



Edmonton

# Wîhkwêntôwin င·"q·"jā· Neighbourhood Renewal

## Community Feedback on Draft Design

January 2026

# Draft Design

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<a href="#">Vision and Guiding Principles</a>	<a href="#">page 69</a>

\*Some sections of the neighbourhood design are not shown as detailed drawings in this document as they are not receiving significant changes. All roads in Wihkwêntôwin will be reconstructed with new streets, sidewalks and street lights. Traffic calming measures will also be considered.

# Draft design overview

Thank you to those who shared their ideas and feedback with us over the past two years through the **Building a Project Vision Together, Exploring Opportunities** and **Exploring Options and Tradeoffs** project stages. The Project Team has now created a draft design for Wihkwéntowin ᄐ·"q··'CΔ·· that considers each street, avenue, intersection and public space individually to ensure they are safe, accessible and enjoyable in all seasons for all ages, abilities and identities. It is a design that meets current City standards, policies and technical considerations and considers public input. We look forward to your continued feedback.

According to the 2021 census, Wihkwéntowin ᄐ·"q··'CΔ·· is the largest neighbourhood by population and most densely populated neighbourhood in Edmonton. Part of the Centre City node, Wihkwéntowin ᄐ·"q··'CΔ·· is the type of neighbourhood envisioned by The City Plan: walkable, includes transit use, open spaces for gathering and provides access to employment opportunities.

Wihkwéntowin ᄐ·"q··'CΔ·· is identified as a Priority Growth Area.\*

\*Priority Growth Areas (PGAs) are parts of the city expected to experience the fastest population growth as the city expands to 1.25 million people and beyond. These areas are designed to support all types of movement—especially walking, rolling and biking—to create safe and more balanced streets for everyone.

As directed by City policies and standards, the design includes, where required and possible:

- + Sidewalk replacement (pending local improvement decision)
- + New sidewalk connections (where missing along residential streets)
- + Wider walking surfaces (where feasible)
- + New shared pathways
- + Crossing improvements
- + Curb ramps added/replaced on all residential streets
- + New and improved bike connections
- + New tree plantings
- + Full road pavement replacement
- + Intersection improvements
- + Oversized road widths narrowed to:
  - + meet current City standards
  - + support the posted speed limit
  - + encourage slower vehicle speeds
  - + provide space for other uses
- + Changes to parking
- + Changes to traffic control signage
- + Upgrades to street lighting (with LED luminaires)
- + Drainage improvements

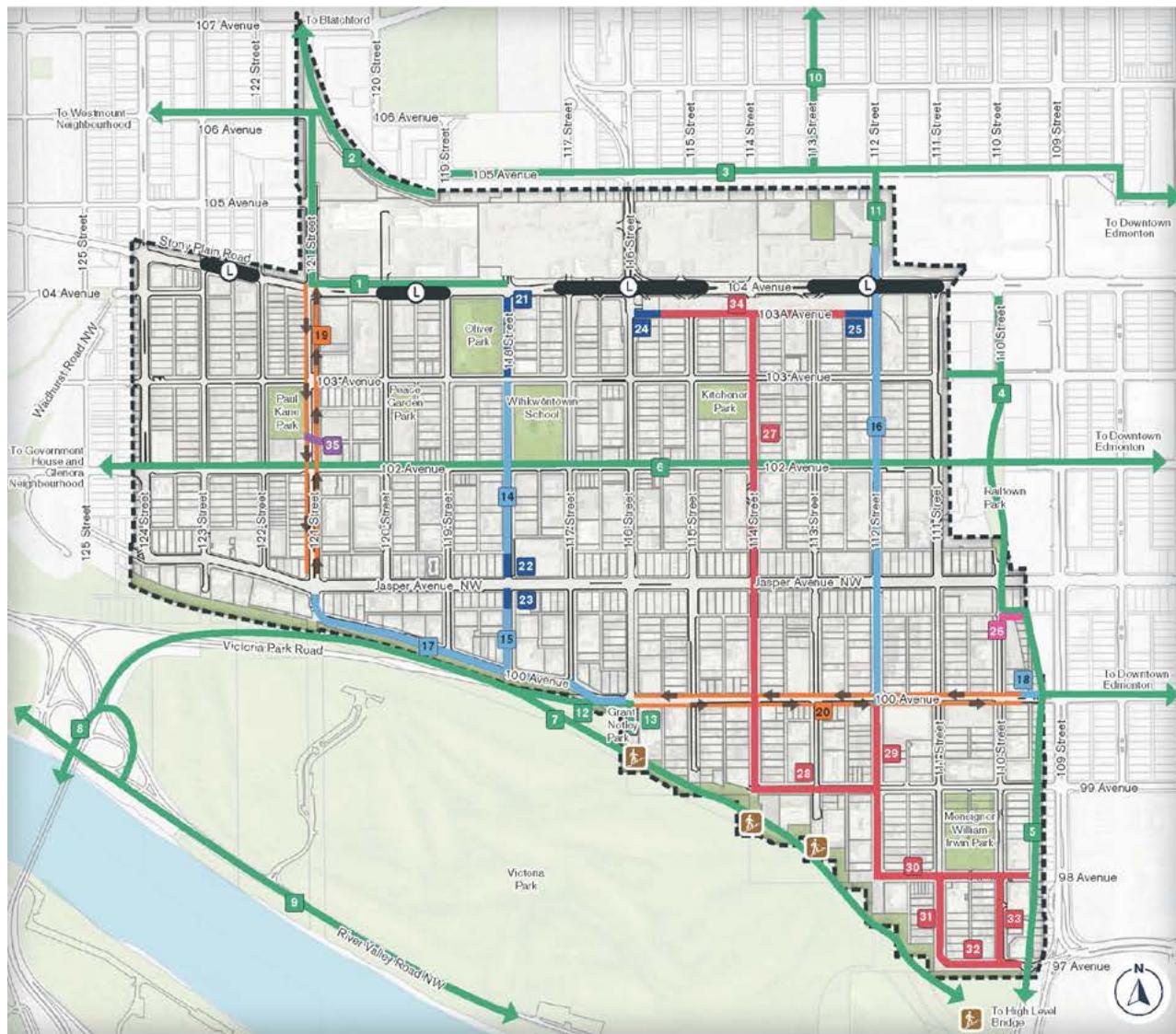


# Active transportation network

City policy provides direction to improve active transportation opportunities in Edmonton, for all ages, abilities and socio-economic status. Technical studies guide the design, including the locations and types of connections that would work best in Wîhkwêntôwin ᄐ·"q··'CΔ·. Public input helps inform decision making, where possible.

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 113 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 SHARED STREET (DRIVEWAY ACCESS)	
35	Shared Street (Driveway Access): between East Alley and Driveway

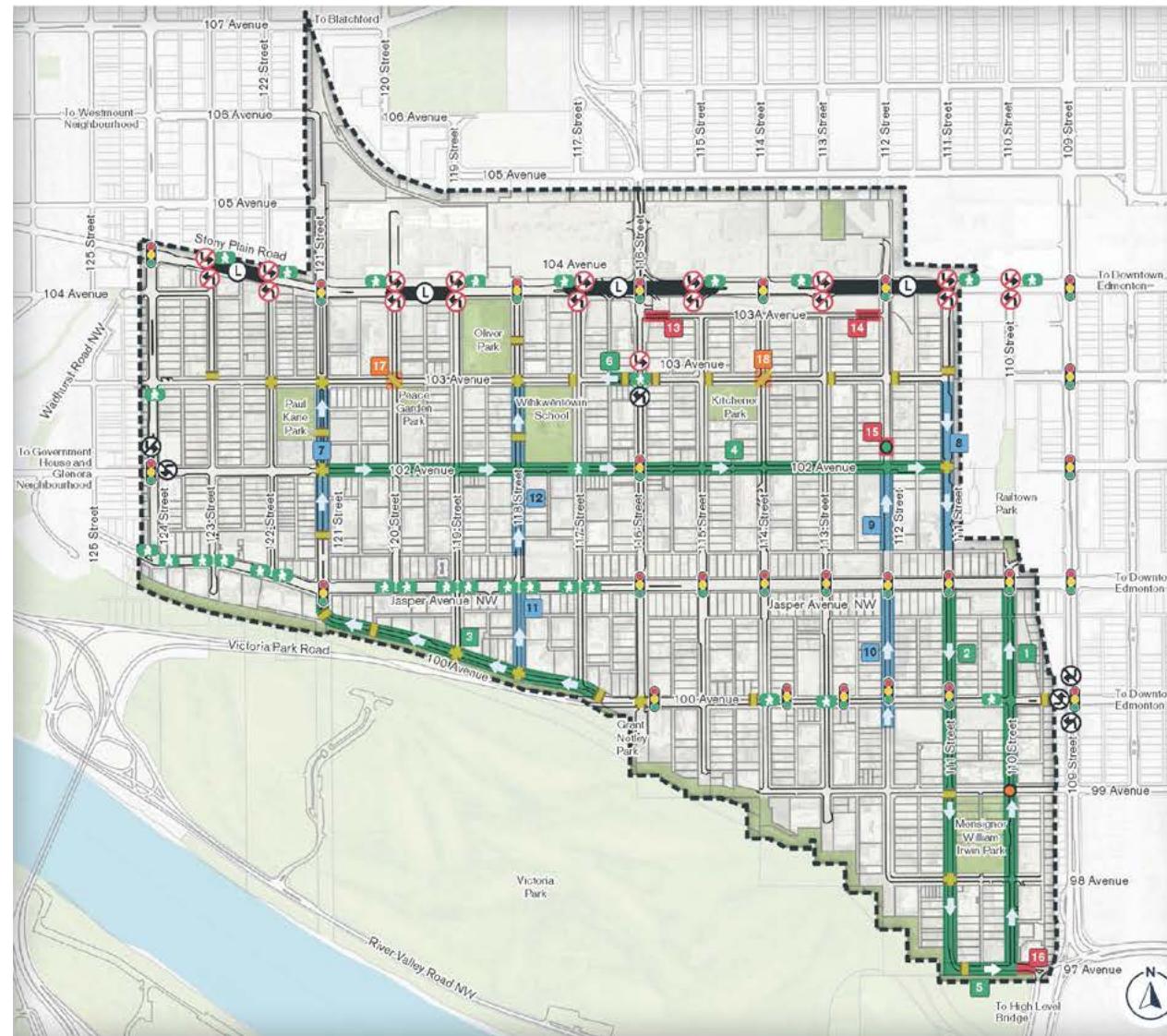
L Proposed LRT Platform  
H Existing Stair Connection

# Traffic safety plan

City policies and standards provide direction to address vehicle traffic issues and create safe and liveable streets for all road users. Technical studies guide the design, including locations for improved crosswalks to enhance visibility, improved intersections, measures used to slow traffic and changes to traffic flow that would work best in Wihkwéntôwin Δ̄.íq.̄.Δ̄. Public input helps inform decision making, where possible.

The draft design for traffic safety includes:

- Crossing improvements such as curb extensions, raised crossings and two-stage crossings
- Traffic calming measures such as traffic diverters, modal filters, one-way streets, roundabouts and raised elements
- Changes to traffic signals and intersection actions
- Oversized road widths narrowed to meet current City standards, support the posted speed limit, encourage slower vehicle speeds and provide space for other uses
- Full road pavement replacement



EXISTING ONE-WAY ROAD	
1	110 Street: Jasper Avenue to 97 Avenue
2	111 Street: Jasper Avenue to 97 Avenue
3	100 Avenue West: 121 Street to 116 Street
4	102 Avenue: 121 Street to 111 Street
5	97 Avenue: 111 Street to 110 Street
6	103 Avenue: Alley to 116 Street
PROPOSED ONE-WAY ROAD	
7	121 Street: Jasper Avenue to 103 Avenue
8	111 Street: 103 Avenue to Alley north of Jasper Avenue
9	112 Street: 102 Avenue to Alley north of Jasper Avenue
10	112 Street: South of 100 Avenue to Jasper Avenue
11	118 Street: Jasper Avenue to 100 Avenue
12	118 Street: 103 Avenue to Alley
PROPOSED ROAD CLOSURE / PARKLET	
13	103A Avenue: 116 Street to Alley
14	103A Avenue: Alley to 112 Street
15	112 Street: North of 102 Avenue
16	97 Avenue: 110 Street to 109 Street
PROPOSED TRAFFIC CALMING MEASURES AND CROSSINGS	
17	Diagonal Diverter at 120 Street and 103 Avenue
18	Diagonal Diverter at 114 Street and 103 Avenue
	Improved crossing
	Improved Intersection
	Modal Filter: Cul-de-sac
	Mini Roundabout
TRAFFIC SIGNALS & SIGNS	
	Traffic Signals
	New No Left Turn
	Existing No Left / Right Turn
	Pedestrian Activated Crossing

L Proposed LRT Platform

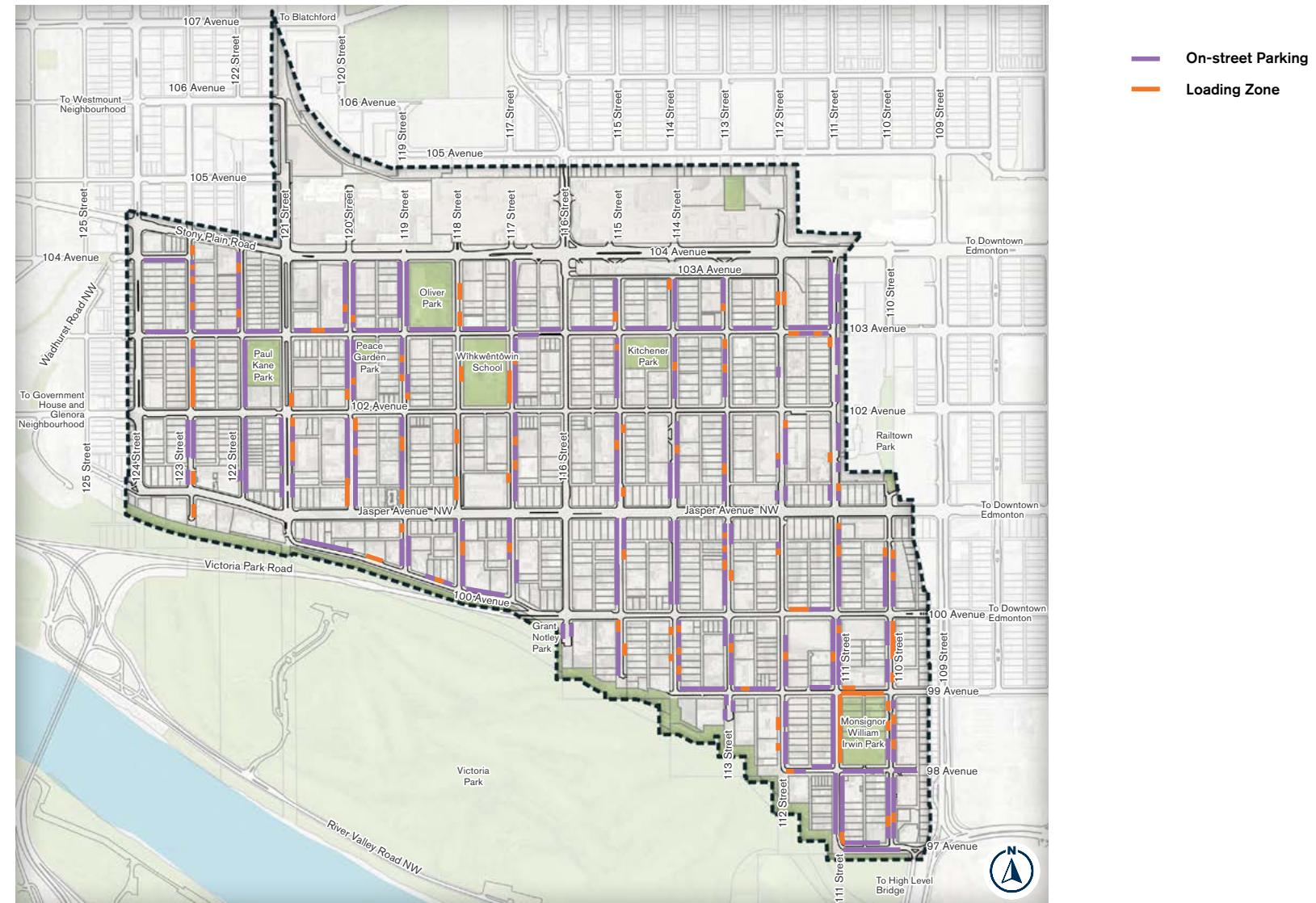
# Parking plan

As part of neighbourhood renewal, some on-street parking will be affected to make space for new features such as traffic calming, public space enhancements and other infrastructure improvements.

All existing loading zones and accessible parking spaces will be maintained. Overall, there will be some reduction in on-street parking. Angle parking will be introduced to increase availability in select locations.

The Project Team worked to balance different curbside priorities including parking and storage, people and green space, commercial loading and drop off, and movement for walking and biking. The high use of DATS and on demand transit in the neighbourhood was also a key consideration.

