

An aerial photograph of Edmonton, Alberta, Canada. The city skyline is visible in the background with various high-rise buildings. In the foreground, the Peace River flows through a park area with trees showing autumn foliage. A large steel truss bridge spans the river, and a multi-lane road with traffic is visible on the right side of the river.

Edmonton

Integrated Infrastructure Services

INFRASTRUCTURE REPORT

2025



LAND ACKNOWLEDGEMENT

The City of Edmonton acknowledges that the traditional land on which we reside is in Treaty Six Territory. We would like to thank the diverse Indigenous Peoples whose ancestors' footsteps have marked this territory for centuries, such as nêhiyaw, Dene, Anishinaabe, Nakota Isga and Niitsitapi peoples. We also acknowledge this as the Métis' homeland and the home of one of the largest communities of Inuit south of the 60th parallel. It is a welcoming place for all people who come from around the world to share Edmonton as a home. Together, we call upon all of our collective, honoured traditions and spirits to work in building a great city for today and future generations.



MESSAGE FROM THE INTEGRATED INFRASTRUCTURE SERVICES DEPUTY CITY MANAGER

The 2025 Infrastructure Report offers a snapshot of the work shaping our city. This year, the City of Edmonton is managing over 200 infrastructure projects. These projects are essential to supporting our growing population, moving people and goods efficiently and creating spaces for community connection. Continued investment in these projects contributes to building a thriving, inclusive and sustainable Edmonton that we are proud to call home.

As the new Deputy City Manager for Integrated Infrastructure Services, and a new Edmontonian, I am inspired by the City's infrastructure story. In every project, I see a clear commitment to engaging with residents and to demonstrating accountability, efficiency and adaptability in our work, ensuring we deliver high-quality infrastructure that will serve Edmontonians for generations.

Guided by The City Plan and Capital Budget, our path forward is one of progress, thoughtful planning and long-term vision. A notable example is the recently completed O-day'min Park in downtown, where acres of parking lots were transformed into an area for community building and recreation. This project addressed underutilized land and environmental concerns while advancing economic development and downtown revitalization efforts. This is the type of project that demonstrates the City's visionary thinking and progress toward its goals for climate resilience and sustainable development.

While I'm proud of the City's project delivery in 2025, I know that construction can be disruptive for residents. I understand that residents may feel frustrated with traffic delays and road closures. The City is working to improve project coordination and working with our industry partners and private developers to ensure traffic corridors and options are available. We've seen a number of key milestones and intersections completed this year. I want to thank Edmontonians for their patience and understanding during the construction season.

Through strategic planning and strong execution, we are delivering high-quality infrastructure that supports Edmonton's continued growth and prosperity.

Sara Nichols

Deputy City Manager, Integrated Infrastructure Services

ACKNOWLEDGMENTS

Funding for City of Edmonton infrastructure projects is managed through four-year capital budget cycles, approved by City Council. The success of the City's infrastructure program is thanks to significant funding from the Government of Canada, the Government of Alberta and contributions from other valued partners.

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1

TRANSFORMING EDMONTON PROJECTS



TRANSFORMING EDMONTON PROJECTS

Edmonton's story is one of transformation. The city has evolved from a small trading region to a modern city of over one million people. Edmonton's growth can be seen across its population, economy and urban landscape.

With the population expected to double in the coming decades, transformational projects are necessary to accommodate the growing needs of the city and its people.

Edmonton's City Plan, approved by City Council on December 7, 2020, charts how we will get to a future city, a city that has the benefits we enjoy today with new opportunities for the future. The City Plan sets strategic direction for the way Edmonton grows, its land use, mobility systems, open spaces, employment and social networks, generally touching on most aspects of life in Edmonton. Integrated design and development come together to create the foundation of our future city.

The Integrated Infrastructure Services department is dedicated to *Building Edmonton with Purpose*. This includes reimagining and renewing spaces, improving connectivity and building community hubs where people can truly feel at home. Building a future-ready Edmonton involves transformational projects that significantly and sustainably improve how people live, move and thrive in the city.

**DID YOU KNOW?**

O-day'min Park is the size of 4.5 NFL football fields.

O-DAY'MIN PARK

O-day'min Park is a new downtown park designed for people of all ages and abilities, providing space to play, be active, relax and gather with friends and neighbours.

Budget	\$48.6 million
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Target Construction Completion	Opened in November 2025
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Project Status

The park and pavilion are open to the public. The work on 106 Street, in the alleyways north and south of the park and the sections of 107 Street next to the park, is being coordinated with new developments in the area to avoid rework. Construction on these roads will continue into 2026.

Project Background

As Edmonton's population continues to grow, O-day'min Park will serve as an important catalyst to attract private investment in the downtown core and encourage more people to consider choosing this part of the city as an area to live, or to spend more time.

Project Scope

The park includes:

- **Dog off-leash area** – located in the northwest corner of the park to support the significant anticipated dog population in the area. The off-leash area is in this location to help draw activity to the corner of the park.
- **Playground** – located next to the park pavilion and the off-leash area, the playground provides child-friendly activities with close access to the washrooms and other amenities.
- **Park pavilion** – located in the west portion of the park, next to the playground and fitness area and integrated with the west plaza. The pavilion provides public washrooms and a bookable community gathering space that can host events year round. Space has also been allocated in the pavilion to support park operations staff.
- **West plaza (warming zone)** – the plaza is integrated with the park pavilion and includes gas fireplaces. The space can be programmed for events or used as a space to gather with friends and family.
- **Fitness area** – the fitness area is located south of the park pavilion, in close proximity to the washroom. The fitness pod has a range of equipment and help draw activity to a corner of the park.
- **Hard surface sport court** – the court provides space for basketball, event space or a community snowbank rink in the winter. The court is on the southwest side of the park, near the park pavilion and the 107 Street promenade.
- **107 Street promenade** – the 107 Street promenade, located on the former street, provides access to areas next to the park and the amenities within the park, serving as a space to host festivals and events.
- **Clearing** – located on the east side of the park in the sunniest location. The clearing is an open lawn for a range of activities (yoga, frisbee, etc.) along with a sledding mound that also functions as a natural amphitheatre.
- **106 Street plaza** – connected to 106 Street and activating as an entry to the park, the plaza provides a gathering space on the east side of the park and acts as an entry feature drawing people in.



OUTCOMES FOR EDMONTONIANS

Designed for all ages and abilities, this new downtown park provides space for people to play, be active, relax and gather with friends and neighbours. The new community park is intended to primarily serve the residential population in the area. It provides a place to host community events and gatherings, as well as informal recreation and leisure opportunities.

**DID YOU KNOW?**

Yellowhead Trail is part of the Yellowhead Highway, an important interprovincial trade route, which stretches almost 3,000 kilometres from Haida Gwaii in British Columbia to Portage la Prairie in Manitoba.

