Welcome

West View Half Interchange Functional Planning Study

Project objectives:

- Plan for a new half interchange connection along Highway 1/Trans Canada 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 half 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.

Why are we doing this work?

- The half 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

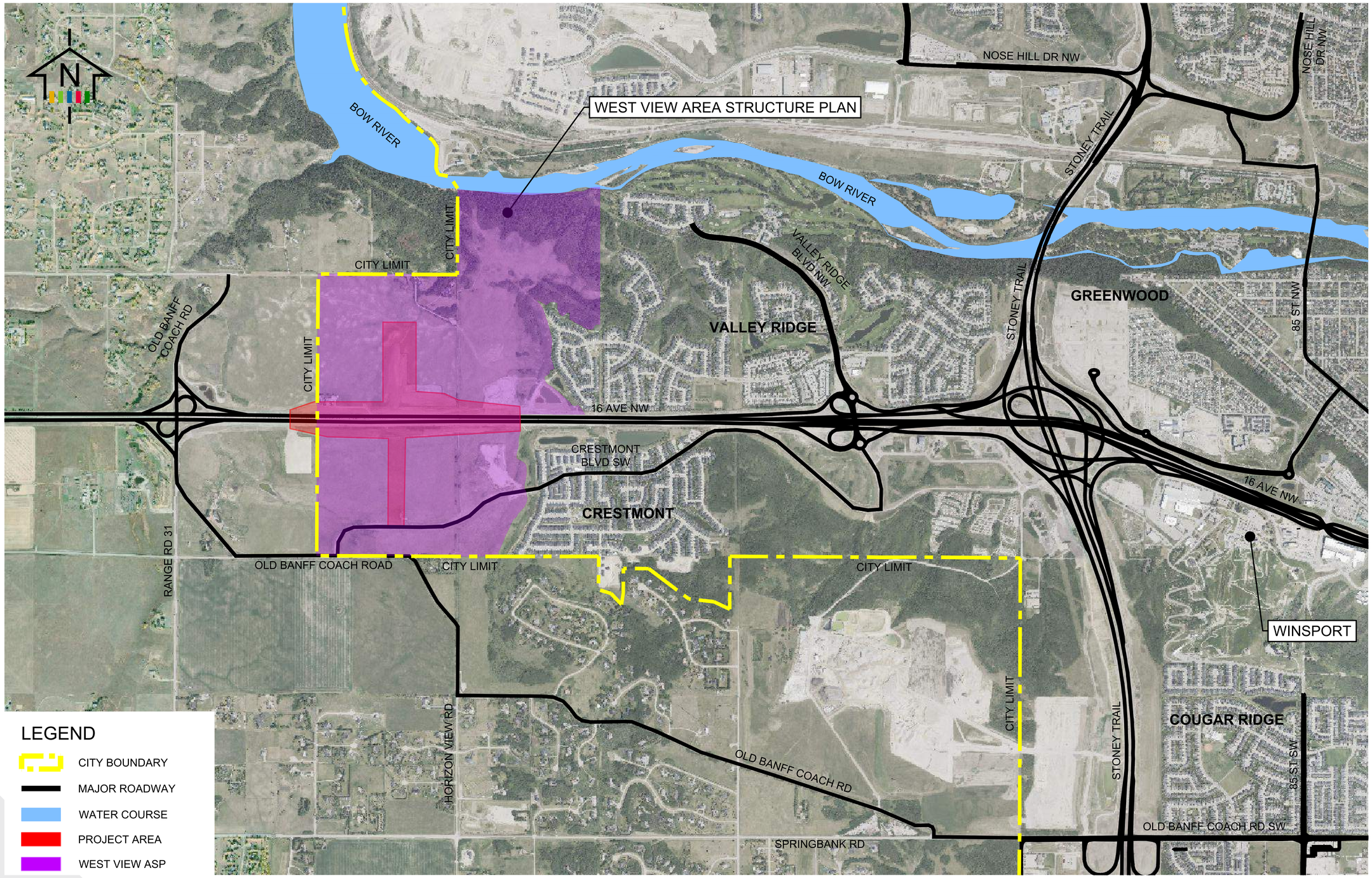
A Functional Planning Study (FPS) is an early-stage planning document to provide recommendations about the future design of transportation infrastructure.

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 HALF INTERCHANGE
FUNCTIONAL PLANNING STUDY



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Study Process

WEST VIEW HALF INTERCHANGE
FUNCTIONAL PLANNING STUDY

PHASE 1

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

PHASE 2

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

PHASE 3

- 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 half interchange connection along Highway 1/Trans Canada Highway. The new half interchange will be located east of Old Banff Coach Road and west of the neighbourhoods of Valley Ridge and Crestmont incorporating all modes of transportation.