Proposed changes to parking are in alignment with the City of Edmonton's Curbside Management Strategy, which emphasizes context-sensitive curbside use. In Wihkwéntowin ᄐ·"q··'CΔ··, this means balancing parking availability with the creation of a safe, more accessible and attractive streetscape that reflects local needs and supports broader renewal goals.

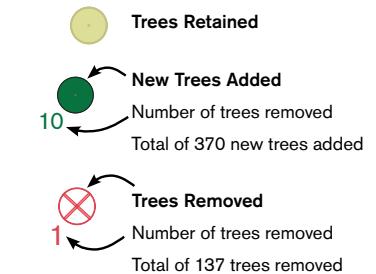


# Tree plan

Neighbourhood Renewal projects in Edmonton focus on tree protection, planting and replacement to maintain and improve the urban forest in each neighbourhood. In some cases, trees are removed due to age, health or to make space for other neighbourhood renewal infrastructure such as public spaces and bike lanes. When trees are removed, the City of Edmonton commits to planting new replacement trees in the neighbourhood.

This process is done with the support of the City's Urban Forestry section.

The goal is not just tree replacement, but rather to enhance the overall tree canopy, improve the growing conditions and ensure long term resilience with succession planting.



# Infrastructure improvement examples

## Traffic calming measures and crossings

Continuous crossing



Curb extensions



Raised crossing



Roundabout



Two-stage crossing



Diagonal traffic diverter



## Biking facilities

Protected two-way bike lane



Protected one-way bike lane



Shared pathway



Shared street



Raised bike lane



Local street bikeway



# Location specific designs\*

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<a href="#">100 Avenue West: 121 Street to 116 Street</a>	<a href="#">page 12</a>
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\*Some sections of the neighbourhood design are not shown as detailed drawings in this document as they are not receiving significant changes. All roads in Wîhkwêntôwin ᄐ·"q··'CΔ·· will be reconstructed with new streets, sidewalks and street lights. Traffic calming measures will also be considered.

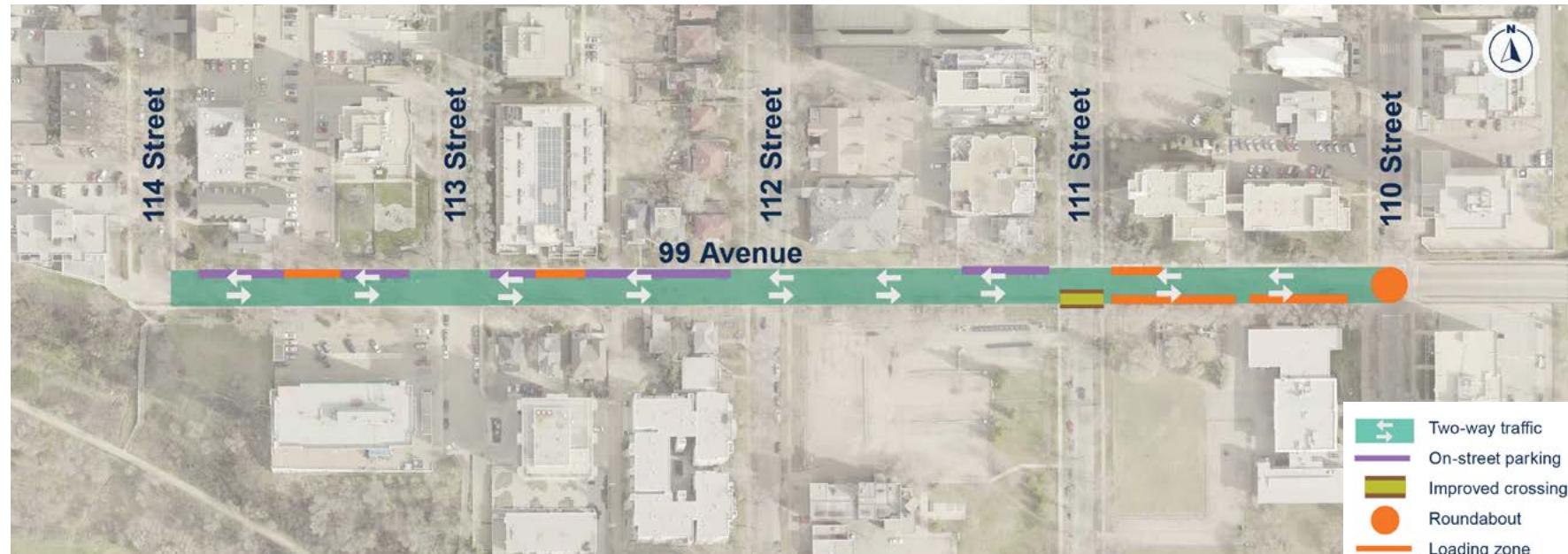
[See Overall Plan to view designs on these streets.](#)

# 99 Avenue: 114 Street to 110 Street

## Traffic calming measures

Traffic calming is being introduced on 99 Avenue to encourage slower vehicle speeds, improve safety for pedestrians and cyclists and create a more comfortable and accessible environment for everyone using the corridor. These measures help support a vibrant, people-friendly streetscape and address community concerns about traffic and safety.

### Route map



### Design highlights (See following pages for design details)

#### + Traffic calming and crossings [\(see examples\)](#)

- + Narrowed roadway between 112 Street and the alley to the east
- + An improved crossing at 111 Street
- + A mini roundabout at 110 Street
- + Raised traffic calming measures, mid-block between:
  - + 112 Street and 113 Street
  - + 113 Street and 114 Street
- + Curb extensions at most intersections, where feasible

#### + Biking [\(see examples\)](#)

- + Local street bikeway\* between 114 Street and 112 Street
- + Driving and parking
- + Two-way traffic
- + On-street parking [\(see parking map\)](#)

\*Local street bikeway: A street where people who bike and people who drive share the street without separated bike infrastructure. Modifications such as traffic calming and diversion elements to reduce vehicle volumes and speed maximize the safety and comfort for people who bike to appeal to users of all ages and abilities. The bikeway typically includes pavement markings and signage.

### Key design influences:

#### City Policies and Programs

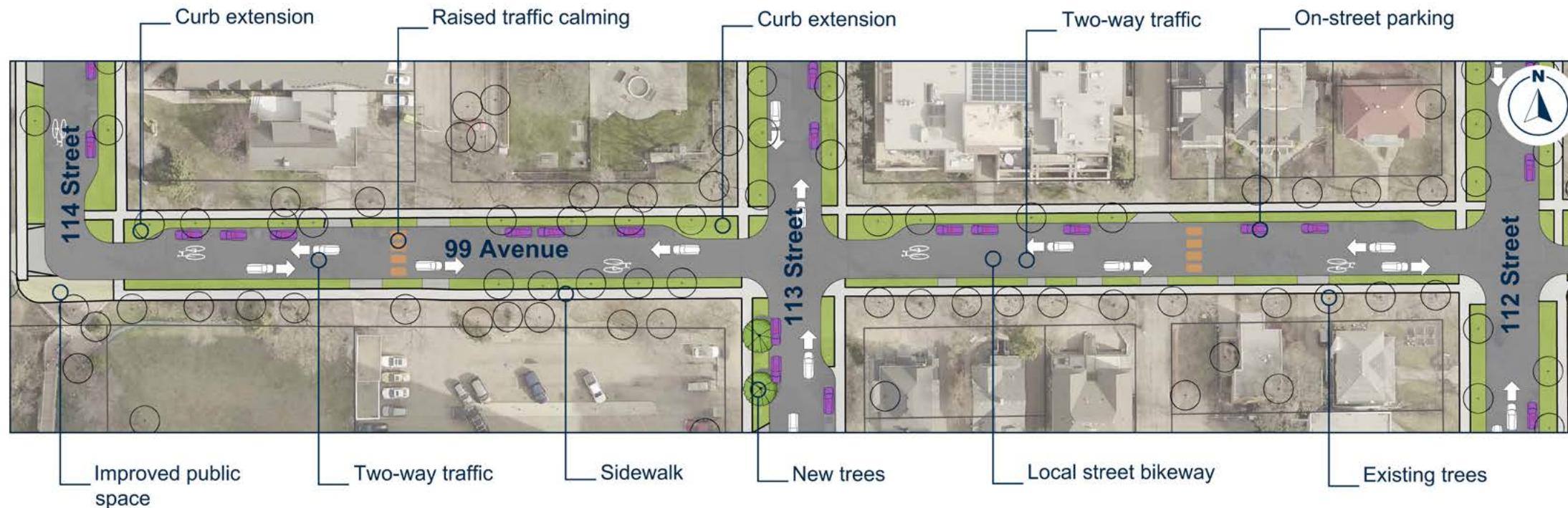
- + Safe Mobility Strategy supports the identification of traffic safety issues and the opportunities to redesign streets and crossings to be safe for all modes of transportation, including separating modes, designing to lower speed and volume, narrowing roadways and improving crossings

### [Vision and Guiding Principles](#)



**CLICK HERE to see a video walk through of this design**

## 114 Street to 112 Street



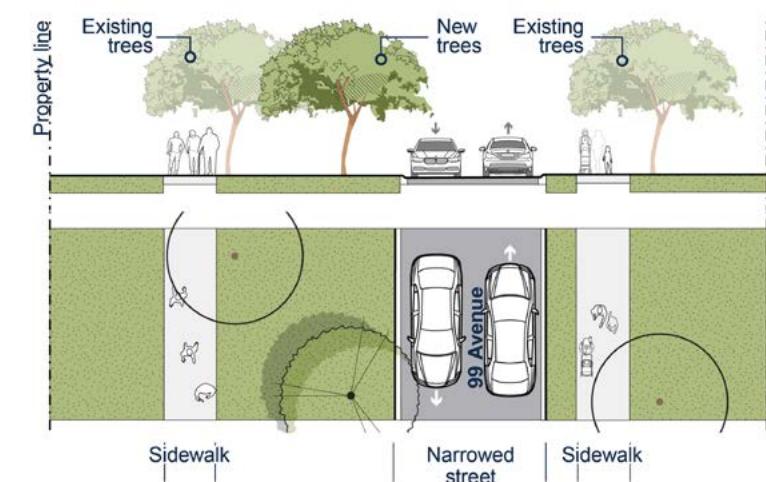
## 112 Street to 110 Street



**View 1: Existing**



**View 1: Proposed**



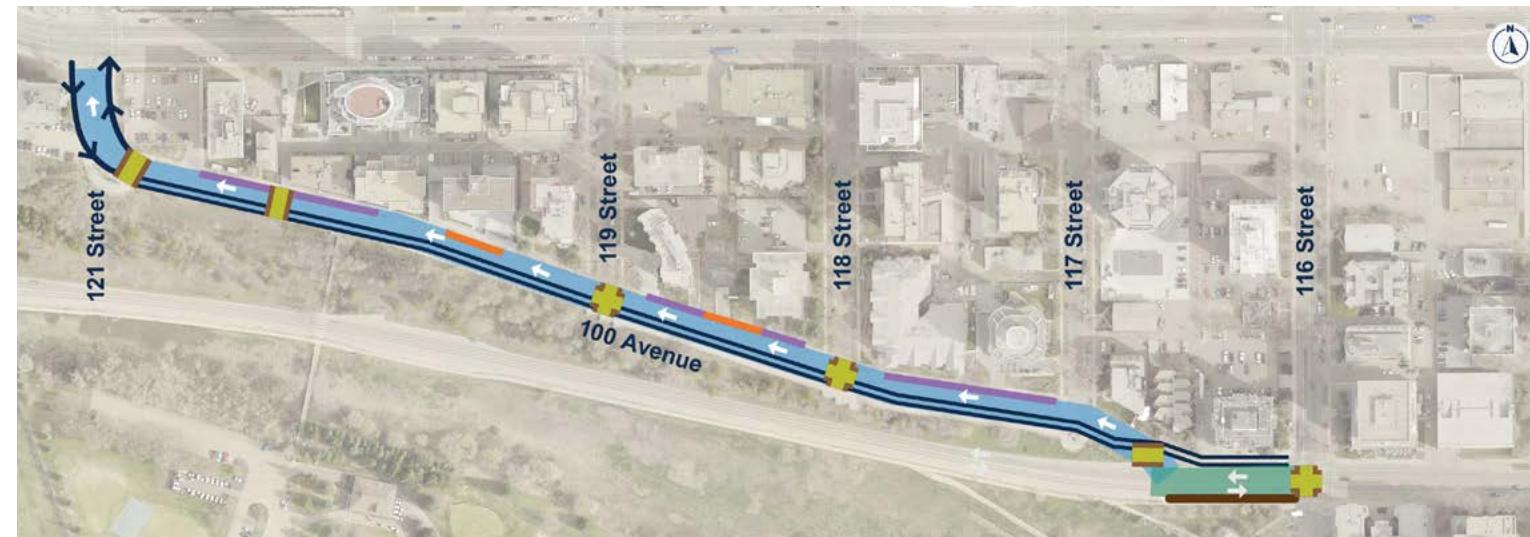
# 100 Avenue West: 121 Street to 116 Street

## Two-way bike lane, on-street parking

Victoria Promenade is a scenic, historic walkway along Edmonton's river valley, featuring panoramic views, heritage elements and connections to parks and active transportation routes. As part of the Wihkwêntôwin Ḁ-“q-̓Δ-” Neighbourhood Renewal, we are establishing a protected bike lane on Victoria Promenade to enhance safety and accessibility for cyclists, while rehabilitating pedestrian and public spaces to support its role as a vibrant destination for residents and visitors and align with current City standards.



## Route map



## Design highlights (See following pages for design details)

- + **Public spaces and trees** ([see tree plan](#))
  - + **South side:**
    - + The Victoria Promenade includes:
      - > A walking/rolling space (close to existing width) that is accessible for everyone
      - > A public space with trees, memorial benches, water features and statues; configuration to be determined during the next project phase
      - > New canopy and ornamental trees planted in improved growing conditions which replace most of the current trees that require removal
  - + **North side:**
    - + A wider sidewalk, where feasible
    - + New trees, where feasible (removal of a few trees required)
- + **Biking** ([see examples](#))
  - + A two-way, district connector bike lane next to the south side of the roadway with protective medians. This includes improved crossings where the bike lane switches from two-way to one-way at both 116 Street and 121 Street
- + Improved intersections at:
  - + 119 Street + 118 Street + 116 Street
- + Improved crossings at:
  - + 121 Street at the curve/bike lane transition
  - + The alleyway between 121 Street and 119 Street
  - + The access west of 116 Street
- + Raised traffic calming measures, mid-block between 121 Street and 116 Street
- + **Driving and parking**
  - + One-way westbound vehicle traffic (as exists)
  - + On-street parking, loading zones/accessible parking on the north side ([see parking map](#))

## Key design influences:

## **City Policies and Programs**

- + The City Plan sets the strategic direction for the way Edmonton grows. This includes implementing a variety of transportation options that creates a connected and accessible city for people of all ages and abilities in all seasons
- + The Edmonton Bike Plan supports the vision of a connected and accessible city by guiding design choices which help people feel safe and comfortable riding their bikes in all seasons and includes a district connector bike lane along 100 Avenue

## Technical Requirements

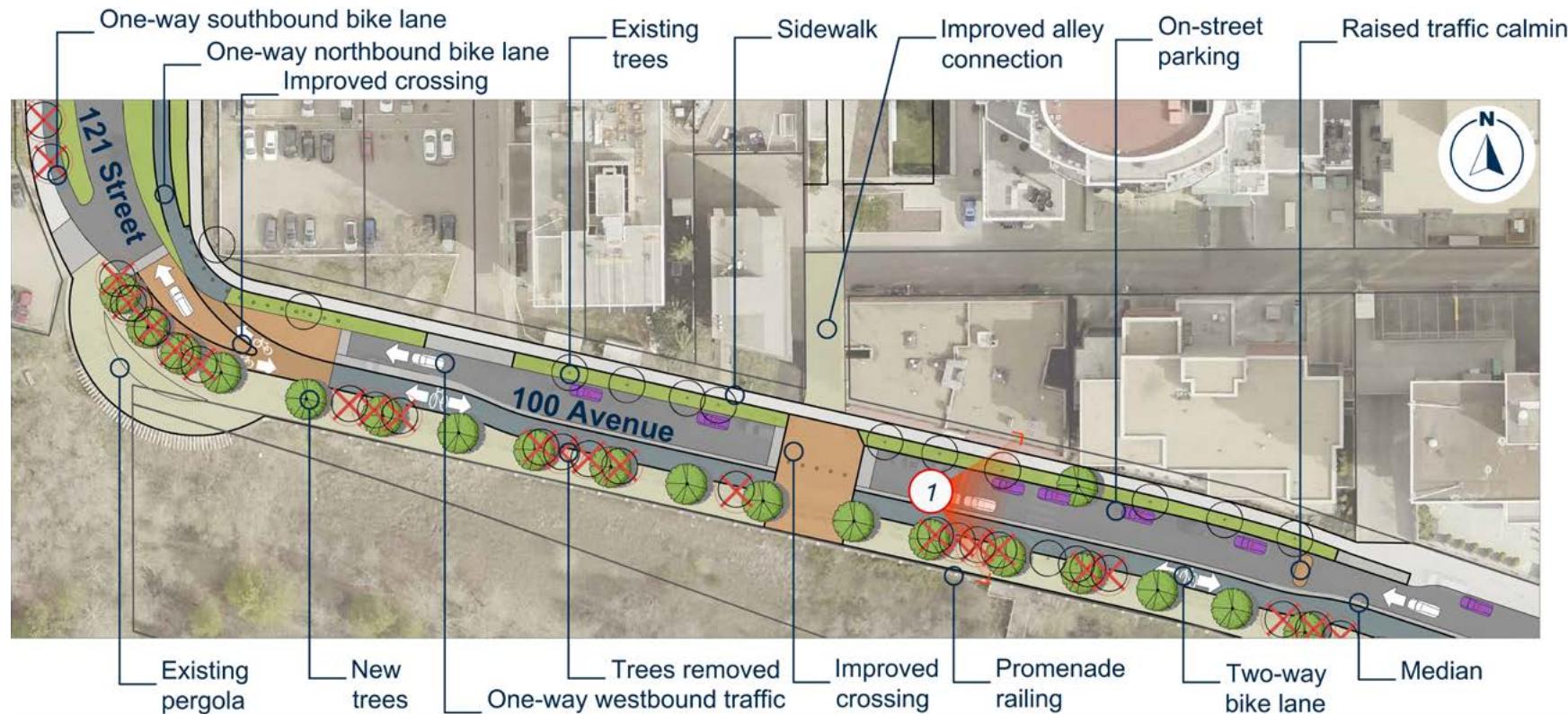
- Integrating designs with the completed and planned designs of Jasper Avenue

