

160 Avenue NW Functional Planning Study

What We Heard Report – July 2026

PROJECT OVERVIEW

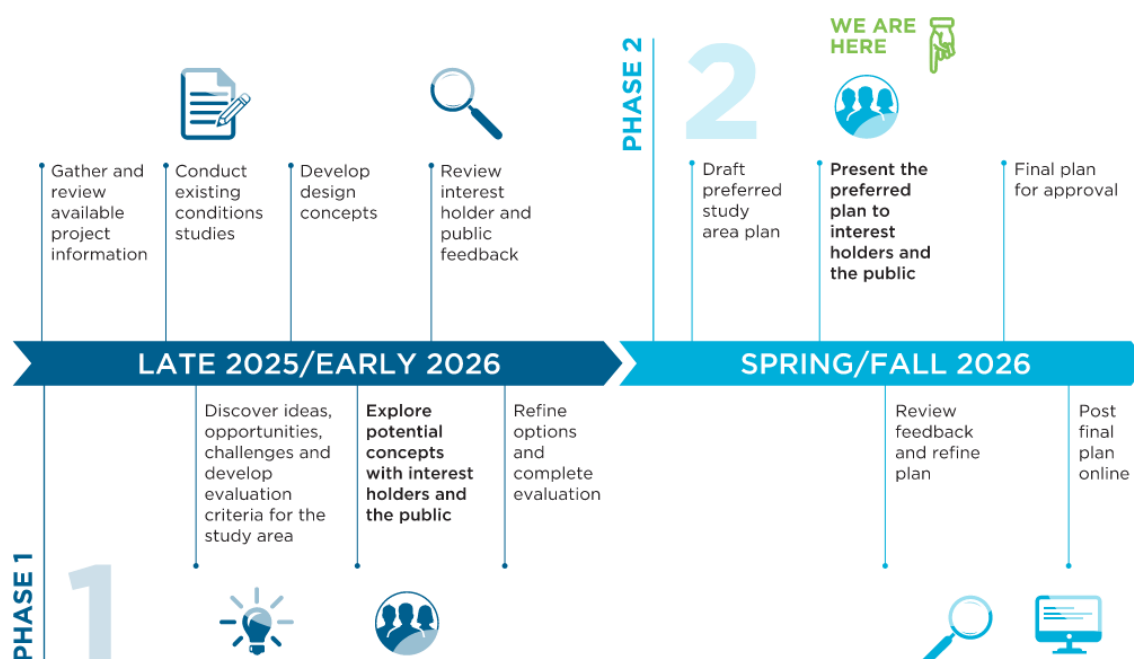
Ronmor Holdings Inc., Shane Communities, and Qualico Communities have partnered with The City of Calgary and will be coordinating with adjacent jurisdictions including Rocky View County (The County) and Alberta Transportation and Economic Corridors (TEC) to develop a functional plan for a new roadway at 160 Avenue N.W.

Project objectives

- Plan for a new roadway, 160 Avenue N.W., that will connect to Shaganappi Trail N.W. / Highway 772, Mountain View Road N.W., and 24 Street N.W. / Panorama Road N.W.
- The new roadway planned for 160 Avenue N.W. will include:
 - **mixed-use transportation connections** to planned residential development in the Glacier Ridge Area Structure Plan (ASP) area;
 - **active transportation infrastructure** for people who walk and wheel (e.g., shared-use pathway); and
 - **safety planning** to consider all travel modes for people who drive, wheel, cycle, walk or take transit through the area.

ENGAGEMENT OVERVIEW

The study is tied to key milestones and two phases in the development of the functional plans.



The following is a summary of engagement opportunities offered to the public during Phase 2.

- Online opportunities for feedback were offered through The City's engagement portal from June 22, 2026, to July 13, 2026, which received 223 page views and 34 contributions of feedback.
- An in-person open house was held at Symons Valley United Church (38 Kincora Rise N.W., Calgary) on June 23, 2026, from 4:30 pm to 7:00 pm with approximately 30 people in attendance.

