

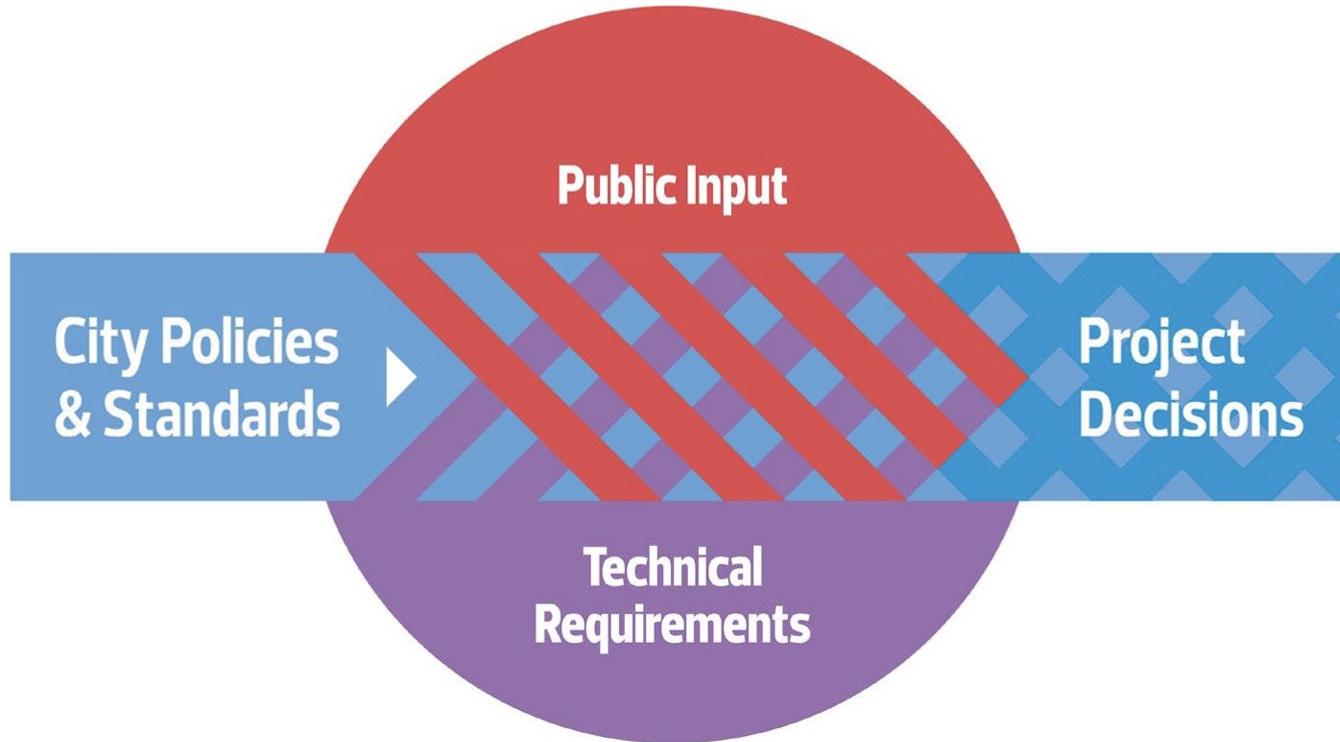


Tell Us What You Think

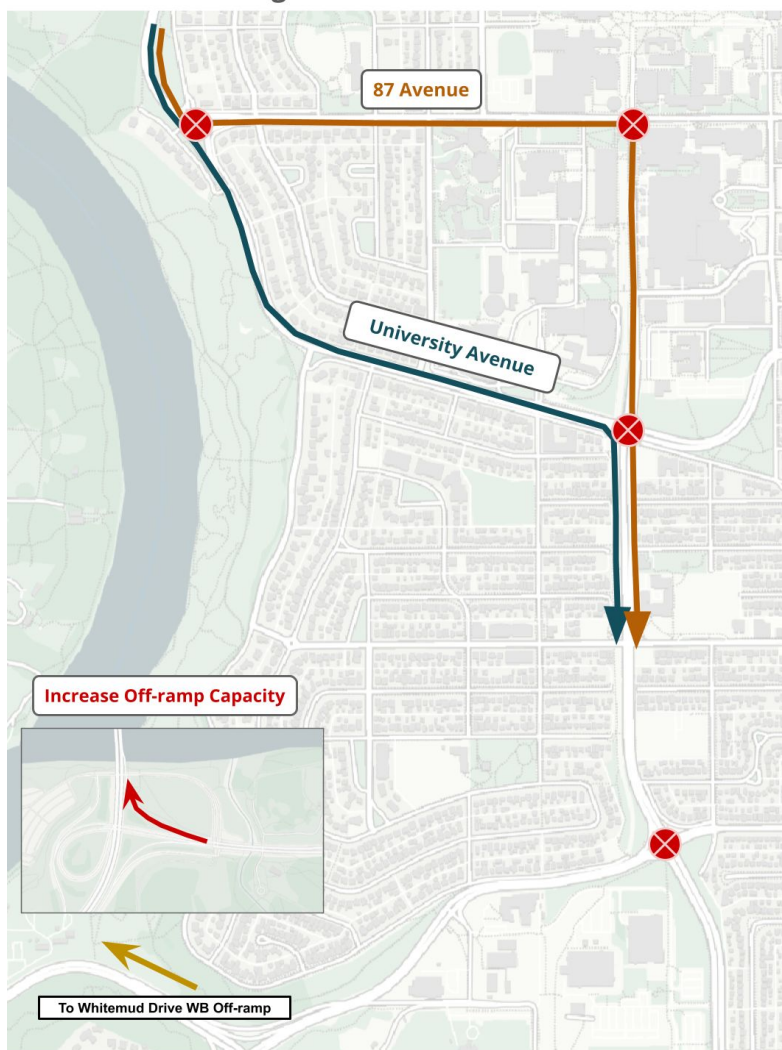
Options to Improve Belgravia–Area Traffic Conditions

ADVISE

How Your Input Feeds into Our Process



Long-term Considerations



Long-term Considerations:

