



John Laurie Blvd. and McKnight Blvd. Functional Planning Study: Discover Phase

Public Engagement: What We Heard
June 2026

Project Overview

John Laurie Blvd. and McKnight Blvd., between 14 Street and 4 Street NW, is a critical link in Calgary's transportation network. A Functional Planning Study (FPS) for the corridor is being conducted to address transportation challenges in the area and support improved community connectivity and safer mobility for all types of road users.

The key project objectives include:

- Assess the road classification to determine if the skeletal road designation remains appropriate or if an arterial street (or other) classification is more suitable for the study area.
- Evaluate the previously proposed grade-separated interchange and explore innovative alternatives to balance traffic flow while improving connectivity to adjacent communities and public spaces.
- Recommend short- and long-term improvements to promote safety and connectivity for all road users.
- Confirm land impacts, utility impacts, and noise mitigation strategies.
- Provide capital cost estimates for the recommendations, supporting a flexible future implementation strategy.

Once the functional planning study is complete and based on funding availability, The City will proceed with future stages of design and construction.

Engagement Overview

Engagement for the functional planning study is organized into three phases – each tied to key milestones in the development of the functional plans.

- **Discover (completed in June 2026):** introduce the project and gather feedback, ideas, and issues about the study area and identify priorities to inform concept options.
- **Explore (approximately Fall 2026):** share what we heard in round 1 engagement and present and gather feedback on the concepts developed for the project.
- **Reveal (approximately Winter/Spring 2027):** share what we heard in round 2 engagement and present and gather feedback on the recommended plan.

*All What We Heard reports will
be posted on the Engage Portal:
engage.calgary.ca/JLMcKnight*

The following is a summary of engagement opportunities offered to the public during **Phase 1: Discover**.

- Online opportunities for feedback were offered through The City's engagement portal from May 25 to June 15, 2026, which received 5,958 page views and 625 contributions of feedback from 428 contributors.
- A landowner meeting was held at the North Haven Community Association (5003 North Haven Drive NW) on June 1, 2026 from 5 pm to 7 pm with five landowners in attendance.
- An in-person open house was held at the North Haven Community Association (5003 North Haven Drive NW) on June 2, 2026 from 4:30 pm to 7 pm with 128 people in attendance.



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Engagement opportunities were advertised through:

- The City of Calgary's Engage website;
- A designated project email (jlmcknight@calgary.ca);
- Targeted letters to adjacent landowner;
- Social media ads targeted to communities surrounding the study area;
- Emails and communication toolkits to community associations (North Haven, Thorncliffe Greenview and Highwood);
- Postcards to area residents and businesses (approximately 3000 postcards);
- Road-side bold signs placed for three weeks near the study area for high visibility promotion; and
- 311 to provide project information to people calling in with questions.



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What We Asked

In **Phase 1: Discover** of the John Laurie Blvd. and McKnight Blvd. Functional Planning Study, we asked participants to:

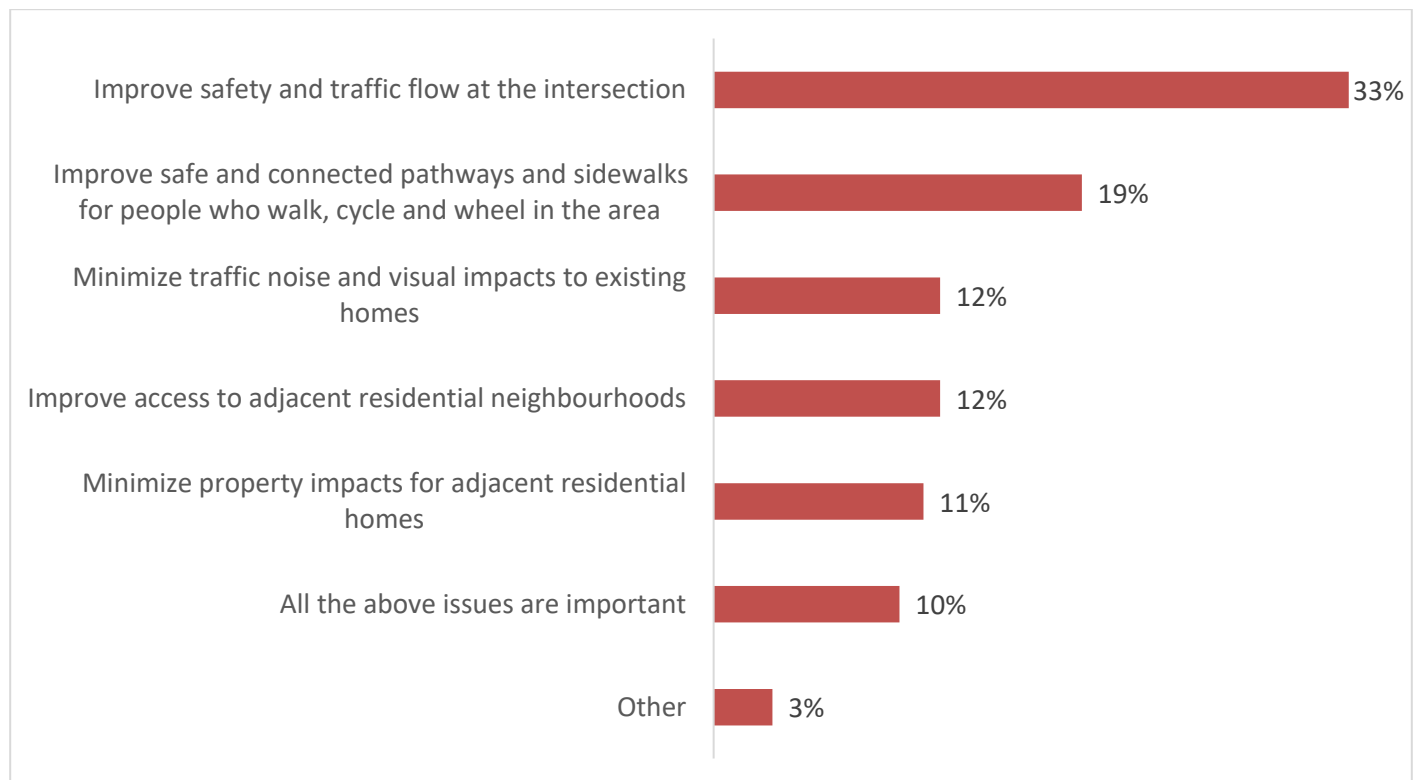
- Select from a list of issues that are important to them for the project area;
- Share key issues; and
- Provide ideas for improvement.

What We Heard

The following is a summary of input received through the landowner meeting, online survey and at the in-person public open house. The majority of participants agreed that the intersection requires improvements and most also agreed that long-term change is needed in contrast to the small adjustments that have been implemented in the past.

Select the issues that are most important to you. Choose all that apply.

Most people (33%) selected safety and traffic flow as the most important issue for the intersection. The next most important is improving safe and connected pathways and sidewalks (19%) for people who walk, cycle and wheel in the area.





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Issues for the intersection for people who drive in the area

Safety

- A large number of participants shared that speeding was a frequent issue for traffic moving in all directions. People either feel unsafe driving through the intersection or said that there are multiple near misses or vehicle collisions at the intersection.
- The intersection was noted by many to be very unsafe due to the high speeds, tight turns, and blind spots between John Laurie Blvd and McKnight Blvd and vehicles heading west from 48 Avenue. It was noted that these challenges are made worse in slippery winter conditions.
- Some participants would like to see the roadway reclassified to an arterial road to lower speeds and create a safer intersection.
- It was noted on multiple occasions that unsafe lane changing also occurs while people are turning left from McKnight Blvd to John Laurie Blvd.

Traffic Flow and Access

- Although safety was one of the top issues noted, many people were also vocal about the issues around traffic flow, particularly for people exiting out of the North Haven community.
- During rush hour, there are long wait times for vehicles leaving the North Haven Community as no priority traffic lights exist.
- Some people would like to see the former bus trap on North Haven Drive opened to all traffic to improve community access and traffic flow. Others would like it to remain a Transit only access to limit instances of shortcutting through the North Haven community.
- Numerous residents shared that access to North Haven and Highwood are limited.

Traffic Noise

- Some residents living adjacent to the intersection highlighted noise issues from high-speed vehicles at all hours of the day.
- A few also shared that collisions are frequent, further adding to the noise in the area.

Property Impacts

- During the meeting with adjacent landowners, the majority were concerned with being impacted by the project and with the City acquiring their property. As a result, landowners wanted more certainty on proposed designs and project timelines.
- Overall, most did not want The City to acquire their property for the project. Only one individual was in favour of The City purchasing their property.



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- Other participants also echoed these concerns and would like to see designs that reduce impacts on the adjacent neighbourhoods.

No or Minor Improvements Needed

- A small minority of participants did not think anything should change with the intersection.
- Others stated that improving the current traffic lights are all that is needed to improve the intersection.

Issues for the intersection for people who walk, cycle, and wheel (e.g. wheelchairs, strollers, e-scooters, etc.) in the area

Unsafe Crossing

- Many people shared that the intersection is very unsafe and they avoid crossing in the area, if possible.
- A few stated that they hardly see people crossing at the intersection however many also noted that students will use the crosswalk to get to and from schools in the surrounding area.
- A few people highlighted that pedestrians are not highly visible when crossing at John Laurie onto McKnight Blvd. eastbound.
- It was noted that this intersection is mostly built for vehicle traffic and is unsafe for people who walk, cycle and wheel.

Lack of Pathways

- In addition to safety, people highlighted that there is a lack of connected pathways on the north and west side of the area, making it challenging to access nearby neighbourhoods and parks.
- A few people highlighted the lack of east-west connections for cycling commuters.

Ideas for improvement for people who drive in the area

Intersection Design

- Many people suggested either adding either a roundabout (traffic circle) or sensor activated signal lights for all directions at the intersection. Some suggested building an overpass or underpass.
- A few people were opposed to traffic circles, noting concerns with cost and people being unfamiliar with using traffic circles, which could potentially lead to further collisions.
- A few participants suggested widening the turn radius or softening the radius on John Laurie to McKnight eastbound to support safer traffic flow.
- Many landowners and some residents did not support the 2005 interchange design and the property impacts identified in the study.
- A small number of participants suggested closing/opening lanes during rush hour to better improve traffic flow.



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- One individual would like to see longer merge lanes leaving the intersection.

Noise

- Numerous participants suggested reducing the speed limit and adding traffic calming measures to reduce noise for nearby residents.
- A couple of individuals requested improved noise barriers in the area to reduce noise.

Enforcement

- Some people highlighted that better speeding enforcement is needed in the area to make it safer, suggesting the addition of speed cameras or more police presence.

Ideas for improvement for people who walk, cycle, and wheel (e.g. wheelchairs, strollers, e-scooters, etc.) in the area

Separate Facilities

- The majority of participants suggested adding an overpass, bridge, or tunnel to separate people crossing from traffic and lowering any risk of conflict between vehicles and all other modes.
- A few participants suggested improved ramps that are easy to use for people using wheelchair, strollers, and mobility devices.

Improved Access and Connectivity

- Many residents would like more options to access adjacent communities and improve links to existing pathways (e.g. Egert's Park and the Nose Creek Pathway).
- People highlighted that there are currently no east-west connectivity options along McKnight Blvd and John Laurie Blvd.

Traffic Calming

- Numerous participants noted that the speed limit is too high in the area.
- A few people provided the following suggestions for other traffic calming measures to make the area safer and reduce noise:
 - Crossing signals that are only activated by a crossing button
 - Flashing lights in advance of intersection
 - Raised crosswalks
 - Pedestrian islands and longer crossing times.



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No Improvements Needed

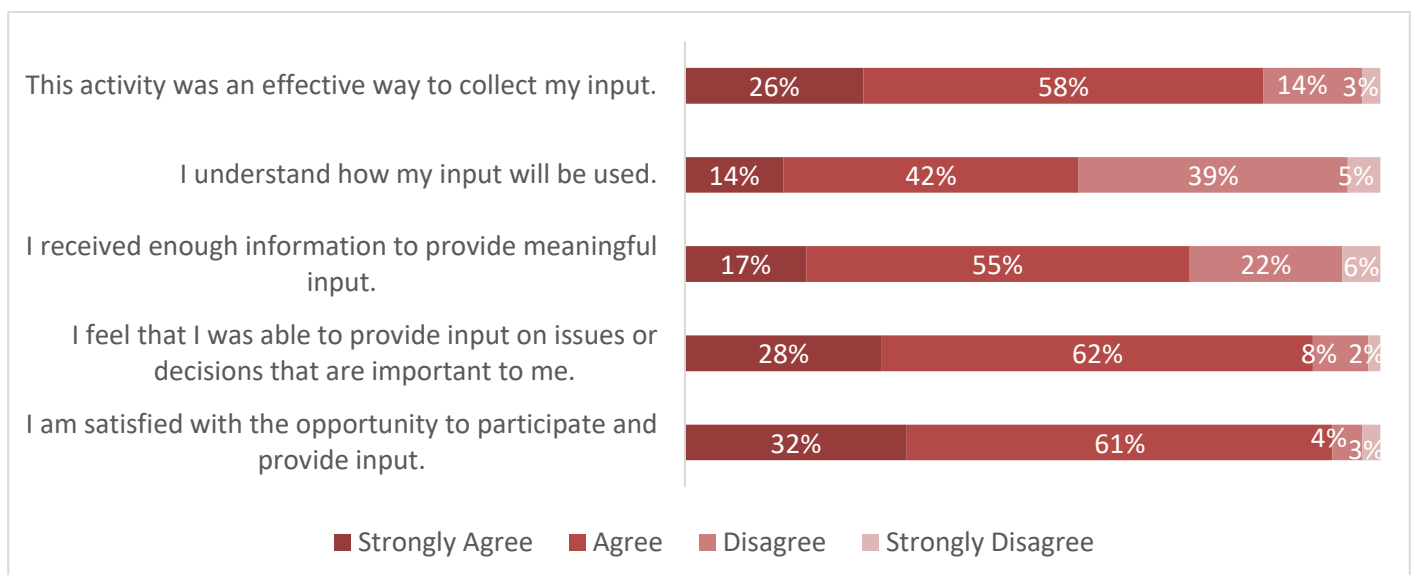
- Similarly, a small number of participants noted that no improvements are needed, and it would be best to remove pathway options at the intersection to keep people safe.

Do you have any additional comments about the John Laurie Blvd. and McKnight Blvd. Functional Planning Study?

- There were numerous concerns about property impacts and requests to reduce the footprint of the proposed intersection design and impact on the communities and park space.
- A small number of people supported the original 2005 study and the proposed design.
- A few people noted that improved transit options are needed in the area.
- A couple of participants stated that sections between Northmount Drive to Deerfoot Trail and 4 Street NW to Deerfoot Trail also need to be improved for traffic flow.
- A few residents also wanted the project to prioritize minimizing cost to taxpayers, only implementing small necessary changes.

Engagement Process

We asked people to select the level of agreement with each statement about the engagement process. Most people strongly agree or agree (>72%) with the statements and indicated that they thought that the activities were effective for collecting input, felt that they were provided enough information to provide input, and felt that they were able to provide input on issues/decisions they thought were important, and they were satisfied with the engagement opportunities. Conversely, people disagreed (39%) or strongly disagreed (5%) with the statement about understanding how their input will be used.

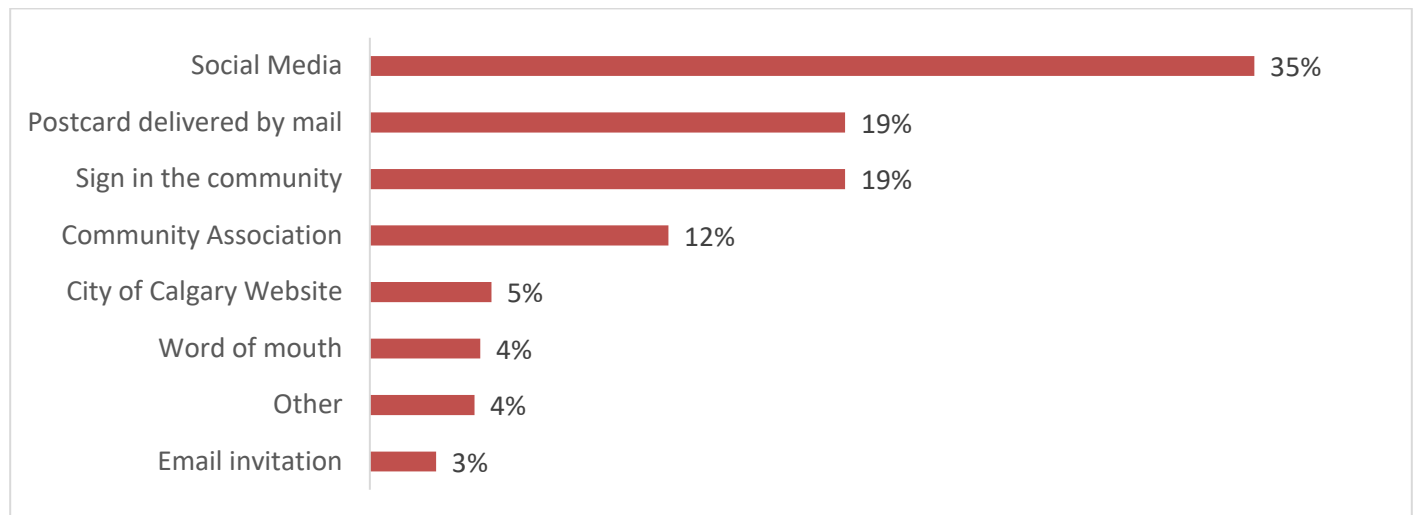




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Most people learned about the engagement opportunities through social media (35%), through the postcard delivered to their home (19%) or through signs in the community (19%). Others learned about the project (4%) through a newsletter from their councillor.





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Verbatim Comments

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

Please note: All the comments below are printed as received. The comments are organized by the questions asked. Comments are unedited as to spelling, grammar, use of 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].”

Verbatim Comments: Online Feedback Form and In-Person Open House

Please describe the issues for the John Laurie Blvd. and McKnight Blvd. intersection for people who drive.

- Since the vehicle trap has been removed the amount of traffic along North Haven has increased massively. Has this been accounted for in the planning?
- Bus trap - install a gate that can be used by YYC services to stop cut-throughs between Old + New N Havens. Increasing number of vehicles ignoring the “do not enter”. One driver yelled at me “If the city didn’t want me to use it they wouldn’t have filled it in.”
- Lots of cars cutting through the vehicle trap. Increased risk for all walkers, cyclists & children, community centre
- No Traffic Circle
- 2005 plan is overkill
- Consider the extra morning rush hour backlog @McKnight, Centre and EDM trail if traffic were to flow faster to 4th St.
- Got to fix bus trap at some time
- Super awkward intersection. Holding area onto McKnight is really awkward
- Safety – the dual turn, people changing lanes when solid line. Not yield/stop to oncoming
- Put a red light camera and DO NOT BLOCK intersection signage at 4th St NW heading East. Morning rush hour sees too many East drivers blocking intersection when backlog at centre.
- Poor access from N Haven (by school) to east bound McKnight. Dangerous to enter small holding area + merging. People on JL often do not stop for that corner
- Tight Turn from John L to McKnight and vice versa. Dangerous esp in winter conditions.
- What is the collision rate and severity since the removal of the left turn access from J.L. into N.H. (48 Ave)? Include pedestrian incidents.
- What is the maximum vehicles per hour for a traffic circle concept? Morning/Afternoon rush hour peaks. Inc maximum approach volume? Gap acceptance?
- The cost of raising two lanes of traffic over 48 Ave connection
- Raising 1 lane of east bound traffic on 48 Ave – Seem to me that is a lot more dollars spent on option 1
- Safety driving on sharp turn on to McKnight
- Traffic congestion due to sharp turn
- Poor exit from North Haven
- Leaving North Haven on 48 Ave to McKnight at busy/semibusy times
- Getting out of NH going east on MB takes time only room for 2 cars to wait for cars coming around the corner at high speed. Needs lights.

- Exiting NH east bound via 48 Ave you have to be aggressive exiting during rush hours.
- " - excess speed
- - safety for pedestrians (see below)
- - traffic noise - especially street racers at any time of day or night"
- - Many people don't understand that the John Laurie traffic should not stop.
- " -EB traffic 90deg: constricts free flow / approach to 90deg is downhill & dangerous with road surface icy or wet / long vehicles do not use inside or outside lane correctly.
- -WB traffic 90deg: non-standard right-of-way against opposing traffic & no indication; difficult for non-regular users / dual turn joggle not standard for unfamiliar road users; results in unexpected lane changes / dual turn traffic weave into other lane to navigate turn / EB traffic regularly jump barrier into WB traffic."
- " -to provide vehicles a more consistent merge onto John Laurie Blvd.
- -improved access and egress for residents between/and including upper and lower N. Haven residents"
- "• The left hand turn into North Haven from eastbound JLB was closed off. Yes, it was nerve-wracking to use at peak times, but it was a valuable access point to the neighbourhood.
- • Inept drivers take the sharp turn from eastbound JLB to McKnight too fast and collide with the concrete median."
- "1) Merging of vehicles from adjacent residential streets. Many near misses.
- 2) Travelling along McKnight or JL, a double through lane for the direction and street change is dangerous when conditions are slippery. I've seen cars on the inside lane slide wide and hit cars in the outside lane. I've seen cars on the outside lane slide wide and into the median curbing. I've seen cars completely 360
- \aking the turn. I bl've seen large trucks on the outside lane take up more than one of the lanes"
- "1. Difficult/slow/ unsafe to drive East to McKnight as steady flow turns from McKnight to John Laurie.
- 2. Driving the ""long way"" along North Haven Drive to 14 Street South to John Laurie, to McKnight E is even more congested & time consuming."
- 1. there is no direct through onto john laurie onto mcknight. it is a left turn lane which impedes necessary seamless flow-through. 2. by going straight through on mcknight you cannot get to 14th street through highwood (not sure what neighbourhood to north is called). 3. the bicycle trail does not connect seamlessly to the tunnel under 14th street. it is very difficult to navigate without getting lost and having to make a aild dash across 14th street.
- 10–20-minute wait per visit to try to get across.
- 64th is a good alternative as is 16th ave. Outside of rush hour there are no concerns on McKnight. I live in Thorncliffe.
- A big issue for people living in the community of North Haven north of 48th Ave is that they have no choice but to enter the community onto North Haven Dr from 14th st NW causing an excessive amount of traffic all throughout the neighborhood and right past North Haven elementary school which is dangerous
- A number of years ago an extensive study looked into all of this. What happened to that study? The corner in question was just part of a much larger study on making John Laurie free flowing down to Deerfoot. That study included purchasing property at the end of Hendon Dr. and putting in a rounded corner capable of maintaining the speed limit down to Deerfoot. McKnight should also be straightened out and widened to include turn lanes at 4th St and Center St.
- A strange thing happens at this intersection. While coming from 48ave trying to cross John Laurie to get eastbound onto Mckight, you will be stopped at the stop sign and randomly people making the left turn from Mckight to John Laurie will stop dead in traffic to "let you in". It makes me cringe every time it happens

because they are going to get rear ended and also doesn't help anything because there's a second turning lane that just keeps flowing. It happens about once a week and is dangerous.

- A very dangerous drive in winter conditions, going from 70 kph to 30 kph maneuvering a tight corner is dangerous.
- "A very large volume of traffic. Road is curvy with varying speed limits and requirements. This makes it high risk for accidents in the winter.
- Rarely have I seen issues with traffic coming out of the residential area."
- Access
- Access in and out of North Haven via 48th Avenue is dangerous and possibly increases through traffic on North Haven Drive, particularly now that the bus trap has been filled in and some drivers chose to drive through it. This results in more traffic past the school.
- Access in and out of the North Haven community is extremely limited. Only 2 points of entry/exit for the entire community with this intersection being one of them. Please do not make it more difficult for drivers
- Access into and out of the community (to the west approach of the intersection) is challenging. Last study restricted the NBL turn into the community due to safety concerns with crossing the main traffic on JLB/McKnight. EBT can still be scary to find a gap and with sightlines and properly gauging the speed of the approaching WB traffic. Speed of traffic as well on JLB/McKnight is typically faster than the posted speed - so can be challenging for EBT to merge into the NBR turning traffic.
- Access to McKnight east bound from North Haven (48th avenue) is dangerous and extremely slow especially during rush hour periods. Also McKnight east bound from this area to Deerfoot is very congested and only getting worse.
- Access to McKnight going east bound is becoming increasingly difficult with what seems like an increases in traffic on the roads over the past few years. The intersection is not a safe design there is difficulty seeing on coming traffic from west bound McKnight due to the elevation change and the speed of traffic.
- "Access when eastbound on 48th Avenue trying to get onto McKnight.
- Pedestrian and cyclist safety!"
- "Approach to curve is aggressive
- People coming from 48 ave cutting off cars with right of way. Difficult to leave that
- Neighbourhood
- Not familiar with traffic flow ending up making last minute choices poorly timed wrong turn."
- As a daily commute, you get used to it but too many accidents during high congestion areas or folks not understanding the layout.
- As laid out, the corner of McKnight/John Laurie is unclear to drivers and it is common to see drivers treat it as a 4 way stop. This creates traffic congestion and increases wait times for those exiting North Haven.
- At certain times of the day, the traffic is very heavy on this road. Getting onto the road from North Haven (48th) is time consuming.
- "At times it can take over 10 minutes to get across JLM when exiting from 48.
- People new to the intersection don't know what to do."
- At times, the wait to exit North Haven on to east bound McKnight Blvd can be lengthy. Additionally, many vehicles are forced to make quick and/or unsafe "dashes" across the intersection while some cars come to a complete stop when moving westbound on McKnight to John Laurie. Seems those unfamiliar with the non intuitive road design which further congests the intersection and creates confusion.

- Awkward connection between the roadways and very different road conditions (different speeds and residential roads versus walled roadway). Access in and out of neighborhood is tricky at times.
- Backlog!!!
- Because of all the lights on McKnight Blvd, the traffic slows down so much. It is a nightmare that I need to use every single day. East-west traffic should flow quickly like north-south
- Between Deerfoot and 14th street it gets soooo backed up and poorly timed lights and short turn lanes to go left, and short advances
- Bike and side walk needed
- born and raised NW Calgarian this has been a issue for as long as I can remember. I no longer use this route , my heart goes out to the community and I would support a over haul for this .
- Bottle neck during rush hour, dangerous intersection.
- Bulldoze some houses around the curve and make it a true through road. These aren't neighbourhood roads their main arteries connecting east and west Calgary. These aren't bike lanes. These aren't walking paths. They're high volume traffic roads stop trying to make it all things to all people when it's not.
- Can't turn left from JLB onto 48th to get into North Haven; very confusing intersection for drivers from out of town who are visiting us.
- Cars coming from 48th onto McKnight lack a controlled way to proceed, it's a very risky manoeuvre. The hairpin 90 degree turn from John Laurie to McKnight forces traffic to quickly slow down, and can be treacherous when icy.
- Cars coming from North Haven do not yield to traffic on John Laurie/McKnight. Lots of close calls avoided because of knowledgeable John Laurie drivers.
- Cars not staying in their respective turning lanes when turning from WB McKnight to WB John Laurie
- Closing the one side a few years ago really made a huge change. I think the intersection is fine how it is now.
- Coming out of north haven from that intersection is always a scary merge into east bound traffic. It's a blind turn for the drivers and no one knows how to navigate it. Lots of people barrel through the intersection and don't yield to oncoming traffic. We don't want that access removed but it needs to be improved for everyone using that intersection.
- Confusing for those not familiar with the corner.
- Confusing intersection and poorly signed.
- Confusion of drivers at right-of-way left turn going west from McKnight onto John Laurie. Backlog of traffic in both directions during peak times. Difficult to exit from North Haven at most times of the day.
- confusion of who has right-of-way, speed reductions, sharp corner,
- Congested traffic during peak hours due to the lights.
- Congestion at rush hour periods makes entering from side streets very difficult along McKnight and from 48 Ave to McKnight.
- Congestion trying to access McKnight during rush hour or when school is over!
- Congestion. Drivers not understanding the exit strategy.
- Connecting from McKnight to John Laurie is dangerous as some do not shift left like they should in the left lane to turn left onto John Laurie, they often unexpectedly change lanes causing large risk to the right hand lane drivers.
- Consistent issues with accidents as people unfamiliar with area on the roadway mechanism.
- Consistent traffic backups during peak usage hours (eastbound)
- Constant traffic jam, very busy starting from McKnight all the way down to Deerfoot trail

- Corner too sharp, and poor design confuses newcomers.
- Cost wise - pedestrian bridge and a very large traffic circle to accommodate semi-trucks, no traffic lights
- Cross walk is in a terrible spot. Around a corner hard to see pedestrians, also turning into JL it's terrible and not safe for pedestrians.
- Crosswalk at intersection is too much of a conflict with traffic on the road. Road design encourages vehicles to travel through intersection fast, and not expect pedestrian to be crossing.
- Currently requires slow speed to go between John Laurie and McKnight, also needing to watch for pedestrians.
- Dangerous curve and slows traffic more than other main roads impeding the flow of traffic
- "Dangerous to have pedestrians cross on blind corner"
- Dangerous to have cars go across traffic onto McKnight"
- "Difficult at times to get out from 48th Street to go west on McKnight ,as traffic is busy on both McKnight and John Laurie Blvd.
- Would a traffic circle work?"
- Difficult to exit North Haven at peak hours
- Difficult to get across John Laurie and McKnight during peak traffic times. Only room for two cars to fit between median between north and south bound when crossing from 48th Ave.
- [Omitted] who stop when they have the right of way.
- "Do not put the post and cable barrier so close to the road , John Laurie blvd is way to close to vehicles
- Plus no one cuts the grass in between the two barriers"
- Don't bother connecting McKnight to 14th street. Existing traffic patterns are good enough. going from McKnight to John Laurie, to 14th street north or south bound isn't a big problem at the moment. Main problem is just the awkward design of the intersection more people turning that going strait, weird right of ways on stop signs and such.
- Driver going east have a long wait at the intersection. The Intersection should have a light. Right now drivers going west have right away, it's hard to get though the intersection if you need are east bound.
- "Drivers entering from 48 Ave often thought they had the right of way as soon as they crossed the stop sign. There were instances where cars ran in front of me even though they have a yield sign.
- Where McKnight and John Laurie meet, it's at a 90 degree angle. During wintertime, it's extremely dangerous. It happened to me where my car slid to the other lane because of ice. I'd seen cars slid and landed on the concrete blocks before.
- Traffic backs up during rush hours because it's a sharp turn."
- "Drivers not following rule of no stopping and
- Drivers coming from north haven taking chances to get into traffic"
- Drivers often get confused and make unsignaled lane changes when turning left from McKnight to John Laurie. In the reverse direction, the turn and winding road up to 4th street can be a bottleneck during high traffic times when people slow down quite a lot while others go fast generally causing overall unpredictable driver behaviour.
- Drivers often stop on westbound McKnight and back up traffic as they are unsure of the traffic flow. Pedestrians stop and back up traffic when crossing. Dangerous right turn heading east, often late night accidents with damaged car parts in the intersection as well as drivers not understanding the traffic flow in general. Actually saw an accident there today (may 25) on my way home from work, looks like a trailer didn't turn wide enough and hit a vehicle also turning.