Engagement opportunities were advertised through The City of Calgary's Engage website, letters to property owners, community associations and organizations, postcards to area residents and businesses, and road-side bold signs placed near the study area.

WHAT WE ASKED

In Phase 2 of the Study, we asked participants to:

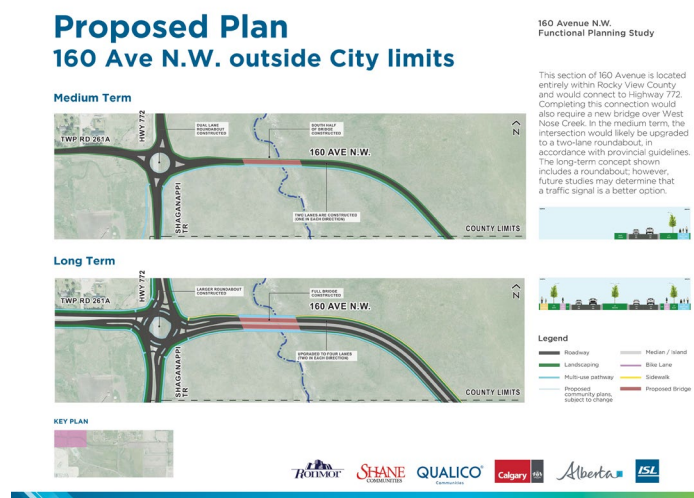
- Share their feedback on what they liked and could be improved on proposed plans for different sections of the project area.

WHAT WE HEARD

The following is a summary of input received through online survey and at the in-person public open house.

There are **8 different sections** to consider for this project. As you move through the display boards, use this comment form to answer the corresponding questions.

Section 1: Proposed Plan - 160 Ave N.W. outside City Limits



WHAT DO YOU LIKE ABOUT THIS PROPOSED PLAN?

- **Roundabout / Traffic Circle** - One participant noted that a roundabout would be a good option for initial project staging. One participant expressed support for a traffic circle, suggesting it would be preferable to adding more signalized intersections.
- **Long-Term Capacity Concerns** - One participant expressed concerns that a roundabout would not provide sufficient capacity to accommodate future growth in Calgary, Airdrie, Rocky View County, and surrounding areas. The participant suggested that Shaganappi Trail should be planned as a major regional transportation corridor and advocated for a grade-separated interchange with ramps and an overpass rather than a traffic circle.

WHAT CAN BE IMPROVED IN THE PROPOSED PLAN?

- **Road Capacity and Growth** - Some participants expressed concerns that the proposed design may not provide sufficient capacity to accommodate future traffic volumes and regional growth. Some participants suggested the corridor should be built to its ultimate configuration from the outset, noting that future widening could result in additional costs, disruption, and congestion. Some participants advocated for higher-capacity infrastructure, including additional travel lanes, grade-separated interchanges, ramps, and overpasses to support long-term traffic demand.
- **Regional Connectivity and Traffic Flow** - Some participants highlighted increasing traffic volumes on Highway 772 and Highway 566 resulting from regional growth and commuter travel between Calgary, Airdrie, and surrounding areas. Some participants emphasized the importance of maintaining efficient regional traffic flow and suggested widening key corridors and providing access through interchanges rather than at-grade intersections.
- **Noise Impacts on Nearby Residents** - One participant expressed concerns about additional traffic noise affecting nearby Rocky View County residences. The participant recommended implementing sound attenuation measures, such as noise barriers, to minimize impacts on adjacent homes.

Section 2: Proposed Intersection Plan – Hwy 772/Shaganappi Trail and Twp Rd 261a

Proposed Intersection Plan Hwy 772 / Shaganappi Trail and Twp Rd 261a

160 Avenue N.W.
Functional Planning Study

Both a roundabout and signal are feasible from traffic, space and safety perspectives. Since this area is part of an ASP, we are leaving more flexibility to determine the exact roadway to be built in the future.

