



McKnight Boulevard & 68 Street NE:

Operational Review and Contextual Impacts of Proposed Transportation Utility Corridor (TUC) Modifications Report

August 2025

Notice of Motion EC2025-0749:

NOW THEREFORE BE IT RESOLVED Council direct administration to:

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.

**That the Infrastructure and Planning
Committee recommends that Council:**

Receive this report for information.

McKnight & 68 St NE: Context

Operational Capital Improvements Program

Purpose: Low-cost, high-benefit projects

Projects: Merge lanes, missing links, medians, turn lanes, etc.

Budget: \$1M annually (committed)

Priority List: 20 projects (unfunded)

Priority #1

5 Ave Flyover
& Memorial Dr



Priority #2

16 Ave
& 68 St NE




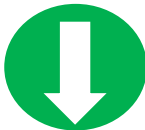

Rank: 3rd

Priority #3

McKnight Blvd
& 68 St NE



McKnight & 68 St NE: Recent Improvements

Timeline	Improvement	Result	Cost
2017	Arrow-only left turns	Left-turn collisions 	\$20K
2021	Merge lane added	Rear-end collisions 	\$1M
2023	Second left-turn lane	Improved capacity 	\$120K



Frequent signal timing adjustments



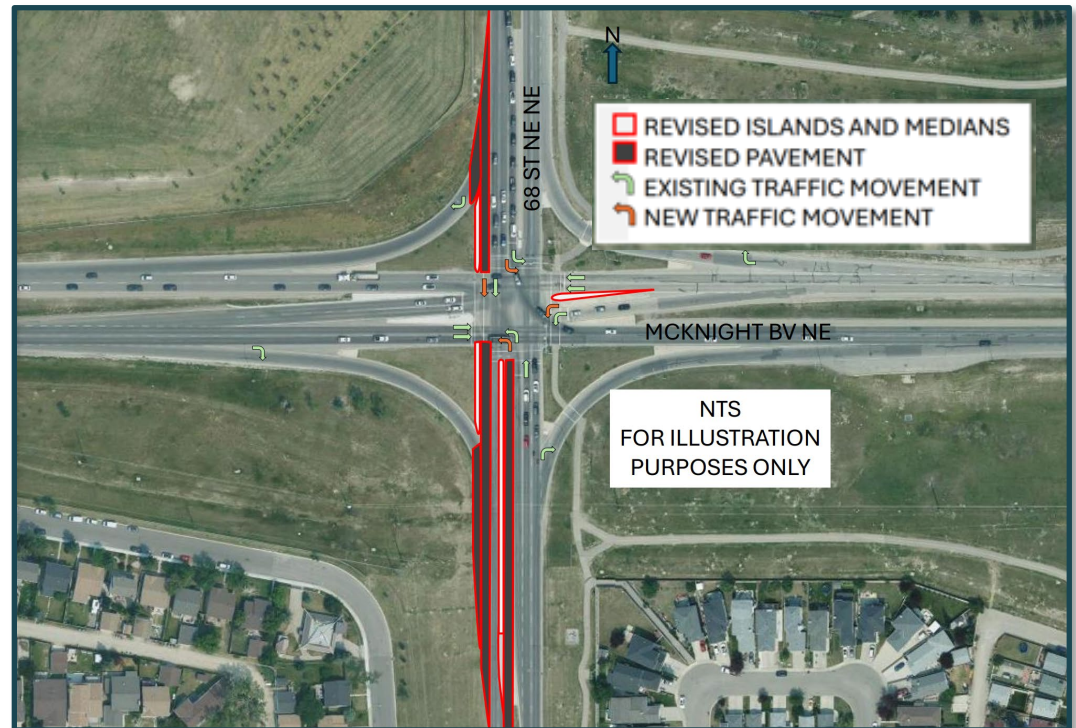
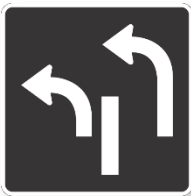
TUC Boundary Change (August 2025)

