

Welcome

160 Avenue N.W. Functional Planning Study

Project objectives:

- Plan for a new roadway, 160 Avenue N.W., that will connect to Shaganappi Trail/ Highway 772, Mountain View Road, and 24 Street.
- 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.

Why are we doing this work?

- The 160 Avenue N.W. Functional Planning Study (FPS) will build on approved studies and plans, including the Glacier Ridge ASP.
- Conducting a FPS is a crucial step in securing the necessary infrastructure to support future neighbourhood development and future transportation infrastructure design and construction.



Functional Planning Study

160 Avenue N.W.
Functional Planning Study

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

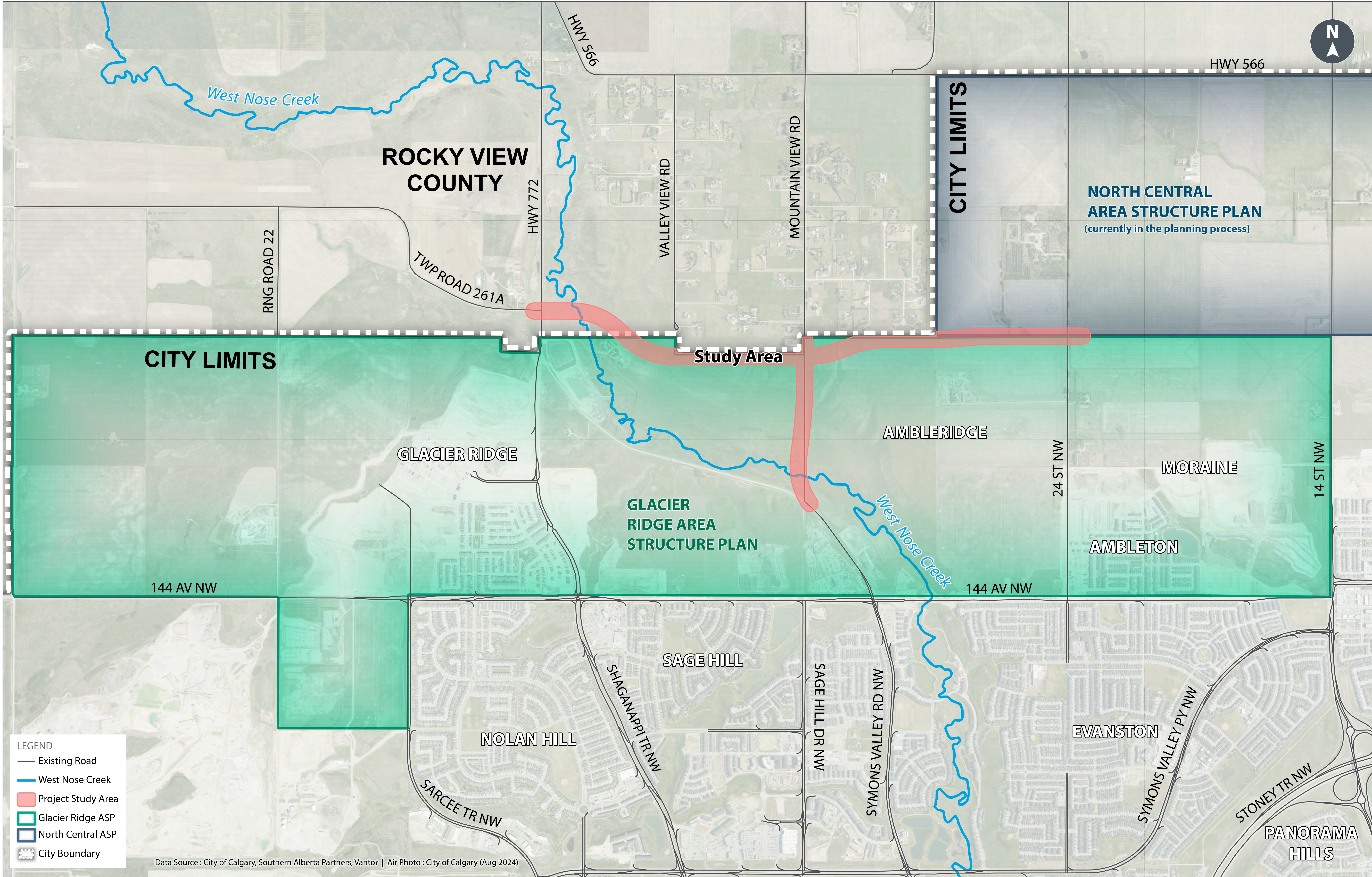
FPS Quick Facts

- 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.



