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About the Project

What is the purpose of the Belgravia Traffic Review Project?

This project was initiated as a result of a City Council motion made on April 8, 2025 ([see item 10.2](#)), which directed City 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.

What technical considerations and data are being used to inform the traffic review?

In September 2025, the City undertook a comprehensive traffic survey program that included hundreds of hours of video to provide insights on traffic volumes, queuing characteristics, shortcutting and intersection operations in the Belgravia area.

The analysis of this traffic data, along with technical requirements common to all infrastructure projects such as alignment to City policies, cost, constructability and value assessments, will provide the technical foundation for developing potential short-term traffic mitigation measures and long-term considerations. In addition, feedback from Belgravia community groups,

businesses and residents as well as the broader public will be considered in developing the measures and advancing a recommendation.

It is important to note that the purpose of this project is to identify a potential approach to mitigate or eliminate traffic congestion and shortcutting through the neighbourhood. Advancing any measures into design and, ultimately, implementation, will be dependent on further direction and funding from City Council. Residents can share their feedback on the 2027-2030 City budget at engaged.edmonton.ca/budget.

Why wasn't a traffic review of the Belgravia area conducted sooner?

The City recognizes there are traffic and congestion concerns in various parts of the area that have been studied through the lens of specific projects over the years. The area is quite complex in terms of mobility challenges given the sheer volume of vehicles that use the University Avenue and 114 Street corridors, particularly during the morning and afternoon / evening peak periods, and the LRT operations. Direction from City Council or Committee was needed to be able to study the area more holistically, which is what has been provided through the motion passed on April 8, 2025 ([see item 10.2](#)).

What's the City's typical process for evaluating and addressing traffic congestion issues in existing neighbourhoods?

Mobility investments that may be needed to address congestion are assessed and prioritized through the [City's budgeting process](#). The City uses direction in [The City Plan](#) and the [Mobility Network Assessment](#) to help inform recommendations to City Council on how best to manage limited resources effectively to address the most critical city-wide mobility needs. A Mobility Network Assessment update went to City Council's Urban Planning Committee on March 23, 2026 (see [item 7.3](#)) and is being further discussed at the April 15, 2026 City Council meeting.

Some of the interventions that may be considered to address known congestion issues include signal retimings, intersection modifications or road widenings to address congestion with the latter two subject to available funding as determined by City Council through the budget cycle process. While the City recognizes that Edmonton is growing and traffic congestion in certain areas can be challenging during peak periods, strategically managing and prioritizing mobility investments may mean operations at some locations may not always meet public expectations during peak traffic conditions in the immediate term.

What types of traffic mitigation measures are being considered?

The motion calls for identifying short-term mitigation options and long-term considerations. Short-term mitigation measures are generally smaller scale improvements and may include:

- operational changes such as revising signal timings, altering traffic control at key intersections and repurposing on-street parking;
- information sharing through dynamic road signs and other mediums; and
- minor infrastructure changes like reconfiguring / repurposing traffic lanes and constructing new accesses and/or egresses.

Longer-term considerations, on the other hand, may include more significant infrastructure investments such as reconstructing key intersections to increase network vehicle capacity and/or influence traffic patterns.

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What is the City doing to ensure potential mitigation measures won't simply create other negative downstream impacts if implemented?

The project includes a comprehensive review of the arterial road network in the general vicinity of Belgravia and McKernan and is not limited to just 76 Avenue. The extent of this network stretches from 87 Avenue to the north, down to 72 Avenue to the south, and also considers the westbound Fox Drive to Whitemud Drive interchange ramp. Therefore, insights on potential broader network impacts will be provided as part of this analysis.

Will the City consider reconstructing the LRT underground in the vicinity of Belgravia/McKernan?

Putting the LRT underground through the McKernan/Belgravia area is not being considered as part of the current Belgravia Traffic Review project. This project is specifically focused on identifying potential short- and long-term interventions to optimize the existing road network and reduce shortcutting within the neighbourhood. Major infrastructure investments of that

nature would need to be considered through separate, large-scale transportation planning and funding processes.

How will the results of the traffic review be presented?

The results of the traffic review, including the feedback received through public engagement, are expected to be summarized and presented to Council later in 2026. Advancing any traffic mitigation measures into design and, ultimately, implementation, will be dependent on further direction and funding from City Council. Residents can share their feedback on the 2027-2030 City budget at engaged.edmonton.ca/budget.

What's the next step? When can residents expect to see traffic mitigation measures implemented?

Advancing potential traffic mitigation measures into design and, ultimately, implementation, will be dependent on further direction and funding from City Council. Residents can share their feedback on the 2027-2030 City budget at engaged.edmonton.ca/budget

Belgravia Traffic Data Collection

What factors were considered when selecting the dates for the traffic data collection?