## **Vision and Guiding Principles**

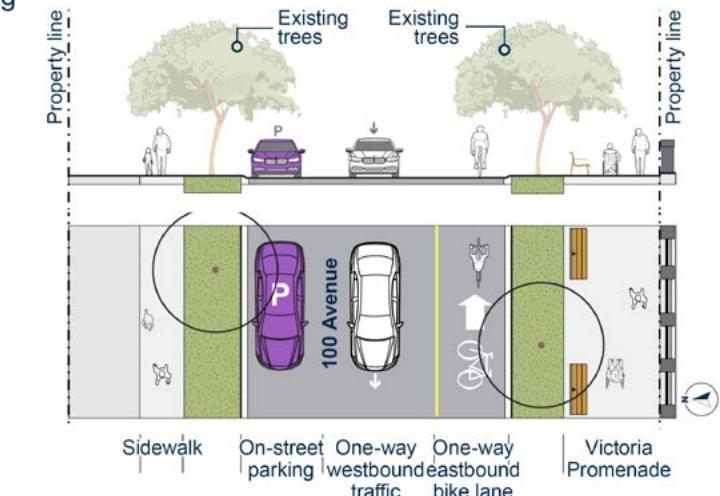


**CLICK HERE to see a video walk through of this design**

## 121 Street to Alley



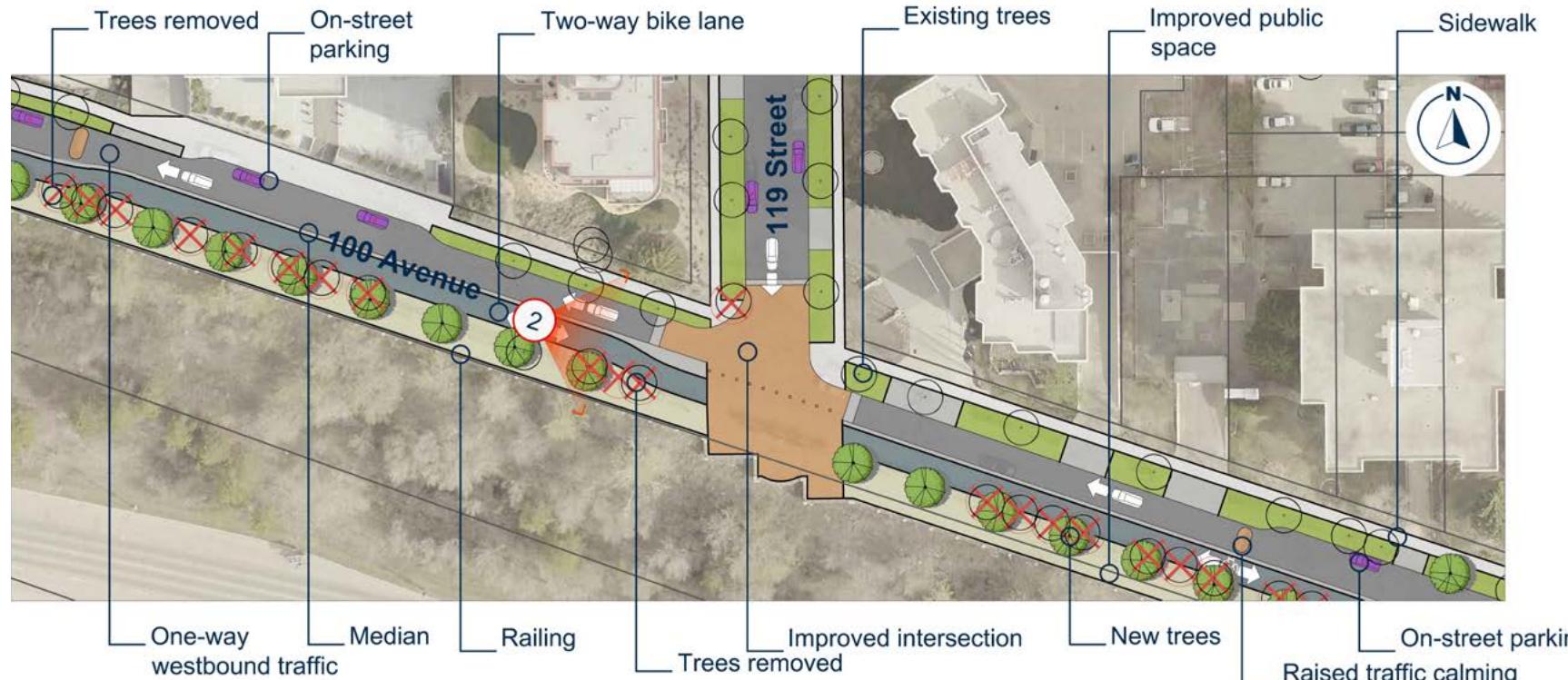
### View 1: Existing



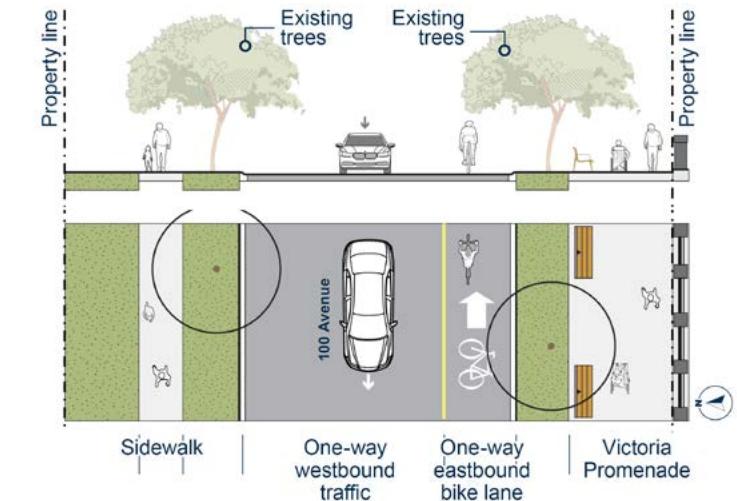
### View 1: Proposed



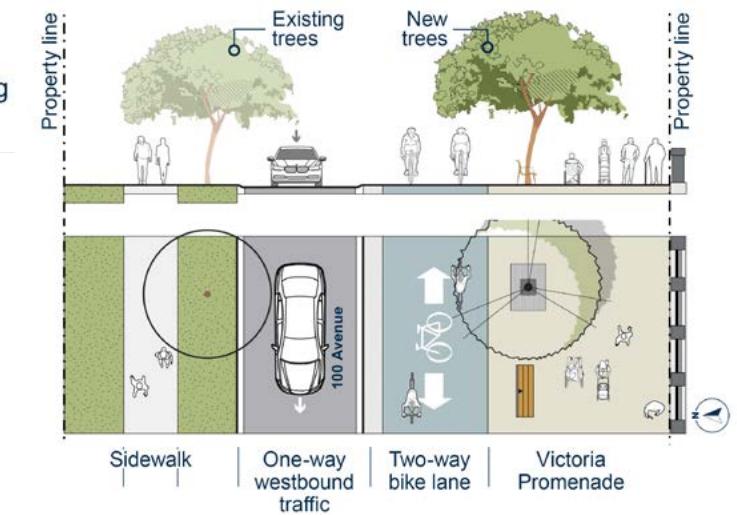
## Alley to 119 Street



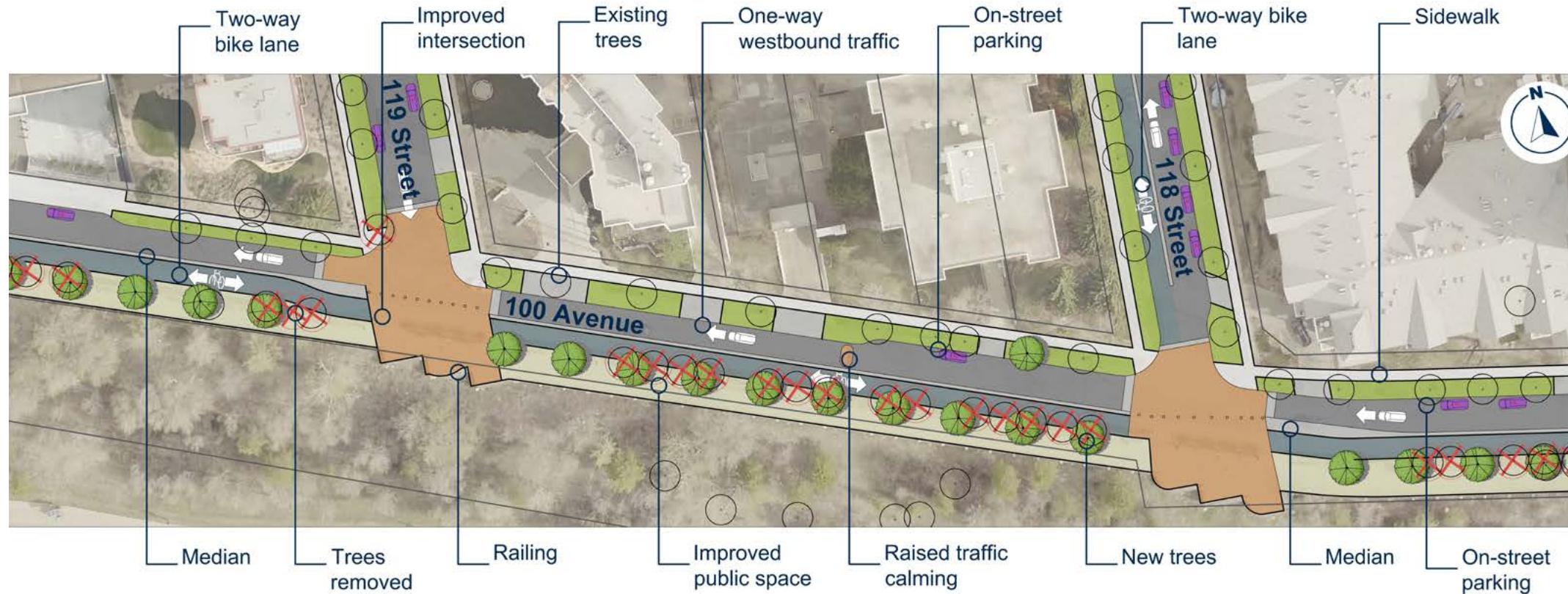
**View 2: Existing**



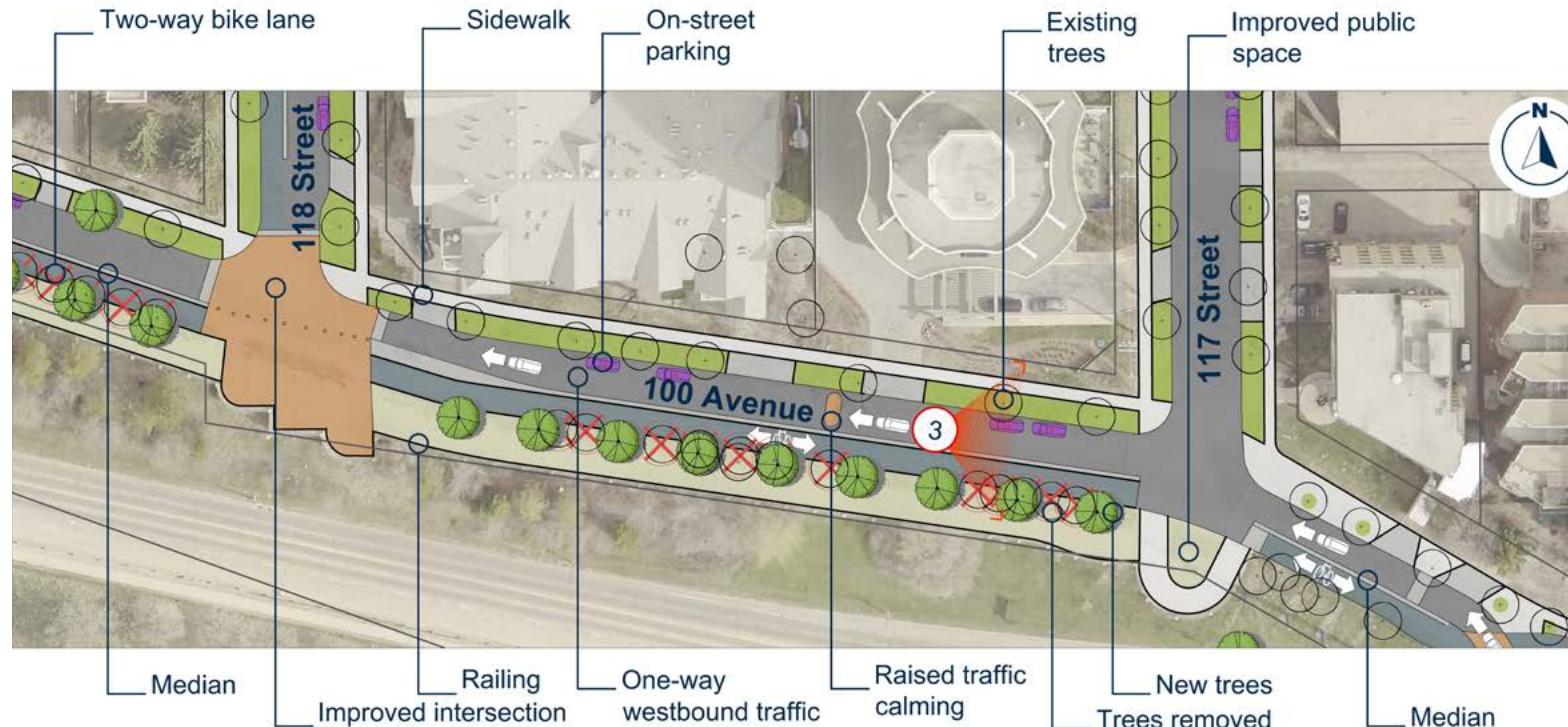
**View 2: Proposed**



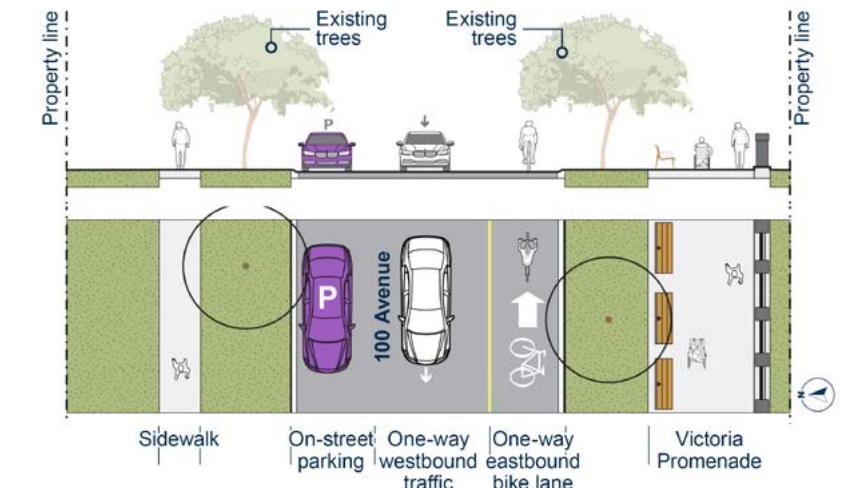
## 119 Street to 118 Street



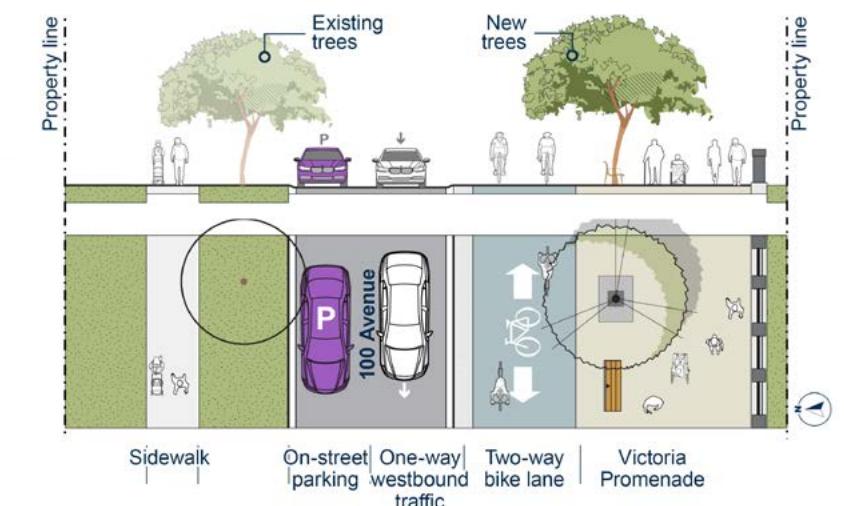
## 118 Street to 117 Street



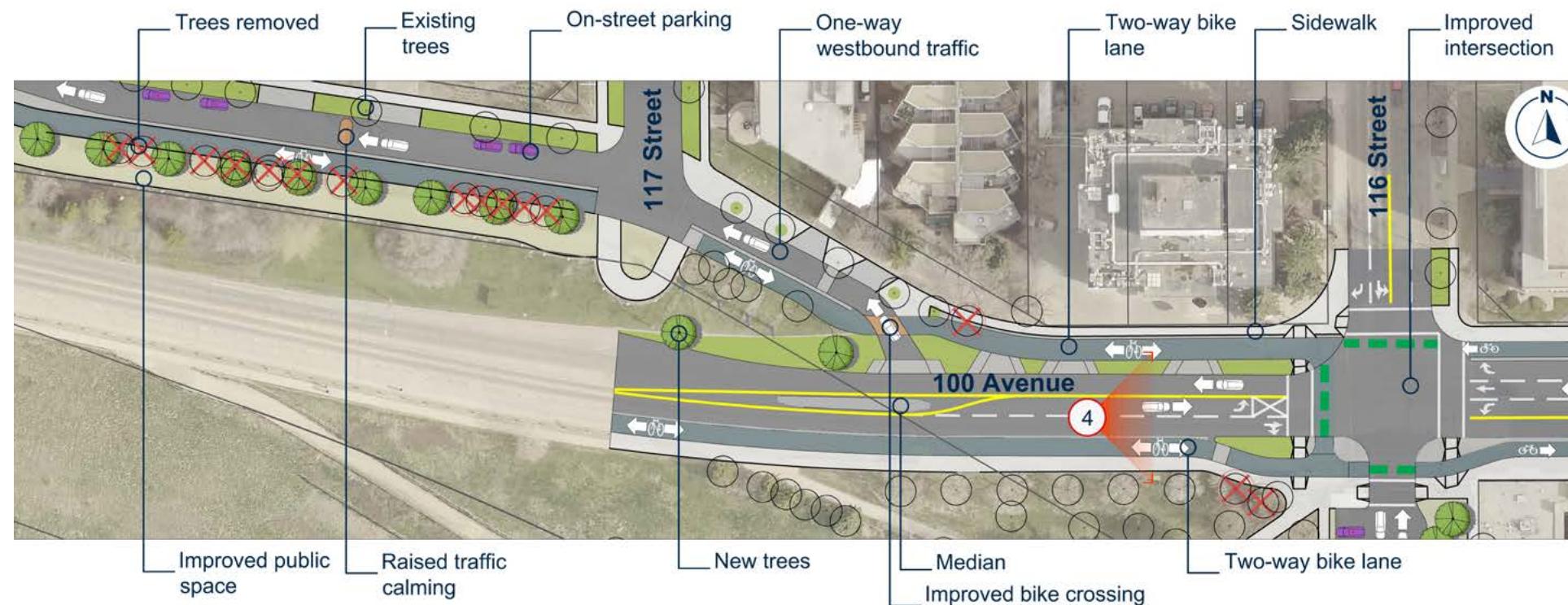
### View 3: Existing



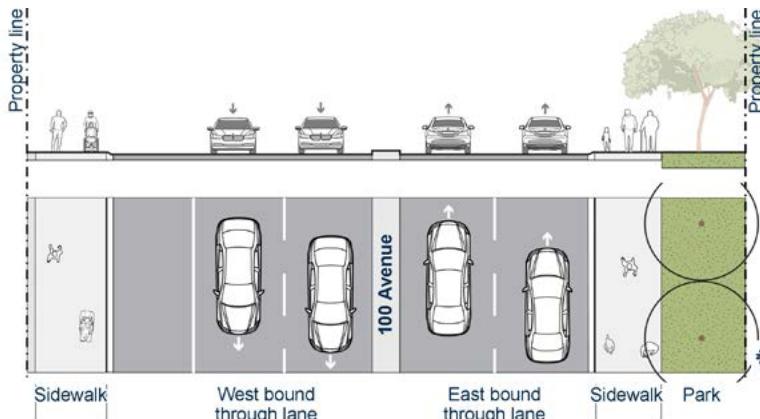
### View 3: Proposed



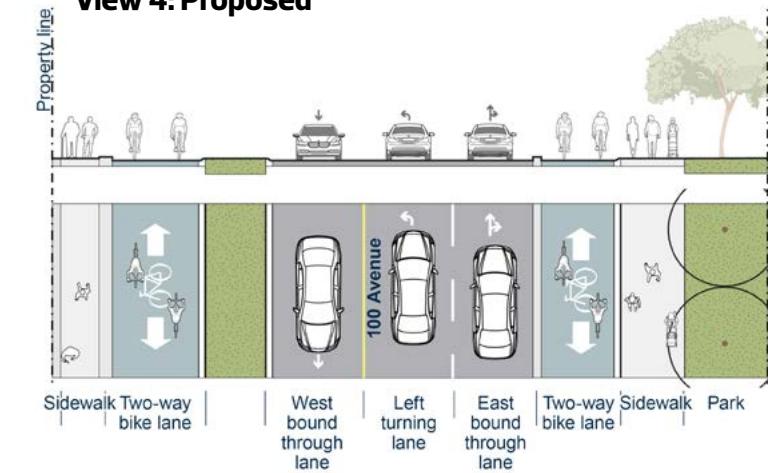
## 117 Street to 116 Street



**View 4: Existing**



**View 4: Proposed**



# 100 Avenue East: 116 Street to 109 Street

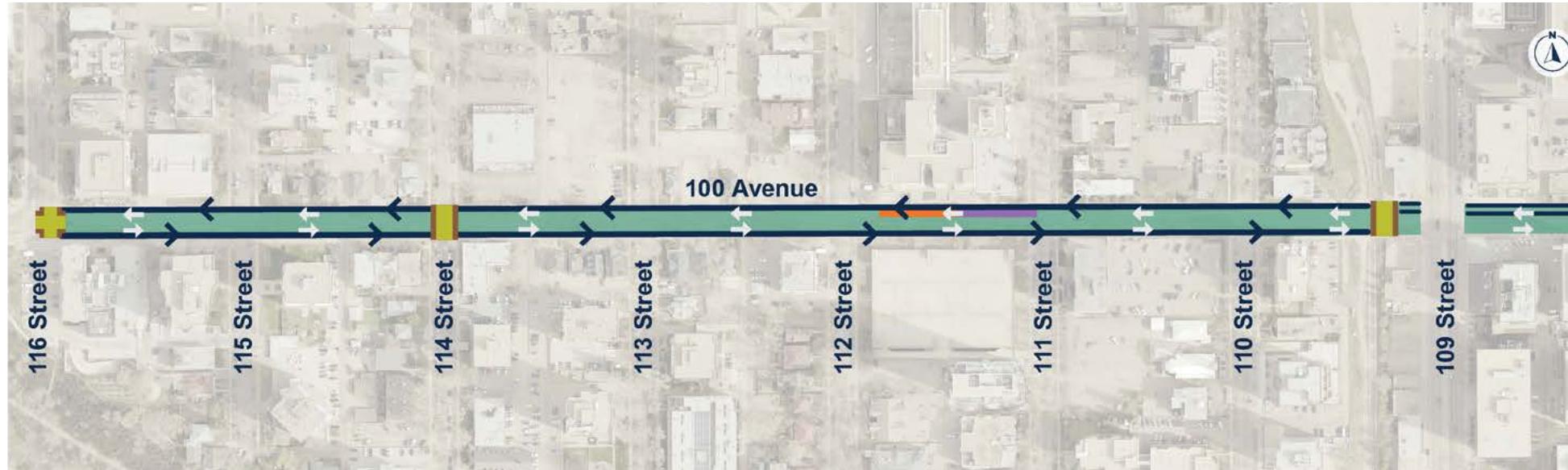
## One-way bike lanes, two-way vehicle traffic

This section will not be constructed as part of Wihkwêntôwin ᄐ·"q··"Δ· Neighbourhood Renewal. Construction will take place as part of a future project.



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### Route map



- Two-way traffic
- One-way bike lane
- Two-way bike lane
- Improved intersection
- Improved crossing
- On-street parking
- Loading zone

### Design highlights

- Public spaces and trees** ([see tree plan](#))
  - New trees, where feasible (removal of many south side and a few north side trees required)
- Biking** ([see examples](#))
  - One-way, district connector bike lanes with protective medians: westbound on north side, eastbound on south side
- Traffic calming and crossings** ([see examples](#))
  - An improved intersection at 116 Street
  - Improved crossings:
    - 114 Street
    - Mid-block between 110 Street and 109 Street
  - A narrowed road width using treed medians between 115 Street and 116 Street
- Driving and parking**
  - Two-way vehicle traffic
  - New vehicle traffic movements:
    - A new dedicated left turn lane westbound at 116 Street
    - 109 Street intersection reconfiguration including:
      - Removal of dedicated eastbound right turn lane
      - Addition of dedicated eastbound left turn lane
  - On-street parking ([see parking map](#))

**CLICK HERE** to see a video walk through of this design

# 103 Avenue: 124 Street to 111 Street

## Two-way vehicle traffic with traffic diverters

103 Avenue intersects with all the open spaces north of Jasper Avenue. The design for this roadway focuses on enhancing the experience of people walking, biking, rolling and driving by calming traffic, reducing shortcutting and adding greenery.

### Route map



### Design highlights (See following pages for design details)

- + **Public spaces and trees** ([see tree plan](#))
  - + An increase in new public space for improvements, this could include: new trees, special surface treatment, planters, furnishings such as benches, bike racks, waste bins
  - + New trees, where feasible (removal of a few trees required)
- + **Traffic calming and crossings** ([see examples](#))
  - + An eastbound traffic diverter\* from the alley east of 117 Street to 116 Street (as exists)
  - + Diagonal vehicle traffic diverters\*, no through traffic
  - + Improved intersections
  - + Improved crossings
  - + Curb extensions at most intersections, if feasible
- + **Driving and parking**
  - + Two-way vehicle traffic; with the exception of a half a block of eastbound traffic which will be diverted at the alley east of 117 Street and not be allowed to proceed through the intersection
  - + On-street parallel parking ([see parking map](#))

\*Traffic diverter: A permanent barrier placed either diagonally at an intersection or directly on the travel lane that blocks through vehicle traffic but still allows access for people walking and biking.



### Key design influences:

#### City Policies and Programs

- + The City Plan sets the strategic direction for the way Edmonton grows. This includes implementing a variety of transportation options that creates a connected and accessible city for people of all ages and abilities in all seasons
- + The Central District Plan identifies 103 Avenue as a Pedestrian Priority Area

#### Technical Requirements

- + High-level traffic analysis was completed to confirm that access is maintained for people driving
- + Emergency services: All road changes, diversion and closures have been reviewed by emergency services