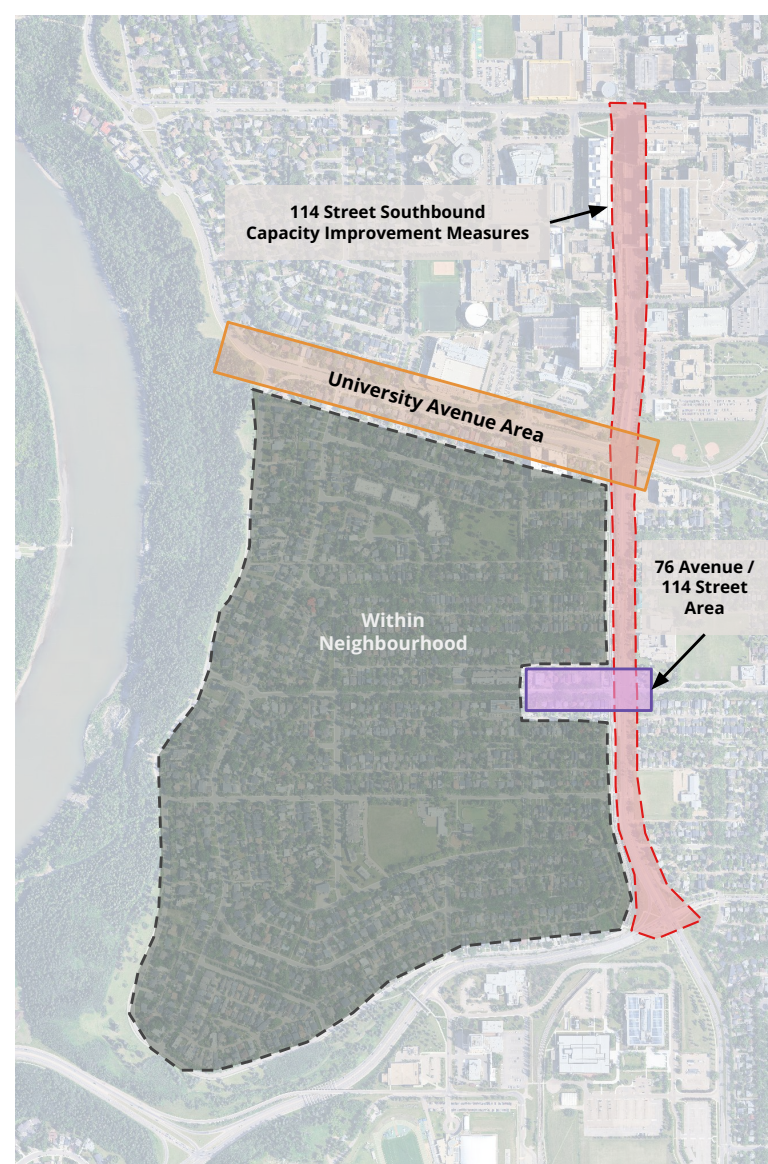
Optimize the future road network by **encouraging alternative travel routes** through the **redesign of existing intersections** connected to the larger road network

- Existing Travel Path
- Preferred Travel Path
- Redesigned Intersection

Mitigation measures
were sorted into
Two Options (combinations)

Short-term Mitigation Options: Four Focus Areas

- 76 Avenue / 114 Street Area
- University Avenue Area
- Within Neighbourhood
- 114 Street Southbound Capacity Improvement Measures



Engagement Questions

01

76 Avenue / 114 Street Area

What concerns/considerations do you have about removing the eastbound left-turn on 76 Ave out of the neighbourhood?

02

University Avenue Area

What are your concerns/considerations about diverting commuter traffic from University Ave towards 87 Avenue and 114 Street while maintaining neighborhood safety and access?

03

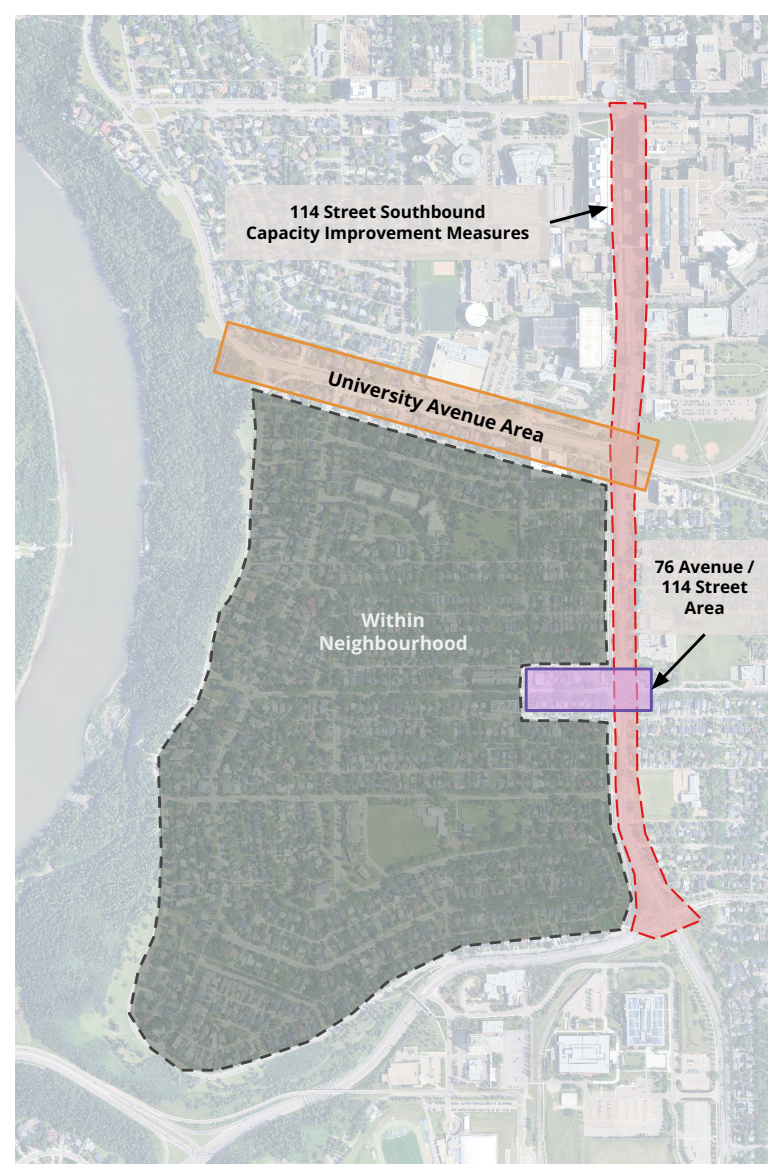
Within Neighbourhood

Which measures do you have concerns about? And why?