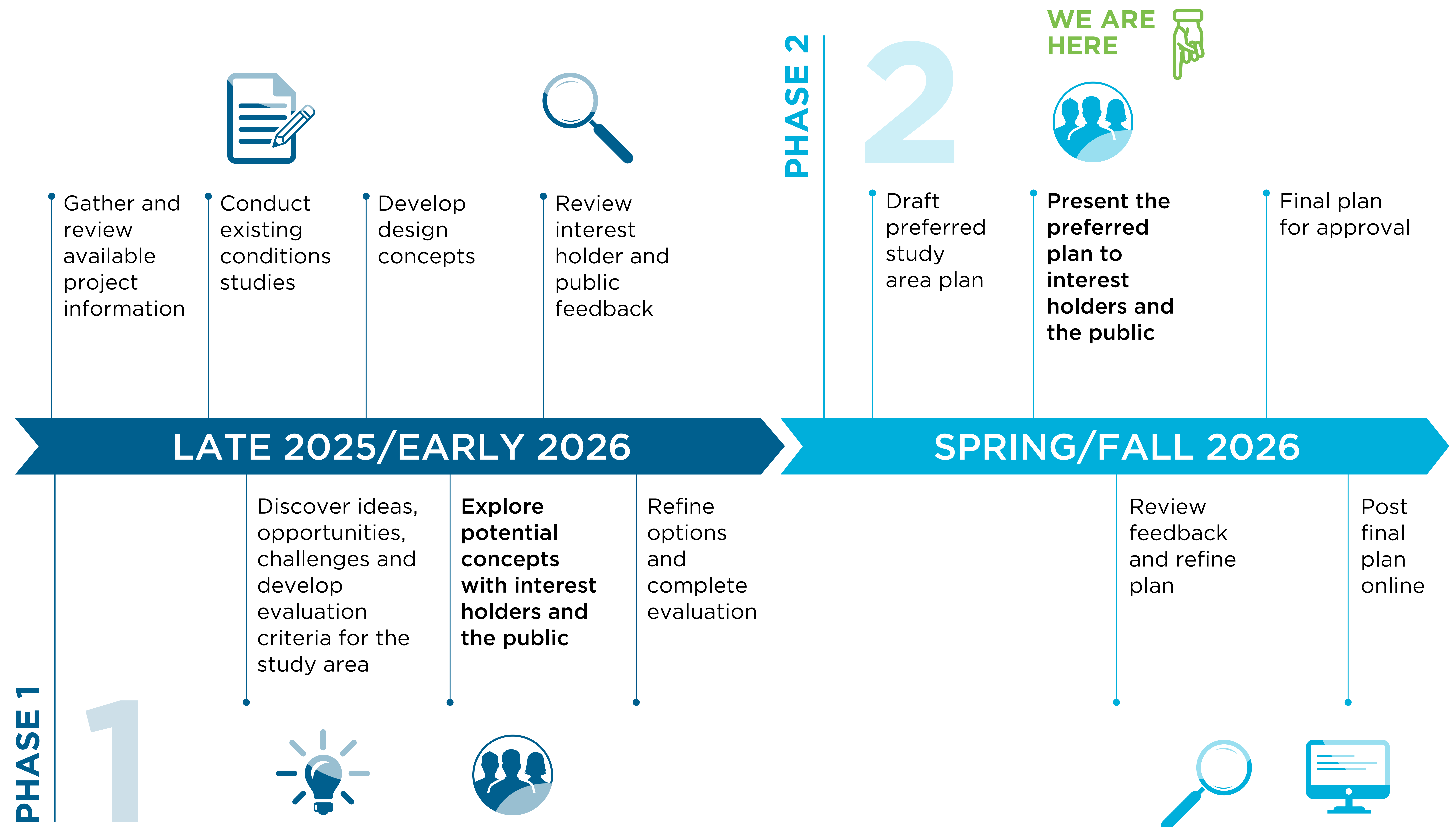
Study Overview

160 Avenue N.W.
Functional Planning Study



Study Process

160 Avenue N.W.
Functional Planning Study



Project Background

160 Avenue N.W.
Functional Planning Study

Ronmor Holdings Inc., Shane Communities, and Qualico Communities have partnered with The City of Calgary (The City) 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 160 Avenue N.W. from Highway 772 / Shaganappi Trail N.W., to 24 Street N.W. / Panorama Road N.W. ISL Engineering and Land Services has been retained to lead the development of the functional plan and conduct public engagement.

The recommendations from the functional plan will include a new roadway at 160 Avenue N.W. that connects to Shaganappi Trail N.W. / Highway 772, Mountain View Road N.W., 24 Street N.W. / Panorama Road N.W. and to planned development in the Glacier Ridge ASP area.

The functional plan will include recommendations for:

- intersection designs at key locations
- active transportation infrastructure (e.g., sidewalks, bike lanes and shared-use paths)
- safety and best practices for all travel mode users

Planned development in new neighbourhoods located in the study area were approved by The City as part of the Glacier Ridge ASP.



Why are we doing this work?

160 Avenue N.W.
Functional Planning Study

The City uses Area Structure Plans (ASPs) and Functional Planning Studies (FPS) to define transportation networks to support planning of new communities and undeveloped land.

The 160 Avenue N.W. FPS, builds on prior and ongoing planning work in the area, including the **Glacier Ridge ASP**, approved by City Council in 2015 and the **North Central ASP** being prepared.

The 160 Avenue N.W. FPS focuses on the portions of 160 Avenue N.W. and Mountain View Road N.W. shown on the Study Overview Map. The FPS will provide important information including land requirements and cost to support the future design and construction of these roadways.

Separate planning work is underway to consider future traffic movements and volumes beyond the 160 Avenue N.W. FPS area. The City will share future plans with The County such as Traffic Impact Assessments, Area Structure Plans, etc. for projects near the City/County boundary.

An ASP shows what is planned in an area. This includes how the lands will be serviced, the type and location of development that can be built, and connections within and between adjacent communities.

