

What We Did Summary

PHASE 1 BELGRAVIA TRAFFIC ASSESSMENT: WHAT WE DID SUMMARY

Planning and Environment Services Branch - Urban Strategies Section, Urban Planning and Economy Department

INTRODUCTION

This What We Did Summary outlines how community feedback gathered during the project's [Phase 1 winter 2025 engagement](#) guided subsequent traffic analysis and helped inform the development of the potential improvement options being presented for review during the Phase 2 spring 2026 engagement.

This project was initiated as a result of a City Council motion made on April 8, 2025 ([see item 10.2](#)), which directed Administration to complete a traffic study of the Belgravia neighbourhood and identify potential short- and long-term interventions to optimize the road network and reduce shortcutting.

ENGAGEMENT OVERVIEW

The role of the public during the phase 1 winter 2025 engagement was at the [ADVISE level](#). 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.

The City collected feedback on the community's experience with neighbourhood traffic flow and congestion challenges. This feedback, combined with traffic data and traffic survey results, provided 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 helped to inform the City's traffic analysis, 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.

HOW WE USED YOUR FEEDBACK

Deeper Review of Operations at Key Entry / Exit Points

What We Heard

- University Avenue / 115 Street intersection is unsafe for people walking and biking across University Avenue due to vehicles blocking intersections and drivers not complying with road regulations.
- University Avenue / 115 Street is also challenging for drivers exiting the neighbourhood on 115 Street due to poorly defined right-of-ways, vehicles blocking the intersection, driver non-compliance and constrained space to accommodate the southbound dual left-turns.
- There are safety risks at the University Avenue / Saskatchewan Drive intersection for vehicles turning left from Saskatchewan Drive onto University Avenue due to sight lines being blocked by queued vehicles.
- The northbound left-turn on 114 Street at 76 Avenue experiences significant delays resulting in queuing that spills back to the northbound through lanes on 114 Street. Additionally, the northbound left-turn receiving lane (on 76 Avenue) can sometimes be blocked by construction vehicles or storage, resulting in standing vehicles on the LRT tracks.

What We Did

Engagement feedback highlighted safety and operational concerns at the University Avenue / 115 Street, University Avenue / Saskatchewan Drive and 76 Avenue / 114 Street intersections, which are key, albeit constrained, entry and exit points for the neighbourhood. As a response to this feedback, the project scope was broadened to ensure that the area roadway network was considered—beyond just addressing shortcutting on 76 Avenue.

By incorporating these considerations into the scope, the project aims to identify interventions that not only improve capacity but also enhance safety for all road users at every major access point. The options for review and engagement now include a suite of mitigation measures at the University Avenue intersections to better manage the queuing on University Avenue and create safer crossings for people walking, biking, rolling, and driving.

Queuing Conditions

What We Heard

- On a typical day, the 76 Avenue queue spills back to 118 Street.
- On “bad” days, the queue spills back to, and onto, Saskatchewan Drive and often spills over onto other side streets such as 74 Avenue, 75 Avenue, 77 Avenue and 115 Street.

What We Did

The feedback from residents about the significant queuing conditions and resulting delays served as a key assumption for the analysis. The project team used the extent of queues gathered through engagement to estimate the volume of shortcutting traffic by projecting how many vehicles would queue on neighbourhood streets during a “bad” day, based on a typical vehicle length. Quantifying the actual demand of eastbound and southbound vehicles at the 76 Avenue / 114 Street intersection allowed the project team to determine how much additional southbound green time is needed to move the actual demand during periods of significant congestion. This provides a data-driven estimate of the actual demand of eastbound and southbound vehicles at the 76 Avenue / 114 Street intersection during periods of significant congestion.

Additional Mitigation Measures for Consideration

What We Heard

- Consider closing 76 Avenue between 114 Street and 115 Street for a three-hour period during the weekdays.
- Consider reconfiguring the crosswalk and other elements at the University Avenue / 115 Street intersection.
- Consider adding a second eastbound right-turn on 76 Avenue at 114 Street (which would result in a dual lane eastbound right-turn) to increase egress capacity out of the neighbourhood.
- Drivers exhibit risky behaviors on 73 Avenue and 74 Avenue adjacent to Belgravia School which results in significant safety concerns.
- Consider reducing shortcutting traffic into the neighbourhood by using gates at the neighbourhood entrances.

What We Did

Feedback regarding potential measures led to either the reconsideration of previously dismissed mitigation measures or inclusion of measures that were not previously considered. For example, closing 76 Avenue west of 114 Street for three hours during each weekday was initially dismissed by the project team, but was further developed and advanced as a candidate mitigation measure given that several respondents in Phase 1 advocated for it.

The development of mitigation measures was further influenced by residents' feedback regarding traffic conditions during periods of significant roadway construction, such as neighborhood renewal, mainly along 76 Avenue, or EPCOR utility work on University Avenue. This feedback led the project team to use the reduced shortcutting during these projects as an indicator of how traffic congestion and queues along University Avenue can influence the extent of shortcutting on 76 Avenue. This resulted in closer examination of potential measures along University Avenue.

Assessment Criteria

What We Heard

- The impacts of the congestion go far beyond additional delay. There are inherent and immediate safety risks and a significant impact to quality of life for area residents.

What We Did

The engagement feedback emphasized and provided clarity about the significant extent to which shortcutting is impacting people's quality of life and people's priorities in terms of addressing the issue (e.g., reducing shortcutting versus increasing egress capacity).

The themes from the engagement feedback directly shaped the criteria used to assess the proposed mitigation measures and pushed the project team to explore comprehensive short-term plans and significant long-term mobility network changes beyond simple neighbourhood traffic diversion solutions.

NEXT STEPS

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

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).

Ultimately, the potential improvement options will be advanced to City Council. Further direction and funding from City Council would be required to implement any future improvement measures.