ROUNDBOUT



This is one possible layout for a larger, multi-lane roundabout:

- Two lanes for vehicles turning left
- Two lanes going straight through in each direction (four main lanes total)
- Each entrance has three lanes, with a raised divider separating the inner two lanes from the outer lane
- The outer lane would be used for both going straight and turning right

SIGNALIZED INTERSECTION



This is one possible layout for a future traffic light intersection:

- Two lanes for vehicles turning left
- Separate lanes for turning right
- Three lanes straight-through North and South (six main lanes total)
- Two lanes straight-through East and West (four main lanes total)

Legend

- Roadway
- Median / Island
- Landscaping
- Bike Lane
- Multi-use pathway
- Sidewalk
- Proposed Bridge

KEY PLAN



The final design may change depending on how much traffic there is and how the area develops over time.

WHAT DO YOU LIKE ABOUT THIS PROPOSED PLAN?

- **Intersection Operations and Traffic Flow** - Three participants expressed support for incorporating a roundabout, noting that it could improve traffic flow and provide a safer intersection design. The participants also indicated that they appreciated that a roundabout is being considered as part of the project.
- **Improving East-West Connectivity and Traffic Movement** - One participant noted that congestion at the Highway 772 and Highway 566 intersection has increased substantially following the Shaganappi Trail extension. The participant emphasized the importance of improving east-west traffic flow and reducing delays through the corridor. The participant identified several existing safety concerns at the intersection, including limited sightlines, partially blind approaches, challenging turning movements for large vehicles, and narrow shoulders used by pedestrians and cyclists.

WHAT CAN BE IMPROVED IN THE PROPOSED PLAN?

- **Roundabout Preference and Intersection Design** - One participant expressed strong support for a roundabout, noting that it would provide a more efficient and less restrictive solution for traffic traveling between Rocky View County and Calgary. One participant indicated that a signalized intersection should only be considered if future traffic volumes exceed the capacity of a two-lane roundabout.
- **Active Transportation Considerations** - One participant expressed concerns that a signalized intersection and wider roadway cross-section could create a less comfortable environment for people walking and cycling.
- **Road Capacity and Corridor Scale** - One participant questioned the need for six lanes on Shaganappi Trail, suggesting that the proposed road cross-section may be larger than required to accommodate future demand. The participant noted that a four-lane

configuration could simplify the roundabout design, improve driver understanding, and maintain efficient traffic operations.

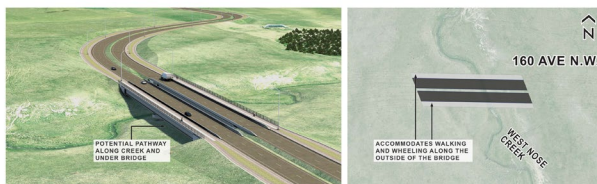
- **Managing Regional Traffic Movements** - One participant suggested that east-west traffic should primarily serve local travel needs, while larger truck traffic should be directed to alternative regional routes such as Highway 261A and 260 Avenue.

Section 3: Proposed Bridge over West Nose Creek

Proposed Bridge over West Nose Creek

160 Avenue N.W.
Functional Planning Study

The recommended option does not require realignment of the creek and has one pier (column) on the west side of the creek to support the bridge. Further work will be needed during the next phase of design to confirm and refine the recommended bridge concept.



KEY PLAN



WHAT DO YOU LIKE ABOUT THIS PROPOSED PLAN?

- **Active Transportation Infrastructure** - One participant expressed support for the inclusion of a dedicated pedestrian and cycling pathway within the project.
- **Balancing Capacity and Environmental Considerations** - One participant supported a four-lane roadway configuration and emphasized the importance of minimizing impacts to the adjacent creek.

WHAT CAN BE IMPROVED IN THE PROPOSED PLAN?

- No comments were provided.

Section 4: 160 Ave N.W. within City limits

Proposed Plan 160 Ave N.W. within City limits

160 Avenue N.W.
Functional Planning Study

Medium Term



This area of 160 Avenue is next to the City/County boundary. To minimize short term impacts to nearby County residents the roadway will be staged by building only the south half of the roadway.