- Drivers turning left on red lights - I have almost been hit several times
- Drivers who are familiar with the intersection can be dangerous. They may also not be used to the lower speed limit with the 90 degree turn.
- Driving east from north haven onto McKnight, there is only room for 2 cars in the island to access John Laurie. If you underestimate the room available your vehicle sits in the oncoming traffic lane.
- Driving isn't bad, but the closed entrance to North Haven makes for an awkward, under realized intersection. It'd also quite congested going eastbound every weekday morning.
- During morning commute, due to the large volume of traffic coming from John Laurie to McKnight and the traffic building up from McKnight to hop on to deerfoot, it's very difficult coming from 48 ave to McKnight. We need to wait for traffic to stop from McKnight to John Laurie, than cross the intersection into the "gap" and wait for someone to allow us in as the traffic will not stop coming from John Laurie.
- During morning rush hour, the traffic on McKnight is so heavy that the backup can extend all the way back onto John Laurie. There are too many lights along McKnight that impede flow eastbound towards Deerfoot
- During rush hour traffic, it is very difficult for traffic coming from 48th ave to get back onto McKnight blvd to travel east bound.
- East bound has a stop and then a yield. So many people blast through the yield not realizing that the turning cars have right if way. Pedestrian crossing is odd and you always miss seeing them with how complex the intersection is.
- Eastbound John Laurie to McKnight corner is treacherous in winter. Frequent collisions. I've personally witnessed several collisions with the pole and barriers at that corner. Westbound McKnight to John Laurie turn lanes are frequent cause of confusion for unfamiliar drivers. I've often been cut off by drivers who fail to signal when changing lanes at the last second. Why do we have a corner like this on a major artery?
- Essential but slow. Lights don't seem efficient at handling volume
- Exiting North Haven east bound during peak traffic flow is very hazardous as one must try and gage a safe momment to cross intersection in front of west bound traffic. Small breaks in traffic of west bound traffic require aggress acceleration to cross these lanes. Having accelerated across one now must aggressively brake for east bound traffic. At times when it is safe to continue proceeding east one must still be extra cautious there are times when curb lane traffic changes into this lane
- Exiting North Haven via 48 avenue during rush hours is problematic. People who aren't familiar end up stopping dead on McKnight and John Laurie when they become confused at 90 degree turn.
- Exiting the community and traveling east through the intersection can be quite scary. People who are not familiar with the intersection may stop if they are travelling nw bound onto John Laurie, some people exiting 48th onto McKnight do not realize it is a yield and try to merge. People turning onto John Laurie taken the left turn wide and take up the far right lane going straight. People exiting 48th Ave struggle to make the correct judgement call on distance between oncoming vehicles
- Exiting the community onto mcknight is challenging when there is traffic
- Exiting the North Haven Neighborhood on 48th to McKnight East bound is difficult, and those too nervous to sit in the island between the west bound and east bound lanes can back up the exit from North Haven for a while. Also people sometimes think they have a dedicated lane merging into East bound McKnight causing a lot of accidents.
- Extended wait times to exit the community during busy periods, especially now that the bus trap has been removed and traffic flow signs are not enforced, increasing volume.
- Extreme sharp turns at 48ave. Not enough lanes from 4st to Deerfoot

- Fine the way it is
- For driving I am fine with the intersection but I don't usually travel at peak times. I worry about pedestrians crossing. Cars don't always stop. North Haven has limited exits and entrances so please take that into consideration.
- For people unfamiliar with this area, the intersection can be a bit confusing given the 48th Ave offshoot. I have seen multiple accidents at this intersection.
- "For people who are exiting N.Haven eastbound the intersection is inconvenient, unsafe, and you may need to wait (during rush hour) an indeterminate amount of time until a gap appears in both directions. There is only room for two cars to wait after crossing the westbound lane.
- WB traffic can be confusing for people who have not used the intersection before. I have seen drivers slow down or stop when confronted with the sudden left turn with cars facing them from 48Av waiting to cross their lane."
- For people who are trying to get out of the neighbourhood onto McKnight blvd it is a dangerous intersection - having to wait for a break in traffic to get across
- "For people who live in North Haven, during peak hours, it is very difficult to cross this intersection to leave North Haven. The problem is twofold:
 - 1) going from 48th Avenue and getting across the traffic that is turning from McKnight to John Laurie
 - 2) merging onto eastbound McKnight as there is only enough room for 2 (sometimes 3) vehicles to wait
- The amount of traffic during peak hours can lead to very long waits and unsafe driving."
- "frequent (weekly?) accidents on eastbound traffic from JLB when rounding the turn to travel on McKnight eastbound. I'm curious how the statistics stack up against other difficult intersections in Calgary, but I'm sure it's a contender for high frequency of incidents.
- The volume and the lack of alternative parallel routes have made the whole of McKnight blvd west (and almost everything traveling westbound on McKnight blvd flows straight onto JLB) an arterial route as opposed to a skeletal route."
- frustrating time wait to cross intersection. dangerous for kids and people to cross.
- "Getting from North Haven onto McKnight eastbound.
- Safety concerns for those navigating the tight eastbound corner."
- Getting from North Haven onto McKnight going East is a problem. Otherwise cars have no problem because they are prioritized in every way.
- Getting in and out of north have can be hazardous at times. People can't read the signs and stop when your supposed to and yield at stop signs or stop at the yield sign. Also if you have a trailer it becomes even more difficult.
- Getting onto McKnight eastbound from 48th Avenue is tedious. The transition from McKnight to John Laurie westbound is confusing to some, often see people stopping at the turn.
- getting onto McKnight going east.
- Getting out of North Haven in the morning can be a challenge with opposing traffic not having to stop and the continuous traffic going east.
- "Getting out to go west of North Haven on the east entrance is not easy to get out of during rush hour. Some east bound mcknight cars stop when they have the right of way and it glunks up.
- Cars can't enter north haven from John laurie anymore and its caused increased traffic through north haven drive on the south side of North haven."

- Getting through the intersection from the residential area is dangerous. Oncoming traffic drivers are confused and will stop instead of going through onto John Laurie when a car is at the stop sign. With the bus trap on North Haven Drive this leaves only this intersection and one other exit from the subdivision, especially in peak traffic times. Getting into the subdivision is also a pain with the left turn off the corner removed.
- Going eastbound from 48 Ave onto McKnight Blvd can be a challenge during rush hour. Notable wait times and can be challenging in the winter with icy conditions
- Going eastbound on McKnight, you are turning blind with the potential to come to a complete stop. People go way too fast around these corners and then slam on their brakes.
- Going from John Laurie and McKnight in winter can be dangerous because it's very tight turn and for people who don't slow down soon can be hazardous for other road users. Same applies for McKnight - John Laurie. Going from 48 Ave onto McKnight for people who don't know can be dangerous.
- Going from McKnight into North Haven, drivers coming into the McKnight lane turning left to enter John Laurie. They come into the 48 street through lane
- Greatly inconvenienced by the closure of the turn lane into the North Haven community from Eastbound John Laurie. This effectively makes it so that residents need to go further out of their way just to get into the community. Most communities have multiple accesses available for residents visitors and emergency services, Lower North Haven has 2, and one of these (being the McKnight John Laurie turnoff) is only usable from one direction to get into the community.
- Hard right turn causes confusion and drastic slowdown
- Hard to get out of North Haven heading east. Traffic circle would probably work here. There is enough room for a large one
- Hard turn, made worse in snowy conditions. A lot of traffic at rush hour.
- Having to come to a stop at the first point and then rushing to cross between traffic break makes it difficult to cross when leaving North Haven and then having to stop or yield at the short second point.
- Heading East/SE, the intersection of John Laurie and McKnight is too sharp and drivers are usually going too fast. Coming out of it, they accelerate too quickly and the grade adds to their speed coming into the intersection. Because of the S curve on McKnight before 4th street, driver's can't see how far back traffic may be backed up, and may have to stop quite abruptly which is extra challenging in winter. The turning lane from McKnight onto 4 Ave heading south is too small.
- High volumes at peak hours, and pedestrian level crossing creates heightened risk for pedestrian AND vehicular traffic right at the corner
- High volumes of traffic needing to slow down to make a tight turn. This braking causes safety issues in the winter as the road becomes very slippery and dangerous.
- How do you move vehicles going west bound on McKnight and turning south to John Laurie. Hazards of designated crossing and foot traffic issue.
- I agree with having closed off the left turn lane into North Haven community from John Laurie-which happened back in 2005. I think that was a safety issue and confused drivers. Although I understand that traffic movement is an issue, I'm not sure isolating the community so that speeding commuters during work hours can career through the city is an improvement.
- I agree with the 2005 Functional Planning Study assessment and roadway alignment which provides how best to provide an 80 Kmh Skeletal roadway from 14 street to the Northmount Drive underpass. Cont'd (See Question 3:)

- I am not affected.
- I do not live there but driving it can be congested and slow,p.
- I don't drive in this area
- I drive through this intersection almost daily. There is a stop sign for drivers heading east on 48 ave at the intersection of John Laurie and McKnight. It's confusing to drivers who aren't familiar with the intersection. There are instances where the driver doesn't stop thinking they have the right of way. The driver on John Laurie ends up having to yield to the driver who runs the stop sign. I'm certain accidents happen because of this. A traffic light would help.
- I drive through this route every single day... During rush-hour, it is consistently backed up in both directions so the impact on surrounding houses already exists regardless of what future projects hold. Pedestrian and safety is dreadful, I have seen lots of near misses particularly on the McKnight section when people are trying to cross.
- "I feel drivers who are heading east on 48ave to join McKnight must have a terrible time during rush hour. My experience travelling west on McKnight towards 14st is the dual lane around the corner is often full of impatient drivers who tail gate or change lanes or rush around the corner and pass in the righthand lane where it is meant for drivers to merge to southbound John Laurie.
- As a driver, I wasn't aware that there was that much residential in the area behind those sound barrier walls."
- I feel like it doesn't slow down soon enough. The turn is tight, and people that don't know the road may be surprised by it.
- I find the intersection is good as is, do not want to see lights put in. A better barrier would help as those coming around the corner going right onto McKnight heading east have hit the barrier due to poor driving abilities, need I say more!!
- I honestly only drive through the area but I am a bg supporter of wheeling and walking infrastructure. This section of John Laurie and Mcknight feels like it's too accommodating for cars and not contextually appropriate. These car-dominant roads cut across communities and make things so unsafe.
- I live in north haven, and when traveling west on McKnight into the neighborhood, people continuing onto John Laurie Blvd swing wide to the right to make the left and constantly come close to hitting vehicles in the far right lane going straight.
- "I live in North Haven. It can be very difficult to travel east from 48 Ave onto McKnight, particularly during afternoon rush hour. The volume of cars travelling west on McKnight means one has to wait some time before being able to cross traffic. I have seen drivers make risky maneuvers, such as not stopping at the stop sign, in order to make it across this intersection.
- This intersection is also unattractive, and hopefully improvements will consider the aesthetics of the area."
- I miss being able to turn left on John Laurie to 48 ave to go to North Haven community hall.
- I often see people confused when turning left from McKnight onto John Laurie and they don't stay in their lane. They start in the inside lane and instead of staying in the lane and jogging left, they drive straight and change lanes without realizing it ending up in the right hand turning lane. I've also seen a couple of people ignore/miss the stop signs from North Haven onto McKnight and those were all very near accidents.
- I usually drive in that area during non-rush hour traffic days so I don't have issues with waiting at the intersection to proceed. I do feel stress every time I do need to cross that intersection as cars tend to be driving so fast on either side of the road.

- "In 2021, I was rear-ended by a person who drove on 48th Ave going East on McKnight BLVD; the person ignored the yield sign and I spent 3 months in the hospital. I am not the only person who suffered injuries on that intersection.
- This intersection is insane by any measure. It should be a traffic circle so the risk of being hit is decreased as is are the consequences."
- Increase and retain resident access into and out of North Haven. The recent unfortunate event in May that led to the temporary's closing of 14 Street northbound revealed the only other way into North Haven is by travelling westbound on McKnight! This is a serious accessibility safety issue. While events that close entire roadways are not frequent, roadways are temporarily closed or traffic flow limited for road repairs, construction, etc, and there should be more than one way into the community.
- Increase the speed to 80km/h or more. It's far too slow and the road is wide enough to easily support 80km/h. The flow of traffic already exceeds 70kmh already and those that travel at 60 are the ones out of the norm and more of a hazard.
- Increased traffic does cause issues leaving the North Haven but only because the lane to enter McKnight off of 48th avenue only holds two cars.
- Inefficient design and corner is way too sharp. I feel unsafe turning here especially in winter particularly from John Laurie to McKnight. The roads become too narrow especially when there's also a merging lane in the left lane increasing risk of collisions.
- Insane to try and cross the road and super busy during rush hour.
- Insufficient capacity for demand, no shoulders on a tightly curving alignment, no channelized right turn lanes reduce effective intersection capacity, North Haven egress remains an issue.
- Intersection gets very backed up at rush-hour
- Intersection is confusing for those unfamiliar with it, potentially causing issues. Accessing from 48 Ave onto eastbound McKnight is tricky in busy periods, making for potentially higher risk maneuvers and potentially long waits to enter roadway.
- Intersection operate with an unopposed stop sign and traffic flow. Area should be a traffic circle. Pedestrian crossing should be bridged to avoid interaction with traffic
- "Is always chaotic with people speeding and ignoring the cross walk.
- In winter road very slippery and vehicles end up on the concrete divider."
- It basically it comes down to timing the lights right
- It becomes a bottleneck during busy periods, but with the slower zones past this corner at 4th and centre streets, including the stoplights, I'm not sure it makes a difference. Those stretches get backed up too.
- It can be very difficult and unsafe to get out of the neighbourhood onto mcknight trail east bound.
- It is a bottleneck area, especially during the peak hours in the mornings and evenings. Plus it is a dangerous intersection for pedestrians and cyclists. It is highly used by all modes of transportation - for cars as it interconnects two arterial roads and for pedestrians and cyclists as it connects the neighborhoods and bike pathways.
- It is a challenge to exit North Haven heading east.
- it is a very dangerous intersection during rush hour for vehicles but also pedestrians trying to cross. It is very frequent that someone stops when they shouldn't or comes around the curve from JL to Mcknight going way to fast.
- "It is a weird and confusing intersection resulting in strange and random seeming behavior from those who aren't accustomed to it.

- You can access Upper North Haven without driving a long way around."
- It is a weird turn
- It is an odd intersection and seems I'll designed.
- It is busy and sometimes challenging crossing John Laurie to get to McKnight with North Haven needing the 2nd access out at 48 Ave without lights.
- It is confusing and slow to make the transition from McKnight to John Laurie. I avoid this when I can.
- It is confusing for drivers who are heading westbound from McKnight to where it begins as John Laurie Blvd. These drivers often see oncoming traffic from North Haven and assume that they have the right of way. Slowing down causes further delay in both directions.
- "It is hard to get out of the neighbourhood of North Haven exiting onto John Laurie Blvd and vice versa.
- Repeatedly hear/see very high speed commuters who do not keep the speed limit resulting in accidents."
- It is so hard to get across this intersection after dropping my kids off at school. It's substantially worse in the winter when people are driving slower and take the turn very slow it gets backed up. When you do finally get across there is a yield sign and no one lets you in. It adds to the commute so much because you need to wait for an opening or push your way in when traffic is stopped which causes conflict with drivers. Especially worse in the winter.
- It is so hard to get out of North Haven during busy times. Worse, some drivers on McKnight making the left onto John Laurie, mistakenly STOP to let you cross. This is incredibly dangerous Anita actually two left turning lanes. Once you manage to exit North Haven, there is a small "staging" area to merge onto McKnight. If a large truck or numerous cars are there, it makes leaving hard and time consuming
- It is such a tight turn. McKnight to John Laurie (and JL to M) traffic should be the top priority.
- It is too hard to get out of North Haven at this intersection. There needs to be an easier and safer way to exit the neighborhood.
- It is too sharp of a turn at the intersection from JLB to McKnight and vice versa. The other big issue is having lights at 4 st and centre street backs up traffic significantly in each direction depending on the rush hour traffic direction. The entire roadway from 14 st to Deerfoot should be classified as arterial and Interchanges at 4 st, Centre st and Edm trail should be the priority
- It seems like anyone going east would have a hard time getting from 48th to McKnight. I always thank my lucky stars that I don't come from that way but during rush hour it seems tricky for those drivers
- It slows down significantly and a bottle neck going in either direction, worst is inside lane turning from McKnight onto John Laurie. In general congestion around that intersection and east has grown
- It was a horrible design from day one and causes so much congestion. The stupid bus trap in North Haven is another stupid idea some [omitted] at city hall thought was a bright idea. I feel bad for the residents that have to drive 5 minutes just to get to their backyard because of that.
- It's a bottleneck. It backs up McKnight specifically
- It's a hard area to drive in and out of. If you are in the community of north haven it's hard to go onto McKnight. It's big slow down to turn onto John Laurie and it's a big slow down onto McKnight going the other way.
- It's a pinch point both Eastbound and Westbound, although signage says no access to 14th Street, those who know, know and will shortcut through the neighbourhood. Stopgaps like stopping left hand turns on the eastbound lanes have helped, but something needs to be done on westbound McKnight to turn onto John Laurie, I have seen numerous near misses as people do not navigate the dual turn lanes correctly. This increases incidents in the wintertime, exponentially.

- It's a slow bottle neck. And the width is tight enough that nervous drivers needlessly slow down. It's an important artery. Because of the road layout of YYC, I am forced to end up on JL daily when coming from Patterson Heights and traveling to Airport south end. And was the same when I lived in Tuscany. Very different areas and still end up in the same road.
- It's a tight corner, the need to really slow down causes traffic backup etc. and it's a bit of a blind corner
- It's a weird intersection that can be hard to navigate. It's hard to see and confusing
- It's a weird intersection. Memorial coming in from west it set up as a 2 lane divided highway and then immediately an intersection with a sharp 90 turn that you can't turn left on mixed with pedestrians
- It's convenient when traffic is low but it can be almost impossible to cross the intersection during rush hour. Safety is also an issue, there have been lots of crashes as the intersection isn't intuitive to those who haven't driven it before
- "It's difficult to exit from 48 Avenue to McKnight, have to use the meridian to crossover. Can take a long time at peak hours.
- We live across from the school and there are frequent accidents on that corner - we can hear them.
- Those people driving from McKnight turning left onto JL often seem confused by the changing lanes and frequently continue straight when they are meant to follow the left hand lane lines. Better signage needed - especially in the winter when you can't see the road."
- It's one of the weirdest intersections I've ever seen and for what reason I don't know.
- It's sucks going from McKnight to JLB as it causes us to slow down and then to speed up but then it confuses drivers coming from 48 Ave that they have to wait to go.
- It's a bottleneck at the best of times. And it's dangerous in winter driving conditions.
- It's a ridiculous 90 degree turn that should flow smoothly.
- It's a very weird, sharp turn going from John Laurie Blvd to McKnight Blvd and via versa. Some drivers do not slow down enough to effectively and safely make the turn, while others can slow down too much. The sharp angle of the turn can also be much more dangerous in snow and winter.
- It's an awkward intersection but the drivers that use it know how it works and are respectful regarding speed. Traffic slows down and moves. I don't usually travel that way during the peak hours.
- It's an unusual traffic pattern and some drivers behave in unpredictable ways since they don't understand how the intersection works.
- "It's dangerous, even with the improvements made. The corner is hazardous when it snows or rains.
- Too many drivers still speed & ignore the change to 60 km.
- Crosswalk: drivers going East from 14th St don't have much time to react if someone is crossing, especially if they are speeding.
- Some drivers don't realize that they have to stay left as they approach the bend going West from 4th St. and go straight into what becomes the middle lane; I have almost been hit changing lanes to turn left."
- It's has turned into a bottle neck at rush hours going east in the morning and reverse in the evening going west
- It's just an awkward intersection that has outgrown it's original design over decades. It's designed as a T-intersection, but there is so much traffic on it, that a T intersection isn't really appropriate. Most of the traffic is turning from McKnight to John not going to 48. City closed the turn lane for residents in the area because it backed up traffic along John Laurie, and it improved traffic. Used to back up because it would take forever to get a break in traffic to turn.

John Laurie Blvd. and McKnight Blvd. Functional Planning Study: Discover Phase

Public Engagement: What We Heard
June 2026

- It's such a weird intersection to slow down in. McKnight is so so busy feeding into John Laurie and it always feels like someone is going to drive into your lane at the last minute going around the corner.
- JLB should be extended to north past current intersection of JLB and MKN. This was original plan many years ago. Make it happen.
- John Laurie and McKnight Blvd is the only street that comes close to a freeway travelling east to west in Calgary. I think it's a good idea to make it flow more efficiently, Otherwise Calgary does not have an east to west freeway from Deerfoot
- Just getting congested between said intersection and Deerfoot. Needs better traffic flow to accommodate increased volume..
- Later in the evening people turn from McKnight on to JLB and use it as the indy500. The turn often confuses people who are not familiar, often results in near misses.
- Leave it alone
- Long wait southbound from 48th at peak traffic
- Long wait times to join McKnight from 48 Ave NW.
- Long waits to cross going east bound on 48 Avenue. Safety concerns merging onto McKnight Blvd eastbound. Cannot access 48 avenue from John Laurie.
- Lots of traffic at rush hour times but not stopped at any point in the area for long. Very loud vehicles and motorcycles use the windy roadways to race late at night and is extremely loud for communities. Faster speeds will make that worse.
- Make it easier to stay on the main road
- make sure we're never left with only one exit from community
- Many drivers are confused at the intersection. More signage might help.
- Many drivers do not respect the "no lane changes" rule in the transition between John Laurie and McKnight. It is confusing to drivers who are unfamiliar with how it works. Having a pedestrian crossing right through the middle of it is a terrible choice. Drivers are focused on navigating an unusual situation, watching other vehicles more closely to avoid collisions when others don't follow the correct traffic pattern. The last thing they're looking for is a pedestrian in the middle of it all.
- "Many people don't understand the intersection. They stop suddenly when they see an cars at the stop sign on 48th Ave. the sharp curve is confusing to people.
- Once you cross John Laurie/McKnight from 48th Ave. The staging lane to merge on to McKnight is short leaving the last car vulnerable to oncoming traffic making the turn on to John Laurie.
- The turning lanes from Mcknight on to John Laurie are tight turns and cars tend to spill into the lane for traffic going on to 48th Ave."
- "Many people traveling west on McKnight yield on the duel turning lane into John Laurie when they see a car stopped on 48th going eastbound, which stalls the flow.
- The merge / 'waiting' lane to go east from 48 - McKnight should be lengthened to allow a couple more cars
- As a north haven resident I typically have no issues with that intersection"
- McKnight has become too busy for this intersection to work safely. The wait can be so long when exiting North Haven. People increasingly take chances just to get across. Even if you get across you can sometimes wait to merge onto McKnight eastbound so the people waiting can't proceed even if its its clear. Add pedestrians to the mix and your head has to be on a swivel. So dangerous! There are only two options to exit North Haven. The 14th street exit is equally backed up.

- McKnight is often a choke point for traffic. And Laurie/Mcknight is the best way to get to N.E. industrial and major commercial areas.
- Morning travel is difficult heading east out of North Haven. The merge across from McKnight only accommodates a single vehicle and often the oncoming traffic heading towards McKnight from John Laurie is constant and rarely eases for smooth traffic flow out of the neighbourhood. Many vehicles feel rushed to make quick dashes across the highway to get onto McKnight.
- "Most don't realize it goes from 80 to 60 to round the corner, and many end up having accidents.
- If someone hasn't driven the corner going west before, they often stop if someone from the north haven community is waiting to cross to access the east traffic lane. It can cause confusion. Better signage (lit up, large, before the curve) may help."
- Most people don't know that they can use both lanes to turn left from McKnight onto JL
- Most people on the inside lane drive straight cut off other just before the turn on to JL. Where the lane goggles heading west.
- Moving westbound people do not stay in their appropriate lane and there's always confusion and horn blowing
- Need better access onto McKnight Blvd. and John Laurie off 48 St.
- Need better signage. No sign on McKnight stating you are coming into North Haven.
- Need to make the road curve wider it 14 st
- Need to slow down to take the corner going eastbound on John Laurier at this intersection. If heading east on 48 Avenue it can be difficult to cross the westbound traffic and then merge onto McKnight. Drivers sometimes change lanes last minute if they are unsure if their lane continues or not (unsafe lane changes). Speed limit changes at the intersection too.
- "Needs pedestrian OVERPASS - do not make a ground level crosswalk.
- Would consider making a very oversized circle traffic - specifically ones where there is no changing lanes during the circle traffic (like the one off bowfort Rd by highway 1 - terrible raindrop design)"
- No concerns, as a resident of North Haven I like the traffic rerouting changes done to remove the left turn lane into when traveling east-bound on John Laurie
- no issues except speeding. Slow the road down.
- No issues, keep as is
- No problem. The area doesn't have side walks bike paths . The lane closure has been done. So no issues at all.
- No traffic control (lights, roundabout, etc) means people fly through this intersection at high speeds and don't watch when turning.
- None
- None
- None of it seems to make any sense to anyone...
- none really. the wait to exit NH eastbout onto McKnight is never really longer than a traffic light would be
- North Haven residents must hate this intersection, but the rest of the city seems to enjoy easy passage heading north. Needs of few vs many.
- North Haven residents require improved access and egress from the lower and upper North Haven neighbourhoods. The traffic light at 14th St and North Haven Drive is a very long delay for the North Haven Drive directions. It is difficult to cross the corner at McKnight and John Laurie from 48 Ave, to head east on

McKnight. There is no access from lower North Haven to upper North Haven to access 14th Street above North Haven Drive.

