

## 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 this 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 Grovenor in 2026:

- 148 Street: North-south from Stony Plain Road to 104 Avenue
- 104 Avenue: East-west from 142 Street to 149 Street
- 144 Street: North-south from Stony Plain Road to 107 Avenue

## Network Connectivity

These new routes will provide connectivity through the neighbourhood with connections to Stony Plain Road, MacKinnon Ravine, the North Saskatchewan River Valley, the future 107 Avenue shared pathway, and the 149 Street shared pathway. The routes also connect to the existing 104 Avenue shared roadway to the west and provide important connectivity for west Edmonton. Consistent with the City's Bike Plan, these routes support the recommended 800-1000m route spacing for central suburban areas.

## Design & Infrastructure: Local Street Bikeways

A Local Street Bikeway was selected as the appropriate facility type for all new routes in Grovenor based on existing local roadway designations, low traffic volumes, and low speeds.

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.

## 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:

- 148 Street: West side (North of Stony Plain Rd to South of 103 Ave)
- 148 Street: East side (South of 103 Ave to 103 Ave)
- 148 Street: West side (From 103 Ave to 104 Ave)
- 104 Avenue: North side (From 149 St to 147 St)
- 104 Avenue: South side (From 147 St to 144 St)
- 104 Avenue: North side (From 144 St to 142 St)
- 144 Street: West side (Just south of the intersection with 103 Ave)
- 144 Street: West side (From 104 Ave to 106 Ave)

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

## Operational Changes & Modal Filters



Example of Modal Filter

To support safety, "modal filters" (see example on the left) will be installed at the locations listed below. These allow active transportation users to travel through but require vehicles to detour.

- 104 Avenue (West of 148 St): No westbound movement permitted (No northbound left, westbound through, or southbound right). Local resident access maintained.
- 104 Avenue (East of 145 St): No eastbound movement permitted (No northbound right, eastbound through, or southbound left). Local resident access maintained.
- 144 Street (South of 103 Ave): No southbound movement permitted (No westbound left, southbound through, or eastbound right). Local resident access maintained.
- 144 Street (South of 106 Ave): No southbound movement permitted (No westbound left, southbound through, or eastbound right). Local resident access maintained.

## School & Pedestrian Safety

Prioritizing safety near Grovenor School and the intersection at 104 Avenue and 144 Street is a priority. The following new safety measures are being added:

- Signal and crossing upgrades are being implemented in high-pedestrian areas to maximize safety for students and active mode users.

- A new rapid flashing beacon will be installed at 144 Street and 103 Avenue.
- The overhead flasher located at 142 Street and 104A Avenue will be upgraded to a pedestrian activated pushbutton traffic signal.

## 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.

## 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 2026, to inform them of the upcoming changes as a result of route implementations.

## Frequently Asked Questions

### Why were these locations in Grovenor 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 Grovenor routes ranked high, filling in important links. These [new routes](#) in the Grovenor neighbourhood will provide connectivity through the neighbourhood with connections to Stony Plain Road, MacKinnon Ravine, the North Saskatchewan River Valley, future 107 Avenue shared pathway and the 149 Street shared pathway. The new routes also connect to the existing 104 Avenue shared roadway to the west and provide important active transportation connectivity for the west Edmonton network. Consistent with the City's [Bike Plan](#) and the [Bike Plan Implementation Guide](#), the new Grovenor routes are strategically spaced and integrated into the existing network, supporting the achievement of the recommended 800–1000m route spacing for central suburban areas.

### Why are bike lanes being proposed in Grovenor?

As the planned routes along 144 Street, 148 Street and 104 Avenue within the Grovenor neighbourhood are low volume, local roadways, they are currently planned to be reconfigured to local street bikeways, not dedicated bike lanes. A local street bikeway is a street where people who bike and people who drive share the street without separated bike infrastructure. Other modifications include traffic calming and traffic diversion elements to help reduce vehicle volumes and speeds, maximizing the safety and comfort for people who bike to appeal to users of all ages and

abilities. A local street bikeway typically includes pavement markings and signage.

### Why were local street bikeways selected as the facility type in the Grovenor Neighbourhood and not shared pathways or protected on-street bike lanes?

A Local Street Bikeway was selected as the appropriate facility type for the Grovenor neighbourhood routes based on the existing local roadway designation, low traffic volumes and low speeds, which allow roadway users to share the road safely with some upgrades. Bikeways include pavement markings, signage, traffic calming and diversion elements (such as speed humps and physical barriers on the street that limit certain vehicle movements) to encourage slower vehicle speed, reduce traffic volume and neighbourhood shortcutting—while improving safety. These modifications maximize the safety and comfort for active transportation users of all ages and abilities and will result in changes to the way people drive and park along the route.

A priority of the program is to avoid the removal of mature boulevard trees wherever possible. Trees are often impacted during shared pathway implementation in developed neighborhoods where limited boulevard space is available. Shared pathways or protected on-street bike lanes are generally not constructed along local roads such as those in Grovenor, primarily because the low traffic volumes and speeds on these streets allow cyclists to share the road safely without physical separation, with some upgrades. Data has shown that along lower volume local roads, cyclists generally choose to remain on the roadway for convenience, making shared pathways along local roads unnecessary.