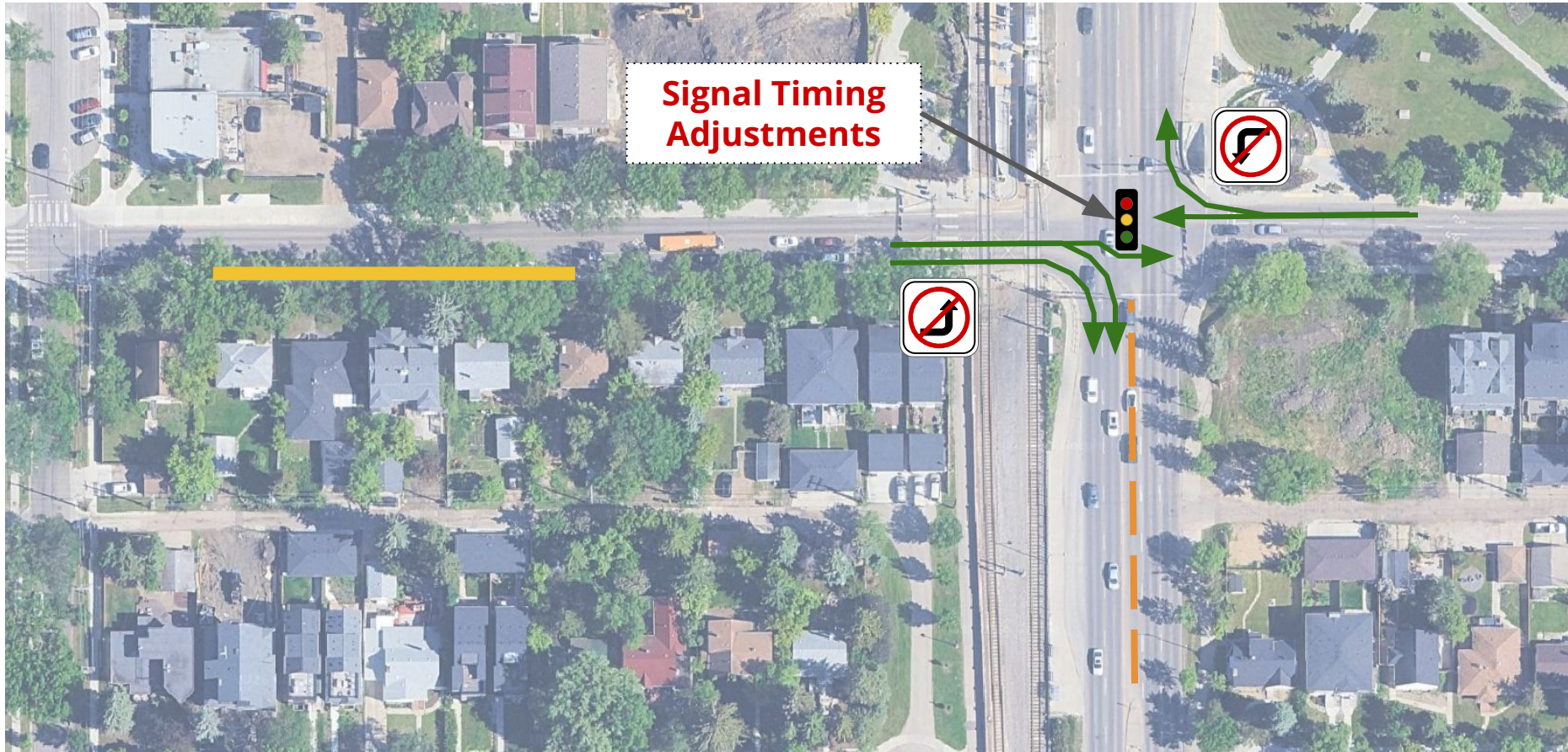
Mitigation measures were sorted into **Two Options** (combinations)

● **76 Avenue / 114 Street Area**

- University Avenue Area
- Within Neighbourhood
- 114 Street Southbound Capacity Improvement Measures