Traffic conditions were captured by videoing key intersections and roadways over a two-day period – Tuesday, September 23, 2025 and Wednesday, September 24, 2025 – using 16 video cameras. These dates were selected for a few reasons:

1. September is a busy traffic month in Edmonton as many people start new routines coming out of summer;
2. To coordinate with other scheduled construction projects in the area;
3. To schedule around weeks with statutory holidays that may have influenced travel patterns and volumes in the area.

The traffic surveys were then completed by the City by reviewing the video off-site and compiling the measurements of interest.

How did the City account for the impacts construction and other road work in the area may have had on the traffic data collection?

It is acknowledged that traffic congestion on 76 Avenue during the selected count dates may have been considerably less than what has been generally observed by residents, particularly during the Tuesday counts. A temporary closure of 76 Avenue for crane dismantling occurred during the weekend just prior to the traffic count dates which may have influenced navigation apps routing during the days of the traffic count and, thereby, traffic volumes, particularly on 76 Avenue.

Despite this, the traffic counts collected have been deemed sufficient for two primary reasons. First, the data provided an essential baseline for building a robust traffic analysis that accurately represented the queuing conditions and neighborhood shortcutting shared by residents. Second, the key intersections in the area already operate at or exceed capacity (when queues build), which means that even with more vehicles trying to get through, the hourly intersection turning movement volumes will only nominally differ during the peak period. Completing more counts would most likely yield very similar data provided that queues continue to build and intersections are operating at or exceed capacity.

It is also worth noting that traffic counts are always a point in time snapshot that may be influenced by a number of factors including weather, short-term changes in traffic patterns and navigation apps. This is why the City is taking a comprehensive approach to analysing existing conditions, where the quantitative baseline data from the survey is being used in conjunction with the subjective insights and observations of those who live and travel within the neighbourhood. This integration will help ensure our traffic models are as robust and realistic as possible for developing effective short- and long-term interventions.

How is the traffic data collected being used?

The traffic data collected served to establish a quantitative baseline for a robust traffic analysis. This data was critical for accurately representing existing queuing conditions and neighbourhood shortcutting. Furthermore, the analysis of the data showed the capacity limits of key intersections in the area, such as the 76 Avenue / 114 Street intersection, which were found to operate at or exceed its capacity. Ultimately, this allowed the City to quantify the actual demand in terms of vehicles trying to pass through the area, thus confirming that demand significantly exceeds existing capacity.

Traffic Flow & Congestion Conditions

What were the initial findings from the traffic data collection?

The traffic data collected found that traffic demand significantly exceeds the capacity of the 76 Avenue / 114 Street intersection, with an estimated 1,750 southbound vehicles trying to pass through the intersection during peak conditions compared to a capacity of around 1,400. This congestion is exacerbated by 114 Street spillback, which was deemed "poor" for a large portion of the peak hour and severely limits the arterial road's capacity. Shortcutting through the neighbourhood is substantial, estimated to be between 70-80 percent of the traffic exiting onto 76 Avenue on the most congested days.

An operational flaw also exists on southbound 114 Street due to lane volume imbalance, as drivers prematurely move to the outside lane for the turn at 72 Avenue, leading to unused capacity at key intersections like University Avenue and 76 Avenue. Furthermore, navigation apps like Google Maps are anticipated to somewhat influence driver behaviour; however, it is confirmed that navigation apps tend to underestimate travel time along 76 Avenue during periods of congestion.

Where is the City seeing shortcutting happening in Belgravia?

The City's preliminary traffic review data shows shortcutting vehicles tend to enter the neighbourhood along University Avenue - either at Saskatchewan Drive, 119 Street or 115 Street. It appears these drivers may be trying to avoid congestion along University Avenue by shortcutting through the Belgravia / McKernan neighbourhood using 76 Avenue, by way of Saskatchewan Drive or 115 Street, before completing the right turn onto 114 Street.

Which roadways is the City seeing the most congestion on in the Belgravia area?

The City's preliminary traffic review data and previous neighbourhood feedback indicates that the queue on 76 Avenue can spillback from 114 Street all the way to Saskatchewan Drive. On particularly congested days, queues can extend along Saskatchewan Drive, while also spilling back on 115 Street north and south of 76 Avenue, and then over to other neighbourhood streets including 74 Avenue, 75 Avenue and 77 Avenue.

Are there certain times of the day where the City has identified congestion in the Belgravia area is worse?

The City's preliminary traffic review data and previous neighbourhood feedback shows the queues and congestion, particularly along 76 Avenue, typically start building during the afternoon and evening peak periods between 3 and 6 p.m.

Will the City's review look at parking congestion in addition to traffic congestion?

The scope of this review does not specifically consider parking congestion. However, the review may consider recommendations around repurposing street space, which could include removing on-street parking, to improve safety or increase vehicle capacity on the neighbourhood road network.

