



NOTICE OF MOTION

RE: McKnight Boulevard and 68 Street NE – Operational Review

Sponsoring Councillor(s): Councillor Chabot and Councillor Dhaliwal

WHEREAS the Province's proposal to realign and expand the TUC in the future, which may include changes to the Stoney Trail and Airport Trail interchanges, may have an effect on traffic patterns, infrastructure needs, and long-term planning considerations at and surrounding this intersection. A concerted strategy is required to ensure that this critical node stays functioning and robust in the face of these system-level changes.

AND WHEREAS the intersection of McKnight Boulevard and 68 Street NE, has become a critical pressure point in Calgary's northeast transportation network and, is the subject of this Notice of Motion that attempts to address the escalating operational challenges and the increasing community concerns.

AND WHEREAS a full evaluation of the current state of affairs, recent changes, and needed improvements at this crossroads, which is now a regional entrance to Stoney Trail and a daily route for tens of thousands of Calgarians needs to be reviewed.

AND WHEREAS one of Calgary's most important east-west roads is McKnight Boulevard. Due to its strategic location, it offers direct access to industrial centers, high-growth residential areas, the Calgary International Airport, and regional transportation infrastructure. Recent traffic estimates show that approximately 40,000 cars use this corridor on a daily basis, indicating both the extent of regional demand and the lack of appropriate alternative routes.

AND WHEREAS unprecedented levels of development pressure are being exerted on the northeast region of Calgary City. Rapid residential population growth, the growth of jobs and commercial hubs, and more traffic from the airport have all put a huge strain on the local road network. Unfortunately, governmental investment in arterial infrastructure has not kept up with expansion. Key corridors, including Airport Trail and Country Hills Boulevard, are either incomplete or severely congested, while others, such as Metis Trail, have reached or surpassed their design capacity. Because of this, McKnight Boulevard has become a default collector for traffic that has been moved, sending more and more cars through crossings that were never meant to handle so much traffic.

AND WHEREAS since the 2010 connection of McKnight Boulevard to Stoney Trail, this intersection has witnessed a significant transformation, transitioning from a local connection point to a high-volume regional junction. In particular, the southbound left-turn and westbound left-turn movements are now critical Stoney Trail access sites and are frequently overwhelmed by queuing traffic during peak periods. The result has been a burgeoning number of public complaints regarding safety, congestion, and lack of reliability, as well as persistent operational delays and intersection inefficiencies.

NOW THEREFORE BE IT RESOLVED Council direct administration to:

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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.