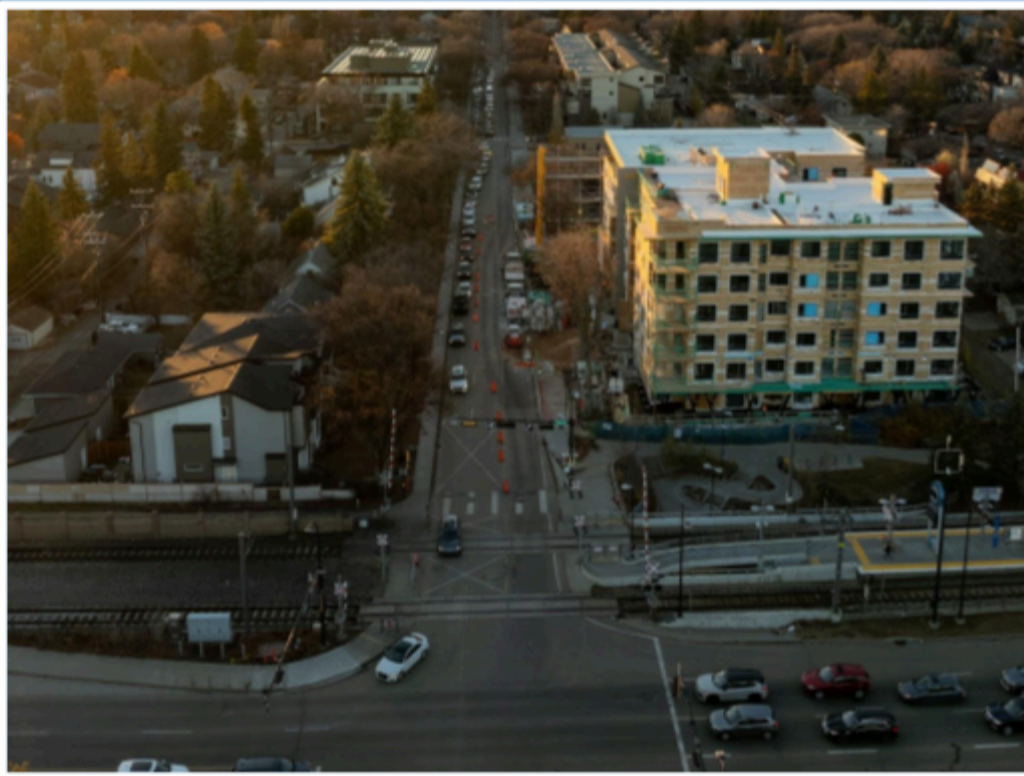


Phase 2 What We Did Report

Belgravia Traffic Assessment



City of Edmonton
Urban Planning & Economy
Planning & Environment Services

October 2026

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

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ADVISE

BELGRAVIA TRAFFIC ASSESSMENT:

PHASE 2 WHAT WE DID REPORT

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

INTRODUCTION

This What We Did Report outlines how community feedback gathered during the project's [Phase 2 spring 2026 engagement](#) guided the development of proposed short-term traffic flow improvement measures.

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 2 spring 2026 engagement was at the [ADVISE level](#). The ADVISE level was selected as most appropriate for this phase in consideration of other decision-making data such as technical, policy, and financial requirements, including the need for additional funding from City Council to implement any potential solutions.

To further refine the proposed solutions, the City presented multiple options for each key location during the engagement process. Presenting these options allowed community members and targeted partners to evaluate potential trade-offs, highlight flaws and gaps in proposed measures and share which specific design elements they would like to see prioritized.

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.

A full overview of the phase 2 engagement is summarized in the *What We Heard Report - Spring 2026* which can be downloaded on [Engaged Edmonton](#).

HOW WE USED YOUR FEEDBACK

A. 76 Avenue / 114 Street Intersection

Figure 1 and **Figure 2** show the proposed measures at the 76 Avenue / 114 Street intersection. **Figure 1** shows the movements associated with the east-west phase, while **Figure 2** shows the movements associated with the dedicated eastbound right-turn and the overlapping northbound left-turn.