YELLOWHEAD TRAIL FREEWAY CONVERSION

Budget \$1.1 billion

Target Construction Completion Fall 2027

Project Status

The following segments have been completed:

- Construction on the 156 Street to St. Albert Trail segment is complete.
- Removal of the 89 Street traffic signal.
- Fort Road between 66 Street and Yellowhead Trail was widened to include the 125 Avenue connector across the LRT tracks.
- The East Widening project upgraded Yellowhead Trail to six lanes, from 61 Street to the North Saskatchewan River.

Remaining work includes:

- St. Albert Trail to 97 Street:
 - Work includes removal of at-grade signalized intersections at 127 Street and 121 Street, including removal of the at-grade intersections at 124 Street and 107 Street.
 - Construction of two new interchanges (127 Street and 121 Street).
 - Construction of parallel directional collector-distributor roads.
 - Upgrades to above-ground and below-ground drainage infrastructure to improve our climate resilience to prevent flooding during significant rainfall events..
 - Construction began in 2023 and is anticipated to be complete by the end of 2027.
- Design and construction for the removal of the at-grade signalized intersection at 66 Street and Yellowhead Trail:
 - Design is underway and is planned to be completed by the end of 2026.
 - Construction will begin shortly thereafter and is anticipated to be complete by the end of 2027.

Project Background

The Yellowhead Trail Freeway Conversion was initiated to address congestion and safety issues on a key corridor in Edmonton for commuter and commercial traffic. The route sees up to 81,000 vehicles daily, 20 per cent of which are transport trucks. Traffic volume is expected to grow to 87,000 and 155,000 vehicles daily by 2047. Planning for the freeway conversion began with a strategic plan approved in 2011, with construction starting in 2019.

The freeway conversion is a priority in the *City's Major Goods Movement Strategy* and supports the goals of the City of Edmonton's Transportation Master Plan. Yellowhead Trail is a major goods movement route, and converting it to a freeway is critical for improving safety and traffic flow, reducing delays for all users.

Turning Yellowhead Trail into a freeway was identified in the *City's Major Goods Movement Strategy* for several reasons:

- Yellowhead Trail is classified as a major goods movement route.
- Traffic on the Yellowhead Trail experiences delays in peak periods and mid-day on weekends. With traffic growth, delays will be even longer if improvements aren't made.
- Safety is of the utmost importance. Nearly 1,000 collisions have occurred annually on Yellowhead Trail over the past decade. Free-flowing traffic, without stopping at traffic signals, will help prevent collisions.

Project Scope

Yellowhead Trail is becoming a freeway with 3 lanes of free-flowing traffic in each direction. Yellowhead Trail as a freeway means the current traffic signals will be removed and road users will exit and enter Yellowhead Trail at the nearest interchange. Interchanges are grade-separated (one road passes over another) with ramps to connect them. Within our freeway conversion limits, there are currently interchanges at 156 Street, St. Albert Trail, 97 Street, 82 Street, Fort Road/Wayne Gretzky Drive, 50 Street and Victoria Trail.

The project includes:

- Conversion of 15 kilometres of roadway to six lanes of free-flow traffic (three lanes in each direction)
- Construction of 2 new interchanges
- Removal of signalized intersections and direct accesses
- New channelized access points and service roads
- Widening of Fort Road and CN rail underpass
- Network Improvements at 123 Avenue, 124 Avenue and 128 Avenue



OUTCOMES FOR EDMONTONIANS

On freeways, traffic is able to flow freely because there are no traffic signals, intersections or crossings at the same level with other roads, railways or pedestrian paths.

- Uninterrupted travel in eastbound and westbound directions will reduce travel delays
- Improved safety with free flowing traffic
- Reduced idling emissions
- Improved goods and services movement



DID YOU KNOW?

In 2024, crews unearthed a piece of Edmonton's transit history. Streetcar tracks that were built in 1913 were uncovered below ground near Stony Plain Road and 142 Street. The tracks were part of Edmonton's 102 Avenue streetcar system, which opened in 1913 to serve the community of Glenora, according to the Edmonton Radial Railway Society. Due to low ridership and economic difficulties, 102 Avenue streetcar service ended in 1932 and was replaced by Edmonton's first gas-powered bus. Seven rail spikes discovered by construction crews were donated to the Edmonton Radial Railway Society.

VALLEY LINE WEST LRT

Budget	\$2.6 billion
Target Construction Completion	2028

Project Status

Marigold Infrastructure Partners (MIP) is in its fourth year of major construction. Construction is anticipated to be complete in 2028, followed by an extensive period of testing and commissioning before the line opens to passengers.

Project Background

Valley Line West is a 14-kilometre, low-floor, LRT extension from Downtown to Lewis Farms. It's the second stage of the Valley Line — a 27-kilometre, urban-style line that will operate between Mill Woods in southeast Edmonton and Lewis Farms in west Edmonton.

Project Scope

Valley Line West has 14 street-level stops, two elevated stations (West Edmonton Mall and Misericordia Community Hospital), two new bridges (Stony Plain Road bridge over Groat Road and an LRT bridge over Anthony Henday Drive at 87 Avenue) and an elevated guideway along 87 Avenue. There are connections with transit centres at Jasper Place, West Edmonton Mall and Lewis Farms, and an expanded Park & Ride at Lewis Farms. Small-scale stops are spaced closely together, providing LRT access within walking distance to thousands of residents. Crossing arms, gates or bells at intersections are not necessary, as trains will run with the flow of traffic and share the road with motorists, pedestrians and cyclists. This style of LRT is common in many other major cities.



OUTCOMES FOR EDMONTONIANS

Valley Line West is a transformational transit project that will change how we move and grow into a city of two million people in the coming decades. Trains will travel the full 27-kilometre Valley Line in approximately one hour and 15 minutes. Valley Line West will link transit riders to major destinations like NorQuest College, MacEwan University, Brewery District, 124 Street, Meadowlark Health and Shopping Centre, Misericordia Hospital and West Edmonton Mall. Transit riders will be able to use Churchill Stop in downtown to access Edmonton's existing LRT lines (Capital Line and Metro Line), and travel the entire LRT network easily.

**DID YOU KNOW?**

The Llew Lawrence Operations and Maintenance Facility is named after Edmonton's very own Llew Lawrence, a pioneer for transit in our city. He was a transit operator, dispatcher, garage supervisor and eventually became Director of Operations for LRT in 1982. He revolutionized how our transit system operated and his concepts and ideas are recognized across North America.

CAPITAL LINE SOUTH LRT EXTENSION (PHASE 1)

Budget	\$1.3 billion
Target Construction Completion	2029

Project Status

Capital Line Design-Build Ltd., a member of the Ledcor Group of Companies, with AECOM as their design partner, has been awarded the Design-Build contract for Phase 1. Major construction began in 2025, and is anticipated to take four to five years to complete, followed by testing and commissioning.