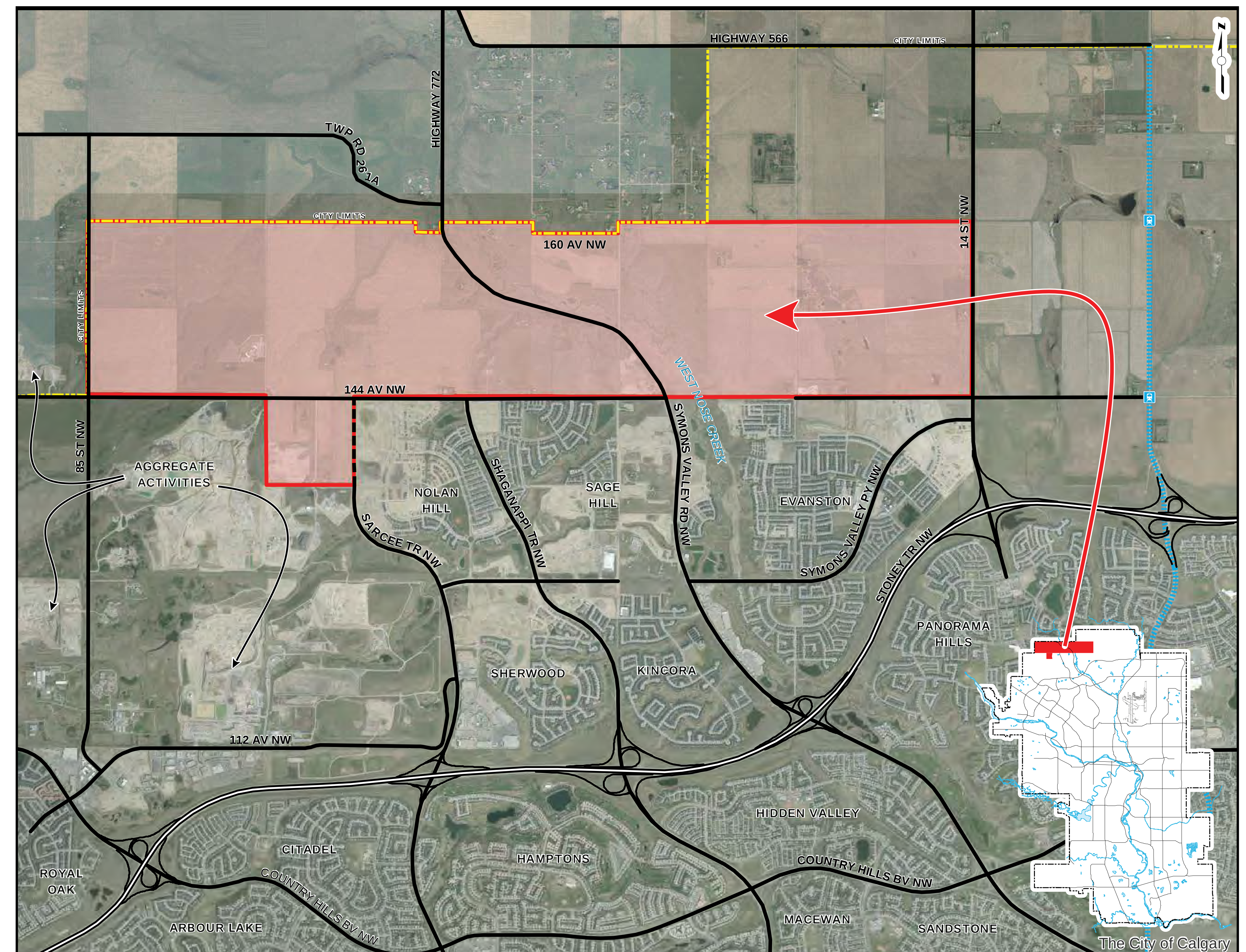
An FPS shows how the mobility infrastructure will work. This includes what type of roadways, intersections and multi-modal connections are needed, how much land is needed for new and upgraded connections, and the cost.



Glacier Ridge Area Structure Plan (ASP) highlights:

160 Avenue N.W.
Functional Planning Study

- The 160 Avenue N.W. FPS will support access to the neighbourhoods in the Glacier Ridge ASP area shown on the map.
- The area within the Glacier Ridge ASP will include mostly residential development with some community commercial.
- The Glacier Ridge ASP was approved by The City of Calgary in 2015.
- The new roadway for 160 Avenue N.W. will provide multi-modal connections to new residential communities in the ASP area and connect to Shaganappi Trail N.W. / Highway 772, Mountain View Road N.W., and 24 Street N.W.
- The FPS is the next step towards finalizing requirements for the new roadway for 160 Avenue N.W.
- For more information about the Glacier Ridge ASP, visit calgary.ca/160AveNW



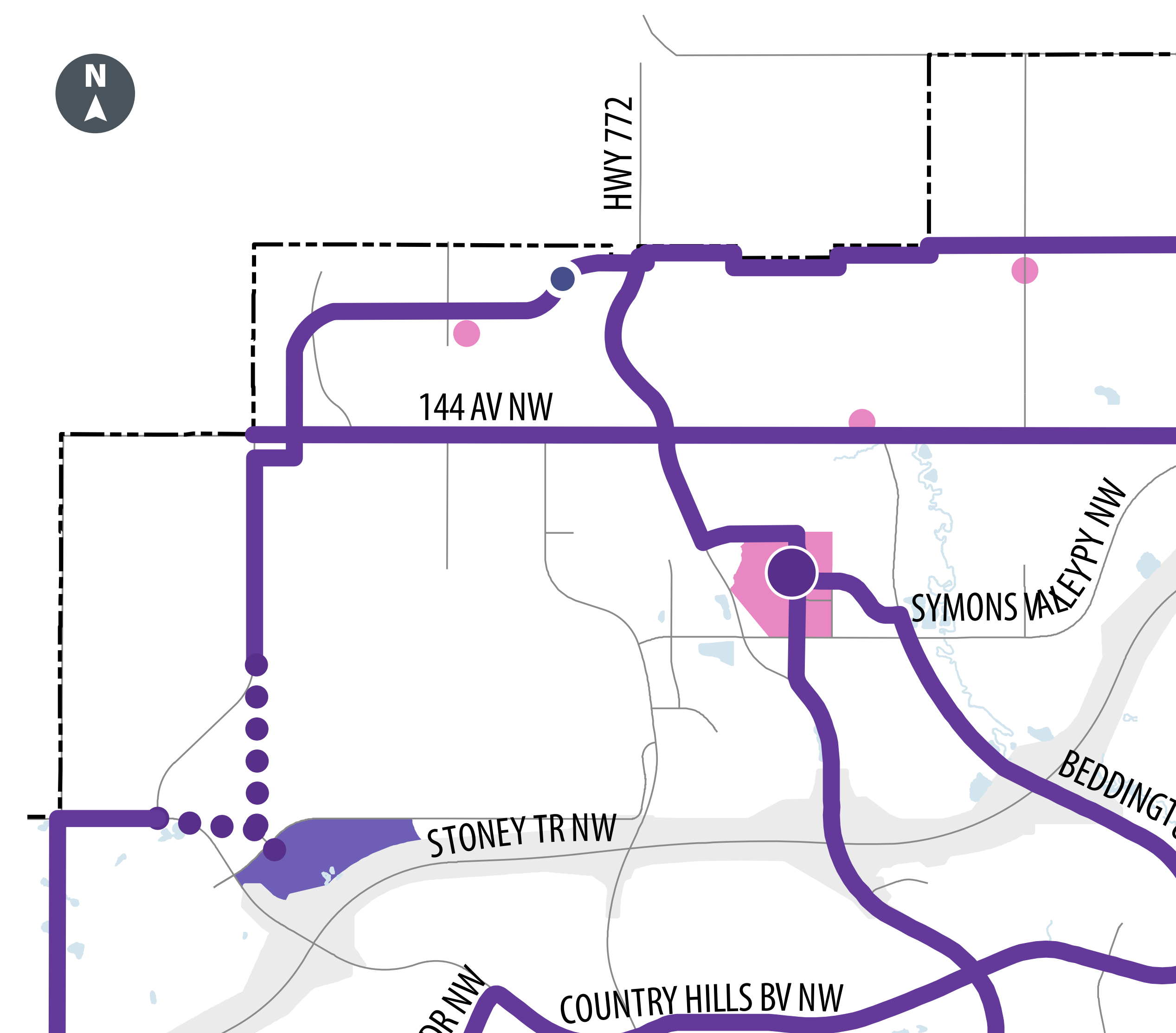
ASP AREA MAP

Calgary Transportation Plan Highlights

160 Avenue N.W.
Functional Planning Study

The Calgary Transportation Plan (CTP) highlights the transportation network for the Glacier Ridge ASP and the connection to 160 Avenue N.W.