Figure 1: 76 Avenue / 114 Street - East-West Phases

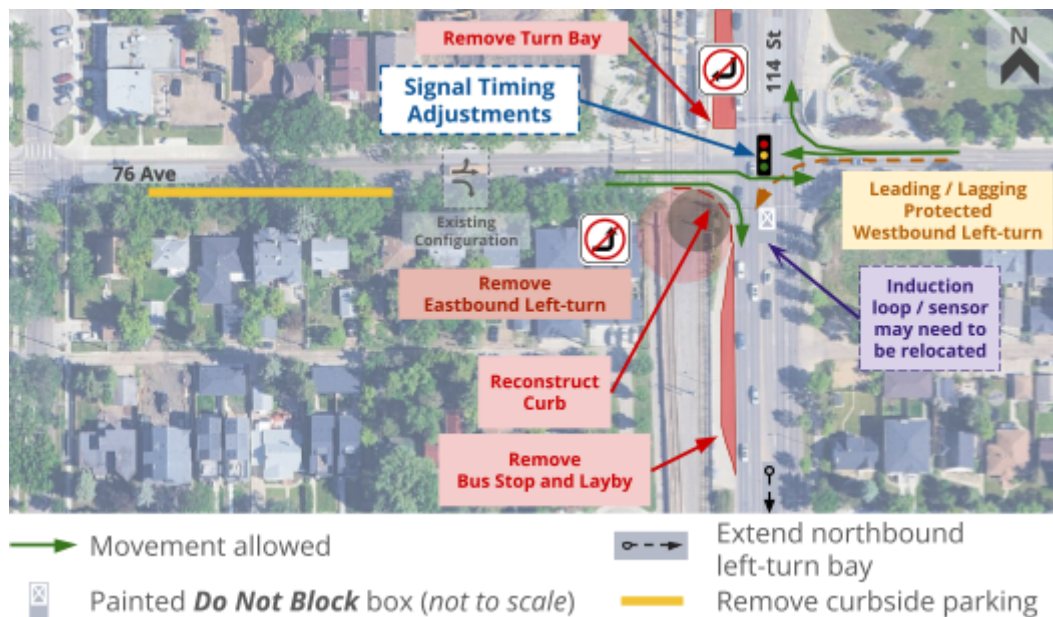
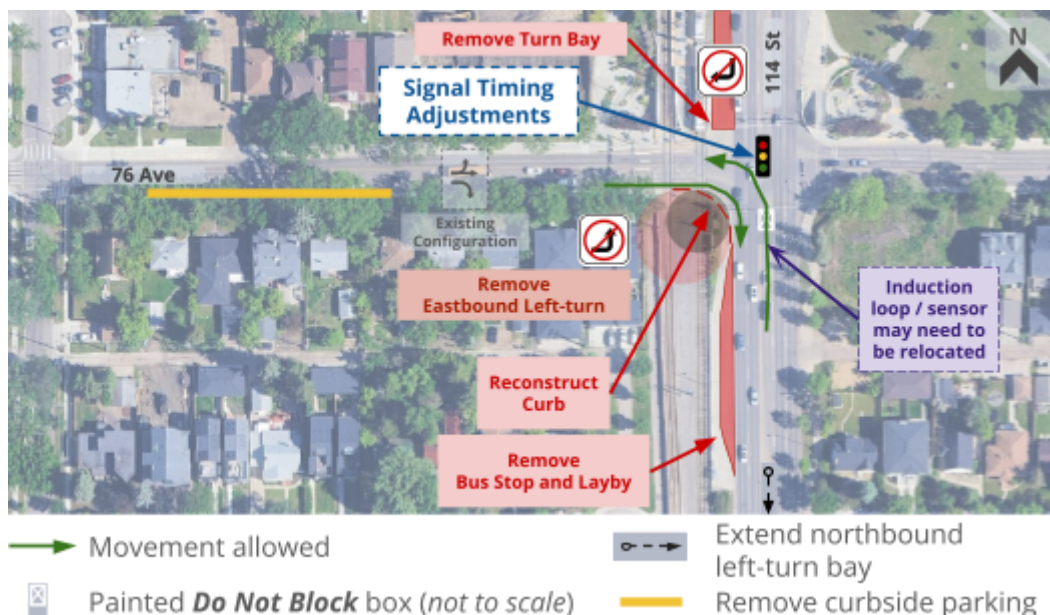