Long Term



Legend

- Roadway
- Landscaping
- Multi-use pathway
- Proposed community plans, subject to change
- Median / Island
- Bike Lane
- Sidewalk
- Proposed Bridge

KEY PLAN



WHAT DO YOU LIKE ABOUT THIS PROPOSED PLAN?

- **Active Transportation Safety and Connectivity** - One participant emphasized the importance of maintaining separate bike lanes and a wide multi-use pathway throughout the corridor. The participant noted that crossings should be designed to provide more direct, convenient, and safer connections for people walking, cycling, and rolling.
- **Road Network Access and Connectivity** - One participant expressed concerns about the limited number of intersections and roadway connections in the area.

WHAT CAN BE IMPROVED IN THE PROPOSED PLAN?

- **Active Transportation and Intersection Design** - One participant expressed concerns that right-turn channelization and wide medians may prioritize vehicle movements at the expense of active transportation users. Another participant noted that shorter crossing distances and fewer conflict points could improve safety and accessibility for people walking and cycling and questioned whether projected traffic volumes justify these design elements.
- **Road Capacity and Phasing** - One participant suggested that a roundabout may be a preferable alternative to a signalized intersection, citing potential benefits related to cost, traffic operations, and construction impacts. The participant also indicated that constructing four lanes initially could reduce future disruption and better accommodate anticipated traffic growth over the long term.
- **Noise Impacts on Adjacent Residences** - One participant expressed concerns about the potential for increased traffic noise associated with a new four-lane roadway near existing Rocky View County residences. The participant suggested that mitigation measures, such as sound barriers, should be considered to help reduce impacts on nearby homes.

Section 5: 160 Ave N.W. within City limits

Proposed Plan 160 Ave N.W. within City limits

160 Avenue N.W.
Functional Planning Study

Short / Medium Term



Long Term



KEY PLAN



WHAT DO YOU LIKE ABOUT THE PROPOSED PLAN?

- **Project Phasing and Route Selection** - One participant expressed support for the project beginning on the south side rather than the north side.

WHAT CAN BE IMPROVED IN THE PROPOSED PLAN?

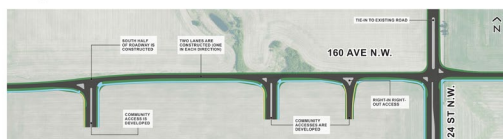
- **Intersection Design and Traffic Operations** - Three participants expressed strong support for the use of roundabouts rather than signalized intersections along 160 Avenue. One participant noted that roundabouts may improve traffic flow, reduce delays, and help avoid diverting traffic onto Highway 566, which was described as an important route for county residents traveling toward Calgary.
- **Active Transportation Considerations** - One participant expressed concerns that right-turn channelization, wider road cross-sections, and larger intersections may prioritize vehicle movements over the needs of people walking and cycling. The participant suggested that reducing roadway width and minimizing channelized movements could help create a safer and more comfortable environment for active transportation users.
- **Road Capacity and Project Phasing** - One participant questioned whether the proposed roadway and intersection designs are larger than necessary to accommodate future traffic demand.
- **Traffic Noise and Residential Impacts** - One participant expressed concerns about the potential for increased traffic noise associated with a new four-lane roadway near existing residences in Rocky View County.

Section 6: 160 Ave N.W. within City limits

Proposed Plan 160 Ave N.W. within City limits

160 Avenue N.W.
Functional Planning Study

Short / Medium Term



This area of 160 Avenue is fully within The City boundary. The roadway will be staged by building only the south half of the roadway.



Long Term



Legend

- Roadway
- Landscaping
- Multi-use pathway
- Proposed community plans, subject to change
- Median / Island
- Blue Lane
- Sidewalk
- Proposed Bridge



WHAT DO YOU LIKE ABOUT THE PROPOSED PLAN?

- **Project Phasing and Community Impacts** - One participant expressed support for constructing the south-side portion of the project first. The participant noted that this approach may reduce impacts on Rocky View County residents during construction and was viewed as a preferable phasing strategy.

WHAT CAN BE IMPROVED IN THE PROPOSED PLAN?