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



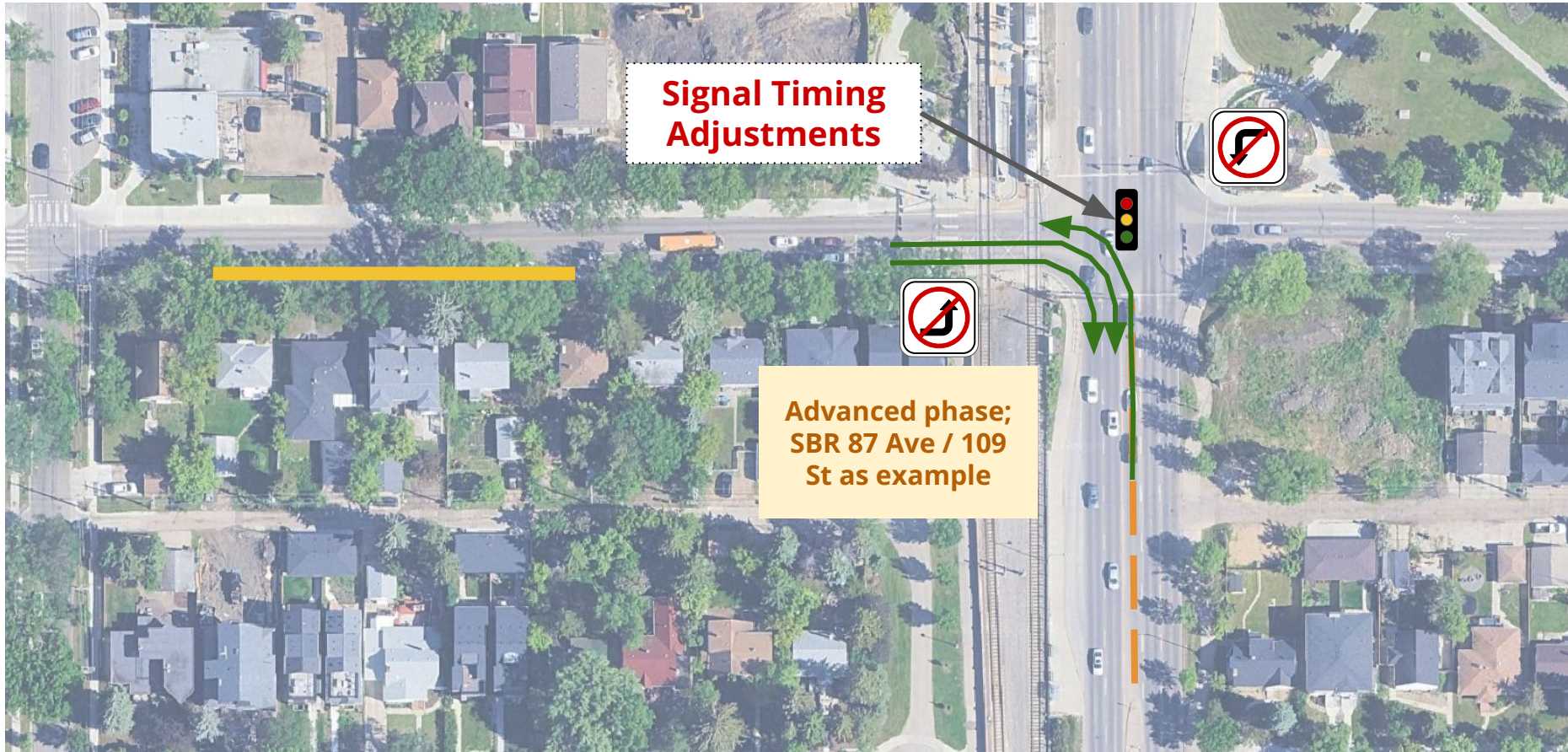
(For Each Sequence)

➔ Movement allowed

- - - Extend NBL turn bay

▬ Remove curbside parking

76 Avenue / 114 Street Area - Option 1 Measures (Sequence 2)



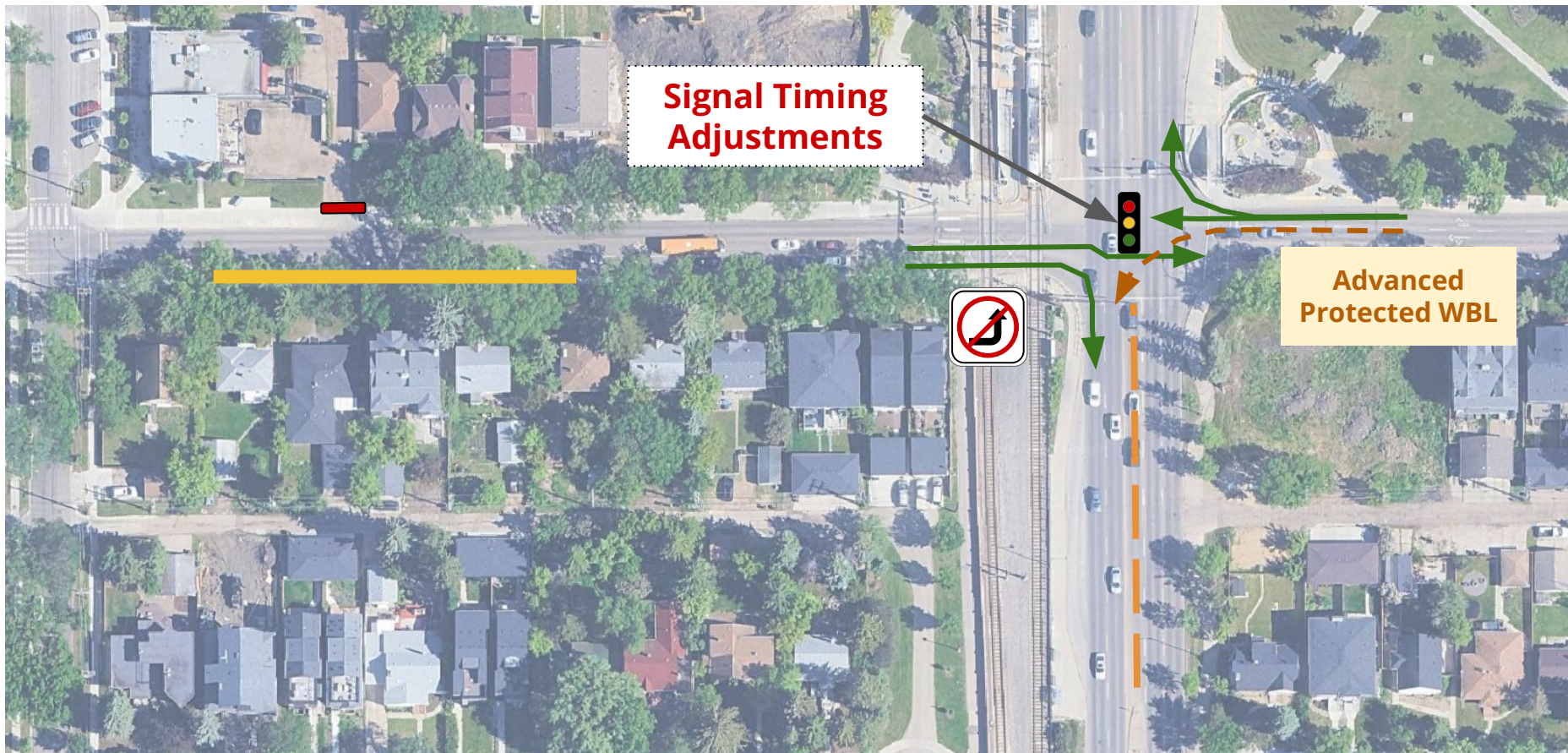
(For Each Sequence)

