

What We Heard

Belgravia Traffic Review



City of Edmonton
Urban Planning & Economy
Planning & Environment Services

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

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ADVISE

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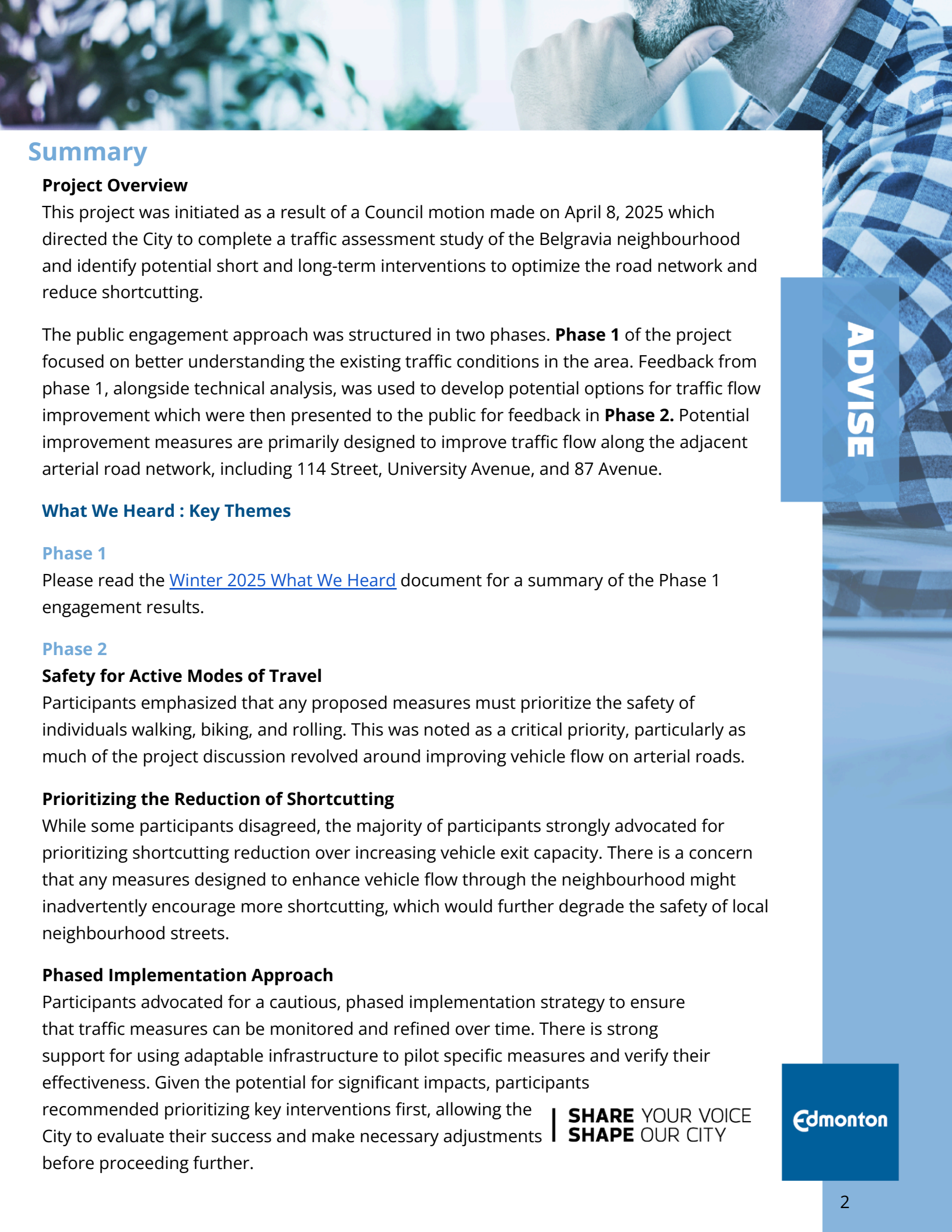
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Acknowledgements

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 Phase 2 engagement activities for the Belgravia Traffic Review. We are especially thankful for the constructive and positive discussions that took place, which have provided the project team with a better understanding of the options advanced and the concerns of people who may be impacted. Your insights, experiences, and perspectives, shared through the drop-in sessions, meetings with the project team, and community partner sessions were incredibly valuable. This feedback, paired with the City’s policies and standards, and technical requirements, will be instrumental in developing a recommended implementation approach.



Summary

Project Overview

This project was initiated as a result of a Council motion made on April 8, 2025 which directed the City to complete a traffic assessment study of the Belgravia neighbourhood and identify potential short and long-term interventions to optimize the road network and reduce shortcutting.

