

## Project Overview

Active transportation (walking, rolling, and bicycling) improves access, reduces vehicle trips and traffic congestion, and supports healthy minds and bodies.

The City of Edmonton is expanding the active transportation network with routes that are safe, accessible, and predictable for everyone, based on principles of connectivity, ridership potential, equity, safety, and feasibility.

As part of the Active Transportation Network Expansion Program, the City is advancing the following connections in West Edmonton in 2026:

- 163 Street (Northern Section): north-south from Stony Plain Road to 107 Avenue
- 163 Street (Southern Section): north-south from 87 Avenue to 95 Avenue

The following section is planned to be implemented by the [Glenwood Neighbourhood Renewal Project](#) with construction beginning in 2026:

- 163 Street (Central Section): north-south from 95 Avenue to 100 Avenue

## Network Connectivity

163 Street serves as a vital north-south connector in the city's west end. The northern segment, spanning from Stony Plain Road to 107 Avenue, will integrate with the active transportation connection planned for 107 Avenue. Between 95 Avenue and 100 Avenue, infrastructure will be updated as part of the Glenwood (163 Street West) Neighbourhood and Alley Renewal project, tying in to the new route at 95 Avenue. To the

south, the route will link with the new shared pathway along 95 Avenue and the Valley Line West LRT's shared pathway on 87 Avenue.

## Design & Infrastructure: Local Street Bikeways

In Meadowlark Park and West Meadowlark Park, where existing service roads are available along 163 Street between 87 Avenue and north of 89 Avenue, a local street bikeway was selected as the appropriate facility type for new routes. This was based on existing local roadway designations, low vehicle volumes, and low speeds in the area.

Local street bikeways include the following elements:

- Shared Space: cyclists and motorists share the street without separated infrastructure.
- Safety Features: includes pavement markings, signage, and traffic calming.
- Speed & Traffic Control: speed humps will be added, a 30 km/hr speed limit will be implemented, and stop signs will replace yield signage or be added at all intersecting roadways.
- Traffic Calming: diversion elements (such as speed humps and physical barriers) will encourage slower speeds and reduce neighbourhood shortcutting.

A shared pathway will be constructed along the west side of 163 Street within the boulevard space in front of Jasper Place High school, St. Francis Xavier High school and Rec Centre, and in front of Youngstown School. This will ensure adequate on-street space for bus loading and pick-up and drop-off zones. A shared pathway is a paved, off-street path that's shared by all active transportation users, including those who bike, walk, run, scoot, blade and more. Shared pathways are

typically 2.5 metres or wider and are marked with signs that indicate they are to be shared by multiple types of users. These modifications maximize the safety and comfort for active transportation users of all ages and abilities while limiting impacts to parking and travel lanes as much as possible.

A two-way protected bike lane (an on-street bike lane protected from moving and parked vehicles by a physical barrier with travel in both directions) on the west side of 163 Street from Stony Plain Road to 107 Avenue. A two-way protected on-street facility was selected as the appropriate facility type for this portion of this district connector route based on the existing arterial roadway designation, as well as the medium to high traffic volumes and speeds which require separate cycling infrastructure.

## Parking Adjustments

Decisions that impact parking are not taken lightly. In some locations, parking removal is required to ensure adequate roadway space for vehicles and cyclists to safely pass, to meet design standards, which helps to enhance safety.

New **No-Parking** zones (effective 24/7) will be implemented at:

- **88 Avenue and 89 Avenue Intersections:** permanent, minor removal of parking within the west service road.
- **163 Street (92 Avenue to 93 Avenue):** permanent, minor removal of some parking on the west side of the street.
- **163 Street north of Stony Plain Road to 103 Avenue:** permanent removal of parking on the west side of the street.
- **163 Street from 104 Avenue to 106A Avenue:** permanent removal of parking on the west side of the street.
- **106 Avenue intersection:** permanent, minor removal of parking on the east side of 163 Street.