PRIMARY TRANSIT

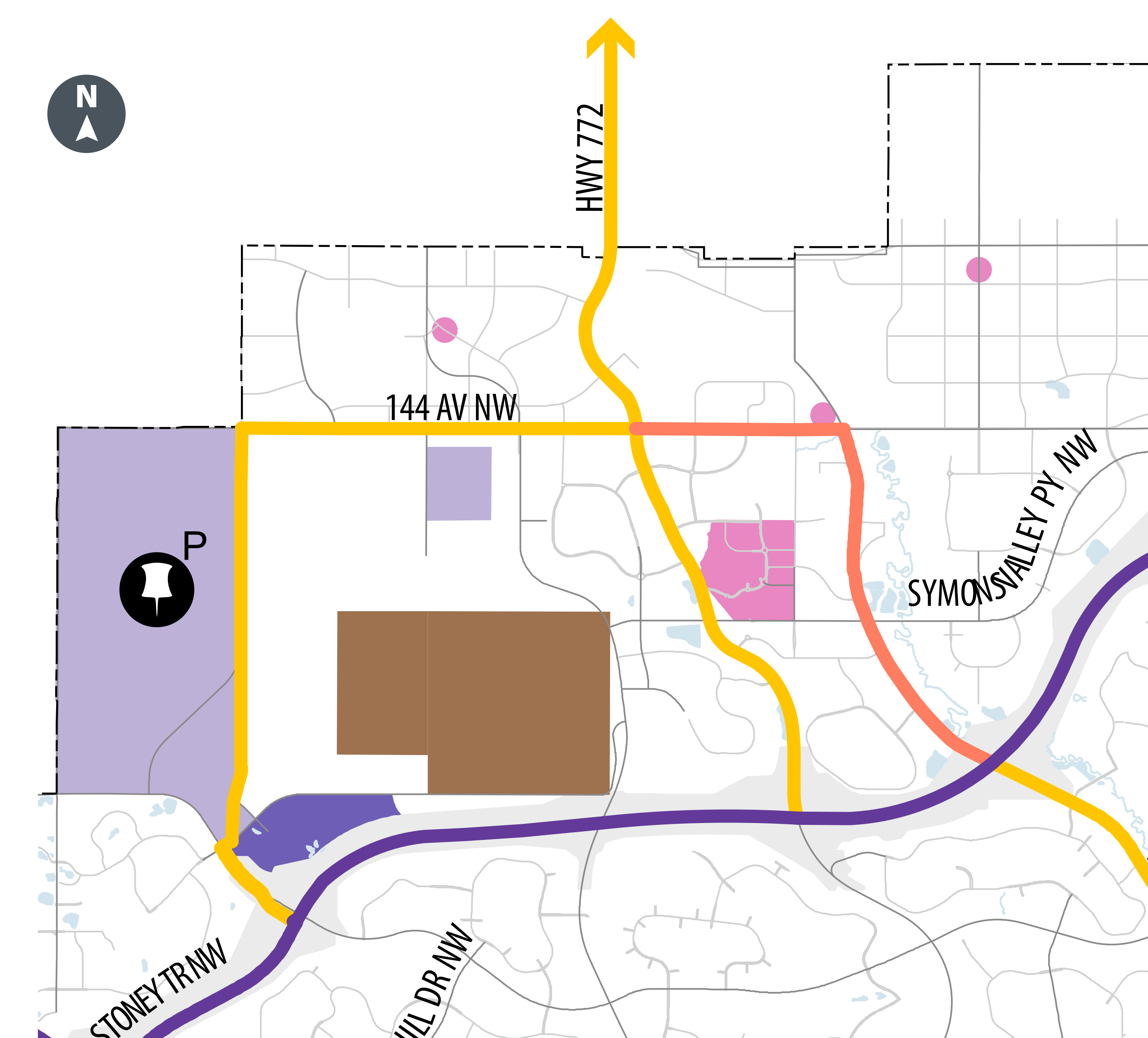


Legend

PrimaryTransitNetwork_2020

- (Frequent, Fast, Reliable, Connected)
<10 min. Frequency, 15 hours/day, 7 days/week>
- Primary Transit Network (mode to be determined based on corridor development)
- Primary Transit Network (dependent on supportive land use)
- Connection to Route in Region