McKnight & 68 St NE: Current State

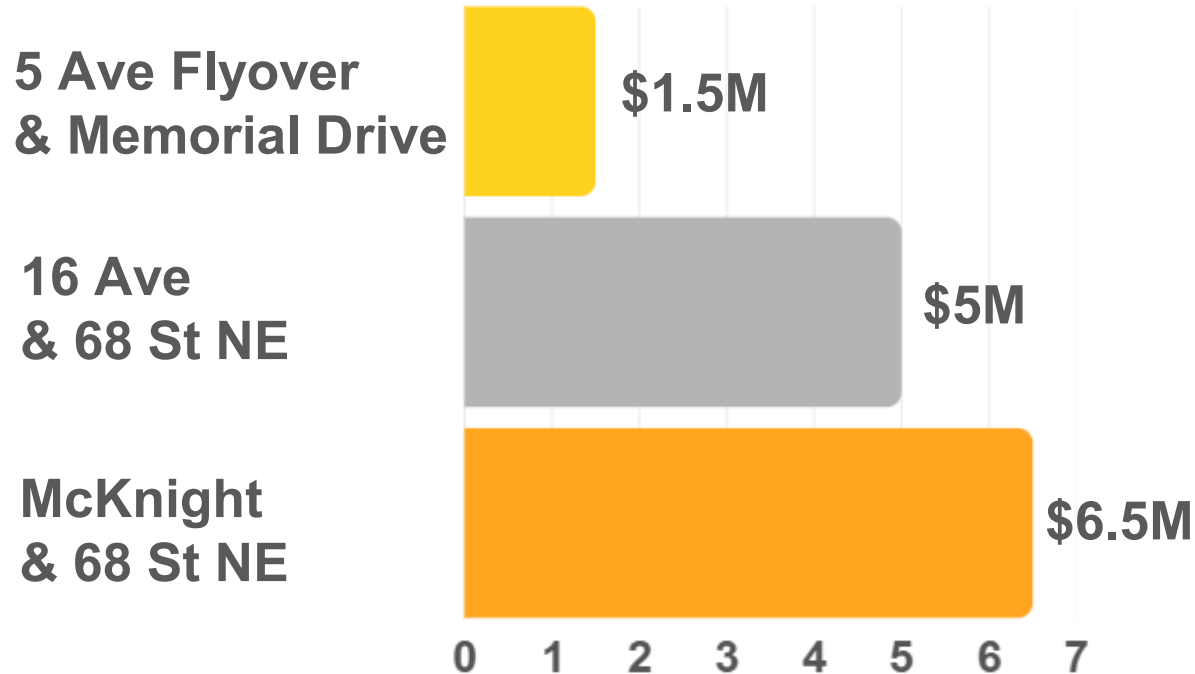
Current State: High left turn volumes using single left turn lanes result in congestion and delay.

Concept: Implement dual left turn lanes (northbound, southbound and westbound).

Impact: Reduction in queuing, delays, fuel consumption and greenhouse gas emissions.



Funding Required



Funding Gap:
\$13M

Total Estimated Cost: \$13M

That the Infrastructure and Planning Committee recommends that Council:

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Mobility Operational Improvements Program Priority List

High Priority

1. 5 Ave Flyover to Memorial Dr – Extend merge lane to improve safety and traffic flow
2. 16 Ave & 68 St NE – Add dual left-turn lanes southbound
3. McKnight Blvd & 68 St NE – Add dual right-turn lanes southbound
4. Macleod Trail & Lake Fraser Gate – Add dual left-turn lanes westbound
5. 17 Ave & 84 St SE – Add dual right-turn lanes southbound
6. Heritage Dr & Glendeer Circle SE – Modify island to reduce rear-end collisions from northbound right turns
7. 52 St & 61 Ave SE – Address left-turn collision issues from both directions
8. Country Hills Blvd & Coventry Blvd/Harvest Hills Way – Add northbound right-turn lane
9. Memorial Dr & 68 St SE – Add dual left-turn lanes northbound
10. 52 St & 54 Ave SE – Widen eastbound lane

Mid Priority

11. 162 Ave at Shawville Blvd – Add dual northbound right-turn lanes
12. Sarcee Trail at Beacon Shopping Centre Access – Add three westbound lanes
13. Macleod Trail at Glenmore Trail – Southbound lane extension

Low Priority

14. Barlow Trail at 106 Ave SE – Add dual westbound lanes
15. 52 St at McIvor Blvd – Add dual left-turn lanes southbound and a smart right-turn lane northbound
16. Metis Trail at Country Hills Blvd NE – Various improvements to address rear-end collisions from right turns
17. 162 Ave at Shawville Way – Add westbound U-turn

Pathways/Missing Links

18. 50 Avenue SE between Barlow Trail and 30 Street SE – North side
19. 50 Avenue SE between 32 Street SE and 35 Street SE – North side
20. SW corner of 50 Avenue SE and 52 Street SE – North side

16 Ave & 68 St NE Concept