- Northmount should have an on-ramp/off-ramp to McKnight.
- Nothing really, I never thought the intersection is an issue. I'm primarily using it to go towards the N.E./airport from 14 street and back. The removal of the left turn onto 48 is good and the road is essentially an arterial road already.
- Odd intersection and traffic flow configuration which may be harder for out of town drivers to navigate. From westbound McKnight to John Laurie, it is rare to have a left turn take priority over vehicles driving straight from 48 AV to McKnight.
- Often backed up with traffic. Sharp turn slows cars down - might be a good thing! Slippery in the winter. Lack of visibility/sight ahead to the lights at 4th ST and McKnight when heading east. Right turn lane in same direction at same intersection is too short.
- "One issue I see is related to cars exiting North Haven to go East on McKnight. Those who are unfamiliar with the intersection don't realize they have to yield a second time after crossing the lanes turning left onto John Laurie. Others get impatient after waiting and become aggressive.
- I also know that there are vehicles that have collided with the concrete barriers and even crashed through the park fencing after failing to negotiate the turn when approaching from John Laurie headed north."
- One of the biggest issues is leaving North Haven, especially during rush hour. There are times where you are waiting a very long time to find a break in traffic to get across. Then when you finally cross, there's limited space to yield to oncoming traffic. Sometimes people in oncoming traffic will also stop/slow down because they are unsure of how the intersection works and this creates a danger.
- Pedestrian safety. Clear traffic signage and road markings.
- "People already drive too fast on John Laurie...increased danger and noise pollution if speed were to increase.
- Some people still turn left on Charleswood and John Laurie during the times that does not allow"
- People are confused by the current layout and signage at the intersection. This causes people to stop or proceed when inappropriate to do so. People also believe they need a wider turning radius and frequently leave their lanes to make the turn to JLB. Due to poor driving, and lack of understanding, backups into the community frequently occur. There is no access to North Haven from JLB.
- People can't read signs or do the speed limit at the best of times
- People coming off of 40th Ave. in North Haven get impatient and cut off the people already turning the corner onto McKnight. People take that corner too fast. Pedestrians attempting to cross often have to contend with impatient drivers who won't stop. I have seen all of those things.
- People don't realize that oncoming traffic doesn't stop. I have seen multiple rear end collisions while waiting at the stop sign to go. Oncoming traffic halts unexpectedly to let others pass through. Causing huge safety issues
- "People don't slow down going from John Laurie onto McKnight. Lots of accidents.
- Going from McKnight to John Laurie drivers often move between lanes over white line, not paying attention to cars flowing into left turning lane.
- Cars coming from community onto McKnight east seem to think they have the right of way."
- People get very confused about the stop and yield signs coming out of North Haven and there is often a backlog at key times.
- People often make errors concerning right of way at this intersection causing safety issues.

- "People probably don't slow down enough when it's icy going down hill.
- Seems like some people do not understand how that intersection works and they come out of north haven assuming they'll have their own lane when in reality they need to yield to east bound traffic."
- People slowing down too much at the bend causing traffic backlog
- People speed on John Laurie. Then you come up to the turn they don't really slow down without slamming on their brakes. It's dangerous. I'm not sure how to change this other than enforcing the speed limits.
- People that do not understand the intersection coming out of North Haven
- "People trying to access north haven jump the curb to make the left where the turning lane is now blocked.
- That corner is tight people have a hard time staying in their lane nevermind watching for traffic to merge into the lane from north haven
- During the winter this corner is slippery adding all 3 elements makes the intersection a concern"
- "People with STOP at the John Laurie/Mcknight corner thinking that it is a T-intersection.
- Traffic gets very backed up going eastbound in the morning (at all the lights on McKnight)."
- Please don't do anything to increase traffic from John Laurie or McKnight into North Haven
- Please remove all pedestrian traffic from this major intersection area and build pedestrian overpasses. Wide pedestrian interchange and overpass. Get the pedestrians out of the picture for this intersection.
- Poorly designed corner in both direction on Mcknight and John Laurie. 70km/h on an open road from John Laurie and then suddenly a sharp 30km/h corner. Coming from Mckninght its a goofy unsafe dual turn especially when icy. Coming from 48 Ave its a death trap where you can wait forever to turn. Closing the turn onto 48 Ave from JLB was a good start, closing the turn from 48 Ave onto McKnight is the next step. Crosswalk is in a super dangerous location, luckily nobody uses it.
- "Really hard to get out of community, to head east on McKnight, FOR MOST OF THE DAY!
- Exiting on 48 Avenue, Merging right, onto John Laurie, is VERY BUSY MOST OF THE DAY!
- I get honked at from both directions. I've lived in North Haven for over thirty years. Traffic is increasing.
- I feel like ""the traffic does not respect that cars coming out of North Haven are equal to itself.""
- Redesign that dangerous corner especially for westbound McKnight onto John Laurie, I see drivers go through that solid line , you have the room to simply redesign the radius of that curve and ot would not take long to do
- Removing the left turn from John Laurie to 48 Ave NW was a good improvement.
- road isn't straight and winding with a sharp 90 degree turn at the intersection
- "Safe access to and egress from northhaven. Only one access now exists from the West since the north east bound John Laurie to westbound McKnight/48 th ave nw into northhaven was closed.
- Egress eastbound across John Laurie from McKnight/48 th ave nw is very difficult and any higher speeds around that bend will make the egress even more difficult.
- The traffic light at Charles wood dr nw causes traffic bunching at John Laurie and McKnight."
- Safety for EB access to McKnight across John Laurier
- Safety. The flow of traffic needs to be minimal impacted by the abrupt turn
- Sharp corner with crosswalk. Difficult for residents of North Haven to exit across uncontrolled intersection especially at rush hours.
- Sharp left turn in winter conditions, drivers don't always stay in lane
- Sharp turn and lanes structure slows down the traffic and increases chances for accidents
- Sharp turn can be dangerous due to people's speed

- "Sharp turn in the winter causes vehicle slippage on road.
- Turn is not wide enough for two vehicles when a truck trailer is involved. Cars have to stop, slow before turn."
- Should go straight through to 14th Street
- Slippery in the winter. Tight corner resulting in a lot of brakes which slick up the road. Turn is too tight.
- Slowed traffic flow and corner from John Laurie onto McKnight dangerous in the winter
- "Some drivers do not follow the dual turn markings.
- Some drivers are very aggressively exiting the turn at high speeds and weaving around other cars.
- Dangerous for everyone when cars exiting 48 Ave NW on to McKnight are forced to take small gaps in traffic. Some cars don't follow the yield at the median."
- Some drivers have trouble staying in their own lanes around the sharp corner
- Southbound out of North Haven neighbourhood can take forever to cross JL onto McKnight because of the existing stop sign.
- Speed and a 90 degree corner
- Speed and safety. Heavy traffic and not easy to get to Deerfoot Trail.
- "Speed limits are too high for the corner.
- Poor access to North Haven from northbound John Laurie."
- Speed reduced, traffic impeded.
- Speeding; fairly tight corner
- Street alignment is poor, a better alignment and a separated traffic circle with lanes that lead into McKnight or JL would solve most of the issue.
- Sudden speed changes and blind corners with no dedicated pedestrian crossing. Poor traffic control for eastbound traffic from 48th.
- Terrible grade and turns, especially in winter.
- The 90 degree turn both ways causes traffic to either be too slow or dangerously fast. The merge out of North Haven is dangerous. Corner visibility is bad.
- The 90 degree corners forces traffic to a virtual stand still.
- The 90° bend turn that requires reducing speed and people unfamiliar with the intersection giving way unexpectedly to traffic from 48th ave.
- the access from North Heaven community to John Laurie is very challenging and not safe because of the priority vehicular movement flow of John Laurie Blvd. and McKnight Blvd.
- The build up of traffic, especially speeding cars over rush hours.
- "The constant bottleneck of traffic both ways especially during peak times.
- The high probability of accidents due to impatient drivers and confusion on right of way.
- The westbound side has a yield sign with an accelerator lane that is often ignored potentially causing traffic crashes.
- Tight lanes and sharp corners
- Pedestrian safety concerns with crossing and vehicle accidents due to immediate stops (rear ended accidents)"
- The corner at John Laurie and McKnight is so sharp that increasing the speed doesn't make sense, as cars will still have to slow down to 50 km/h or less.

- "The corner from westbound McKnight where it turns into John Laurie is dangerous. Improvements need to be made to the area where McKnight goes from 2 lanes, into 1 through lane and 2 left turn lanes.
- Same area going eastbound is dangerous because of vehicles entering McKnight from the neighbourhood."
- The corner is a traffic bottleneck.
- The corner of John Laurie and 48th/McKnight needs to be improved. It is unsafe for both drivers and pedestrians trying to exit the community of North Haven. The proposed upgrade to the intersection that was agreed to in 2005 is an extremely viable recommendation that should be considered again. Regardless of the solution recommended in the future it must allow North Haven residents safe and functional ability to enter and exit our community.
- The crosswalk on the turn coming from JLB onto McKnight can be hard to see pedestrians.
- The curve is very dangerous in the winter and many be slide through the curve. Overhead pedestrian walk way should be considered. The community access going Eastward should be eliminated.
- The delay to leave North Haven during peak times is difficult and frustrating for residents. The stop then yield portion has been incredibly dangerous.
- The egress options from North Haven are limited. When heading to Superstore on 4th St, for example, its annoying to have to cross the intersection at J. Laurie & McKnight and then do a left turn onto 4th st. north. It would be easier & safer if I could exit my house on Nesbitt Rd & go north on N. Haven. I doubt many people would 'cut through' the neighbourhood. If you're coming from the east and want to go north, you can simply go up Centre St. or 4th St. NW.
- The exit from 48th Ave NW into McKnight is very dangerous. Drivers not familiar with the area appear confused and make decisions which increase risk. I see accidents there on a regular basis. At the same time, I would prefer not to block it and have to make a major detour.
- The hard turns aren't functional for such a busy road.
- The high speed people use while driving down John Laurier the slam on their breaks at the 90 degree turn onto McKnight creates accident issues and bottlenecks. The sudden slowing makes the road icier in the winter- so more dangerous. Also the winding S curves on McKnight should be reduced and straightened out. People are always driving too fast and running into the other lane cus they can't make the curves.
- The intersection at John Laurie Blvd., McKnight Blvd., and 4 St NW feels increasingly unsafe and congested, especially during school and rush-hour times. There are frequent collisions, near misses, aggressive merging, and excessive speeding. Residents nearby can regularly hear crashes from their homes. The traffic volume and noise have increased significantly over the years, and turning movements through the intersection are confusing and stressful for drivers.
- The intersection can be unsafe to navigate in winter due to the sharp right turn from John Laurie to McKnight, people don't always follow speed limit. Corner is also dark and hard to see pedestrians in winter.
- The intersection doesn't work, especially in inclement weather.
- The intersection has unique geometry and traffic control that confuses some drivers resulting in safety concerns and it underperforming versus its predicted level of service.
- The intersection is a nightmare almost every day more so due to people that don't know how to drive and don't understand the intersection. Inappropriate lane changes and wandering drivers. I have had many near accidents at that intersection over the 30+ years that I've been driving it.
- The intersection is confusing. Vehicles think they have to stop when turning left from McKnight to John Laurie, vehicles think they have to stop on John Laurie turning to McKnight, vehicles driving straight from

48th Ave don't understand the stop and yield signs, the merge lane from 48th to John Laurie is marked as a yield. And during rush hour it is almost impossible to leave North Haven from this direction.

- The intersection is dangerous. There are frequent accidents in the intersection, especially in winter. It is also confusing to some people. I often drive from 48 Ave to go on McKnight, and sometimes drivers coming west on McKnight who are unfamiliar with the intersection stop at the intersection when they see cars coming east waiting to enter. They should be driving right through, and this causes a hazard.
- "The intersection is heavily driven, there is also a marked crosswalk, many people don't stop, many don't yield to pedestrians during rush hour. If you are coming from 48th to McKnight during peak driving it can be almost impossible to get to McKnight, the amount of people on the road now just is making that intersection a nightmare."
- The intersection is very confusing for drivers. The stop signs make no sense and the through traffic isn't clear for those stopped and waiting. I think a roundabout could be a solution.
- The intersection of 40th Ave with MKB/JLB, with its pedestrian crossings, creates problems with pedestrians crossing and traffic entering from 40ave. If you could push both vehicle and pedestrian traffic away from that intersection, it would improve safety and make the flow of traffic more even.
- The John Laurie Blvd (JLB) & McKnight Blvd (McB) a concern for > 20 years, + problematic last 5 yrs, increase in traffic volume/low skilled drivers. 2022-23, vehicles went through the fence bordering the north side of McB between 4th street NW & JLB a total of 7 times. 15 years ago, accidents at the 4st NW/McB corner, requested a camera. 5 years ago, contacted city, Ward 4 councillor, CPS about the traffic both volume & speeding, on 4 St NW specifically 54 avenue both south & north to 44 avenue.
- The John Laurie/McKnight intersection is old and antiquated for current traffic. Most traffic makes the turn between the two roads and the crosswalk is not safe due to the amount of traffic and traffic from 48th is also unsafe during leak time. The intersection needs to be redone to current needs.
- The left turn from McKnight is always an issue with people ignoring the lane markings. There should be signals on demand and regular flow of traffic shouldn't appear to be left turn.
- The left turn from McKnight to JL needs more signage if anything. You get people full stopping before the turn or margining into the wrong lanes.
- The noise is very bad for residents and its very dangerous for pedestrians. We need to lower the speed down to 50KM with a 3 way intersection with traffic lights. Having breaks in the traffic will also help at the intersection of McKnight and 4th street nw.
- The pedestrian crossing is rarely used. Implement better traffic flow. Consider implementing a traffic circle to allow continuous traffic flow at slower speeds and still allow for safer pedestrian access.
- The radius of the sharp turn needs to be increased.
- The right turn from John Laurie onto McKnight is pretty sharp, and then McKnight winds back and forth up to 4th St. I can't see how they could increase the speed limit as it's already somewhat dangerous., unless they were able to straighten it.
- The rights of way are odd given that it's an old traffic lighted intersection poorly modified. Lanes from westbound McKnight to southbound John Laurie are not continuous leading to everyone trying to merge
- The road always backs up during rush hour.
- The road only having 2 lanes isnt enough for the volume of cars using it especially during peak times and rush hour. The traffic signal timing doesnt allow appropriate traffic flow.

- The roads need to accommodate 3 lanes. It is always busy on this road and the city is growing. This is the only road to get to the NW communities in Calgary in a timely fashion from the NE. Minimizing lights and allowing free flow traffic.
- The roadway has shown itself to be a challenge for some drivers. The congestion in this area needs to be reduced during peak times of day.
- The sharp corner slows down traffic but that might not necessarily be a bad thing. I think the double turn lane can be dangerous coming off McKnight to John Laurie as people don't always stay in the lane. Maybe better signage? I also think the section of road that could use some traffic flow improvements is from Deerfoot to John Laurie.
- The sharp turn McKnight to John Laurie is good for good drivers, busy most driver are the under average so they slow down or even stop like a yield sign when yurningleft and it slows down very bad. The traffic for the 2 lanes is quite heavy so when people come out of 48 Ave, they are stuck their with the stop sign for a very long time. Traffic lights would not solve the issue.
- The signs are confusing and it is dangerous when coming out of North Haven.
- "The SLOW turn, of Westbound McKnight turning into John Laurie.
- and Reverse."
- The slowdown as you need to navigate the sharp turn. Can be hazardous in slippery conditions. Doesn't reflect the critical nature of this connection between 2 major arteries
- "The speed before and after the turn are substantially higher than a safe speed to make the turn, and many people don't slow down remotely enough. It's especially dangerous in winter because it's a notable spot for black ice.
- Also, I've also had extremely close calls numerous times whilst taking the JL->McK turn and having someone come through from 48th and nearly plow into me."
- The speed is a factor for us. We walk and drive this intersection daily and it is unsafe. Lots of vehicles running red lights. The noise is just unbearable as there seems to be cars and or motorcycles racing through the tunnel going west on john Laurier. The large trucks who use their retarder brakes are also very noisy, I thought these trucks were not allowed on this road but maybe now they are as it is a daily occurrence.
- The stretch of road from John Laurie/McKnight (Nosehill to Deerfoot) should be recognized as a major commuter traffic artery. As a resident of North Haven for over 40 years, I can attest that this intersection has been problematic for both vehicles and pedestrians.
- The traffic after 7am during morning rush hour and afternoon rush hour makes it difficult to get across unless you live in North Haven and know alternative routes to get through 48ave intersection.
- The traffic is too slow there and always bottled necks I would like it fixed but need no more construction in the city way too many places not being completed fast enough
- The transition between the two can be a bit of a bottleneck at times as traffic needs to slow down so much to navigate the 90 degree turn.
- The turn fr9m McKnight to J. Laurie is too sharp to promote flow of traffic, it causes a significant slow down. There shouldn't be an access from 48 ave to eastbound McKnight.
- The turn from McKnight to John Laurie is a bottle neck that slows everything down. I enter North Haven by continuing onto 48th and am very cautious as people swing wide into the through lane. Exiting the community from 48th onto McKnight is virtually impossible depending on the time of day.
- The turn from McKnight to John Laurie is a frequent source of lane confusion by drivers. As a daily commuter I have had numerous close calls executing that turn.

- The volume of traffic on McKnight makes it near impossible for cars on 48th at the stop sign trying to head east on McKnight.
- The wait time at the stop sign going from North Haven to McKnight can be very lengthy.
- The wait to exit 48 av onto McKnight Bv east bound from the community of North Haven is unacceptable . It has been talked about for more than 25 years that I have lived in North Haven .It Would be a huge benefit to all traffic in this area to relief this congestion..
- "The wait to get out of the North Haven community via this intersection is too lengthy.
- Many people traveling westbound stop at the intersection if there are cars waiting to cross. IE they do NOT understand that they DON'T stop.
- The intersection is also too sharp of a turn which is causing accidents.
- Pedestrians should have an overpass to cross over, not a cross walk, as it stops traffic on an overly busy intersection and is too dangerous."
- "The west bound traffic under utilizes the centre lane for left turns reducing the traffic flow. The flow is further hampered by the tight corner.
- East bound traffic is slowed by the tight corner but lane changes and lane utilization does not negatively impact traffic flow."
- There are constant issues with this intersection. A roundabout would make this safer and limit sideswiping or head on collisions. People speed too much on that turn and cut people off because it's a terrible intersection.
- There are far too many traffic lights in this area.
- There are limited options to connect to Mcknight from the North Haven. The only viable option during main travel windows is 14th St SW onto John Laurie, and reaching Mcknight. There is the option to take 48 Ave NW where it links to McKnight, but as there is no light, during busy traffic you may not proceed for a while.
- There are many challenges to this area. Drivers not staying within the lines while turning the corner can cause mayhem. As can vehicles exiting 48th onto eb McKnight. Going from eb 48th to McKnight feels very unsafe. Lines of vision aren't great, and people sometimes take that corner very fast, which doesn't help.
- There are no issues.
- There is a traffic bottle neck in this area. It either doesn't flow at all or is plagued with drivers taking the curves too fast around a blind corner that also may have pedestrians and bike riders using the intersection. Very dangerous.
- There is more traffic going from 48th ave to John or McKnight than there is going from mcknight or John to 48th ave. Keep this in mind with design.
- There is no reliable bus service or safe biking infrastructure along this route therefore pushing people in to cars.
- There is often a bottleneck from 14th Street to Edmonton Trail.
- There is to much traffic noise, also please do not take peoples homes for this project.
- They speed around the turns. The 4th street south intersection is way better now that there is a right turn lane on to McKnight. It's hard to make the left turn on to Thornhill drive from 4th N because it's busy but worry a light free intersection would make that turn impossible
- "This corner brings 70 km/h (and often people driving much faster) flow to nearly a halt as they turn eastbound down McKnight from John Laurie. I have worries about crossing pedestrians' safety due to drivers who don't watch for or yield to pedestrians. On westbound turn from McK to JL, I've seen ignorant right-most lane drivers speed up to near the intersection and cut off turning drivers to get into 2 leftmost lanes. Wide left turn swings endanger right lane turners."

- This corridor is very treacherous in all driving conditions. The tight nature of the turn leaves little room for larger vehicles, and drivers exiting North Haven are not able to adequately see oncoming traffic as they cross McKnight. Furthermore, there is a disregard for the yield sign when coming onto McKnight.
- This intersection functions just fine, traffic is typically able to move freely with minimal congestion.
- This intersection is a substantial bottleneck to free traffic flow. In its quest to allow vehicle travel in any direction, it has made travel inconvenient in every direction. Mixing in at-grade pedestrian crossings makes the whole situation more chaotic and require more attention.
- This intersection is on my daily commute and I find it super dangerous. Drivers coming from 48 going straight onto McKnight don't realize that they need to stop for oncoming traffic from John Laurie to McKnight. As a driver going down John Laurie to McKnight it's so hard to tell whether that car is actually going to stop or not and then you get cars slamming on their brakes going around that corner.
- This intersection provides a key east-west connection at this level of the city. The intersection is poorly designed and does not permit a proper flow of traffic in all directions.
- This is a blind corner when traveling East. Cross walk in this intersection is not safe
- This is a busy road way and any construction and planning needs to minimize traffic disruption
- This is a challenging corner to turn at and exit from the neighbourhood onto McKnight Blvd is difficult.
- "This is a very inefficient corner where cars going from McKnight on to John Laurie must slow down to 20 kph to turn the corner and then accelerate going uphill. It makes for a lot of wasted gas and greenhouse emissions due to this.
- Going from John Laurie on to McKnight is not as bad."
- This is an essential connection, yet it is quite dangerous. Often you have to proceed fast from the stop sign to the waiting area to merge. While you are waiting at the stop sign, drivers that are inexperienced with the intersection often stop which is dangerous because drivers who are used to the free flow may run into them. The good part of the intersection is the right hand turn onto John Laurie. It has a long merge lane. This is becoming my preferred way to leave the neighbourhood.
- This road works well. The joining of the two major roads is fine going west and east Maybe don't allow going east from the neighborhood off 48 ave
- This section easily gets clogged with travel. However the left turning lane on to 4 street has improved things.
- Tight corner requiring reduction in speed from John Laurie, difficult to find a gap for drivers leaving north haven community especially during peak periods.
- Time it takes to go from Deerfoot to 4th street is too long. 10 minutes to travel 2km is ridiculous
- To get out of the area, eastbound from 48 onto McKnight at the stop sign, can be difficult and long waiting during high volume oncoming traffic turning left from McKnight to John Laurie. Once able to get past the stop sign then must yield quickly to traffic from JL to McKnight. It's an unsafe intersection and also difficult to get out of the residential area, especially during high volume periods.
- Too congested traffic
- Too congested, especially having to slow down for a 90 degree turn
- Too much traffic for the current design especially during rush hour. Is it feasible to put in an overpass for McKnight at 4th Street NW as a part of this project?
- Too slow.
- Traffic backing up at JL and 4th NW
- Traffic backs up at rush hour because of lights at 4 St NW.
- Traffic backups

- Traffic coming to a sudden stop to make the turn. Traffic needs to flow better.
- Traffic congestion feeding from 48th Ave.
- Traffic congestion is significant in all directions and a 21 year old study is not representative of volume and congestion periods. Widening a rezoning the intersection is just going to dump volume into a congested corridor to Deerfoot.
- Traffic during peak hours has an outsized impact on local residents.
- Traffic flow for those that cannot turn the steering wheel more than a quarter turn.
- Traffic flow here is confusing for cars coming out of North Haven onto McKnight - see lots of near misses.
- "Traffic flow on McKnight and John Laurie is constantly very high during rush hours and during other periods. Traffic trying to exit from North Haven. Is confused when it is safe to cross. This causes vehicles to block the high speed traffic on McKnight and Jon Laurie
- East bound traffic often fails to slow to make the direction change"
- Traffic flow through John Laurie / McKnight; backups are significantly larger than any parallel or crossing road on McKnight. 14th St and John Laurie backup traveling south in the am. Finally, exiting North Haven at McKnight is poorly engineered, and with current traffic levels, very dangerous.
- Traffic flow, congestion at the sharp turn.
- Traffic from JLB heading East — cars going too fast navigating right turn and speeding down the hill to get to the light at 4 Ave. Combine that with high traffic volumes (going both ways) makes it difficult for people heading east out of North Haven to navigate safely.
- Traffic moves well through the intersection but eastbound (and westbound) traffic on McKnight is a McKnightmare
- Traffic slowing to make turns to continue onto McKnight/John Laurie, confusing lanes when turning, exiting North Haven eastbound difficult from 48 Ave NW.
- Traffic slows- a good thing. At certain times of day it may be difficult to exit from 48th Ave, but a person can always travel to 14th St. and access John Laurie Blvd.
- Traffic slows to make the sharp curve. Never sure whether there's pedestrians there or not. Unsure whether all drivers know the nuances of this turn in both directions.
- Traffic travelling from 48 ave NW eastbound disturbs the flow of traffic.
- "Travel east bound on 48 ave to McKnight is difficult to access.
- Traffic has to slow an extreme amount to turn left onto John Laurie blvd."
- Trying to get from 48 Ave onto McKnight can take quite a while during traffic volume
- Trying to head east on 48th Ave during busy traffic. It is also difficult to see incoming traffic coming westbound on McKnight.
- Turn radius is very tight, requiring to almost fully stop before making the turn
- Turning left is impossible during busy times
- "Turning south onto 4th street from McKnight there is often a backup of traffic that you can't see until you come around the corner, lengthening the turning lane would be excellent.
- Similar issue with the turn from McKnight into John Laurie - occasionally a driver doesn't realize that its flow through and tries to stop. Changing the angle and removing this confusion should be paramount."
- Two major arteries that are forced to slow to navigate a ninety degree turn is inefficient at best and unsafe at worst. Make this intersection flow like a real roadway should. Remove all pedestrian crossing at this intersection.
- Understanding who has the right of way and to remember to stay in your lane.

- Unsafe dual turns with extreme reduced speed ties up traffic.
- Unsafe movements.
- Unsafe to access EB McKnight from North Haven via 48 Ave.
- Usually works just fine. Except during rush hours
- Usually, problems arise when people on McKnight do not know to stop when turning onto John Laurie Blvd.
- Very busy all the time. Bad corner slow speeds then multiple lights
- Very dangerous for 48 Ave to join McKnight, and impossible for crosswalk in the area.
- "Very difficult to cross in the McKnight direction during rush hour at the stop sign. Almost continuous traffic flow coming up the hill. Visibility issues due to the slope. Also some drivers coming up McKnight get confused and try to yield to cars on 48th Ave which creates safety and flow issues.
- Going in the John Laurie direction is better but would be better with a longer merge lane, as sometimes cars on John Laurie don't let you in."
- Very noisy during traffic
- Very poorly planned intersection. It's obvious that the city changed its mind and simply left an unfinished intersection decades ago.
- Very slow and busy during traffic times
- "Visibility is low.
- Waiting to go east on McKnight from 49 avenue is an anxious game of chance!"
- Volume of cars greater than roads allow
- Waaay too many people change lanes just before the turn, heading West. They don't pay attention and it shows. For some reason, the right lane going West is always the fastest. Makes for weird flow. Please don't put in a light, the new ones by nose hill are a disaster at the bottom of hills. 100 cars stopped at rush hour for 2 to go. This will be North Haven if that happens.
- Waiting at the intersection of McKnight/JLBoulavard & 48th ave can be very stuffy some mornings especially rush hour. typically only about 1-3 cars get through every 6-10 mins
- We are effected by the traffic that commences at deerfoot at almost any time of the day. Both directions
- We need extra lanes on mcnight blvd from 4st nw to deerfoot trail
- We need overpass at this intersection
- Weird traffic flow. from McKnight to jlb, the left turners going on to jlb has right of way. There's also pedestrian crossing that seems unsafe
- Weird turn
- When leaving North Haven, people heading west on John Laurie don't understand the rule and pause to allow us to go, even though they have the right of way. It also gets very backed up leaving North Haven during rush-hour.
- When leaving Northhaven be in the morning before nine or after three and there's just too many cars on the road I think lights would solve it. We don't need to spend a lot of money. Just put some lights on and it's good to slow down. John Laurie are they using it like a highway they speed
- when merging vice versa (McKnight to JL) the dual lane turn has no signage or marking on the road until closer to the turn. Traffic becomes backed up that it was difficult to tell until it was too late. Mercy to those who go straight into the community or need to leave the community using that injunction.
- "When traveling in either direction, the sharp turn requires drivers to take the turn slowly, not everyone realizes how much they should slow down.

- The dual turn in both direction always has a chance that one driver fails to see the lane they should go into (or turns too sharply or not sharply enough), and sideswipes another vehicle.
- When traveling west, the need to change lanes into one of the turning lanes also demands a little attention from drivers and has a chance for conflicts."
- When you drive from 48 Ave to McKnight, you have to wait and often is a big hazard.
- While I agree that there is a lot of congestion and often slow moving traffic on this mentioned section of John Laurie blvd and McKnight, I do often find making a left hand turn difficult as the road has many hills and turns that effect perception of variable oncoming traffic speed.
- "Winter time is always a concern on that big turn going down the hill. It has a few more S turns which always makes it complicated with lots of snow and ice.
- Speed is always a factor in accidents in this area
- The crosswalk on the turn is not a good idea for pedestrians
- The stretch after you make the turn off 14th St. to the corner that road is well maintained and that is a good road to maintain 70 or 60 km in good weather"
- With living in North Haven the biggest downfall of this neighborhood is getting out of it. This intersection is the main exit out. During peak rush hours it can take a frustrating amount of time to get onto McKnight.
- You cannot turn left if you're east bound. It is very scary to walk through the intersection. The light at fourth Street can get very backed up so it's hard to merge in at times. You have to wait a long time during rush-hour. There have also been several incidents of people travelling eastbound running into the cement barriers at the corner. If you walk over there and look, there's significant damage to multiple cement barriers.

