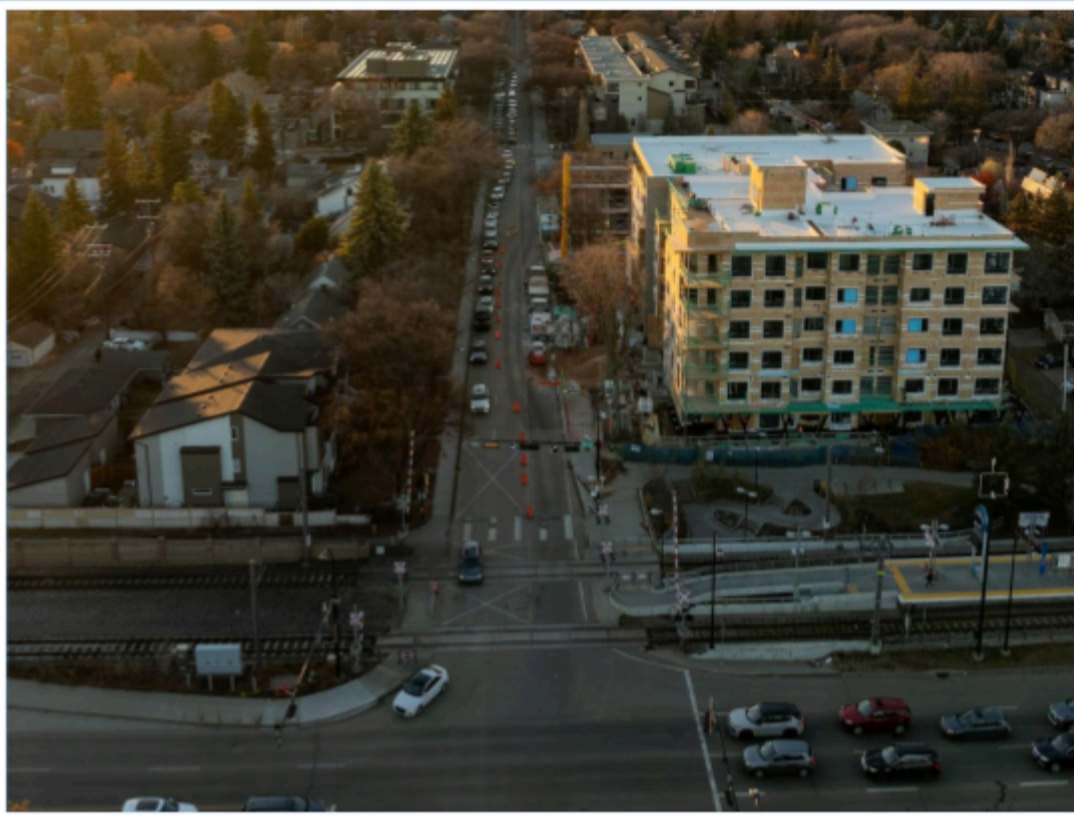


What We Heard

Belgravia Traffic Review



City of Edmonton
Urban Planning & Economy
Planning & Environment Services

| **SHARE** YOUR VOICE
SHAPE OUR CITY

Edmonton

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Urban Planning & Economy, Planning & Environment Services, Mobility Strategies
<https://engaged.edmonton.ca/belgraviatrafficreview>

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Acknowledgements

The City of Edmonton acknowledges the traditional land on which we reside, is in Treaty Six Territory. We would like to thank the diverse Indigenous Peoples whose ancestors’ footsteps have marked this territory for centuries, such as nêhiyaw (Cree), Dené, Anishinaabe (Saulteaux), Nakota Isga (Nakota Sioux), and Niitsitapi (Blackfoot) peoples. We also acknowledge this as the Métis’ homeland and the home of one of the largest communities of Inuit south of the 60th parallel. It is a welcoming place for all people who come from around the world to share Edmonton as a home. Together we call upon all of our collective, honoured traditions and spirits to work in building a great city for today and future generations.