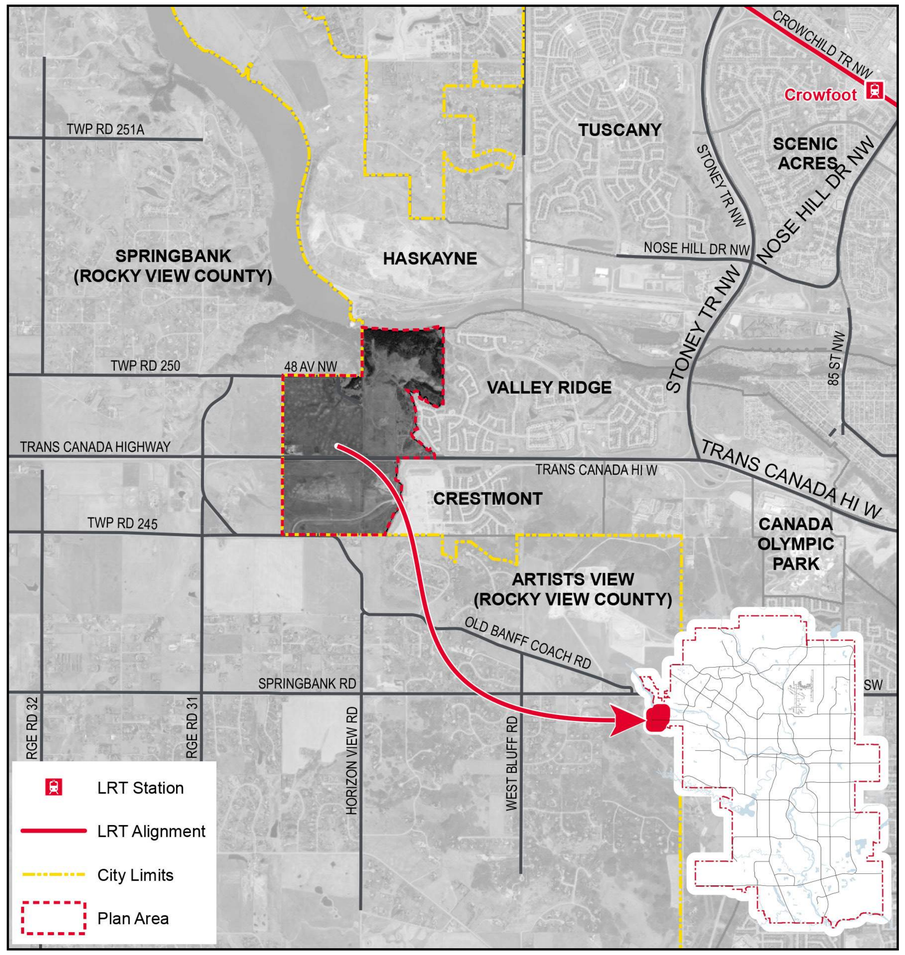
The new half interchange will provide access to new residential neighbourhoods planned for west of Valley Ridge and Crestmont as well as serve existing communities. These new neighbourhoods were approved as part of the West View Area Structure Plan.

Feedback gathered in this round of engagement, along with technical requirements, best practices, area plans and policies, and budget, will be used to develop and finalize the recommended plan.

West View Area Structure Plan (ASP) highlights:

WEST VIEW HALF INTERCHANGE
FUNCTIONAL PLANNING STUDY

- 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/Trans Canada 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 Alberta Transportation and Economic Corridors.
- This functional planning project is the next step towards finalizing requirements for the half interchange.
- For more information about the West View ASP, visit: **engage.calgary.ca/westview**

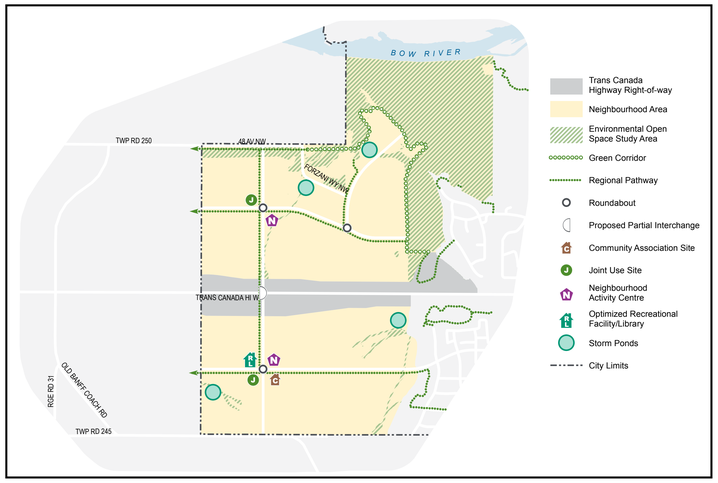


ASP AREA MAP

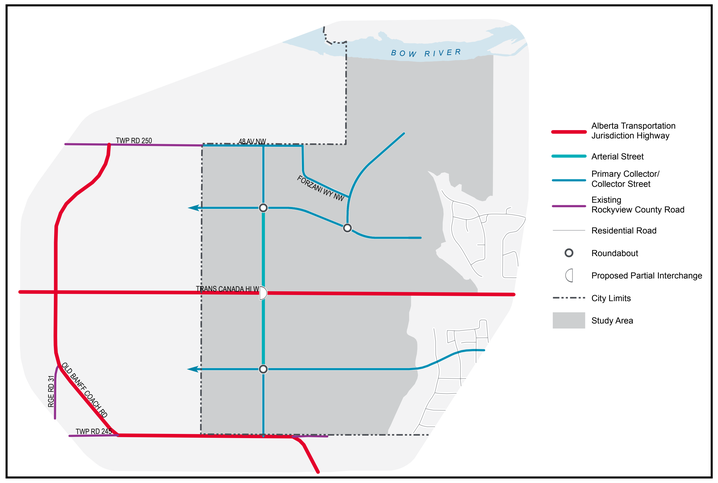
West View Area Structure Plan (ASP) highlights:

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.