GOODS MOVEMENT



Legend

Primary Goods Movement Network

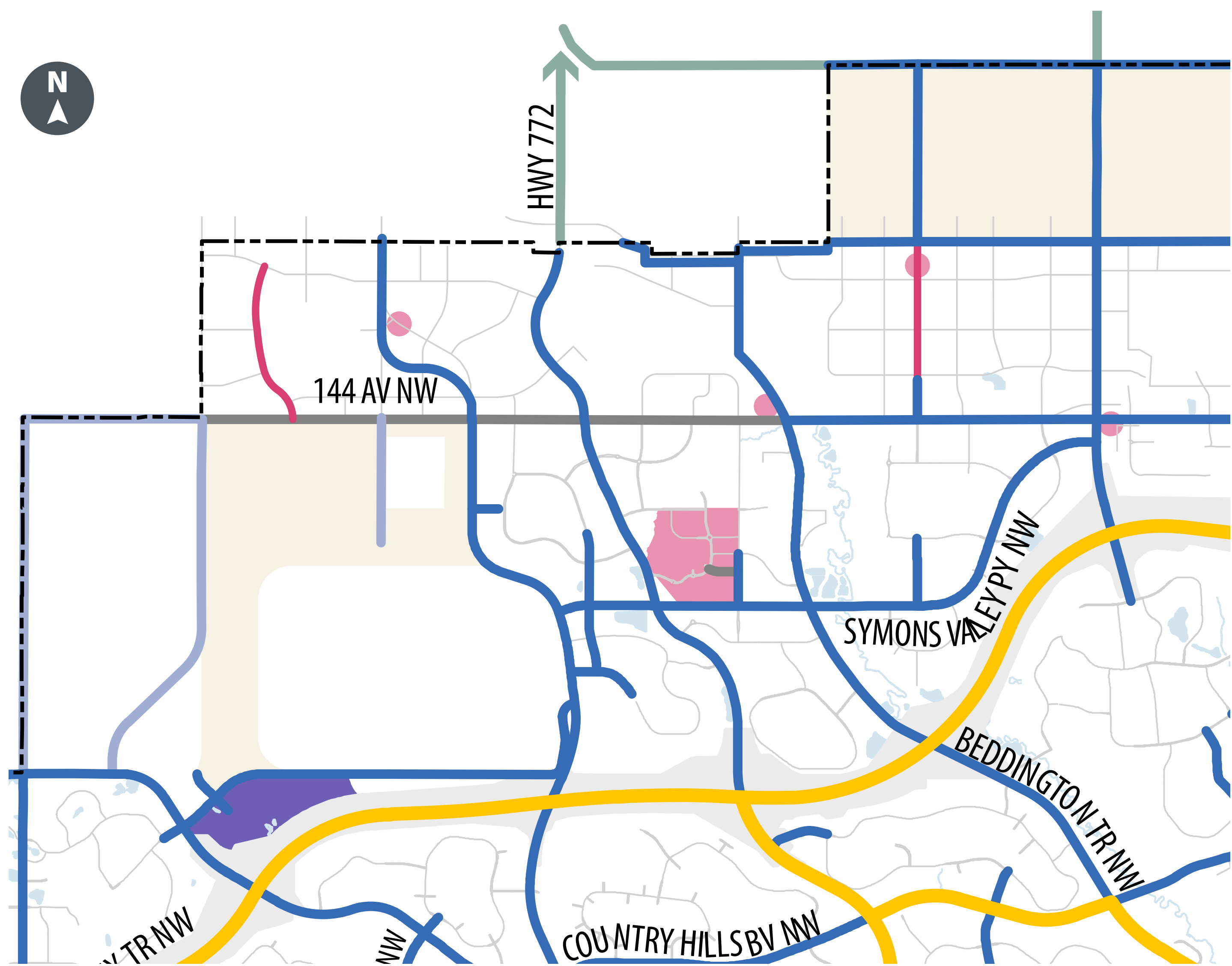
- Main Goods Movement Corridor
- Supporting Goods Movement Corridor
- Emerging Goods Movement Corridor

Calgary Transportation Plan Highlights

160 Avenue N.W.
Functional Planning Study

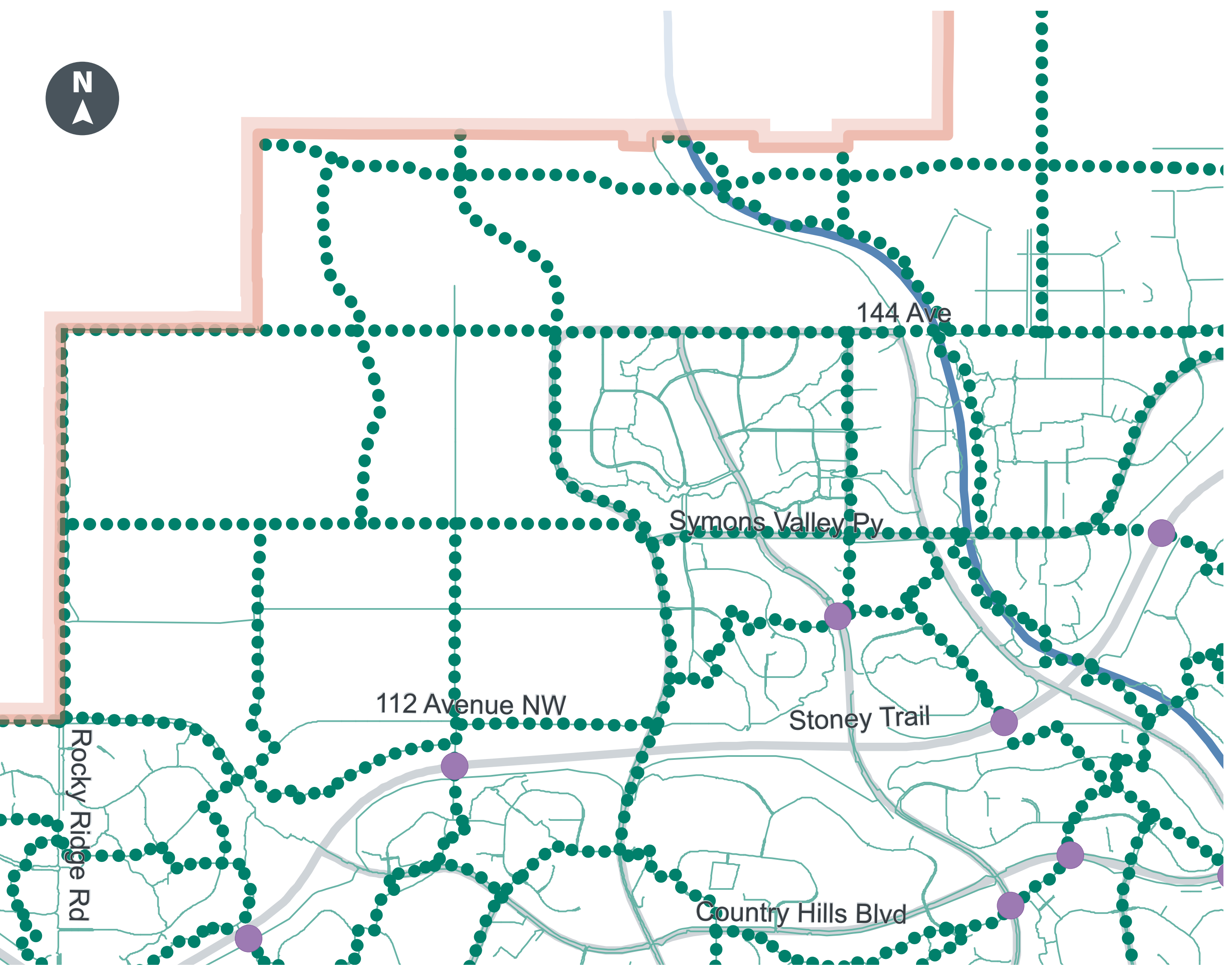
The Calgary Transportation Plan (CTP) highlights the transportation network for the Glacier Ridge ASP and the connection to 160 Avenue N.W.