The Project Team extends its sincere gratitude to everybody who participated in the engagement activities for the Belgravia Traffic Review. Your valuable insights, experiences, and perspectives, shared through the online surveys, interactive mapping, in-person walking tours and meetings with planners and engineers, were essential in developing this report. We are especially thankful for the constructive and positive discussions that took place, which have provided a comprehensive understanding of the traffic and congestion challenges in the Belgravia and McKernan neighbourhoods. This feedback will be instrumental in informing the development of potential short and long-term solutions.

1. Project Overview

On April 8, 2025, City Council advanced a motion stating:

"That Administration reallocate \$100,000 from the Priority Growth Area Rezoning budget in Development Services to fund a study to undertake a traffic assessment and review of the Belgravia neighbourhood and identify potential short-term and long-term interventions, including budget requirements, to optimize the road network and reduce short-cutting."

The Belgravia Traffic Review project was initiated in May 2025 to respond to this motion. The project is scheduled for completion in fall 2026, with the goal of recommending short and long-term solutions to City Council's Urban Planning Committee to reduce shortcutting in the Belgravia area.

While the Belgravia neighbourhood was specifically mentioned in the Council motion, the study area also includes the neighbourhoods bounded by University Avenue to the north and 114 Street to the east which includes a portion of the McKernan neighbourhood.

The review is necessary because significant traffic congestion on University Avenue and 114 Street during peak periods causes drivers to reroute onto local streets, such as 76 Avenue, to shortcut queues. This results in traffic congestion, unsafe conditions on neighbourhood streets, and limited vehicle capacity. The review will build on previous studies to gain a more comprehensive understanding of the broader mobility network and identify potential short-term and long-term solutions for recommendation to the Urban Planning Committee.

Potential solutions will be developed considering a combination of operational and infrastructure measures which are informed by technical analysis, policy requirements and feedback collected through public engagement.

2. Public Engagement Approach

Engagement occurred in winter 2025 where City staff gathered feedback on the area's traffic flow and congestion challenges. This feedback was gathered to help inform the development of potential short and long-term neighbourhood traffic and shortcutting improvement measures.

Potential improvement measures will be brought to City Council's Urban Planning Committee for information. Further Committee direction and funding from City Council would be required to implement any future improvement measures.

2.1 Engagement Spectrum

The City's public engagement spectrum defines the public's level of influence in the engagement process.



The role of the public during engagement was at the ADVISE level on the City of Edmonton's Public Engagement Spectrum. The ADVISE level was selected as most appropriate for this project in consideration of other decision-making data such as technical, policy, and financial requirements, including the need for additional funding to implement any potential solutions.

Visit edmonton.ca/PublicEngagement for more information on the City's public engagement process.

2.2 How We Engaged

The City collected feedback on the community's experience with neighbourhood traffic flow and congestion challenges. Engagement topics were centered around three main themes:

- 1) **Traffic Challenges:** What is a typical "bad" traffic day in your neighborhood and what causes it? What are the worst times, how long are the queues, and what key factors do you feel most contribute to traffic flow challenges and shortcutting?
- 2) **Priorities:** As we explore potential traffic solutions in Belgravia, what should we keep in mind? What is important to you?
- 3) **Existing Neighbourhood Conditions:** What specific neighbourhood conditions (e.g., alleys, streets) should the City be aware of?

This feedback, combined with traffic data and traffic survey results, provides the City with a more comprehensive understanding of the traffic conditions in the neighbourhood and broader area. In addition to better understanding and appreciating some of the mobility nuances in the neighbourhood, the feedback also helps to inform the City's traffic modelling, which considers a range of queuing scenarios.

Feedback was collected using multiple in-person and online methods to ensure all community members and the broader public could participate. This inclusive approach prioritized diverse voices and incorporated a GBA+ (gender-based analysis plus) lens by offering event alternatives to better meet the needs of community members.