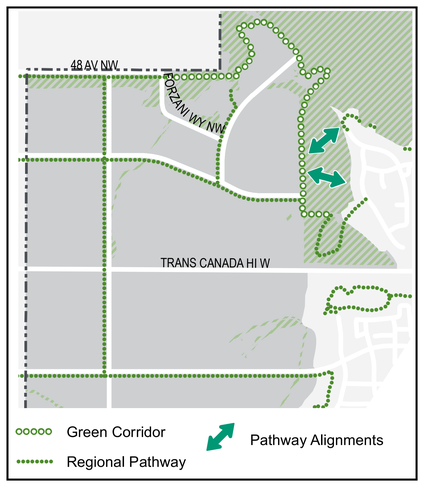
LAND USE CONCEPT



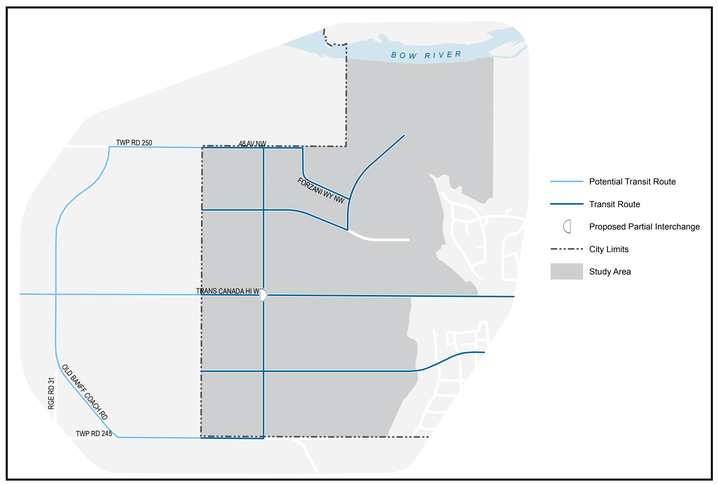
STREET NETWORK



REGIONAL PATHWAY



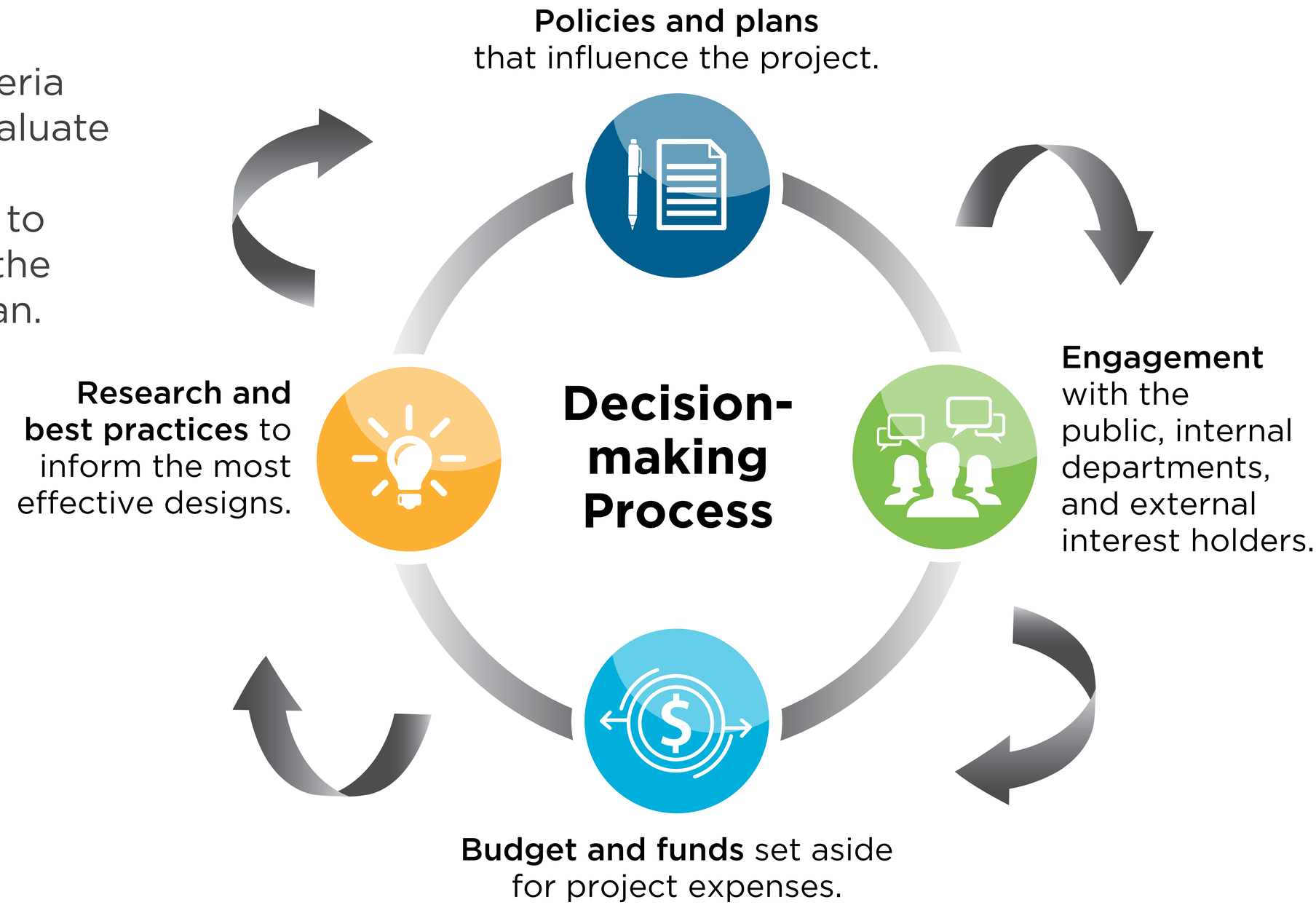
TRANSIT NETWORK



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Evaluation Process

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



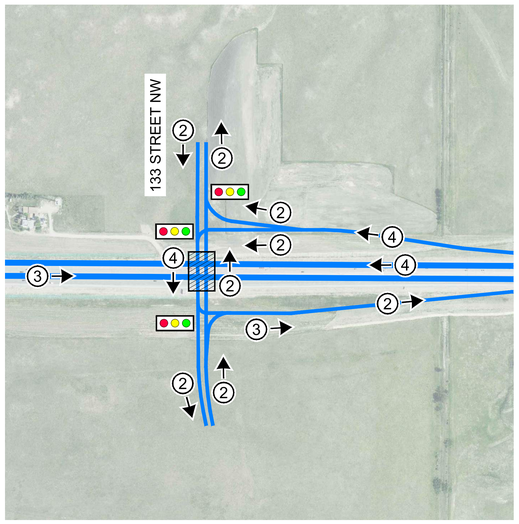
What We Shared in Round 1 Engagement

WEST VIEW HALF INTERCHANGE
FUNCTIONAL PLANNING STUDY

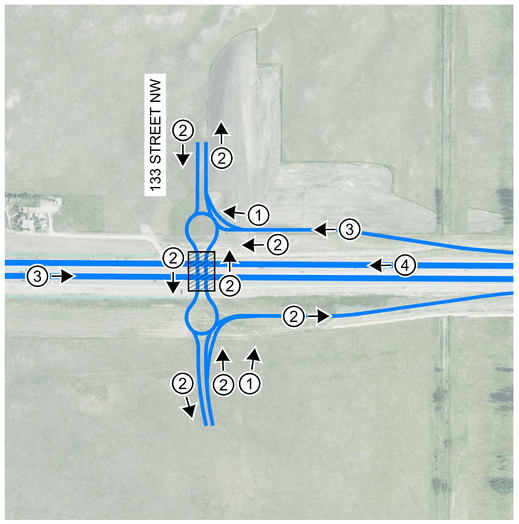
In round 1 of engagement (September 2024), we shared the following four options for the half interchange:

- **Option 1 -** half diamond interchange with signals
- **Option 2 -** half diamond interchange with roundabouts
- **Option 3A -** half interchange with loop ramp and a signalized intersection
- **Option 3B -** half Interchange with loop ramp and a roundabout