The public engagement approach was structured in two phases. **Phase 1** of the project focused on better understanding the existing traffic conditions in the area. Feedback from phase 1, alongside technical analysis, was used to develop potential options for traffic flow improvement which were then presented to the public for feedback in **Phase 2**. Potential improvement measures are primarily designed to improve traffic flow along the adjacent arterial road network, including 114 Street, University Avenue, and 87 Avenue.

What We Heard : Key Themes

Phase 1

Please read the [Winter 2025 What We Heard](#) document for a summary of the Phase 1 engagement results.

Phase 2

Safety for Active Modes of Travel

Participants emphasized that any proposed measures must prioritize the safety of individuals walking, biking, and rolling. This was noted as a critical priority, particularly as much of the project discussion revolved around improving vehicle flow on arterial roads.

Prioritizing the Reduction of Shortcutting

While some participants disagreed, the majority of participants strongly advocated for prioritizing shortcutting reduction over increasing vehicle exit capacity. There is a concern that any measures designed to enhance vehicle flow through the neighbourhood might inadvertently encourage more shortcutting, which would further degrade the safety of local neighbourhood streets.

Phased Implementation Approach

Participants advocated for a cautious, phased implementation strategy to ensure that traffic measures can be monitored and refined over time. There is strong support for using adaptable infrastructure to pilot specific measures and verify their effectiveness. Given the potential for significant impacts, participants recommended prioritizing key interventions first, allowing the City to evaluate their success and make necessary adjustments before proceeding further.

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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 neighbourhood 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 before recommending potential short-term and long-term solutions to City Council for consideration. Further direction and funding from City Council would be required to advance design and subsequent implementation of any future improvement measures.

1.1. Previous Engagement | Phase 1

The Belgravia Traffic Review project's first phase of engagement focused on better understanding the existing traffic conditions in the area. As part of this work, the city measured traffic conditions through data collection, which included intersection turning movement counts, queue surveys, shortcutting surveys and more.

The combination of public feedback from Phase 1 and the traffic data collected supported the development of potential options to reduce shortcutting through the area. These measures were primarily designed to improve traffic flow along the adjacent arterial road network, including 114 Street, University Avenue, and 87 Avenue. These potential mitigation measures were shared and refined through discussions with various business areas in City Administration to confirm their feasibility before presenting them to the community for feedback.

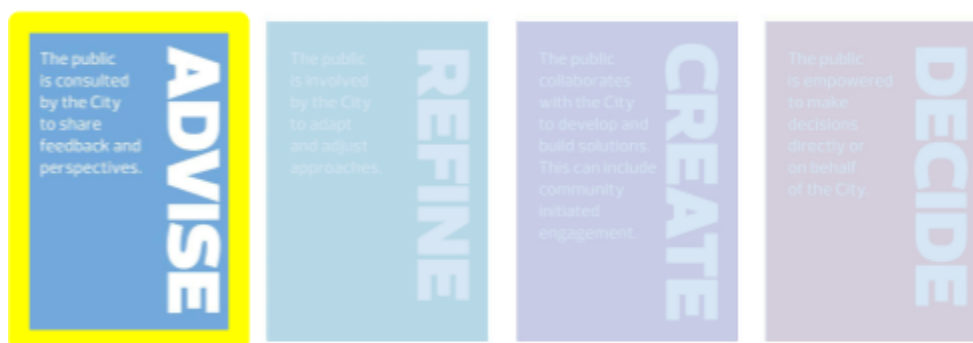
Feedback on the options received from Phase 2 engagement will be used, along with technical and policy requirements, to advance a recommended implementation approach. This recommendation is scheduled to be shared with City Council in fall 2026.

2. Phase 2 Public Engagement Approach

Phase 2 engagement occurred in spring 2026. City staff shared information and gathered feedback on potential options to reduce shortcutting through the Belgravia neighbourhood and improve traffic flow along the adjacent arterial roads. Feedback was gathered to help advise the development of short and long-term recommendations to reduce shortcutting through the neighbourhood.

2.1. How Feedback is Used

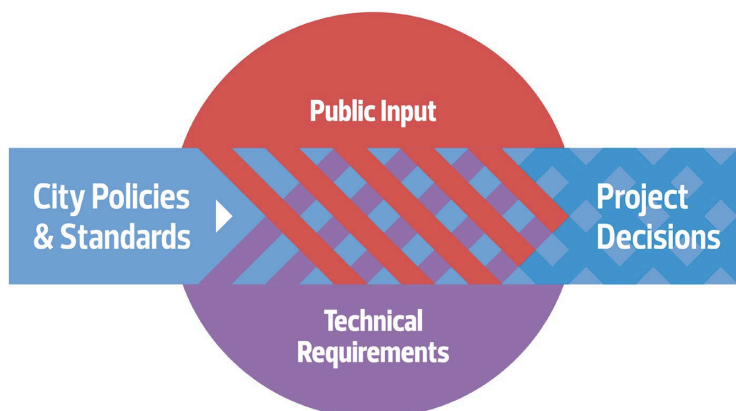
The City's public engagement spectrum defines the public's level of influence in the engagement process.