Tactic	Description	Audience/Format	Metrics
Engagement Methods			
 Engaged Edmonton Webpage	An online hub with project materials and engagement tools.	Public (Online)	Visitors 1,845
 Interactive Mapping Tool	An online interactive map on Engaged Edmonton for submitting location-based feedback on neighbourhood conditions.	Public (Online)	Contributions 84
 Gather tool	An interactive tool on Engaged Edmonton to share short stories or photos about congestion experiences.	Public (Online)	Contributions 119
 Visioner Tool	A tool on Engaged Edmonton using virtual 'post-its' or 'polaroids' to promote brainstorming and idea submission.	Public (Online)	Contributions 34
 Chat With a Planner/Engineer	Bookable 30-minute meetings to provide direct feedback to the project team.	Public (Online / Phone)	Meetings 16*
 Online Q&A	A virtual Q&A event, held on December 10, 2025, consisting of a project background presentation followed by breakout rooms for small-group discussions and a large group discussion to summarize feedback and answer questions.	Public (Online)	Events 1 Attendees 20*

Tactic	Description	Audience/Format	Metrics
 Walking Tours	Tours visiting key locations to discuss traffic and design issues (45 min walk, 30 min café summary). Two sessions moved indoors to McKernan Community Centre due to the weather, using maps for observations.	Public (In Person)	Events 5 Attendees 18*
 Targeted Partner Conversations	Meetings with key targeted partners who have a unique perspective or whose operations are impacted by the area's traffic conditions	Targeted Partners (In Person / Online)	Meetings 7*
 Project Email	Inviting the public to share feedback or inquiries directly with the project team through the project email address: mobility@edmonton.ca	Public / Targeted Partners (Online)	Emails Received ~20*

* some residents attended more than one engagement event

Communication Methods

 Online Advertising	Geo-targeted Facebook and Instagram newsfeed ads promoting the engagement opportunities. Engagement opportunities were also promoted on the City's Facebook, Instagram and X accounts.	Public (Online)	Geo-Targeted Ads Total Impressions 106.5k+ Reach 20k+ Unique Individuals Click Through Rate (CTR) 991 link clicks; 0.93% CTR City Benchmark: 0.89 CTR
 Email Outreach	Emails to area leagues, local businesses and community groups, and respondents who signed up to the project mailing list promoting the engagement opportunities and soliciting feedback.	Public / Targeted Partners (Online)	Emails Sent ~30

Tactic	Description	Audience/Format	Metrics
 Posters & Postcards	Distributing postcards and postcards to area community leagues, local businesses and community groups, encouraging them to help promote the engagement opportunities to residents.	Public (In Person)	Posters 10 Postcards Distributed as requested
 Digital Screens	Digital signs in LRT stations alerting residents to the engagement opportunities and encouraging them to participate.	Public (In Person)	LRT Screens In 4 stations between University and South Campus
 Newsletters	Publicizing engagement opportunities in the City's City Building Newsletter as well as the Belgravia and McKernan Community League newsletters.	Public (Online)	City Building Newsletter Subscriber Reach 1,900+ Belgravia Community League Newsletter Subscriber Reach 1025 printed per issue McKernan Community League Newsletter Subscriber Reach N/A
 Public Service Announcements (PSAs)	Informing residents of engagement opportunities throughout the engagement period using the City's weekly Public Engagement PSA.	Public (Online)	Number of Weekly PSAs 5

3. What We Heard

3.1 Overarching Themes

The public engagement process revealed key concerns about how traffic congestion significantly impacts respondents' safety and quality of life. The following section is a broad summary of the feedback heard across all engagement methods.

Safety

Respondents shared that traffic congestion goes well beyond waiting a long time to leave their neighbourhood. During periods of significant traffic congestion, drivers take greater risks as they jockey for a position to exit the neighbourhood. These risks and acts of non-compliance significantly compromise respondents' comfort and willingness to let their children walk, roll, or bike in the neighbourhood. Many respondents expressed frustration that the neighbourhood renewal process, which was intended to create more walkable and bikeable streets, is undermined during the evening peak period, as congestion makes walking and biking in the neighbourhood feel unsafe.

Quality of Life

Respondents shared their experiences of how traffic congestion has affected their life choices, particularly as it relates to evening activities and get-togethers. Many respondents described feeling forced to make unreasonable adjustments, such as parking a vehicle outside of the neighbourhood, then walking – often with children or grandchildren and gear in tow – and travelling from there. This is a burden in terms of the additional time and inconvenience it takes to make relatively short trips to activities. Other respondents shared how they have simply accepted a lifestyle in which they cannot plan any activities or get-togethers for a 3-4 hour period each weekday. Respondents also shared stories of former neighbours who decided to move out of the neighbourhood due to the traffic congestion.