Please describe the issues for the John Laurie Blvd. and McKnight Blvd. intersection for people who walk, cycle, and wheel (e.g. wheelchairs, strollers, e-scooters, etc.) in the area.

- Poor visibility + cars coming around corner quickly + multiple crossings = a nightmare for pedestrians. Agree!
- Poor cycling crossings. More inter-community cycle infrastructure needed (agree)
- The bus trap by N haven needs to be re-closed as people are not respecting through N haven! Agree!
- Jr High school needs safe crossing
- Improve pedestrian visibility
- The pedestrian Xing of John Laurie + McKnight are dangerous, yet bike paths and sidewalks lead to them??? If YYC is intending that interchange be used by non-vehicles, build a pedestrian bridge.
- New paved bike path from North Haven goes nowhere expect to grass and mud to connect to Egert's Park (Ditto Agree)
- Pedestrian lights to cross McKn/JL intersection is nightmare for safety. Create a bike/ped overpass from Highwood to Egert's Park - Agree
- Bike path in Egert's park toward McK/JL doesn't go anywhere. Create a bike overpass to Highwood +Agree
- Hard with stroller
- Traffic from JL to McK approaches is high volumes + fairly high speeds. It is sketchy to cross here!
- - The crosswalk across the entrance to 48th street has awful visibility. It is impossible to see people walking towards the park side if there is traffic in the left two lanes (mcknight going onto 48th street approach).
- 4th Street NW intersection is a very busy intersection for pedestrians and the bicycle route that also crosses there.
- A pedestrian overpass is required for safety.
- A properly designed traffic circle will take care of these issues.

- Access is poor and
- All three roads are dangerous to cross as pedestrians and if theres 5A planned network in this area, it really needs to be be prioritized as much as automobile traffic network efficiency is.
- Although there's a pedestrian crossing and lights there, it's a hard place for cars to stop because of the sharp turns. It'd be better to have an overpass for pedestrians.
- An overhead walkway at that corner.
- Any pedestrian who crosses section of 4th street 54 Ave to 44 ave NW has had a close call experience. I asked the city and councillor Chu, X times, re: volume count for that section of 4th street; city staff explained "it's a feeder road" for McB & JLB. Chu said he would make the request. I was even so bold to ask the city why there is not a sound wall on 4 st NW like every other community in Calgary that has a main high traffic thoroughfare. 4 st the Calgary autobahn, any speed goes unabated.
- As a driver, I have rarely seen these features used, PEDS seem to avoid this intersection due its steady nature.
- As a driver, I pretty much never seen any pedestrians in that area. If I were a pedestrian, I would not want to cross the road there even though there is a sidewalk and overhead warning light because so many drivers just do not pay attention or notice that the crosswalk is there.
- Because of the multiple intersections, extreme caution is required from pedestrians. Even though there are crossing lights, drivers often do not heed these crossing signals because they are navigating an unusual intersection.
- Because the cross walk is positioned at a corner, it is not visually seen for either traffic direction. Change where this crosswalk is perhaps or better signage coming up to it.
- Better designated areas for cyclists and pedestrians.
- Blind corner. Thank God for the lights.
- Blind corners and the fast speed that many drivers approach the corner makes crossing here feel unsafe for everyone, and especially for young people. Also, there is no multimodal transportation along this corridor which is a missed opportunity for distance commuters on bicycles, ebikes and scooters and other non vehicle transportation.
- Build a pedestrian bridge over the intersection on the west end with a greater access
- Build any bridges needed to overpass the intersection.
- busy corner with blind spots, at grade crossings, high traffic volume
- Busy road, no way to get across
- Cars are moving fast and pedestrian crosswalk is too scary for me to consider using on my bike. I avoid the intersection.
- Cars FLY INTO North Haven on 48 Avenue.
- Complex to cross this intersection as a pedestrian/cycling etc.
- Controlled pedestrian is still a harrowing experience navigating through through the intersection
- Crossing from 48 Ave over John Laurie seems risky due to current traffic flow and limited traffic visibility.
- Crossing from lower north haven into Highwood, having to walk across the John Laurie/McKnight turn
- Crossing from NW to SE or reverse is always an issue. An overhead bridge like west of the intersection or using the Northmount roadway made possible with a ramp is a good plan.
- Crossing high speed road.
- Crossing John Laurie Blvd. & McKnight
- crossing lights

- Crossing McKnight and John Laurie at the cross walks is dangerous at the best of times where you can only hope that the drivers see the crossing walk lights. Everytime you cross at this intersection it feels like one is hoping for the best outcome.
- Crossing the connection between John Laurie and McKnight is dangerous in spite of warning lights.
- Crosswalk has poor visibility, especially to drivers coming in hot from John Laurie. Crosswalk requires crossing two lanes, east side feels particularly disconnected with no direct link to Thorncliffe community.
- Crosswalk right through intersection of 60km/hr stretch and somewhat blind corner. Traffic concentrating on speed reduction, turn navigating, non-familiar-driver defensive driving alertness, and blind corner concerns do not always see pedestrians readily, and stopping at high speeds requires aggressive vehicle handling and resultant collision risks.
- Crosswalk with the lights if you press the button is safe to cross at John Laurie. If snow covered or icy no idea where the cross walk is and harder to cross.
- Currently the alternative options such as the pedestrian bridge over John Laurie and the path through Egerts to Trafford and then Northmount work for users.
- Currently traffic moves too fast and pedestrians are not visible.
- Cycling not a big issue because existing multi use trails do the job. Main concern is traffic.
- Dangerous crossing especially in evening when sun blinds west bound drivers heading up McKnight which, drivers focus is already on trying to understand traffic flow
- Dangerous crossing the cross walk from High Wood to 48 Ave. Has one cross walk light to a median but then ends a no cross walk signal for cars coming from McKnight to John Laurie. Also, blind spot for cars increasing danger.
- "Dangerous crossings at the intersection
- No pathway access to Egert's Park pathway"
- Dangerous crosswalk
- Dangerous for any walk or cycle in the area.
- Dangerous intersection to cross
- Dangerous intersection, requires all four lanes to stop at flashing lights to cross, drivers don't always see pedestrians and close calls are frequent due to speed of cars.
- Dangerous pedestrian crossing at John Laurie.
- Dangerous to cross, needs overpass
- dangerous, and inadequate connectivity between sections of pathway. There is no safe east- west corridor from North Haven to across the Deerfoot
- Difficult to cross due to traffic volumes.
- Difficulty seeing if the pedestrian crossing is on or not in advance. With people speeding and tailing each other, there needs another sign maybe 500m further back from the crossing for drivers to see?
- "Disjointed bike path on John Laurie between 14 St and McKnight & 4 St NW
- Poor safe crossing facilities, would like bridges, traffic lights wherever sensible"
- Don't see this ever being much of a bike commute loop unless you put in a dedicated separate bike path
- Eastbound bicycle route requires use of back alley and sidewalk.
- Egerts park connects with Nose Hill but not east to Nose Creek pathway.

- Even though there is a pedestrian light for the crosswalk, I have seen traffic continue in both directions, and not stop. I find it a very unsafe crossing area and would prefer to see an pedestrian bridge at that intersection.
- Even with the pedestrian lights, it does not currently seem safe to cross at the intersection of John Laurie and McKnight.
- Existing pathways seem fragmented in order to provide the best interconnectivity especially in a North - South direction. Paths exist on both side but one must backtrack to northmount to connect.
- Extremely dangerous pedestrian cross walk across McKnight /John Laurie Blvd. Vehicle traffic is on a 90 degree corner. Visibility is poor.
- Fairly hazardous intersection for those who are crossing intersection through mobile methods due to road design catering to high volume of vehicles traveling through there at high speeds when approaching.
- Fencing that separates the offleash park and McKnight is starting to need maintenance
- Good luck! I seldom see motorists considering there may be pedestrian or cycle traffic in this intersection.
- "Hard to cross on bike
- Worried drivers won't see me or stop if walking at crosswalk"
- Hard to cross the road
- Have yet to see a single person driving a wheelchair here and I have lived here 51 years. Bikes are rarely seen as they ride on egrets park trail or use overpass further south on John Laurie Blvd.
- Having the crosswalk at such a busy corner is dangerous. A pedestrian overpass that is bike and wheelchair accessible might be very helpful in that area.
- Here is no convenient e access to cross Both roads.
- High speeds of vehicles and no lights to warn of pedestrians crossing
- Highly dangerous to cross the street even with the crosswalk lights.
- Hills
- Honestly, there isn't much pedestrian traffic, but if changes are made to safety (ie wider sidewalks) this may change.
- I am a bike commuter and this intersection is DANGEROUS. High speeds and disregard for both pedestrians and cyclists make it very dangerous When I ride south through the intersection of 4th and Mcknight, for cars traveling east it should be a YEILD and not a merge
- I am not affected
- I am unaware and haven't seen anyone use this area in these manners. Probably too dangerous.
- I avoid using this intersection when not in a vehicle as there is too many factors limiting vision of drivers and lack of respect by drivers for rules of the road. If I have traverse this intersection on foot etc.. I only proceed into crosswalk area once traffic has come to a stop and proceed cautiously to the next lane and wait at it edge until on coming traffic has stopped.
- I do not care.
- I don't have any experience or insight here
- I don't see a lot of people crossing, partly due to the volume of traffic, but I can only imagine the difficulty cross John Laurie as visibility from those coming off McKnight is restricted by cement barriers and those coming eastbound off John Laurie are concentrating more on making the turn onto McKnight rather than stopping on the downhill for pedestrians, risking a rear end collision or skidding in the winter through the crossing and into the cement barriers.

- I don't see this on these streets. There is plenty of bike paths and safer areas where people walk above in the neighbouring communities. There is no reason for people to be walking down in that valley. There are no services.
- I don't walk in the area so no feedback.
- I donot think we need any lights or something it will create more traffic's delay and for wheel chairs etc make flyover!!
- I don't have any perspective on this.
- I don't have direct experience as I try to avoid the intersection using these modes. Use 14th, the pedestrian bridge or through Egert's park as alternatives.
- I don't let my children cross here even though it is a more direct route to their schools. The amount of traffic and the speed that the vehicles are travelling make the intersection feel unsafe. Cars often do not slow down for the pedestrian lights. The placement of the pedestrian light for the EB traffic creates a blind spot for the car in the right turn lane (they can't see the peds). This EB light would be better if placed before the turn starts at John Laurie.
- I don't walk in the area. John Laurie flow is fine. It's McKnight to Deerfiot that gets bunged up. It will take more than fixing that one corner to improve traffic flow.
- I have almost been hit by cars who refuse to stop when we hit the cross walk lights. Lowering the speed limit and adding traffic lights would solve many problems here. I think people stay away from the intersection right because its dangerous.
- I have never seen a wheelchair user at John Laurie and 48th. The streets in every direction are not suitable for wheelchairs.
- I have seen kids walking across this intersection and almost get hit because when people are turning left they don't see the person using the cross walk. It's so dangerous and sometimes they will stop on the middle of the road when they finally see a pedestrian and then the people waiting to head across the road can't proceed either
- I have seen vehicles go through the crosswalk when the light is flashing.
- I have used the crosswalk at this corner and it is no problem.
- I only drive through the area - approximately 2x per day.
- I personally would not cross at this intersection on a bike or walking. Too many cars going too fast.
- I think this intersection works well for bikes and pedestrians.
- I walk in the area often and don't have issues
- I was not aware there was pedestrian traffic at this intersection but it should absolutely be an overpass.
- I would imagine it's not safe. I would not want to get around that area without a vehicle.
- I would like a path between 4 St NW and John Laurie connecting with the existing path on 48 St NW.
- I would love a legitimate cross walk with brighter flashing lights
- I would love to see increased overpasses or pathways and sidewalks that have some buffer area between the road so that they don't have to walk right alongside traffic
- I would never cross at that intersection and I would never let my children walk or bike ride through it either
- I would never use that intersection on foot or bike
- I would not cross that intersection at anytime, to get around I use egert park or the foot bridge at Namaka/Nipiwana crescents.
- I would walk along current pathways and on the North side walk of McKnight.
- I wouldn't cross here if I could avoid it.

- I've driven the route many times and can't recall seeing any of these. I wonder what the true reality of people walking, cycling, wheeling is in this area.
- Ideally a roundabout would reduce collisions and reduce congestion.
- If interchanges are built at 4 st, centre and edm trail then pathways for bicycles would be a benefit as it would/could run directly west/east from nose creek pathway to nosehill.
- If there was a traffic light where Mcknight turns into John Laurie, this would allow for vehicles to pass from 48th Ave NW, and would give timing for walker/cyclers to cross the crosswalk.
- I'm an avid cyclist and my wife and I often go for evening walks. While the egress from N. Haven by bike isn't great, I can use the pedestrian flyover over John Laurie or I can cycle down to Northmount and cross McKnight on the Northmount bridge. I have never had a problem crossing the intersection at McKnight and John Laurie on foot. However, if changes to the intersection are made, consideration should be given to enabling pedestrians and cyclists to exit the neighbourhood safely.
- Intersection operate with an unopposed stop sign and traffic flow. Area should be a traffic circle. Pedestrian crossing should be bridged to avoid interaction with traffic
- It can be a busy and confusing intersection for wveryone
- It can be unsafe as people get frustrated in traffic and try to beat yellow lights.
- It can feel scary to cross with the speed and volume of traffic. Feels like drivers don't want to stop or be interrupted. Especially concerning for school age kids walking to school - both elementary and nearby junior high school. Pathways are discontinuous, gap if you are biking, easier on foot, but you have to know the way.
- It is a difficult intersection to go through and anytime anyone crosses it stops the traffic for this busy road which is not convenient either.
- It is a very blind corner if you were coming west and crossing the road people heading eastbound cannot see you. It feels very unsafe.
- It is dangerous, and cars often don't stop for pedestrians. There aren't sidewalks along many sides of the intersection.
- It is good to have the pedestrian bridge that connects Cambrian Heights and North Haven - not enough directional signage to find it.
- It is hard to get through that intersection. Making a walkway overpass is an idea.
- It is important to use the crossing lights. Many pedestrians and cyclists do not push the button to activate the lights which becomes a hazard for drivers coming around the corner.
- It is so hard to navigate crossing McKnight, you are focussed on finding a break in westbound McKnight traffic, the attention is taken away from pedestrians trying to cross. Such a dangerous intersection.
- It is too dangerous to road bike on the road from 4th to McKnight to John Laurie, so I don't, but I would like that route out to west Calgary. I put my bike in the car and drive instead. Also, 4th street west is becoming very busy and loud, and it needs a proper bike lane with a painted line, instead of patching up that poor sidewalk!
- "It is very difficult to be seen in the pedestrian crosswalk at McKnight and John Laurie. Difficult for drivers to notice, even with the lights. Doesn't feel safe crossing here.
- The former adaptive sidewalk along 48th, now asphalt, is an excellent connection, and very much appreciated."
- It requires a lot of detouring to get through the area while cycling, and the lack of good crossing options means its very unsafe for kids on bikes.

- It seems relatively safe because of the pedestrian lights
- it would be nice if the cyclists followed their traffic laws including stopping at stop signs
- It would be nice to have a pedestrian path that runs from North Haven along JL/McKnight all the way to 4h Street/McKnight intersection.
- It's a disaster. Unsafe, fast, blind corner.
- It's not great. Vehicles traveling west on McKnight often don't see people in the crosswalks crossing both McKnight/48ave and John Laurie. It's a better situation for east bound traffic.
- It's pretty high speed and people are not being cautious enough.
- It's rare to see pedestrians crossing here probably because it's so dangerous. (even though there is a pedestrian crossing light.
- It's super sketchy to walk across this intersection, I think because it's such a weird one that drivers are just trying to figure out and process and they pay less attention to pedestrians.
- It's very unfriendly to non car users and doesn't connect very much but using side streets of the houses along McKnight allows for a much safer transit. I think the cars go much too fast and it's too blind to safely have pedestrians crossing
- It's a dangerous and busy intersection for people to cross.
- It's a horrible place to be anywhere near right now on foot/bike.
- It's avoided because it's unsafe with the volume and speed of traffic. I used to walk to colonel irvine school from NH in the 70s through there, less traffic and safe. No way I'd walk through there now. The "sidewalk" along 48th from the Egrets pk gate/McKnight to N Haven drive is the only section I walk but even that has a lot of residential traffic going by.
- It's dangerous to cross there because people want to rush due to above stated
- It's very poorly designed for pedestrians and people who are not in vehicles.
- Keeping the traffic flowing is more important.
- Lack of continuous pathways, dangerous at grade crossing,
- "limited pathway access to egerts park
- unsafe crosswalk across both john laurie and 48th avenue"
- Lots of traffic, hard to cross. Pedestrian bridges are a ways away
- make it safe
- Make it safer.
- Maybe another over pass at 48ave other than that there are enough pathways in these communities
- Maybe put lights at the inter section so people can cross the roads safely.
- Minimal people use this out of fear of being hit due to the lights stopping four lanes of traffic. Can't see the sidewalks when turning from McKnight onto John Laurie until already in the turning part.
- Missing pathway connections and very few crossings between Neighbourhoods across these roads. This road creates a barrier to safe movement for people not in cars.
- Missing pathway connections on north side and west side. Missing pavement on alley segment that connects pathway to Holland Street NW.
- My daughter attends Colonel Irvine school and some of her schoolmates and her use the crosswalk to cross over the McKnight and John Laurie road kink and it is often very unsafe especially on the winter or pre dawn or post sunset times. Terrible experience for children.

- My preferred walking method out of the neighbourhood is the overpass over John Laurie. I rarely cross at the intersection because it is dangerous and the overpass is closer to my home.
- My son is in a wheelchair and I'd never let him near John Laurie and McKnight outside of a vehicle. Just what should be what was formally known as common sense.
- N/A
- N/a
- N/A
- Need a safe crossing (over head) as the speed of the roadway makes it difficult to cross
- No comment
- No comment.
- No dedicated pedestrian crossings.
- no issues
- No issues anymore with the new pathway.
- "No one looks for pedestrians
- The flashing lights are not noticeable
- It's a huge area to cross
- Kids run as they think it's safer"
- No sidewalk along McKnight to get directly to 48 Ave. Current set up with crosswalk and flashing lights are barely used. Would personally avoid using the crosswalk because it doesn't seem safe; cars don't look for pedestrians there
- No sidewalks no bike paths so what's the problem?
- Nobody walks along McKnight.
- None
- Non-vehicle users need safe and effectively alternatives.
- not applicable
- Not applicable
- Not applicable unsafe currently for bikes and etc. must use pedestrian overpass
- Not common but seems to work fine when there are pedestrians
- Not enough pathways to safely connect those trying to use networks to get to places.
- Not many pedestrians use this intersection. Not sure why.
- Not really safe for pedestrians to cross at street level.
- Not safe to cross the street currently. A 5A bridge connecting Holland Street to Egerts Park would be a game changer.
- Not such a challenge- there is a cross walk with warning lights.
- Not sure as I only drive through the area and have not noticed any issues
- Not sure. They may need a way to get to 4th St. NW to get to crosswalk.
- Not very walkable. Hard to walk between the south of John Laurie and the north side. The bike lane is ridiculous and dangerous. Just because you put a line in the middle of a side walk does not make it a bike lane.
- Over engineered urban roads prioritizing traffic flow over safety literally risk people's lives. This type of design should be criminal or at least professional malpractice.
- Paths end at 48 avenue eastbound. No wheeled access past North Haven.

- Pedestrian access and safety is poor. Bikes should be directed to controlled intersections with lights and cyclists tend to increase the risks due to erratic movements or behaviour as they do not operate as a vehicle nor pedestrian on roadways and sidewalks; anything goes.
- "Pedestrian cross lights are a joke. Not many drivers obey the lights when activated.
- Drivers going west bound at the intersection will rapidly accelerate causing a very high sound level. This noise can be heard as far away as 2 blocks
- Speed east bound on McKnight does not reduce speed to 50 from the 60
- There should be an advanced flashing light to indicate a red light ahead at 4 st"
- Pedestrian crossing at this intersection is extremely unsafe. Any future changes to the intersection must include the highest level safety standards.
- pedestrian crossing has a beacon lights but still is challenging for pedestrian to cross.
- Pedestrian crossing in both directions at the intersection is a major safety concern
- Pedestrian overhead walk way should be created to connect these communities
- "Pedestrian overpass from Egert's park over McKnight to Holland street.
- Dedicated Bike lane connection from Egert's park east west along McKnight to Nose creek pathway.
- Connect Egert's park to old golf course and connect that golf course to green space east of centre street with a pedestrian tunnel line at 10 th street and confederation park. Connect Thorncliffe to nose creek pathway safely for cyclists. Unless you go up to 64th, Thorncliffe is isolated from the nose creek pathway system."
- Pedestrian safety crossing signal is not pedestrian centric and does not adequately inform drivers.
- Pedestrian safety is a major concern, especially with nearby schools and pathways connecting communities. Crossing McKnight Blvd. feels unsafe due to the speed and volume of traffic, long crossing distances, and driver inattention. Families with strollers, children, cyclists, and people using mobility devices are particularly vulnerable. Personally, I do not think pedestrians should be crossing McKnight into North Haven at this location without major safety upgrades.
- Pedestrians are often missed by traffic and nearly struck, it is a very busy intersection with little connectivity elsewhere.
- Pedestrians crossing at this intersection should be elevated above traffic or speed of traffic should be reduced to 50 km per hour before approaching the intersection.
- Pedestrians crossing West bound across the JL to McK right turn are often hard to see and ignorant drivers do not yield to them. The SE corner of that turn has a very small sidewalk that is mostly hidden from oncoming traffic going way too fast around that corner. Possible for pedestrian overpass there?
- People head too fast into the turn at the intersection of John Laurie and McKnight, so it's challenging to see pedestrians in advance.
- People take the curves too fast and don't see the pedestrian lights or even know they're there
- "Please
- Have overpasses available and fence
- Off
- Areas
- With gates for the dog parks
- To protect all"
- Poor connection to adjacent areas and dangerous crossings that feel like cars don't expect you to be there.
- Provide an overpass

- Put in pedestrian crossing overpass
- Q
- Quite a fast road to have a crosswalk on. Don't know many places in the city with a crosswalk on high speed roads and corners
- Rarely seen, there are no real pedestrian connections or cyclists on this stretch. DO NOT introduce them! Not needed!
- Road should be treated as a major road, like crowchild. There needs to be a safe and efficient alternative for pedestrians and low speed vehicles, like scooters.
- Safety for walkers (especially children), cyclists and wheelers.
- Safety is huge. Crossing is dangerous, ESPECIALLY for children. Cars don't stop, don't look, the crossing is unwelcoming and inconvenient, it puts pedestrians in danger. It's also just ugly. There is ZERO cycle access, effectively forcing bikes to dismount and walk, or just go blocks out of our way. Similarly, I will often prefer to walk five blocks down to the pedestrian over pass (way out of my way) than walk my daughter across that intersection. It is terrible.
- Safety on the roads with sidewalks. More traffic within North Haven could increase safety concerns.
- Same as above.
- Scary crossing.
- see point #3 above
- Seems weird that a pedestrian overpass is only 300 metres down the road. Too far for pedestrian to detour to, but seems to present the solution for pedestrian safety.
- Should be either an overpass or tunnel for pedestrians and cyclists.
- Should not be an area for this, too major of a road.
- "Should not be crossing either of two major roadways! There is a pedestrian bridge two blocks to the west, and a set of lights for crossing two blocks to the east.
- For everyone's safety take pedestrians of all kinds out of this mix."
- Since the intersection is complicated to drive through, there is less driver attention paid to pedestrians and wheelers, making it more dangerous for everyone. The sound walls on the inner corner of the intersection also reduce visibility for people outside of vehicles.
- So dangerous for kids walking to school and have to use the cross walk at the above intersection.
- Some cars barely stop in time or at all when pedestrians are crossing. Some cars stop in the intersection and block the cars to exit the neighborhood as well as they come around the 90 degree corner and realize a pedestrian is crossing.
- "Some drivers are going too fast and don't stop while the pedestrian-activated light signals are on.
- No path connections on the north side of intersection."
- Some people don't even realize there is a pedestrian crosswalk there.
- Speeding cars. All traffic speed limit should be strictly enforced
- Thank goodness there's a bridge.
- That intersection is very dangerous for trying to cross on foot. Blind corner, high speed traffic, no pedestrian signal westbound.
- The 48th ave intersection is deadly. It's banned for my kids. I would prefer an over pass and keep the intersection as is. I don't think increasing the speed is the answer. There are terrible sidewalks along McKnight. Should have dedicated bike/shared pathway all the way to the nose creek pathway.

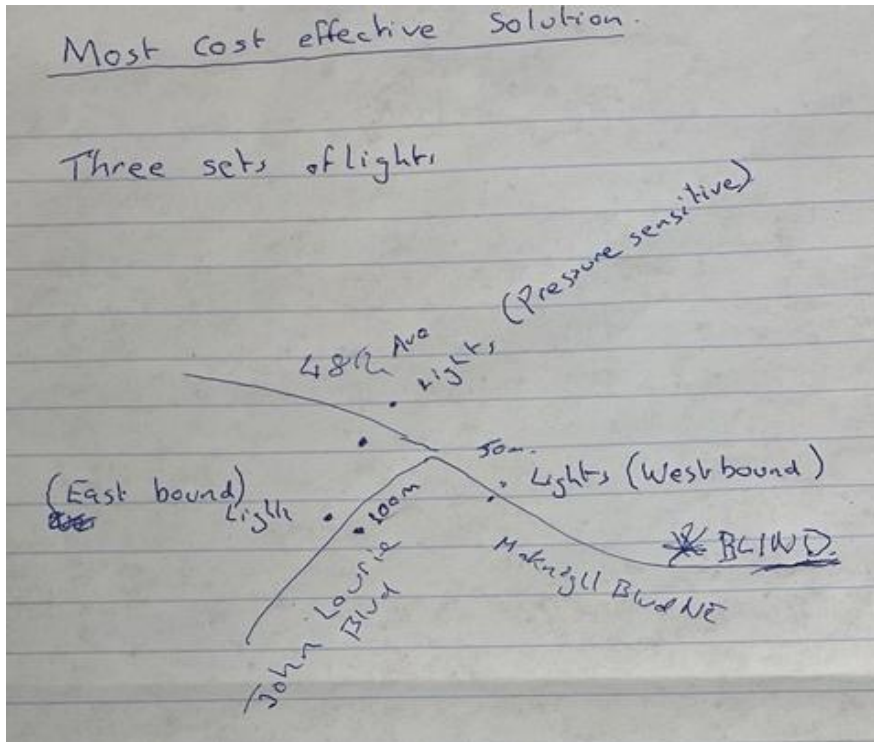
- The confusion of motorists makes it dangerous for others not in cars
- "The cross walk is hidden or after the turn heading eastbound
- Along with merging traffic from north haven. Multiple things to pay attention to on a turn"
- The cross walks on the corner of John Laurie and McKnight and 48 Ave are pretty courageous-it's scary to try to cross there and try to stop the very swift traffic. Improved regulation of vehicles like e-scooters, e-bikes, and regular biking needs to be managed in a broader study for safety of everyone.
- The crossing area is satisfactory with the crossing lights structure. There are many paths around the area and options to go up into north haven at the four way stop to increase safety if they prefer. This location is not ideal for traffic flow but would impede pedestrian activity if removed
- The crosswalk at the intersection is pretty dangerous. Would lights work better there?
- The crosswalk is in a scary location. I would not want to cross there, especially at night, with the cars driving so quickly from 14th Street.
- The crosswalk is long and I think both vehicles and pedestrians are hesitant when the lights are flashing.
- The crosswalk is on the blind spot of a high use street
- The crosswalk on the corner is very dangerous.
- The crosswalk, although signalled is also dangerous for those crossing this corner.
- The crosswalks are rarely used but also unsafe. The bike lanes in the area sort of just end and don't really make sense.
- The current setup works for me when I'm biking or walking.
- The current street level crossing into North Haven from Highwood by the school is a safety issue. An overhead pedestrian crossing would alleviate safety issues for pedestrians and drivers.
- The intersection at the corner of John Laurie/McKnight is NOT safe for pedestrian use, cars speed through this at any time of day or evening (it seems to be somewhat of a racetrack at times) and people unused to driving in this are get confused and distracted by the signage resulting in erratic driving, and some displays of moderate road rage from the other drivers at those times which greater adds to the lack of safety for pedestrians. there should be no street level pedestrian crossing here.
- The intersection is too busy to cross safely
- The intersection needs a pedestrian bridge for people wishing to cross the intersection!!
- The intersection prevents crossing
- The issue with this is that people who use the intersection only slow the traffic further.
- The lights and cross walk are well marked but traffic speeds in this area regularly. It takes a long time to cross over so it is impossible for walkers in a timely fashion.
- The only raised pedestrian bridges (including the sidewalk on northmount) are quite far away.
- The pedestrian crossing across John Laurie at 48th avenue is dangerous. Have to go through Egerts Park and across the bridge at Northmount or South to the pedestrian overpass.
- The pedestrian crossing at the intersection corner really isn't used that much in its current configuration.
- The pedestrian crossing needs to be a bridge to cross over on the corner of John Laurie and McKnight. Not only would it be safer for the pedestrians needing to cross but it eliminates the stopping of traffic flow
- The pedestrian crossings across McKnight are dangerous when the traffic is heavy and sight lines make pedestrians hard to see.
- The pedestrian lights for the John Laurie to McKnight intersection are great. There could be further lights for crossing from McKnight to 48th ave

- The pedestrian overpass that crosses from Heffernan Park to Holland Street NW is critical but not designed for sharing walking and cycling.
- The road is too fast with no intersections for kids to comfortably walk to school or visit friends.
- The same corner where McKnight turns into John Laurie is also dangerous for pedestrians...most drivers don't slow down, or look for people trying to cross.
- "The separated bike path on 48 Ave is a big improvement.
- The paved pathway should be extended from the gate in the chain-link fence to the north east to link up with the existing paved path. Right now you have to ride on grass/mud to get to the paved path.
- Using the gate when on a bicycle is inconvenient. Is a gate really needed there?"
- The vehicle are moving way to fast for me to cross there. I don't even consider it. It is a rowdy intersection. I know overpasses are expensive but maybe the solution to move pedestrians through.
- There are lots of places that don't have sloped curves in the community and it's tough for people with accessibility issues and strollers.
- There are no issues.
- There are no issues. Why would anyone walk, cycle or use a wheelchair in this area?
- There are two crossing lights, but good luck getting people to stop at the high rate of speed they're going when they don't expect it. It feels like playing a game of frogger.
- There is a crossing light that can be manually operated, but not all drivers completely stop. The intersection is not appropriate for anyone with mobility issues, or with any wheels (wheelchairs, strollers, bicycles, etc) due to the stairs between the intersection and Herndon Dr/Holland St NW. Students from North Haven cross there to get to their designated Junior High & High School. Year round daylight savings will result in increased danger in the mornings for much of the school year.
- There is a crosswalk in place but due to the road layout, eastbound drivers are slow to give way to pedestrians. Clearing pedestrians from this crosswalk is slow causing further congestion. I personally will not use this pathway as a cyclist due to safety concerns.
- "There is an existing pedestrian overpass to the south of the intersection for walkers and wheels.
- Also the Northmount Drive bridge over McKnight blvd provides good access for pedestrians and wheels.
- No further accommodations should be needed. Focus on the vehicle traffic"
- There is barely any accessibility for that and that sucks a lot for them
- There is no access for people who walk.
- There is no Junior High or High School in the community of North Haven . Most walk across the crazy intersection to school .. Traffic here does not understand this pedestrian traffic light .
- "There is no pedestrian crosswalk at Laycock, which makes it difficult to cross Center Street to catch a bus or to continue walking on the sidewalk, etc.
- The pedestrian crosswalk at McKnight feels dangerous because the drivers aren't paying attention to pedestrians only to other vehicle traffic."
- There is no place to walk, cycle, or wheel along this corridor.
- There is no safe pedestrian crossing at that corner that links to the egerts park pathway
- there is no safe way to cross the busy John Laurie/McKnight road.
- There is no where to walk, no side walk
- There is one pedestrian overpass. Some people don't use it and cross at the nearest corner.