→ Movement allowed

- - - Extend NBL turn bay

— — — Remove curbside parking

76 Avenue / 114 Street Area - Option 2 Measures



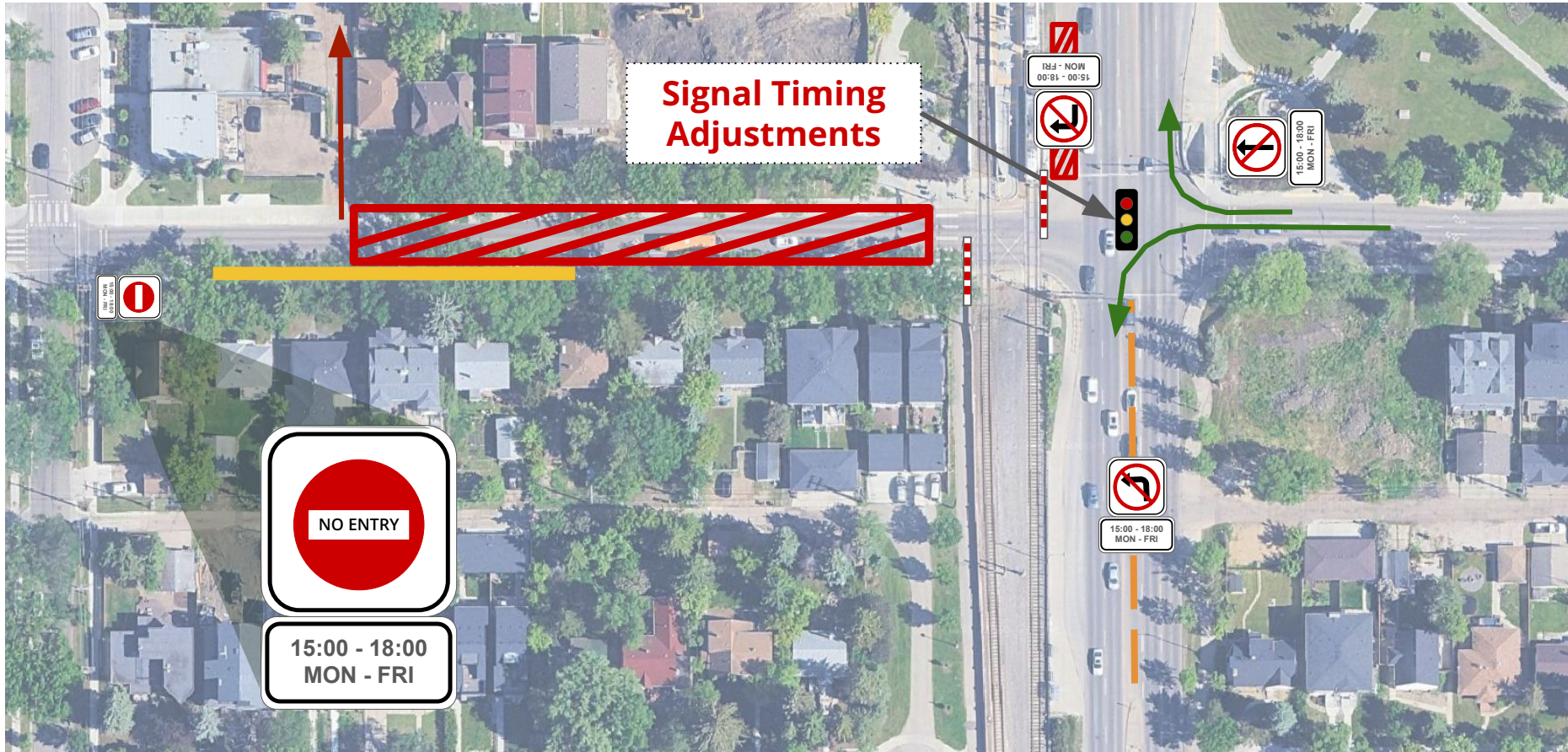
 No alley access / egress

 Movement allowed

 Extend NBL turn bay

 Remove curbside parking

76 Avenue / 114 Street Area - **Eliminated** PM Peak Full Closure



➔ Traffic flow restriction

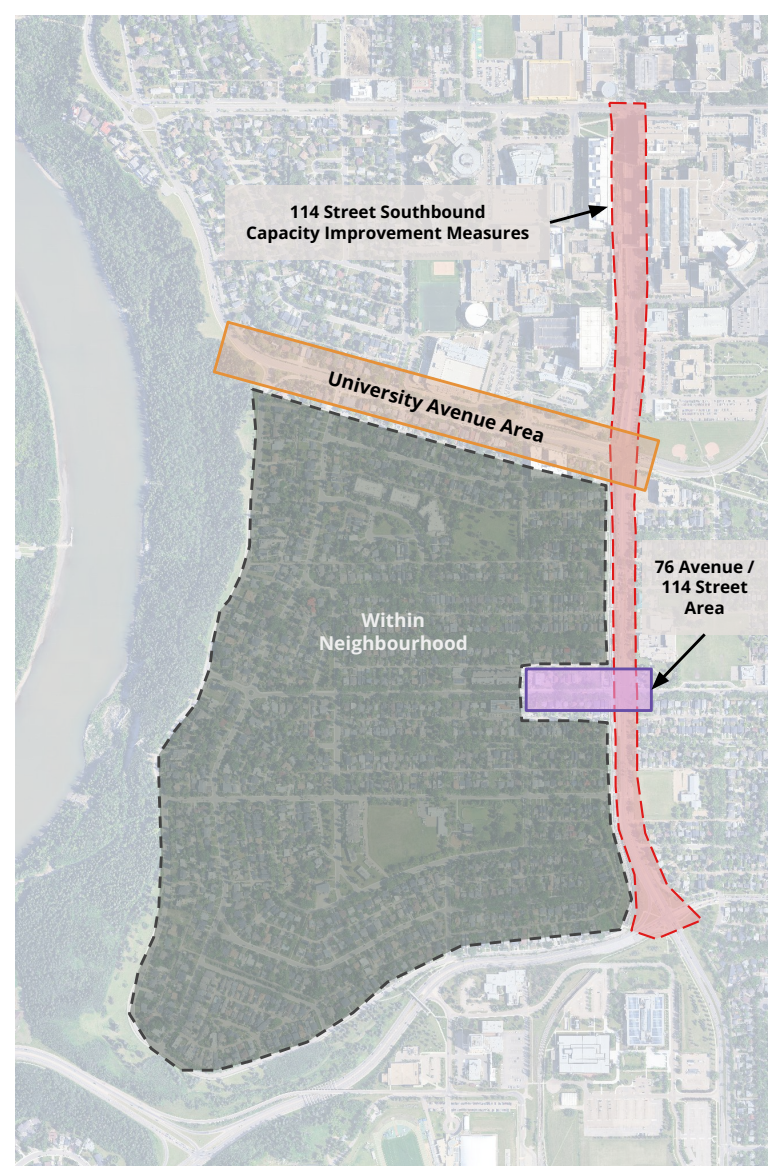
➔ Movement allowed

- - - Extend NBL turn bay

— Remove curbside parking

Mitigation measures were sorted into **Two Options** (combinations)

- 76 Avenue / 114 Street Area
- **University Avenue Area**
- Within Neighbourhood
- 114 Street Southbound Capacity Improvement Measures



University Avenue Area - Option 1 Measures



— Lane closure

➔ Traffic flow restriction

➔* Movement disallowed

➔ Movement allowed

➔ New NBR egress / slip lane
(feeds into existing **EBR-only** lane)