Figure 2: 76 Avenue / 114 Street - Eastbound Right-Turn and Northbound Left-Turn Phase



Below is a summary of what we heard and what we are proposing at the 76 Avenue / 114 Street intersection.

What We Heard	What We Are Proposing
Eastbound Left-Turn Removal: Most participants found this turn underutilized and were open to its removal, though some raised concerns about increased traffic on 115 Street and access to the hospital.	We are proposing to prohibit the eastbound left-turn and change the eastbound lanes to include a through lane and a right-turn lane. This change is necessary to let more traffic flow south on 114 Street and resolve the bottleneck on 114 Street.
Eastbound Right-Turn Concerns: Participants discussed trade-offs regarding dual eastbound right-turn lanes, noting potential shortcutting, collision risks, and alternative suggestions to prohibit the turn entirely.	If neighbourhood-generated traffic increases, such as through new building projects, the City could consider adding a second right-turn lane in the future to boost eastbound right-turning capacity.
Westbound Left-Turn Value: While some participants suggested removing the turn to reduce diverted traffic, most emphasized its critical role in supporting McKernan School drop-off and pick-up operations.	We are proposing that the westbound left-turn remain; however, the green time provided for the westbound left-turn may be reduced.
Emergency Services Access: Participants expressed concern over potential negative impacts that turning changes might have on access for Emergency Medical Services and Fire Rescue Services.	We discussed the current traffic conditions and proposed measures with Fire Rescue Services to better understand how they might impact response times and emergency access to the neighbourhood and necessary precautions will be taken.
Parking and Laybys: Participants generally agreed with removing on-street parking on the south side of 76 Avenue between 114 and 115 Streets, while highlighting the need for designated delivery and ridehailing laybys (designated stopping area on the side of the road where vehicles can pull over temporarily).	We are proposing to remove the on-street parking on the south side of 76 Avenue between 114 Street and 115 Street. Unfortunately, laybys cannot be provided on 76 Avenue with the current two-lane design.
Alley Operations: Closing the north-side alley east of Mood Cafe and Belgravia Hub was viewed by some as a way to reduce shortcutting, though others noted its value as a neighbourhood exit route.	We are proposing to retain the alley as is. Although some concerns were raised about shortcutting, the alley remains an important local access route for area residents.

What We Heard	What We Are Proposing
Intersection Improvements: Participants noted that the eastbound right-turn is too tight and suggested extending the northbound left-turn bay as well as adjusting the traffic light timing to help traffic flow.	We are proposing to remove the southbound bus stop on 114 Street south of 76 Avenue since it is rarely used and another stop is nearby. This will allow us to widen the corner to make right turns easier. We also propose extending the northbound left-turn bay and letting northbound left-turns and eastbound right-turns happen at the same time to help traffic move faster.
LRT Signal Optimization: Feedback highlighted west-facing traffic lights occasionally fall out of sync. They suggested better coordinating lights with incoming trains so they resume their cycle after trains pass rather than starting over.	We have raised the issue with our partners in the City Operations Department.