- There is only one safe crossing that is closer to 14th Street than to McKnight. An overpass should have been built years ago, as most children in the area must cross the street to get to school (junior and senior high).
- There isn't much walking in the area, and there doesn't need to be. If anything I would have an overhead pedestrian bridge instead of the current at grade on to improve safety by not having to interact with cars, and improve traffic flow.
- There really aren't great crossings other than 4th and Centre that I feel comfortable crossing McKnight at! I definitely wouldn't cross at the John Laurie intersection
- These are not on the road way dumb question
- They can take another route
- They can't get across McKnight of course...
- This a major road you should not be walking along this. Or put a bike trail off to side on north side and go through that dog run area on north side of McKnight.
- This corridor is generally not designed for those modes of travel. Existing pedestrian overpasses are helpful.
- This has got to be one of the least pedestrian/bike/stroller/scooter friendly intersections in the city. I wouldn't advise anyone to cross here. I've only done it once in the 18 years we've lived nearby. It's just dangerous.
- This intersection is incredibly hostile and unsafe to pedestrians. Crosswalks are not raised and are poorly marked; visibility for pedestrians is low. People fly through at high speeds, with no North-South crosswalk on the east side, forcing you to take a more dangerous crossing than necessary. Wide lanes with no refuge islands mean you're in the intersection for long periods of time and have to watch both ways while crossing. No connection to the path north of McKnight, no sidewalk on McKnight
- This is a fast road with high traffic. Using an at-grade crossing comes with elevated risk to pedestrians and related personal motorists.
- This is the lowest path, it would be nice to bike without going up needless hills.
- Time to cross is too short
- Too dangerous for my kids to go near on their bikes
- Too many conflicts with high speed motor vehicle traffic. Poor accessibility for sustainable modes because motor vehicle flow has been prioritized at the expense of safety and accessibility.
- Unsafe crossing
- Unsafe crossing across at the intersection with 48th.
- Unsafe for crossing in unfavourable conditions on the roads
- "Unsafe to cross. These roads are not for cycling, high volume, not built to accommodate them.
- I have only ever seen pedestrians there once in the decades i've been using this turn. Needs overpass, shouldn't be crossing at ground level."
- Unsafe, mostly because of cars running red lights.
- Unsure
- Use an overpass to not impact traffic flow and much safer
- Very busy intersection. I would think an overpass would be safer
- Very dangerous to cross 48th at this intersection, especially during high traffic flow times.
- "Very risky crossing.
- I would never bike in that area - make conscious decision to take alternate route."

- Very unsafe intersection. I personally have been almost hit several times when cycling into the neighborhood from Mount Pleasant.
- visibility for oncoming traffic (flowing WB uphill from 4th street west) makes this a crossing of concern. Drivers often don't see pedestrians using the crossing until the last minute. This, despite the flashing crossing lights.
- "Visibility is low. No one should be taking the chance of getting around that area this way.
- Walking along the newly paved path from North Haven Dr to Egerts is better but feels vulnerable still."
- Wanting to walk from Highwood to Egert park and having to cross a very busy roadway.
- We don't because people drive too fast. There's no safe way to move along this road
- We generally have avoided doing so because of the lack of safety and ease. We have family in the neighborhood and live down 14th street and despite the close proximity to each other do not feel that there is a safe pedestrian crossing at this location.
- We need good sidewalks that are accessible for wheelchairs
- "We need lights
- Not a ramp which is expensive and ugly"
- We need ways to connect the great pathway/trail networks north of McKnight to the paths south of McKnight. We need a way to connect the west wing of Egerts park to the 4th st pathway that connects to Queens Park Cemetery and the east wing to the Highland Dog Park/Confederation Park Corridor. Currently McKnight acts as a major barrier to connecting Nose Hill to the rest of the trail/pathways networks in the city. Either overpasses or tunnels would work.
- We specifically avoid this intersection because it is so busy and the pedestrian crossing does not connect to the park. Instead use the alleyway adjacent to Egert's in order to get to the playground or other activities near the school.
- When traffic is congested, particularly in the morning, it is difficult for students to remain visible to all incoming traffic when crossing pedestrian crossings to get to Colonel Irvine and James Fowler.
- Who could do that? It's unsafe. Needs proper infrastructure.
- Why do they need to be on a major thoroughfare
- With all the traffic issues, having a crosswalk at that corner is asking for trouble.
- Worst and most dangerous location for a crosswalk, right in the middle of an already dangerous corner on McKnight/ John Laurie as described above. I never see anyone using this crosswalk probably because it's so unsafe and there are other very safe grade separated pedestrian crossings 350 Meters to the East and 450 Meters to the West.
- Would be nice to light it up more and have more blinking cross ways
- You need to go very far out of your way to get across
- You will be killed if you try to walk or wheel here. Please make it so my children don't die living a healthy life.

Please describe your ideas for improvement for the John Laurie Blvd. and McKnight Blvd. intersection for people who drive.



-
- Pressure sensitive on 48th Ave heading east. Cost = lights and timing only. Having a high speed thruway will result in more accidents on John Laurie and McKnight Blvd. NE. Too many blind corners especially in winter
- Please consider a round about - keep traffic flowing, in a controlled easy that people are familiar with
- Not much needed, just sensor lights on 48 Ave
- Widen the turn, Create a by-pass, maybe traffic light for safer crossing add for drivers
- Traffic circle
- TRAFFIC CIRCLE



-
- This has potential – 2 lane traffic circle
- Improving the traffic flow through John Laurie & McKnight would be great
- make sure that if it is improved on the corner, a bottle neck isn't created closer to Center St.
- Improve signage coming up the hill on mcknight indicating left turn only + reduce speed sign + warning arrows
- Open up the bus trap between north haven & upper north haven

- Allow exiting from/on to northmount from mcknight
- Implement a traffic light when exiting North Haven to McKnight
- Remove salt pit exposure to create more space for ped/bike and traffic flow.
- Turn McKnight Blvd into 3 lanes for better flow to Deerfoot
- "-close off the incoming lane from 48th Avenue to McKnight
- -less angle of a turn or widened the turns for both sides (from McKnight to John Laurie and John Laurie to McKnight)"
- -Create traffic circle/round about at the corner of John Laurie & McKnight. I lived/drove in Doha Qatar (2004-2018). There were traffic circles everywhere. Traffic flowed from all directions easily & effectively in the very busy city.
- Yes, the new John Laurie / McKnight Blvd alignment studied in 2005 was a good start. However I believe it is just as important to study the next phase that follows which the section between the Northmount Drive (under pass) to Deerfoot trail. In that section I believe that McKnight Blvd should continue to run under Northmount drive as it does now. McKnight Blvd should then be trenched to run below 4 Street West & (continue below grade) under Centre Street North. Cont'd (see below)."
- "• Connect 40ave to 14st NW. Preferably with a lighted intersection.
- • Remove that stretch of 40ave between North Haven Drive and MKB/JLB, and return the land to general use/public access green space
- • Rebuild/remove the intersection of MKB / JLB / 40ave to reflect the elimination of 40ave, and ensure smooth flow to and from MKB to JLB."
- "1) Alternative way to cross to McKnight from 48th - maybe a flyover with a yield?
- 2) Longer merge lane on John Laurie exit
- 3) This may be out of scope, but some of the main issues are the backups because of the 4th/centre street/edmonton trail traffic flow. So even if you can get onto McKnight, traffic flow is really bad in rush hour."
- "1) Completely close off access from local neighbourhood and make them go around on 14th and then back on to JL. Turn that area into a park.
- 2) Place bridges for pedestrians and cyclists.
- 3) Increase the radius of the turn, widen the lanes.
- If the adjacent neighbourhood access can't be closed, I don't know how to fix the issues."
- 2 lane roundabout is the best solution.
- 3 way traffic circle could work, or a raised exit road going over McKnight / John Laurie. Again, the volume there is so high, I think a light would add to the already unsustainable backups on McKnight westbound.
- 48th Ave. heading north/eastbound on John Laurie heading to McKnight. Improve the 90° corner so traffic may pass through there safer, my idea would be to eliminate the right lane and have traffic do a dog leg left to then the right turn essentially to use the unused left lane and the centre lane to make the right turn.
- A better lighting system to alert drivers of pedestrians.
- A city bus that travels along John Laurie connecting neighbourhoods like Dalhousie to Thorncliffe might help to reduce congestion.
- A City study and public engagement was completed for improvements with an overpass to John Laurie W and access for 48th ave to go in and out for the folks in North Haven - use that study and feedback.
- A good (large) round about would still slow traffic down but would increase access for the neighborhood nearby. Other option is pushing the intersection north west and making the corner softer

- A light that stops traffic so cars can easily exit the community. Periodically during peak traffic times, possibly sensor activated
- "A pedestrian bridge would be amazing!!!
- Maybe a round-about?"
- A proper curve in the road should include safe entry and exit points into North Haven for both eastbound and westbound traffic, while also mitigating road noise and protecting the school grounds.
- A round about
- A round about?
- "A roundabout could be helpful here. I've seen people wait for a really long time at 48th trying to turn onto John Laurie.
- Or, go the opposite route and widen the intersection. Add pedestrian crosswalks 20 metres away from the bend to allow drivers to slow down. Add the crosswalks with the warning lights."
- A roundabout could give eastbound JLB access into North Haven.
- a roundabout or traffic lights
- A roundabout. This needs a roundabout.
- A smoother transition from one road to the next. Please do NOT use a roundabout as it is a very heavily used interchange and most people do not know how to use roundabouts effectively.
- A traffic circle at the corner of McKnight and John Laurie.
- "A traffic circle or closing off 48th st are the best options. Do not install traffic lights. Large heavy truck be dammed if traffic circle cannot be made big enough to accommodate them.
- Other options exist for large vehicles to travel through the city. North America needs more traffic circles and this location would allow much more connectivity especially for people leaving north haven via 48th st."
- A traffic circle would allow access that was removed by the elimination of the left hand turn, the risk for those coming out of the community to access eastbound McKnight.
- "A traffic circle
- A traffic light
- Reduce speed signals"
- A tunnel would alleviate many problems
- A two lane traffic circle would solve a significant amount of issues, allowing free flow traffic in all directions, access to and from the community, and safer shorter distances for pedestrians to cross
- An unhindered turn to McKnight would allow drivers to focus on the drive.
- A way to drive a more consistent speed reducing hard braking and drastic speed changes and better access to surrounding communities. It would great if there was a way to incorporate off & on ramps to communities similar to those at 14th & John Laurie.
- A way to get across west bound traffic on McKnight for traffic heading east bound would be a great relief .. I am not sure how to fix this issue ? A traffic light ? Am open to suggestions ..??
- Add a flashing yield sign on both sides of the road for traffic leaving North Haven and increase street lighting.
- Add a light to allow east bound traffic to flow. Put a sensor in to detect high volume of traffic, set lights according to those times.
- Add a prepare to stop signal before the S turn on McKnight heading E/SE, before 4th St.
- Add another lane in each direction
- Add lanes. Keep it quick

- Add tunnel for WB-SB left turn from McKnight Blvd to JLB, this allows intersection to remain at-grade for pedestrians and local traffic and remove any above grade ramps. The NB to EB right turn from JLB to McKnight Blvd is pretty tight, and should be slower operation. McKnight is 60kph to the east, then down to 50kph before 4 ST. Introduce horizontal curvature on JLB as it approaches McKnight to slow traffic, then add roundabout at intersection to allow NBL turn to 48 AVE, and add NBR bypass.
- All lanes widened. All interactions reprogrammed for volume. No cross traffic other than designated compositors during certain times... there is no right hand allowed on green view drive at certain hours... but cross traffic on all lanes north and south is aloud and left hand turn across congested traffic!!!! Insane as that is a simple review and no construction need to restrict all cross traffic during this time... so many others that obviously are missing in a 21 year old review...
- Allow west access into 48 ave and stop the crossing over
- An improved interchange that would allow better flow of traffic along John Laurie and Mcknight Blvd both ways as well as allowing for easier merging into traffic from the neighborhood.
- An overpass would be the best and safest route to go.
- An underpass for North Haven so you don't need to cross traffic. An overpass would be too disruptive to the neighborhood and noisy.
- An underpass to connect north Haven smoothly with eastbound McKnight. Overpass seems like it would be very disruptive to the neighborhood in both footprint and noise pollution.
- Are we able today widened McKnight?
- "As a driver, I actually wasn't aware that there was that much residential in the area behind those sound barrier walls. I just thought it was mostly park area and greenspace.
- It would be good to see a raised bridge curve here with more lanes for the heavier westbound mcknight traffic and the lower deck being a straight thru for eastbound traffic, similar to Metis trail or 4 Street flyover. The eastbound traffic could flow under too. However, the neighbouring homes would need to be considered."
- "As mentioned when exiting 48th Avenue eastbound onto McKnight a longer roadway waiting spot to yield when you are waiting to enter the eastbound John Laurier traffic.
- Remove the bus trap on North Haven drive to give another exit point from the community."
- At minimum, build a pedestrian bridge. As for the road itself, I would make the John Laurie - McKnight transition more of a wider curve rather than a 90° turn. Keep the McKnight -> 48ave exit and the 48ave -> John Laurie entrance. If there is sufficient space, put a bridge/overpass for 48ave -> McKnight.
- At one time they proposed a free flow access onto McKnight it seemed like a good idea not sure about costs.
- Better alignment of McK to JL to improve flow rather than the sharp turns currently there. Integration of mck traffic on the west side could be via a traffic circle.
- Better designed interchange at 48Ave and McKnight. Study timing at 4th St W, Centre St, and 4th St E @ McKnight to improve traffic flow in McKnight. Redesign intersection at 14th St and John Laurie to remove signals.
- better exit heading east from north haven.....provide access to north haven when heading north an JL. a large traffic circle world work.....and i don;t like them because they are usually too small.....but there is room for a large one here.
- Better interchanges and intersection improvements
- Better license requirements
- Better signage for turning and straight through lanes when travelling WB

- Better synced lights.
- Better traffic light timing, higher speed limits and remove traffic lights on John Laurie
- Better wayfinding would be helpful.
- Block all access into residential neighborhood. Improving intersection corners allowing for better flow of traffic. Increase to 60 kilometers per hour after 4th Street eastbound
- Build a bridge or tunnel
- Build an overpass to avoid any conflict between motor vehicles and cyclists or pedestrians, that would improve safety.
- Camera installed at the above intersection for both speeders and those who make illegal left turns
- Can there be an actual traffic light there? And along with 4 st NW, Centre Street and Edmonton Trail's lights flow better during rush hour? Those 3 current lights along with John Laurie and McKnight are often very congested both West/East bound but also North/South bound too. If not, a very well made and labeled roundabout in that intersection.
- Change that would accommodate smoother traffic flow so traffic traveling west would not have to slow down so much. This would allow more windows of opportunity for vehicles crossing onto McKnight.
- City circle
- City is 1/2 way there. It stopped left turn from E/B John Laurie to 48th Avenue, and put up higher median to prevent traffic that missed the turn ending up crossing the median into W/B traffic. Better signage for McKnight traffic onto John Laurie, as well as for 48th on to John Laurie, as well as a pedestrian overpass, would solve 90% of the intersection's problems.
- Clear unobstructed access.
- Clearly designated turn lane on to JLB.
- Close access to and from 48th ave. At some point consider how the 90 degree turn can be tweaked to flow better.
- Close off the unsafe access to the intersection
- Close the North Haven entrance to the intersection on the east. Only allow traffic to merge right when coming from North Haven.
- Complete closure of access from 48 ave to McKnight or JL Blvd. Connect Nesbit and Trafford to the north east of the intersection to allow for connection to North Haven and 48th intersection from the east, possibly connect 48th directly to JL Blvd northbound lanes only.
- "Connect John Laurie to McKnight in as straight of a line as possible, no at-grade crosswalks, no speed reductions.
- Allow McKnight traffic to exit onto 48th Ave. Allow 48th Ave. to merge onto John Laurie. Prohibit 48th Ave. from merging to McKnight.
- Prohibit John Laurie from exiting to 48th Ave."
- Consider replacing traffic lights at 4th St with a roundabout, as well as further along McKnight (Edmonton trail and centre st).
- Continuous road movement to avoid unnecessary slow downs
- Controlled intersection using stop lights. There's already a stop light proceeding from 4 Street. If not, the. A wider turn radius lane going left.
- Controlled intersection.
- "Cost wise - pedestrian bridge going to Eggert's Park or 48th Ave. Very large traffic circle to accommodate semi-trucks.

- No traffic lights- this intersection is going uphill for traffic going West and downhill for traffic going East. (Crazy)"
- Could be done as a roundabout or semiroundabout to accommodate turning for all directions and very narrow roads.
- Create 5 lanes with the centre lane being reversible just like some of the downtown areas which would allow an extra lane of traffic flow during rush hour. Also, the current traffic signals need traffic flow studies to determine more efficient times. They never seem to be in sync. You get a green and immediately hit the next red. Its too start stop which also increases idol emissions. It also creates frustration with people taking silly risks to beat the light increasing the risk of accidents
- Create a tunnel crossing for pedestrians and cyclists. And for the cars make a smoother connection between John Laurie and McKnight Blvds, by separating the lanes away from the ones that lead to North Haven neighbourhood.
- "Create an overpass for eastbound 48th ave (North Haven) to eastbound McKnight. Pedestrians could also use this. Widen road east of current intersection. The vehicles from North Haven could merge from left lane into John Laurie.
- Westbound McKnight onto John Laurie go under North Haven exit traffic. Requires widening and straightening McKnight through to 4st nw. McKnight should be 3 lanes wide eastbound from John Laurie to Deerfoot. 3rd lane starts eastbound to allow N Haven to enter."
- Create better traffic flow on McKnight between John Laurie and Deerfoot by reducing wait times at traffic lights or creating underpasses for 4th Street and Centre Streets
- Cut down on the number of traffic lights. Use photo radar.same as above
- Do not expand the road, do not take peoples homes for this project. Put lights at the intersection you would not need to expand the roadway.
- Doesn't have to be a full interchange but a two lane ramp from westbound McKnight to John Laurie that maintains somewhat adequate speed would significantly improve traffic flow. You could then reopen the left turn onto 48 Ave
- Drivers need information or a sign telling them they can use both lanes when turning left on McKnight to JL
- Dutch Style Roundabout, with proper raised crosswalks for pedestrians and cyclists. This creates a safe, beautiful intersection for everyone, while improving traffic flow and reducing the number of dangerous conflict points between vehicles. Narrow lanes as the street approaches the intersection to naturally slow people down a bit.
- "Ease of access for North Haven residents.
- Getting in and out of our community at its one of two points of entry"
- East bound people leaving North Haven could head west and have a dedicated u-turn at 14th St that was available without traffic lights.
- Either make an over pass to drive smoothly onto John Laurie or make an over pass onto McKnight, probably would be easier to get onto McKnight or John Laurie from the community of north haven.
- Eliminate pedestrian crossing, round out the corner. Eliminate cars coming out of north haven onto McKnight make them go to 14 street
- Enlarge intersection for traffic circle and bypass lanes for right turns
- Enlarge the road while protecting the neighborhood
- Even out that curve if possible, move cross walk to a more safe and visable spot
- "Expand the turn to allow a merge like lane for people coming out of the residential area.

- This way they are not trapped by people turning left and flow of traffic heading east."
- Expand through Egerts park
- Expropriate houses in the SE corner and make the radius of the turn much more gentle. This would make space to improve the way that EB traffic from 48Ave joins the flow of traffic on McKnight. (underpass or overpass with merge lane? traffic light?)
- Extend JLB north past JLB and MKN Blvd. Split traffic flow to make more efficient.
- Extend the merge lane going eastbound into its own lane so there's no stopping in the middle of the intersection. Make the westbound John Laurie a merge and not a yield.
- Find a way to improve intersections/flow at McKnight and 4th and McKnight and Centre. And Edmonton Trail, if we're being honest.
- "Flyover for WB McKnight traffic flowing onto JL. Keep the east-flowing lanes from JLB to McK as is. Permit an underpass allowing traffic exiting North Haven to drive straight onto McKnight or merge onto JLB WB.
- Widen 64th Avenue between Deerfoot and McKnight to accommodate more flow, relieving the dependence on McKnight. Alternatively, widen 41 + 40 Avenue NW through to North Mount and the connector to 10th street. Probably a much bigger undertaking than upgrading 64th Ave."
- Follow through with the 2005 plan of building a free flow intersection to maintain and improve vehicle movement, while improving safety for all.
- For people driving westbound on McKnight and turning left onto John Laurie. Sometimes people on the left lane drive straight into the right turning lane, so making this intersection more clearly marked would be better.
- "For people who drive through the area, eliminating the intersection and making the turn more gentle probably makes the area much safer and more convenient.
- Though I drive through regularly, I don't live in the area off of 48th avenue though, and I don't know how much inconvenience that would present for locals to lose that connection."
- For safety, the speed limit on John Laurie Blvd. should not be raised above 70. The curve/intersection at John Laurie, McKnight and 48 Ave acts an important speed control tool. The stretch of John Laurie/McKnight from 14th to 4th st already has a street racing problem at night and during the day, so raising the speed limit or altering the road would make it worse. Any traffic clogs at peak times are not caused by this part of the road, but further east at Centre, Edmonton Tr. and Deerfoot Tr.
- For the benefit of the neighborhood adjacent to the Laurie McKnight intersection consider a two lane traffic circle
- Free flow curve inside of corner opening to 3 though lanes between 4 ST NW to Deerfoot Trail, appropriate applicable homes as was previously planned. No connection to 48th Ave. No 48 Ave overpass connection, for EB, maybe an off-ramp WB to 48 Ave - traffic leaving roadway is OK but traffic entering or merging would be detrimental. Pedestrian overpass.
- Free flow intersections, especially at McKnight and John Laurie.
- Free flow to avoid traffic light as much as possible
- Free flowing sounds great
- Get rid of the traffic lights and build on ramps and off ramps.
- Going in the direction of McKnight to John Laurie is the most critical part to improve.
- Grade the corner to a banked less sharp curve
- Greater separation and flow of road and pedestrian.
- Has a roundabout been considered? They are extremely functional in the UK.

- Have the police ACTUALLY enforce the speed limit in this area. A simple "speed trap" with an officer on the pedestrian bridge and enforcement cars located in both directions would catch many speeding vehicles frequently heard and seen during the warmer months. By my estimates there are frequently vehicles doubling the speed limit (going 140+km/h in a 70km/h zone).
- Have traffic on McKnight and John Laurie elevated, traffic entering intersection going eastward passing under the curve in the roadway and merge onto McKnight from right hand side between intersection curve and Northmount Drive bridge.
- "Have you considered a traffic circle for the 48 Ave/John Laurie/McKnight intersection? It would be nice to avoid traffic lights.
- As above, please consider improvements to the aesthetics of the intersection - it looks so tired and scrappy.
- As the old poplars along John Laurie reach the end of their lives, is there a plan for replacement of some kind? The trees are lovely and I imagine they help with noise reduction for those of us living along John Laurie. Please consider replacing these trees"
- Heading east to Deerfoot, it might improve if there was a third lane eastbound all the way to Deerfoot. I don't know if you have space for that though.
- Higher speeds more lane flow better
- Higher speeds, more lanes as an option, it needs to handle volume.
- "I described above some ideas.
- I think perhaps a ramp/overpass to help traffic flow. Or pedestrian overpass?"
- I do not currently have any ideas. I look forward on commenting on the suggestions that come back.
- I do not think lights will improve anything but create congestion. In my opinion removing access to McKnight East bound and looking into an different egress route out of the community through upper North Haven or Thorncliffe is probably the best option.
- I don't know if widening the road is an option, but making McKnight and John Laurie three lanes each direction would be helpful. An accessible pedestrian overpass would be great to not stop the flow of traffic.
- I don't know what to suggest. Traffic does need to flow McKnight-JL so I don't know if putting a stop light there would back up that flow but it would help residents of N Haven get out. Is there a budget to make a new road somehow so we can get out?
- I don't think an overpass or underpass is appropriate. A traffic management system to control traffic turning from John Laurie to McKnight that is activated when a cars are trying to cross from 48th Ave to McKnight.
- I feel for the people that are waiting at the stop sign to enter onto McKnight Blvd. as traffic has increased considerably.
- I honestly have no idea as to what can be done to improve this section of road.
- I leave it for those who do civic planning and civil engineering to take into account the need for safety and the increasing desire of the city to facilitate safe passage for cyclists.
- "I still remember when there was an exit on John Laurie that took you on/off 40th Ave NW in Highwood just west of James Fowler HS. Allowed local traffic to enter and exit, but became a shortcut for many others.
- I believe if you improve the flow at and east of the intersection to Deerfoot, you could have a few more exits into communities for locals, pulling that traffic out of the flow."
- I support access into North Haven, heading WB, but access into EB should be redirected to either 14 st or 4st. Ground level pedestrian access should be replaced with a pedestrian overpass.