LRT and Mobility Network Changes

Many respondents expressed frustration that the current traffic conditions are a result of the decisions made when planning the LRT. Most respondents suggested that traffic conditions would be solved if the LRT were underground. However, it is important to note that most respondents also acknowledged that reconstructing the LRT underground is not a practical solution.

Respondents also highlighted frustrations with how much access and egress to their neighbourhood has changed in recent years. For example, the closure of Keillor Road and the closure of the Belgravia Road access at 116 Street both resulted in significant changes to the area mobility network (and benefits in terms of reduced shortcutting). Other changes included closing several streets that previously connected to the west side of 114 Street as a result of the LRT.

3.2 Traffic Condition and Location-Specific Feedback

The following section is a summary of condition- and location-specific feedback that was heard through all of the engagement tactics executed.

Peak Periods of Traffic Congestion

- Respondents expressed that it is common for the traffic congestion to start as early as 2:30 PM and last through to 6:30 PM during weekdays. On days of inclement weather, congestion can extend past 6:30 PM.

General Traffic Queuing Conditions Feedback

- The queue on 76 Avenue spills back to 116 Street regularly and it is not uncommon for it to spill back to 118 Street and 119 Street. Generally, the days that the queue spills back to 118 Street are described as bad, but somewhat tolerable. During these days, 115 Street north and south of 76 Avenue also includes a queue of 10 to 15 vehicles (back to 75 Avenue to the south and 77 Avenue to the north).
- There are days when the queue spills back to and along Saskatchewan Drive. During these days, it is also common to find queues on other neighbourhood streets, including 74 Avenue, 75 Avenue, 77 Avenue and 78 Avenue. During these days, 115 Street can include a queue that spills back to 78 Avenue to the north and 74 Avenue to the south.
- Notable intersections where respondents feel unsafe during periods of congestion include 76 Avenue / 115 Street and along 115 Street at 77 Avenue and 78 Avenue. During periods of significant congestion, drivers tend to exhibit risky behaviors that include blocking intersections, travelling the wrong direction in a general traffic lane (to bypass a queue to complete a turn), and driving at higher speeds on streets that are clear (74 Avenue, 73 Avenue, 80 Avenue and University Avenue frontage street). During these periods, safety for respondents walking, biking and rolling is significantly compromised as drivers tend to be focused on navigating the vehicle queues and less aware of people moving along and crossing the street.
- During periods of construction that result, or resulted, in road closures, congestion in the neighbourhood tends to be considerably less than during typical days. Examples include the period during neighbourhood renewal construction, EPCOR work on University Avenue that resulted in reducing University Avenue to a single lane in each direction, and 76 Avenue closures associated with the construction of the Westrich Pacific multi-unit development located on 76 Avenue immediately west of 114 Street.

The following map illustrates the locations of the general traffic conditions feedback.



76 Avenue Corridor west of 114 Street Feedback

- Between 115 Street and 116 Street, delivery and ride-hailing drivers consistently mount the shared pathway that runs along the north side of 76 Avenue illegally or dwell in the westbound general traffic lane, creating unsafe conditions for drivers and people walking and biking.
- Construction vehicles associated with the future multi-unit building located in the northwest quadrant of the 76 Avenue / 114 Street intersection block the westbound general traffic lane – the only inbound lane along 76 Avenue – which can leave vehicles queued on the LRT tracks. Respondents suggested enforcing a no-stopping bylaw would help prevent this condition.
- Respondents suggested that the previously provided on-street parking along the south side of 76 Avenue between 114 Street and 115 Street should be permanently eliminated once construction of the multi-unit development is completed to provide a second eastbound (outbound) general traffic lane.
- The north-south alley located to the east of 115 Street is often used as a way for drivers to shortcut the queue on 76 Avenue, which creates safety risks for people walking on the sidewalk located on the north side of 76 Avenue between 114 Street and 115 Street and results in aggressive maneuvers by drivers attempting to enter the 76 Avenue queue.