### Vision and Guiding Principles

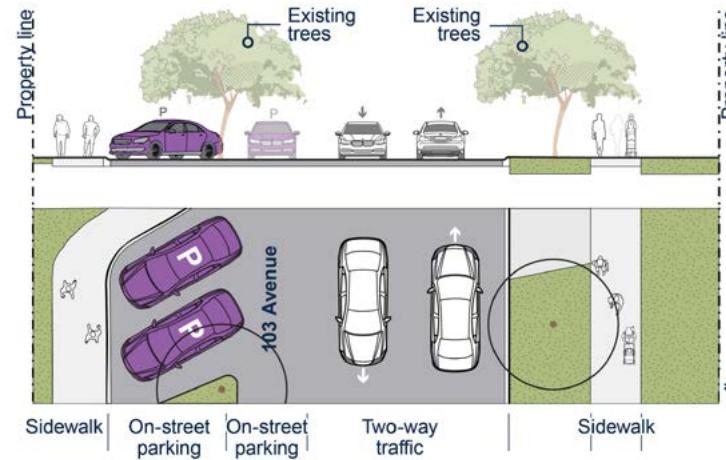


**CLICK HERE to see a video walk through of this design**

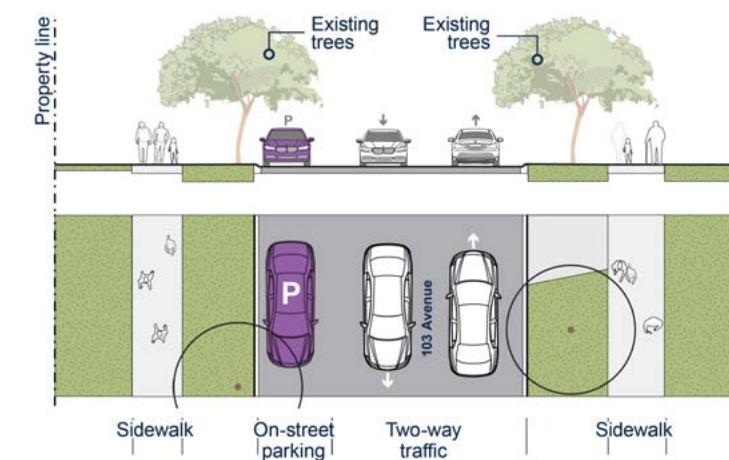
## 124 Street to 122 Street



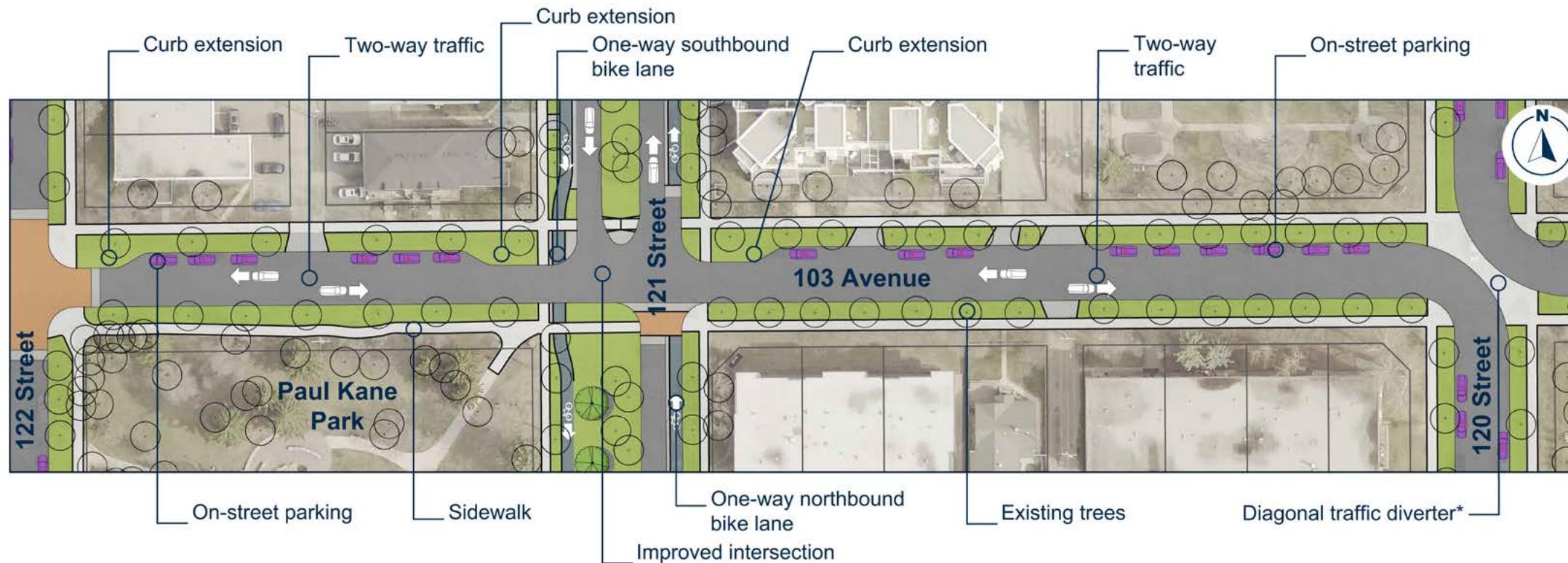
## **View 1: Existing**



## **View 1: Propose**



## 122 Street to 120 Street



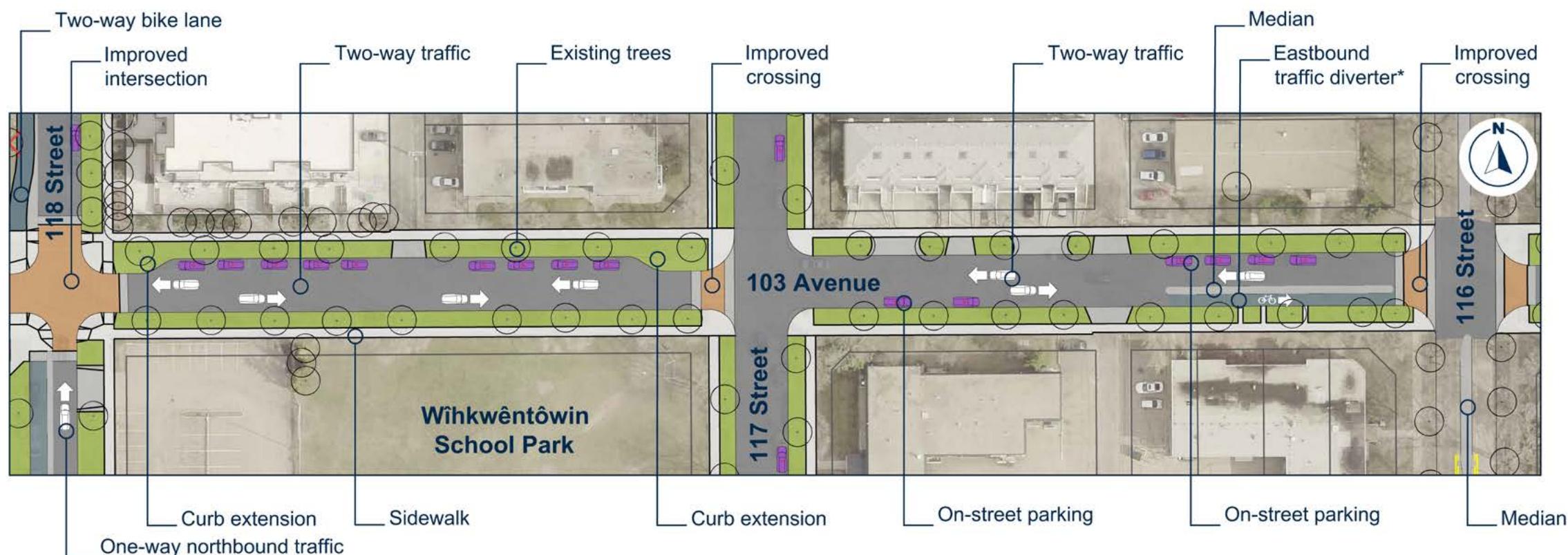
\*Traffic diverter: A permanent barrier placed either diagonally at an intersection or directly on the travel lane that blocks through vehicle traffic but still allows access for people walking and biking.

## 120 Street to 118 Street



\*Traffic diverter: A permanent barrier placed diagonally at an intersection that blocks through vehicle traffic but still allows access for people walking and biking.

## 118 Street to 116 Street



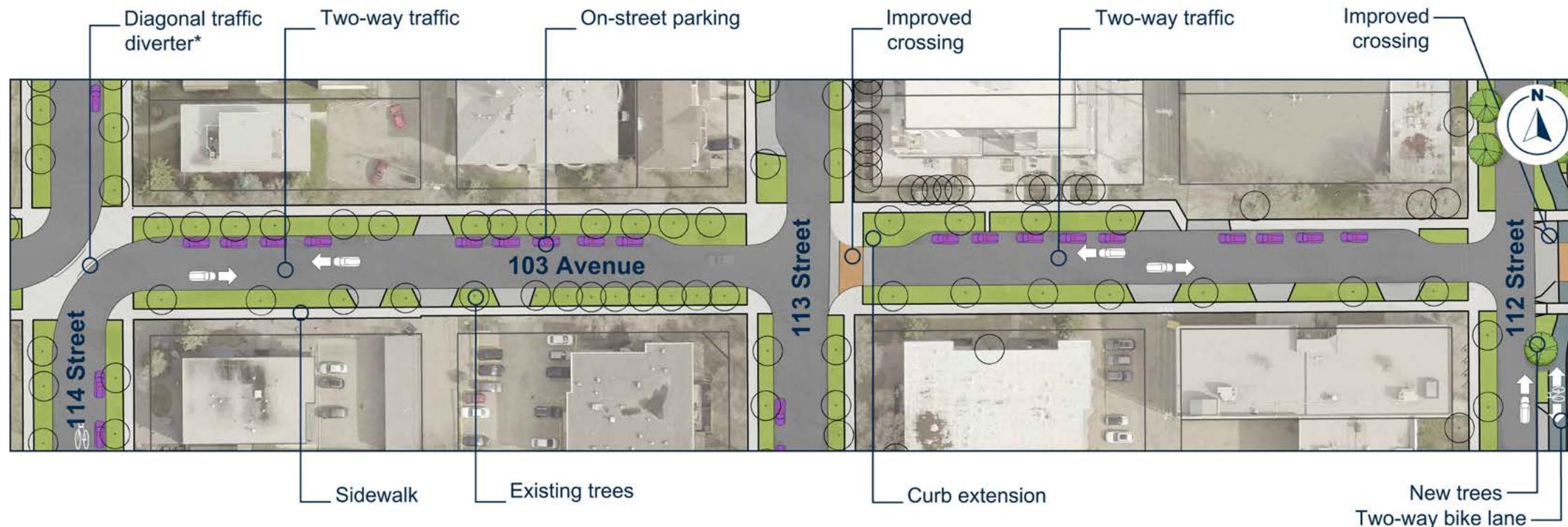
\*Eastbound traffic diverter: A permanent barrier placed directly on the travel lane that blocks eastbound vehicle traffic but still allows access for people walking and biking.

## 116 Street to 114 Street



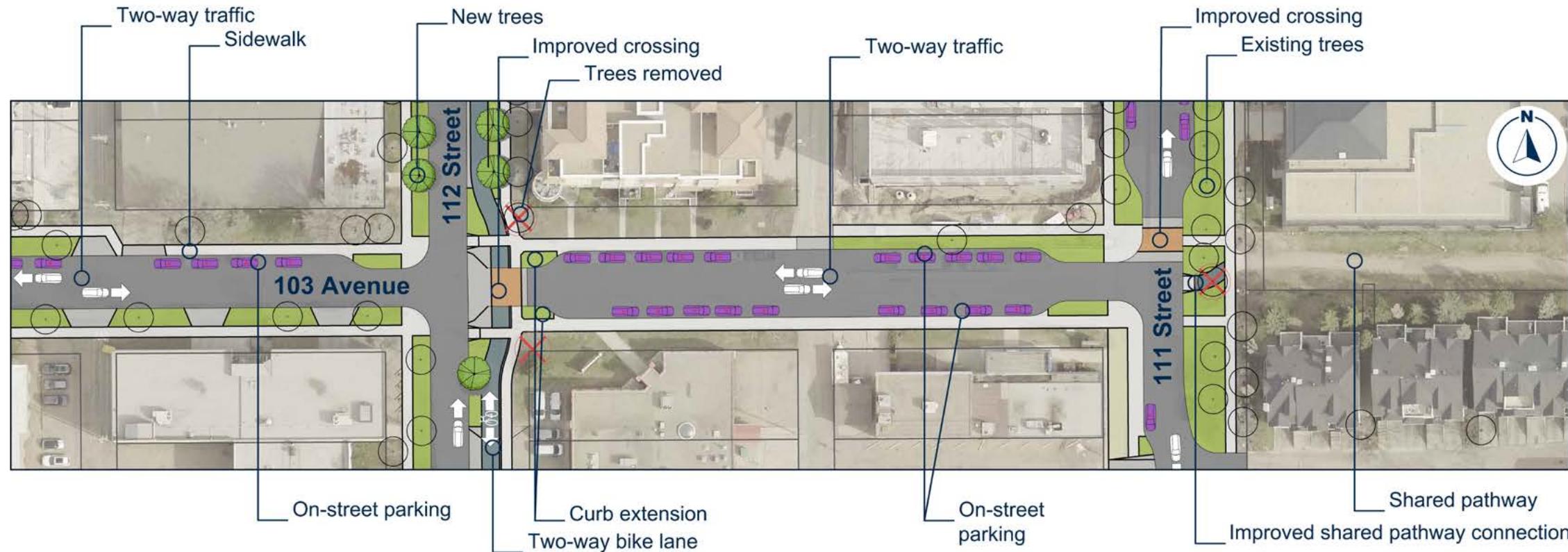
\*Traffic diverter: A permanent barrier placed either diagonally at an intersection or directly on the travel lane that blocks through vehicle traffic but still allows access for people walking and biking.

## 114 Street to 112 Street



\*Traffic diverter: A permanent barrier placed either diagonally at an intersection or directly on the travel lane that blocks through vehicle traffic but still allows access for people walking and biking.

## 112 Street to 111 Street



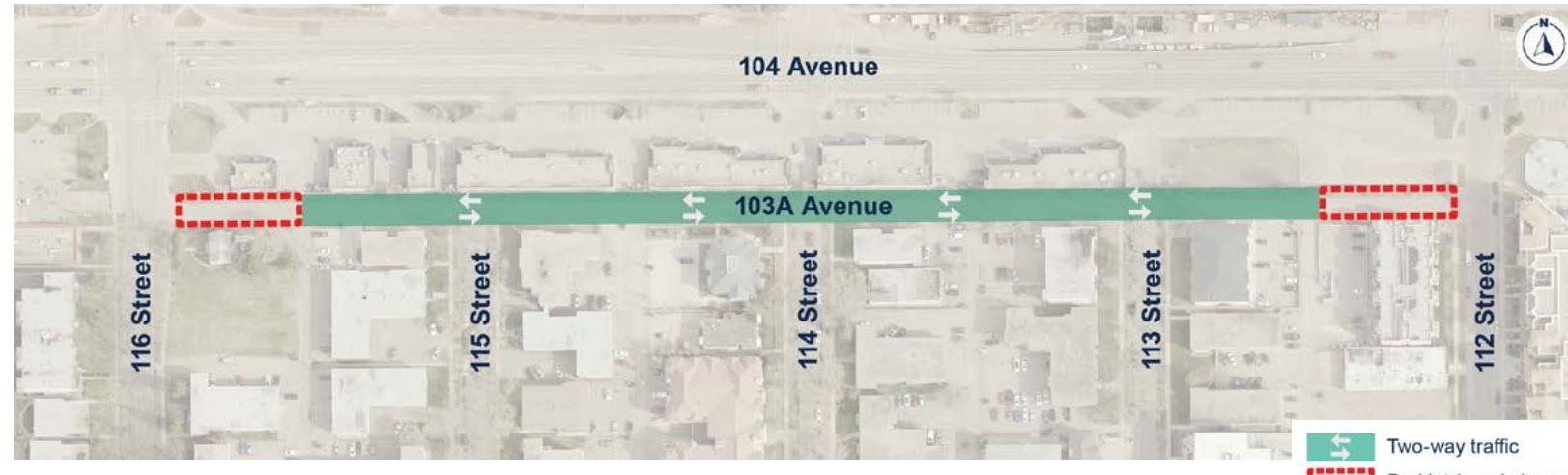
# 103A Avenue: 116 Street to 112 Street

## Two road closures with parklets, two-way vehicle traffic

103A Avenue is located behind commercial properties and currently functions similar to an alley. Two road closures are being proposed at 112 Street and 116 Street as there are operational and safety concerns due to proximity to major intersections. Replacing vehicle access at 116 Street and 112 Street with parklets and new trees will create a welcoming space for people while improving pedestrian accessibility to the commercial properties and transit to the north.



## Route map



## Design highlights (See following pages for design details)

- **Public spaces and trees** ([see tree plan](#))
  - + Two new parklets\* (east of 116 Street and west of 112 Street at road closures) significantly increase new public space for improvements (this could include: new trees, special surface treatment, planters, furnishings such as benches, bike racks, waste bins)
  - + New ramp to commercial properties at 115 Street
- **Biking** ([see examples](#))
  - + Local street bikeway\*\*
  - + Shared use path through the 116 Street and 112 Street parklets
- **Traffic calming and crossings** ([see examples](#))
  - + Vehicle traffic road closures at:
    - + 116 Street
    - + 112 Street
- **Driving and parking**
  - + Two-way vehicle traffic
  - + No on-street parking ([see parking map](#))

*\*Parklet: a small scale green space and seating area, created as a public amenity usually in an area formerly used for vehicle traffic.*

**\*\*Local street bikeway:** A street where people who bike and people who drive share the street without separated bike infrastructure. Modifications such as traffic calming and diversion elements to reduce vehicle volumes and speed maximize the safety and comfort for people who bike to appeal to users of all ages and abilities. The bikeway typically includes pavement markings and signage.

## Key design influences:

## **City Policies and Programs**

- The Central District Plan recommends 103A Avenue be redeveloped as a commercial alley to support developments fronting 104 Avenue and to increase north-south connectivity

## Technical Requirements

- High-level traffic analysis was completed to confirm that access is maintained for people driving
- Integrating designs with the approved designs for the Valley Line West LRT (104 Avenue)

## **Vision and Guiding Principles**

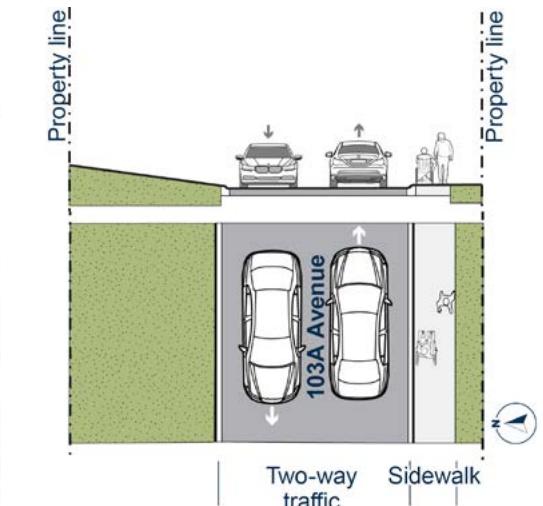


**CLICK HERE to see a video walk through of this design**

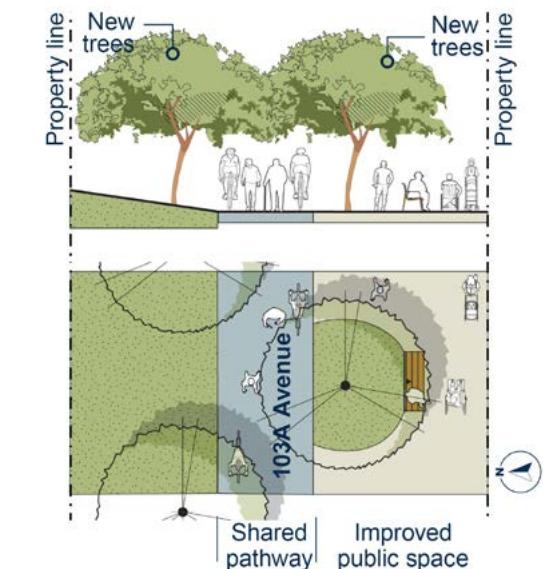
## 116 Street to 114 Street



**View 1: Existing**



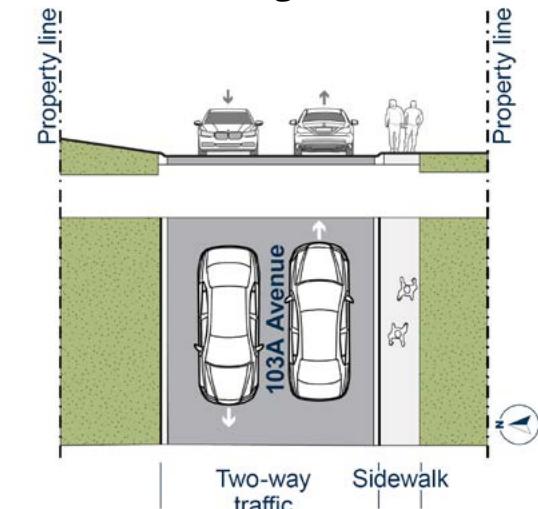
**View 1: Proposed**



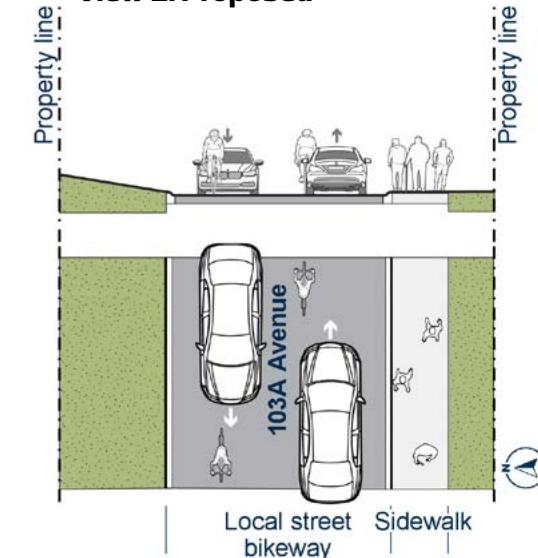
## 114 Street to 112 Street



**View 2: Existing**



**View 2: Proposed**



# 104 Avenue: 124 Street to 123 Street

## Public space improvement

The enhancement of 104 Avenue between 124 Street and 123 Street presents a unique opportunity to create a welcoming and intentional gateway into the neighborhood in coordination with future improvements planned. By improving crossings and implementing new gathering spaces, we aim to encourage slower vehicle speeds and promote walkability, enhancing safety and comfort for all users and to provide a visual cue that residents and visitors are entering a quieter, community-focused space.



