



Vision

Wihkwêntôwin ᐃᓄᓐᓂᓐᓂᓐᓂᓐ provides spaces and opportunities for residents and visitors to come together to meet, gather and build community. Walking, rolling and biking are prioritized and are safe and convenient for all ages and abilities. Active transportation connections link key destinations both within and outside the neighbourhood. Trees and greenery beautify the neighbourhood and support environmental sustainability. The neighbourhood's location, design and walkability are celebrated and make it unique in the Edmonton context.

Guiding Principles

1. Provide for both casual and commuter oriented walking, rolling and biking connections that are clean, smooth, comfortable, convenient, safe and link to key destinations in and out of the neighbourhood for all users

Supporting design principles:

Along with replacing all sidewalks, adding curb ramps and upgrading street lights, the Project Team will explore ways to:

- + Provide walking, rolling and biking connections to key destinations including transit stops
- + Prioritize City-owned spaces for those who walk, bike and roll
- + Improve crossing safety
- + Improve pedestrian visibility
- + Meet the active transportation needs of all ages, genders and mobility levels
- + Design infrastructure that is usable in all seasons
- + Include comfortable seating areas along highly used walking, rolling and biking routes
- + Enhance the urban tree canopy
- + Provide safe and convenient bike parking

2. Ensure parks and open spaces are green, welcoming, vibrant, accessible and provide an inviting and thriving extension of living spaces where residents and their visitors feel safe to relax, gather, socialize and play year round

Supporting design principles:

The Project Team will explore ways to:

- + Improve the visibility of users
- + Improve connections to and through public spaces
- + Enhance the urban tree canopy and naturalization
- + Create welcoming and useful gathering areas
- + Incorporate active and passive recreation and activity areas
- + Explore opportunities to add additional green space within road right-of-way

3. Provide drivers with smooth, navigation-friendly roads that focus on taking them slowly and safely to destinations within the community rather than through it

Supporting design principles:

Along with replacing roads and upgrading street lights, the Project Team will explore ways to:

- + Enhance safety at intersections and reduce conflicts between people who walk, roll and bike, with people who drive
- + Design roadways that encourage slow speeds
- + Improve the visibility of wayfinding and traffic signage
- + Provide on-street public parking in priority areas



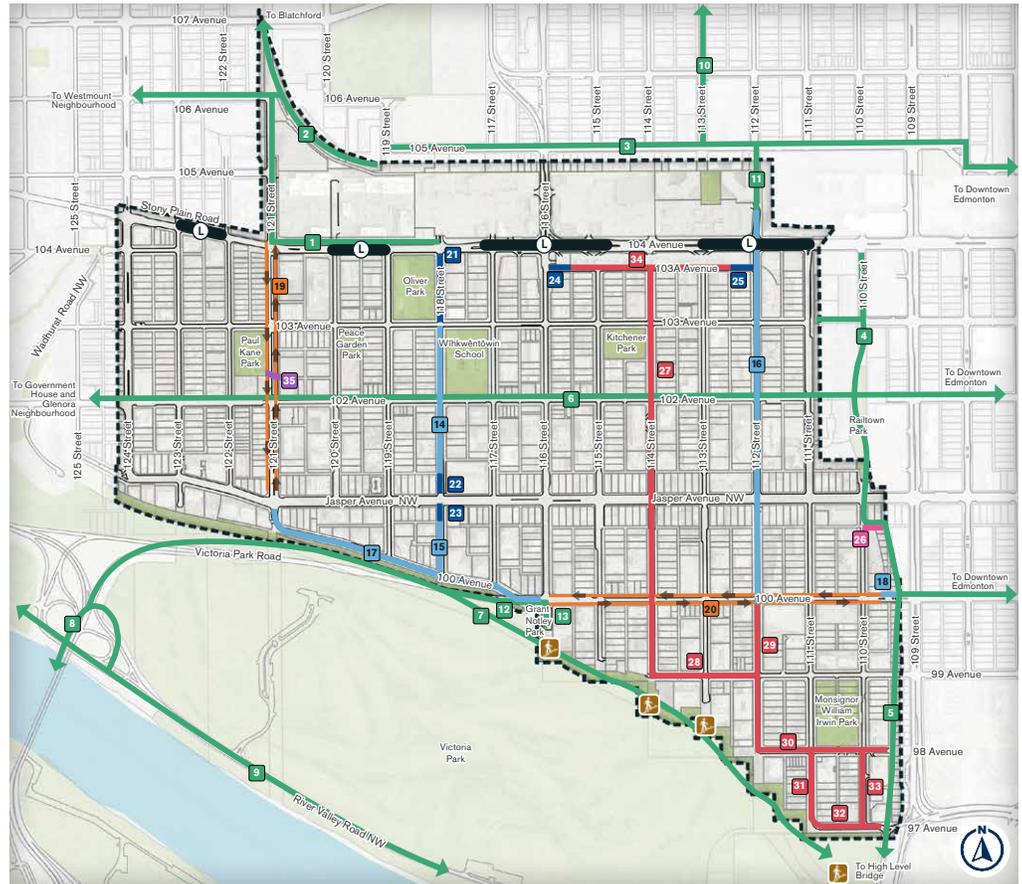
Draft design highlights

Active Transportation Network

City policy provides direction to increase opportunities to walk, roll and bike in Edmonton for all ages, abilities and regardless of socio-economic status.