76 Avenue / 114 Street Intersection Feedback

- Lane configuration is not typical and creates some confusion, which respondents believe will likely lead to collisions. On the west leg, the two general traffic lanes are configured as a right-turn lane and a shared through-left lane, but some drivers will proceed through the intersection from the outside lane (right-turn only). Similarly, the east leg includes a shared left-through lane and a right-turn lane, which is not typical and can create some confusion.
- Northbound left-turn (114 Street to 76 Avenue) is challenging for several reasons:
 - The northbound left-turn protected turn (green arrow) is often skipped for the LRT, resulting in respondents having to wait in the queue for long periods (experiences range from 8-10 minutes to more than twenty minutes);
 - Given the long waits to get through the intersection, respondents expressed that drivers tend to be more aggressive in completing the turn (proceeding on yellow and into the first few seconds of the red); and
 - There is a single receiving lane on 76 Avenue, and given the offset from the LRT tracks, it can be challenging to see westbound queuing until the turn is complete. Respondents emphasize this results in vehicles queued on the LRT tracks, creating a potential collision with the LRT.
 - There is only a single lane to accommodate the northbound left-turns – with the long waits, the queue often spills to the back of the left-turn bay and onto 114 Street, creating an unsafe condition.
- There are two signals that control the eastbound vehicles – one is positioned on the near side of the LRT tracks and one is located on the far side of the LRT tracks – and these signals are not always coordinated, which creates confusion and reduces efficiency.
- The eastbound green time lasts too long and the red time is too long. Often, 4 to 5 vehicles enter the intersection on the red, which helps shortcutters. Respondents suggested that reducing the eastbound green time would reduce shortcutting.

University Avenue / 115 Street Intersection Feedback

- The intersection is always congested during the evening peak period and drivers will block the intersection and crosswalks in an attempt to squeeze into the queue.
- Drivers coming from the University parkade will travel southbound through the intersection – a prohibited movement– in an attempt to shortcut to 76 Avenue because the University Avenue / 115 Street intersection is so congested.
- Respondents indicated that the southbound dual left-turn is challenging for drivers leaving the neighbourhood because the clearance between opposing left-turns is tight, if not overlapping, and southbound drivers tend to proceed without yielding to northbound traffic.
- The northbound right-turn from 115 Street to University Avenue is very challenging due to intersection blocking and a tight design that forces vehicles to cross into the inner lane.
- Intersection blocking makes the westbound left-turn (University Avenue to 115 Street) challenging; frequently, the protected green arrow phase expires before the intersection is clear enough for drivers to complete the turn.
- The traffic signal green time for northbound vehicles leaving the neighbourhood is not long enough, given the intersection blocking that occurs and the conflicts with the southbound left-turning vehicles from the University parkade.
- In addition to the blocking, the intersection is awkward because of how the University Avenue frontage street (one-way eastbound) intersects 115 Street on the far side of the northbound stop bar. Part of the awkwardness is the lack of clarity around vehicle right-of-way, which respondents believe is often handled in an uncourteous and unsafe way as vehicles aggressively push their way into a queue. Some respondents suggested reversing the direction of travel on the University Avenue frontage street.
- The north-south crosswalks at the University Avenue / 115 Street intersection function as a critical, yet heavily compromised, link for people walking and biking, connecting the Belgravia and McKernan neighbourhoods across University Avenue to major destinations including the University of Alberta, University Hospital, and other nearby amenities such as a daycare. However, respondents shared that this essential connection is often hindered during peak traffic by long wait times (3 to 10 minutes), drivers blocking the intersection and crosswalks, and a resulting environment where people walking and biking must weave through traffic, significantly compromising safety. Some respondents suggested removing the crosswalk on the east side of the intersection and improving the connections to the crosswalk on the west side of the intersection.

University Avenue / Saskatchewan Drive Intersection Feedback

- Respondents emphasize that this is the main entry point for shortcutters and there is a need to restrict access to the neighbourhood for drivers that do not live in or have an activity in the neighbourhood. They suggested this could be achieved by eliminating right-turns or adding a gate that only allows vehicles with a fob to pass through.

- Respondents consistently reported that exiting the neighbourhood via northbound left-turns is extremely challenging and unsafe during the evening peak. They attribute this to eastbound queues backing up past Saskatchewan Drive, which limits sightlines for westbound traffic. This forces drivers to enter the intersection between standing vehicles to find a gap. They also find the dual-lane northbound approach (left-turn and shared left-right) and the dual left-turn from a stop confusing and risky when entering University Avenue.
- Respondents reported that there are near-miss incidents at this intersection every day.