■ No access / egress
at 119 Street

— Median

University Avenue Area - Option 1: 115 Street to 114 Street

Current

Option 1

University Avenue Area - Option 2 Measures

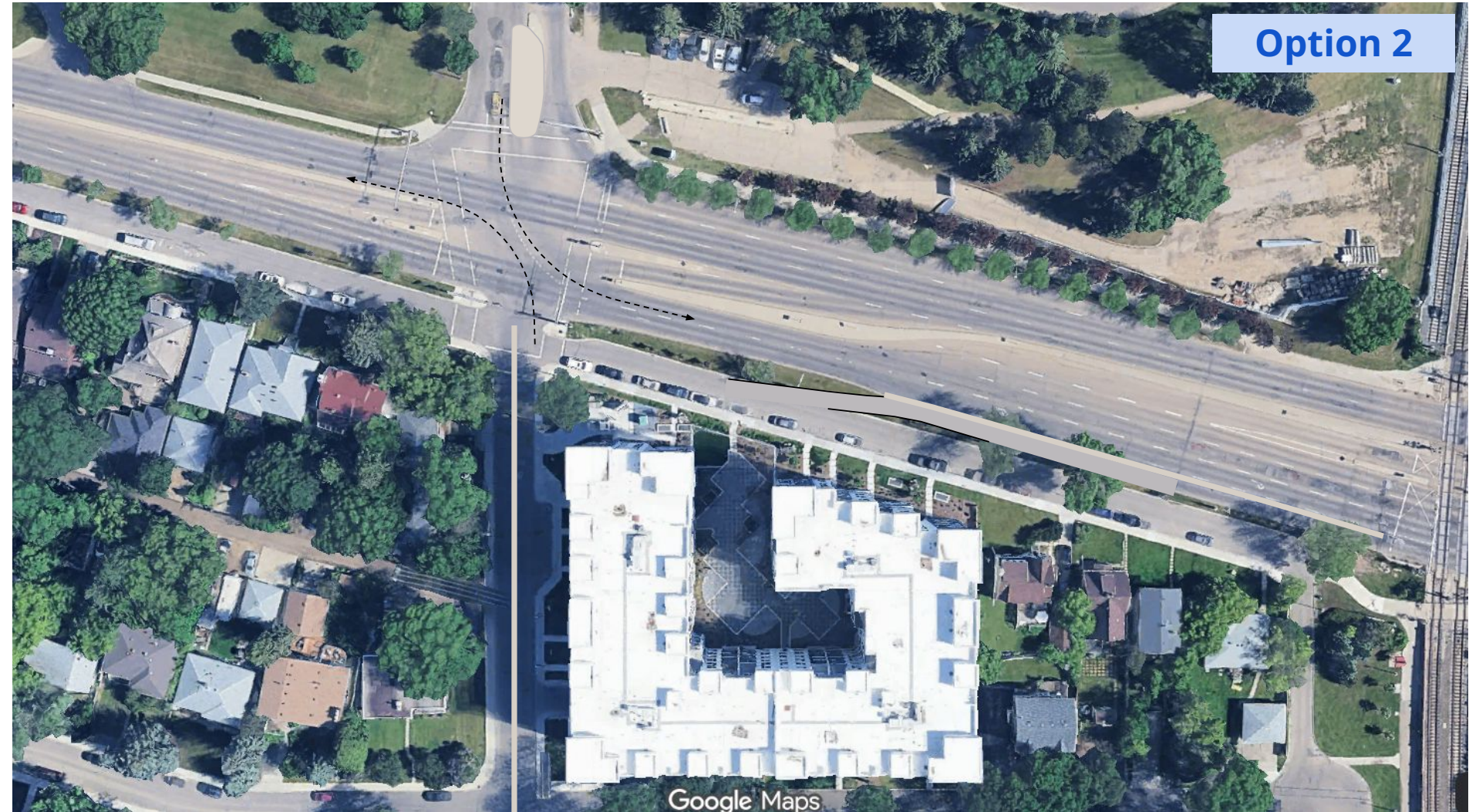


- Traffic flow restriction
- * → Movement disallowed
- Movement allowed

- New NBR egress / slip lane (feeds into existing **EBR-only bay**)
- Median

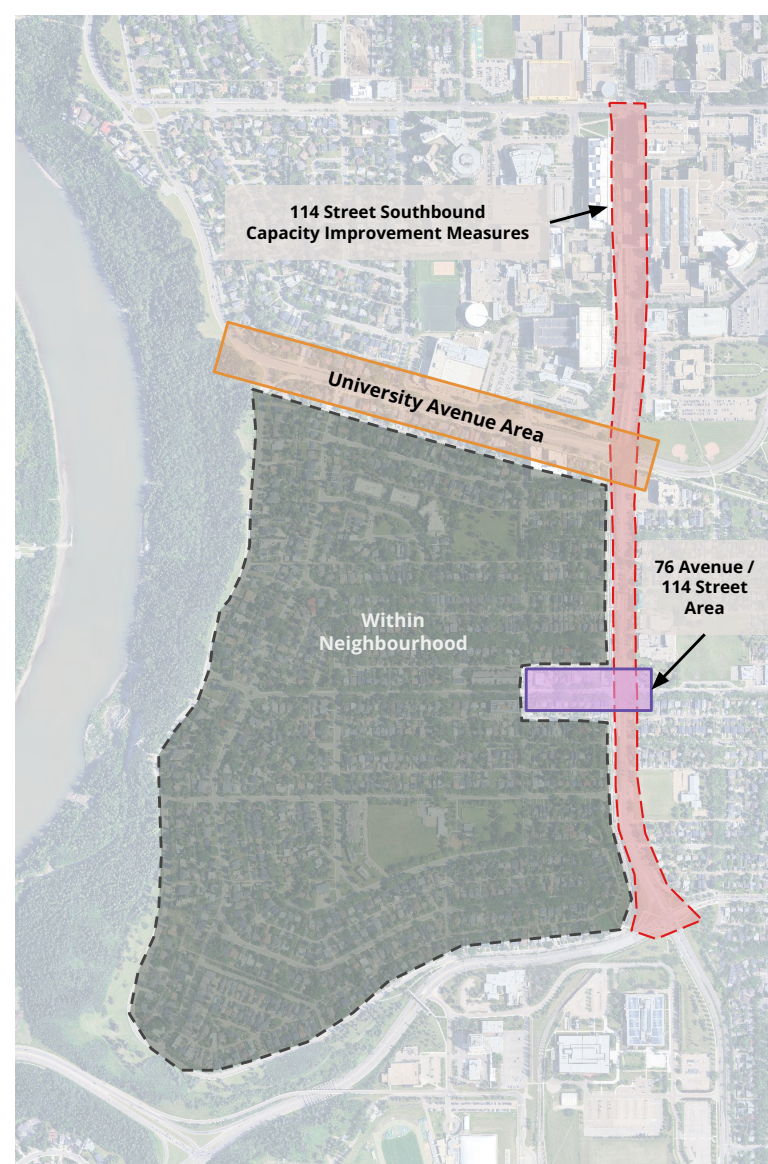
University Avenue Area - Option 2: 115 Street to 114 Street

Option 2