- **Active Transportation and Roadway Design** - One participant expressed concerns that the proposed roadway cross-section and intersection designs may be larger than necessary to accommodate anticipated traffic volumes. The participant noted that right-turn channelization could create additional conflict points and longer crossing distances for people walking and cycling and suggested that a more compact design may better support active transportation while still meeting transportation needs.

Section 7: Mountain View Road (North) Section

Proposed Plan Mountain View Road (North) Section

160 Avenue N.W.
Functional Planning Study

Medium Term



This section of Mountain View Road connects the County and The City. The new intersection at 160 Avenue will provide access to future communities in northwest Calgary. To reduce impacts on nearby County residents during the early stages of development, only the east half of Mountain View Road will be built initially.



Long Term



Legend
Roadway Median / Island
Landscaping Blue Lane
Multi-use pathway Sidewalk
Proposed community plans, subject to design Proposed Bridge



WHAT DO YOU LIKE ABOUT THE PROPOSED PLAN?

- **Intersection Planning and Design Concerns** - One participant expressed uncertainty about the proposed plans for the intersection of Mountain View Road and 160 Avenue. The participant indicated that they did not support the concept as presented and requested additional information about how the intersection will function and be designed.

WHAT CAN BE IMPROVED IN THE PROPOSED PLAN?

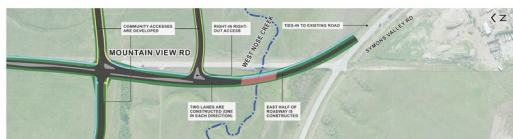
- **Signalized Intersections** - One participant expressed concern that signalized intersections could impede traffic flow and create additional delays for commuters travelling between the county and the city. The participant preferred designs that maintain efficient movement along the corridor.
- **Roadway Design and Active Transportation** - One participant noted that the proposed intersections and roadway cross-section may be larger than necessary for the area. The participant questioned the need for right-turn channelization and expressed concern that these design elements could create challenges for pedestrians and cyclists.
- **Mountain View Road Connection** - One participant questioned the need to connect Mountain View Road to 160 Avenue, noting that other nearby roadways already provide access to the area. The participant expressed concern that the proposed connection and future roadway widening may not align with the existing rural residential character of the community and could increase traffic impacts on local residents.

Section 8: Mountain View Road (South) Section

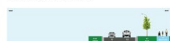
Proposed Plan Mountain View Road (South) Section

160 Avenue N.W.
Functional Planning Study

Medium Term



The roadway and bridge concepts for the upgraded Mountain View Road across West Nose Creek was determined as part of the 144 Avenue Functional Planning Study. The new roads connecting to Mountain View Road are planned to match future community development plans.



Long Term



Legend
 Roadway
 Landscaping
 Multi-use pathway
 Proposed community plans, subject to change
 Median / Island
 Side Lane
 Sidewalk
 Proposed Bridge



WHAT DO YOU LIKE ABOUT THE PROPOSED PLAN?

- One participant indicated that they did not identify any aspects of the concept that they viewed positively.

WHAT CAN BE IMPROVED IN THE PROPOSED PLAN?

- **Roadway Design and Active Transportation** - One participant expressed concern that the proposed intersections and roadway cross-section may be larger than necessary for the area. The participant noted that right-turn channelization prioritizes vehicle movement and may negatively affect the comfort and safety of other transportation modes, including walking and cycling.
- **Mountain View Road Connection and Community Impacts** - One participant questioned the need to connect Mountain View Road to the proposed development, suggesting that the existing county portion of the road could remain a cul-de-sac. The participant expressed concern that the connection could increase traffic volumes on Mountain View Road and create additional impacts for nearby residents, noting the importance of considering existing community conditions and neighbourhood character.
- **Phasing and Future Capacity** - One participant suggested that constructing all four lanes at the outset may be more efficient than a phased approach. The participant noted that the ultimate roadway capacity will be needed within the foreseeable future and that completing the full buildout initially could reduce long-term construction-related disruptions and potentially provide cost savings.