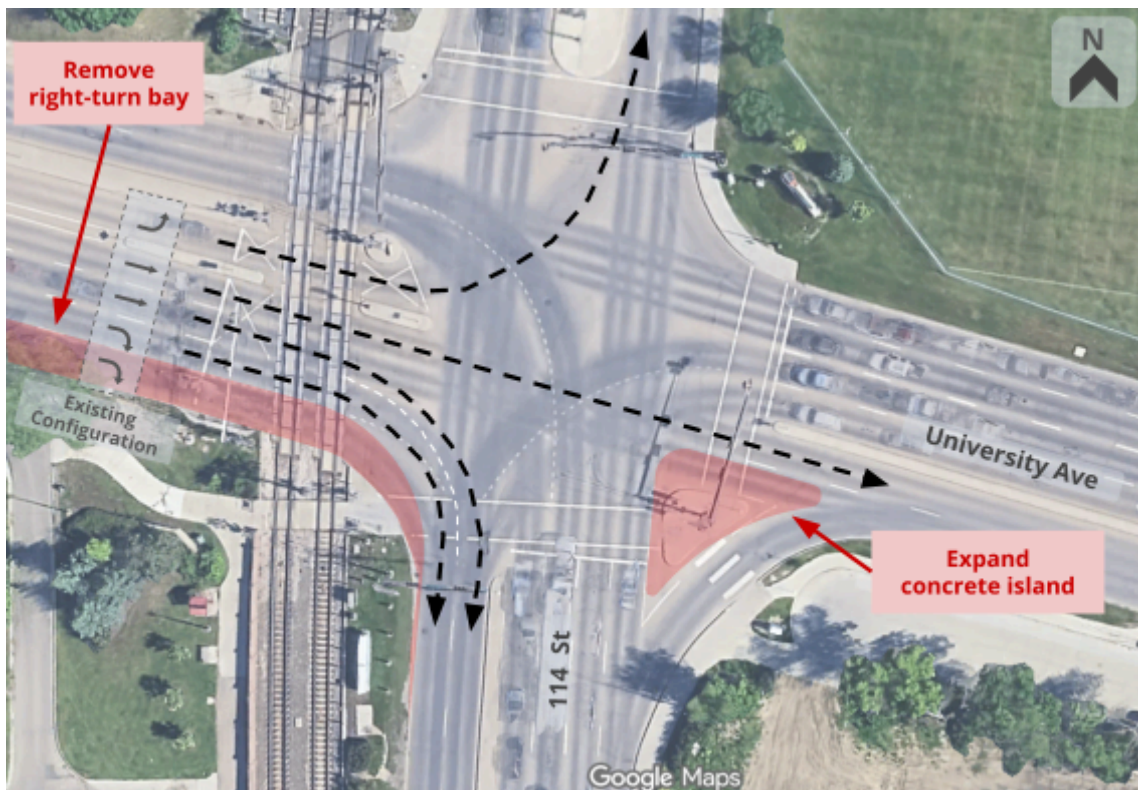
B. University Avenue Corridor

Figure 3 shows the proposed measures at the University Avenue / 115 Street intersection while **Figure 4** shows the proposed measures at the University Avenue / 114 Street intersection.

Figure 3: University Avenue / 115 Street Intersection



Figure 4: University Avenue / 114 Street Intersection



Below is a summary of what we heard and what we are proposing along the University Avenue corridor.

What We Heard	What We Are Proposing
Encourage Traffic Diversion to 87 Avenue: Most participants appreciate the objective of relocating the University Avenue queue to west of Saskatchewan Drive to encourage traffic diversion to 87 Avenue. However, 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.	To improve traffic flow and reduce vehicle and pedestrian conflicts at 87 Avenue and 114 Street, we are proposing to add a new right-turn lane and a pedestrian scramble crossing (described in more detail in Section D). This proposed change will help more cars move through the intersection and onto 114 Street, shorten queueing along 87 Avenue and make the intersection safer for everyone.
Reduce University Avenue 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.	Reducing University Avenue to a single lane in the eastbound direction is not proposed but could be considered at a later stage, if the other proposed short-term measures don't produce the desired results.
New Traffic Signal: Participants indicated that a new traffic signal at the University Avenue / Saskatchewan Drive intersection would benefit people leaving the neighbourhood on Saskatchewan Drive by saving drivers from having to cross traffic queues that block their view.	Adding a signal at Saskatchewan Drive is not proposed but could be considered at a later stage, if the other proposed short-term measures don't produce the desired results.