Project Background

Capital Line South Extension (Phase 1) is a 4.5-kilometre, high-floor LRT extension along the west side of 111 Street from Century Park Station to the future Heritage Valley North Station north of Ellerslie Road.



OUTCOMES FOR EDMONTONIANS

Capital Line South Extension that will help serve communities in south and southwest Edmonton, two of the fastest growing areas in our city. Commuters will be able to park at the Heritage Valley Park & Ride just north of Ellerslie Road and board the train to access numerous communities and amenities, including Southgate Mall, University of Alberta, downtown, along with a connection to Edmonton's other LRT lines.

Project Scope

For most of the 4.5-kilometre extension, trains will travel at-grade along the west side of 111 Street; however, the line includes an LRT underpass at 111 Street and 23 Avenue to allow for vehicle traffic to flow freely through the intersection. The LRT underpass will begin just south of Century Park Station, and return to at-grade on the west side of 111 Street near 20 Avenue. Other project highlights include two new LRT bridges (one over Blackmud Creek, and one over Anthony Henday Drive); two new stations (Twin Brooks neighbourhood station, and a multi-modal Heritage Valley North station (connecting to the existing Heritage Valley Transit Centre and Park & Ride); the new Llew Lawrence Operations and Maintenance Facility (south of Anthony Henday Drive); and new Light Rail Vehicles (LRVs).

**DID YOU KNOW?**

Edmonton's first dedicated bike path was established in 1974. This initial trail connected the University of Alberta to the Michener Park student residences, marking the city's first step in creating dedicated infrastructure for cyclists. Edmonton's active transportation network has since continued to expand. With the Active Transportation Network expansion, an additional 35 kilometres of new active transportation connections have been built throughout 2024 and 2025, with an additional 30 kilometres planned for construction in 2026 and beyond.

ACTIVE TRANSPORTATION NETWORK EXPANSION

Budget	\$100 million
Target Construction Completion	2027

Project Status

Construction for this multi-year program began in spring 2024 and will continue to take place at different locations throughout the city until the end of 2026, with the exception of the 107 Avenue route. Due to its complexity and coordination with other ongoing construction activities, the 107 Avenue route is expected to be built in 2027.

Project Background

The City is expanding Edmonton's active transportation network with routes that are safe, accessible and predictable for people of all ages and abilities, offering more choice in how they move around the city, whether cycling, walking, running or rolling. As part of the 2023–2026 Capital Budget, City Council approved \$100 million to proceed with the rapid implementation of the active transportation network expansion. This funding makes up just two per cent of the \$5 billion from the 2023–2026 Capital Budget for transportation projects, including roads and bridges.



Project Scope

The Active Transportation Network Expansion Program focuses on filling in missing links in the existing active transportation network, including new city-wide district connectors within the redeveloping areas of the city (within Anthony Henday Drive).

Different types of active transportation infrastructure are being explored and implemented as part of the program, including:

- Shared Pathways
- Local Street Bikeways
- Protected Bike Lanes
- Protected Contraflow Bike Lanes

OUTCOMES FOR EDMONTONIANS

An expanded active transportation network will provide safe and direct options for commuting, running errands, accessing parks and enjoying the river valley for those who walk, cycle and roll. This more complete active transportation network will:

- Support the health and well-being of residents
- Reduce traffic congestion
- Provide a low-cost transportation option

Reduce greenhouse gas emissions

Support vibrant, urban places

**DID YOU KNOW?**

This bridge provides a missing link in the amisk waciw mēskanaw Trail (Beaver Hill Road Trail), which is a 100-kilometre uninterrupted trail between Devon and Fort Saskatchewan. The trail is now over 75 per cent complete.

AMISK WÂCIW ÂSOKAN (BEAVER HILLS BRIDGE)

EDMONTON–STRATHCONA COUNTY FOOTBRIDGE

Budget \$38.6 million

Target Construction Completion Opened in August 2025

Project Status

Construction began in the summer of 2023 and was completed in July 2025.

Project Background

The North Saskatchewan River Valley (NSRV) is one of the Edmonton Metropolitan Region's most cherished amenities, renowned for its ecological, recreational and cultural value. The River Valley Alliance's guiding strategic plan, A Plan of Action for the Capital Region River Valley Park, describes a vision for a continuous, connected park system in the Edmonton Metropolitan region, with emphasis on building a continuous trail system within the NSRV. To support the enhancement of local and regional connectivity and access to the NSRV, provide enhanced opportunities for recreation and celebration, as well as advance other policy priorities, the River Valley Alliance (RVA), the City of Edmonton and Strathcona County identified an opportunity to build an active mode connection between the two municipalities across the river at approximately 167 Avenue in Edmonton / Township Road 540 in Strathcona County.



Project Scope

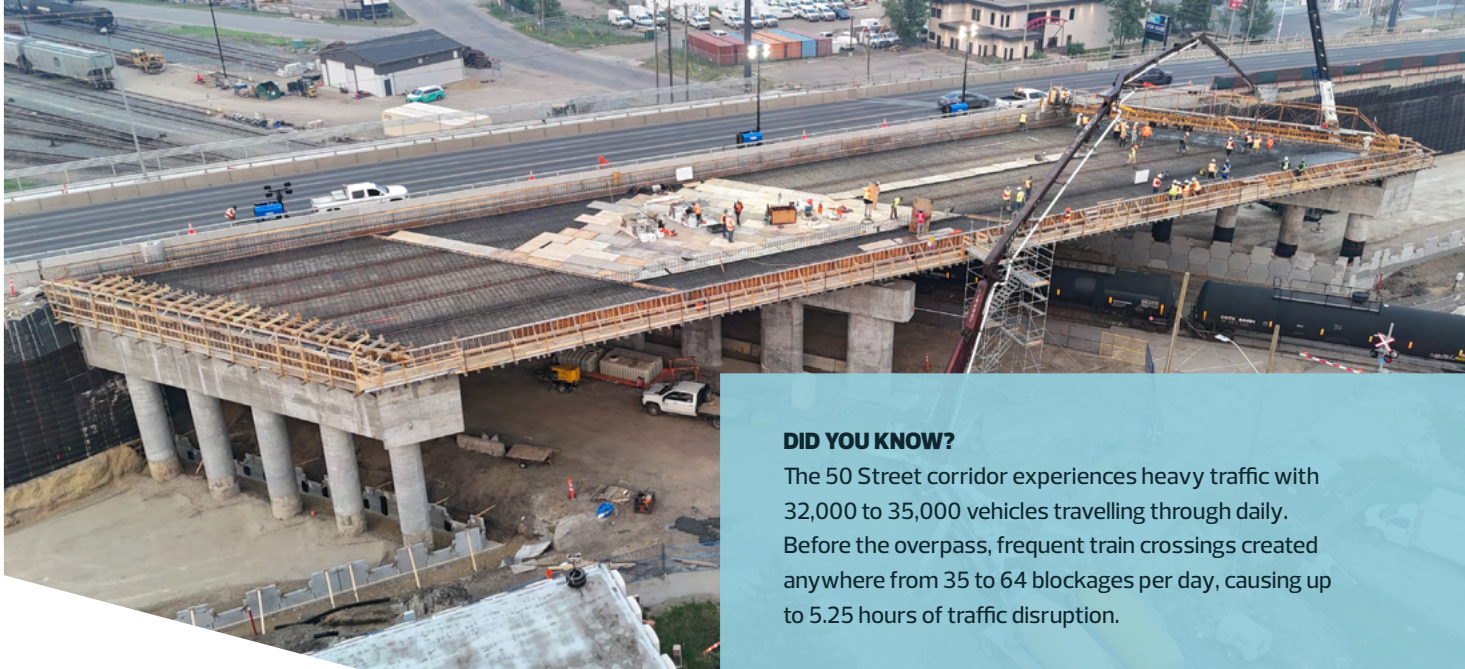
This footbridge links Edmonton to Strathcona County and connects to the trail systems within the NSRV. The new footbridge includes shared pathway connections and open space/recreational upgrades on both sides of the river.