NEXT STEPS

Engagement feedback from this phase of engagement along with technical requirements, best practices, area plans and policies, and budget will be used to develop the final plan. The final plan will be submitted for approval in fall 2026.

VERBATIM FEEDBACK

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

Please note: all comments below are printed as received. The comments are organized by the questions asked. Comments are unedited regarding spelling, grammar, 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].”

Section 1: Proposed Plan - 160 Ave N.W. within City Limits

WHAT DO YOU LIKE ABOUT THIS PROPOSED PLAN?

- Roundabout is good for initial staging.
- The Traffic Circle, way better then more signal lights.
- This is not a viable option. With the number of people that the City of Calgary is moving into these areas, as well as the increasing size of Airdrie and other communities north and west of the city (including Rocky View County), Shaganappi Trail needs to be properly understood as a major artery through the city, rather than as a residential road. This proposed interchange ought to be built with exits and an overpass, like on Crowchild Trail, not a traffic circle.

WHAT CAN BE IMPROVED IN THE PROPOSED PLAN?

- Concerned about long term staging, whether multi-lane roundabout is sufficient enough for larger traffic volumes.
- It will save money and time if it's just built as 4 lanes to begin with since the city will outgrow the two lanes in less than a decade. Look at the 144 Ave bridge, they built it as 3 lanes instead of 6 just a few years ago and it's already way too congested and should have been all 6 lanes to begin with instead there will be another round of construction 10 years down the road despite all 6 lanes being needed now.
- This plan establishes a new four-lane road close to existing residences in Rockyview, and will result in the generation of substantial new traffic noise. Tall soundproofing barriers should be installed to reduce the negative impact to these existing homes.
- Highway 772 has already become busier since Shaganappi was connected to it as commuters from Airdrie use it to travel to and from Calgary (some to Big Hill Springs Road, some to Highway 567 East). Highway 772 needs to be twinned with three lanes on both sides, and all proposed roads linking to it should be accessed via exits and ramps, such as on Crowchild Trail. That is the best way to ensure smooth traffic flow for the future. And the same goes for Highway 566 E between Highway 772 and Hwy 2.

Section 2: Proposed Intersection Plan – Hwy 772/Shaganappi Trail and Twp Rd 261a

WHAT DO YOU LIKE ABOUT THIS PROPOSED PLAN?

- Traffic circle enhances traffic flow
- Roundabout option, safer and flows better
- That a roundabout is being considered
- Better east/west flow of traffic as the traffic congestion at the intersection of 772/566 has increased substantially with the Shag Ext; Top of hill, blinds spots, poor turning radius for large vehicles larger speed corner on 566 partially blind coming from east, tight- lots of guard rail marks, lots of pedestrian/cyclists of small shoulder highway 🇨🇦

WHAT CAN BE IMPROVED IN THE PROPOSED PLAN?

- This should only be considered as a roundabout. A signalized light will present yet another barrier for traffic into the city from the county.
- Signalized intersection only required if traffic exceeds the capacity of having a two lane roundabout
- Signalized intersection and road cross-section is overbuilt, hostile for active modes. Stick to the roundabout option
- I don't think Shaggannapi needs 6 lanes, seems like overkill. I hope there will not be 6 lanes worth of traffic this far north, after all this is supposed to be the edge of the city. The 6 lanes also complicates the roundabout with an unconventional design that will confuse drivers. 4 Lanes will keep everything simpler in the Roundabout and traffic will flow better.
- Limit East/West traffic to smaller local traffic to help keep large truck traffic on new 261a /260 ave 🇨🇦 🇨🇦

Section 3: Proposed Bridge over West Nose Creek

WHAT DO YOU LIKE ABOUT THIS PROPOSED PLAN?

- I like the inclusion of a pedestrian/cycle path
- 4 Lanes, minimized impact on creek,

WHAT CAN BE IMPROVED IN THE PROPOSED PLAN?

- No comments were provided.

Section 4: 160 Ave N.W. within City limits

WHAT DO YOU LIKE ABOUT THIS PROPOSED PLAN?