STREET NETWORK



- Legend**
- Roads and Street Network**
- Skeletal Road
 - Arterial Street
 - Urban Boulevard
 - Industrial Arterial
 - Neighbourhood Boulevard
 - Parkway
 - Roadway within City limits (To be classified through future local area plans)
 - Roadway outside City limits
 - Connection to Route in Region
 - Collector Roads
 - Transportation/Utility Corridor
 - City Limits

WHEELING NETWORK



- Legend**
- City boundary
 - Major wheeling network
 - Supporting wheeling network
 - Pedestrian/wheeling structure
 - Major roads
 - Greater Downtown
 - Majors parks
 - Water

What We Heard in Round 1

160 Avenue N.W.
Functional Planning Study

A total of 24 responses were received from participants who provided their feedback online or at the in-person event on March 4, 2026 at Symons Valley United Church.

- **Preference for roundabouts and/or traffic signals:** Some participants supported roundabouts, Others preferred traffic signals over stop signs.
- **Concerns about traffic signals and congestion:** Many participants felt there are already too many traffic lights in the area and linked this to longer travel times and increased congestion.
- **Maintaining regional access:** Many participants emphasized the importance of keeping traffic moving efficiently between Calgary and Rocky View County, particularly access to Stoney Trail.
- **Safety considerations:** A few participants raised concerns about vehicle speeds, truck traffic, and overall safety, with some noting that the intersection design should help manage these issues.
- **Environmental concerns:** Many participants highlighted the need to protect West Nose Creek, including water quality, wildlife habitat, and natural creek movement.
- **Noise and community impacts:** Many participants expressed concern about long-term noise, while one participant noted potential light impacts from roadway expansion.
- **Active transportation and connectivity:** A few participants identified a need for improved pedestrian and cycling connections, including safer and more dedicated infrastructure.

The project team has reviewed the feedback and is now proposing a recommended plan.



Options Evaluation

160 Avenue N.W.
Functional Planning Study

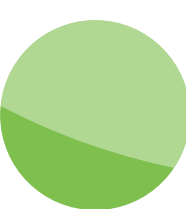
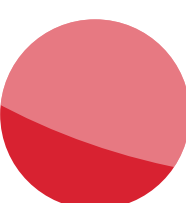
What We Evaluated

The project team reviewed different options for intersections, road alignments, and a future bridge crossing over West Nose Creek.

What We Learned

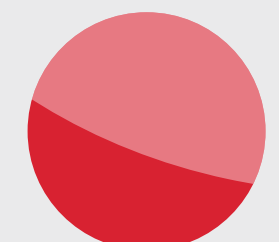
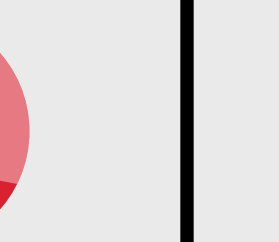
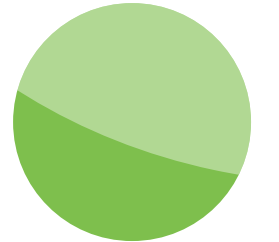
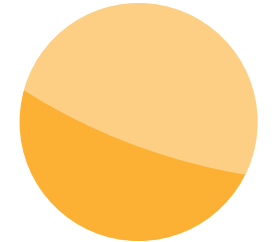
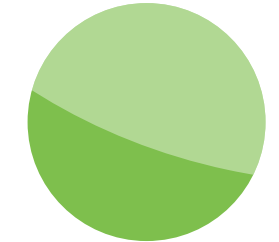
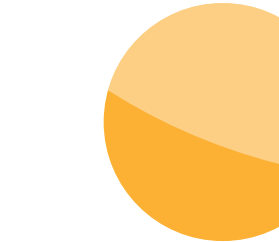
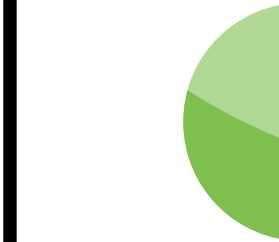
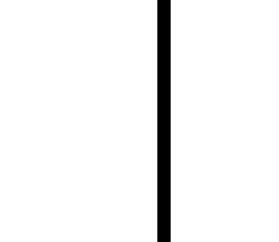
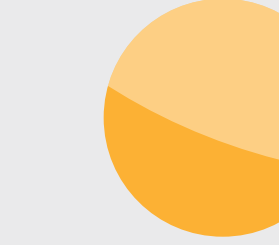
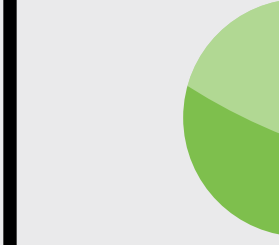
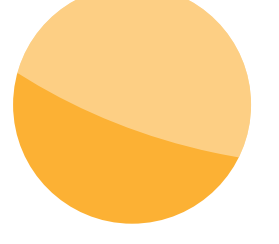
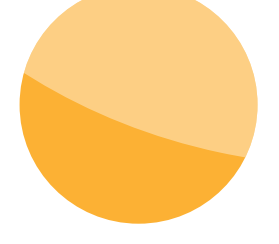
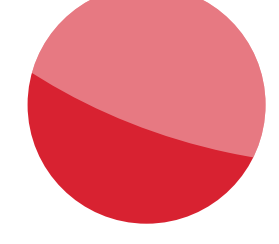
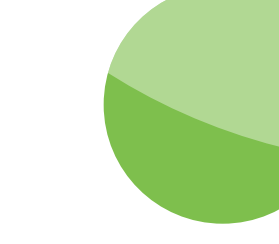
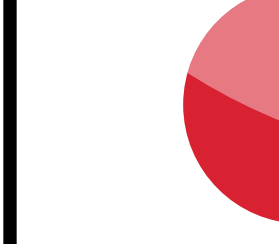
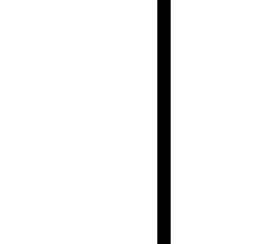
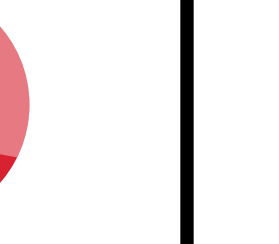
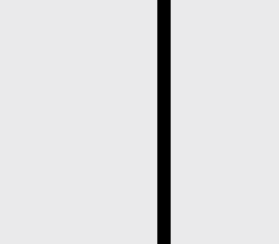
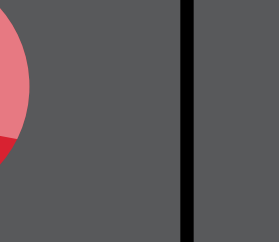
- Traffic signals are recommended instead of roundabouts at intersections within The City’s jurisdiction.
- The route of 160 Avenue N.W. requires tighter curves to allow for a straighter bridge and to avoid changing the path of West Nose Creek.