- I think a more traditional interchange here either with lights or over/underpasses that accommodate neighbourhood traffic would be better. I think closing the neighbourhood access would be hard on the people who access this school so I wouldn't recommend that.
- I think a roundabout would be a tremendous help. People have to slow down anyway at the intersection so it would help in that regard and it would allow all directions of traffic to enter. A roundabout would also allow traffic to go from northbound John Laurie into North Haven which has now been restricted. (This created more traffic in North Haven, particularly on North Haven Drive which has children crossing the street at the school).
- I think Calgary should consider alternatives to having this intersection connect to the community of North Haven. The 90 degree turn at McKnight/John Laurie could be fine itself if the speed limit remains low and the entrance/exit to 48th Avenue is closed off. Increasing the speed limit to 80km/hour on this stretch of the road would make it inconsistent with both the rest of John Laurie and 14th Street. Costly changes can be avoided by offering alternatives for access to North Haven.
- I think how it is now is fine. If leaving north haven in rush hour you can go around to 14th street to get out.
- "I think it should be closed to traffic exiting North Haven. Cars entering North Haven from McKnight are fine, although they often transition into the neighborhood (and playground zone) at a high rate of speed.
- Alternatively, a traffic circle may be the ideal solution. It would allow free flow of traffic, and would even restore the ability to enter North Haven from John Laurie northbound."
- I think just make the road wider from the curve when connecting John and McKnight corner .
- I think the true bottleneck is from Deerfoot to the turn onto John Laurie. Maybe motorists are so annoyed about being stuck in traffic on that stretch of road are just raring to go once they hit this corner and John Laurie. Sorry - I'm not sure I have any good ideas for improvements. I do not think adding a light at that intersection between McKnight and John Laurie would be a good idea.
- I think they should close the southbound traffic from 48th and only have westbound merge onto JLB and an exit onto 48th off McKnight. No cross traffic.
- I was at the previous meeting and I understand the city has a plan. But it's very expensive and it's been 20 years since it was first thought of. I'm not a specialist, but it does seem like a traffic circle could really work in this area and it would be cheaper than the other old underpass plan.
- I wish I had some.
- "I would like the turn redesigned so it is not such a sharp turn and then you have cars coming in from North Haven to contend with
- ** and change the grade of the road going down to fourth Street because it's winding and it's downhill"
- "I would like to see a full set of lights at this intersection.
- I would like these lights to only activate when a car is stationed at the 48 Ave exit for an extended length of time (city engineers can figure out a reasonable length). At that time, red lights would stop traffic both EB and WB and allow cars to leave North Haven. The lights could be on red flash for the cars on 48 Ave so they could leave NH when safe to do so (just like the stop sign that currently exists)."
- I would love to see a flashing light to indicate red light ahead instead of just the traffic signal ahead sign. The sign to transition to 60km/hr needs to be bigger.
- I would love to see this become a lighted intersection. It would take the stress out of driving this area if we could just get across John Laurie with a green light and safer for pedestrians

- "I would lower the speed limit, add traffic lights, open the old bus trap that's not used anymore in North Haven back to 2 way traffic right now it's only one way. Give North Haven a way to 14th street and 64th avenue as well.
- Lowering the speed limit would make this safer for pedestrians and also bring down noise levels. We don't need to spend money on a larger interchange or split road.
- Let's not remove homes in the area either there is more than enough space to find a solution."
- I would recommend increasing the distance of road where it goes from 2 lanes into 3 so drivers have more time to set themselves up for the 90 degree corner. There also has to be a better design for giving the community access to these major arteries. It seems like too much is happening at a very sharp corner.
- "I'm not sure it's worth having an expensive grade separated intersection at McKnight/48th ave unless you're going to also upgrade McKnight/4th street, McKnight/centre street and McKnight/Edmonton trail.
- Is there enough room to improve geometry (making it a more gentle curve and add a traffic light for west bound McKnight traffic only to allow traffic eastbound on 48th ave to cross EB McKnight and then merge (rather than the current yield) onto eastbound McKnight?"
- I'm not sure. Unfortunately, blocking off access to North Haven would help and just make it a hard left turn with no access in or out of there, but I am sure the neighbourhood people would be up in arms about that I live in Thorncliffe, it would not affect me.
- Ideal area for a roundabout
- Ideally implement the 2005 study recommendations in their entirety. A fundamental problem in Calgary is the lack of east-west major road capacity. It really should be a 6 lane roadway all the way from Deerfoot to Sarcee. At the very least, improve some of the tight curves, add right turning lane intersection channelization, etc.
- I'm not a road designer but a huge change should occur, both ways out of North Haven.
- I'm not sure how you can do much more with signage but cars not having used the intersection previously want to stop when turning from McKnight to John Laurie which slows everything down. Also coming out of North Haven some don't realize they can pull across to the yield sign and wait there to enter McKnight. Also to pull forward so more cars can fit in that space.
- "Implement better traffic flow. Consider implementing a traffic circle to allow continuous traffic flow at slower speeds and still allow for safer pedestrian access.
- Put a tunnel in for all traffic with access to/from Deerfoot!"
- Implementing grade-separated, free-flow intersections with access into and out of the community in both directions (when coming from either John Laurie or McKnight) sounds like a good idea.
- Improve road to allow more consistent speed when turning from John Laurie to McKnight and in other direction
- Improve sight lines on eastbound John Laurie at McKnight. Left turning traffic on to 4th st has no visibility to oncoming traffic.
- Improve the lane designation so it is more clear how to turn left on to John Laurie. Lengthen the right turn lane on to 4th street to allow more cars to turn right during high traffic periods. Don't allow lefts on McKnight between 4th street and Edmonton trail
- Improve traffic flow and reduce collision risk through redesigned turning lanes, better signal timing, and clearer lane markings. Consider restricting some turning movements during peak hours and reducing speeds approaching the intersection. Noise-reduction measures would also help nearby residents, as the sound from collisions and heavy traffic carries into surrounding communities.

- "Improve traffic flow.
- Raise speed.
- Increase lanes.
- Remove traffic lights.
- Make separate lanes for residential areas."
- Improved signage, ultimately I feel an overpass is needed to keep the traffic moving as well as additional lanes especially if the speed is to increase. Also straightening that section of McKnight as it has a lot of curves
- Increase efficacy of flow by adding additional lanes where possible.
- Increase radius of the turn and providing a right in right out connection to 48th ave as well as a U-turn signal or slip lane at the 14th st intersection.
- Increase speed limits. Otherwise the road is great.
- Increase traffic flow from JL to McKnight. Move pedestrian traffic across the intersection with a pedestrian bridge(s).
- Increase turn radius, expropriating land if required. Residential access would be secondary to the free flow of traffic
- "Insert a traffic circle at the intersection of 48 Ave, John Laurie and McKnight Blvd for free flow of traffic.
- Remove the bus trap on North Haven Drive and improve access between the upper and lower North Haven Neighbourhoods.
- Make the first block of North Haven Drive at 14th St a no parking zone to improve the traffic flow."
- Install a large round about . Or reduce the bend with no access from 48th Ave.
- Install a traffic circle at the intersection with slightly raised crosswalk surface to slow the traffic to make it safer for pedestrians.
- Installing lights to ease flow from 48 Ave onto eastbound McKnight and reduce risk for drivers.
- Intersection operate with an unopposed stop sign and traffic flow. Area should be a traffic circle. Pedestrian crossing should be bridged to avoid interaction with traffic
- "It is difficult to imagine a fix without a major project that would cut into the school grounds or surrounding area.
- A giant traffic circle would just be worse.
- Perhaps an over under set up like at 14th and JLB? Is there enough traffic in and out of North Haven to justify?
- Maybe 48th Ave goes up over the intersection and merges on to McKnight later? But where, those curves!
- I'm not being sarcastic when I say to ask a copilot!
- As long as it free flows, no lights!"
- It needs to be broadened. There needs to be arteries in and out so you don't get stuck if traffic halts. And there needs to be a buffer between the cement retaining walls and the roads - that's how people have been killed. Ice - slip - crash into a cement wall
- It needs to be one thing or the other. It should either be a major 80km/h road (and therefore fully blocked off from the surrounding area, and no random cars that just get to pop out into it from other directions, or a full intersection (which would definitely require traffic calming before it). Right now it's the worst of both.
- It seems that most of the people using that road are travelling through and a small percentage are using it to access North Haven. I think it's important for that community to maintain access but the road needs to

be built to accommodate the bulk of people traveling straight through. Maybe a bridge with a merge lane onto McKnight for those coming out of the community

- It would be absolutely great to have an underpass for traffic to merge onto McKnight. I don't know if the City of Calgary can afford it or would put up the money for this important project. It's an extremely unique crazy corner that has been left for traffic and pedestrians to navigate for 50 years. Throw up a ramp for pedestrians, shut down the left turn lane on J.L. onto 48th Ave. and nothing has worked.
- "It would be great if there was some way to widen the area where the turn is, so the turn is not so ""bendy"" on both sides.
- Signage to warn that there is an upcoming change in the lanes going West from 4th St (maybe I missed them?).
- More police stationed near the intersection?"
- It's not the best design but doing anything to this intersection at this point will only do more damage and harm: construction takes forever and usually less than ideal or dumb changes are made.
- "I can't be 80kmh since added lights at Charleswood Drive. 70kmh has always been John Laurie and at McKnight very difficult to change from 60 to 50 just at 4th interchange due to the hill grade from 48th Ave down.
- Basically have to ride the brakes at the corner of J.L./MCK down to 4th unless you have a green light and can slow down after the light. If a light was added it would impact free flowing traffic during rush hour and residents use it at all times as only way out of the neighbourhood."
- Just change the radius of the left turn from west bound McKnight onto John Laurie BLVD toss in a pedestrian bridge for cyclists and pedestrians, use a right turn in, right turn out for the roadway into the community
- Keep as is
- Large footprint circle traffic, where the lanes all stay in the same position throughout the traffic circle. A circle traffic with no pedestrian zebra, vehicle traffic only.
- Leave it alone. It is working. Do you people not have enough to do??
- Light at the end of 48 St. onto McKnight until all the overpasses are complete.
- "Lights at this intersection might help, but could only cause more congestion.
- A well designed overpass may be a better solution.
- Make McKnight into 3 lanes?"
- Lights for McKnight and John Laurie at peak times to allow traffic out of the neighbourhood. Or some kind of overpass.
- Lights not a traffic circle
- Lights or a tunnel to exit North Haven.
- Lower the driving speed when approaching the intersection
- Main stream vehicular traffic should have better flow rather than a tight corner. Improve North Haven Drive to allow for better local traffic flow in/out from 14 St. This is currently very narrow with parked cars on either side. Transit buses often restrict access from NH Drive or 14 Street.
- Main traffic flow is from John Laurie to McKnight and vice versa. Traffic flowing from 48th Ave to McKnight is unpredictable and can sometimes be dangerous
- Make 3 lane to incorporate future changes from 14 St NW to Deerfoot Trail.
- Make a better exit from our community.
- Make an interchange

- Make it 3 lanes and have longer left turn lanes with longer advances and create right turn only lane from McKnight onto centre
- Make it a controlled intersection and add traffic lights to let traffic exit from 48 Avenue to McKnight more easily and safely.
- Make it a traffic circle (or roundabout)!
- "Make it easier to determine if those coming up the hill westbound will turn or go straight.
- The access bay onto McKnight eastbound is short. Please lengthen or reconfigure it."
- Make JL and McKnight one GD road.
- make john laurie connect to mcknight as if fhe were one road. easy flow-through
- make right lane on John Laurie Blvd east bound only lane for car movement when transitioning to McKnight Blvd. this will clear the right lane east bound. also, make the right lane on McKnight west bound restricted to North Heaven access only. this will clear the right lane west bound to allow cars leaving North Heaven easy merge to the flow of movement along McKnight. this is just my opinion.
- Make sure car movement is the top priority above all else. Do not use "traffic calming" disguised as "safety". This is a key vehicle artery, plain and simple. Keep it moving, as there are few alternatives and the people living around it have known its impacts fire generations and benefitted from lower property taxes
- "Make switching lanes just before the curves not possible. Put something to slow the traffic, but not hazard for motorcycles.
- Stop sign on the little yield section before flowing onto McKnight east"
- Make the adjustment to the turning radius for the intersection where the road name changes
- Make the corner flow only for McKnight/John Laurie with no intersection to 48 Ave.
- Make the corner more curved so traffic isn't forced to slow down so much.
- Make the flow of traffic quicker
- Maybe a censored/weighted light
- Maybe a flyover? Less sharp of a turn from John Laurie eastbound into McKnight will improve traffic flow too.
- Maybe a traffic circle.
- Maybe a very occasional light to allow cars out of North Haven.
- Maybe a yield sign at the first point and somehow incorporate a merge lane at the second point by using the city of Calgary gravel storage area as part of the road way to widen that area to accommodate the merge lane.
- "Maybe cut off the access to North Haven. Or the access from North Haven to McKnight eastbound.
- Narrow the lanes before and after to slow down traffic.
- Add a traffic light.
- Increase bus service on route 38 to 5 min for easier crosstown mass transit. Maybe try this first, because it's low capex."
- McKnight needs to have additional lanes added in both directions of traffic.
- Mediated turn lanes for SW traffic.
- Merge instead of yield. Add a tunnel out of the neighbourhood onto mcknight under the traffic turning into John Laurie?
- Merging onto John Laurie from 48th makes sense. Entering McKnight from 48th is sometimes hazardous. Some kind of underpass that merges into the flow of traffic but does not cross the flow from McKnight to

John Laurie would be safest (an underpass as opposed to an overpass might be better received from the houses nearby).

- More bike lanes. Drivers can't control the city. Keep the speed limit at 50. If anything, make the center street a light free intersection to support the green line.
- More enforcement of speed and enforcement of sound levels. This would help so much to solve the problems
- More enforcement? Areas for enforcement to sit or park a vehicle?
- More lanes/wider lane for people to turn onto southbound 4th St earlier on to free up more space for people going eastbound on McKnight. Add more lanes to McKnight all the down from John Laurie to Deerfoot
- More needs to be done to get people who are coming from 48th onto McKnight to STOP before intersecting with traffic coming down from John Laurie.
- More police intervention, prefer multinova
- More signage. Speed cameras.
- "More tickets against westbound McK/JL traffic who cut people off to get into left turn lanes.
- Tickets to drivers who don't yield to Pedestrians or take the corner above speed limit for eastbound traffic.
- Education and penalties."
- Narrow the lanes and roadway so it's not this quasi-freeway thing that encourages bad driver behaviour.
- Need a better transition between the two roads. Overpass or underpass
- "Need to be slowed down I drive a few John Laurie was a highway
- Also passing on the inside if you're doing 68, they want to do 78 and pass you from the inside"
- Need to eliminate the access onto 48th Ave completely. Redo the intersection to eliminate the 90 degree turns and make it a long sweeping corner.
- Needs a better design. Mire flow, separated bike lanes
- Needs to capitalize on the great John Laurie and improve access from neighborhoods like Highwood via Northmount.
- Never an issue.
- No change
- No change necessary
- No ideas to share at this point
- No Issues
- None needed as far as I'm concerned.
- "North Haven needs two exits/ entrances. It is necessary for residences leaving the area to go grocery shopping, drug store, lab work, gas, medical, postal, library etc on 4th St. and Centre St. Picking up McKnight takes you to the airport, Peter Lougheed hospital, Deerfoot and Sarcee trails, shopping centres, and areas heading East, South. and North. It is important to the residents of North Haven
- Could the entrance onto John Laurie from 48th be more gradual and involve a merge lane?"
- "Not an engineer so can't begin to advise, perhaps a traffic circle.
- Opinion is make the traffic flow better reduce congestion and remove the awkward turn."
- Not many. Flows well enough. Other parts of the city are way worse. McKnight 4 St to Deerfoot worse.
- "Not sure what the technical options are, but something that doesn't require as much slowing down and speeding up could help with noise in the area.

- As a resident of the area, I'd say that creating a safer turn, and more consistent speed (less noise) is probably more important than the stretch of off leash park immediately south of Trafford Place. There are off leash areas east and west of this area. As long as the road doesn't get too close to homes."
- Not sure, maybe a free flowing overpass from the neighbourhood that merges into traffic going east on McKnight and a pedestrian overpass for the school kids.
- Nothing is needed.
- Nothing, it's fine now
- Overpass for cars heading east would help but seems a bit excessive and could create safety risks in winter. Alternatively, an overpass for westbound cars (ie turning left) would need to be very large and robust to handle traffic volume. Maybe closing eastbound 48 ave to McKnight Blvd during rush hour?
- "Overpass for pedestrians and cyclists and
- Better signage at the corner in both directions
- There should be a solution for traffic exiting North Haven eastbound Very scary some days"
- Overpass or bridge to straighten the turn so it can be negotiated at 60 km/h or higher. Or a tunnel all the way to Deerfoot trail.
- Overpass? Traffic circle?
- Pave it and make it smoother
- Pedestrian overpass
- People do not pay attention to signage at this intersection. Either make lights or some other sort of bypass.
- People driving west bound going into the community from John Laurie and if coming out has to go west and use the U turn around on 14 street over pass John Laurie
- Perhaps lights are safest (green or red) even though they will slow down travel along that route. Fast traffic continues to cause noise to neighbourhoods.
- Pit in a traffic circle
- Please open up the turn lane into the North Haven Neighborhood. For managing traffic flow in this area, at this corner, a multi lane traffic circle may be a very viable option, with greater use of traffic circles in the city of Calgary in the newer neighborhoods Calgarians are becoming more familiar with how to drive in them. This would make it far more useable and also much more clear on who has right-of-way when to drivers that are not familiar with the area and the turn-off.
- Please still keep road from McKnight to North Haven to allow to ways to enter the community, the previously described and the one by the Police Station on 14th Street.
- Possibly a smart light for peak times of the day like 7:30am-9pm
- "Potentially a roundabout
- Or a advanced green turning light for vehicles exiting mcknight and entering john Laurie that pauses based on demand to let traffic exiting 48th Ave through safely."
- Provide 3 lanes each way
- Provide proper egress from and access to 48th ave nw entry to northhaven from both directions. Current access and egress is inadequate especially in slippery winter conditions. Emergency egress is particularly impaired with the current layout.
- Put a bridge in at JL and 4st
- Put a flyover from McKnight to jlb
- Put up temporary lights for the interim. Open bus loop to local traffic. Take down do not enter signs.

- Putting in a round-about would allow all traffic to move.
- Raise McKnight out of the small valley it is in and implement an overpass to better connect the two major roads.
- re work the corner
- realign the curve, to allow a straight free flow from McKnight to John Laurie, while 48 Ave NW should be adjacent at the "T" intersection, not a continuation of McKnight
- Realign the intersection\ so it is not a hard turn from McKnight to John Laurie.
- "Realign the road to avoid a sharp turn with persistent lanes through the intersection
- Grade separate pedestrian traffic if possible"
- reduce the speed gradually to 50km/h east bound
- Reduce the speed limit at that corner and especially going east from there...the way the road winds downhill makes for excessive speeds.
- Remove free flow and put in a traffic light triggered by eastbound traffic from north haven or pedestrians crossing, similar to the light installed at Charleswood intersection. Alternatively install a pedestrian bridge to remove pedestrians from equation for safety.
- "Remove the car trap and enable residents of North Haven to exit the neighbourhood. I doubt that would result in many people 'cutting through' the neighbourhood.
- I'm okay with the current arrangement at McKnight and John Laurie. As long as one is patient you can exit from North Haven safely. However, if traffic is expected to increase in the future, perhaps the flyover that was recommended in the previous study makes sense."
- Remove the path from the north corner of Highwood entirely and put in a retaining wall so that the westbound corner radius can be increased, possibly with a bit of superelevation. Realign westbound McKnight so that it's clear the primary traffic flow is around the corner with a bigger radius. If access to 48th is a must, then make an exit lane dedicated to that.
- Remove the vehicle trap and return full use of the intersection. Take land from the park on the north side to allow rerouting to a smoother curve.
- Replace intersection at 48th Ave with a proper traffic circle. Probably cost less than the 2005 interchange idea, and less destructive to the surrounding neighborhood. The one at highway 22 and 8 West of the city works, why not here?
- Replace intersections with something that speeds up and creates safer rush hour traffic. Create more network (connected) pathways for non motorized travel. Make the turn from John Laurie to McKnight easier and safer.
- Round about
- Round about for west bound McKnight to John Laurie but a non-standard design. 2 lanes for half the circle for Westbound traffic instead of current 3 lanes. One lane is left or strait to 48th ave. The inner west bound lane should loop back to become the the outer west bound lane, to allow for left turns from John Laurie to 48th ave again for residents in the area without backing up east bound John Laurie like before closing the turn lane. Leave east bound John to mcknight as is.
- Roundabout
- Roundabout at all major intersections along McKnight West of Deerfoot
- Roundabout at the intersection of JLB and McKnight. Reduce speed eastbound on JLB and have police monitoring for speeders.
- Roundabout.

- Roundabout?
- Rounds out the intersection and build a traffic light that prioritizes the smooth flow of traffic along McKnight/JL 80% of the time during rush hour with 20% of the time allocated to North Haven to JL traffic.
- See above
- See above - a turning lane onto 4th and straightening the corner from McKnight to JL. The neighbourhood should enter the road elsewhere.
- See the answers to Question 2, above.
- Short term suggestion would be change this to a lighted intersection prioritizing John Laurie and McKnight, have a vehicle sensor on 48 ave to allow those vehicles to pass after a certain time interval.
- "Short-term solution: Remove westbound McKnight Blvd straight lane into 48 Ave. (Only a dual left turn, right-hand lane being straight and left turn) to eliminate lane change confusion. Reconfigure medians to improve turning flow prevent the movable barriers from being hit constantly. E/B 48AVE drivers turn south and u-turn to go onto McKnight blvd.
- Medium/Permanent solution: Traffic circle with right turn slip lanes for eastbound traffic, Or separated grade interchange."
- Simply close the Intersection and remove 48 Ave east of N Haven Drive and make the green space larger. Use some of the land to make the turn on McKnight Blvd wider with a 50km/h design speed. The removed intersection will affect very few residents with only a small detour to 14 Street. The crosswalk is not needed as safe grade separated pedestrian crossings exist 350 Meters to the East and 450 Meters to the West. Put up a sound wall for safety and to create a better green space atmosphere.
- Slow down traffic using physical infrastructure. Raised crosswalks, narrowed lanes, 90 degree curbs (no slip lanes). It is ok to slow down traffic for the sake of safety. Do not over engineer a simple urban road into a fraken highway/expressway.
- Slow the speed limit for cars near/ around the intersection!
- Slow traffic and improve pedestrian crossings so there is no fear of hitting a child on their way to school. Beg button needs timing improvements.
- slower speed limit, more police presence at different times of the day, possible speed bump under the 14th street overpass
- Smooth out the corner and make it seamless.
- Smooth out the corner, pedestrian overpass, close off access on left turns
- Smooth out the sharp turn so traffic flows more naturally. Keep speed to 60 kph until well past the turn when it can go to 70 kph. Put dividers between lanes to keep cars from channeling lanes - the white solid painted lines are often ignored. No idea how to enable eastbound traffic from 48 Ave. Could have a long merge lane for westbound traffic from 48 Ave to keep traffic moving.
- Smooth out the turn between McKnight and John Laurie
- Smooth out the turn?
- Smoother out turn between John Laurie and McKnight and make 48 Ave NW secondary junction with traffic light access. See Garden City Rd & Granville Ave in Richmond, BC
- Smother transition between John Laurie and mcknight. I don't know, maybe a traffic circle might help drivers coming from north haven? Alternatively, eliminate north haven connection.
- Soften the 90 degree turn and make it a larger macaroni shaped turn using the neighbouring green space where the sand/ winter storage is. Straighten out the McKnight section and remove all those curves.
- Soften the corner or develop a large roundabout

- Soften the turn so it's not such a 90 degree turn
- Some sort of censor that triggers, a short red light for westbound, John Laurie drivers when leaving North Haven would sell both these problems.
- Some type of free flowing and more lanes, smoother corner
- Some type of overpass would be recommended for both cars and pedestrians or a car/pedestrian triggered light might work but might also back up traffic on McKnight at peak hours.
- Somehow fix the left turn having a right of way. It's typically not the case and some drivers stop in the intersection causing accidents
- Speed bumps.
- Straighten out the connection point, or add a traffic circle.
- Straighten out the road west of 4 St NW. Add a pedestrian overpass.
- Straighten the McKnight length by removing the unnecessary curves that have caused accidents over the years and remove the left turn onto John Laurie . Assess the feasibility of synchronizing the lights at 4th Street, Centre Street and Edmonton Trail during peak traffic times to reduce or eliminate the traffic jams.
- Substantially widen the angle of the turn to make it safer and less disconcerting for drivers.
- "Switch to a traffic light or roundabout at the intersection
- Reduce speed limits"
- "The 2005 proposed upgrades to the intersection was agreed to after months of consultation. It appears we are duplicating the same process that was done 22 years ago. Why not implement the proposal that was recommended in 2005. What has changed?
- If this plan isn't implemented then any alternative plan must ensure proper exit and entry for North Haven residents. As one of the most important exit/entry points to the community we can't make the challenges of using that intersection worse."
- The 90' turn from JLB (speedway) onto McKnight needs to be calmed into a better arc. It always seems to have car parts and displaced concrete barriers from inattentive drivers. More signage and flashing warning signs perhaps. And please add an elevated walkway. I cringe when I see kids trying to cross that corner.
- The best solution would be a roundabout. It could slow down traffic, but the frequent accidents indicate that it should be slowed down. It would improve the flow since cars wouldn't necessarily have to stop, as they do now when they come from the west on 48th Ave.
- The city could buy up the properties along the south side of McKnight to expand the road, add an express lane for buses, tie into future development on the freebelt with the LRT station coming up Centre Street. In the meantime, is it possible to try reverse lanes in rush hour, similar to Centre and Memorial?
- The cross walk could be above ground (bridge) or below ground (tunnel) so as to not impact the flow of traffic. The light at 4th needs to be adjusted in the morning to ensure traffic does not back up to 14th as is common.
- The curve should be reduced and exit from North Haven going Eastward should be removed. Very dangerous.
- The entire roadway from 14 st to Deerfoot should be classified as arterial and Interchanges at 4 st, Centre st and Edm trail should be the priority
- "The flow in that area
- Would benefit a lower speed. Honestly traffic circle may improve
- Flow and slow down cars in and out of intersection."

- The McB/JLB intersection is too complicated for unskilled drivers and those who like to speed. A signal light at that intersection? Piles of old tires along the fence on the north side of McB from 4 street NW to the McB/JLB intersection like the old Shepherd race track or the Circle 8 track - that way no cost to taxpayers for the numerous repairs and clean ups. Or maybe legitimate driving tests.
- The only option I can think of would be to introduce a traffic light at the John Laurie/Mcknight turnoff. This way 48 Ave NW can have a window where people can pass from 48 onto Mcknight.
- The previous proposal for the roadway is overkill. It talks about making it an 80 mph road. This is nonsense. Even the rest of John Laurie Blvd is only 70 and McKnight through the ravine is only 60. There is plenty of existing land in the area to adjust the curve radius to accommodate 50 or 60 mph speeds without having to tear out houses.
- The right turn to McKnight could be more of a gradual curve. Longer staging lane to get onto McKnight from north haven.
- There needs to be a Traffic circle at the intersection.
- "There should be access from John Laurie eastbound into North Haven.
- McKnight is too windy and should be straightened out.
- Also McKnight should be 6 lanes east of this project."
- "This intersection needs an over or under ramp to allow for easier access & better traffic flow.
- The turn is too sharp & needs widening.
- The intersection needs better signage!
- Put in a pedestrian overpass. Take out the cross walk."
- This intersection should honestly be controlled with lights (similar to how lights were put in at Charleswood and JL). Make the lights for 48th Ave controlled by a proximity magnet so that the intersection is generally always green for McKnight/John Laurie drivers.
- "This needs to become a sole transition from John Laurie Blvd to McKnight Blvd.
- It is a difficult transition that is further complicated by another road access and a pedestrian crossing. These additional entities make it unnecessarily unsafe with low benefits.
- My solution would be to have :
- Two dedicated lanes both directions for turning with better radiuses rather than a 90° turn.
- Remove the all access from 48th avenue."
- This should be a smooth curve instead of a hard turn. Simply cut off access and make it a smooth transition.
- Time the traffic lights.
- To be honest. I don't know. It's an odd corner with limited space due to the houses. Clearly there were other plans years ago with John Laurie and McKnight. Keep in mind traffic bunches up due to the lights at 4th, Centre and Edmonton trail on McKnight and the downhill bends on McKnight going down to 4th also don't help for the speeds that are traveled.
- Tough one.
- Traffic bypass from John Laurie Blvd to Deerfoot Trail.
- Traffic Circle
- Traffic circle
- Traffic Circle or over under overpass or block off the ability to cross from 48th to John Laurie during peak traffic times, can always use the overpass ramp from 14 street.

