

*Excerpt from McKernan Belgravia Station Area Redevelopment Plan
Transportation Overview – Bunt & Associates, 2013*

The existing roadway network in the vicinity of McKernan and Belgravia is currently congested during the AM and PM peak hours. The primary congestion points along the network include the University Avenue/114 Street and the 76 Avenue/114 Street intersections. The implementation of LRT to South Campus in April 2009 added the complexity of at-grade LRT crossings to the University Avenue/114 Street intersection.

As well, congestion has been identified as a primary concern among residents entering and exiting the Belgravia neighbourhood via 76 Avenue and 114 Street. The 76 Avenue/114 Street intersection is one of four access points to the neighbourhood and is the only access to 114 Street from the neighbourhood. As mentioned above, alternate access is available via University Avenue, 82 Avenue, 109 Street, and 72 Avenue. Utilization of these access points may increase as alternates to 76 Avenue at 114 Street.

While the goal of TOD [Transit Oriented Design] is to promote the integration of land uses and high speed transit infrastructure, it is recognized that new developments within the McKernan-Belgravia Station Area Redevelopment Plan will generate additional passenger vehicle traffic. Given the existing congestion in the area, it is anticipated that the additional traffic will result in longer AM and PM peak periods and will also increase off-peak traffic activity.

Peak Hour Spread

As traffic volumes increase and congestion occurs during peak hours, many drivers adjust their travel times to reduce their delay in traffic. This results in the extension of the peak period of demand into the shoulder of the peak period, essentially extending the peak period. One benefit of peak hour spread is that the roadway infrastructure can be used to greater extent during a greater portion of the day, as opposed to continually building additional infrastructure to support peak periods of demand that occur for one or two hours per day. Edmontonians that choose to locate within the proposed McKernan-Belgravia Station Area Redevelopment Plan area and choose to travel by private automobile may find that (they) need to adjust when they travel to reduce their overall travel times.

Off-Peak Travel

Off-peak travel is anticipated to increase, particularly with traffic associated with residential land uses. While people may choose to live near the LRT so that they can travel to/from work or school during peak hours, they may still own a vehicle and utilize it for shopping and recreation trips during off peak periods. Traffic volumes on the adjacent roadway network are typically lower than at peak periods; therefore, some additional off-peak travel is anticipated to be accommodated by the existing roadway network.