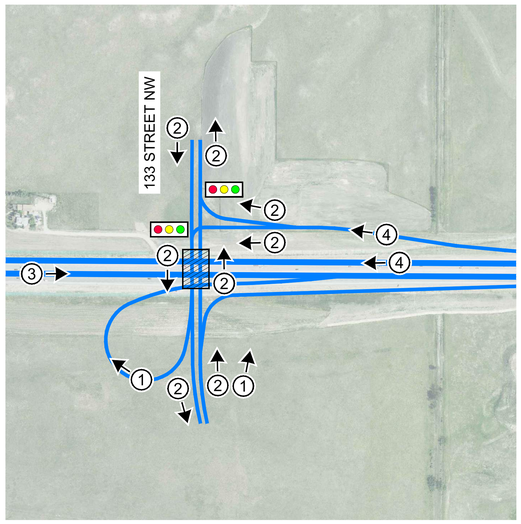
OPTION 1



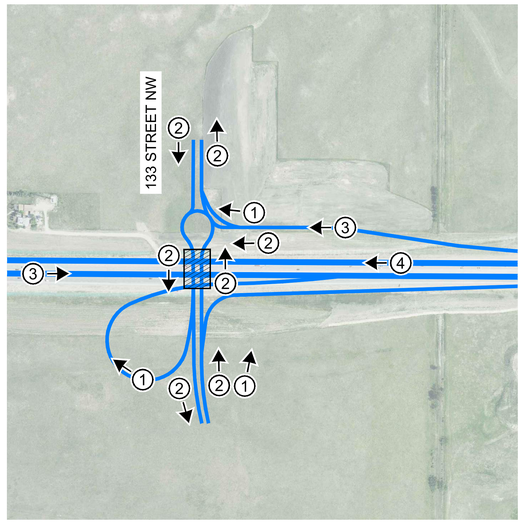
OPTION 2



OPTION 3A



OPTION 3B



What We Heard in Round 1 Engagement

WEST VIEW HALF INTERCHANGE
FUNCTIONAL PLANNING STUDY

Most people were generally positive and had questions about the interchange project. There were a small number of people responding to the survey who were not supportive of the interchange project. Many of the public's questions and concerns were addressed through conversations and responses provided at the in-person open house.

The full engagement report can be found on the project webpage at: **engage.calgary.ca/westview**.
The following is a summary of what people liked and what could be improved upon for the design options.

Most people preferred the roundabout Option 2 over Option 1 with the signalized intersections. Overall, people were:

- Concerned that signals would cause congestion
- Concerned about navigating and driving through roundabouts however others were not concerned
- Not in favour of signalized intersection in Option 3A
- Somewhat in favour Option 3B with the roundabout design
- Concerned the loop ramp would take away unnecessary land

Accessibility

- Many were concerned about access to the interchange onto Trans Canada Highway to and from the west
- Some asked about the opportunities for shared-use pathways between existing communities and the West View community along the new half interchange

Traffic Flow and Construction

- Some thought that there were too many interchanges along Trans Canada Highway, impacting traffic flow
- A few suggested that merge lanes be added to help with traffic flow
- People noted the interchange along Old Banff Coach Road/ Range Rd. 31 could be used to access Trans Canada Highway
- With many other projects in the area, some expressed construction fatigue
- Others were concerned that construction traffic for the new communities and half interchange would divert to Crestmont Blvd, causing congestion in their community

Other Considerations

- A few wanted more information about stormwater management and impacts on utilities
- A few were concerned about noise pollution and the impact on visuals from building a new half interchange

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Options Evaluation

WEST VIEW HALF INTERCHANGE
FUNCTIONAL PLANNING STUDY

The project team used a Multiple Accounts Evaluation process to evaluate each of the four options being considered for the West View Half Interchange. As a result of the evaluation, Option 1 and Option 3 (3A and 3B) were eliminated and Option 2 was selected as the recommended concept.

Evaluation Criteria	OPTION 1	RECOMMENDED OPTION 2	OPTION 3A	OPTION 3B
Financial				
Environmental				
User Benefits (Customer Service)				
Community Sustainability				
Economy				