LEGEND

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

Intersections

The following shows the factors we considered when evaluating each option.

EVALUATION CRITERIA	HWY 772		MOUNTAIN VIEW ROAD		24 STREET		MINOR INTERSECTIONS	
	Roundabout	Signal	Roundabout	Signal	Roundabout	Signal	Roundabout	Signal
Financial								
Environmental								
User Benefits (Customer Service)								
Community Sustainability								
Economy								
Overall Ranking								
	BOTH FEASIBLE			RECOMMENDED		RECOMMENDED		RECOMMENDED

Walking and Cycling

Walking and cycling routes are planned along both roads:

- **160 Avenue N.W.:** Sidewalks and one-way bike lanes on both sides.
- **Mountain View Road:** Multi-use pathways on both sides.

Creek Crossings

Two bridges are proposed over West Nose Creek:

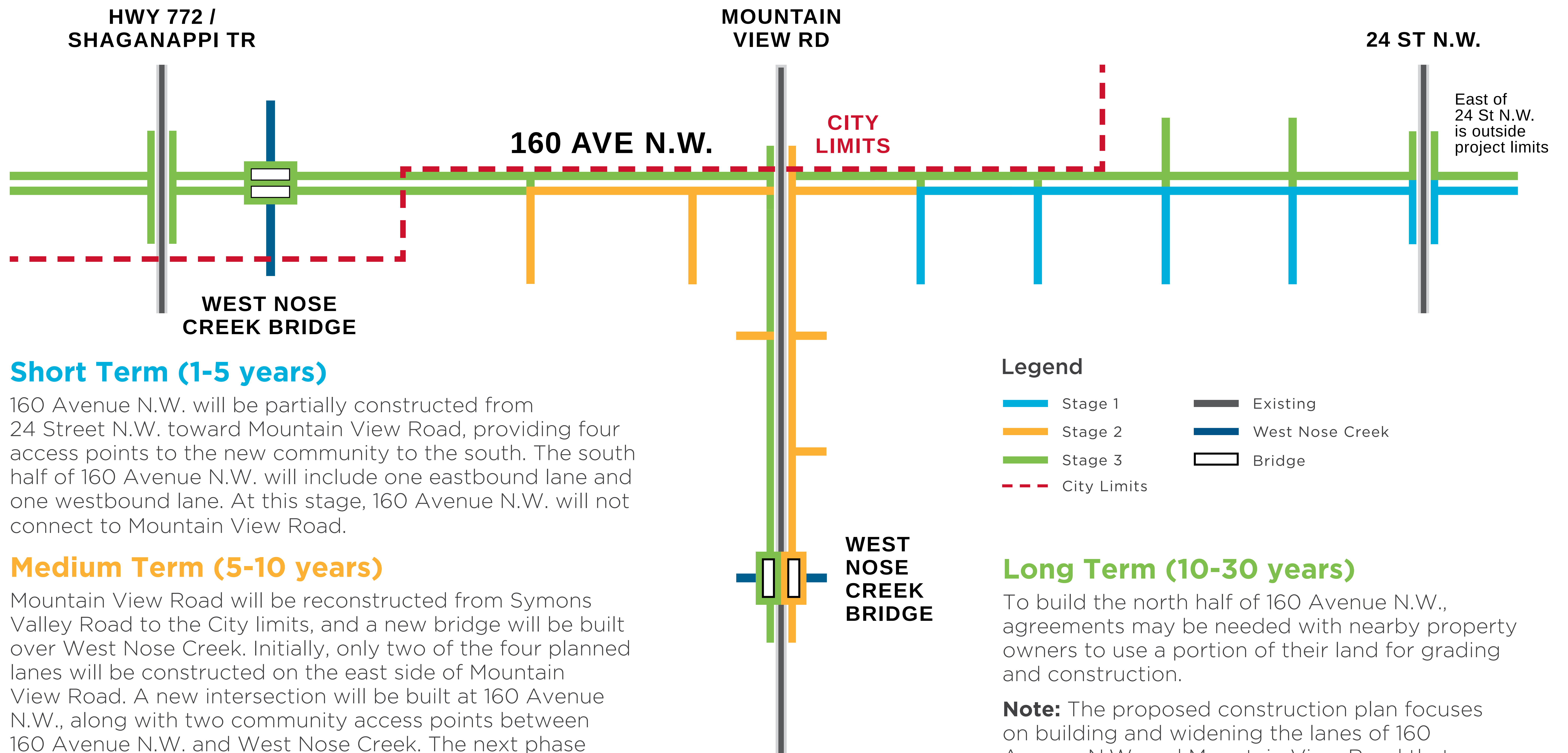
- A new bridge at **160 Avenue N.W.**
- A replacement bridge at the existing **Mountain View Road** crossing.



Proposed Staging Plan

160 Avenue N.W.
Functional Planning Study

The road will be built in three proposed stages over time to support new infrastructure and future growth in the area. Potential staging and implementation of transportation infrastructure improvements in the area are shown schematically below and are subject to change.