Other Feedback

Navigation Apps

- Respondents raised concerns about the validity of the traffic counts completed by the City, with many suggesting the counts need to be redone. They noted that traffic volumes appeared significantly less during the survey period compared to the previous weeks.
- Respondents widely believe that navigation applications, such as Google Maps, contribute to the shortcutting issue by directing many commuters onto 76 Avenue and through the area. Respondents asked specifically if the City has connected with Google to request the removal of 76 Avenue as a suggested through route for commuter traffic. Although some respondents have observed that since September, there has been a reduction in traffic, which they attribute to Google Maps seemingly not offering 76 Avenue as a suggested through route.
- Respondents also suggested that the City should implement additional signs or dynamic message signs to inform the public about the implications or additional time (compared to staying on the arterials) that it may take to shortcut through the neighbourhood on 76 Avenue.

On-Street Parking

- Respondents suggested that more stringent parking enforcement is required.
- Regarding traffic calming measures like bumpouts, low curbs, or floating plastic islands, respondents questioned the practicality and feasibility of installing them on every corner and their potential benefit in terms of reducing shortcutting through the neighbourhood.
- Many respondents reported that vehicles parking too close to alleys create visibility challenges and make exiting back lanes onto the street difficult.
- Construction vehicles were noted as frequently blocking access to and from alleys.
- Some respondents noted that street parking signs are often placed too close to the curb, which creates confusion and mixed messages regarding where parking is permitted.

Infill

- Respondents commented that multi-unit infill buildings should be required to provide more parking.
- Respondents expressed frustration and questioned why the City continues to approve infill and densification projects when the existing traffic conditions are already challenging.

- Respondents are concerned that increased density will lead to a rise in deliveries and they urged the City to ensure that delivery and pick-up service providers utilize designated spaces instead of illegally parking on sidewalks, shared paths or general traffic lanes.
- Respondents suggested that traffic conditions should be assessed more regularly, particularly in the context of approving new infill projects.
- Respondents also suggested that the neighbourhood would benefit from having more opportunities to complete daily needs within the neighbourhood (e.g., more shopping and amenity options in the neighbourhood).

Belgravia School

- Afternoon dismissal is very challenging for families. Even though most families live in the neighbourhood, children walking home when the streets are congested present safety risks and concerns. If children need to be picked up, respondents shared there are challenges associated with getting to the school and getting out of the neighbourhood to be on time for afternoon activities.
- Due to drivers on 74 Avenue and 73 Avenue exhibiting risky behaviour like unsafe speeds and not complying with crossing guards, school representatives shared that the traffic crossing program has at times been halted or supplemented with Teacher/Principal support and enforcement.

Alleys

- During periods of congestion, respondents reported that some shortcutters resort to using alleys as shortcuts, which creates unsafe conditions. Many of these drivers are either unaware of or non-compliant with existing one-way alley restrictions, further compounding an unsafe condition for people walking and biking.
- Respondents observed that shortcutting drivers tend to travel through the alleys at speeds that are inappropriate, especially given the narrowness and context of the alleys.
- Concerns were raised regarding the safety of people walking and biking, as drivers often rush in and out of alleys. This unsafe behaviour is exacerbated by poor sightlines at alley exits, which are often obstructed by fences, trees, and buildings, leading to little regard for people moving along adjacent sidewalks and streets.

Emergency Vehicle Access

- Many respondents highlighted concerns regarding the impact congestion may have on emergency vehicle access and emergency response times.

Need to Restrict Vehicle Access

- Respondents shared that they feel shortcutting through the neighbourhood is an act of disrespect to people who live in the neighbourhood.

- Respondents insisted that using 76 Avenue to shortcut the congestion on University Avenue and 114 Street is, based on their experience, rarely, if ever, faster than staying on the arterial roads. They expressed frustration that some people would make this choice in an attempt to save (a perceived) 5-10 minutes of travel time, especially given how the shortcut compromises respondents' ability to leave their neighbourhood in a timely manner and creates unsafe conditions in the neighbourhood.
- Some respondents insisted that the City develop measures that restrict access to the Belgravia neighbourhood for non-residents.

