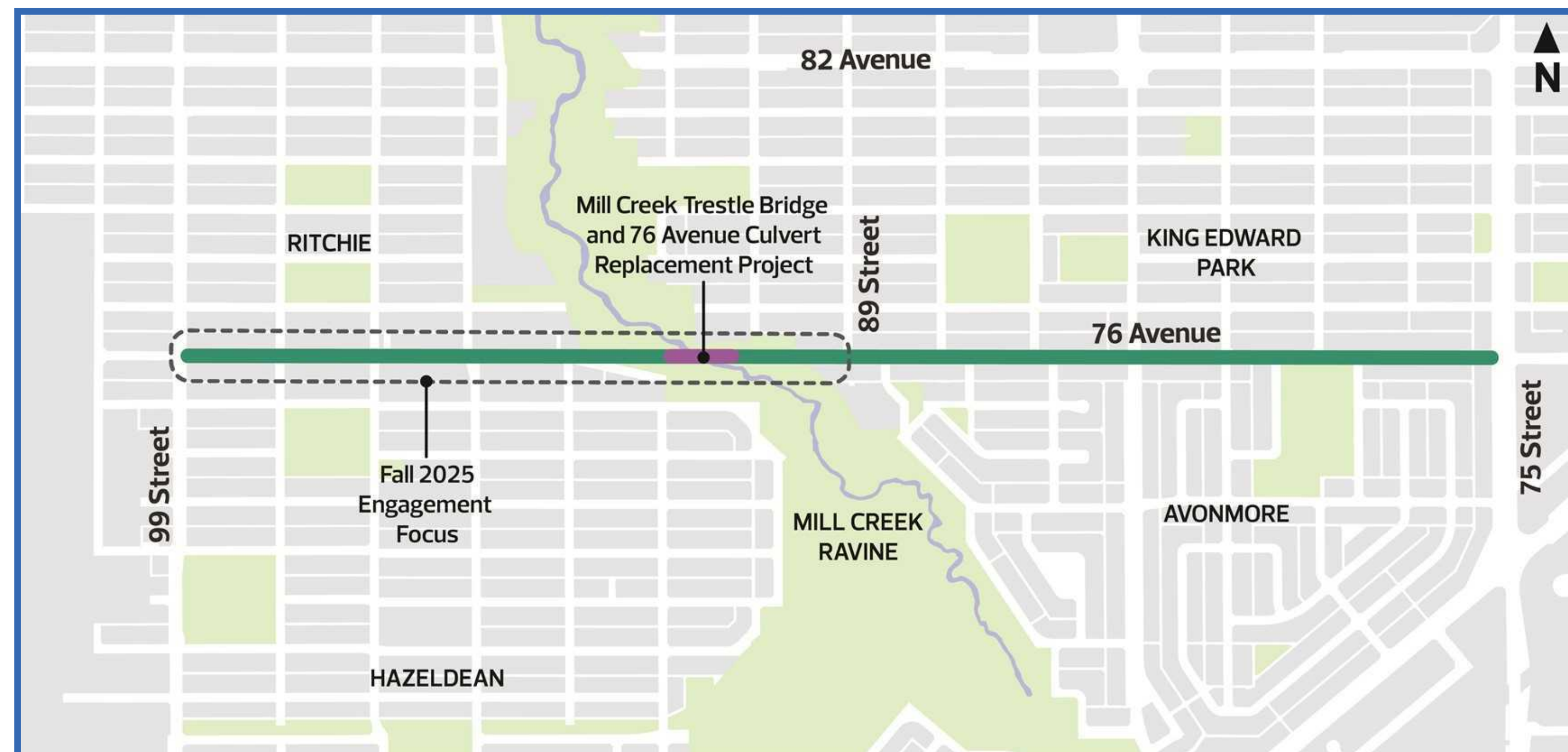


Working together to make the most out of your neighbourhood.

Planning for the renewal of 76 Avenue between 75 Street and 99 Street is underway as part of the Neighbourhood Renewal Program.

The Neighbourhood Renewal program renews and rebuilds roads, sidewalks and street lights in mature neighbourhoods, while looking for opportunities to connect missing active transportation links and improve public spaces.

This round of public engagement focuses on the west portion from 89 to 99 Street (circled on the map below). An update for the east portion from 75 to 89 Street will be provided in 2026.



76 Avenue Renewal
Project Scope

Public Engagement for 76 Avenue

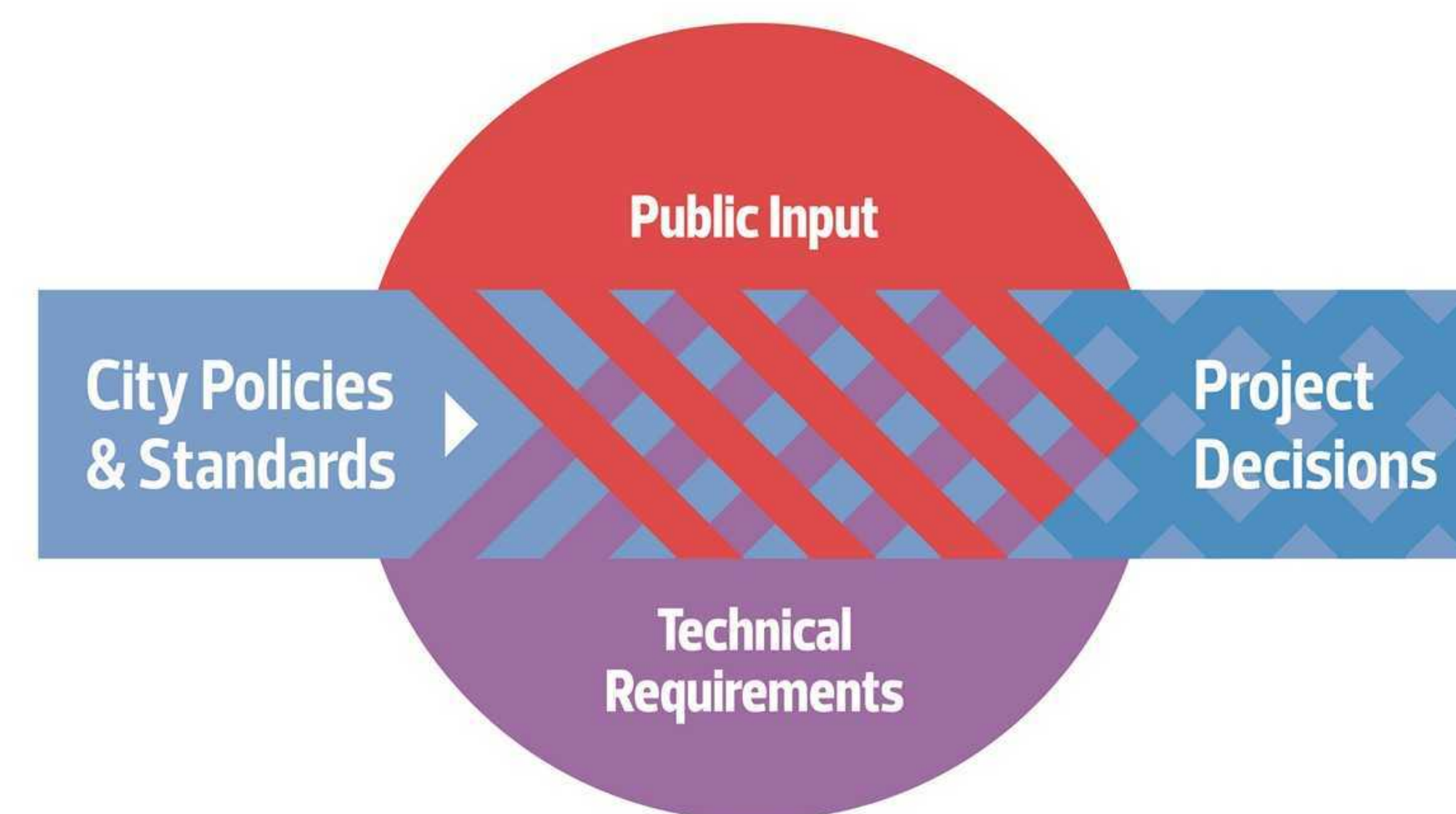
The City of Edmonton seeks input from residents to help guide the project. At each stage, we will tell you what the purpose is and how your input will inform the decisions being made.