- "Traffic circle or perhaps traffic signal here. Signal seems like a waste but since John Laurie has gotten one at Brisebois, CoC might be planning to have signals everywhere eventually.
- Traffic circle seems like the best answer but your design team will need to solve it"
- "Traffic circle or Roundabout on John Laurie Blvd., 48th Ave, and McKnight Blvd. intersection.
- Remove inoperable bus trap between lower and upper North Haven"
- traffic circle so traffic stays flowing, no more intersections
- Traffic circle would be ideal and make the most sense. I don't want a stop light as that would cause more traffic flow issues.
- Traffic circle, additional lane for straight thru heading west towards elementary school.
- Traffic circle?
- Traffic circle?
- Traffic light. It's a tough intersection but there isn't room for much else. Unless you provide another access point for people that live in north haven to get onto McKnight.
- Traffic lights
- Traffic lights to control intersection
- Traffic lights to slow down vehicles and allow drivers heading east from 48th to safely drive onto McKnight. No right hand turns on red lights for eastbound traffic on John Laurie turning on to McKnight
- Traffic lights would be the safest for vehicles and pedestrians. Knowing the amount of traffic that already backs up, lights would make it even more congested. Traffic circle sounds like the best bet but again based on the amount of traffic, I don't know how well that would actually work. I believe fully removing the bus trap on North Haven Drive could help as it would create another exit/entry to North Haven.
- Traffic Lights.
- traffic movements in all directions without crossing active lanes, consistent speed limits, smoother radius on the corner, proper directional signage
- traffic lights at this intersection and speed camera/decreased speed limits
- Underpass from 48th through to McKnight.
- We may need to close all foot traffic and create one overpass and one underpass for the traffic flow.
- We need a full interchange
- We need to have adequate access into and out of North Haven. I think 80 km is too fast; it just makes our neighborhood into a thorough fare for the outer reaches of the city. I think the current access for traffic is fine at the corner of McKnight and John Laurie.
- We should be lowering the speed limit and discouraging more traffic. Stop lights at the intersection are the only safe way for pedestrians to cross there as well as to allow safe exit from North Haven.
- Widen McKnight Blvd all the way to Deerfoot Trail.
- Widen the road, increase the speed. One last as an off ramp. The other lanes increased speed
- Widen the roads to 3 lanes way way.
- Wider turn to allow smoother flow.
- Would a roundabout fix the John Laurie/Mcknight intersection? That could provide connectivity down 48ave and encourage traffic flow and other transport mode connectivity. On the approaches towards this intersection I would design it for speeds of 50km/h or less. Safety is the priority here over speed of car movement.
- Would some sort of overpass or underpass be possible?



John Laurie Blvd. and McKnight Blvd. Functional Planning Study: Discover Phase

Public Engagement: What We Heard
June 2026

- 非常沉重 (Translate: Very heavy traffic)

Please describe your ideas for improvement for the John Laurie Blvd. and McKnight Blvd. intersection for people who walk, cycle, and wheel (e.g. wheelchairs, strollers, e-scooters, etc.) in the area.

- Don't Change A thing
- Pedestrian light at McKnight is hard to see until you are in intersection
- Grade differentiated continuous crossing for multiple non vehicular users (pedestrians, cyclists, wheeled users)
- No lights at John Laurie / mcknight / 48th interchange
- Install a pedestrian overpass between Highwood & Thorcliffe - agree
- Ped overpass is needed one that can be used by bikes too
- Improve pathway from Thornccliffe & Highwood many people use this route to access North Haven bus downtown
- Remove the pedestrian walkway through the intersection. Although there are 2 crossings nearby another overpass would be helpful.
- A pedestrian count through the intersection must be included in the project planning!
- Connect 48 Ave pedestrian access to Egerts Park with a paved pathway. (AGREE)
- Make better pathway connectivity ie across from N.H. school at the fence gate. Muddy, awkward, unfinished (AGREE)
- "(Cont'd)
- McKnight to Deerfoot Trail should then be bridged (to maintain elevation) from Center Street (over Edmonton Trail intersection) through to Deerfoot Trail. This design would allow traffic to flow from 14th Street through to Deerfoot trail (unobstructed) while maintaining the preferred 80 Kmh Skeletal rating. On/ off ramps would need to be designed for 4th Street West, Center Street North & Edmonton Trail. My thoughts. Thank you for your consideration."
- "A 3 way intersection with lights would be great for foot traffic bikes and wheel chairs in the area. We have many young families in the area as well who would also benefit from a safer road way.
- Lets not remove homes in the area either there is more than enough space to find a solution."
- A bridge over the intersection between McKnight and J Laurie is a necessity!
- A compact, low-speed roundabout design with pedestrian crossings set back from the circulating lanes and protected by raised splitter islands large enough to accommodate wheelchairs and mobility devices. Each crossing should include flush curb ramps, tactile warning surfaces, adequate refuge space, and direct alignment for wheelchair users .
- A connection between 48th Avenue and Trafford that connect to Northmount drive also exists and could be improved upon with little negative impact to Egerts Park.
- A cross walk that goes up and over or under. I worry about children crossing over with the amount of people who speed in this area
- A Intersection with lights would help.
- A light or pedestrian bridge is necessary for safe crossing as drivers do not always stop at the marked crosswalk even when lights are flashing. I have had many close calls when crossing from highwood to the park, and will not cross in winter due to safety concerns and inability of drivers to stop due to excessive speed.
- A longer light or a wheelchair / bike accessible overpass

- A pathway that is not connected to the roadway is required.
- A pedestrian bridge from 48 avenue NW across the McB/JLB intersection.
- a pedestrian bridge into 48th. I know there is one further down but we need both especially since there is that random bike path to no where by the school. The bridge could go right into egerts park. I'm convinced that the northmount drive bridge has saved countless lives. More bike lanes everywhere. Especially along McKnight. Or a shared bike/walk pathway with the yellow line
- A pedestrian bridge would be safer for those walking and cycling especially in the morning when traffic is most congested on the corner.
- A pedestrian overpass at this corner would probably be safest so that vehicles are not navigating the intersection and having to consider both vehicles and pedestrians.
- A pedestrian overpass might help.
- A pedestrian overpass over John Laurie where the current crossing lights are would be amazing.
- A pedestrian overpass.
- A raised bridge at the JL/MK intersection would be great.
- A walking overpass for pedestrian and wheels is appropriate.
- Above roadway pedestrian bridge connecting all 4 corners
- Above suggestion of adding a stop light for westbound McKnight traffic only and keeping the existing pedestrian crossing signals for westbound McKnight traffic.
- Accessibility is weird in the area. I haven't walked it for a long time since it's quite unpleasant to walk along with the traffic.
- Add a bridge
- Add an additional crossing signal in advance of the intersection.
- Add an elevated crosswalk to cross over John Laurie and McKnight, and use at-grade crossings for pedestrians to cross 48th Ave.
- Add continuous pathway along the north side of McKnight all the way to Nose Creek Pathway if possible. Also add some sort of active modes facility along Northmount Drive, especially with the number of schools along Northmount Drive. Improve the pedestrian overpass at Heffernan Park. The ramps are challenging to navigate on bikes, especially the corners and how narrow it is. If pathway along the south side of JLB is not possible, can more be done on Holland St to indicate cyclists present.
- Add flashing crossing lights and slightly raised crosswalk surface to slow the traffic.
- "add pedestrian pathways
- pedestrian crossings
- lower speedlimits"
- Adding traffic flow restrictions into the small side streets or neighbourhood access points might help reduce vehicles turning unsafely to use shortcuts to avoid traffic congestion on main road.
- An accessible overpass should have been built years ago, as most children in the area must cross the street to get to school (junior and senior high).
- An overhead walkway at that corner.
- An overpass and more sidewalks along the sides of the intersection would be the best solution.
- An overpass connecting Egerts to Highwood
- An overpass for pedestrians for safety reasons

- An overpass or otherwise controlled crossing that connects Egert's park to the North Haven Field and School playground would be a huge plus for the community I think.
- an overpass should be considered.
- An overpass to help walkers, strollers, etc. cross that dangerous corner would be ideal.
- An overpass would be the safest method, but a crossing onto the centre of the roundabout would help with visibility for those crossing to the dog park or to the school side.
- An overpass!
- An overpass.
- An overpass.
- Another elevated pedestrian crossing at 48th Ave. Maybe actually make it nicer rather than a rusting eyesore like the one further west on John Laurie.
- As above adding traffic lights would help people crossing - alternately a pedestrian overpass/ bridge would be better but more understand this is a more expensive option.
- As I said perviously
- At grade crossing with curb extensions and speed bumps ~30-60m from the intersection crossing 48th and a pedestrian bridge over John Laurie or McKnight
- "Best solution: Build a pedestrian bridge. Or reconfigure the medians and the lights to allow better line of sight and visibility for drivers and pedestrians. Or move the crosswalk further south of the current location to allow better line of sight between driver and pedestrians.
- Add bike lanes from 14 ST NW through 48 Ave NW to Nose Creek Pathways NE
- Improve the walkability of the area especially for the east/west direction"
- Better cross walk signal or over pass pathway from High Wood to sidewalk along 48 Ave.
- Brick basket prepared to hold onto when crossing the road.
- "Build 1-2 pedestrian over/or under passes for any N-S and E-W pedestrian traffic.
- -I cannot recall seeing pedestrian traffic along the John Laurie & 14th Street roadway.
- -How much of an issue is this?"
- Build a bridge, pedestrian cycling pass South of interchange leading into current school area with pathway
- Build a path that runs from the existing one that ends at JL/McKnight all the way to 4th St/McKnight,
- Build a pedestrian overpass
- Build a ramp overpass without stairs so that people on bikes or escooters are separated from vehicles.
- Build a small pedestrian overpass linking Highwood to Thorncliffe (Egerts Park) in order to improve safety and improve traffic flow during peak hours.
- Build a tunnel or a nice overpass, or better yet redesign the whole intersection to stop putting cars ahead of people. How about a traffic circle? I don't know, you're the professionals - but there has to be something that isn't a complete nightmare for parents and cyclists.
- Build an overpass to avoid any conflict between motor vehicles and cyclists or pedestrians, that would improve safety.
- cameras
- Close off that intersection for the foot traffic and creat another access point.
- Consider a designated pedestrian overpass if there is room.
- Consider an underpass or overpass.
- Controlled intersection.

- Create a pedestrian/cycle overpass at the intersection
- Create pedestrian overpasses at the intersection of John Laurie and McKnight
- Crosswalk
- "Crosswalk lights
- The turn from McKnight to John Laurie should start further back and the crosswalk should be further in the distance from the traffic"
- Crosswalk signal at the John Laurie and McKnight is a serious accident waiting to happen
- Dedicated bike path along John Laurie connecting to rest of bike path network.
- "Direct pedestrian movement to an underpass or overpass.
- Direct cyclists to pedestrian corridors and add a cycle lane adjacent to pedestrian pathways."
- Doesn't have to be anything but vehicles
- Don't feel there is anything more required other than what was noted in Question 2
- Don't know if I have an answer to this one I live in the area and I almost always avoid crossing there and will walk or ride a bike several blocks in either direction to cross at a safer space.
- Don't know!!
- Dutch Style Roundabout, with proper raised crosswalks for pedestrians and cyclists. Remove the fence north of McKnight, and add connections to each neighbourhood and to North Haven School. McKnight is a huge East-West connection, and suddenly having no sidewalk here is absurd. Who is the north west crosswalk on the north side of the road for? There is plenty of space here for a proper Dutch roundabout with safety prioritization for people over cars. With a school nearby, this is a no-brainer
- E bound John Laurie traffic has a sign saying slow to 30 but the road is not built to force that it should be. W bound McKnight should be slowed. Start by creating a physical barrier between West bound McKnight that continues to 48th and westbound McKnight that continues to John Laurie. These physical changes should be done with Bump painted jerseys barriers not tc curbs. Creating a sense of place that says people use this space to make drivers aware of pedestrians.
- Easy ramps up and down
- Elevated and accessible pedestrian crossings in key locations.
- Elevated crosswalk, if there are enough people crossing there to make it worth it? Traffic lights that are only activated if someone presses the crosswalk button?
- Elevated crosswalk? Sidewalk on the north side of McKnight instead?
- "Elevated pedestrian crossing.
- Would be great to have a pathway from the southwest corner of Trafford Drive through Egert's Park, to the gate entering the asphalt sidewalk along 48th Avenue. This is an off leash area, but it is also a route for people coming from North Haven to Thorncliffe, and vice versa, including kids going to/from school or the bus."
- Eliminate pedestrian crosswalk at intersection, and build a grade separated crossing at location for mobile users.
- "Eliminate the road level crosswalk at the transition between McKnight and John Laurie and replace it with an elevated accessible pedestrian and bicycle walkway.
- Another option would be to elevate the transition between McKnight and John Laurie and have pedestrian and North Haven access go under.."
- Extend bike path.
- Flashing lights at the very least

- Flashing lights for cross walks.
- Footbridge above grade
- Go to the bridge on Northmount or the existing pedestrian overpass.
- Grade differentiated crossing, accommodating multiple user types with direct connection to thornecliffe (connect to egerts park path)
- grade separated crossings that meet or exceed the city's vision for 5A mobility, access for thorncliffe, highwood and north haven to safely access each others communities, proper lighting and navigation signage
- Grade separation for non-vehicle users.
- Grade separation or traffic signals are the only things that can make the area safer for people out of cars. It just seems dangerous. Grade a separated crossing might be the safest way to go.
- Grade-separated pedestrian crossing would be huge. Would be nice if the “on-ramps” had wide enough corners for bikes to be able to use it without dismounting.
- Have a bridge for them to use.
- I actually saw one kid trying to cross at McKnight-JL intersection, and I honestly never noticed there was a crosswalk there because you would have to be insane to cross there.
- I do not currently have any ideas. I look forward on commenting on the suggestions that come back.
- I don't see any safe ground-level solutions without heavily restricting traffic flow and speed. A pedestrian overpass from Highwood to Thorncliffe might be the best option.
- I have never seen these people use this intersection. Lived in North Haven for 15 years and never seen any pedestrians use this intersection
- I have no suggestions here because I think the speed and volume of this road area don't support these activities. I just always assumed park users entered from an alternate route so they could be safe. To me, it would be akin to seeing cyclists on Deerfoot or Stoney trail. Aka, crazy. I guess give them an overpass built like across 36 street? Or like on the side of the SFBay bridge, built into the side of the bridge?
- I haven't seen any problems with pedestrians and bicycles. Drivers are courteous and stop.
- I would remove the cross walk from this corner. Again, it's a 90 degree turn which requires all the attention of drivers. Is there a better place to allow for pedestrian access? Or can a pedestrian overpass be built so they don't have to risk their lives trying to get to the school or Egart's Park?
- I would say a set or traffic lights but that slow the flow of traffic down. A pedestrian overpass?
- I'd like to see a pathway running along the south side of McKnight and continuing east of this study area...connecting to the pathway at Centre & Laycock Dr providing an easier E/W connection considering the existing options with either more hill south of the Highland Park golf course or trying to ride on the cramped sidewalk on McKnight.
- Ideally not just bridges. We need something we can expect children to use. This would help connect communities.
- If a crosswalk is really required in this area, it should be overhead.
- If access and wayfinding could be improved, there is an existing access at Heffernan park and at Northmount Dr. I don't necessarily see need to keep an access point here. What can be accessed by pedestrians here in terms of businesses, parks, bus routes, etc. that can not be accessed at either of the other locations?
- "If access to the North Haven school is a requirement from Highwood community, there are already existing options. Do not include them in this roadway.

- If walking or cycling, etc is to be taken into account as an exercise requirement, then distance is considered as a benefit and this only would be from the corner of the NW Highwood community to access Egert's Park. There is already options at Northmount Drive for that.
- Take pedestrians out of this equation! This is a roadway!"
- If interchanges are built at 4 st, centre and edm trail then pathways for bicycles would be a benefit as it would/could run directly west/east from nose creek pathway to nosehill.
- If pedestrian access remains, the intersection needs significantly improved safety measures such as shorter crossing distances, pedestrian islands, longer crossing times, flashing pedestrian signals, and better lighting. Protected pathways or grade-separated crossings should be considered due to the traffic speed and volume. Safety for children and families walking to nearby schools should be prioritized over vehicle throughput alone.
- "If the flyover option is implemented, it should include a separate pedestrian/cycle flyover McKnight.
- The cycle path in Egert Park is fairly well used but if there were a good continuation over McKnight, people would use the connection and have better options to cycle in a north/south direction. Given the rising popularity of ebikes, serious consideration should be given to expanding the cycle path system and this would be a good addition to the city's cycle paths."
- Improve infrastructure away from the intersection to ensure people avoid the high traffic areas
- Improve the fencing along this stretch of road separating the off leash park with McKnight BLVD.
- In the area know about and use the pedestrian bridge over john laurie as the safest way over the intersection at jl/mck.
- Insert a pedestrian crosswalk connecting Laycock drive NW to Laycock Dr NE (across Center Street)
- Intersection operate with an unopposed stop sign and traffic flow. Area should be a traffic circle. Pedestrian crossing should be bridged to avoid interaction with traffic
- It is good to have the pedestrian bridge that connects Cambrian Heights and North Haven - more directional signage around both communities to get to the bridge would be helpful as it is a bit confusing where you need to go to get to it.
- It's not safe. Some drivers take the turn too fast. Others too slow.
- Just don't. There's no sidewalks or need for sidewalks.
- Keep as is
- Lighting
- Like I said I don't see them.
- Make a fly over
- Make crosswalks safe without impacting traffic much. Make the bike paths better from Egerts Park and flow better so they are more functional.
- Make every sidewalk wider and more accessible. Connect the north pathway off Trafford Drive to the intersection at John Laurie and McKnight. Create more crossing across the main roads, add a traffic circle to slow down traffic so people can cross.
- Maybe an elevated crossing- I use the pedestrian bridge over John Laurie into Highland when I walk-but others can't seem to use it much.
- More connected pathways to allow for non motorized traffic to stay safe and easier to get where you are going.
- More connectivity, brighter lights
- More pedestrian bridges overtop of the road



John Laurie Blvd. and McKnight Blvd. Functional Planning Study: Discover Phase

Public Engagement: What We Heard
June 2026

- More sidewalks needed.
- "Move the crosswalks away from the corner to a straight section.
- Maybe add a pedestrian overpass."
- N/A
- N/A
- N/A
- N/a
- N/A
- N/A
- N/A
- Na
- Need a separated area to keep safe
- Need bridge, or lights, with seperate path for bikes
- Need lights
- Never seen, no destination in the area of intersection from surrounding areas that isn't already served safely and easily currently.
- "New pathway connections on west and north sides; pave the bit of alley from the pathway south to Holland Street NW.
- Consider a pedestrian bridge across the south or east legs of the intersection. Could take advantage of the topography to have minimal ramps."
- No change
- No change necessary
- No comment.
- No foot traffic or bike paths.
- No issues really, as there are plenty of alternatives to using this intersection which are safer, elevated or removed from interactions with vehicle traffic. There are already social paths connecting the alleys of nesbit drive to the bike paths which connect to Trafford place. Those connections continue past northmount drive, but could be improved as well.
- Non ground level pedestrian OVERPASS over McKnight - Highwood to upper north Haven , once in upper north haven people can traverse to regular north haven away from McKnight John Laurie - a major crossroads for pedestrians should NOT be made in the same location as the major crossroads for vehicles - keep them seperate! Too many people get hit by cars so why bring both parties close together???
- None needed.
- not applicable
- Not applicable
- Not sure
- Not sure. I find I have ways to walk, cycle to where I need to go
- Nothing required. Keep bikes people and wheelchairs off JLB and MKN
- Over pass
- Over pass for pedestrian bikes and scooters
- Over pass to be able to access Highwood at the corner of John laurie/McKnight corner
- Over passes.

- Overhead pedestrian bridge at site of current cross walk to avoid slowing down traffic, and having to interact with vehicles.
- Overpass
- Overpass or light. There are overpasses nearby but they don't help people access 4th street from north haven.
- Overpass would be nice
- Overpass. When vehicles and pedestrians are not occupying the same space, the chance of collision drops to 0%. Not rocket science.
- Overpass?
- Overpasses or underpasses
- "Path connections on the north side of intersection.
- Additional pedestrian-activated light signals at car height.
- Road markings using optical illusions and visual friction to force drivers to reduce speed.
- Pedestrian-activated light signals for crossing 48 Ave.
- More street lights in the intersection and surround areas."
- Pathways on both sides of the road from 14 Street to 4 Street. More safe crossings (bridge crossing at 48 st to connect to the Egerts Park pathways)
- paved connector from the dog gate across from the school, to the Egerts pathway. Safer passage across the big intersection. A path down McKnight and across the deerfoot to connect to the path on the other side
- Ped/cycling bridge?
- Pedestrian bridge for access to Egerts park. Connection to the park along south side of JLB would be great.
- Pedestrian bridge overpass that's accessible for all.
- Pedestrian bridge would be smart for this area to increase safety for school kids walking home.
- Pedestrian bridge!
- Pedestrian bridge.
- Pedestrian light not just flashing but to stop traffic.
- Pedestrian overpass
- Pedestrian overpass
- Pedestrian overpass
- Pedestrian overpass
- Pedestrian overpass across the entire area from North Haven to neighborhood south of JL and east of 14th St.
- Pedestrian overpass connecting North Haven, Egerts park and Highwood
- Pedestrian overpass near 48 ave and the corner would connect existing residential streets and bike routes
- Pedestrian overpass or improve access to the existing one on John Laurie
- Pedestrian overpass over McKnight jlb at 48 Ave should fix pedestrian problems
- Pedestrian overpass to connect pathway to the north. Create pathway west along closed road into North Haven. Great on street bike route south of intersection on Holland St to connect to existing network
- Pedestrian overpass.
- Pedestrian overpass.
- Pedestrian overpass. No grade level crossings.
- Pedestrian overpasses

- Pedestrian underpass
- Pedestrian/ cyclist etc. overpasses should be considered and continuing the paths to connect to the John Laurie pedestrian path system.
- Pedestrian/cycle overpasses to allow crossing without coming close to traffic
- Pedestrians could also use the new lights that I described above by hitting a crossing button and then have the traffic stopped. This would be safer than the current pedestrian lights
- Physical barriers between road traffic and pedestrian areas for protection.
- Prioritize pedestrian safety and mobility over traffic flow. No over engineered grad separation or large inconvenient pedestrian bridges (like Shaginappi near Northland mall). Slow cars down and make the road infrastructure force safety.
- Put a raised bridge over the traffic with elevators for people with accessibility needs.
- Put an overpass or a pedestrian/cycling tunnel making the crossing safer but also not impeding the traffic flow through the corner.
- Put another pedestrian bridge over McKnight/48 Ave to connect Egerts Park and the North Haven school/community
- Put in a pedestrian bridge at the intersection.
- Put in a pedestrian overpass.
- Raised and railed walk and cycle way, and back from the road along 48 Avenue.
- Remove all vehicles on roads and only allow humans on them with bikes and feet. No buses. never ever Are we allowed to use technology to better ourselves especially come winter time as per previous city councils. Or N/A , you pick
- Remove the cross walk entirely either add another pedestrian bridge into high wood or N to S to connect highwood to egerts park.
- Replacing the crosswalk with a pedestrian overpass over the road would make it safer for both pedestrians and drivers.
- Roundabout at the intersection of JLB and McKnight. Reduce speed eastbound on JLB and have police monitoring for speeders.
- Roundabout with grade separated crossings for sustainable travel modes.
- same
- Same as before. Put a traffic light at the John Laurie/Mcknight turnoff. Giving a scheduled window for pedestrians to cross safely.
- Same, tough one to answer
- See above
- See above.
- see previous comments
- Separate bike path for cyclist and pedestrians. If they require crossover, consider updating or building more pedestrian bridges.
- Should prioritize connectivity of the pathway network in the area (especially north to Egerts park. There's currently no sidewalk or path on the north side of 48th Ave, even though the marked crosswalk goes there.
- signage. there is a pedestrian bridge over john laurie but once on west side no idea how to get to tunnel. also, there should be a pathway from mcknight and centre to 4th street west to the jl/mck intersection and on up the coulee to the tunnel

- Simply close the Intersection and remove 48 Ave east of N Haven Drive and make the green space larger. Use some of the land to make the turn on McKnight Blvd wider with a 50km/h design speed. The removed intersection will affect very few residents with only a small detour to 14 Street. The crosswalk is not needed as safe grade separated pedestrian crossings exist 350 Meters to the East and 450 Meters to the West. Put up a sound wall for safety and to create a better green space atmosphere.
- Simply install an elevated pedestrian overpass for safety.
- "Slower speed limits
- Safer pedestrian crossings
- Pathway connections to paved Egerts Park from the intersection"
- Some people always take the easy way, ie cross where they shouldn't. Not sure if you can cure stupidity
- Some sort of bridge over the thing like the one crossing McLeod Trail by Stampede?
- Some sort of pedestrian overpass would be a great safety improvement to the intersection.
- Stop lights at the intersection would greatly improve safety for pedestrians. An improved access through the sound barrier wall to allow for ease of passage for all wheeled vehicles (bikes, strollers, wheelchairs, etc).
- Stronger pathways and access to all roads of travel from McKnight to JLB and 48 Ave
- That is a tough one. Possibly a pedestrian bridge or underpass a short distance east or west of intersection.
- The bridges over McKnight and John Laurie are the only way I'll cross that dangerous road.
- The corner needs a safe as possible gentle curve and some kind of underpass for traffic coming from the community. With pedestrians/children walking to school wanting to use some kind of bridge over top, safe for everyone.
- The crosswalk at the above confluence point of John Laurie, McKnight and 48th Ave. is used by many children en-route to and from school as well as walkers and cyclists heading for Nose Hill pathways. Safety here should be paramount.
- "the intersection of 4th and McKnight, for cars traveling east it should be a YIELD and not a merge
- Many many cyclists use 4th street. It's not safe"
- "The paved pathway should be extended from the gate in the chain-link fence to the north east to link up with the existing paved path. Right now you have to ride on grass/mud to get to the paved path.
- Using the gate when on a bicycle is inconvenient. Is a gate really needed there?"
- The pedestrian lights are unexpected and dangerous for pedestrians and motorists. A pedestrian bridge would alleviate those risk.
- The safest solution for those who walk or cycle would probably be an overpass bridge above John Laurie and McKnight.
- The suggested bridge would need a long ramp for accessibility similar to other bridges across the city. As mentioned not to cross at street level is so much safer for pedestrians
- There is enough room to install pedestrian overpasses
- There needs to be a sidewalk and/or pathway along John Laurie and McKnight.
- These users would have safe access on right side of the North Haven exit overpass. Regular pedestrian crossings with warning lights to the north Haven side of the current intersection would allow for lower speeds and safer crossings on 48th ave.
- They are local users and can use underneath the overpass
- They can take another route

- This really needs to be a pedestrian overpass if there is going to be a pedestrian crossing here at all. I would like to note as well that there is already a usable pedestrian overpass over John Laurie that could benefit from being widened to accept wheelchair users, bikes, pedestrians, and strollers using this from both directions at the same time. there is also a pedestrian crossing via the Northmount Drive bridge and also at the 4th street and McKnight intersection.
- This road not for these people
- Traffic lights
- Traffic lights with pedestrian crossing allowed before lights turn green or at the very least flashing lights warning of pedestrians crossing.
- Tunnel will make it safer and more interconnected.
- Tunnel/Footbridge across JLB to avoid halting traffic at all.
- Unless there is major traffic calming in the area and it's turned into a proper intersection, then the while corner needs to be walled off, with proper above ground connectivity across suitable for bikes/wheelchairs, etc...and pathways just on the other sides of the walls like elsewhere along John Laurie.
- Use pedestrian crossing further back
- Use the pathway. very safe
- Walk bridge over the intersection of John Laurie, McKnight, 48 ave
- Walkers, cyclists, wheels can use overpass south or travel along Northmount drive to egrets park and use pathway system.
- We are short on paved bike lanes within North Haven
- We need better dedicated bike lane access to nose creek pathway along McKnight and better dedicated pathways to downtown to connect to queens park cemetery to connect to 10 th street or dedicated bike lanes along 4th street.
- We need ways to connect the great pathway/trail networks north of McKnight to the paths south of McKnight. We need a way to connect the west wing of Egerts park to the 4th st pathway that connects to queens park cemetery and the east wing to the highland dog park/confederation park corridor. Currently McKnight acts a major barrier to connecting nose hill to the rest of the trail/pathways networks in the city. Either overpasses or tunnels would work.
- Works well as is.
- You could add a pedestrian overpass where McKnight becomes John Laurie, or incorporate that into a grade separation there. Potentially adding a bike path along the southbound section of John Laurie to 14th Street could be worthwhile.

Do you have any additional comments about the John Laurie Blvd. and McKnight Blvd. Functional Planning Study?

- Make it flow. -Straight through JL Blvd- McK Blvd. -Much less than 90° turn (as much as possible) -Remove 48 Ave -Remove all pedestrians
- 80 km/hr on JL and McKnight would be great.....brings us back to the speed limit in the 70's.
- A separate bike path should be created from the John Laurie intersection to at least Edmonton trail along McKnight Blvd
- Access in and out of North Haven could be improved without creating a skeletal road of 80 km by ensuring that parking is not permitted on North Haven Dr. adjacent to the 14th St. entrance. I'm unsure of why this issue has arisen again.