The role of the public during Phase 2 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 factors such as technical, policy and strategy, constructability, and funding requirements.

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

Public engagement feedback is an important component of the project, providing the City with a comprehensive understanding of the community's location-specific experiences and concerns. However, public feedback is only one input used in the decision-making process, along with other essential factors such as City policies, standards and strategies, technical requirements, constructability, and available funding. The figure below illustrates how feedback is woven into the City's decision making process.



This collective information will be used to develop a recommended option for implementation, which will ultimately be shared with City Council. City Council direction and funding would be required to implement any of the recommended measures.

2.2. How We Engaged

During Phase 2 engagement sessions, the City shared potential improvement measures and gathered feedback on the community's concerns. This feedback, combined with technical requirements and insights, provides the City with a more comprehensive understanding of neighbourhood priorities and potential changes residents are or are not willing to accept to improve traffic in the Belgravia area.

Feedback was collected using in-person and online methods to ensure community members had an opportunity to learn more about the potential options and provide their feedback.

Tactic	Description	Audience/Format	Metrics
Engagement Methods			
 Engaged Edmonton Webpage	An online hub with project materials and links to sign up for engagement opportunities. There were no online engagement tools used in this phase.	Public (Online)	Visitors 118
 Chat With a Project Team Member	Bookable 30-minute meetings to provide direct feedback to the project team.	Public (Online / Phone)	Meetings 18
 In-person Sessions	Two in-person events were held on April 25 and April 29, 2026. The sessions consisted of a presentation of the potential options followed by small-group discussions to summarize feedback and answer questions.	Public (In Person)	Events 2 Attendees 55
 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 6

Tactic	Description	Audience/Format	Metrics
 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 7
Communication Methods			
 Social Media	Posts on the City's Facebook, Instagram and X accounts promoting the engagement opportunities.	Public (Online)	Total Impressions 1,212
 Email Outreach	Emails to area leagues, local businesses, community groups, and people who signed up to the project mailing list promoting the engagement opportunities and soliciting feedback.	Public / Targeted Partners (Online)	Emails Sent ~30
 Postcards	Mailed to all McKernan and Belgravia residents within the Belgravia Traffic Review study area	Public/Targeted Partners (In-Person)	Postcards 2,382 delivered
 Digital Screens, Lawn Signs & Road Signs	Digital signs in LRT stations and road and lawn signs throughout the area alerting residents to the engagement opportunities and encouraging them to participate.	Public (In Person)	LRT Screens In 4 stations between University and South Campus Road Signs 3 signs 549,672 total traffic count impressions Lawn Signs 42

Tactic	Description	Audience/Format	Metrics
 Newsletters	Publicizing engagement opportunities in the local community league newsletters.	Public (In Person)	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 2

2.3. Scope of Engagement

At the start of engagement sessions, the scope of the project was clarified and the following options were described as out of scope:

- LRT Grade Separation: Tunneling or elevating the LRT would be a massive project requiring specific City Council direction, which has not been provided.
- New Keillor Road: This is not feasible due to River Valley slope stability issues and the community's goal to decrease shortcutting.
- University-Laurier Heights Bridge: While a bridge is a long-term plan for when Edmonton reaches two million people, its role is currently undefined and it is not a possible outcome as part of this project.

The long-term considerations are limited to intersection improvements at key arterial-arterial intersections including 87 Avenue / Groat Road, 87 Avenue / 114 Street, University Avenue / 114 Street and 72 Avenue / Belgravia Road / 114 Street to boost capacity along 87 Avenue and 114 Street. Identifying candidate intersections for improvements under the longer-term horizon is the extent to which this project has examined long-term measures.

Inevitably, questions about infill and its potential traffic impacts did arise during the engagement process. While it is important to acknowledge that infill is an integral part of the broader discussion, the primary focus of this project remains addressing existing traffic conditions. Ultimately, the project will provide commentary on how the proposed measures can accommodate a mid-term development scenario;

however, it is essential to first concentrate on mitigating current traffic conditions without becoming overwhelmed by the complexities and uncertainties of the infill discussion (e.g., development type, timelines, etc.).

3. What We Heard

3.1. *Overarching Themes*

Through the public engagement process, participants shared significant concerns regarding how traffic congestion affects their safety and general quality of life. The feedback summarized below represents a broad overview of the input received through all engagement activities.