The project included construction of:

- A gathering area at each end of the footbridge
- Shared pathways from the bridge to the existing trail system
- Two viewing lookout areas

OUTCOMES FOR EDMONTONIANS

- Enhance access and connectivity and contribute to building a continuous trail system between Devon and Fort Saskatchewan
- Help incrementally achieve Edmonton's four strategic goals of Healthy City, Urban Places, Regional Prosperity and Climate Resilience
- Meet additional goals in Edmonton's Ribbon of Green, the Strathcona County Trail Strategy, the River Valley Alliance Strategic Plan 2021–2024, and other related Edmonton and Strathcona County plans and policies.

**DID YOU KNOW?**

The 50 Street corridor experiences heavy traffic with 32,000 to 35,000 vehicles travelling through daily. Before the overpass, frequent train crossings created anywhere from 35 to 64 blockages per day, causing up to 5.25 hours of traffic disruption.

50 STREET WIDENING AND GRADE SEPARATION

Budget \$181 million

Target Construction Completion 2026

Project Status

- The northbound overpass bridge is complete and open to the public.
- The southbound overpass, including deck pouring, barrier installation and waterproofing, is complete.
- Construction of the Mechanically Stabilized Earth (MSE) wall west of 50 Street for the southbound overpass is complete.
- Both the northbound and southbound overpasses (excluding sidewalks) are expected to be open in late 2026.
- Work on the sidewalk construction, landscaping and lighting will commence thereafter.

OUTCOMES FOR EDMONTONIANS

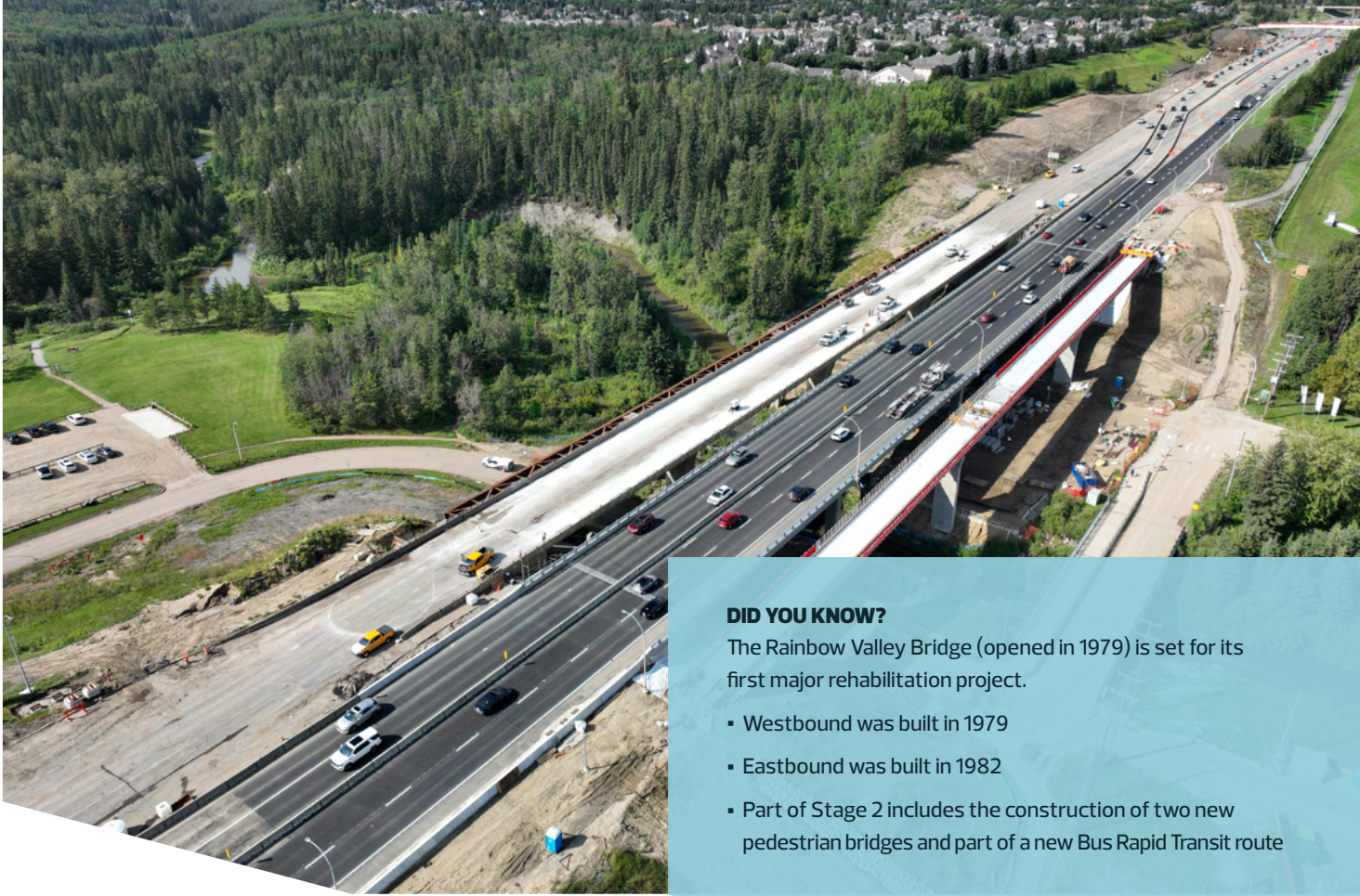
This project will help decrease traffic volumes and congestion at this crossing and provide a safe crossing for those who walk, cycle and roll.