During the **Exploring Opportunities** stage in 2024, you were invited to provide input on neighbourhood assets, opportunities and priorities.

We are now in the **Exploring Options and Tradeoffs** stage. You are invited to share your feedback and perspectives on the benefits and tradeoffs of design options for 89 to 99 Street.

How Decisions are Made

City policies and programs such as the Complete Streets Design and Construction Standards, Safe Mobility Strategy and Winter City Strategy provide the overall direction for Neighbourhood Renewal designs. Since each neighbourhood is unique, the Project Team also asks for input from residents who live, work and play in the neighbourhood. The Project Team also considers technical aspects such as roadway widths and conflicts with utilities and trees to determine what will fit in the neighbourhood.



REFINE

76 Avenue Renewal

OPTION PURPLE: 99 STREET TO 95 STREET

November 2025

SHARE YOUR VOICE
SHAPE OUR CITY

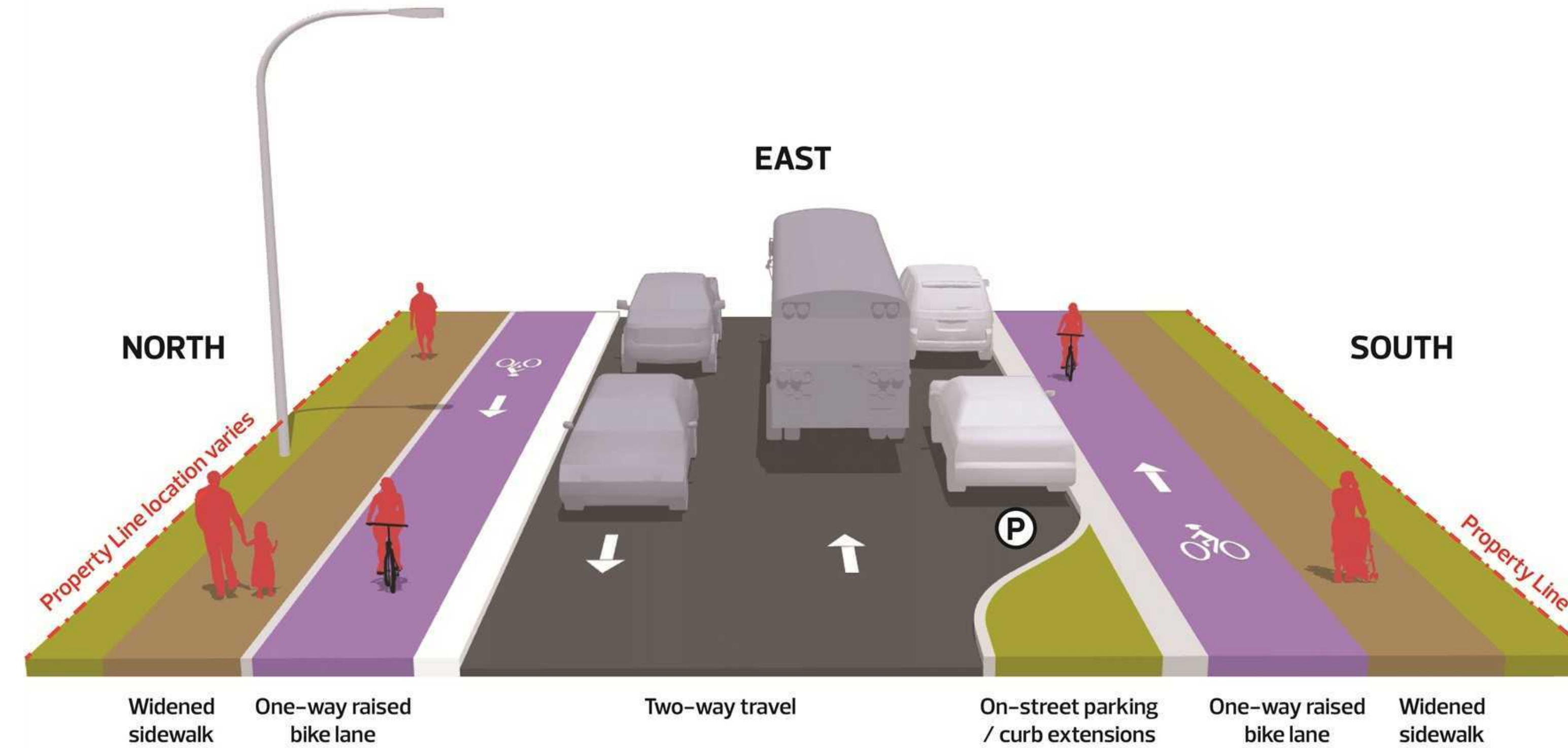
Edmonton

Key features

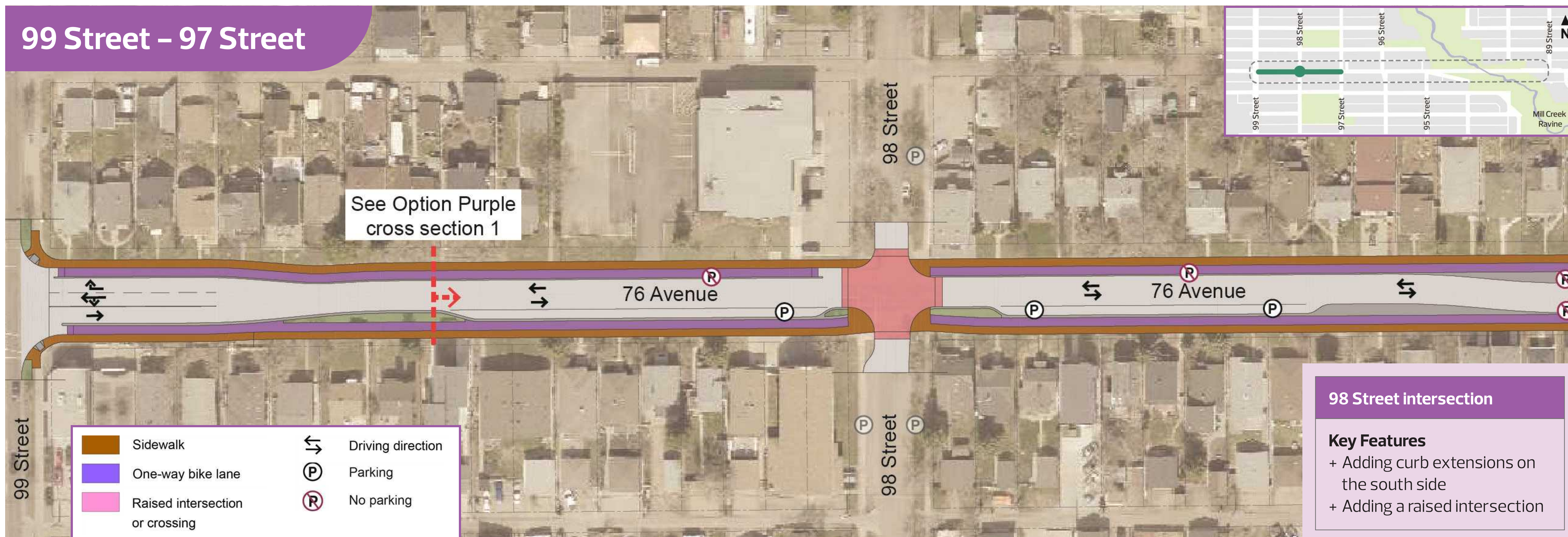
- Maintaining two-way traffic
- Widening sidewalks
- Providing parking on one side of 76 Avenue
- Adding one-way raised bike lanes from 99 Street to 96 Street and transitioning to a two-way bike lane east of 96 Street
- Adding measures to slow and improve street crossings