Potential Mitigation Measure Suggestions

While engagement did not focus on mitigation measures, discussions inevitably did turn to potential mitigation measures. This section summarizes some of the measures that arose frequently throughout engagement.

Please note that the measures discussed here are not an exhaustive list of all of the potential mitigation measures that could be considered by the City. The mitigation measure suggestions will be further reviewed in detail by combining the public engagement feedback with technical analysis and policy requirements to develop potential solutions.

Reopen the Belgravia Road Egress at 116 Street

- Respondents shared the history of the access, including how the access/egress was initially closed to respond to significant shortcutting that was occurring along Saskatchewan Drive.
- Some respondents believed that re-opening the egress to Belgravia Road would mostly benefit people who do not live in the neighbourhood (shortcutters) and that there would only be a marginal benefit for people who live in the neighbourhood.
- Respondents believed that the community would likely only support reopening the Belgravia Road egress if there was a way to ensure that it is only used by people who live in the neighbourhood.

Increase Southbound Capacity at the 76 Avenue / 114 Street Intersection

- Remove left-turns on 76 Avenue (eastbound and westbound):
 - Respondents believed that the left-turns out of the neighbourhood (eastbound) don't seem to be that well used.
 - Respondents acknowledged that the measure might reduce shortcutting on 76 Avenue between 109 Street and 114 Street (east of the neighbourhood) but were curious about where that traffic would go given that all routes Downtown / University to Fox Drive (114 Street, 82 Avenue, 76 Avenue, 72 Avenue) are congested during the afternoon peak period.
 - Respondents shared that the lane configuration on the east and west legs of the intersection does not work well (for different reasons) and asked whether this measure would provide an opportunity to reconfigure the traffic lanes on both approaches.
- Reconfigure the eastbound lanes to include a dual right-turn:
 - Respondents acknowledged that the measure would increase capacity, but were concerned that the measure would likely lead to more shortcutting.

- Close 76 Avenue west of 114 Street, or ban eastbound right-turns, from 3:00 to 6:00 PM on weekdays:
 - Respondents acknowledged or implied that this would stop shortcutting.
 - Respondents were concerned that losing access for residents would make things worse unless University Avenue flowed well and residents received some sort of priority at the University Avenue / 114 Street intersection.
 - Respondents conceded that it's worth trying because 76 Avenue already doesn't work for people living in the area.

Generally, if more southbound traffic is moved through the intersection, respondents asked how the City would fix the next bottleneck. For example, Fox Drive backs up all the way to Belgravia Road, and sometimes all the way back to 114 Street. Respondents stressed that the City needs to plan to move more vehicles onto Whitemud Drive and Belgravia Road (at the Belgravia Road / 72 Avenue intersection).

Create (A New) Keillor Road Connection to Fox Drive

- Respondents shared that before Keillor Road was closed, there was a lot of shortcutting along Saskatchewan Drive.
- Some respondents remembered that there are constructability issues associated with the slope stability.
- Respondents believed that it would be really tough for the neighbourhood to support a connection to Fox Drive that runs through the neighbourhood given the previous experience and how much shortcutting it created.

4. Next Steps

With a more comprehensive understanding of the area's mobility network and traffic conditions, the Project Team will work to develop a range of potential mitigation measures and assess their value in terms of reducing / eliminating shortcutting and increasing egress capacity.

Public feedback obtained during the winter 2025 engagement will be used, along with technical and policy considerations, to narrow down the potential mitigation measures for further in-depth analysis and consideration. Each potential option will consist of local (to the neighbourhood) and operational (along the adjacent arterial roads) measures to reduce shortcutting through the Belgravia / McKernan neighbourhoods. The network will also be reviewed more broadly to highlight any longer-term measures that can improve traffic operations through the area (e.g., new or improved links and intersections that prioritize key movements).

The scope and timing of additional engagement will be determined once the options have been developed. To stay informed about the project and any future engagement opportunities, click the follow button on engaged.edmonton.ca/BelgraviaTrafficReview or [sign up for the project email list](#).

Ultimately, the potential improvement measure options will be brought to City Council's Urban Planning Committee for information. Further Committee direction and funding from City Council would be required to implement any future improvement measures.