- After 20 years residence, daily use at this intersection has ever been problematic. The traffic resistance (slow transit) and backups on WB McKnight in travelling from Deerfoot to JLB are almost as bad as those plaguing Glenmore between Deerfoot Tr and Crowchild Tr. I know this is a consequence of the population boom for the city, but the McKnight/JLB transition hasn't seen adequate attention in the last 20 years, while the feeders to this segment have received substantial volumetric upgrades.
- Also improve eastbound traffic flow on McKnight. Otherwise traffic will just jam up there and fixing this intersection will be a wasted effort.
- An engineering study and financing to implement safety improvements is desperately needed.
- Any changes made should not result in more traffic through the community, the bus trap removal has been bad enough
- Any improvement is a good improvement. I'd say we should expand light rail so people don't need to drive, but we all know there is no will or money for that. Also one green line isn't going to save the day. Will take a millennia to get to something functional like other cities (granted totally different size but Tokyo is great!)
- Appreciate the attempts to improve the intersection and the removal of the left turn from John Laurie to 48th was a good decision, but everyone I know hates this intersection and it needs serious improvements to make it safer
- As a resident on Hilton Ave NW, I do not support the grade-separated interchange. This proposal greatly increases traffic noise and visual impacts to existing homes, and the property impacts for adjacent residential homes are unnecessary to address the fundamental issues of this intersection.
- As bad as this corner is, it does provide traffic calming into the constricted stretch between 4ST NW and Deerfoot. There is no median between 4ST and Center St which compounds safety risks, and the median curb is very short (repaved without milling). 3 Lane improvement from east of the 90deg turn to Deerfoot ON/OFF ramps should be done in conjunction with this long overdue project.
- As someone who lives one house off McKnight, its definitely noisy and don't feel super safe crossing it even at a crossing with two small children.
- As the city grows this area will only get worse. The development at Deerfoot, merely a bandaid, has resulted in some additional problems however this is THE E-W route south of Nose Hill and south of the Airport.
- Better plowing in wintertime
- Blocking left turning traffic from John Laurie onto 48th has been helpful in reducing confusion and, I assume, accidents.
- Calgary needs better roads in general.
- Can you put in noise barriers like a wall for the residential houses adjacent to McKnight
- Cars drive too fast in inclement weather conditions over that corner and rarely stay in the same lane.
- Cement barricades make thing exiting.
- Concerned about property value for people who live backing onto the proposed route changes
- Consider the people that live in the community and the people using McKnight and John Laurie. McKnight is always the most backed up part of my drive and it's a road used by many people that is awkward and restricted for traffic flow.
- Currently, that funky turn slows traffic but that's ok because the next section almost always needs to slow down because of congestion. You can't just fix that one intersection.
- Dig up the plans from the 60ies or 70ies when this monstrosity was created, to see what was actually planned.
- "Do not add speed or build an interchange.

- Try simple increases in bus frequency (4th St, extend Centre st hours of high frequency, Northmount Dr, 40th ave, 14th st transit in particular is awful) which might solve a lot of problems.
- Green line north extension will also reduce traffic."
- DO NOT add traffic's lights to the current setup. Traffic lights are NOT the solution and will only cause further traffic congestion. A recent example of the failure of simply adding traffic lights is the intersection of John Laurie and Charleswood. Every day I see vehicles illegally trying to turn left onto west bound John Laurie from either 19th Street or Brisebois.
- DO NOT INSTALL TRAFFIC LIGHTS AT THIS INTERSECTION!!!!
- Do something with the wasted lane coming from John Laurie to east McKnight. Keep it no left turn to community.
- Don't let 3 negative comments from concerned residents stop changes that would positively impact 10's of thousands of commuters.
- Don't put a street light or pedestrian crosswalk light there
- Don't take any more land and sell the land the city has already taken for future expansion. There's plenty of room don't waste space widening things beyond what you have already done.
- East bound traffic should be rerouted... sorry for those who live in this area, but it no longer safe for them to enter at this point and they should be moved to 14th and the access removed...
- Engage the residents of Lower North Haven whether closing eastbound 48 ave to McKnight Blvd during rush hour would impact residents. Also look at traffic counts when compared to non-rush hour. Also consider visibility issues (sunrise and sunset) at the intersection of 4 Street NW — creates a further safety risk.
- Except for its outdated (afterthought) design, this intersection is not the biggest problem on McKnight Blvd. For over 30 years planning for this area has been delayed until LRT crosses Centre Street, as that is and will further be the major pinch point. That strategy was appropriate in hindsight. But now to divide the plan is very foolish, and likely cause an inferior product in the overall scheme or increase problems down stream without a plan to fix that, HP Golf course planning included.
- Finish the study and implement changes before the study is out of date and needs to start over in our fast growing city
- "From a resident's perspective, this corner is very noisy, with all types of loud vehicles slowing down, then speeding up once they round the corner. Sometimes late at night or early morning it sounds like street racing - prime area for both noise and speed enforcement.
- Depending on what happens with homes on Trafford Place, and on the Highwood side, there is a large need/opportunity for noise abatement, particularly if the road gets closer to homes."
- Generally speaking we need safe bike routes in this area. Including a bike only lights. Cars cannot run the show. I would hate to see a massive interchange that discourages walking and biking. Keep it slow and congested and maybe people will find an alternative route
- Get it done. Like I said - I've put up with it for 30 years as a resident in North Haven.
- Get it done. Make this a priority
- Given how close this intersection is to residential areas and a school, the priority should be safety and the reduction of noise, not maintaining speed and volume of traffic.
- Glad you're looking at this! I have lived in the area 30 years and this intersection has always bothered me.
- Good luck, to this point it seems to be a series of half measures. I would hope the process would build the north part of the circle first, while allowing free flow of traffic during it's construction.
- Good on you to start this up again. Looking fwd to your ideas

- Great that you are doing engagement!
- Hooray! Excited for it to be improved upon!
- I am glad something might finally be done. I recall back in about 2001 there was a grand plan to improve McKnight all the way from the airport eastward, with, I believe an underpass under 4th street and no access onto McKnight and an underpass at centre with access to McKnight. I don't recall the specific details. As yet, nothing has been done.
- "I am not in favor of making changes that will increase traffic and noise from traffic on McKnight or John Laurie.
- Traffic should be slowed in the area. No speed increases.
- I live on Trafford Dr NW and the noise at night is too much."
- I appreciate the challenges of dealing with this intersection. Previous ideas were probably too ambitious and expensive. However, making this a safer place to drive and walk is long overdue — thank you for revisiting this and pursuing new approaches.
- I believe that the city has already acquired much of the land required for the widening of McKnight, from John Laurie to Edmonton Trail. Remaining land acquisition should be much easier and not require too much investment.
- I believe this intersection is already "good"
- I don't think an 80kmh speed limit should be an objective unless upgrades are made all the way to Deerfoot.
- I don't want a solution that people think they want, I want a solution that is designed by engineers and architects and provides the best average outcome for everyone
- I don't think much needs to be improved except signage.
- I hope that there is minimal impact to the currently existing residences from this project, this city is already being excessively wasteful with the number of properties that are being torn down and those resources wasted. I would like to see no buildings demolished for this project.
- I hope this actually becomes a funded project and not just a study of perpetuity. I've resided here for 12 years and would love to see a safer, more intuitive traffic flow pattern replace the current confusing design. Can't wait to see a positive change!
- I live immediately behind McKnight on the Thorncliffe side and am very concerned about whether the city intends to expropriate more land behind my house (Trafford Pl. NW) in order to build-out McKnight Blvd. Please ensure proper engagement and communication with those of us most affected.
- I really don't want to see traffic lights as part of the solution.
- I think the easiest solution to accommodate cars traveling east on 48th wanting to continue east on McKnight is to install a smart light across McKnight and 48th. Have it set to be activated when cars on 48th pull up to the light. There is already electricity hereish to facilitate the beg buttons so it should be easy to install and much cheaper than pouring a bunch more asphalt.
- I think the overpass over John Laurie should be considered a part of the study although it is not the roadway or intersection itself. It is a part of the pedestrian corridor associated with this roadway. This is a very important piece of infrastructure for my family and I would like to ensure it is maintained.
- I think to alleviate traffic in the community we should consider making North Haven Drive accessible through upper north haven to 14th street. Currently the bus trap was removed but access is restricted. If speed is a concern, traffic calming measures can be introduced.
- "I think we can have a plan that helps everyone while making it a safer road. If people want to drive faster they can go up to the ring road.

- Lets not remove homes in the area either there is more than enough space to find a solution."
- I use this intersection multiple times every day and traffic flow here isn't the biggest issue. For traffic, the flow eastbound (and westbound to a slightly lesser degree) is horrible for a major artery feeding Deerfoot. For pedestrians, the intersection is dangerous and has blind spots for oncoming vehicles crossing marked crossings.
- I wish there were more in person consultations on this project and others.
- I would like to see consideration given to a sound barrier being constructed along the north side of McKnight and part way around the turn to John Laurie. Sound rises against the slope so the noise travels up the hill to the northwest from the intersection. If traffic and traffic speeds increase, the plan should include consideration for limiting the noise impacts.
- I would like to see something be done to eliminate the street racing on John Laurie. Regular traffic creates negligible and consistent noise. The racing causes very loud, house shaking noise, especially at night.
- I would love to have seen some drawings of proposed solutions since the verbiage 'grade separated interchange' is not descriptive enough for me to understand what that would mean for this intersection.
- I would love to see the 2005 study uploaded on to this engagement page.
- I would not want a traffic circle or for that intersection to be blocked in any way at any time. Going straight or turning left to come into North Haven or bypass and continue West on McKnight Boulevard is best.
- I'm concerned a vehicle bridge, tunnel or free flow option would impact surrounding neighbourhoods and increase traffic noise, without any change to pedestrian safety. A traffic light would ensure residents of north haven have access during peak traffic times, and also ensure pedestrians can safely cross when all vehicles are stopped.
- I'm glad that the city is looking at options as it is a very odd intersection/roadway.
- I'm not sure if property acquisition is necessary. A better pathway along 48 Ave would be nice too.
- If a traffic circle would help with an elevated crossing for pedestrians I would be for it.
- If a traffic light were to be implemented. It should only be on during rush hour. When during off peak hours, it should switch to a right away for the causeway and a stop light as it currently is now
- If no traffic lights or roundabout, at least better signage please to remind people which lanes to be in.
- If not already being done, this should be tested with traffic simulations and city traffic planners utilizing AI for assistance in solving. Look to existing solutions from other places that have successfully dealt with this type of situation since this is not unique to Calgary.
- If room, increase the turning radius of the corner. Otherwise, please keep all road access and increase the speed limit on John Laurie and McKnight
- If there was a way to slightly widen the dual turning lanes, would help prevent side swipes.
- I'm disheartened that this problem area has been flagged since 2005 with little action. I hope this study leads to action.
- I'm happy you're looking at it and look forward to hearing the plans! It would be great to not have to take alternate ways home whenever it rains or snows. :)
- I'm sure there has been many studies the tight bend in the road needs to be removed.
- Implement the 2005 recommendations for the interchange unless there is some valid reason to change and recommend something new or different. Traffic volumes have only increased in the past 20 plus years
- Improving this area doesn't help because of the 3 traffic lights on McKnight. Why move more vehicles if the drivers have to stop at each light
- "In general McKnight has become so busy east and west until Deerfoot and all the way to 68th street NE.

- I think eventually McKnight will need to be widened along the entirety of its length"
- In the 2005 plan I see the recommendation to make this a 80km/h road. That seems like a really bad idea, especially where the roads meet at 90 degrees...not to mention the S curve to 4th Street.
- Intersection operate with an unopposed stop sign and traffic flow. Area should be a traffic circle. Pedestrian crossing should be bridged to avoid interaction with traffic
- Is access to 48th required? It's an odd place to have access to a neighbourhood and seems unsafe. They can access from 14th and from 4, is this third access necessary?
- Is there any other busy roads like this intersection?
- Isn't there bigger problem intersections? Why worry about this?
- It is and should be treated as a major conduit. Speed reduction and lights should be avoided.
- It is completely bonkers that this terrible intersection has been allowed to just be this bad for so long. Please fix it.
- It is critical to us that our neighborhood is not a thoroughfare community and remains as is with only local traffic. It is one of the main reasons we chose to buy in North Haven.
- it is definitely outdated. At minimum a timed traffic light and a proper crosswalk with flashing lights.
- It should be classified as a major artery road with higher speeds.
- It should beautify our sister. We need flowers there and treat it like a big city street not a highway.
- It would be great to trench and drop it in a hole, but that is a lot of money that the city doesn't have, but that would be the ideal solution then you could close the lid and have connections between communities with pathways and parks on top of it, but that takes foresight
- It's a terrible intersection, pass through to neighbourhood is unsafe and vehicles can't get to McKnight safely due to traffic congestion. Visibility for pedestrians also doesn't work with the amount of traffic
- It's good really good !!
- It's about time.
- It's definite hazard in the winter. Lots of accidents turning the corner. Speeding is consistent.
- It's going to waste tax dollars on something not required. Use the money to fix more potholes.
- I've been driving that area for 40 years and I truly cannot think of a way to fix what's there. I wish you luck!
- "Just as bad during the morning rush hour as 90th avenue SW used to be.
- Often faster to head for 14th and proceed to 64th east bound."
- Just be smart about making any changes.
- Just no traffic lights. That's a lazy solution and will just cause more congestion.
- Keep the flow, no lights needed
- Leave it alone
- Lived in North Haven for 20yrs, it has always been an issue and increasing with traffic density and use. I welcome improvements.
- Long overdue.
- Look beyond the intersection for improving traffic congestion. Make adjustments to the traffic lights during rush hour for cars travelling along McKnight to have more time to go
- Make it easier for pedestrians, bike riders, scooters, etc. to be connected to Thorn cliff
- "Making this whole stretch an 80km/hr seems excessive with the current sharp turn. In order for this to be feasible the whole McKnight/John Laurie corner would need to be smoothed and realigned, otherwise there will be even more accidents.

- Keeping the stretch on the corner below 60 seems a safer option especially in winter driving conditions.
- If the road is made faster more noise suppression will be needed such as more barriers. Also the school will need to ensure fencing is secure enough."
- Management of road noise should be a top priority. I would like to see this remain an arterial, and speed limit should not be increased. I wouldn't like to see an above-grade interchange, as the road noise would travel even farther from an elevated roadway.
- Many people already speed (20 over the limit min) on that road so increasing the speed to make it like a Crowchild free way would be dangerous and loud for the neighborhood.
- May require the loss of access to north haven which already has limited entry points but would probably be safer
- McKnight eastbound between 14th-4th is too curved to allow a higher speed limit without a warning light for traffic light on 4th
- Minimize impact to homes nearby as much as possible.
- More lanes and faster speed limits through a winding road is a terrible idea. It will also ruin the nice parks off to the side of McKnight. Beautiful dog park there will be ruined. We really need to keep our parks in this city as are filling too many of them with housing. Calgary needs to stay Calgary and not turn into a concrete jungle.
- More noise reduction would be nice. I love in Cambrian heights and noise off John Laurie Blvd in significant
- My family has lived in North Haven for 40 years. I have not heard of any major accidents at this intersection. We have seen 3 or 4 changes to this area and each time the intersection is changed back to the original plan overall. I think when traffic has to slow for the corner, this is as effective as speed bumps. lights or cameras. Monies spent here would be more useful if spent on fixing more roads, something Calgary is in desperate need of. OUR PRIORITIES SEEM MIXED UP
- Need to eliminate the lights on McKnight at 4th, Centre street and Edmonton trail. McKnight could be elevated from just west of 4th street all the way to east iof Edmonton Trail as it is a natural depression. Over passes need to be built on John Laurie at Sarcee, 53rd and Shaganappi. John Laurie should be elevated over Brisebois, Chareleswood and 19th. The North bound roadways could be accessed with on and off ramps on either side of the elevated John Laurie. There is no free flowing E to W RD.
- Needs more speed cameras; support the city and funding of city police. Thank you
- No
- No
- No
- No
- No
- No construction needed.
- No.
- No.
- No.
- "No.
- I am not overly concerned. We made it so far."
- Noise + speeding levels in summer
- Noise from loud vehicles, loud brakes etc. We are in Highwood. We expect regular traffic noise but sometimes certain vehicles are overly loud.

- None
- None
- Nope
- North Haven/Upper North Haven were designed with limited entrances and a bus trap separating them which allowed them to thrive as family friendly, low traffic areas. I'm concerned that if we change the intersection at John Laurie and also open up the traffic through the old bus trap on North Haven Dr we will end up with traffic from outside our community cutting across to access JL from 14th and vice versa. If we close JL/48 we could open North Haven Dr fully without this risk.
- Only that as a resident it is important to me that a) noise levels from the completed road are no higher than now, b) no additional through traffic is added to the communities c) I obviously don't want to lose my home. If this can be done without acquisition, it should be.
- Overdue for upgrade
- People in North Haven need to effectively drive in/out of the neighborhood. Since blocking the turn from John Laurie to go West up to my home I know must go the long way along North Haven drive. This drive/road is now often backed up and drivers are speeding more.
- Perhaps a waste of tax payer money. A good example is the extravagant bike path from north have drive to the park entrance. It is overkill in the extreme. It is almost never being used!
- Planning better traffic flow down McKnight... it would be best to avoid the back ups that happen daily
- Plant more trees in egrets park to help buffer sounds of the road. I live about 6 blocked over and can hear traffic/ people racing motorcycles and cars on John Laurie (they kinda start up at this corner).
- Please also update Apple & Google Maps with the changes.
- Please connect our paths!
- Please do not change anything to do with how to access North Haven. We like that it's not a well used road (48 ave) and the community kept quieter safer and somewhat isolated in a good way that residents appreciate.
- Please do not even consider a traffic light the the intersection of John Laurie Blvd. and McKnight Blvd.
- Please do not put a traffic light at the intersection of 48 Ave, John Laurie and McKnight Blvd.
- Please do something about this intersection. It's a nightmare and always has been. Enough with engagements. Do something.
- Please don't do anything that will restrict traffic flow or capacity on McKnight. The opposite is clearly required. Creating a six lane facility and improving intersection design at all the signalized intersections is highly recommended until grade separations can be implemented.
- Please don't increase the speed limit to 80, especially on Mcknight leading towards JL. People don't drive well as it is with the windiness. They still need to slow down to turn left and if we're merging onto JL from 48, slower as is, is better. Keep the left turn from JL to 48 blocked off, do not open access to that again. Please do your best to help residents of N Haven get in and mostly out of our neighborhood safely. Thanks.
- Please don't raise the speed limit to 80km/hr. This doesn't seem necessary. I live on a street backing onto John Laurie and would have concern about increased traffic noise - which can be loud sometimes at present.
- Please give cyclists a route from 4th street at McKnight, to 40th ave across Deerfoot to 32nd Ave (where there is a nice bike pathway thank-you). Currently I go down 4th street and then behind the ambulance station (dicey gravel, please pave it or put a bike path) to the sketchy bike path in the valley and up to Dairy Queen and then down. Or put a bike option to connect to nose creek pathway without dying on McKnight Blvd. If I go east on northmount, I have to traverse grass to get to nose creek

- Please improve traffic flow..JLB is now a major and important east west roadway. We should plan for the future.
- Please maintain the joyful twists - this road is a lovely little corridor. With some improved flow at surrounding intersections and a clearer path onto 48th, everyone will be happy.
- Please make it better for walking and wheeling.
- Please tell the residents if removing homes is part of the plans. Please do not remove homes.
- Please update sound walls. They are showing their age.
- Possibly moving the pedestrian crosswalk. Adding lights.
- Prioritize safety, particularly for vulnerable users, over motor vehicle traffic flow.
- Remember this is a busy road not for walking or bikes playing so stop treating that way it's a road
- Seems like the only purpose of this study is to validate a pre-determined outcome. Namely, adding bike lanes, traffic calming, signalization, etc. We know this is going to happen and this study is just a means of checking the boxes to make it happen.
- Sincerely hope there are changes to this intersection in the future as I often feel this is one of the most frustrating intersections I drive in the city.
- Something has to be done. The increased number of cars cannot be safely handled any longer with the current design. Additionally, I go straight through into North Haven on the far right, westbound lane on McKnight. Some people seem to veer right to make the turn onto John Laurie (not necessary), I can't count the times I have nearly been sideswiped by vehicles into middle lane.
- Sorry, haven't read it. This is the first time that I have had direct contact with the issue. I do not live in the residential areas bordering the roads.
- Stop sitting on your [omitted] hands and get equipment moving and stop wasting taxpayer money on [omitted] like this.
- Stop wasting money.
- Stop wasting time and money on this
- Stop wasting time and money.
- Straighten the road
- Study area is too small. Encompass entire section from 14 St to Deerfoot Trail. Do it right instead of small segments at a time
- Thank you for at least standardizing the west bound left turn from McKnight onto John Laurie.
- Thank you for doing it! This section is used by so so many people outside of the mediate neighborhoods. Maybe consider expanding the survey scope.
- Thank you for improving this!!!
- Thank you for investigating ways to make this intersection safer.
- That whole area is a disaster. Wish the city have a flow from JL to Deerfoot without having to go on McKnight. Cities increased population over the years is only making it worse. Have it flow as quickly as possible is the priority. The lights going on JL are only making things worse.
- "The area just north of which looks like a sand holding cell could be also be apart of the change,
- I am expecting the interchange to be compact and that area just north will remain untouched on a big footprint - I think it could be sacrificed to make a large footprint circle traffic with no pedestrian zebra crossings on ground level."

- the chicane on mcknight blvd is a location where loud cars and bikes often 'race' causing a lot of noise from revving engines. proper sound mitigation walls or other techniques are needed. perhaps actually enforcing the noise bylaw would be helpful
- "The city has owned multiple properties on upper Hendon Drive for years in order to expand this heavily driven intersection
- Use the space that you own to open up the intersection"
- The city needs to get away from adding traffic lights to combat congestion. Capital investment into proper infrastructure needs to be a priority. This should also include removing the traffic lights at JLB x Charleswood dr and an interchange at Shaganappi trail x JLB. JLB is a main artery for NW traffic and adding the lights at Charleswood has negatively impacted traffic flow significantly.
- The congestion coming up McKnight from Deerfoot, and in the mornings from 4 St NW down toward Deerfoot, has become honestly unreasonable. Traffic regularly backs up for long periods, drivers become aggressive and impatient, and the overall design feels unable to safely support the amount of traffic now using the corridor.
- The extravagant flyover/interchange proposal is very bad for the neighbourhoods. It will increase traffic noise, result in destruction of housing, and cost a lot of money.
- The high risk of this intersection is well known and documented. The City modified it (minimalist approach) by blocking West bound traffic from John Laurie onto 48th Ave. Why on earth they did not do the right thing, i.e. install a traffic circle is beyond me. If they had done so, I would not need a cane to walk today.
- The intersection functions adequately but seems to be getting worse as traffic increases leading me to believe that a tunnel should be built
- The intersection is so unique that whatever money and resources need to be spent so as to improve the safety and efficiency.
- The left turn lanes from McKnight blvd N.E. to why 2 and Aviation blvd are bottlenecks at rush hour.
- The most important priority for me is the ability to get from 48th to both John Laurie and McKnight while driving. Priority 2 is to improve safety on the McKnight access.
- The noise when cars/motorcycles (open 'er up) accelerate quickly at the corner and speed down John Laurie is really loud and heard day and night. Lots of cars/motorcycles use this corner as a raceway.
- The original plan made some years ago was very well thought out and should be strongly implemented
- The removal of the bus trap on North Haven Dr. has affected the amount of traffic leaving North Haven via 48 Avenue. There are a large amount of cars that choose to ignore the bus only signs and drive through the "bus trap" intersection. This has increased how many cars are leaving North Haven via 48 Ave. I would like to see the bus trap reinstated via a barrier like the kind on Centre Street N in Beddington.
- There are not many alternatives for those who commute via McKnight and 4th so please plan accordingly during construction periods to minimize impact or provide advanced warning
- There is no perfect solution. Prioritize pedestrian safety, traffic flow on main roads, and cost effectiveness.
- "There is too much traffic in this corridor in the morning with long waits on JLB just to continue on McKnight due to 4th Street signal and congestion between 4th and Center Streets
- The City needs to remember that drivers blatantly ignore signage, that why the intersection is a gong show."
- They have made changes since the public meetings around 10 years ago and I do think they've made some difference. But it seems like a bandage plan and something more significant could really help the situation.
- This engagement questionnaire is badly designed, with confusing questions and little actual description of the problem and any possible solutions.

- This has been on going for several decades now and the city continually fails to come up with any safe viable solutions for egress out of North Haven east bound
- This intersection is dangerous. I have personally seen people hit the baracades because they were going to fast around this corner. I have seen people change lanes in the middle of the tight portion. Pedestrians need to go around over or under, it's not safe.
- This is a major route from the north central to northwest of the city, so I am happy to see some additional planning being done. Especially in north central calgary (Thornccliffe/Greenview, Winston Heights, Tuxedo Park, Mount Pleasant, there are limited options to access John Laurie otherwise.
- "This is a very dangerous intersection and for years we have heard accidents and seen accidents and high speed driving.
- The solution is very simple - traffic lights and lower speed limits. This does not need to be a very disruptive/expensive product (like a flyover or something ridiculous like that)"
- This is an important intersection to study. Thank you for looking into it.
- This is an issue lingering for the last 60 years.
- this might require demolishing some homes on Hendon Drive, however it is for the common good, to allow a better commute for the big part of the sprawled Northwest part of the city
- This needs to happen asap to improve traffic flow and provide safe pedestrian crossing.
- This problem is rooted in poor planning back in the early 60's. Eventually this corner needs to be fixed. Why not plan ahead, start buying properties north Highwood so that some day this can be made into a proper curve.
- This route is a highly used route from the NW to the NE city. I am happy the route is proposed for expansion and hopefully choosing the right steps to achieve future efficiency lightens the load on other parts of the city and similar ideas can be incorporated at other locations to ensure Calgary can continue to grow in the future
- This study has been conducted for this location before; I sincerely hope that effective action is taken this time instead of just minor adjustments.
- This was a very poorly designed road and intersection that could not support the needs of traffic today but of the 70s and 80s.
- To do the intersection to avoid future problems will require existing homes and infrastructure to be removed or adjusted and there will be push back from people who are impacted but that doesn't mean it's not worth doing.
- To keep the traffic flowing but still giving access and increasing safety to the the community I think an overpass/underpass model, while expensive would be the best for a number of those intersections. If you dropped John Laurie to allow for overpass access it would also help with noise and views
- Traffic needs to flow at this intersection.
- Unpoliced, uncontrolled, fast and loud traffic.
- Vehicles first! Do not keep destroying all vehicle movements without viable alternatives like Farrell wanted to do on Memorial. Thank goodness that foolishness was stopped by the rest of council.
- We live very close by and our daughter may eventually go to school in North Haven. We have a vested interest in her being able to walk or cycle to school safely. We also live within visual/hearing distance of the intersection, it would be appreciated if some sort of barrier was in place to reduce noise and unattractive views - namely a constructed wall/berm and plantings
- We pay you guys to make wise decisions. Do so and ignore all the bleeding hearts that put a stop to this years ago.



John Laurie Blvd. and McKnight Blvd. Functional Planning Study: Discover Phase

Public Engagement: What We Heard
June 2026

- We should be working towards increasing the efficiency of public transit, the safety of pedestrians and cyclists. We should not be making high speed roadways for more cars the priority. Safety and climate concerns are more important than more & faster cars.
- What is the difference between this study and the previous studies that have been completed. Are there ways to make the proposed improvements more practicable/tangible so something can be implemented?
- When I moved here 11 years ago, it was intimidating to cross onto McKnight, but I've learned to navigate it fairly well. I don't want an overpass that will elevate traffic and make more noise in the neighbourhood.
- When rebuilding occurs there needs to be alternative routes already in place, so do those first or it's going to be a nightmare
- Why hasn't the city added the third lane from 4th NW to Deerfoot. Huge traffic jam almost all day long. East of Deerfoot has been improved twice now
- Widening of the 4th St. NW to Edmonton Trail should be completed in conjunction with improving the corner at John Laurie. Without the change the flow along McKnight any improved corner will not benefit traffic flow
- Will I live long enough to see the project completed? The widening of McKnight Blvd was proposed about 3 decades ago, rumour was the houses along the Blvd were purchased for that reason. Thorncliffe is the community the city has forgotten - an example 6 years ago approx every crack/trip hazard on the 4 street sidewalks and extending into areas of Egert Park had circles painted around each one, had to be thousands. Anyway that remedial project needs to be done again as the paint has faded.
- Would be a good opportunity to daylight sections of the unnamed tributary of Confederation Creek.
- Would hate to see lights there. I think the curves and lights would just cause more accidents!
- Would really love to see the expansion of the LRT stations coming up Centre Street to McKnight and tying into the area from Greenview to Highwood. Alternatively lifting up McKnight and putting 4th Street as an underpass so the traffic lights could be removed.
- Yes...The City completed a functional planning study for the 3rd time in a number of years with the North Haven community and is still relevant today. The original study was well thought out and should still be relevant. Last time City folks had to go find it in the archives.
- "You stated: "Numerous meetings have occurred between City staff and the North Haven and Thorncliffe-Greenview Community Associations in the past several years regarding the intersection."
- It appears you have neglected engagement with Highwood community and residents.
- The opinions and ideas of North Haven and Thorncliffe-Greenview do not represent the community and residents of Highwood which is also directly adjacent to the intersection."
- 道路设计五、六十年代,与现在交通不匹配 (Translation: The road design dates back to the 1950s and 60s and is incompatible with current traffic conditions.)