*Note: existing front driveways will remain accessible and active accessible parking zones will be maintained.*

## Operational Changes

These new upgrades will provide enhanced connectivity through the neighborhood, with specific infrastructure improvements linking 87 Avenue to 106 Avenue along the 163 Street corridor:

- **87 Avenue to 89 Avenue (West Service Road):** provides a calmer, safer connection for the neighborhood by converting the vehicle route to one-way southbound with speed humps and a 30 km/h speed limit.
- **89 Avenue to 95 Avenue (West Sidewalk):** connects residents to the broader network via a new 3-metre-wide shared pathway.
- **88 Avenue and 89 Avenue Intersections:** improves pedestrian safety and connectivity on the west side with new curb extensions.
- **Jasper Place High School Transit Hub:** enhances transit connectivity by relocating bus stop #5890 slightly south and consolidating stop #5355 into stop #5687.
- **Stony Plain Road to 103 Avenue (west side):** a new sidewalk link will be added.
- **103 Avenue to 104 Avenue (west sidewalk):** the existing sidewalk will be converted to a 3-metre-wide shared pathway.
- **At 106 Avenue intersection:** a new centre median will be added along 163 Street at the 106 Avenue intersection. Northbound left turns and eastbound left turns will no longer be permitted at this intersection.

## Environmental Stewardship (Urban Forestry)

Designs were developed to minimize tree impacts. Trees will only be removed when there are no preservation options due to site constraints. When removals occur, new trees will be planted to replace those removed as part of [Greener as We Grow](#) to diversify the tree canopy. The majority of the tree removals along this route were required in the vicinity of Youngstown school. These removals were required in order to accommodate the implementation of the new shared pathway within the boulevard space in front of the school. Trees removed will be replanted following construction of the new shared pathway as part of a professional landscaping and restoration plan.

## Communications & Timelines

City Council approved the accelerated implementation of Active Transportation Network Expansion Program. Designs were developed based on technical and safety requirements, City policies, The City Plan, targeted public engagement where needed, and previous engagement data collected during development of the [Bike Plan](#). Because the approach to design decisions along the routes was guided by technical considerations, there were limited opportunities for residents to influence the outcomes.

The project team focused discussions on directly impacted parties who may experience potential changes to site access, land use and landscaping, and where their input can be integrated into the design. Following City Council's direction for focused engagement, the project team did not conduct broader public engagement. We understand that this approach may be frustrating for community members and might not align with everyone's hopes.

Letters detailing operational and parking changes were sent to nearby residents/businesses in April and May 2026, to inform them of the upcoming changes as a result of route implementations.

## Frequently Asked Questions

### Why were these locations on the west end chosen and how were routes prioritized for this project?

A network of approximately 200 routes was originally identified based on the [Bike Plan](#) and the [Bike Plan Implementation Guide](#). To select routes for completion as part of the Active Transportation Network Expansion Program, a prioritization framework, considering connectivity, ridership potential, equity, safety and feasibility, was developed. As part of the prioritization work, the 163 Street route ranked high, filling in important links. These new routes ([163 Street south](#) and [163 Street north](#)) in the Meadowlark Park, West Meadowlark Park, and Britannia Youngstown neighbourhoods, will provide connectivity through the neighbourhoods, and through west Edmonton with connections to Stony Plain Road and future 107 Avenue shared pathway. The new routes also connect to the new shared pathway along 95 Avenue currently under construction, as well as the new shared pathway on 87 Avenue being delivered through the Valley Line West LRT project providing important connections in the west Edmonton network.

### Is parking removal really necessary for route implementation? How will accessible stalls be accommodated?

In mature and developed neighbourhoods with narrower roads, some parking removal is necessary along some portions of the new on-street protected routes. The removal is necessary to enhance the safety of all users and to ensure there is enough space for new on-street protected bike lanes. All options were explored and at these locations, there is insufficient boulevard space to implement an off-street facility such as a shared pathway. Decisions that impact parking and operational changes are not taken lightly. The program is designed to ensure safe infrastructure based on the roadway speeds and traffic volumes. In the case where on-street parking will need to be reduced or removed to accommodate the new active transportation infrastructure, alternative options, such as rear-access parking (where feasible) and nearby roadways, are available.

The City is committed to maintaining accessibility. Designated curbside accessible parking that is actively in use will not be removed unless suitable alternatives are provided. The City has mapped existing accessible parking along the proposed routes and has consulted with residents to confirm whether designated zones are still in use.