The draft design for active transportation connections (walking, biking, rolling) includes:

- + Additional east-west bike connections
- + Additional north-south bike connections
- + Shared pathways
- + All existing sidewalks replaced; wider where possible
- + Sidewalks added where missing



EXISTING BIKE ROUTES	
1	104 Avenue: 118 Street to 121 Street
2	Shared Pathway: 121 Street and 107 Avenue to 119 Street
3	105 Avenue: 119 Street connecting to Downtown Edmonton
4	Railtown Park to MacEwan University
5	Railtown Park to High Level Bridge
6	102 Avenue: 124 Street to 111 Street
7	Victoria Park Road connecting to Groat Road NW and High Level Bridge
8	Groat Road NW
9	River Valley Road NW connecting to Groat Road NW
10	113 Street: 105 Avenue connecting to Blatchford
11	112 Street: MacEwan University to 105 Avenue
12	100 Avenue: Victoria Park Road to 116 Street
13	116 Street: Alley to 100 Avenue

PROPOSED TWO-WAY BIKE LANE	
14	118 Street: 103 Avenue to Alley (new)
15	118 Street: Jasper Avenue to 100 Avenue (new)
16	112 Street: north of 104 Avenue to 100 Avenue (new)
17	100 Avenue West: 121 Street to 116 Street (improved)
18	100 Avenue East: Railtown Park to 109 Street (improved)
PROPOSED ONE-WAY BIKE LANE	
19	121 Street: 104 Avenue to Jasper Avenue (improved)
20	100 Avenue East: 116 Street to Railtown Park (new)
PROPOSED SHARED PATHWAY	
21	118 Street: 104 Avenue to 103 Avenue
22	118 Street: West Alley to Jasper Avenue
23	118 Street: Jasper Avenue to West Alley
24	103A Avenue: 116 Street to Alley
25	103A Avenue: Alley to 112 Street

PROPOSED ALLEY CONNECTOR	
26	110 Street: West Alley towards 109 Street
PROPOSED LOCAL STREET BIKEWAY	
27	114 Street: 103A Avenue to 99 Avenue
28	99 Avenue: 114 Street to 112 Street
29	112 Street: 100 Avenue to 98 Avenue
30	98 Avenue: 112 Street to Railtown Park
31	111 Street: 98 Avenue to 97 Avenue
32	97 Avenue: 111 Street to Railtown Park
33	110 Street: 98 Avenue to 97 Avenue
34	103A Avenue: Alley east of 116 Street to Alley West of 112 Street

- Proposed LRT Platform
- Existing Stair Connection

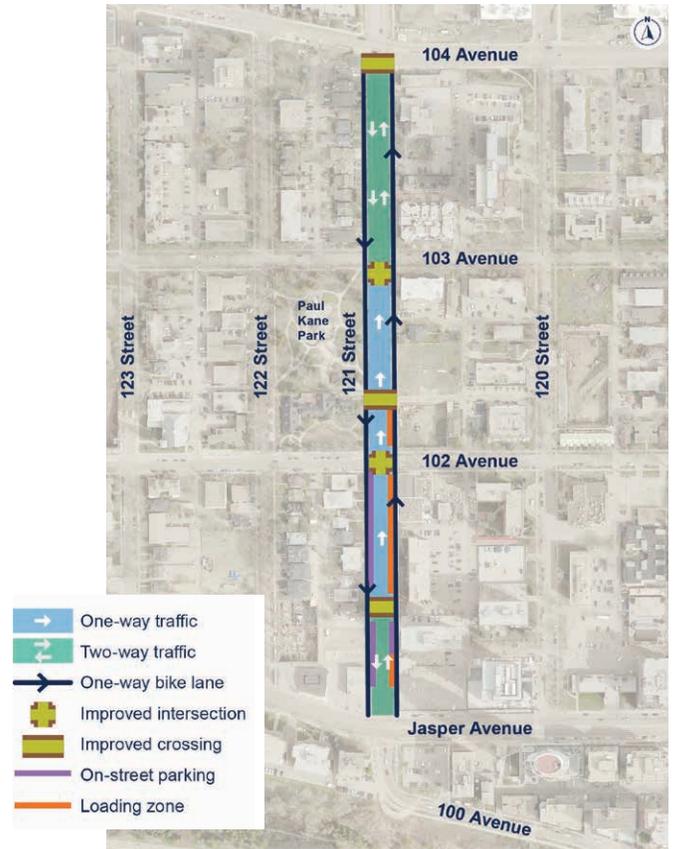


What's happening on 121 Street (104 Avenue to Jasper Avenue)