30

### Design highlights (See following pages for design details)

#### + Public spaces and trees ([see tree plan](#))

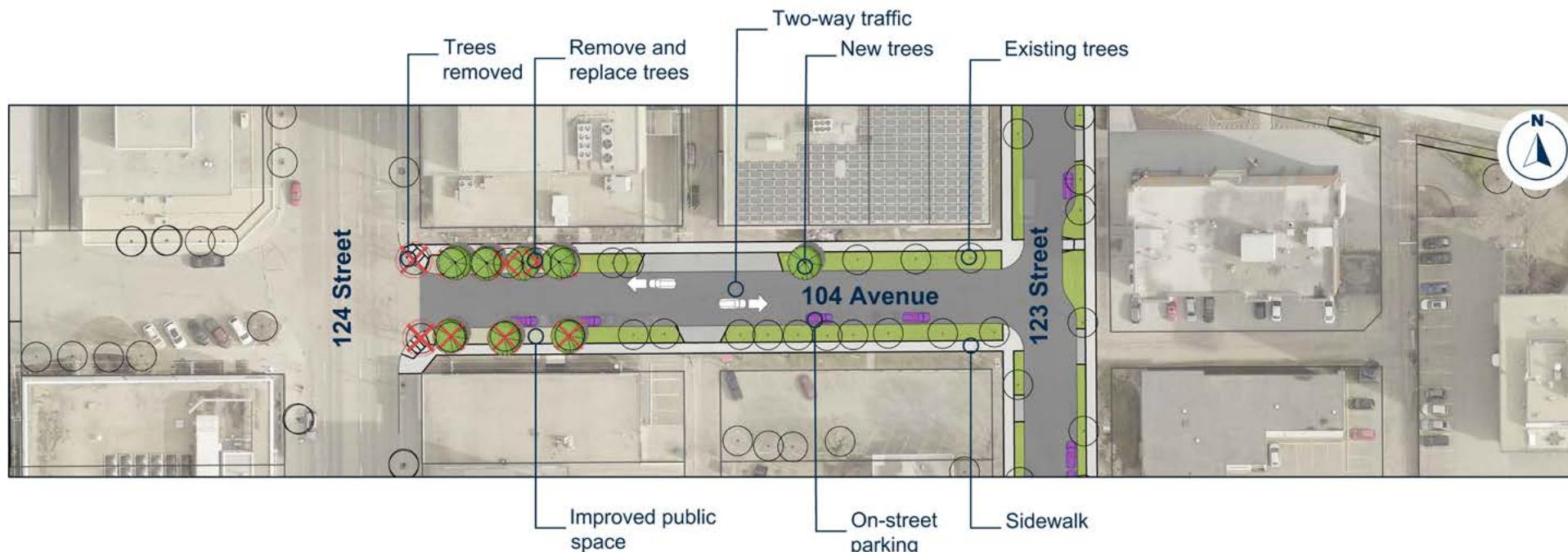
- + An increase in new public space for improvements (this could include: new trees, special surface treatment, planters, furnishings such as benches, bike racks, waste bins)
- + New trees, where feasible (requires removal of existing trees that are in declining condition)

#### + Traffic calming ([see examples](#))

- + Curb extension at 123 Street

#### + Driving and parking

- + Two-way vehicle traffic
- + On-street parking on the south side ([see parking map](#))



### [Vision and Guiding Principles](#)



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walk through of  
this design

# 111 Street: Jasper Avenue to 104 Avenue

## Increased and improved public space, one-way and two-way vehicle traffic

111 Street is a key north-south corridor in central Edmonton, connecting Jasper Avenue—a major commercial and cultural main street—with 104 Avenue, a rapidly developing transit-oriented corridor. This stretch features a mix of residential and commercial uses, angle and parallel parking and is adjacent to important destinations and future transit connections. Planned improvements include conversion to one-way traffic, enhanced public spaces, new tree plantings and raised crossings, all of which support safe, more accessible movement for those who walk, bike, roll and drive.

### Design highlights (See following pages for design details)

#### + Public spaces and trees ([see tree plan](#))

- + Missing sidewalk connection added on the west side, south of 104 Avenue
- + A significant increase in new public space between 104 Avenue and Jasper Avenue for improvements (this could include: new trees, special surface treatment, planters, furnishings such as benches, bike racks, waste bins)
- + New trees, where feasible (removal of a few trees required)

#### + Biking ([see examples](#))

- + Bike connection to Railtown Park from 103 Avenue

#### + Traffic calming and crossings ([see examples](#))

- + An improved intersection at 102 Avenue
- + Improved crossings at:
  - + 104 Avenue (part of Valley Line West LRT project)
  - + 103 Avenue
- + Curb extensions, where feasible
- + Raised traffic calming measures, mid-block between Jasper Avenue and 104 Avenue

#### + Driving and parking

- + Two-way vehicle traffic: 104 Avenue to 103 Avenue
- + One-way vehicle traffic southbound: 103 Avenue to alley north of Jasper Avenue
- + On-street parking: angle parking was maintained to support commercial operations and parking loss in other areas of the neighbourhood ([see parking map](#))

### Route map



- ↔ Two-way traffic
- One-way traffic
- ⊕ Improved intersection
- Improved crossing
- On-street parking
- Loading zone



31

### Key design influences:

#### City Policies and Programs

- + Complete Streets provides direction for the design and construction of roads, sidewalks, bike lanes and shared pathways, measures to slow traffic and enhanced intersections (particularly around crosswalks)

#### Technical Requirements

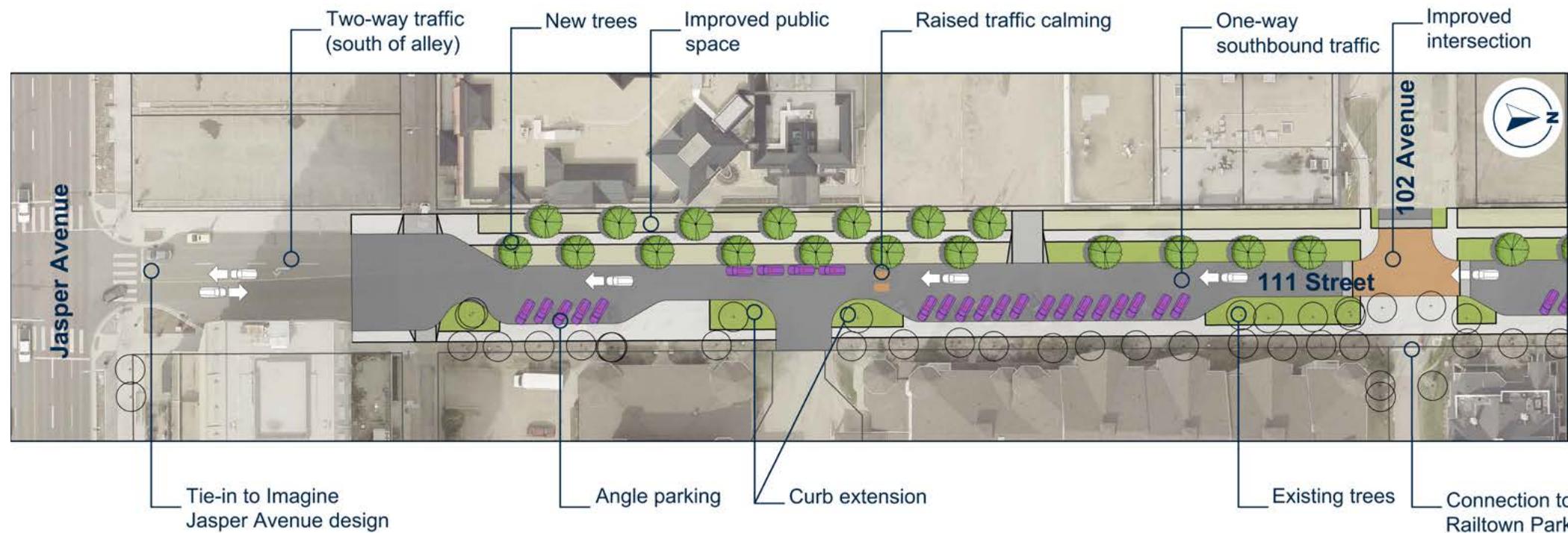
- + High-level traffic analysis was completed to confirm that access is maintained for people driving
- + Integrating designs with the completed and planned designs of Jasper Avenue
- + Integrating designs with the approved designs for the Valley Line West LRT (104 Avenue)