Short Term (1-5 years)

160 Avenue N.W. will be partially constructed from 24 Street N.W. toward Mountain View Road, providing four access points to the new community to the south. The south half of 160 Avenue N.W. will include one eastbound lane and one westbound lane. At this stage, 160 Avenue N.W. will not connect to Mountain View Road.

Medium Term (5-10 years)

Mountain View Road will be reconstructed from Symons Valley Road to the City limits, and a new bridge will be built over West Nose Creek. Initially, only two of the four planned lanes will be constructed on the east side of Mountain View Road. A new intersection will be built at 160 Avenue N.W., along with two community access points between 160 Avenue N.W. and West Nose Creek. The next phase of 160 Avenue N.W. will connect the roadway to Mountain View Road and extend it westward to provide access to a new community west of Mountain View Road through two additional community access points. During this phase, only the south half of 160 Avenue N.W. will be constructed.

Legend

- Stage 1
- Stage 2
- Stage 3
- City Limits
- Existing
- West Nose Creek
- Bridge

Long Term (10-30 years)

To build the north half of 160 Avenue N.W., agreements may be needed with nearby property owners to use a portion of their land for grading and construction.

Note: The proposed construction plan focuses on building and widening the lanes of 160 Avenue N.W. and Mountain View Road that are furthest from nearby county properties first. This approach is intended to reduce short-term impacts on nearby residents during construction.

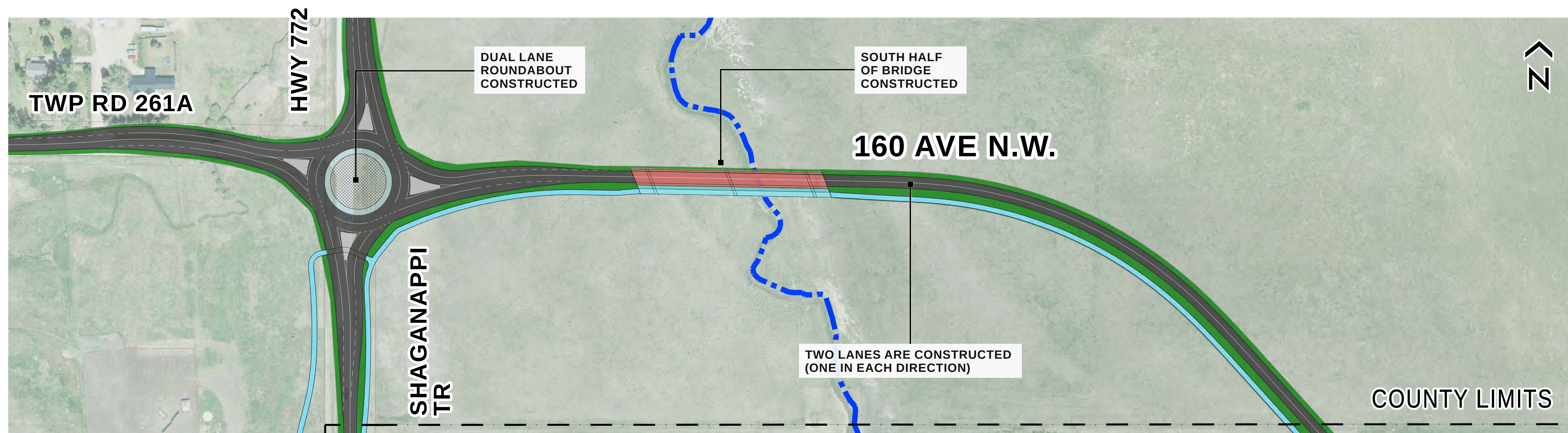
Proposed Plan

160 Ave N.W. outside City limits

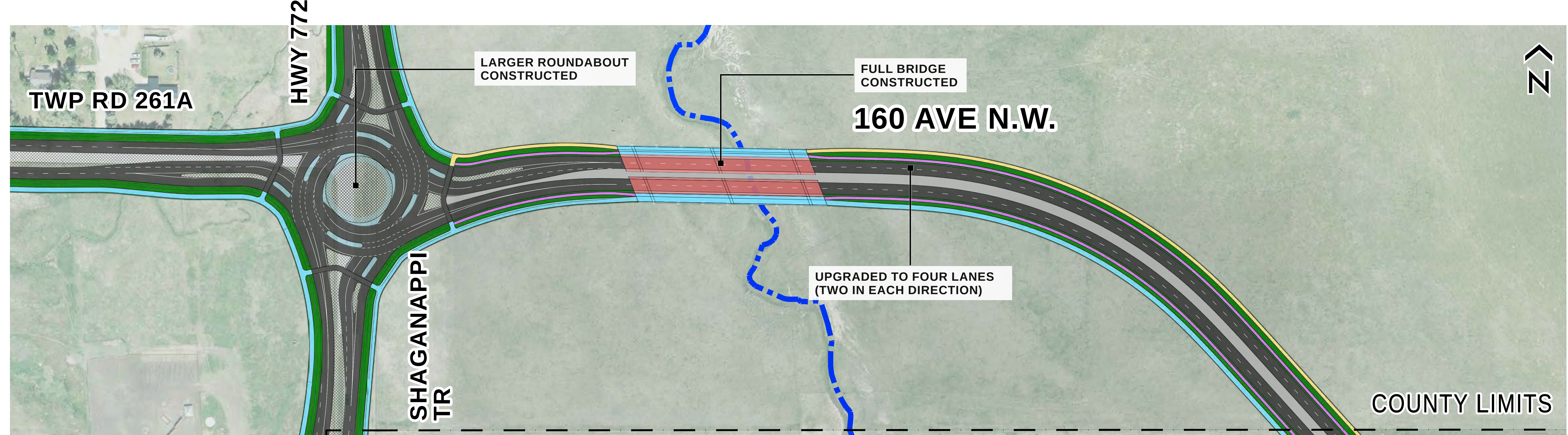
160 Avenue N.W. Functional Planning Study

This section of 160 Avenue is located entirely within Rocky View County and would connect to Highway 772. Completing this connection would also require a new bridge over West Nose Creek. In the medium term, the intersection would likely be upgraded to a two-lane roundabout, in accordance with provincial guidelines. The long-term concept shown includes a roundabout; however, future studies may determine that a traffic signal is a better option.

Medium Term



Long Term



Legend

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

KEY PLAN