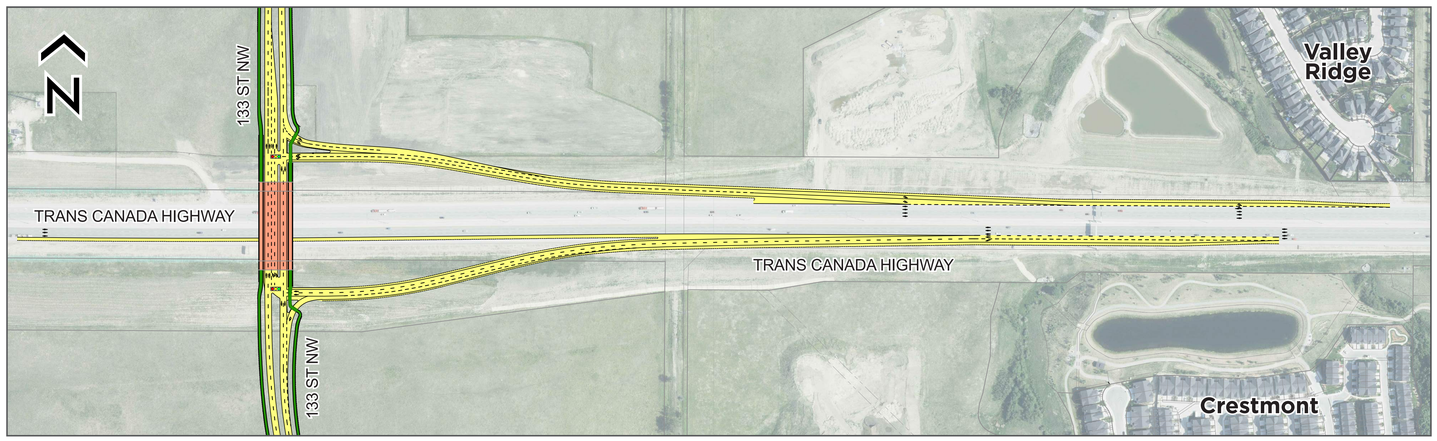
LEGEND

- LOW IMPACT OR MORE DESIRABLE
- MEDIUM IMPACT OR NEUTRAL
- HIGH IMPACT OR LESS DESIRABLE

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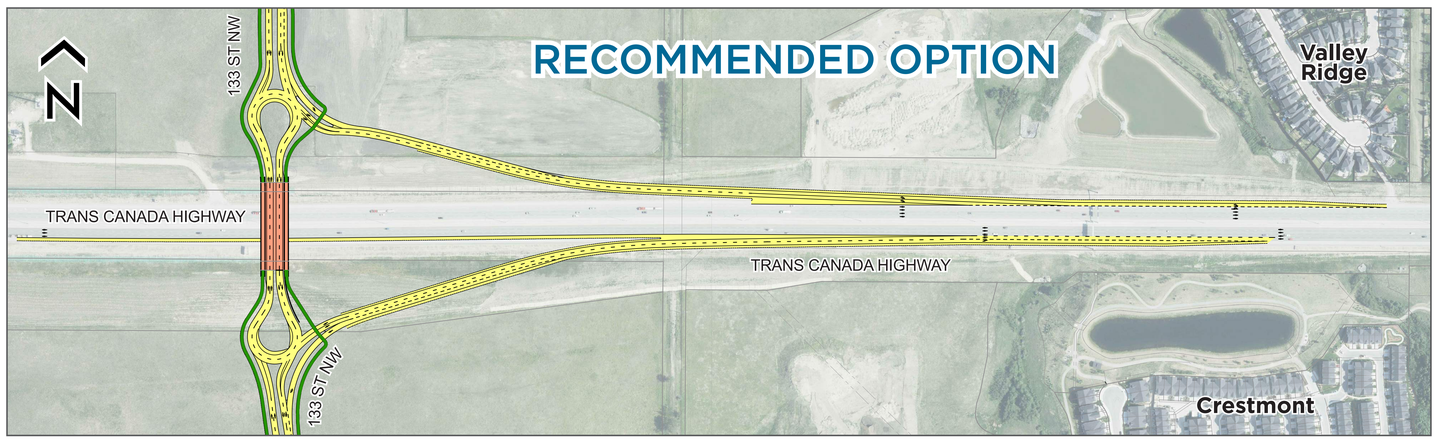
Options Evaluation

OPTION 1: Half Diamond Interchange with Signals



- Signals at the interchange junctions
- 6-lane bridge (2 NB, 2 SB, and 2 SB-EB left turn lanes)
- Requires the least amount of land
- Lowest upfront cost
- Highest long-term costs
- Ranked as the second best option

OPTION 2: Half Diamond Interchange with Roundabouts



- Roundabouts at the interchange junctions
- 4-lane bridge (2 NB and 2 SB lanes)
- Low upfront cost
- Lowest long-term costs
- Ranked as the best overall option

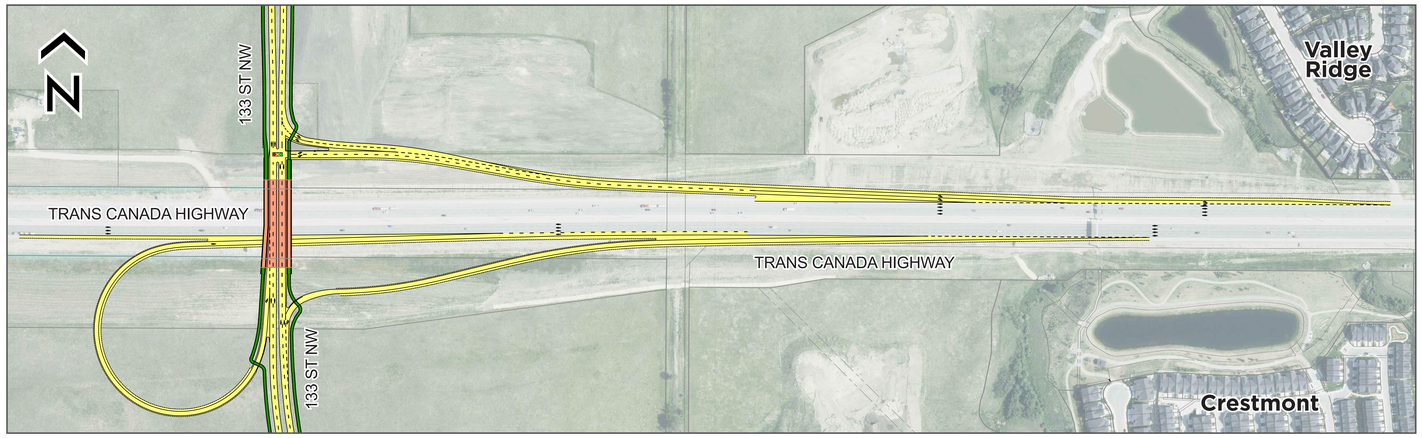
LEGEND
- PROPOSED ROAD
- PROPOSED BRIDGE
- PROPOSED PATHWAY
- TRAFFIC SIGNAL

Note: Active Transportation Modes safely accommodated with pathways on either side of 133 Street NW in all options