Safety for Active Modes of Travel

Participants emphasized that any proposed measures must prioritize the safety of individuals walking, biking, and rolling. This was noted as a critical priority, particularly as much of the project discussion revolved around improving vehicle flow on arterial roads.

Prioritizing the Reduction of Shortcutting

While some participants disagreed, the majority of participants strongly advocated for prioritizing shortcutting reduction over increasing capacity for vehicles exiting the neighbourhood. There is a concern that any measures designed to enhance vehicle flow through and out of the neighbourhood might inadvertently encourage more shortcutting, which would further degrade the safety of local neighbourhood streets.

Phased Implementation Approach

Participants advocated for a cautious, phased implementation strategy to ensure that traffic measures can be monitored and refined over time. There is strong support for using adaptable infrastructure to pilot specific measures and verify their effectiveness. Given the potential for significant impacts, participants recommended prioritizing key interventions first, allowing the City to evaluate their success and make necessary adjustments before proceeding further.

3.2. Traffic Condition and Location-Specific Feedback

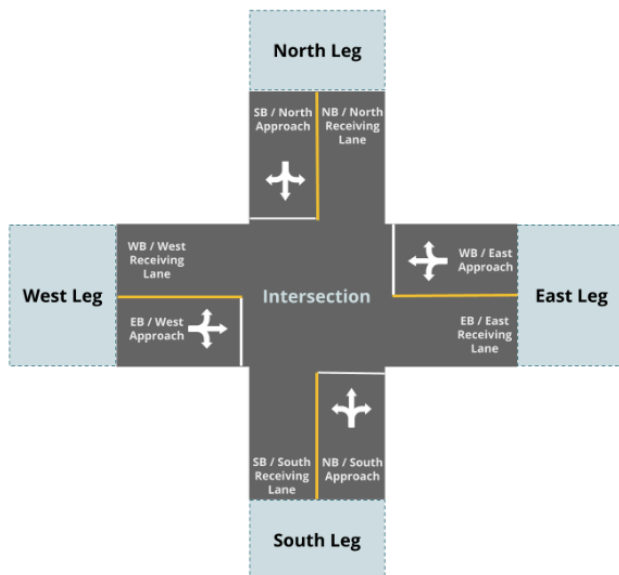
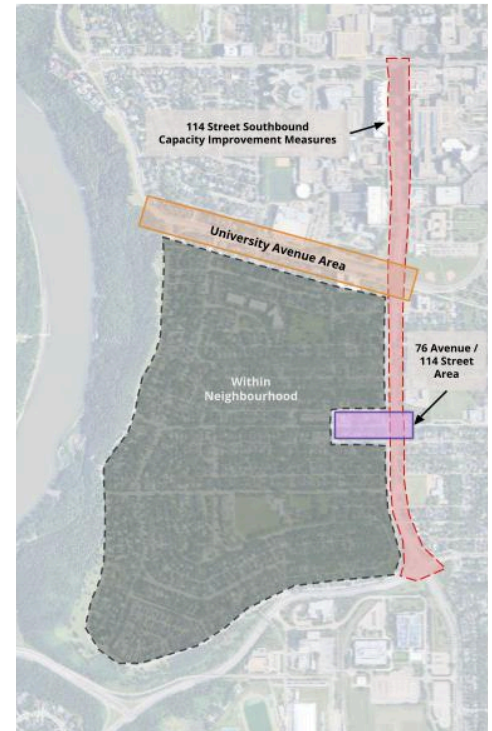
Engagement discussions centered around three locations. These locations are also illustrated below.

1. 76 Avenue / 114 Street intersection;
2. University Avenue corridor (west of 114 Street); and,
3. Inside the neighbourhood.

Capacity-boosting measures on 114 Street, spanning from 87 Avenue to 72 Avenue were also shared with the public. However, these were not a focus of this engagement's feedback gathering. This decision was based on a technical assessment that these specific measures do not include the trade-offs or negative impacts to resident access that come with the other focus areas.

The options shared and feedback received associated with the three focus areas is summarized in the following pages.

When describing traffic or street design, we often speak in terms of directions, lane configurations or by movement. Below is a guide of our notation. For example, if we are referring to the northbound left-turn movement, it is likely notated as NBL.



Travel Direction / Approach

- Northbound (NB)
- Southbound (SB)
- Eastbound (EB)
- Westbound (WB)

Travel / Turning Movement

- Left (L)
- Through (T)
- Right (R)



3.2.1. 76 Avenue / 114 Street

The following traffic calming and diversion measures options for 76 Avenue / 114 Street were shared during engagement activities.