Mitigation measures were sorted into **Two Options** (combinations)

- 76 Avenue / 114 Street Area
- University Avenue Area
- **Within Neighbourhood**
- 114 Street Southbound Capacity Improvement Measures

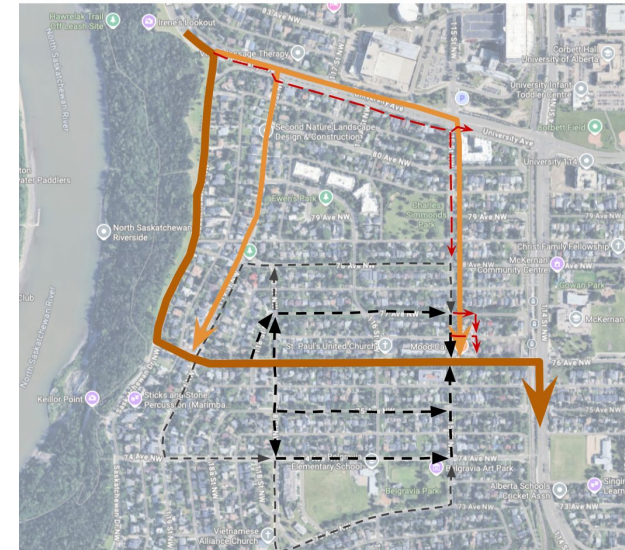


Within Neighbourhood - ALL Measures Considered



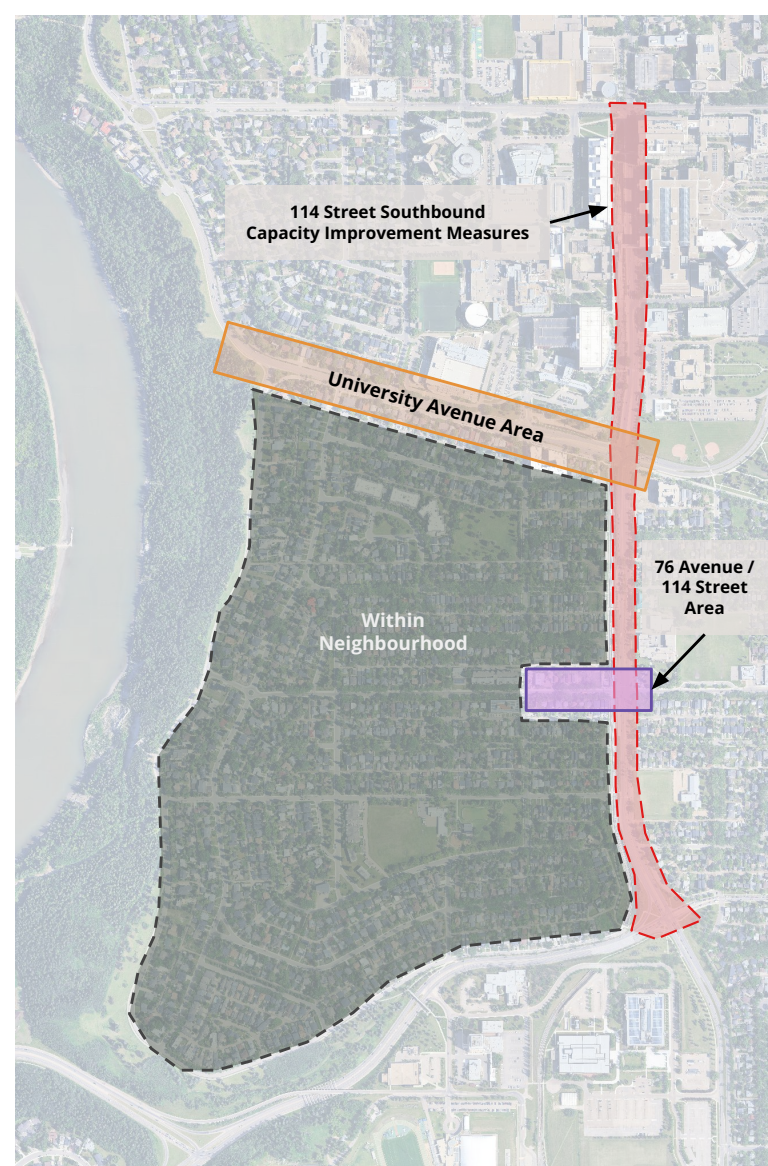
-  No access / egress
-  Traffic flow restriction
-  Median
-  Wide intersection (Measure TBD)
-  Road segment closed
-  Vertical / horizontal deflection