- Maintain separated bike lanes and wide multi use path, crossings should be more direct and safe for active modes

- Limited number of intersections, no roads in vicinity of the creek

WHAT CAN BE IMPROVED IN THE PROPOSED PLAN?

- Right turn channelization is unnecessary and overbuilding car infrastructure, there are greater benefits to have less conflicts and shorter crossing distances with active modes. Do not foresee road capacity being a problem to warrant channelization. What is the need for such a wide median? Crossing distances are much longer and a detriment to active users
- Roundabout instead of signal light. Cheaper and less disruptive to build 4 lanes right off the bat instead of staging, all 4 lanes will be needed within 10 years.
- This plan establishes a new four-lane road close to existing residences in Rockyview, and will result in the generation of substantial new traffic noise. Tall soundproofing barriers should be installed to reduce the negative impact to these existing homes.

Section 5: 160 Ave N.W. within City limits

WHAT DO YOU LIKE ABOUT THE PROPOSED PLAN?

- That you are starting with the southside, that's better than the north side.

WHAT CAN BE IMPROVED IN THE PROPOSED PLAN?

- There should not be signalized intersections along 160th Avenue. This will only push city residents to shortcut on Hwy 566, an increasingly dangerous route and the only highway option for county residents in this area into the downtown core. Roundabouts should be used at all times along this route.
- I feel like a roundabout with Mountain View Road and 160 Avenue would be a better alternative than what looks like a signalized intersection
- Right turn channelization is unnecessary and hostile to active modes, right turn volumes will likely not warrant the need for channelization anyways. Road cross-section and intersections are completely overbuilt for vehicles at the expense of active modes
- Roundabouts instead of signal lights. Building all 4 lanes at once will save cost and disruption rather than having multiple phases.
- This plan establishes a new four-lane road close to existing residences in Rockyview, and will result in the generation of substantial new traffic noise. Tall soundproofing barriers should be installed to reduce the negative impact to these existing homes.

Section 6: 160 Ave N.W. within City limits

WHAT DO YOU LIKE ABOUT THE PROPOSED PLAN?

- At least building the southside first will have less of an impact on the county residents.

WHAT CAN BE IMPROVED IN THE PROPOSED PLAN?

- Intersections and roadway cross-section overbuilt for vehicles, right turn channelization is unnecessary and hostile to active modes

Section 7: Mountain View Road (North) Section

WHAT DO YOU LIKE ABOUT THE PROPOSED PLAN?

- I don't like this at all. What is the plan for the intersection with of Mountain View Road and 160th Ave?

WHAT CAN BE IMPROVED IN THE PROPOSED PLAN?

- Please, no signalized intersections. This will inhibit commuters from the county into the city.
- Intersections and roadway cross-section overbuilt for vehicles, right turn channelization is unnecessary and hostile to all other modes
- Mountain View Road can be a cul de sac. It does not need to connect to 160th Ave when there's access to Shaganappi / 772 and Panorama Roads. There is absolutely no need to connect Mtn View to this development. It doesn't make any sense to add 1 lane to the east side and eventually a 4 lane road leading to a 2 lane residential road with access to homes on both sides. This is already a residential community. It seems to me that this is not being considered. This is a rural residential area.

Section 8: Mountain View Road (South) Section

WHAT DO YOU LIKE ABOUT THE PROPOSED PLAN?

- Nothing at all.

WHAT CAN BE IMPROVED IN THE PROPOSED PLAN?

- Intersections and roadway cross-section overbuilt for vehicles, right turn channelization is unnecessary and hostile to all other modes
- Mtn. View Road does not need to connect to this community. Make the existing county portion a cul de sac, build 160th Ave and do whatever you want in there for a development. There is absolutely no reason to even have the south portion of Mtn View Road. Keeping the old road restricts how the area can be developed. There's already too much traffic on Mtn View Road. This isn't fair to the residents in the area especially those who live off Mtn View Road.
- Once again, building all 4 lanes at once will save money and minimized disruption, there is no point in phasing construction when all 4 lanes will be needed within 10 years.