Option Purple cross section 1

*on-street parking side varies

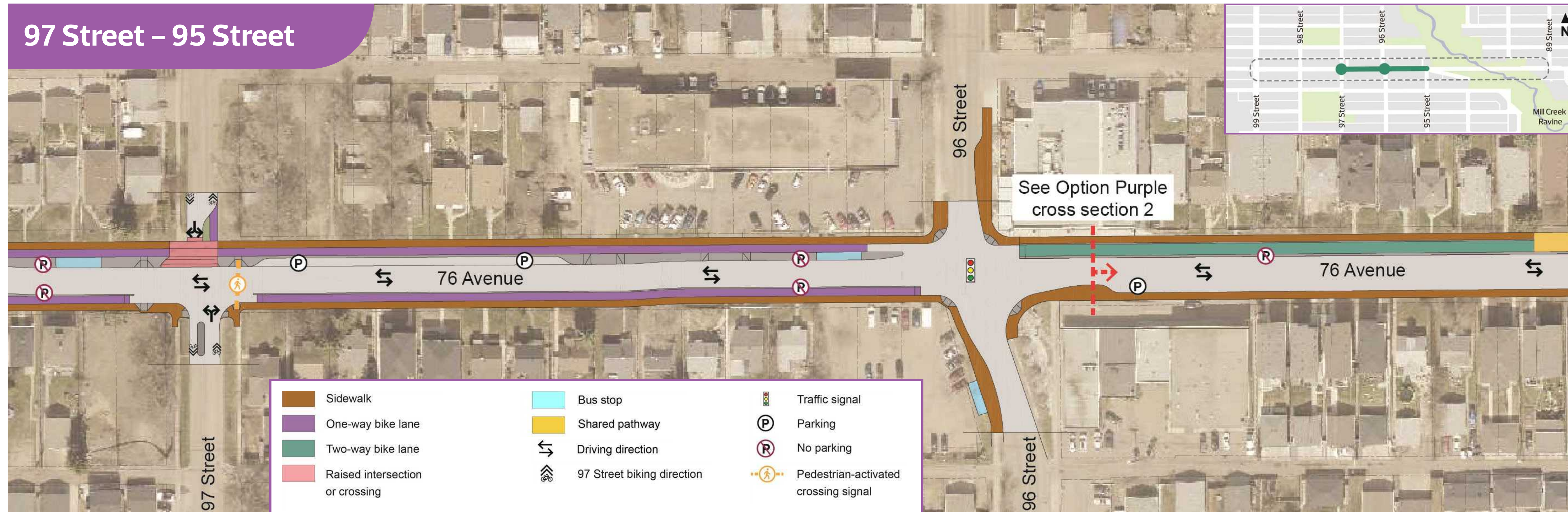


99 Street – 97 Street

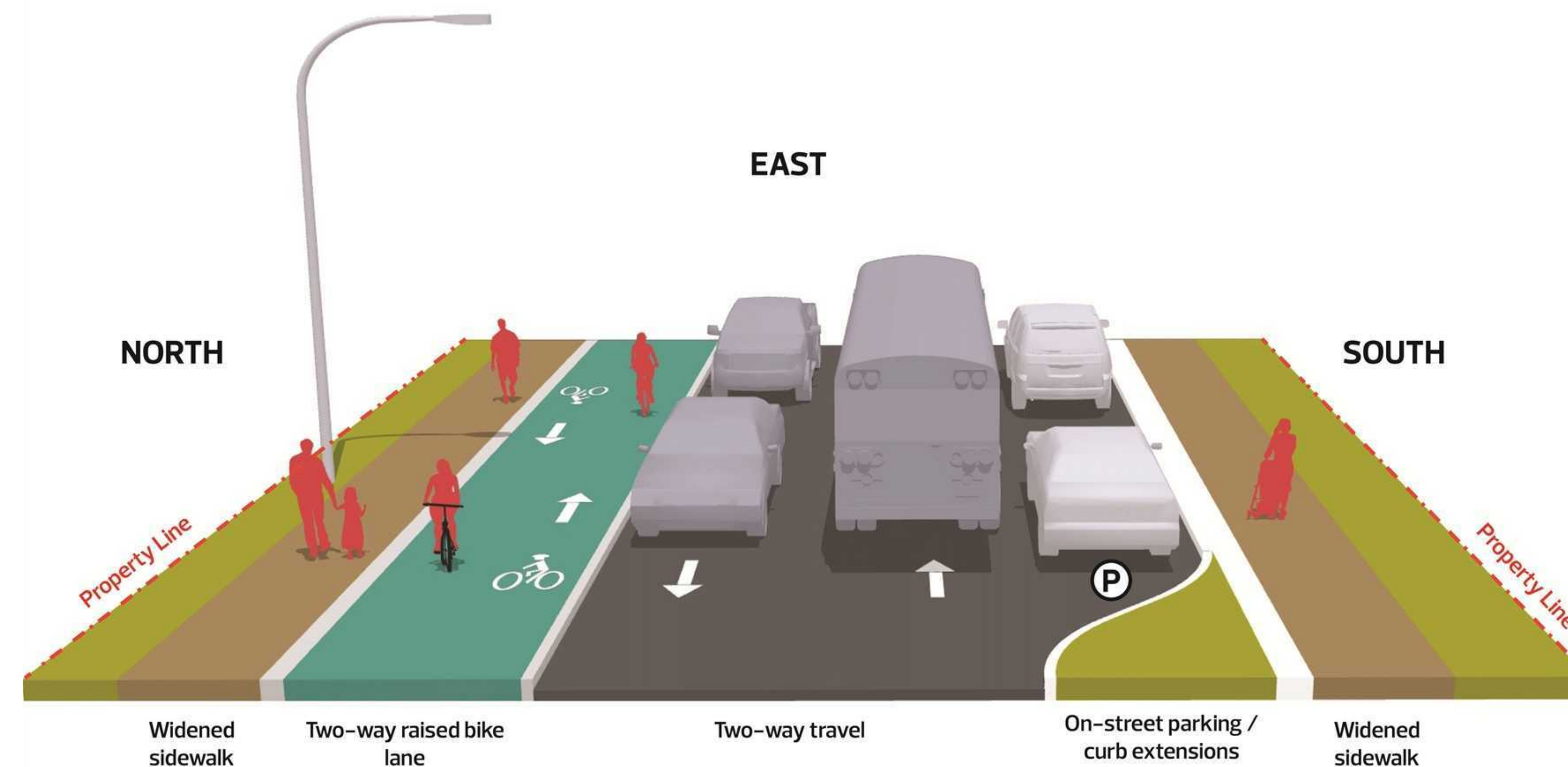


REFINE

97 Street – 95 Street



Option Purple cross section 2



97 Street intersection	96 Street intersection
<p>Key Features</p> <ul style="list-style-type: none"> + Updating traffic flow: People driving on 97 Street will be able to turn both directions onto 76 Avenue, people driving on 76 Avenue will not be able to turn onto 97 Street + Maintaining crossings for people walking, rolling and biking in all directions + Adding curb extensions on the north side + Adding a raised crossing on the north side + Maintaining a crossing signal 	<p>Key Features</p> <ul style="list-style-type: none"> + Replacing the existing 4-way stop with traffic signals + Transitioning between one-way bike lanes and a two-way bike lane at the intersection

REFINE

Benefits and tradeoffs

Design feature	Benefits	Tradeoffs
<p>One-way and two-way raised bike lanes The bike lane is raised and off the road. It is a separate space from people walking and from people driving.</p>	<ul style="list-style-type: none"> + Separates people biking from people driving + Separates people walking and rolling from people biking + Provides on-street parking on one side of 76 Avenue 	<ul style="list-style-type: none"> + Removes on-street parking on one side of 76 Avenue
<p>Partial intersection closure A partial intersection closure of an intersection restricts driving directions and enhances the crossings for people walking, rolling and biking.</p>	<ul style="list-style-type: none"> + Restricts vehicles from turning left or right over some crossings + Discourages shortcutting and traffic on 97 Street + Provides better visibility of people crossing the street + Provides a physical buffer to prevent parking too close to the intersection or crossings + Encourages slower traffic + Provides awareness of crossings for people who drive 	<ul style="list-style-type: none"> + Restricts people driving from going straight through on 97 Street + Restricts people driving from turning left or right off 76 Avenue + Potentially diverts traffic to other roads