### Vision and Guiding Principles

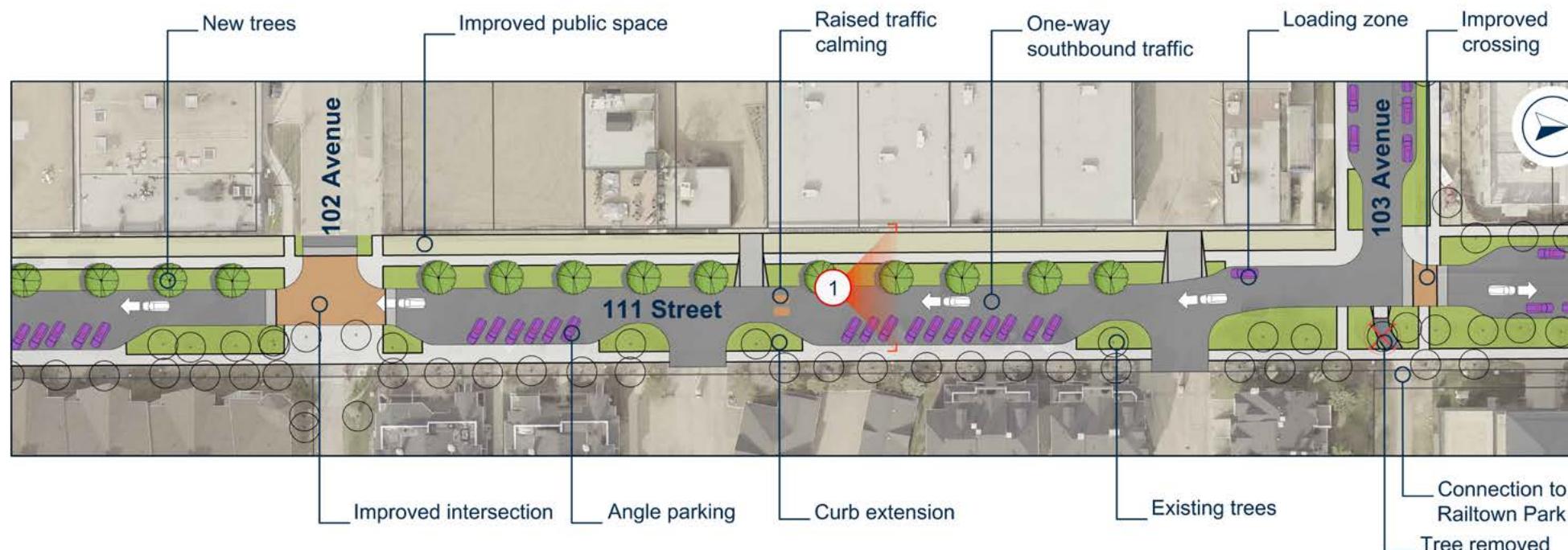


**CLICK HERE to see a video walk through of this design**

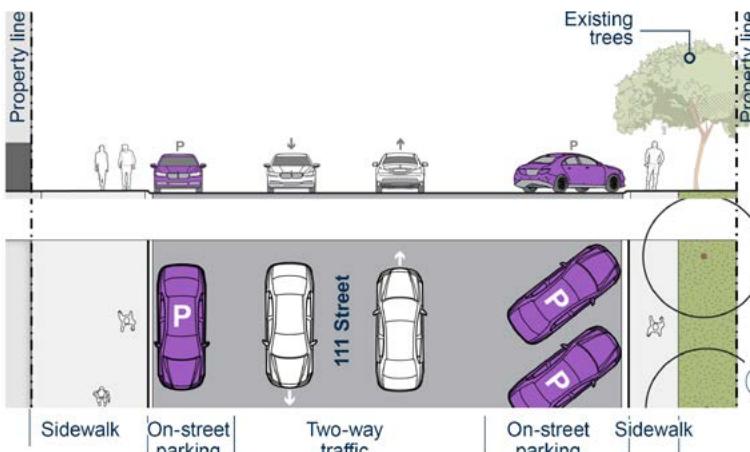
## Jasper Avenue to 102 Avenue



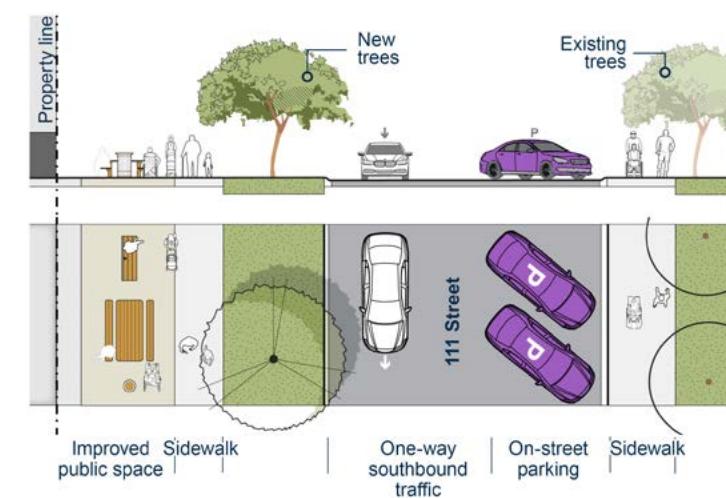
## 102 Avenue to 103 Avenue



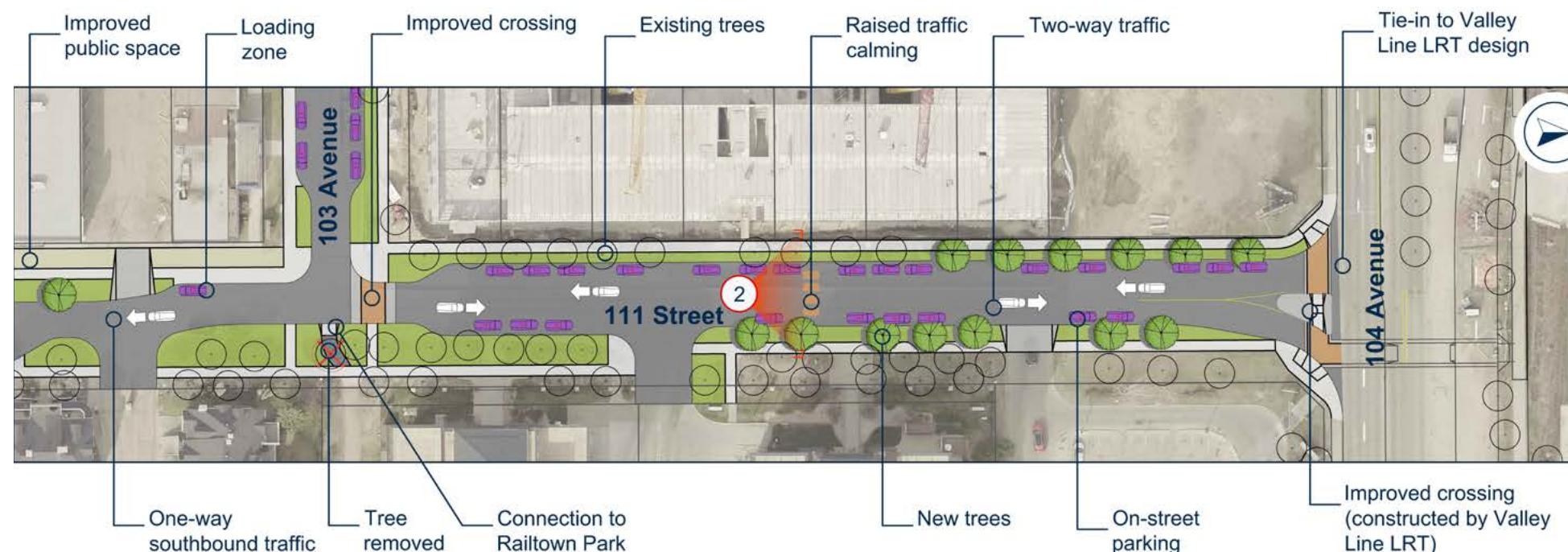
### View 1: Existing



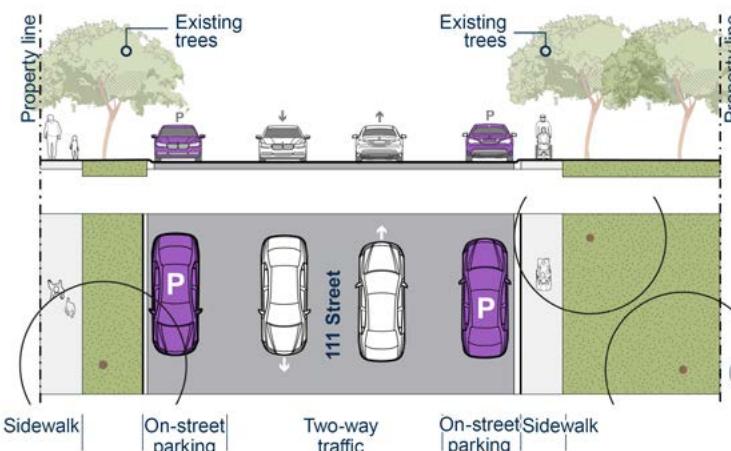
### View 1: Proposed



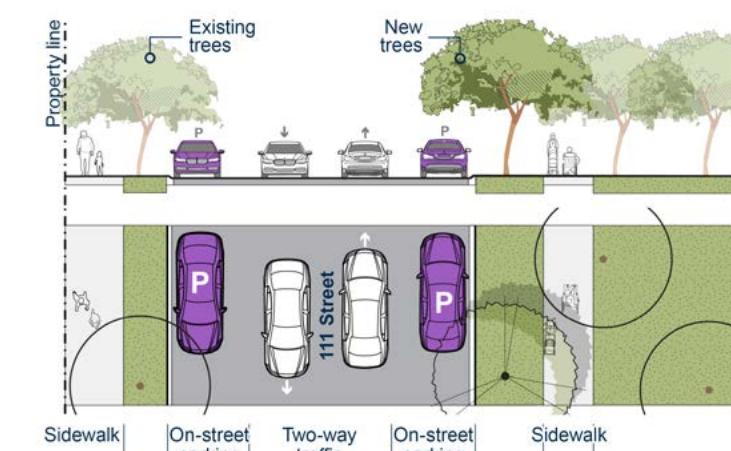
## 103 Avenue to 104 Avenue



**View 2: Existing**



**View 2: Proposed**



# 112 Street active transportation route

## Two-way bike lane, traffic calming measures, combination of one-way and two-way traffic

112 Street in Wihkwéntōwin ᄐ·"q··"Δ· is a vital active transportation corridor, featuring direct connections to schools, parks and local destinations. It features a continuous north-south alignment, existing bike facilities and proximity to key community amenities. Upgrading 112 Street will improve safety and comfort for people walking, biking and rolling, support sustainable transportation choices and strengthen connections throughout the neighbourhood. 112 Street is identified as a district connector in the bike plan.

### Route map



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### Key design influences:

#### City Policies and Programs

- + The City Plan sets the strategic direction for the way Edmonton grows. This includes implementing a variety of transportation options that creates a connected and accessible city for people of all ages and abilities in all seasons
- + The Edmonton Bike Plan supports the vision of a connected and accessible city by guiding design choices which help people feel safe and comfortable riding their bikes in all seasons and all ages and abilities
- + Safe Mobility Strategy supports the identification of traffic safety issues and the opportunities to redesign streets and crossings to be safe for all modes of transportation, including separating modes, designing to lower speeds and volumes, narrowing roadways and improving crossings

#### Technical Requirements

- + High-level traffic analysis was completed to confirm that access is maintained for people driving
- + Integrating designs with the completed and planned designs of Jasper Avenue
- + Integrating designs with the approved designs for the Valley Line West LRT (104 Avenue)
- + Emergency services: All road changes, diversion and closures have been reviewed by emergency services

#### [Vision and Guiding Principles](#)



**CLICK HERE**  
to see a video  
walk through of  
this design

# 112 Street active transportation route

## Design highlights (See following pages for design details)

- + **Public spaces and trees** ([see tree plan](#))
  - + Two new parklets\* significantly increase new public space for improvements (this could include: new trees, special surface treatment, planters, furnishings such as benches, bike racks, waste bins)
  - + Parklet on 112 Street north of 102 Avenue includes a shared pathway connecting 112 Street to 102 Avenue
  - + Parklet at 97 Avenue east of 110 Street includes a shared pathway connecting the Ribbon of Steel shared pathway to the High Level Bridge
  - + Grass boulevards
  - + New trees, where feasible (removal of a few trees required)
- + **Biking** ([see examples](#))
  - + A two-way district connector bike lane with protective medians: north of 104 Avenue to 100 Avenue
  - + A local street bikeway\*\* from 100 Avenue to Constable Ezio Faraone Park, as exists today but with additional traffic calming
- + **Traffic calming and crossings** ([see examples](#))
  - + Vehicle traffic road closures:
    - + 112 Street on the north side of 102 Avenue
    - + 103A Avenue closed at 112 Street (no access to 112 Street from 103A Avenue)
    - + 97 Avenue between 110 Street and the High Level Bridge
  - + Improved intersection at 98 Avenue and 111 Street
  - + Improved crossings:
    - + 112 Street/104 Avenue (part of Valley Line West LRT project)
    - + 112 Street/103 Avenue
    - + 111 Street/97 Avenue
  - + Curb extensions at most intersections, where feasible
  - + Raised traffic calming measures on 112 Street, mid-block between 104 Avenue and 97 Avenue
- + **Driving and parking**
  - + Traffic direction one-way and two-way, see route map on this page
  - + On-street parking ([see parking map](#))
  - + Vehicle turnaround north of 102 Avenue

\*Parklet: a small scale green space and seating area, created as a public amenity usually in an area formerly used for vehicle traffic

\*\*Local street bikeway: A street where people who bike and people who drive share the street without separated bike infrastructure.

Modifications such as traffic calming and diversion elements to reduce vehicle volumes and speed maximize the safety and comfort for people who bike to appeal to users of all ages and abilities. The bikeway typically includes pavement markings and signage.