Project Background

50 Street provides access to developing industrial areas and functions as a major north-south commuter and goods movement corridor. The at-grade Canadian Pacific Kansas City (CPKC) railway crossing along 50 Street, north of Sherwood Park Freeway, was identified as a top priority location for grade separation based on delays, traffic impact and frequency of train crossings. With ongoing development along 50 Street, particularly along the industrial and residential areas south of Sherwood Park Freeway, traffic volumes and congestion were estimated to increase. With the opening of the northbound/southbound overpass, the need for vehicles, pedestrians and cyclists was alleviated.

Project Scope

- Widen 50 Street to a 6-lane divided roadway between Sherwood Park Freeway and 90 Avenue.
- Create an overpass for vehicles and active transportation over the rail crossing.
- Construct a shared-use path on the east side of 50 Street.
- Upgrade the sidewalk on the west side of 50 Street.

**DID YOU KNOW?**

The Rainbow Valley Bridge (opened in 1979) is set for its first major rehabilitation project.

- Westbound was built in 1979
- Eastbound was built in 1982
- Part of Stage 2 includes the construction of two new pedestrian bridges and part of a new Bus Rapid Transit route

TERWILLEGAR DRIVE EXPANSION: STAGE 2

Budget \$164 million

Target Construction Completion 2026

Project Status

Construction on the Westbound Rainbow Valley Bridge lanes was complete in summer 2025. Work on the eastbound lanes is underway. Lane reductions on Whitemud Drive are in effect. The Rainbow Valley Pedestrian Bridge will open by the end of 2025. The 142 Street pedestrian bridge will open in 2026.

OUTCOMES FOR EDMONTONIANS

Terwillegar Drive is a key north-south route connecting Edmontonians across the city. The expansion will increase capacity and provide all users with a safe and efficient route.

Project Background

Construction on Stage Two of the Terwillegar Drive Expansion Project includes Terwillegar Drive and Whitemud Drive interchange upgrades, major construction on the Rainbow Valley Bridges, widening of Whitemud Drive and the construction of two new pedestrian bridges. The Rainbow Valley Bridges will be widened to four lanes plus shoulders, enhancing capacity and safety.

Project Scope

The project includes new road lanes, transit and active transportation upgrades, including a dedicated lane for transit, enhanced bus stops, new shared pathways and new pedestrian/cyclist bridges.



DID YOU KNOW?

The Imagine Jasper Avenue project began as a community-led vision to not just remove and replace the infrastructure as it currently exists, but to use the reconstruction as an opportunity to enhance the avenue with a vibrant streetscape.

IMAGINE JASPER AVENUE

Budget \$51million

Target Construction Completion 2027

Project Status

Phase 2 construction of Jasper Avenue is anticipated to be completed over the span of three years:

- Year 1 (2025) – 114 Street to 117 Street
- Year 2 (2026) – 117 Street to 121 Street
- Year 3 (2027) – 121 Street to 124 Street

OUTCOMES FOR EDMONTONIANS

The work will address deteriorating road conditions, provide a safer route of transport for those who walk, cycle and roll, and provide an important space for business and the community to grow.

Project Background

Construction originally started in 2020 on the aging roads and sidewalks of Jasper Avenue from 109 Street to 114 Street. The Imagine Jasper Avenue project originated from a community-driven vision. Beyond replacing existing infrastructure, the project sought to embrace the reconstruction as an opportunity to enrich the avenue with an innovative, vibrant and relevant streetscape. The aim was to create a Jasper Avenue that would serve as both a vital link and a compelling destination, balancing the needs of the community, commuters, businesses and visitors.

Project Scope

Phase 2 includes the complete removal and replacement of pavement structure, curb and gutter, sidewalks, light poles, utility work and traffic lights on Jasper Avenue and on the side streets from 114 Street to 124 Street. This phase also includes substantial Low Impact Development work.

2

BUILDING COMMUNITY HUBS



BUILDING COMMUNITY HUBS

The City is dedicated to building social infrastructure to serve Edmontonians' need for connection, convenience and belonging. With people living in different parts of the city, we understand the growing need for community hubs across Edmonton.

Two new recreation centres are currently underway; Coronation Park Sports and Recreation Centre in the northwest and Lewis Farms Facility and Park in the west. These shared and inclusive recreational spaces would foster public health and wellness and provide equitable access to people of all ages and abilities.

**DID YOU KNOW?**

Once complete, Coronation Park Sports and Recreation Centre will be seeking a Category A facility standard designation by the Union Cycliste Internationale, which is the world governing body of cycling. This designation qualifies a facility to host World Cups, Continental Championships, Junior World Championships and other national and international cycling events.

CORONATION PARK SPORTS AND RECREATION CENTRE

Budget	\$153 million
Target Construction Completion	2025

Project Status

Construction started in 2022 and was completed in November 2025. Preparations are underway to open the facility to the public at the same time as the Peter Hemingway Aquatic Centre in early 2026.

Project Background

Coronation Park Sports and Recreation Centre will be a community and social hub for central-north Edmonton that will also create opportunities for year-round triathlon and cycling training and events. In 2007, City Council approved the Medium Term Recreation and Sports Field Plan, which identified Coronation District Park as a site for the development of a community recreation centre close to Peter Hemingway Aquatic Centre.

In November 2020, City Council directed that the Coronation Park Sports and Recreation Centre Project proceed with the completion of design as "Build to Program", meaning the project will provide a large multi-purpose community recreation centre and include the ability to host world-class events year-round with permanent and temporary seating. Construction began in 2022.

Project Scope

Coronation Park Sports and Recreation Centre creates more community recreation space and connects to Peter Hemingway Aquatic Centre, an architectural award-winning aquatic centre, through an above-ground link. These facilities will open as one integrated facility.

The Centre will include the following amenities:

- Fitness centre
- Walking/running track (333 metres on the outside lane)
- 250-metre Category A indoor cycling track
- Velodrome spectator seating for up to 940 people, including 264 permanent seats
- Infield courts and an urban court
- Dedicated spin studio
- Multi-purpose rooms and studios
- Indoor play space
- Child minding space
- One commercial retail unit



OUTCOMES FOR EDMONTONIANS

Together, Coronation Park Sports and Recreation Centre and the newly rehabilitated Peter Hemingway Aquatic Centre will meet the recreation, leisure and sport needs of the community. The indoor cycling track will enhance sport development opportunities at all levels for cyclists and triathletes.

**DID YOU KNOW?**

The pool can hold approximately 4,300,000 litres of water? This means it will take a full 7 days to fill it!