76 Avenue / 114 Street Area - Option 1 Measures (Sequence 1)



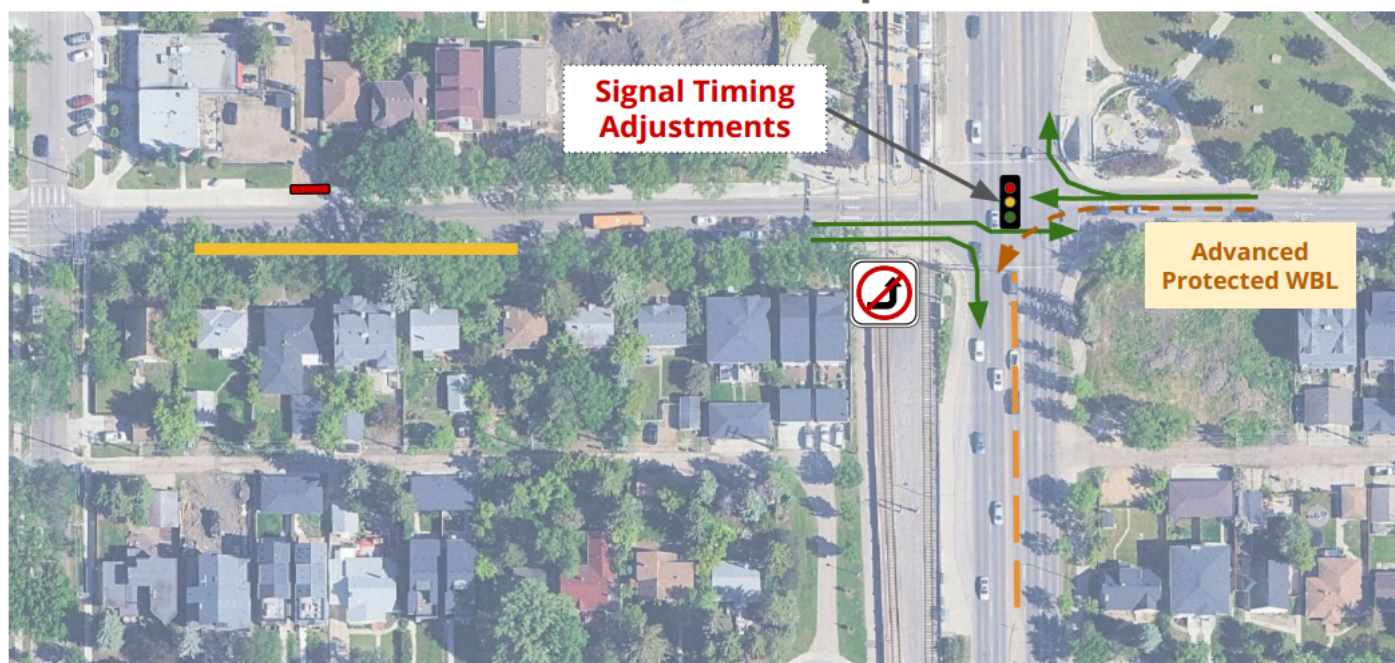
(For Each Sequence)

→ Movement allowed

- - - Extend NBL turn bay

— Remove curbside parking

76 Avenue / 114 Street Area - Option 2 Measures



— No alley access / egress

→ Movement allowed

- - - Extend NBL turn bay

— Remove curbside parking

Key Themes

Participants were invited to share what concerns and considerations they had about removing the eastbound left-turn on 76th Ave out of the neighbourhood. The following themes and suggestions emerged:

Prioritize Reducing Shortcutting: Participants generally opposed measures that increase the capacity for vehicles to exit the neighbourhood, such as dual eastbound right-turn lanes (Option 1), due to the concern shortcutting would be encouraged. Concerns were also raised regarding collision risk with through vehicles if dual eastbound right-turn lanes, which would include one shared through / right-turn lane, were implemented. A few participants suggested prohibiting the eastbound right-turn as an alternative to completely eliminate shortcutting.

Eastbound Left-Turn Removal: Most participants indicated that the eastbound left-turn is generally not well-used and could be removed provided that drivers could get onto University Ave without significant congestion. Participants who use the eastbound left-turn somewhat frequently said that they use it when going to McKernan Community League, the University, east on Whyte Avenue or the hospital, with some noting that those travelling to the hospital may be the most affected. While most participants were open to removing the turn, some shared concern that losing the eastbound left-turn may result in more traffic on 115 Street which could potentially impact the quality of the 115 Street bike route or result in illegal eastbound maneuvers. As an alternative, it was suggested that the turn could be prohibited only during the afternoon peak period.