Example Images



One-way bike lane



Two-way bike lane



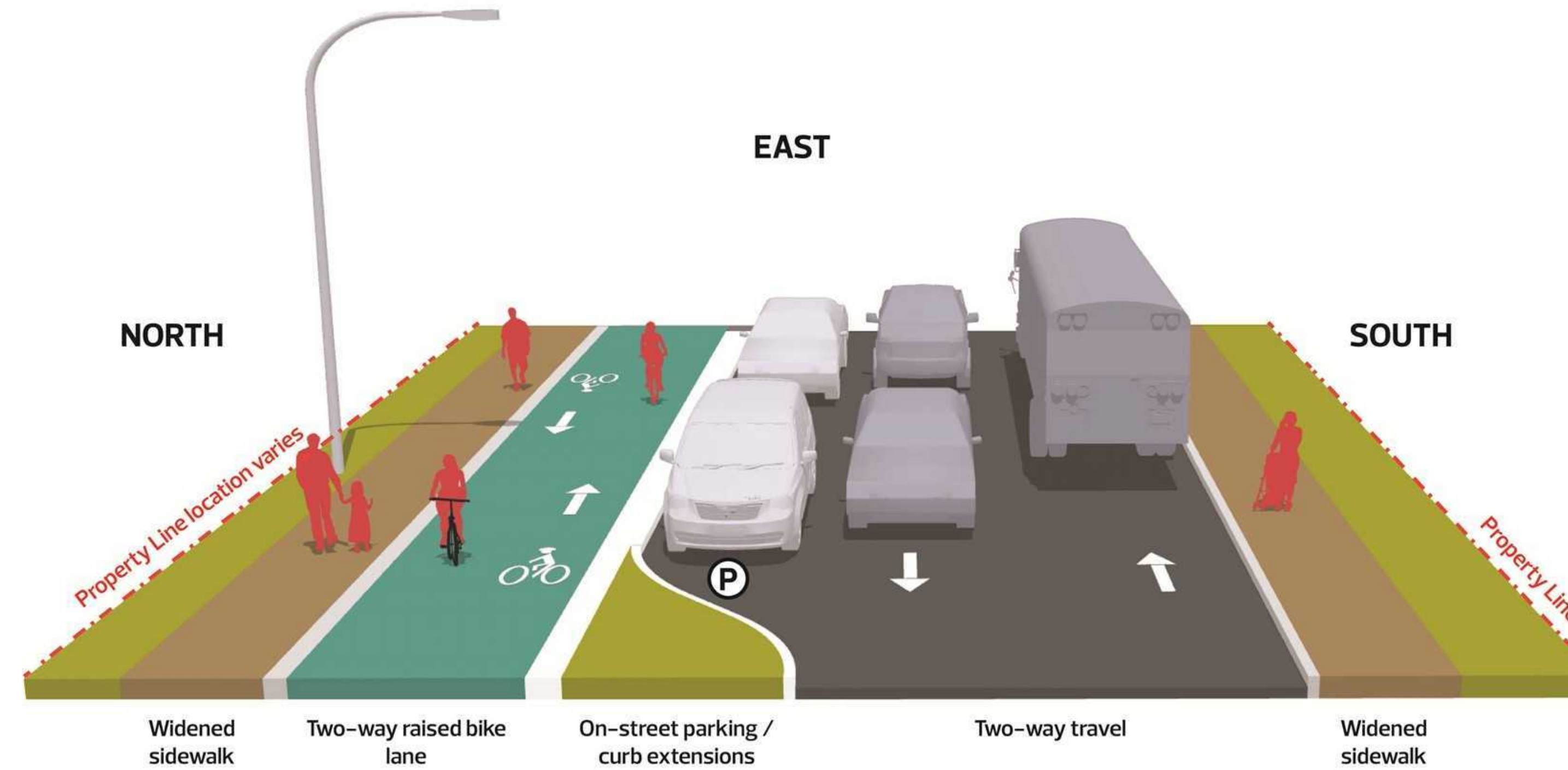
Partial intersection closure

Key features

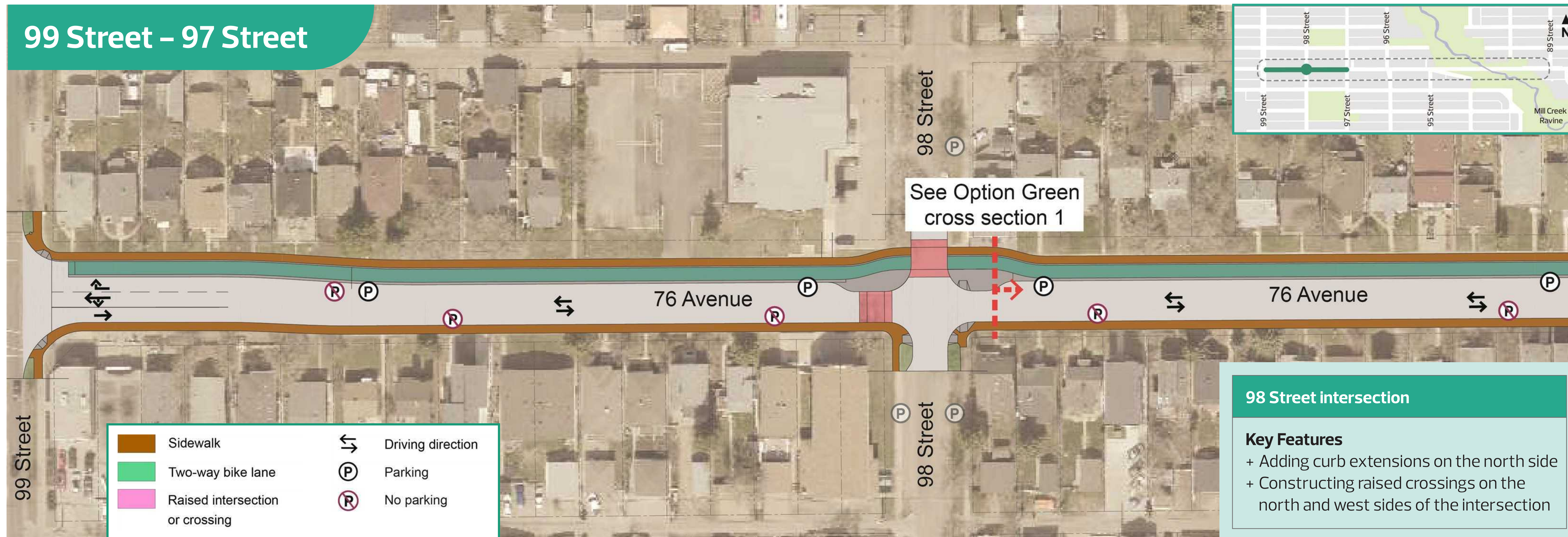
- Maintaining two-way traffic
- Widening sidewalks
- Providing parking on one side of 76 Avenue
- Adding a raised two-way bike lane on the north side from 99 to 96 Street and continuing the two-way bike lane east of 96 Street
- Adding measures to slow traffic and improve street crossings