LEWIS FARMS FACILITY AND PARK

Budget \$309 million

Target Construction Completion 2028

Project Status

Construction began in summer 2023 and is anticipated to be complete in 2028.

Project Background

The need for a new facility and park in the west end was identified in the 2005–2015 Recreation Facility Master Plan and the Medium Term Recreation Facility and Sports Field Plan.

Public and stakeholder feedback was gathered on the concept and design, and showed support for the multi-purpose facility and park. Extensive public engagement was completed from 2015 to 2018. The data collected during engagement continues to guide adaptations in the facility design.

Project Scope

The Lewis Farms Facility and Park, located on the southwest side of 92 Avenue and Rosenthal Way, has been designed to accommodate the following amenities:

- Aquatics facility with a 50-metre pool
- Two ice rinks
- Multi-purpose and studio spaces
- Fitness centre
- Double gymnasium
- Edmonton Public Library branch

A base-level district park will be included with supporting infrastructure that allows for the development of additional park amenities in the future.

OUTCOMES FOR EDMONTONIANS

The Lewis Farms Facility and Park will be a west-end community hub and serve the recreational, sport, leisure and outdoor park space needs of 75,000 area residents.

3

TAKING CARE OF WHAT WE HAVE



TAKING CARE OF WHAT WE HAVE

The City continues to rehabilitate existing infrastructure to ensure public safety, address aging infrastructure and improve public amenities and accessibility throughout the city. Taking care of what we have is integral to respond to environmental impacts and modernize infrastructure as standards change. Rehabilitation projects underway will renew major parks and replace bridges to improve overall safety and accessibility.



DID YOU KNOW?

The William Hawrelak Park Main Pavilion, Boat House and three Picnic Shelters were built between 1968 and 1973 and are now designated Municipal Historic Resources. Rehabilitation work on these buildings is being done in alignment with the respective Designation Bylaws and the standards and guidelines for heritage conservation.

WILLIAM HAWRELAK PARK REHABILITATION

Budget	\$134 million
Target Construction Completion	2025

Project Status

Construction began in spring 2023 and is expected to be complete soon. As construction activity slows down, the City will prepare staff and the space (installing picnic tables, benches, signage, etc.) to safely reopen the park to the public. The City is working to reopen the park in winter 2025/2026 as planned.

Project Background

William Hawrelak Park Rehabilitation was identified as a priority to address aging park infrastructure and meet future demands. Most of the infrastructure is original to the park when it opened in 1967. It has exceeded its lifespan and requires repair, replacement or upgrading to remain operational and meet current and future community needs.

Project Scope

The project addresses the utility, transportation, open spaces and facility infrastructure throughout the park. This work mainly includes the renewal of the civil, structural, mechanical and electrical systems in the park's facilities, upgrading the park's benches and picnic site furnishings, repaving all park roads and pathways and replacing all curbs.

This work includes:

- Replacement of all deep utilities throughout the park
- Installation of a new shared pathway throughout the park, enhancing safety and accessibility
- Restoration, improvements and/or preservations were made to the Main Pavilion, Boat House and three Picnic Shelters
- Addition of a lakefront path outside the Main Pavilion, complete with two gas firepits and additional seating
- Cleaning and regrading of Hawrelak Lake
- Accessibility improvements throughout the park, including hearing loops, seating and a ramp in the Heritage Amphitheatre, accessible picnic sites and the provision of family/ gender-neutral washrooms
- Increased pathway lighting for security



OUTCOMES FOR EDMONTONIANS

Once completed, this beloved park will be able to support the needs of festivals, events, Edmontonians and visitors for years to come.

**DID YOU KNOW?**

Once open, Beaver Hills House Park will be home to Downtown Edmonton's only outdoor climbing wall.

BEAVER HILLS HOUSE AND MICHAEL PHAIR PARK RENEWAL

Budget \$9.9 million

Target Construction Completion End of 2025

Project Background

Beaver Hills House and Michael Phair Parks are already well-used public spaces that make up the fabric of Edmonton's downtown. The renewal design is safety focused and will enhance the overall user experience and improve overall safety and accessibility while adding new amenities to encourage more people to visit.

OUTCOMES FOR EDMONTONIANS

This project will see the renewal of aging infrastructure and will also improve the overall design and function of both parks.

Project Scope

Beaver Hills House Park

- The renewed park design provides a central gathering space or "heart" of the park surrounded with amphitheatre seating in grass.
- Accessible pathways with new paving, flexible seating, new lighting and trees as well as a washroom building will be provided.
- Playful elements such as a children's natural play structure and bouldering wall will provide interactive elements within the park.
- Near Jasper Avenue, an open area will allow flexible space for events and will re-integrate the existing Aboriginal Walk of Honour.

Michael Phair Park

- The park design includes a busking stage with string lighting, designated space for food truck parking, playful seating and games area as well as new trees.

**DID YOU KNOW?**

Mary Burlie was known for wearing knee socks. The park's final design pays homage to Mary with knee sock-shaped lawns and colour schemes similar to their design.

MARY BURLIE PARK RENEWAL

Budget	\$2.6 million
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Target Construction Completion	Spring 2026
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Project Background

Mary Burlie Park on 97 Street was established in 1999. The late Mary Burlie (1935–1996) was an advocate and social worker for Black communities in Edmonton. She was one of Boyle Street Community Services' first volunteers when it opened in 1971 and continued her work there, earning the nickname "the Black angel of Boyle Street," until her death in 1996. The goal of the renewal, in addition to repairing or replacing the existing infrastructure, is to improve safety and accessibility and increase the use of this open space.

Project Scope

All existing park infrastructure, including the shelter, was removed. Crews are grading the site and installing the hard surfaces, including new concrete and asphalt connections to and throughout the park. The new infrastructure will then be added. Highlights include a new shelter, basketball court, ping pong table and chiminea (a type of outdoor firepit with a tall chimney on top). New landscaping and trees will be added.

OUTCOMES FOR EDMONTONIANS

This renewal project is intended to provide a positive impact and increased use for all members of the community.

**DID YOU KNOW?**

The bridge design will incorporate historic elements to align with the look of the Old Glenora neighbourhood.

WELLINGTON BRIDGE REPLACEMENT

Budget \$30 million

Target Construction Completion Fall 2026

Project Status

Wellington Bridge was closed in September 2025, in conjunction with the timing of roadwork for Valley Line West in the area.

Project Background

Wellington Bridge will be replaced as the current structure nears the end of its service life.

Project Scope

The bridge will be demolished and replaced. Through close collaboration with contractors, the City shortened the proposed schedule from two years to 14 months, demonstrating a strong commitment to efficiency. Once complete, the new bridge will significantly improve safety for all by including a pathway on the north side, safer traffic barriers, handrails and streetlights, and by meeting modern design standards for lane widths and accommodation of active transportation.