121 Street in Wīhkwēntōwīn ᐃᐱᐱᐱᐱᐱᐱ is a vital active transportation corridor, featuring direct connections to parks and local destinations. It features a continuous north-south alignment, existing bike facilities and proximity to key community amenities. Upgrading 121 Street will improve safety and comfort for people walking, biking and rolling, support sustainable transportation choices and strengthen connections throughout the neighbourhood. 121 Street is identified as a district connector in the bike plan.

Highlights to 121 Street include a new treed linear park and a change of traffic direction to one-way northbound between 102 Avenue and 103 Avenue and a new linear park. New public space will also be added at The Exchange building with improvements that could include new trees, special surface treatments, planters and furnishings such as benches, bike racks, and waste bins.

Route map





What is a local improvement?

A local improvement is a project that benefits Wihkwêntôwin $\Delta\cdot\text{ᑭ}\cdot\text{ᑭ}\Delta\cdot$ more than it benefits the city as a whole. As a result, the property owner(s) and the City of Edmonton split the cost for these improvements 50/50.

All property owners have the right to petition against any local improvement. The petition process is guided by the provincial Municipal Government Act as well as City policies and procedures. For more information visit: edmonton.ca/LocalImprovements.

As part of Neighbourhood Renewal, local improvement options include:

- + Sidewalk reconstruction
- + Decorative street light upgrades

For more information about local improvements, go to edmonton.ca/LocalImprovements or for information on initiating a local improvement, contact the local improvement Project Team at BuildingGreatNeighbourhoods@edmonton.ca

1. Sidewalks

Sidewalk replacement is a cost-shared improvement. This means property owners are responsible for 50 per cent of the cost and the City pays the other 50 per cent. Property owners therefore have the opportunity to decide if new sidewalks are installed and may petition against this local improvement, per the Municipal Government Act. Through the petition process, the City needs to receive votes against it from 50 per cent, plus one, of the property owners in the project area. For example, if there are 500 property owners in the local improvement project area, there must be at least 251 valid votes against the local improvement. If the sidewalk local improvement process is successfully petitioned against, the City will not reconstruct existing sidewalks and will instead perform reactive maintenance in response to 311 calls. The goal of maintenance work is to maintain safe mobility with existing infrastructure, not aesthetics.

It is important to note if sidewalk reconstruction is not completed as part of this project, the next opportunity for Neighbourhood Renewal would be in 30 to 50 years.

If sidewalk reconstruction is requested before then, the cost will fall 100 per cent to the property owner(s). New sidewalks installed where currently missing are 100 per cent City funded.

2. Decorative street lighting

New galvanized street lights are included in your Neighbourhood Renewal at no additional cost to property owners. However, some neighbourhoods choose to pay for a decorative street light upgrade and the difference in cost is charged to the property owners as a local improvement. The upgrade from standard to decorative street lights is a community-initiated local improvement and carries an additional cost to property owners. To learn more about this opportunity, visit edmonton.ca/LocalImprovements.

What are the options for decorative street lighting?

Street light options include pole colour and type, arm style and the style of the light fixture.