Option Green cross section 1

*on-street parking side varies



99 Street – 97 Street

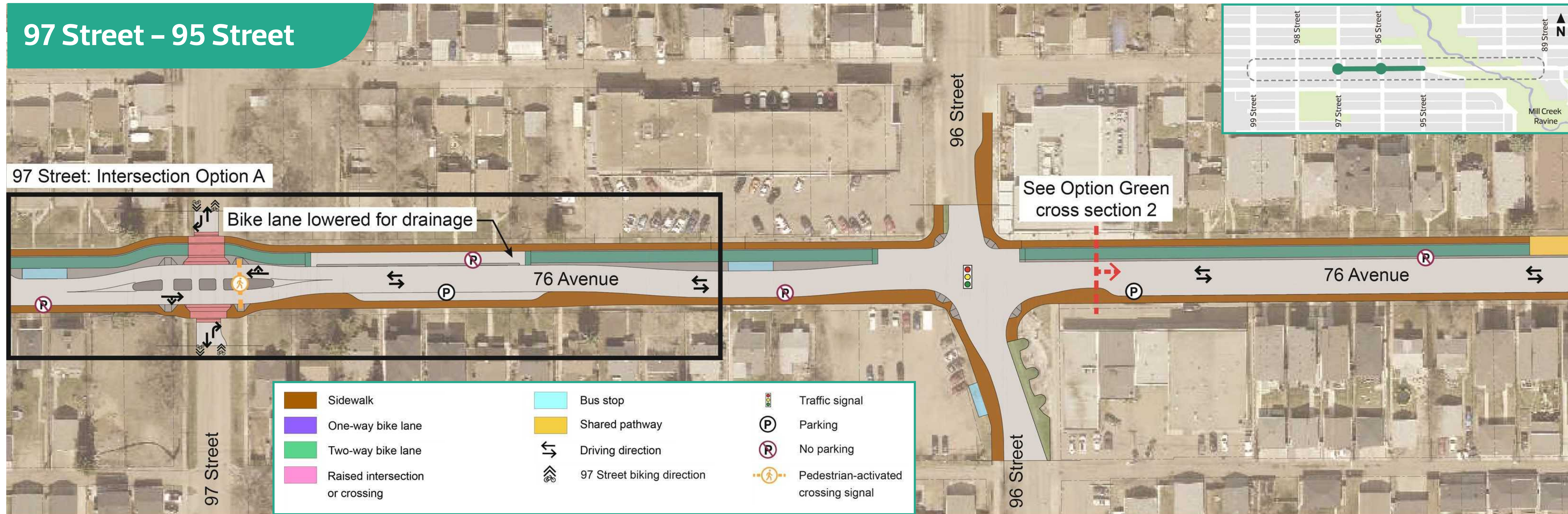


98 Street intersection

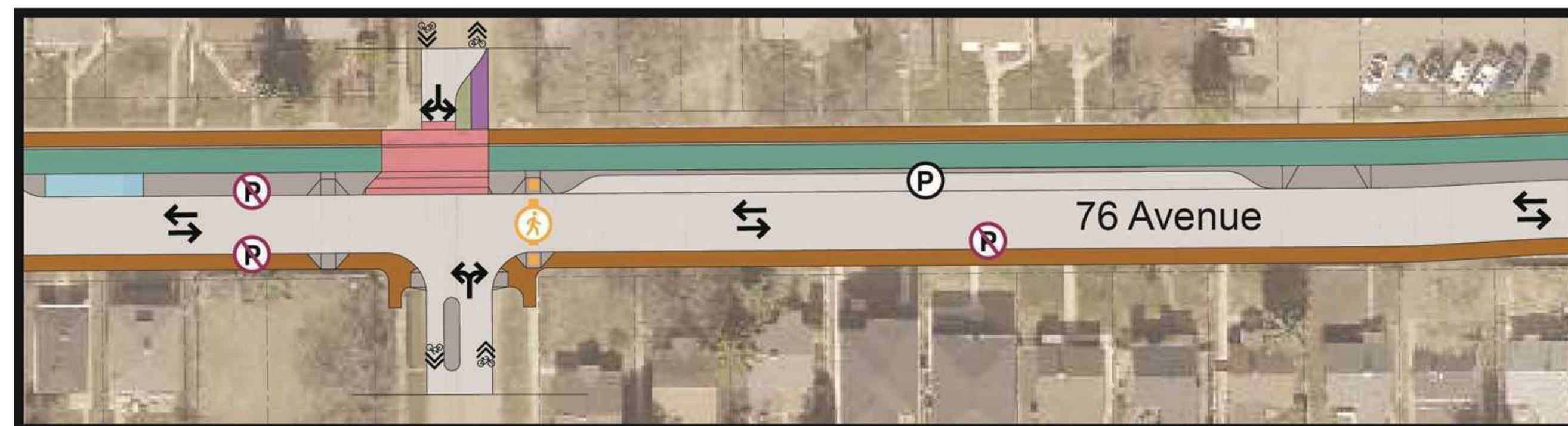
- Key Features**
- + Adding curb extensions on the north side
 - + Constructing raised crossings on the north and west sides of the intersection

REFINE

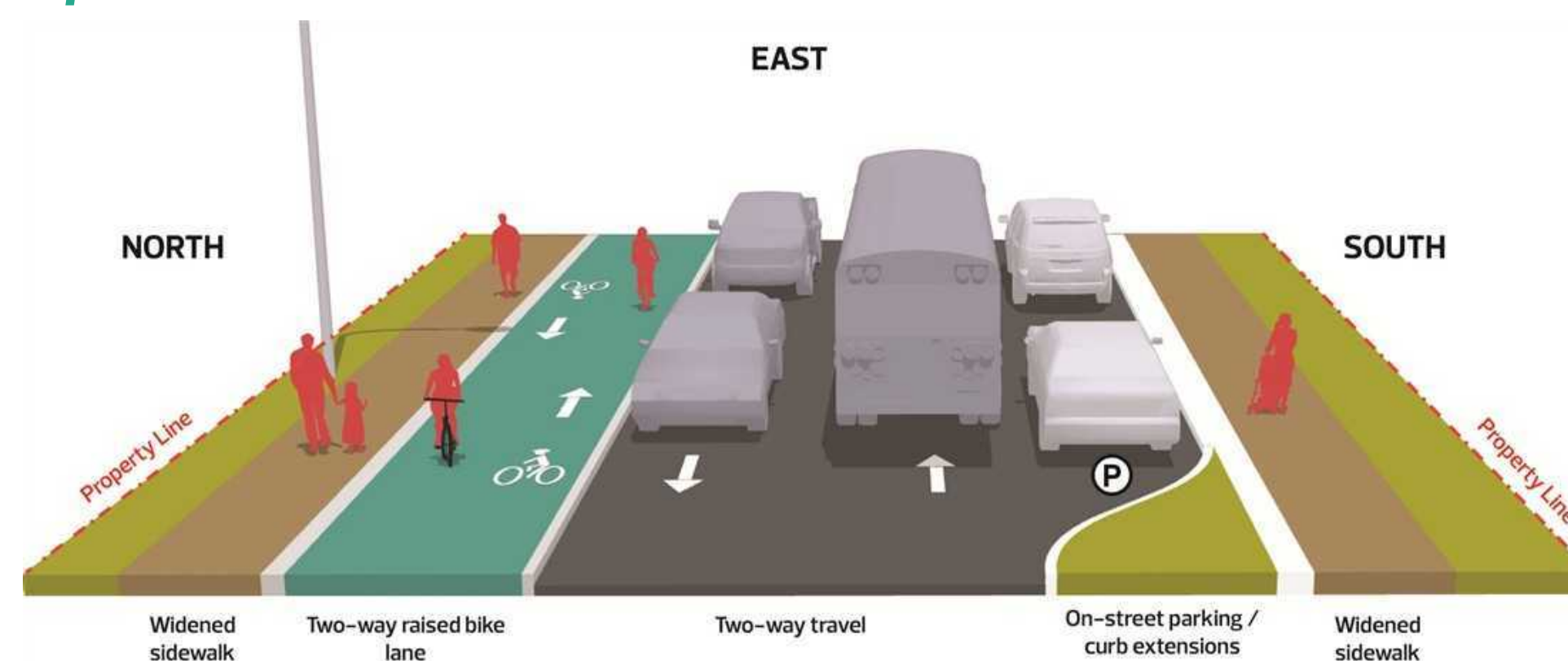
97 Street – 95 Street



97 Street: Intersection Option B



Option Green cross section 2



97 Street intersection Option A	97 Street intersection Option B	96 Street intersection
<p>Key Features</p> <ul style="list-style-type: none"> + Constructing a permanent raised centre median + Maintaining existing traffic flow: people driving will only be able to turn right + Maintaining crossings for people walking, rolling and biking in all directions + Adding curb extensions + Adding raised crossings on north and south sides of the intersection + Maintaining a crossing signal 	<p>Key Features</p> <ul style="list-style-type: none"> + Updating traffic flow: people driving on 97 Street will be able to turn both directions onto 76 Avenue, people driving on 76 Avenue will not be able to turn onto 97 Street + Maintaining crossings for people walking, rolling and biking in all directions + Adding curb extensions on the north side + Adding a raised crossing on the north side + Maintaining a crossing signal 	<p>Key Features</p> <ul style="list-style-type: none"> + Replacing the existing 4-way stop with traffic signals

REFINE

Benefits and tradeoffs

Design feature	Benefits	Tradeoffs
<p>Two-way raised bike lanes The bike lane is raised and off the road. It is a separate space from people walking and from people driving.</p>	<ul style="list-style-type: none"> + Separates people biking from people driving + Separates people walking and rolling from people biking + Provides on-street parking on one side of 76 Avenue 	<ul style="list-style-type: none"> + Removes on-street parking on one side of 76 Avenue
<p>97 Street intersection Option A + Raised / centre median: A raised median is an island located along the centreline of a street.</p>	<ul style="list-style-type: none"> + Provides an area to wait, allowing people who walk, roll or bike to cross in two stages, if needed + Restricts vehicles from turning left over all crossings (<i>which is one of the higher risk turning movements</i>) + Discourages shortcutting and traffic on 97 Street + Provides better visibility of people crossing the street + Provides a buffer to prevent parking too close to the intersection or crossings on 76 Avenue + Encourages slower traffic + Provides awareness of crossings for people who drive 	<ul style="list-style-type: none"> + Restricts people driving from going straight through on 97 Street + Restricts people driving from turning left off 97 Street or 76 Avenue + Potentially diverts traffic to other roads + Provides less on-street parking than Option B
<p>97 Street intersection Option B + Partial intersection closure: A partial intersection closure of an intersection restricts driving directions and enhances the crossings for people walking, rolling and biking.</p>	<ul style="list-style-type: none"> + Restricts vehicles from turning left or right over some crossings + Discourages shortcutting and traffic on 97 Street + Provides better visibility of people crossing the street + Provides a physical buffer to prevent parking too close to the intersection or crossings on 76 Avenue + Encourages slower traffic + Provides awareness of crossings for people who drive + Provides more on-street parking than Option A 	<ul style="list-style-type: none"> + Restricts people driving from going straight through on 97 Street + Restricts people driving from turning left or right off 76 Avenue + Potentially diverts traffic to other roads