OUTCOMES FOR EDMONTONIANS

This work will result in a new bridge that improves the safety for all bridge users.



SOUTHBOUND LOW LEVEL BRIDGE REHABILITATION

Budget \$4.7 million

Target Construction Completion Winter 2025/
early 2026

Project Status

Project started in July 2025.

Project Background

The Low Level Bridges are reaching the end of their useful service life and need to be rehabilitated. The southbound structure will undergo rehabilitation to extend its service life as an interim solution until its eventual decommissioning.

Project Scope

Rehabilitation includes the construction of a crossover to shift southbound traffic onto the northbound bridge, site preparation, cleaning the bridge and replacing and strengthening some bridge components.

OUTCOMES FOR EDMONTONIANS

Rehabilitation extends the service life of the bridge ensuring a safe and reliable crossing for all users.



50 STREET BRIDGE OVER WHITEMUD DRIVE REHABILITATION

Budget \$7.7 million

Target Construction Completion Opened Fall 2025

Project Status

Construction began in spring 2025 and the bridge reopened in fall 2025.

Project Background

Rehabilitation of the 50 Street bridge over Whitemud Drive was required to extend its life and improve safety for users. Rehabilitation of the existing bridge ensures a safe, reliable crossing for the needs of motorists, cyclists and pedestrians for the next 25 years.

Project Scope

Rehabilitation work included the replacement of the existing bridge deck joints, drainage upgrades, pedestrian and bicycle barriers, modification of the sidewalk to promote positive drainage, the addition of concrete pedestrian and cyclist barriers and minor repair work on the bridge.

OUTCOMES FOR EDMONTONIANS

Rehabilitation extends the service life of the bridge for another 25 years and ensures a safe crossing for all users.



COLISEUM LRT BRIDGE REHABILITATION

Budget \$19.6 million

Target Construction Completion 2027

Project Status

Construction began in spring 2025.

Project Background

The bridge was originally constructed in 1974. The rehabilitation project will assist with prolonging the service life and operability of the bridge.

Project Scope

The structural repairs include deck joint replacement and girder repair. The tracks along the Station platform will also be updated to minimize future maintenance costs. The bridge repairs will be completed in a phased approach to ensure one LRT track remains in service at all times. In 2025, the southbound track rehabilitation was completed. The project also includes installation of a new track crossover just south of 115 Avenue to accommodate northbound track rehabilitation in 2027. Coliseum LRT Station will remain in operation during construction.

OUTCOMES FOR EDMONTONIANS

The rehabilitation work will ensure the bridge's continued safety and accessibility to the public.



MILL CREEK TRESTLE BRIDGE AND CULVERT REPLACEMENT

Budget	\$22.8 million
Target Construction Completion	December 2026

Project Status

Construction began in fall 2025.

Project Background

The Mill Creek Ravine Trestle Bridge north of 76 Avenue was originally built in 1902 as part of an early rail connection between the towns of Strathcona and Edmonton. It remains a valuable part of the Edmonton River Valley trail system. The existing trestle has reached the end of its service life and requires replacement.

During the planning and design phase, it was determined that the adjacent culvert under 76 Avenue also requires replacement due to aging and surrounding erosion and slope stability issues. After reviewing options and considering budget, timeline, environmental factors and transportation needs, it was decided that a new single-span road bridge along 76 Avenue would be built to replace the culvert in combination with the replacement of the Mill Creek Ravine Trestle Bridge to the north.

Project Scope

The Mill Creek Trestle Bridge along 76 Avenue is being replaced. The replacement trestle bridge will include features similar to those of the current structure. The project also includes replacement of the culvert located under 76 Avenue. The current culvert is aging, requiring work to address the condition as well as soil erosion and slope stability issues near the existing bridge.

OUTCOMES FOR EDMONTONIANS

Replacement of the trestle bridge and culvert will ensure a safe crossing for those who walk, cycle and roll.

4

WORKING IN YOUR NEIGHBOURHOOD



WORKING IN YOUR NEIGHBOURHOOD

The City of Edmonton is dedicated to building a “community of communities” that are diverse, connected and sustainable.

To make Edmonton a healthy, urban and climate-resilient city, it is essential that our infrastructure is functional, livable and enjoyable for all. At the City of Edmonton, we continuously work to adopt the latest tools and technologies to make our city safer, stronger and easier to manage. While these innovations may not always be visible, they play a significant role in enhancing public safety, accessibility and long-term sustainability.

To address aging infrastructure in mature neighbourhoods, the City's Neighbourhood Renewal Program provides a cost-effective, long-term strategy to renew roads, sidewalks, and street lights. This work supports safer, more accessible streets and ensures that public spaces continue to meet community needs.

At the same time, through The City Plan, Edmonton is focused on creating more connected communities. This includes strengthening the ways people move around the city—enhancing sidewalks, paths and trails, safer road crossings, expanding bike lanes and ensuring reliable transit options. Together, these efforts support healthy mobility, foster community connections and contribute to a more resilient and inclusive Edmonton.

**DID YOU KNOW?**

Neighbourhood Renewal improvements reduce speeding and shortcutting in your neighbourhood.

NEIGHBOURHOOD RENEWAL PROGRAM

The Neighbourhood Renewal program renews local, residential, collector and industrial roads as well as alleys, sidewalks and street lights in mature neighbourhoods. The program also looks at opportunities to improve road safety (i.e. traffic calming and school area crossings), active transportation infrastructure (i.e. bike lanes and shared pathway additions) and City-owned parks and open spaces. The program is intended to ensure new infrastructure benefits the community for 30 to 50 years.

The Alley Renewal program is a cost-effective, long-term strategic approach to renew and rebuild alleys across the City over 25 years. It involves reconstruction and repaving of the alleys, as well as improvements to surface drainage and upgrading lighting to LED fixtures.

In 2025, the City renewed 51 kilometres of roadways and alleys, as well as 58 kilometres of sidewalks and eight kilometres of shared-use paths.



OUTCOMES FOR EDMONTONIANS

The Neighbourhood Renewal program considers current engineering and transportation best practices in renewing our city's mature neighbourhoods. Neighbourhoods become safer and provide a network that is for everyone – people who walk, bike, roll and drive.



LOW IMPACT DEVELOPMENT

Cities have a major impact on the environment. When natural landscapes are developed with hard surfaces, like asphalt, the water cycle is disrupted and stormwater can't drain into the ground the way it did before. This can increase the risks of flooding and lead to more pollutants entering our waterways. To combat this problem, the City is working closely with its municipal partner EPCOR. EPCOR provides drainage services for the City and is responsible for flood mitigation.

