will public feedback be used?

The project team will prepare a What We Heard report summarizing all feedback following Phase 2 public engagement. Your input will help us develop the recommended plan for the West View interchange functional planning study.

For ongoing project updates or more information, visit **engage.calgary.ca/westview** or email **info@islengineering.com**

Thank you for your interest.

Please take a moment to provide your feedback at the open house event or online. Your feedback will help us develop the recommended plan and improve our future engagement.

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