Shortcutting Paths

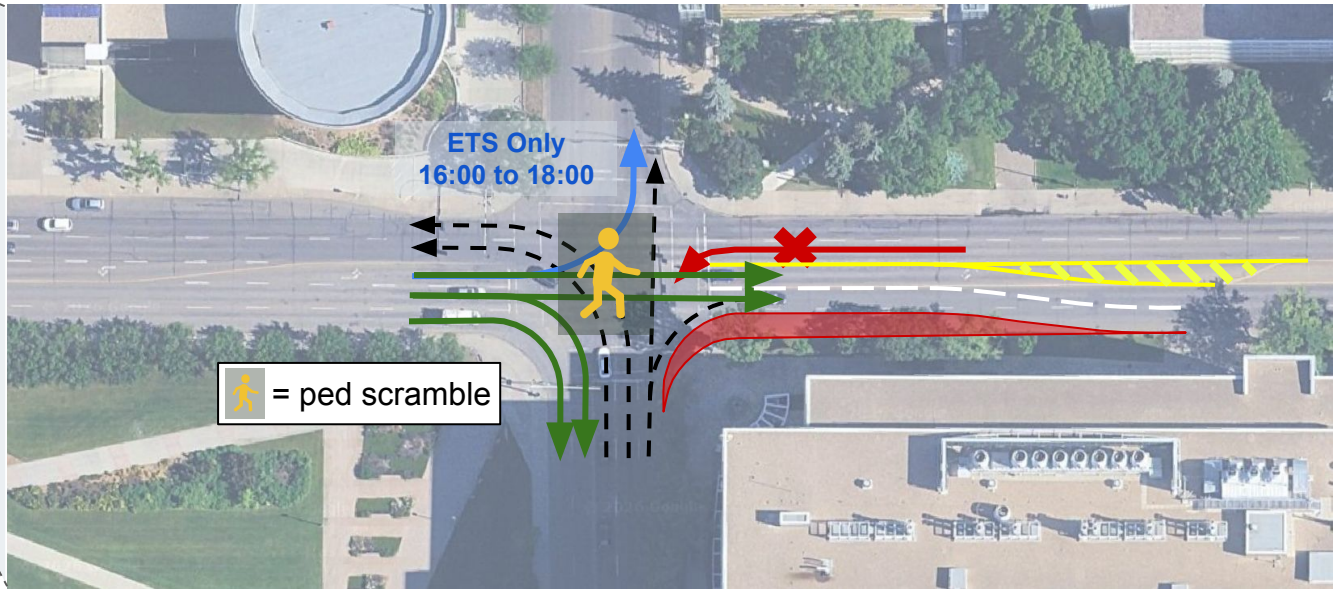


Mitigation measures were sorted into **Two Options** (combinations)

- 76 Avenue / 114 Street Area
- University Avenue Area
- Within Neighbourhood
- **114 Street Southbound Capacity Improvement Measures**



114 Street SB Capacity Improvements: 87 Avenue



- **WBL banned** at intersection
- **Pedestrian Scramble Crossing ONLY**
 - Improvements for pedestrians
 - Protect and increase capacity for EBR turns

114 Street SB Capacity Improvements: 78 Avenue and 74 Avenue Pedestrian Crossings

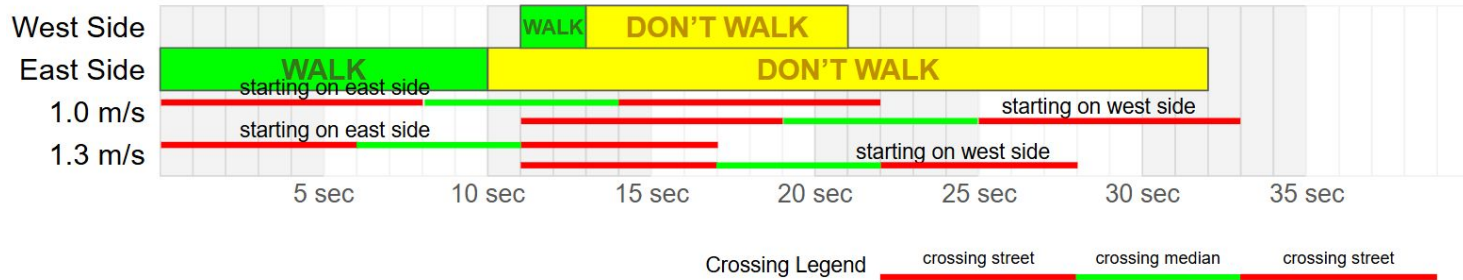


- **Variation 1:** Reduce overall crossing time
- **Variation 2:** Split (refuge island) crossing
- **Variation 3:** Grade-separated crossing
(significant cost and implications)

114 Street SB Capacity Improvements: 78 Avenue and 74 Avenue Pedestrian Crossings



● Variation 2: Split (refuge island) crossing



114 Street SB Capacity Improvements: 72 Avenue



Could either:

1. Remain as **bus layby**; OR
2. Extend curb to become **in-lane bus stop**

Developing a Recommended Option

- Recommended option will be a **mix and match** of measures from presented options
- Plan for **Staged Implementation** of measures:
 - Start with *76 Avenue / 114 Street* and *114 Street Corridor*
 - **If necessary**, *University Avenue*
 - **If necessary**, *Within Neighbourhood*
- Share with Council (likely Fall 2026)