Low Impact Development (LID) is an important part of EPCOR's strategy to protect against flooding. EPCOR works directly with Integrated Infrastructure Services to incorporate LID into an increasing number of projects. LID is a stormwater management strategy designed to manage runoff as close to its source as possible. LID helps create a functional and climate resilient landscape by minimizing erosion and reducing flood risk. A recent infrastructure project that has adopted LID is Holyrood Supportive Housing.





HOLYROOD SUPPORTIVE HOUSING

Budget \$28.4 million

Target Construction Completion Opened
Spring 2025

OUTCOMES FOR EDMONTONIANS

Supportive housing is critical infrastructure that will help prevent and end homelessness in Edmonton.

Project Background

Supportive housing is a type of affordable housing that offers below-market rents as well as wraparound support services and a community. Residents sign a lease and pay rent, while also receiving support with life skills and health and wellness support services. Each supportive housing site is designed to fit into their respective neighbourhoods, to integrate and become part of the fabric of each neighborhood. Each facility will take cues from other buildings that surround it and incorporate them into the design, such as scale, facade features, colours, etc.

Project Scope

This project was a partnership between various levels of government and community partners, working together to deliver much-needed supportive housing in Edmonton. The result is a four-storey, 63-unit building that includes 12 barrier-free, one-bedroom homes. The site also features bioretention gardens, absorbent landscaping, tree trenches, and soil cells to incorporate low-impact development (LID) design. These technologies reduce the amount of stormwater runoff and pollutants entering the stormwater system.

KEEPING EDMONTON MOVING

The City has adopted tools and programs to make moving around Edmonton safer and more efficient. These tools and programs help ensure safety for all modes of travel including walking, rolling, biking and driving.

VISION ZERO

Vision Zero is a safe mobility strategy focused on reducing speeds within communities in order to eliminate traffic fatalities and serious injuries. Installing speed tables and speed humps deters speeding.

In 2025, 61 speed tables and 15 speed humps were installed along various corridors.

PATHS TO PERMANENCE

Under the Paths to Permanence program, opportunities to convert the installed adaptable traffic calming measures to permanent are reviewed and prioritized periodically at select locations. When adaptable traffic calming measures prove effective and budget allows, they are replaced with permanent asphalt or concrete solutions for long-term durability.

As part of the 2025 Path to Permanence program, adaptable traffic-calming measures from existing Vision Zero Street Lab projects have been converted to permanent features.

SAFE CROSSINGS PROGRAM

Safe Crossings Program aims to make improvements to crossing locations for pedestrian safety.

In 2025, in various locations throughout the city, nine two-stage crossings were installed in addition to four new centre medians.





TRANSIT PRIORITY MEASURES

Transit Priority Measures help make transit faster and more reliable, reducing the time people need to travel and improving the efficiency of transit service by reducing the number of service hours required to complete trips. It is a cost-effective way to improve our ability to quickly and efficiently get more Edmontonians where they want to go. These measures will improve transit service in the short term by enhancing what we already have, while the City plans for future Bus Rapid Transit.

Transit priority measures are being implemented in seven locations in 2025 and 2026.

97 Street between 107A Avenue and 118 Avenue:

- Afternoon peak hour parking restrictions in the northbound direction between 111 Avenue and 118 Avenue
- Signal timing improvements at the intersection of 97 Street and 118 Avenue

118 Avenue between 78 Street and 82 Street:

- Signal timing improvements

Hewes Way between 23 Avenue and 28 Avenue:

- Signal timing improvements

97 Avenue between 105 Street and 109 Street:

- Westbound bus queue jumps without lane restrictions
- Signal timing improvements

Jasper Avenue:

- Westbound bus queue jump with lane restrictions at 105 Street
- Signal timing improvements

101 Street between Jasper Avenue and Kingsway Avenue:

- Southbound transit lane between Kingsway Avenue and 107A Avenue with lane restrictions
- Transit lanes between Jasper Avenue and 102A/103 Avenue
- Signal timing improvements

Whyte Avenue between 99 Street and 109 Street:

- Intersection improvements
- Signal timing improvements



BALWIN PARK

Budget \$1.9 million

Target Construction Completion Opened Fall 2025

Project Background

Balwin Park was renewed with a focus on safety, accessibility and improved and expanded amenities for social connection and passive use, and improved recreation, play and cultural activities for diverse users.

Project Scope

Work in Balwin Park includes building a new artist-inspired playground, shade shelter, site furniture, a new walking trail, park lighting and landscaping.

DID YOU KNOW?

This is Edmonton's first artist-designed playground. It encourages residents to explore the world of Piney P, a playful pineapple. Piney P is the protector of the playground. He was inside the seed at the centre of the park when it landed, and has made his home here on the Prairies. He may look a little tough on the outside, but he's full of love.

OUTCOMES FOR EDMONTONIANS

Playgrounds are important community hubs. They foster play, social connection, exploration and imagination for residents of all ages.



BLATCHFORD FIRE STATION #8

Budget	\$28.8 million
Target Construction Completion	Opened Fall 2025

Project Status

Construction is complete and the building has been turned over to Edmonton Fire Rescue Services for operations.

Project Background

West Yellowhead Fire Station #8 was demolished for the Yellowhead Trail Freeway Conversion Project. To replace Fire Station #8, a new facility was built in Blatchford.

Project Scope

This fire station includes three drive-through bays for equipment and a dedicated duty gear room to ensure a safe and healthy working space and living space for the firefighters. The new station is connected to Blatchford's district energy sharing system, which provides environmentally-friendly heating, cooling and domestic hot water services. As a fundamental City asset, the fire station is an emissions-neutral facility according to the City's new Climate Resilient Policy C627.

OUTCOMES FOR EDMONTONIANS

Blatchford Fire Station #8 meets the needs of Edmonton Fire Rescue Services and the surrounding community.



FORT EDMONTON PARK RENEWAL

Budget \$13.25 million

Target Construction Completion Winter 2025/26

Project Status

Construction started in spring 2024 and is ongoing.

Project Background

This project includes the renewal and rehabilitation of mechanical, electrical and structural building components of more than 70 buildings in Fort Edmonton Park.

Project Scope

This renewal project addresses selected buildings' electrical, mechanical and structural components. This work includes the replacement of roofing, doors and interior finishes, along with the renewal of building furnaces and boilers. Completing this work improves building conditions in the park, and allows the renewed buildings to continue to educate visitors and enrich the Fort Edmonton Park visitor experience. The project is being completed in a phased approach so that only a few buildings will be under construction at a time. This approach reduces overall construction impacts for Fort Edmonton Park visitors.

OUTCOMES FOR EDMONTONIANS

Once the project is complete, park visitors can continue to learn, explore and discover the park's history and culture for years to come.



Integrated Infrastructure Services

INFRASTRUCTURE REPORT