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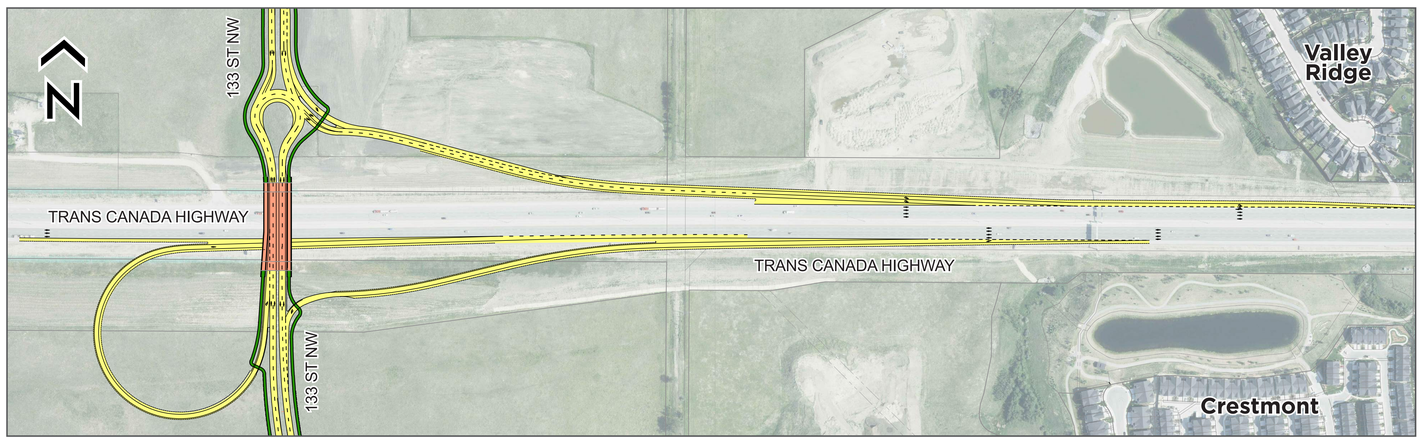
Options Evaluation

OPTION 3A: Loop Ramp with Signals



- Only one intersection and it is signalized
- 4-lane bridge (2 NB and SB lanes), plus taper to loop ramp
- High upfront cost
- High long-term costs
- A longer bridge is required to cross the loop ramp entrance
- More land is required for the loop ramp in the SW corner
- Ranked as the least desirable option

OPTION 3B: 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), plus taper to loop ramp
- High upfront cost
- Lower long-term costs
- A longer bridge is required to cross the loop ramp entrance
- More land is required for the loop ramp in the SW corner
- Ranked as the second least desirable option

LEGEND
- PROPOSED ROAD
- PROPOSED BRIDGE
- PROPOSED PATHWAY
- TRAFFIC SIGNAL

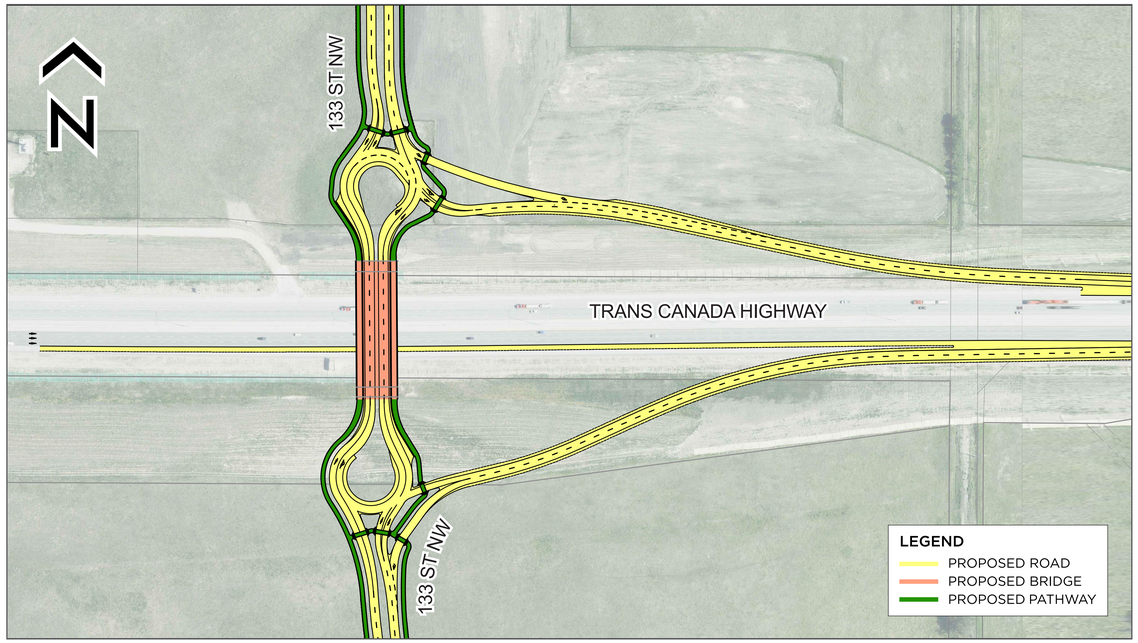
Note: Active Transportation Modes safely accommodated with pathways on either side of 133 Street NW in all options