Westbound Left-Turn Removal: Most participants emphasized that the westbound left-turn is valuable and difficult to eliminate, primarily because it serves McKernan School drop-off and pick-up operations. However, some participants saw value in removing it to reduce traffic diverting from 109 Street. A major concern raised by participants was the potential negative impact that removing or reconfiguring turns might have on access for Emergency Medical Services and Fire Rescue Services.

Other Feedback Themes

Although not within the scope of the above engagement question, the following feedback was emphasized by participants:

On-Street Parking Removal: Participants agreed with removing on-street parking on the south side of 76 Avenue between 114 Street and 115 Street. A few participants highlighted the need for laybys (often referred to as a turnout, pull-off, or parking bay; it's a designated area along the side of a road, separate from the traffic lanes, designed to allow vehicles to pull over to stop, park, or load and unload passengers or goods for delivery vehicles and ridehailing services). Additionally, some participants were concerned about the construction activity that is encroaching on the general traffic lanes and how safety protocols are being complied with and enforced.

Alley Operations: While most participants also agreed that closing the north-south alley east of Mood Cafe and Belgravia Hub would reduce shortcutting, others noted that it serves as a valuable way out of the neighbourhood for residents, particularly if they're going (eastbound) through the intersection.

Other Intersection Improvements: Some participants noted that the eastbound right-turn is physically constrained and described as "tight" due to street elements like the pedestrian guard rail in the southwest quadrant of the intersection. Participants also appreciated the potential capacity gain from overlapping the northbound left-turn and eastbound right-turn phases and suggested extending the northbound left-turn bay. Participants also asked whether consideration could be given to removing the southbound right-turn.

LRT Signal Optimization: Participants noted that traffic lights, specifically those facing west, are out of sync occasionally. Also, participants suggested that after LRT trains pass, the signals should resume the interrupted cycle rather than restarting from the beginning. Participants also asked if train arrivals could be better coordinated or if LRT priority could be downgraded to improve traffic flow. Additionally, participants asked if traffic lights could use real-time information to adjust timing to help increase capacity at key movements.

3.2.2. University Avenue

The following traffic calming and diversion measures options for university avenue were shared during engagement activities.

University Avenue Area - Option 1 Measures



- | | |
|----------------------------|--|
| — Lane closure | → New NBR egress / slip lane
(feeds into existing EBR-only lane) |
| → Traffic flow restriction | ■ No access / egress
at 119 Street |
| ✗ Movement disallowed | — Median |
| → Movement allowed | |

University Avenue Area - Option 2 Measures



- | | |
|----------------------------|---|
| → Traffic flow restriction | → New NBR egress / slip lane
(feeds into existing EBR-only bay) |
| ✗ Movement disallowed | — Median |
| → Movement allowed | |

Key Themes

Participants were invited to share what concerns and considerations they had about diverting commuter traffic from University Avenue towards 87 Avenue and 114 Street while maintaining neighbourhood safety and access. The following themes and suggestions emerged:

Traffic Diverting Tactics:

Encourage Traffic Diversion to 87th Avenue: Most participants appreciate the objective of relocating the University Avenue queue to west of Saskatchewan Drive to encourage traffic diversion to 87 Avenue. Some participants expressed that the 87 Avenue / Groat Road intersection is awkward and unsafe and noted that the intersection may need to be improved if some traffic diverts to 87 Avenue. Participants also emphasized that neither option prevents people from entering the neighbourhood on Saskatchewan Drive and expressed concerns about queues spilling back on Saskatchewan Drive.

Reduce To One Lane: Some participants said that reducing University Avenue to a single lane eastbound seems significant and expressed hesitation about the option. Other participants appreciated the benefits that could be realized with a lane reduction.

Traffic Signal: Participants indicated that a new traffic signal at the University Avenue / Saskatchewan Drive intersection (Option 2) would benefit people leaving the neighbourhood on Saskatchewan Drive by preventing drivers from having to cross traffic queues that block their view. They also asked if this new signal could operate only during the afternoon peak period. Some participants suggested prohibiting right-turns from University Avenue onto Saskatchewan Drive or making Saskatchewan Drive an 'exit-only' route for the neighbourhood. Other participants were interested in exploring other ways to restrict general vehicle access.

87 Avenue Diversion: Participants expressed significant concern about the ability of 87 Avenue to accommodate additional traffic if diverted and potential delays for Windsor Park residents moving around their neighbourhood. Concerns were also raised that if the diversion fails, more traffic could spill onto Saskatchewan drive.

115 Street Reconfiguration: Participants saw value in reconfiguring the University Avenue / 115 Street intersection to a single southbound left-turn, though they questioned the impact on University parkade traffic. While there was interest in the northbound-eastbound priority slip lane at 115 Street, participants were concerned it could lead to increased traffic on 115 Street. To address frequent blockages, participants suggested that increased enforcement could improve driver behaviour. Additionally, participants recommended clearer lane signage, specifically for the northbound right and southbound left-turn movements, to help resolve confusion and turning conflicts.