What We Heard	What We Are Proposing
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. 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. 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.	We are proposing to: • reconstruct frontage road connections on 115 Street so that the frontage roads connect directly to University Avenue. This measure will allow northbound vehicles on 115 Street to stop closer to the intersection. • change the north approach to include a single southbound left-turn. We are currently discussing the potential measures with Alberta Infrastructure and Alberta Health Services. • provide a 3-5 second "head start" for northbound vehicles, cyclists and pedestrians. • retain the north-south crosswalk on the east side of the intersection.
University Avenue / 114 Street: Participants highlighted how drivers tend to compete for space on University Avenue between 114 Street and 115 Street.	We are proposing to remove the eastbound right-turn bay and change the eastbound approach to include one slotted left-turn lane (dedicated lane for turning left that is physically separated from oncoming traffic by a median), one through lane and dual eastbound right-turn lanes.
119 Street Closure: Most participants opposed closing the neighbourhood access at 119 Street. Participants saw 119 Street as a valuable access / exit point and shared that visibility is generally good, even when there is congestion on University Avenue.	The 119 Street access is proposed to be retained as it is.

C. 114 Street Pedestrian Crossings (south of University Avenue)

Figure 5 and **Figure 6** show the signalized pedestrian crossings at 78 Avenue and 74 Avenue, respectively.

Figure 5: 78 Avenue / 114 Street Signalized Crossing - convert to split (refuge island) crossing



Figure 6: 74 Avenue / 114 Street Signalized Crossing - convert to split (refuge island) crossing



Below is a summary of what we heard and what we are proposing along the University Avenue corridor.

What We Heard	What We Are Proposing
Maintain Crosswalks: Controlled pedestrian crosswalks at 78 Avenue and 74 Avenue were described as important to many families in the area, especially given the destinations such as McKernan School and McKernan Community Hall along the 114 Street corridor, and the majority of participants said these crosswalks should not be removed.	We are proposing to maintain the pedestrian crossings at 74 Avenue and 78 Avenue; however, we are proposing to introduce a split pedestrian crossing, (a crosswalk divided into two halves by a central island in the middle of the road). This would help reduce vehicle delays during busy times (northbound in the morning and southbound in the evening) while keeping similar levels of accommodation for people crossing.

D. 87 Avenue Corridor

Figure 7 shows the proposed measures at the 87 Avenue / 114 Street intersection, **Figure 8** shows the proposed measures at the 87 Avenue / Groat Road intersection, and **Figure 9** shows an example of a dynamic travel time sign.