Recommended Concept

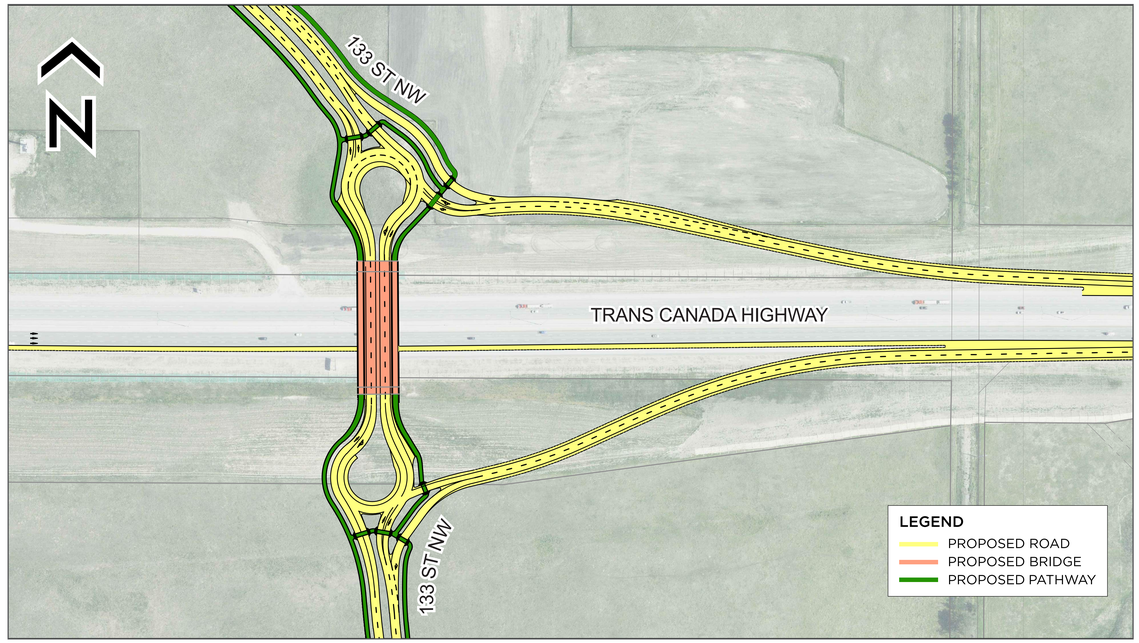
WEST VIEW HALF INTERCHANGE
FUNCTIONAL PLANNING STUDY

The recommended option will continue to be refined and the following 2 options highlight some examples of future refinements. Please use the feedback form to provide potential refinements for consideration.

Option 2A: Half Diamond Interchange with Roundabouts (133 Street straight north)



Option 2B: Half Diamond Interchange with Roundabouts (133 Street angled to the northwest)



Details about the concepts:

- Roundabouts at the interchange junctions with a 4-lane bridge (2 NB and 2 SB lanes)
- All transportation modes are safely accommodated with pathways on either side along 133 Street NW, including across the Trans Canada Highway
- This plan will be finalized in the detailed design phase for the half interchange
- Option 2A has a steeper slope grade for 133 Street NW (north side of Trans Canada Highway) compared to 2B
- For vehicles moving WB to NB, option 2A has a yield sign for traffic to bypass roundabouts while option 2B has a free-flowing bypass
- Option 2B is similar in design to the north roundabout at Valley Ridge interchange
- Option 2B adheres to the minimum spacing requirements north of the Trans Canada Highway whereas Option 2A does not

Next Steps

WEST VIEW HALF INTERCHANGE
FUNCTIONAL PLANNING STUDY

Develop / analyze concepts and round 1 engagement

Summer to Fall 2024

COMPLETE

Round 2 engagement and presentation of the recommended concept

Winter 2025

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- **Public Open House** on January 29, 2025 from 5 to 7 p.m.
- **Online Engagement** – January 22 to February 5, 2025 at **engage.calgary.ca/westview** or scan the QR code below

SCAN ME

How will public feedback be used?

- The project team will prepare a What We Heard report summarizing all feedback from round 2 engagement.
- Your input will help us refine and finalize the recommended plan for the West View Half Interchange Functional Planning Study.

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

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

What's next?

After the completion of the functional planning study, the half interchange will be considered as a potential investment project during the City of Calgary's budget deliberations. The timeline for detailed design and construction will be determined following a decision to fund the project.

This project is one aspect of a larger growth application process. The application process determines funding considerations for numerous aspects related to community growth. This functional planning study informs the application process and could result in a recommendation for consideration for funding by Council in future budgets.

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