115 Street Crosswalk Removal: Participants had mixed reactions to removing the north-south crosswalk on the east side of the University Avenue / 115 Street intersection with some noting it would negatively impact the pedestrian experience. Participants suggested various enhancements, including pedestrian scrambles at both the University Avenue / 115 Street and University Avenue /

Saskatchewan Drive intersections, increasing crossing times, providing a northbound (vehicle and pedestrian) headstart, and considering a grade-separated crossing.

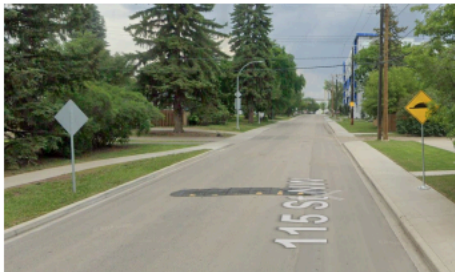
119 Street Closure: Most participants opposed closing the neighbourhood access at 119 Street. Participants saw 119 Street as a valuable access / egress point and shared that sight lines are generally good, even when there is congestion on University Avenue.

Travel Time Sign: Some participants highlighted the value of communicating travel time information to drivers. For example, a real-time travel time sign that highlighted how many minutes it would take to reach Belgravia Road using either 87 Avenue or University Avenue, could be mounted on Groat Road in advance of 87 Avenue.

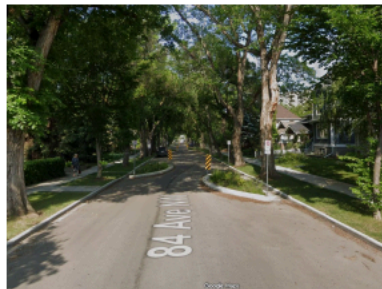
3.2.3. Internal to the Neighbourhood

The following traffic calming and diversion measures options for within the neighbourhood were shared during engagement activities. Note that the illustration shows a broad range of different measures. The intention is not to implement all of these measures as presented; rather, all of the options were presented on the same illustration to simply solicit feedback about individual measures.

Vertical Deflection



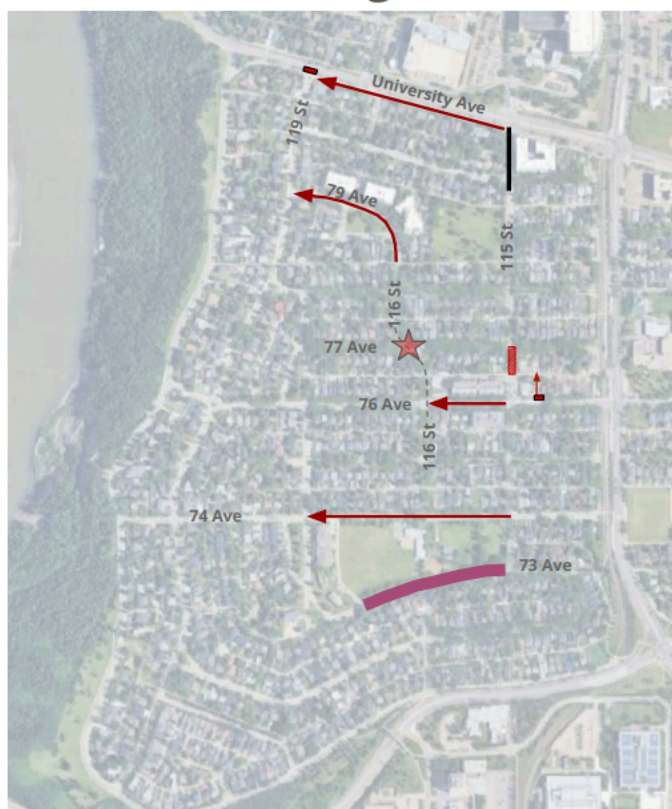
Horizontal Deflection



Traffic Diversion



Within Neighbourhood - ALL Measures Considered



- No access / egress
- Traffic flow restriction
- Median
- ★ Wide intersection (Measure TBD)
- | Road segment closed
- Vertical / horizontal deflection

Shortcutting Paths



Key Themes

Participants were invited to share which measures they have concerns about and why. Participants expressed a range of concerns regarding proposed traffic measures internal to the neighbourhood:

76 Avenue One-Way Conversion: While some participants acknowledged that this would likely reduce shortcutting, they believed that shortcutters would likely find another way and that the inconvenience to residents outweighed the potential benefits. One participant did suggest that 76 Avenue between Saskatchewan Drive and 119 Street should be converted to one-way westbound.