### **I park my car on-street in front of my house, can I plug in my car with a block heater extension cord across the sidewalks or paths in the winter so my vehicle will start in the cold?**

Extension cords across sidewalks are not permitted because they pose an obstruction for pedestrians and other sidewalk users, and they can impede wheelchairs and strollers. Peace officers may receive public complaints and attend to confirm if there is an obstruction present in the case of extension cords across the sidewalk, and can provide a warning or a fine for the obstruction.

### **How will the new infrastructure impact traffic flow along 163 Street?**

Along the 163 Street corridor, only minor changes with negligible impacts to traffic flow are required for implementation of the new active transportation route. This includes the removal of the southbound right turn bay at the Stony Plain Road intersection; no other impacts or changes to traffic patterns are anticipated for the rest of the corridor. All design decisions, including this minor refinement, are reviewed to ensure functional routes for emergency vehicles and maintain local emergency access standards.

### **What is the purpose of the centre median at 106 Avenue? The median installation will cause driving routes and turn restriction changes which will inconvenience residents.**

A new centre median will be added along 163 Street at the 106 Avenue intersection. Northbound left turns and eastbound left turns will no longer be permitted at this intersection. The new center median will enhance roadway safety for pedestrians and cyclists by restricting and slowing traffic at this intersection. While traffic patterns in the neighbourhood and along the corridor will change as

a result of the new median, there is expected to be an overall benefit of slowing and reducing traffic and enhancing roadway safety.

The median may result in traffic being redirected to adjacent roadways within or adjacent to the mature grid-pattern neighbourhood. While some detours are necessary, local access to all residential homes and businesses is maintained. Residents and business users typically adapt to the new patterns quickly, as the new route does not require significant detours for local trips.

### **How does the City justify the cost of bike lanes and why should tax dollars be spent on this? Why is the City funding bike lanes when there are other priorities?**

The funding is part of approximately \$5 billion from the 2023-2026 Capital Budget for transportation projects, including roads and bridges. The active transportation network expansion makes up just 2 per cent of the overall transportation infrastructure budget for this budget cycle.

### **Who will be responsible for snow clearing along the new 163 Street route?**

At present, local street bikeways are planned to be maintained at the same Priority 4 level as regular residential roadways. This means that they will be maintained to a 5 cm snowpack and completed within 14 days once a residential blading cycle is initiated. It is understood that this level of snow clearing is not amenable to continuous winter use of these facilities and the City is exploring options to increase the maintenance priority of the local street bikeway routes subject to operational funding availability.

The new shared pathways along 163 Street will be added to the Priority 2 snow clearing network to be cleared within 72 hours following the end of a snowfall event. New protected bike lanes will be considered for addition as part of the Priority 1 snow clearing network, to be cleared within 24 hours, to encourage all season use.

## **I rarely see people biking, why implement active transportation infrastructure in my neighbourhood? Where can I see the data to help this make sense?**

Active transportation improves access for Edmontonians, reduces vehicle trips and traffic congestion for people that still need to drive, and supports healthy minds and bodies. The active transportation network gives people of all ages and abilities more choice in how they move around the city, whether cycling, walking, running or rolling. Providing a safe, comfortable and connected active transportation network is one of the ways we're working to support safe and efficient travel for all Edmontonians, no matter how they travel. The expansion of the active transportation network will not only support Edmontonians today, but will continue to support generations to come as we grow to a vibrant and climate resilient city of two million people.

This type of infrastructure provides a safe environment for people who ride bikes and other active modes to be separated from other modes of transportation, which encourages more cycling. For example, the increase for annual downtown bicycle counts has increased by more than 15 per cent from 2022 to 2024.

To view the data, please visit: [YEG Cycle Counters](#)

## **The Government of Alberta has recently discussed potential legislation surrounding bike lanes within cities. Will the City be removing the bike lanes based on these recent comments?**

The City is aware of the provincial government's intent to introduce legislation regarding municipal bike lanes, which is anticipated to be tabled Fall 2026. City Administration is working closely with the provincial government to understand the specifics of the anticipated legislation.

At this time, there is no requirement for the removal of existing infrastructure or changes to current plans.

## **Related Links**

[Active Transportation Network Wayfinding](#)

[Edmonton Bike Plan](#)

[Mobility System](#)

[Cycling in Edmonton](#)

[The City Plan](#)

For more information please visit  
[edmonton.ca/ActiveTransportation](https://edmonton.ca/ActiveTransportation)

