

**Operational Services Report to  
Infrastructure and Planning Committee  
2025 September 03**

**ISC: UNRESTRICTED  
IP2025-0840**

**McKnight Boulevard and 68 Street NE Operational Review**

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**PURPOSE**

This report is in response to Motion EC2025-0749 and provides information on operational conditions at the intersection of McKnight Boulevard and 68 Street NE, as well as information on potential improvements to the intersection.

**PREVIOUS COUNCIL DIRECTION**

On July 29, 2025, Council passed Motion EC 2025-0749 (Attachment 1). The motion led to the following directions for Administration:

1. Conduct an overview of current intersection safety and operational performance and recent improvements.
2. Conduct an assessment of projected impacts due to the proposed TUC boundary changes.
3. Investigate and identify further operational and safety improvements.
4. Report on capital or one-time funding required to implement the proposed intersection improvements.
5. Advise if one-time funding becomes available for 2026, whether this project can be prioritized and delivered as part of the Operational Improvements Capital Program?
6. And report back to Council through the Infrastructure & Planning Committee no later than September 15, 2025

**RECOMMENDATION:**

The Infrastructure and Planning Committee recommends that Council receive this report for information.

**CHIEF ADMINISTRATIVE OFFICER/GENERAL MANAGER COMMENTS**

GM Morgan concurs with the content of this report.

**HIGHLIGHTS**

- The intersection of McKnight Boulevard and 68 Street NE has become a critical pressure point for traffic in Calgary's northeast, with growing delays and congestion issues impacting thousands of daily users.
- This intersection is currently ranked third in priority within the Mobility Operational Improvement Capital Program. The 5 Ave flyover & Memorial Dr and 16 Ave & 68 St NE intersections are prioritized as more critical and ranked first and second, respectively.
- To reflect the Mobility Operations Improvement Capital Program priorities, all three intersections should be addressed. The top two priority intersections, 5 Ave flyover & Memorial Dr and 16 Ave & 68 St NE, are estimated to cost a combined \$6.5M, and the McKnight intersection is estimated to cost \$6 to \$6.5M. Currently, there is a \$13M funding gap that needs to be addressed to undertake these projects.
- Recent changes to the Transportation and Utility Corridor (TUC) boundary on the east side of the intersection, now allow The City to make improvements at the intersection without approval from Alberta Infrastructure.

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- With funding, these three projects can be prioritized and delivered in one to two construction seasons, depending on weather.
- These improvements, including the two additional priority intersections, ensure a balanced approach that aligns with the City's transportation strategy and addresses broader regional pressures

### DISCUSSION

The intersection of McKnight Boulevard and 68 Street NE is located as shown on Attachment 2. Daily traffic volume is approximately 50,000 vehicles. The table below is a summary of actions taken on the directions of Motion EC 2025-0749.

Direction	Actions	Key Impacts	Cost
1. Conduct an overview of current intersection safety and operational performance and recent improvements.	<u>2017</u> : Left turns allowed only on turn arrow	Left turn collisions reduced from 14/yr to <1/yr	\$20K
	<u>2021</u> : Westbound merge lane added	Rear-end collisions reduced from 4/yr to 1/yr	\$1M
	<u>2023</u> : Second eastbound left turn lane built	Eastbound left turn capacity doubled	\$120K
	Regular traffic signal timing adjustments	Operate the intersection as efficiently as possible	\$2K
2. Conduct an assessment of projected impacts due to the proposed TUC boundary changes.	TUC boundary moved easterly (Aug 12, 2025)	City can build east of 68 St without Alberta Infrastructure approval	\$0
3. Investigate and identify further operational and safety improvements.	Mobility Operational Improvements Program: Install dual left turn lanes at McKnight Blvd & 68 St NE.	Reduction in queuing, delays, fuel consumption and greenhouse gas emissions. Potential safety improvements.	\$6.5M (unfunded)
4. Report on capital or one-time funding required to implement the proposed	Developed high-level cost estimates for top	5 Ave flyover: \$1.5M 16 Ave & 68 St NE: \$5M	\$13M (unfunded)

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Direction	Actions	Key Impacts	Cost
intersection improvements.	three priority intersections.	McKnight Blvd & 68 St NE: \$6–6.5M	
5. Advise if one-time funding becomes available for 2026, whether this project can be prioritized and delivered as part of the Operational Improvements Capital Program?	Confirmed that projects can be prioritized and delivered if funding becomes available.	Estimated duration: up to two construction seasons	See Item 4
6. And report back to Council through the Infrastructure & Planning Committee no later than September 15, 2025.	IPC report: Sept 3, 2025  Council report: Sept 16, 2025	Potential Capital Budget impact	Operating Budget

Based on the completed safety and operational improvements, the recent TUC boundary adjustment, and the development of future concepts, the project team is well-positioned for next steps. If funding becomes available for all three projects in 2026, the proposed intersection upgrades can be prioritized within the Operational Improvements Capital Program.

If dedicated funding is not secured, these projects will be evaluated through the standard corporate capital prioritization process. This formal evaluation will determine their relative importance and priority in comparison to all other City capital initiatives submitted for consideration.

**EXTERNAL ENGAGEMENT AND COMMUNICATION**

- |  |   |
|--|---|
| <input type="checkbox"/> Public engagement was undertaken        | <input type="checkbox"/> Dialogue with interested parties was undertaken                |
| <input type="checkbox"/> Public/interested parties were informed | <input checked="" type="checkbox"/> Public communication or engagement was not required |

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**IMPLICATIONS**

**Social**

Improved intersection capacity and reduced congestion enhance reliability and safety for all users. These upgrades help reduce frustration and risky maneuvers, supporting Calgarians' expectations for a safe and efficient transportation system.

**Environmental**

Intersection improvements that result in reduced queuing and delay lead to lower fuel consumption and greenhouse gas emissions, contributing to The City's climate goals.

**Economic**

Reliable and safe transportation infrastructure supports economic activity by reducing travel costs and improving goods movement. Safety improvements may also reduce incident-related costs.

**Service and Financial Implications**

Improvements to the intersection of McKnight Boulevard and 68 Street NE are estimated to cost \$6M to \$6.5M. The two intersections above this on the priority list also have a combined cost of \$6.5M, totalling \$13M. There is a funding gap that needs to be addressed to undertake these projects.

**RISK**

Maintaining the current intersection configuration will result in continued congestion, user frustration and dissatisfaction and potential increased collisions.

Prioritizing this intersection only may delay improvements at other high-need locations. While this intersection is critical, the decision should be weighed against broader network needs.

While current improvements are scoped, larger-scale options may offer long-term benefits and require further study.

**ATTACHMENT(S)**

1. Previous Council Direction
2. Background Report
3. Report Presentation

Department Circulation

General Manager/Director	Department	Approve/Consult/Inform
Doug Morgan/Julie Radke	OS	Approve
Michael Thompson	IS	Consult
Troy McLeod	Mobility	Approve

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