79 Avenue One-Way Conversion: Participants did not agree with converting 79 Avenue to a one-way northwestbound given that the multi-family building's parkades are accessed from 79 Avenue and the conversion may result in more vehicles unnecessarily diverting to other streets in the neighbourhood.

74 Avenue One-Way Conversion: Participants appreciated the rationale to convert 74 Avenue between 115 Street and 118 Street to a one-way westbound and the potential benefits that it could bring in terms of calming traffic at Belgravia School. Some participants also expressed that there may be a benefit to converting a block on 75 Avenue to one-way westbound as well.

119 Street Neighbourhood Access Closure: Participants did not agree with closing the 119 Street neighbourhood access / egress to University Avenue.

115 Street Median: Some participants opposed implementing a median between 80 Avenue and University Avenue, and those who supported it specified that a break must be included at the University Heights apartment parkade access.

115 Street Closure: The proposed closure or one-way northbound conversion of 115 Street between the east-west alley and 77 Avenue was a concern because it would impact access to the Grand Scala condominium parkade.

73 Avenue Calming: Some participants expressed appreciation for the traffic calming measures proposed on 73 Avenue, but wanted to confirm that on-street parking would not be impacted.

77 Avenue: Most participants highlighted that the 77 Avenue / 116 Street intersection is wide but works well, and does not need to be addressed.

Other Feedback Themes

Feedback about other streets not identified as part of the potential measures included:

Other Locations for Consideration: Participants also raised concerns about localized traffic issues throughout the neighbourhood. Feedback included challenges with heavy on-street parking on 78 Avenue, which obstructs driveway access, and speeding on 80 Avenue, with requests for traffic calming measures like speed humps. Additionally, participants suggested traffic calming on Saskatchewan Drive to address limited sightlines, and noted that the 76 Avenue and 119 Street roundabout is often misused and difficult for larger vehicles to navigate, leading to suggestions for all-way stop-controlled intersections instead.

General Comments and Concerns: Generally, among all measures, participants emphasized the need to maintain safety and neighbourhood features that serve the community well (e.g., existing on-street parking). Participants also suggested implementing speed bumps (in the alleys and on 80 Avenue), traffic calming measures (along Saskatchewan Drive and in the alleys). Several participants expressed concern that street / alley closures and diversions could impact Emergency Medical Services and Fire Rescue Services response times.

3.2.4. 114 Street

Capacity-boosting measures on 114 Street were also shared, but they were not a focus for engagement. However, participants did share some comments about the conditions on 114 Street including:

Pedestrian Scramble: Most participants agreed that the pedestrian scramble crossing at 87 Avenue / 114 Street intersection would make the intersection safer for people walking, although some raised concerns that this type of crossing could increase the risk of pedestrian-vehicle collisions. A pedestrian scramble intersection is an intersection control that temporarily stops all vehicle traffic from all directions to allow pedestrians to cross the intersection in any direction simultaneously, including diagonally, while vehicles wait. Participants also highlighted that the signalized intersection immediately west struggles with high pedestrian volumes and suggested it should also be considered for a pedestrian scramble crossing.

Maintain Crosswalks: Controlled pedestrian crosswalks at 78 Avenue and 74 Avenue are important to many families in the area, especially given the destinations (e.g., McKernan School and McKernan Community Hall) along the 114 Street corridor, and these crosswalks should not be removed.

3.2.5. Other Feedback

The following general feedback was collected during the engagement events:

- **Implementation and Staging:** Participants strongly supported a cautious, staged implementation approach, advocating for the use of adaptable infrastructure as a trial, prioritizing measures, and committing to implement, measure, and adjust as needed.
- **Traffic Displacement Concerns:** McKernan Community League and Windsor Park Community League voiced concerns that the proposed measures would shift shortcutting to their neighbourhoods, and requested a commitment to revisit their respective traffic management plans after the first stage of implementation.
- **Navigation Apps, Residential Parking Program, and Future Growth:** Participants also raised broader concerns regarding the role of navigation apps in encouraging shortcutting, the misuse of alleys, and frustrations with the current Residential Parking Program. Finally, participants expressed a desire for advanced traffic management solutions on 114 Street and sought assurance that proposed reconfigurations would adequately address future traffic growth from infill development and potential downstream bottlenecks.

4. Next Steps

The Project Team will use the feedback received to help develop a recommended implementation approach and further analyze it from a traffic accommodation perspective. In addition, a mid-term development scenario will be reviewed to test how the potential measures could support development growth in the area. 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).

Ultimately, potential improvement measure options will be brought to City Council's Urban Planning Committee for information in fall 2026. Further Committee direction and funding from City Council would be required to implement any future improvement measures.

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](#).