Example Images



Two-way bike lane



Raised / centre median

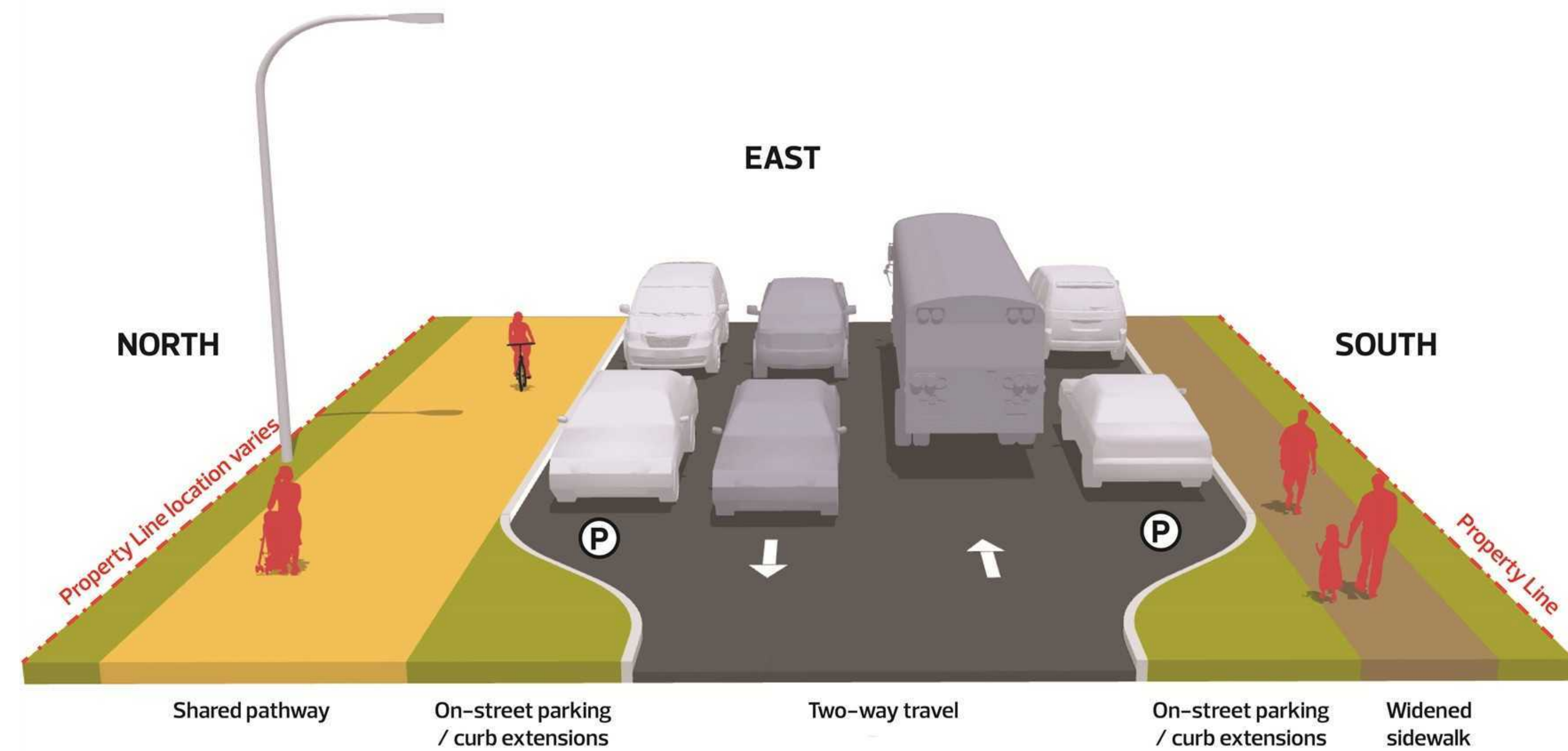


Partial intersection closure

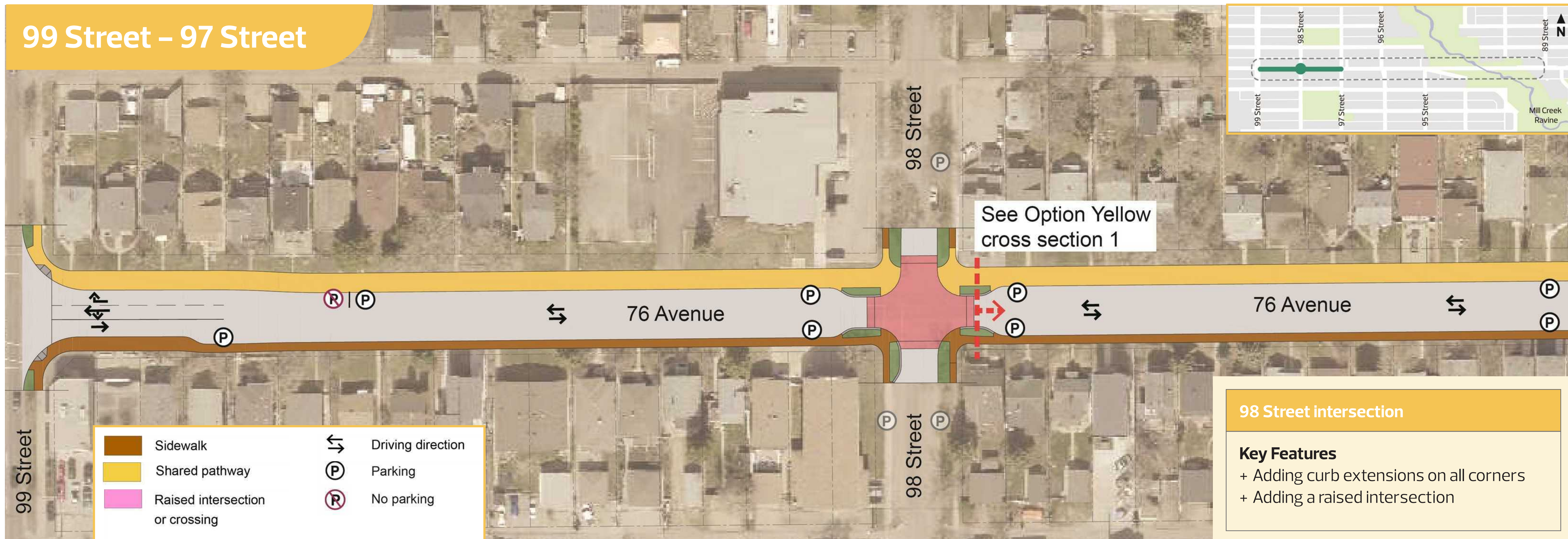
Key features

- Maintaining two-way traffic
- Converting the sidewalk on the north side to a shared pathway
 - Snow will be cleared based on the City's current Snow and Ice Policy
- Widening the sidewalk on the south side
- Providing parking on both sides of 76 Avenue
- Adding measures to slow traffic and improve street crossings

Option Yellow cross section



99 Street – 97 Street



REFINE

97 Street – 95 Street



97 Street intersection	96 Street intersection
<p>Key Features</p> <ul style="list-style-type: none"> + Constructing a permanent raised centre median + Maintaining existing traffic flow: people driving will only be able to turn right + Maintaining crossings for people walking, rolling and biking in all directions + Adding curb extensions + Adding raised crossings on north and south sides of the intersection + Maintaining a crossing signal 	<p>Key Features</p> <ul style="list-style-type: none"> + Replacing the existing 4-way stop with traffic signals