## Route map

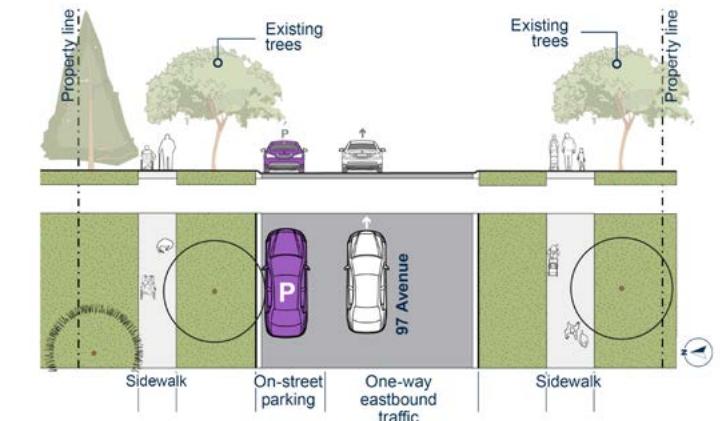


## 97 Avenue: 111 Street to 110 Street

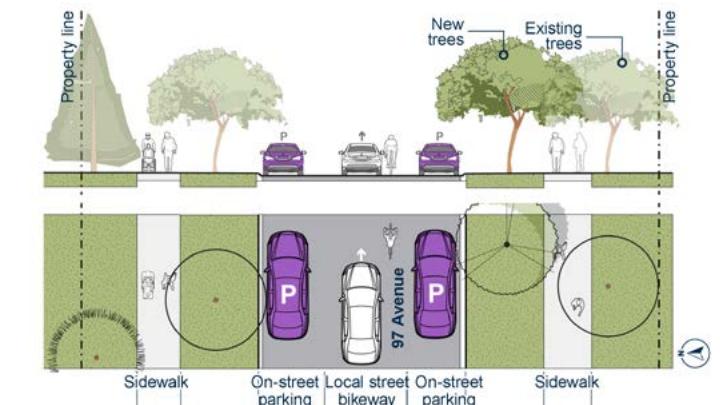
page 38



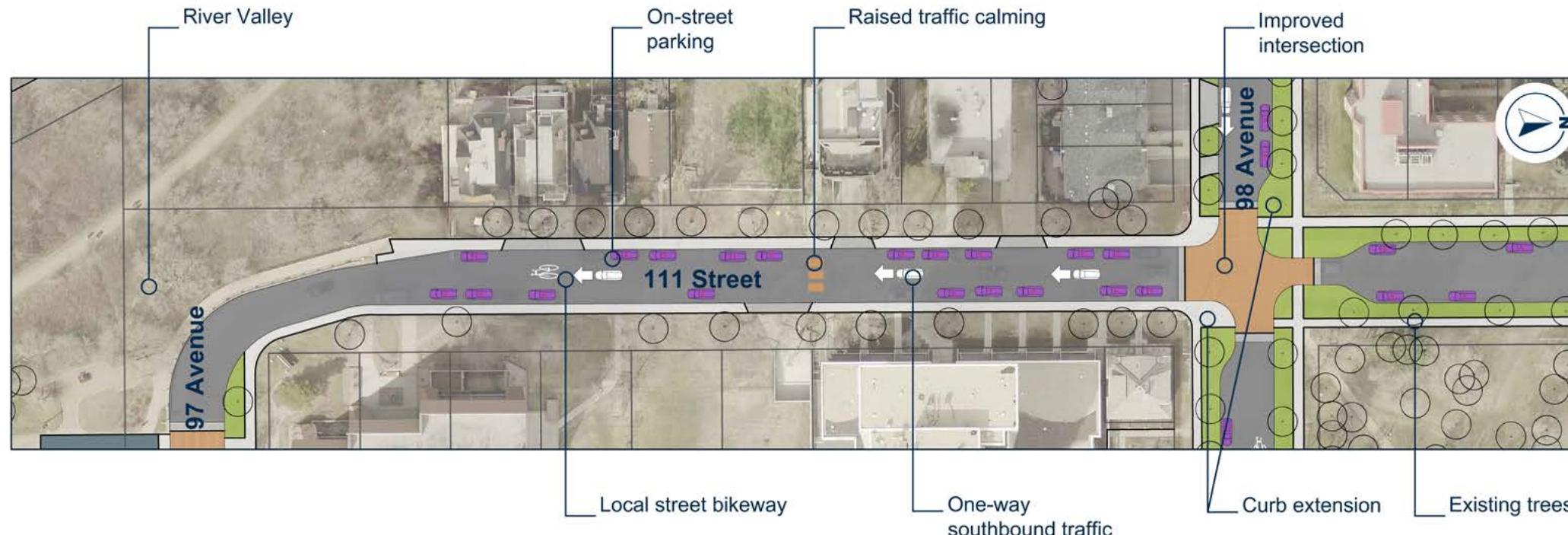
### View 1: Existing



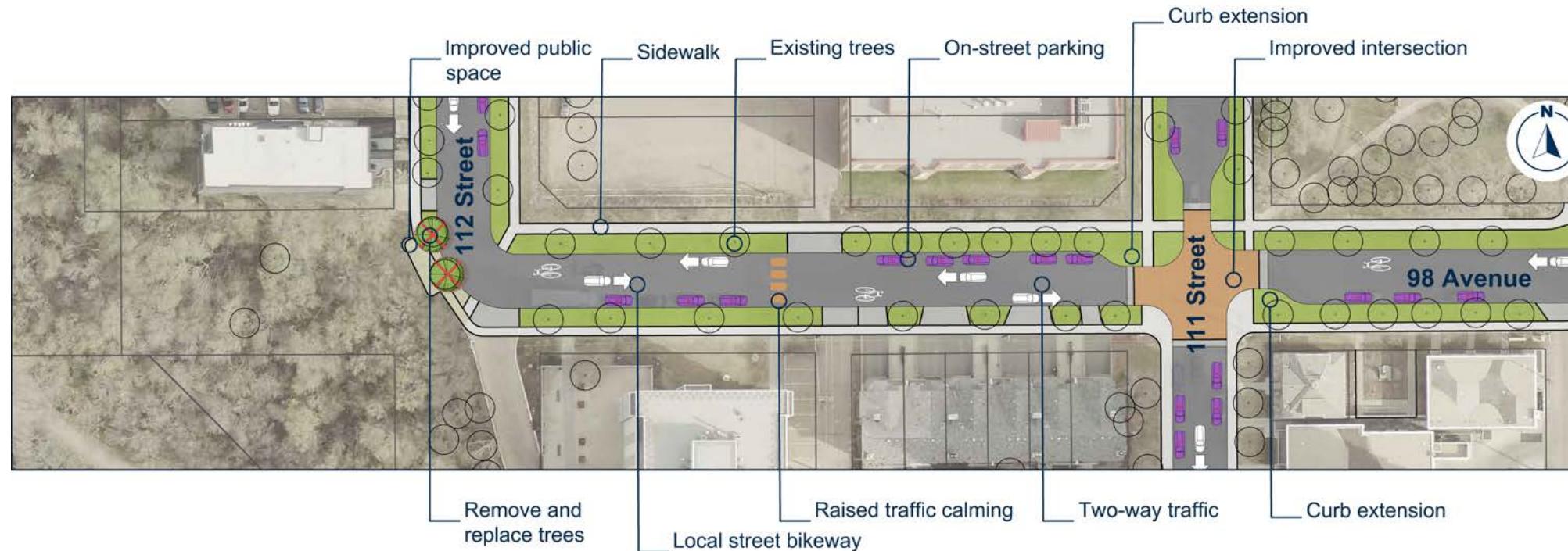
### View 1: Proposed



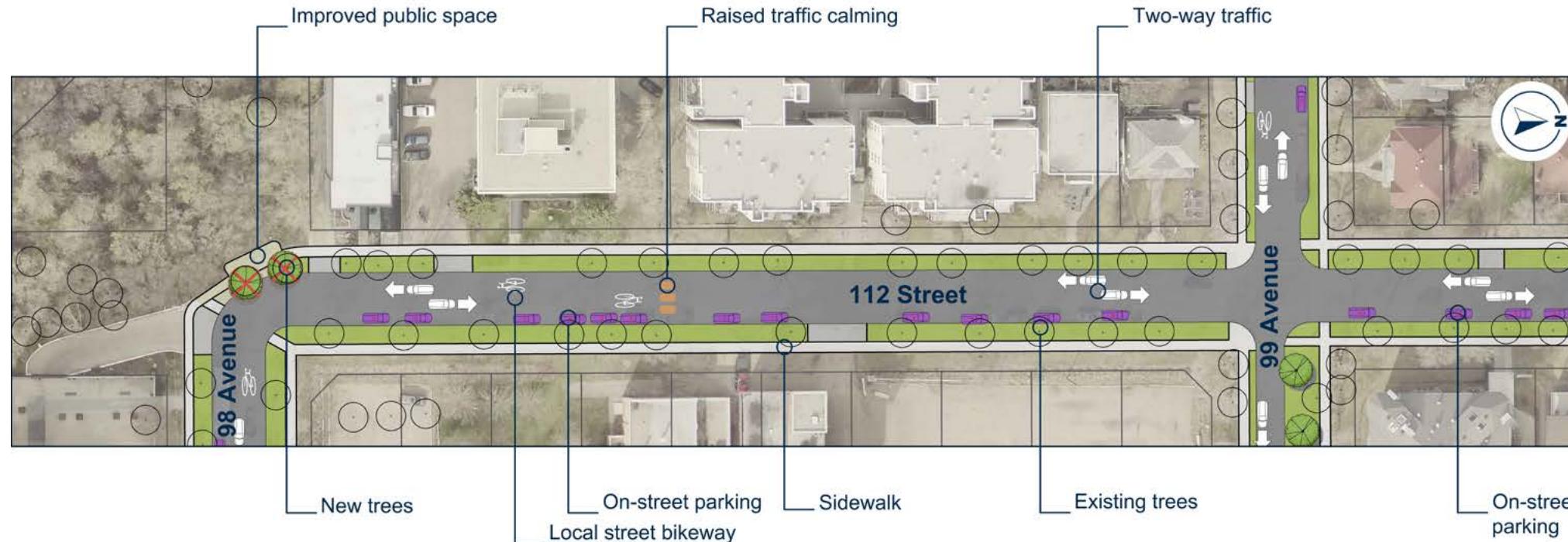
## 111 Street: 97 Avenue to 98 Avenue



## 98 Avenue: 112 Street to 111 Street



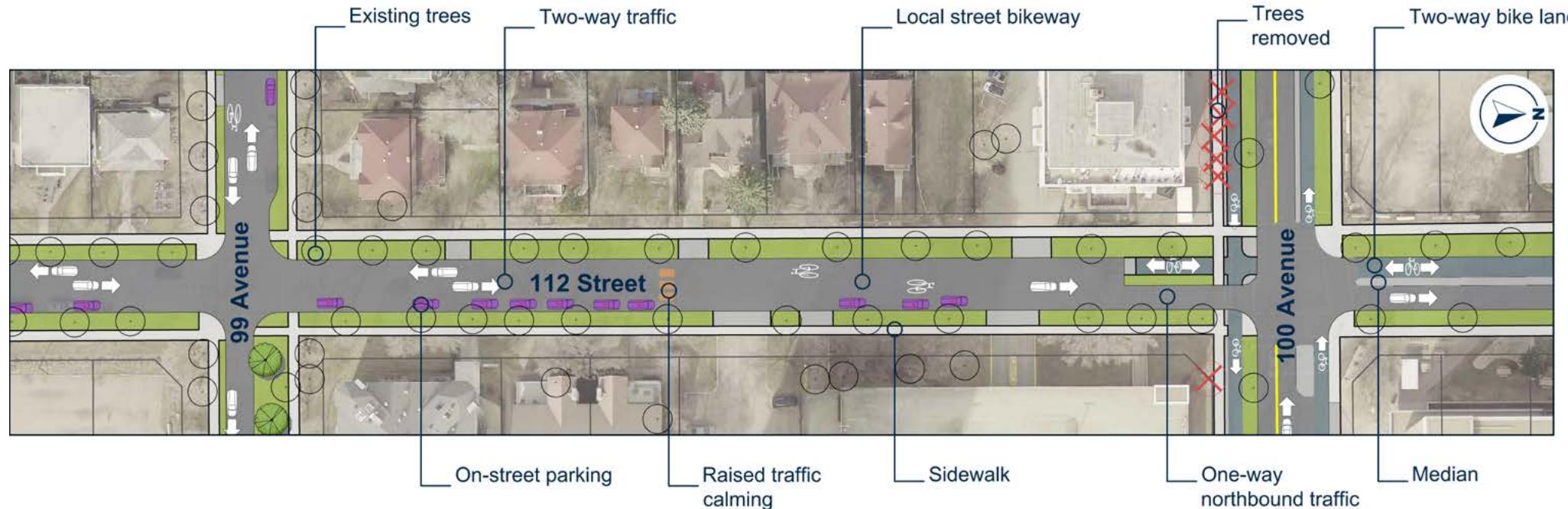
## 112 Street: 98 Avenue to 99 Avenue



# 112 Street active transportation route

41

## 112 Street: 99 Avenue to 100 Avenue

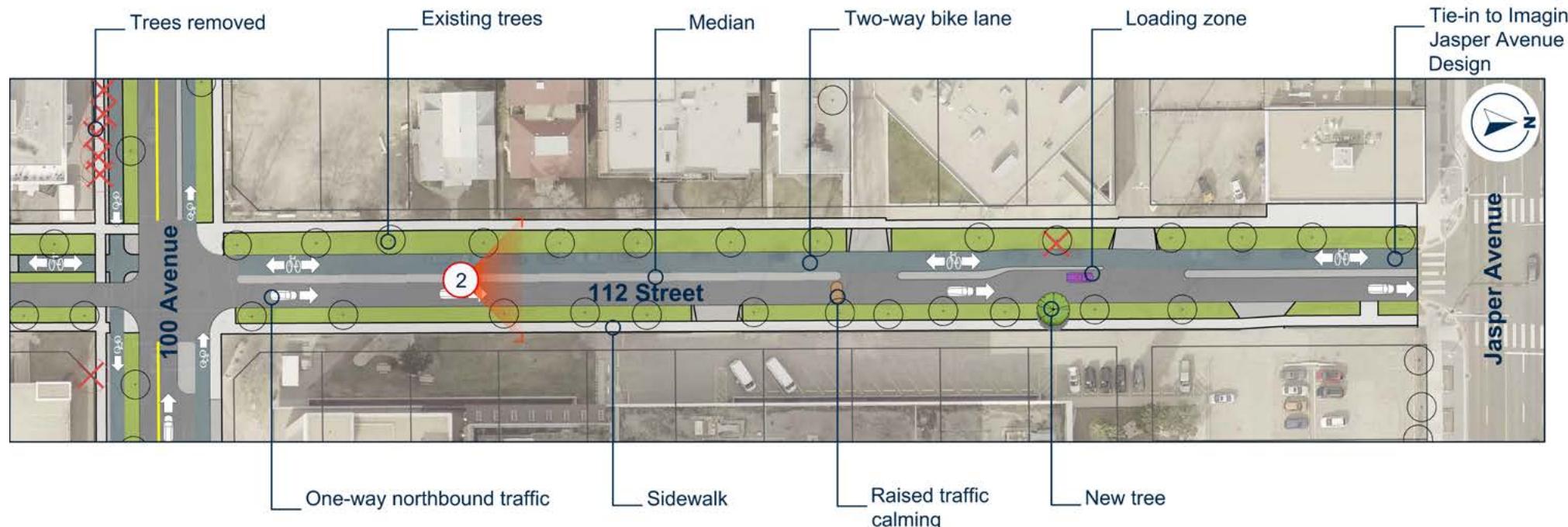


Note: The 100 Avenue section will not be constructed as part of Wihkwêntôwin ᄐ·"íq··"CΔ· Neighbourhood Renewal. Construction will take place as part of a future project.