Figure 7: 87 Avenue / 114 Street Intersection

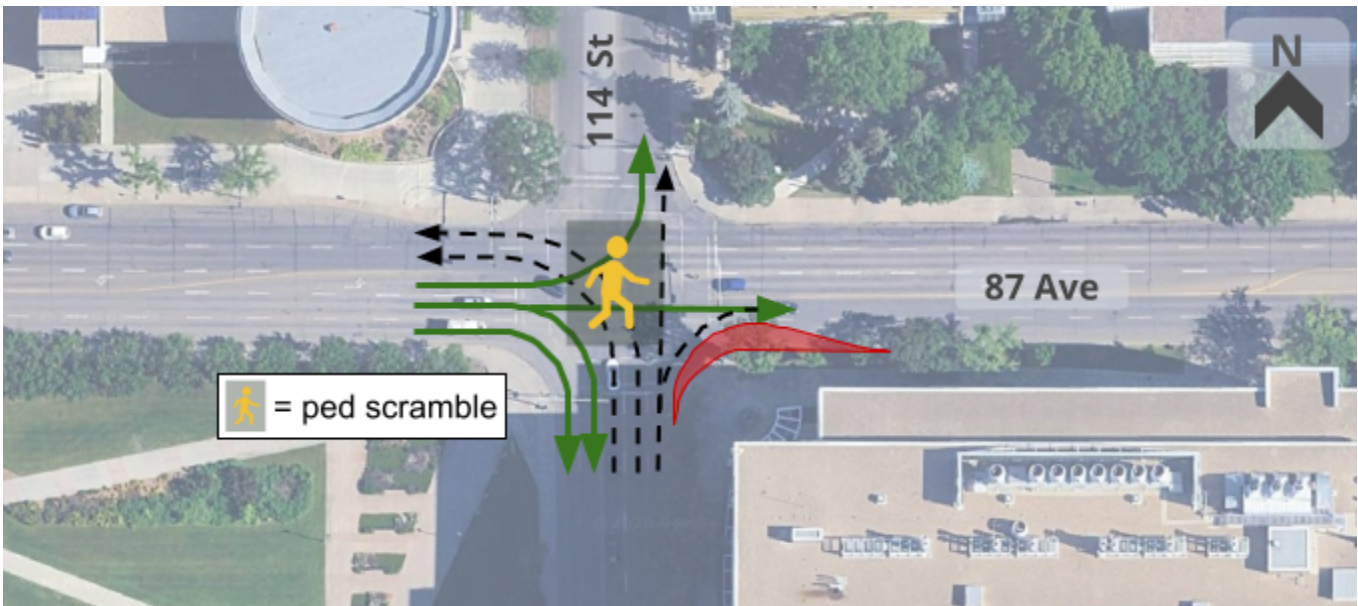


Figure 8: 87 Avenue / Groat Road Intersection



Figure 9: Travel Time Sign Example



Below is a summary of what we heard and what we are proposing along the 87 Avenue corridor.

What We Heard	What We Are Proposing
Pedestrian Scramble: 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. 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. 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.	We are proposing to add a pedestrian scramble crosswalk at the 87 Avenue / 114 Street intersection and change the layout to include two lanes for right turns going east to south and two lanes for left turns going north to west. We are also proposing to synchronize the pedestrian phase with the pedestrian phase associated with the intersection to the west (Jubilee Access).
Intersection Operational Safety: 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.	We are proposing to add a traffic signal to the 87 Avenue / Groat Road intersection to better manage the conflict between southbound left-turning vehicles and northbound through vehicles. Additional measures to restrict vehicles from entering the neighbourhood are not proposed but could be considered at a later stage, if the other proposed short-term measures don't produce the desired results.
Travel Time Sign: Some participants highlighted the value of communicating travel time information to drivers.	We are proposing to install a travel time sign for southbound traffic on Groat Road prior to 87 Avenue.

E. School Safety Improvements

Figure 10 illustrates the proposed traffic calming and traffic diversion changes proposed on 73 Avenue and 74 Avenue inside the neighbourhood.

Figure 10: 73 Avenue and 74 Avenue



Below is a summary of what we heard and what we are proposing inside the neighbourhood.

What We Heard	What We Are Proposing
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.	We are proposing to convert 74 Avenue between 118 Street and 115 Street into a one-way street heading west. A curb extension may be required at 118 Street to highlight the one-way.
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.	We are proposing to install traffic calming measures such as speed humps and bump-outs to slow vehicle traffic along 73 Avenue and improve visibility for people crossing the street.

Other Internal Measures: Participants expressed a range of concerns regarding proposed traffic measures internal to the neighbourhood. No measures, aside from 73 Avenue and 74 Avenue were consistently supported and many participants expressed doubt that traffic calming and diversion methods would improve the traffic conditions in the area.	Additional traffic calming and diversion measures inside the neighbourhood are not proposed but could be considered at a later stage, if the other proposed short-term measures don't produce the desired results.
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NEXT STEPS

Administration has investigated the traffic issues and identified potential solutions and measures. However, these changes can only happen if City Council approves the funding. This project will be presented to Urban Planning Committee on October 20, 2026.