REFINE

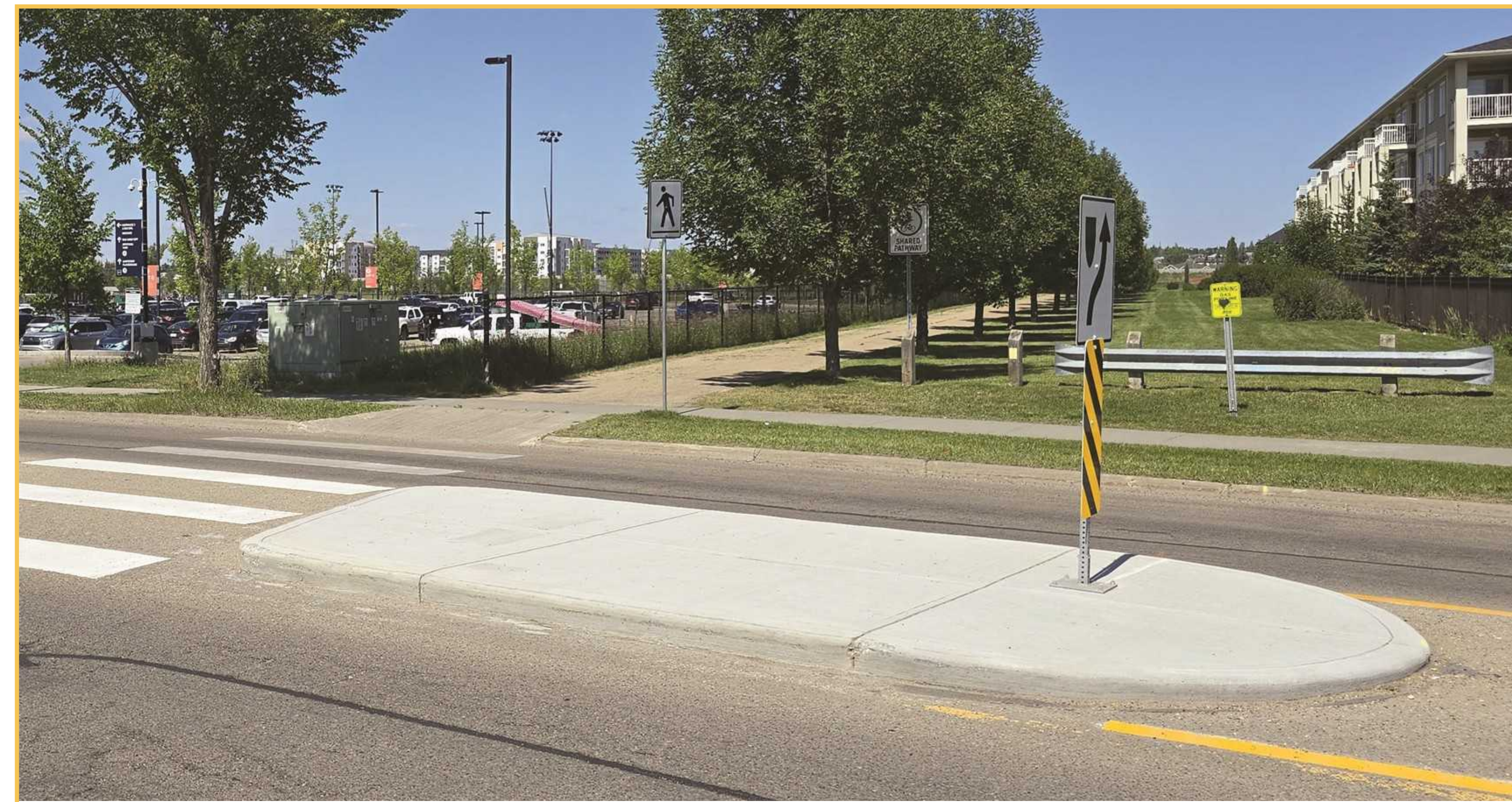
Benefits and tradeoffs

Design feature	Benefits	Tradeoffs
<p>Shared pathway People biking share the path with people walking and rolling and are separate from people driving.</p>	<ul style="list-style-type: none"> + Separates people biking from people driving + Provides on-street parking on both sides of 76 Avenue 	<ul style="list-style-type: none"> + Requires people walking, rolling and biking to share the space
<p>Raised / centre median A raised median is an island located along the centreline of a street.</p>	<ul style="list-style-type: none"> + Provides an area to wait, allowing people who walk, roll or bike to cross in two stages, if needed + Restricts vehicles from turning left over all crossings (which is one of the higher risk turning movements) + Discourages shortcutting and traffic on 97 Street + Provides better visibility of people crossing the street + Provides a physical buffer to prevent parking too close to the intersection or crossings on 76 Avenue + Encourages slower traffic + Provides awareness of crossings for people who drive 	<ul style="list-style-type: none"> + Restricts people driving from going straight through on 97 Street + Restricts people driving from turning left off 97 Street or 76 Avenue + Potentially diverts traffic to other roads

Example Images



Shared pathway



Raised / centre median

REFINE

Additional design considerations

Wider sidewalks

Current standards for sidewalk width accommodate people walking side-by-side and being able to pass someone without leaving the sidewalk.

Low Impact Development

Currently, when it rains, the water on your street flows into a catch basin connected to underground pipes. Low Impact Development features use plants and special soils to capture, store and manage the water from small rain events. This helps reduce local flooding, cleans stormwater and adds greenery.

Opportunities to add these features will be explored as part of the design process.

Boulevards and Trees

Boulevards can provide more separation between the sidewalk and the road, space for snow storage and for new landscaped or grass areas. New trees can add to the tree canopy, provide shade along the sidewalk and make the road seem narrower (which may slow traffic).

The impact of new boulevards and trees on what already exists in this mature area needs to be considered. The space can come from removing existing landscaping or trees between the sidewalk and the property line to adjust the sidewalks further towards the property line. The space can also come from removing parking to repurpose space from the road.

Opportunities to add new boulevards and trees will be explored as part of the project.

All options include the following common intersection features:

Design feature	Benefits	Tradeoffs
Curb extension A curb extension extends the curb to define the parking lane and provide space for people who cross at key locations.	+ Encourages slower traffic + Improves visibility of people crossing the street + Improves the awareness of crossings for people who drive + Shortens the crossing distance for people who walk or roll + Provides a physical buffer to prevent parking too close to the intersection or crosswalk	+ Additional landscaping maintenance may be required
Raised intersection or crossing An intersection or crossing that is constructed higher than the roadway surface.	+ Encourages slower traffic + Improves visibility of people crossing the street + Provides a level surface for crossing, which improves accessibility and the walking and rolling experience for all + Improves the awareness of crossings for people who drive	+ May cause discomfort for people on buses and those who bike when crossing + May cause some braking and accelerating traffic noise

Example Images



Curb extension

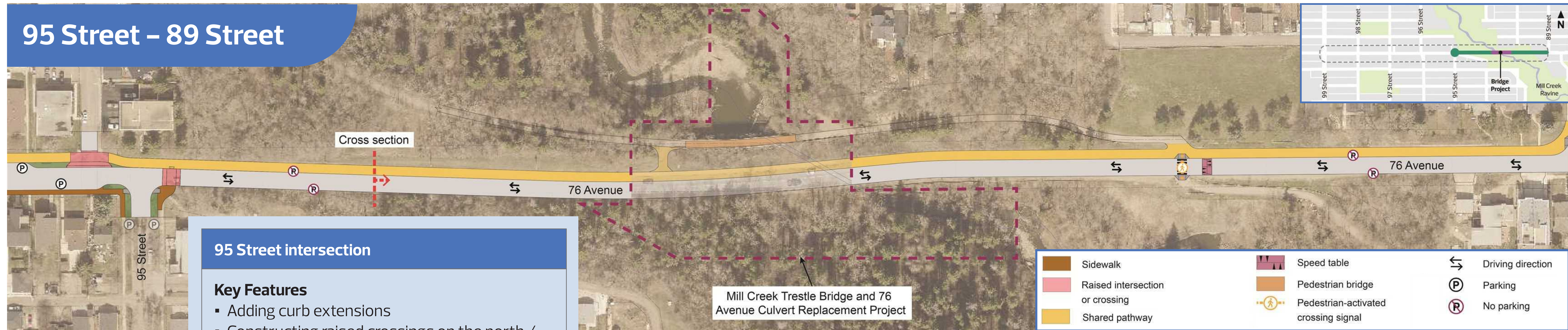


Raised intersection



Raised crossing

95 Street – 89 Street



95 Street intersection

Key Features

- Adding curb extensions
- Constructing raised crossings on the north / east sides of the intersection