### **If a local street bikeway does not require separated infrastructure, why does parking need to be eliminated along some of the local street bikeway routes in Grovenor?**

In mature and developed neighbourhoods like Grovenor with some narrower roadway widths, some parking removal may be necessary along new local street bikeway routes. The removal is required in some situations to ensure adequate roadway space for vehicles and cyclists to safely pass one another and share the space, to meet the design standards for local street bikeways and to enhance safety of all users.

In Edmonton, parking is restricted within 5 metres of an intersection, as mandated by the [City of Edmonton Traffic Bylaw 5590](#).

Occasionally, parking removal may be required at intersections beyond the typical 5 metres, to ensure the safe accommodation of turning movements for larger vehicles including emergency vehicles such as fire trucks.

### **Given the number of multi-family infill developments in the Grovenor neighbourhood and the anticipated increased need for parking, how can parking removal for the new routes be justified?**

The City recognizes public curbside parking is an important and valued component of our streets as many Edmontonians rely on it every day. When the new Zoning Bylaw came into effect in 2024, it largely carried over the same parking provisions established in the previous Zoning Bylaw, including Open Option Parking. A goal of the new Bylaw was to provide greater development opportunities across the city including enabling higher densities on residential sites to provide a greater diversity of housing options in both redeveloping and developing areas.

To support the redesign of the Residential Parking Program, targeted public engagement will occur through the Curbside and Parking Program in fall 2026. This engagement aims to better understand how parking demand is changing in areas experiencing significant

growth and densification. This work will gather resident and visitor input alongside data to assess cumulative impacts and identify where pressures are most acute. Findings will inform future program updates, ensuring decisions reflect current conditions and emerging needs as development continues. To learn more about the Residential Parking Program, and for updates on any current engagement opportunities, please visit:

[https://www.edmonton.ca/transportation/driving\\_carpooling/residential-parking](https://www.edmonton.ca/transportation/driving_carpooling/residential-parking)

### **The new modal filters will disrupt regular routes for residents and constrict access along 104 Avenue, 144 Street and 148 Street. This is especially worrisome for 144 Street which is the only fully connected north-south through route in the neighbourhood. How will motor vehicle traffic get around?**

The new modal filters in Grovenor neighbourhood are appropriate features for the new local street bikeway routes, enhancing roadway safety for pedestrians and cyclists by restricting and slowing traffic while managing turning movements at intersections. While traffic patterns in the neighbourhood will change as a result of the new modal filter installations, there is expected to be an overall benefit of slowing and reducing traffic and enhancing roadway safety. The modal filters may result in through-traffic being redirected to collector or arterial roads or to adjacent roadways within the mature grid-pattern neighbourhood. While some detours will be necessary, local access to all residential homes will be maintained. Residents are anticipated to adapt to the new patterns quickly as the new routes do not require significant detours for local trips.

### **How will these routes impact emergency services? Will they still be able to reach emergencies in a timely manner?**

Emergency services, such as Edmonton Fire Rescue Services, have been key players in the design review process. This has ensured accommodation of emergency vehicles in all designs. Accommodating emergency services is a key factor in how the City

of Edmonton designs its roads, including those with active transportation infrastructure. In all cases, designs ensure functional routes for emergency vehicles that meet local emergency access design standards.

### **Why didn't our community have the opportunity to share our thoughts and opinions on the addition of the Active Transportation Network Expansion in Grovenor?**

The selection of locations and infrastructure for the Grovenor neighborhood was informed by the City's Bike Plan. The Bike Plan and the Bike Plan Implementation Guide are based on knowledge gained over the past 10 years, including recent changes to Edmonton's active transportation network and the rapid evolution of best practices for active transportation planning. The plan was informed by extensive engagement with Edmontonians, who shared their experiences, ideas and vision for the future.

Engagement for the Bike Plan was completed in 2019 and 2020 with 62 engagement activities and more than 11,500 Edmontonians providing feedback. Engagement assisted in setting priorities for the active transportation network and shaped the aspiration and values, network principles, program areas, implementation guide and maps in the Bike Plan. All of these provided direction for how biking fits into our city and supports the City's vision of being a connected, accessible city. That direction, and Edmontonians feedback, is being used by the Active Transportation Network Expansion Program to grow the network.

Targeted engagement with some of the impacted residents and business owners along certain routes was used to gather feedback related to changes to site access, land and curbside use as part of the Active Transportation Network Expansion Program. These targeted engagements were planned where the opportunity or requirement existed for the City to consider the feedback in the decision-making process. Despite limited engagement

opportunities, the program will continue to be supported through City-wide and localized communications focused on awareness.

Due to the technical nature of the Active Transportation Network Expansion Program, there were limited opportunities for residents or business owners to influence the design choices. The City of Edmonton's Public Engagement Policy C593D requires an explicit connection and link between the engagement and decision making. Moving forward with public engagement when the input collected is not technically feasible runs the risk of increasing negative sentiment, wasting public funds and people's time.

### **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.

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.

**[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.

**[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)