Will the City's review include looking at emergency vehicle access and response times?

Yes, the City's review includes gaining a better understanding of emergency vehicle operations and ensuring that the development of mitigation measure options aligns with emergency response protocols.

What can be done in the interim to address traffic congestion and safety concerns while the City undertakes the review?

This is a planning project that will look at short-term measures and long-term considerations to mitigate shortcutting through the Belgravia / McKernan neighbourhood but will not include the implementation of any interim measures while the project is in progress. If there is an immediate safety concern (e.g., signing, poor lighting, restricted sight lines due to parked vehicles, etc), please report it through 311 and have it routed to the appropriate City department for evaluation.

Public Engagement

Why is engagement for the Belgravia Traffic Review Project set at the Advise-level?

Feedback at the [Advise-level](#) allows the City to collect feedback from neighbourhood residents to help inform potential mitigation measures, while also acknowledging constraints (e.g., cost,

funding considerations, constructability, complexity, neighbourhood and city-wide impacts, etc.) that are common in infrastructure projects.

Who are you engaging to help inform the potential traffic mitigation measures? Is it limited to residents of McKernan/Belgravia only or can people outside the area provide feedback?

Feedback from local community groups, institutions and business, neighbourhood residents and visitors more broadly will be used to help the City better understand people's traffic flow and congestion experiences, priorities and preferences. While feedback is actively being sought from neighbourhood residents and visitors, other Edmontonians that may benefit from or be impacted by potential mitigation measures, including commuters, are welcome to share their feedback.

How will feedback be used?

Feedback will be used to provide additional insights into the traffic data collected and to learn more about the mobility network in and around the neighbourhood. Input received, along with technical, policy and budget considerations, will assist in developing potential short-term mitigation options and long-term considerations to improve neighbourhood traffic flow and reduce shortcutting.

Where can I find a summary of the engagement feedback?

A [What We Heard document](#) summarizing the feedback received during the phase 1 Winter 2025 engagement is available at engaged.edmonton.ca/BelgraviaTrafficReview. A What We Heard report summarizing the feedback from the phase 2 spring 2026 public engagement will be shared after project completion.

Will residents have an opportunity to provide feedback on the potential mitigation measures?

Engagement will occur throughout key stages of the project and include the opportunity to provide input on the potential options to improve traffic flow. Community feedback collected through engagement, along with the traffic study and existing city policies, will be used to further narrow down potential long- and short-term traffic congestion and shortcutting mitigation recommendations that can be considered for implementation.

Any option(s) that move forward for implementation will be dependent on further direction from City Council and capital funding during 2027-2030 budget deliberations. Residents can share

their feedback on the 2027-2030 City budget at engaged.edmonton.ca/budget. If capital funding is approved, additional engagement opportunities may occur as part of the implementation of the recommended mitigation measures.

Residential Infill & Traffic

What is the City doing about the impact infill is having on traffic and parking congestion in the area?

Streets in residential neighbourhoods are shared public spaces, which have always been available to everyone. On-street parking pressure is not new, and the City works with neighbourhoods to apply on-street parking management tools, such as time-restricted parking and no parking/no stopping zones, when needed.

If residents have parking concerns stemming from infill construction, such as loss of parking due to machinery or construction materials obstructing the roadways, we're encouraging them to reach out to the developer to discuss them. Contact information is made available on the development permit sign at the construction site.

When an issue can not be resolved with the builder, we encourage residents to use the [311 app](#) on a mobile device, submit a ticket at edmonton.ca/311, or call 311. You can learn more about reporting construction concerns at edmonton.ca/Infill.

Will the findings of the Belgravia Traffic Review be used to develop a formal rationale to support or not support future residential infill development and rezoning applications?

The Belgravia Traffic Review will provide some high-level commentary on potential changes to access/egress capacity in the context of an assumed 10 to 15 year development pattern. This commentary will be tied to the specific short-term traffic mitigation measures that may ultimately be advanced. The findings of the project could offer some context to inform the review of future residential infill development applications, in combination with all other technical, policy, and public feedback considerations. Future rezoning applications would still be reviewed on a case-by-case basis.

Why does the City continue to approve infill development given the area's traffic congestion?

When considering rezoning for infill development, a variety of land use factors are considered, such as impact on neighbouring parcels, appropriateness of the size, scale and nature of the

proposal, its alignment with city building objectives as directed by policy found in statutory plans, and other technical considerations such as transportation and servicing requirements. While traffic congestion and challenges are a valid consideration, traffic concerns alone are often not the decisive factor.

There are many locations citywide where there are opportunities for investment, including road widening, in order to improve Edmonton's mobility system. Strategically managing and prioritizing investments in the mobility network in alignment with directions from [The City Plan](#) (2020), and given limited resources, may mean that operations at some locations do not always meet public expectations during peak traffic conditions in the immediate term.