

Why this location: McKenzie Towne roundabout (Ward 12)

The McKenzie Towne roundabout has been identified for safety and operational improvements because it sits at the intersection of high daily traffic, busy pedestrian activity and sensitive community uses, including schools and nearby neighbourhood destinations. Over time, this location has generated questions and concerns from residents and Ward 12 that warranted closer review by Mobility Safety.

A busy roundabout in a growing community

McKenzie Towne Boulevard S.E. serves as a key east-west route within Ward 12, connecting residential neighbourhoods with schools, local businesses and other community destinations. The roundabout manages traffic from multiple directions and experiences regular peaks during school travel times and commuter hours.

As communities grow and travel patterns evolve, the way people use intersections can change and designs that once worked well may need refinement to keep pace with real-world driving and walking behaviour.

Pedestrian safety is the primary concern

Collision reviews completed for 2018 to 2025 show that pedestrian safety is the main issue driving attention at this location. During this period, five pedestrian injury collisions were recorded at or near the roundabout. While that number is low when compared to the overall volume of users, any pedestrian injury is significant, especially near schools and residential areas.

The most recent reported pedestrian injury collision (2025) occurred at the westbound exit of McKenzie Towne Blvd S.E., reinforcing the importance of how vehicles move through exits and how clearly those movements are understood by drivers and pedestrians alike.

Exit locations show repeated conflict patterns

In addition to pedestrian injuries, collision data shows a pattern of property-damage-only collisions clustered at the eastbound and westbound exits of McKenzie Towne Blvd S.E. These types of collisions often indicate driver confusion, lane positioning challenges or late decision-making rather than excessive speed.

This pattern matters because exits are the points where:

- drivers are changing direction
- pedestrians are crossing
- attention is divided between navigation, traffic and people walking

Improving clarity at exits can meaningfully reduce friction between road users.

Understanding the current design

The roundabout currently operates as a conventional two-lane configuration.

In this design, drivers in the inner (left) lane are required to exit by crossing paths with vehicles travelling in the outer (right) lane. While drivers in the right lane are required to yield, this interaction is not always clearly understood in practice.

This can lead to:

- hesitation near exits
- uncertainty about how vehicles will interact
- sudden or unpredictable movements

At locations with high pedestrian activity and multiple exits close together, these behaviours can increase the risk of conflict, particularly where people are crossing.

Why a spiral roundabout is being explored

To address the specific patterns observed at this location, Mobility Safety reviewed a spiral roundabout configuration.

The proposed design guides drivers into the correct lane before entering the roundabout and then uses lane markings to guide vehicles to their exit.

By removing the need for drivers to navigate crossing movements at exits, the design supports more predictable behaviour and reduces the types of interactions that can lead to confusion and conflict.

The proposed drawings show:

- traffic divider paint lines, with optional flush concrete in the future

- a mountable apron to safely accommodate larger vehicles

These features are aligned with the goal of reducing exit-related conflicts, where collision patterns have been observed.

Note: The drawings are clearly marked “for review and comment” and “not for construction,” meaning they represent a concept under review rather than a final build plan.

Why improvements are planned with 2026 pavement work

The roundabout is also scheduled for pavement rehabilitation in 2026. Combining safety improvements with planned pavement work allows The City to:

- minimize the number of construction disruptions at the same location
- reduce overall project costs
- deliver safety improvements more efficiently than if the work were done separately

Bundling work in this way reflects a system-level approach to managing Calgary’s road network and construction impacts.

Taking a proactive, community-focused approach

This location was not selected because the roundabout is “unsafe,” but because:

- pedestrian safety deserves extra attention near schools
- exit-related conflicts show up consistently in collision reviews
- upcoming pavement work creates an opportunity to make targeted improvements

By clearly explaining why this location is being addressed, The City aims to support informed public conversation, reduce confusion and ensure changes are understood as part of an ongoing commitment to safer, more predictable streets.