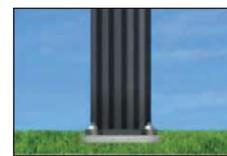
Pole



Powder coated galvanized

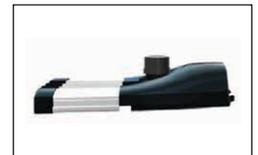


Octagonal



Fluted

Light fixture



Regular



Renaissance

Decorative arm



Newport



Scroll



Heritage

Colour



Black



Blue

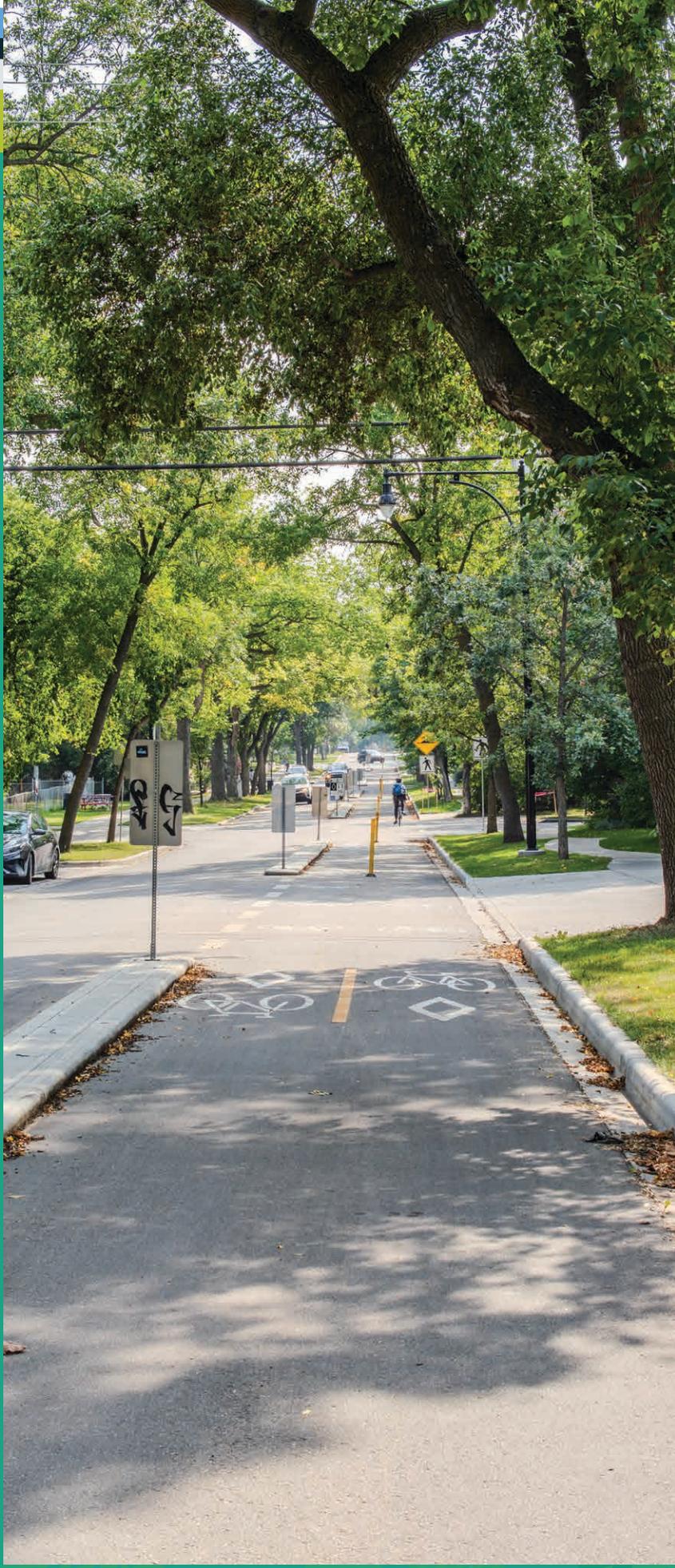


Green



Community volunteers lead the campaign to select a decorative option for street lights.

Please let us know if you or any of your neighbours are interested in leading the campaign to decide on decorative street light options in Wihkwêntôwin ᐃᓄᓐᓂᓐᓂᓐ. A decorative street light committee can be created to collect input on options. **The decorative option needs to be determined and submitted to the City by May 2027.** Once an option is submitted, the City will send an Expression of Interest package to all registered property owners. Property owners then select whether they support the decorative street lights. If the City receives sufficient support from the community, the local improvement process begins. The City can provide support by sharing the options available for decorative street lights and can help gather feedback during upcoming public engagement opportunities. Please email: tanjin.rahman@edmonton.ca if you are interested to learn more.



Nearby City projects

Jasper Avenue

Stage 1 of Phase 2 construction on Jasper Avenue, between 114 Street and 117 Street, is now complete. All traffic lanes in both directions will reopen in this section.

Stage 1 improvements include:

- + Reconstructed roadway
- + Wider, upgraded sidewalks
- + New street and pedestrian lighting
- + Improved pedestrian crossings
- + Enhanced transit accessibility

These upgrades align with the Imagine Jasper Avenue project goal of improving Jasper Avenue to be a safer, more accessible and comfortable corridor. The project includes two lanes of motor vehicle traffic in each direction, shorter pedestrian crossings, wider sidewalks and new landscaping and street furnishing.

Construction is now paused for the winter. Work on Stage 2, from 117 Street to 121 Street, will begin in spring 2026. Stage 3, from 121 Street to 124 Street, is scheduled to begin in 2027.

Phase 2 construction remains on track to be completed over three years, with winter pauses each year to minimize traffic impacts.

Valley Line LRT West

Valley Line West is a 14 kilometre LRT extension from downtown to Lewis Farms. Marigold Infrastructure Partners is in its fourth year of major construction. Construction is anticipated to be complete in 2028, followed by testing before the line can open.

Accelerated roadwork in key areas occurred throughout 2025 and will reduce the overall duration of traffic restrictions by more than half. This plan will allow Marigold to complete the majority of roadwork in 2025 and get many of the roads into their final configuration. 104 Avenue (105 Street to 121 Street) – two lanes each way are now open.