Key features

- Maintaining two-way traffic
- Converting the sidewalk on the north side to a shared pathway
- Adding measures to slow traffic and improve street crossings
- Limiting impacts to the ravine area by using the existing roadway and sidewalk footprint

Example Image

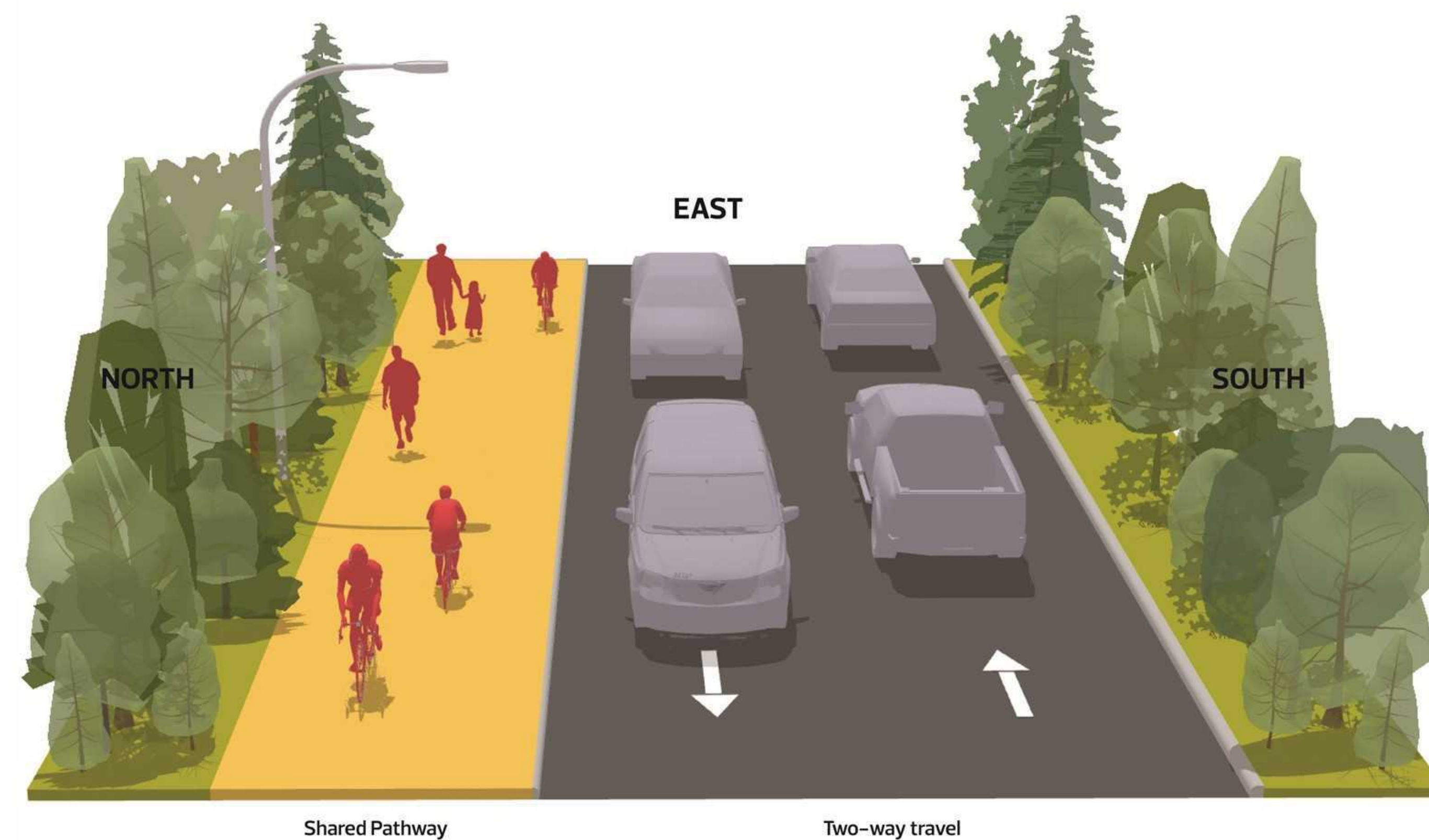


Speed Table

Mill Creek Trestle Bridge and 76 Avenue Culvert Replacement Project

- Replacement of the trestle bridge and culvert are underway
- Construction began in fall 2025 and is expected to be completed by the end of fall 2026
- For more information on the project, please visit: edmonton.ca/MillCreekTrestleBridge

Cross section



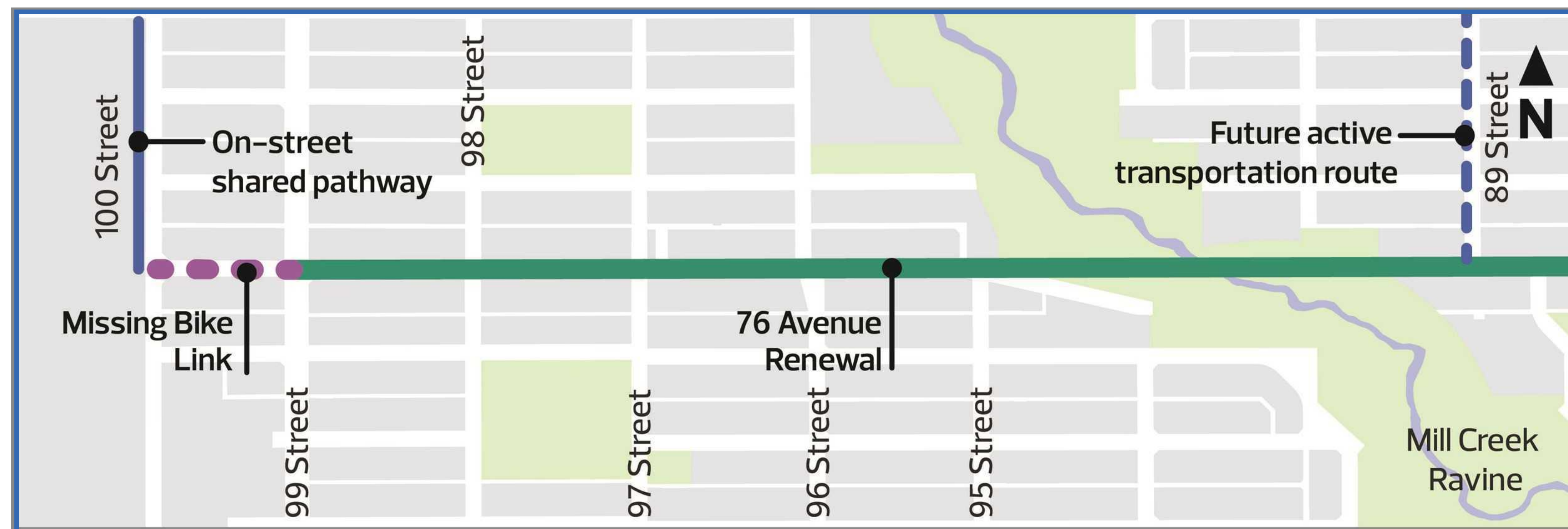
Benefits and tradeoffs

Design feature	Benefits	Tradeoffs
Shared pathway People biking share the path with people walking and rolling and are separate from people driving.	+ Separates people biking from people driving	+ Requires people walking, rolling and biking to share the space
Speed table Speed tables are a raised section of the road. They are very similar to raised crosswalks but are not placed in the crossing.	+ Encourages slower traffic	+ May cause some braking and accelerating traffic noise + May cause discomfort for people on buses when crossing

Active transportation network connections

The City will explore completing the missing bike link from 100 Street to 99 Street as part of the 76 Avenue Renewal project. More information will be provided at the next stage of the project.

89 Street has been identified as a future active transportation route. For more information on the Active Transportation Network Expansion Program, please visit edmonton.ca/ActiveTransportation



Corner Store Program

The Corner Store Program makes streetscape improvements around neighbourhood commercial areas that enhance community connection and economic viability of local businesses.

The site located on the south side of 76 Avenue and the east side of 96 Street has been identified as part of the program. Opportunities for streetscape improvements around this commercial area will be explored in coordination with the 76 Avenue Renewal project. More information will be provided at the next stage of the project.

REFINE