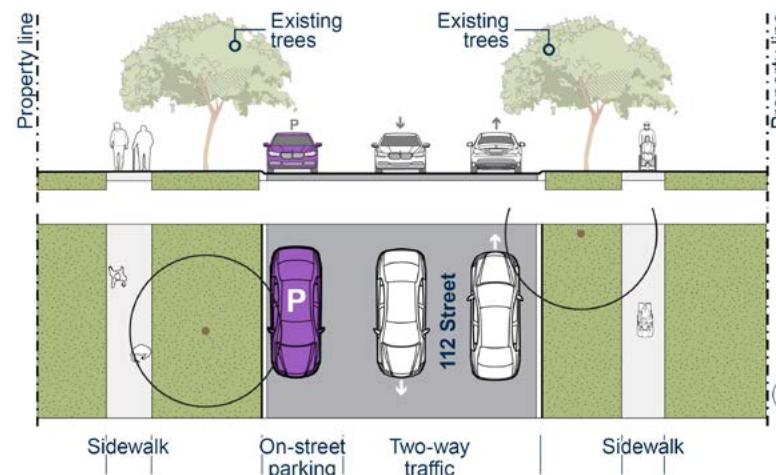
# 112 Street active transportation route

42

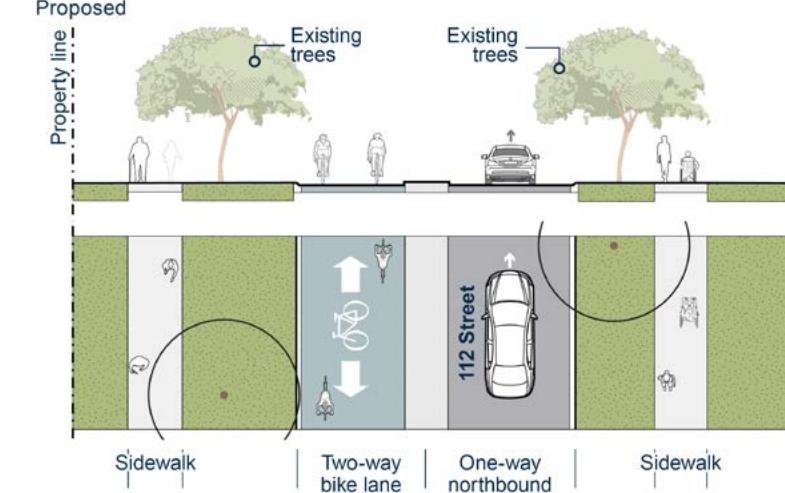
## 112 Street: 100 Avenue to Jasper Avenue



**View 2 : Existing**



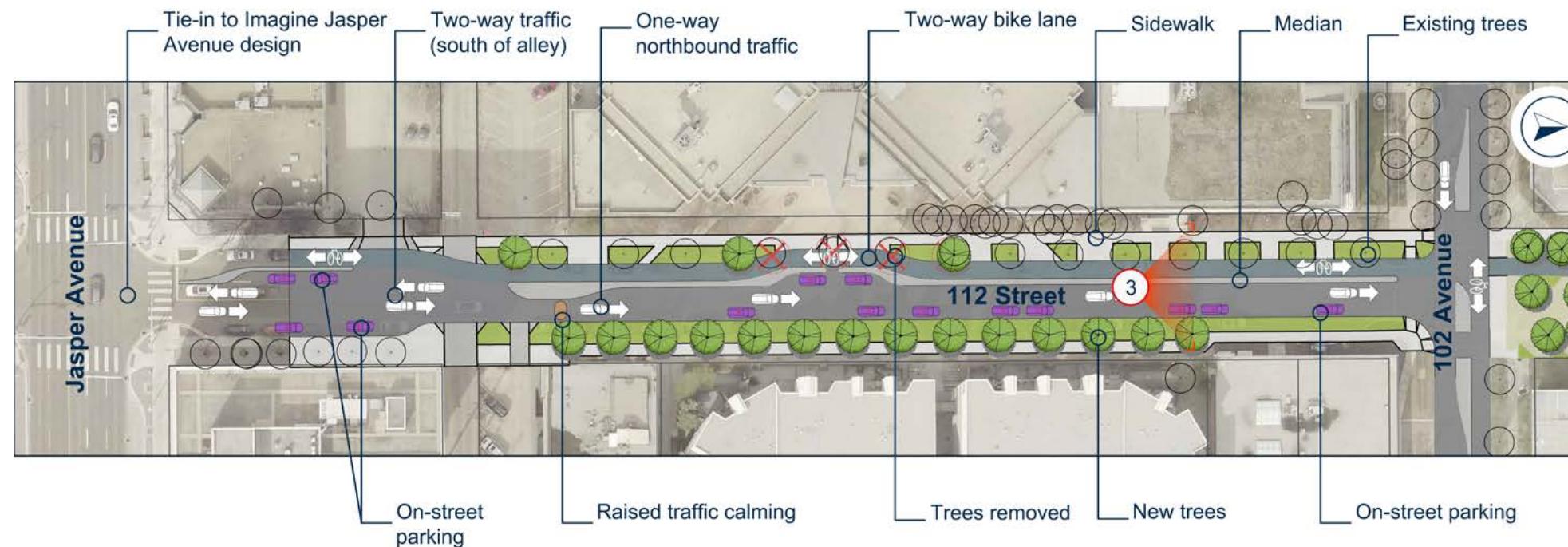
**View 2 : Proposed**



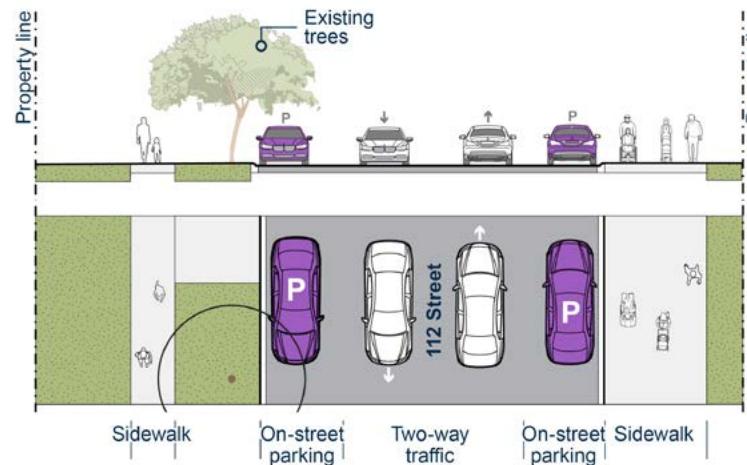
# 112 Street active transportation route

43

## 112 Street: Jasper Avenue to 102 Avenue



**View 3: Existing**



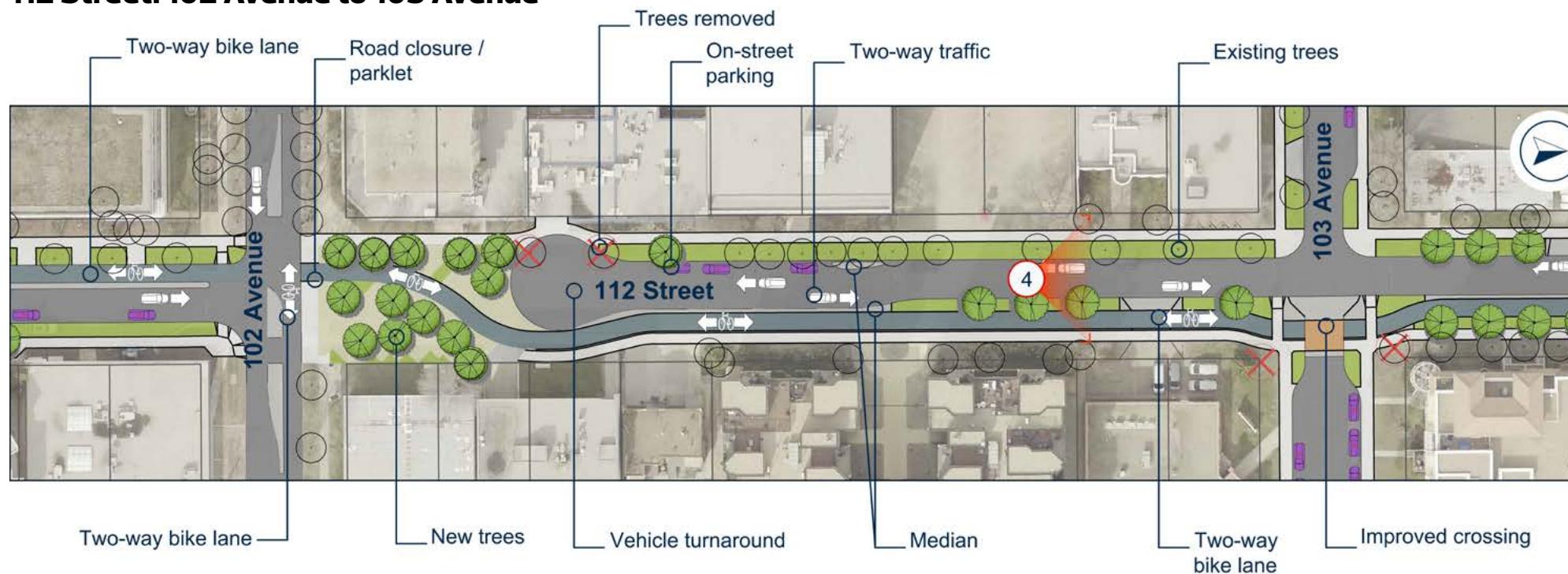
**View 3: Proposed**



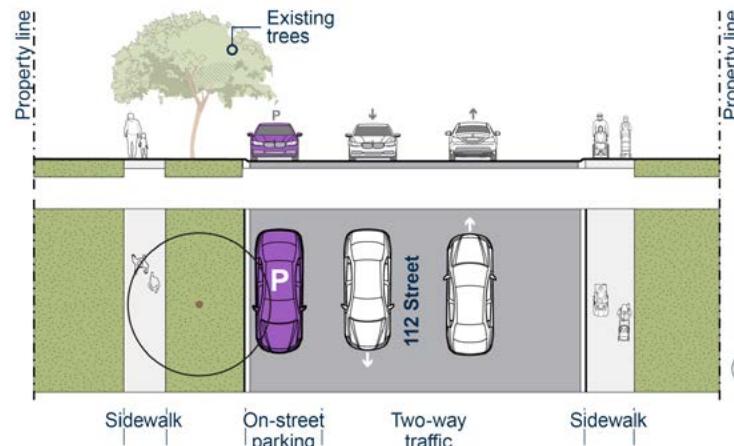
# 112 Street active transportation route

44

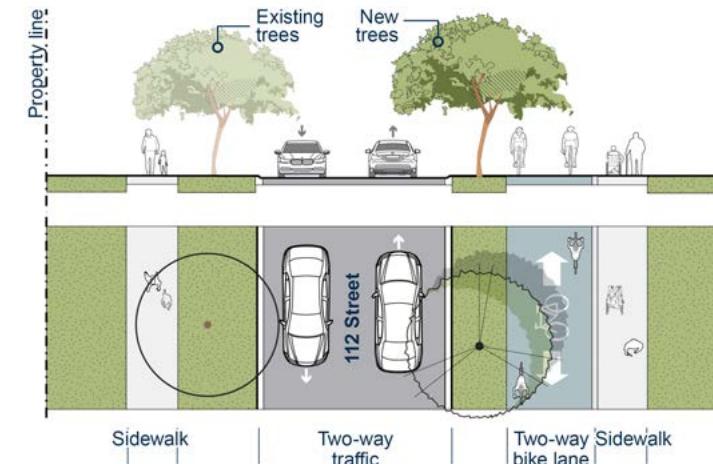
## 112 Street: 102 Avenue to 103 Avenue



### View 4: Existing



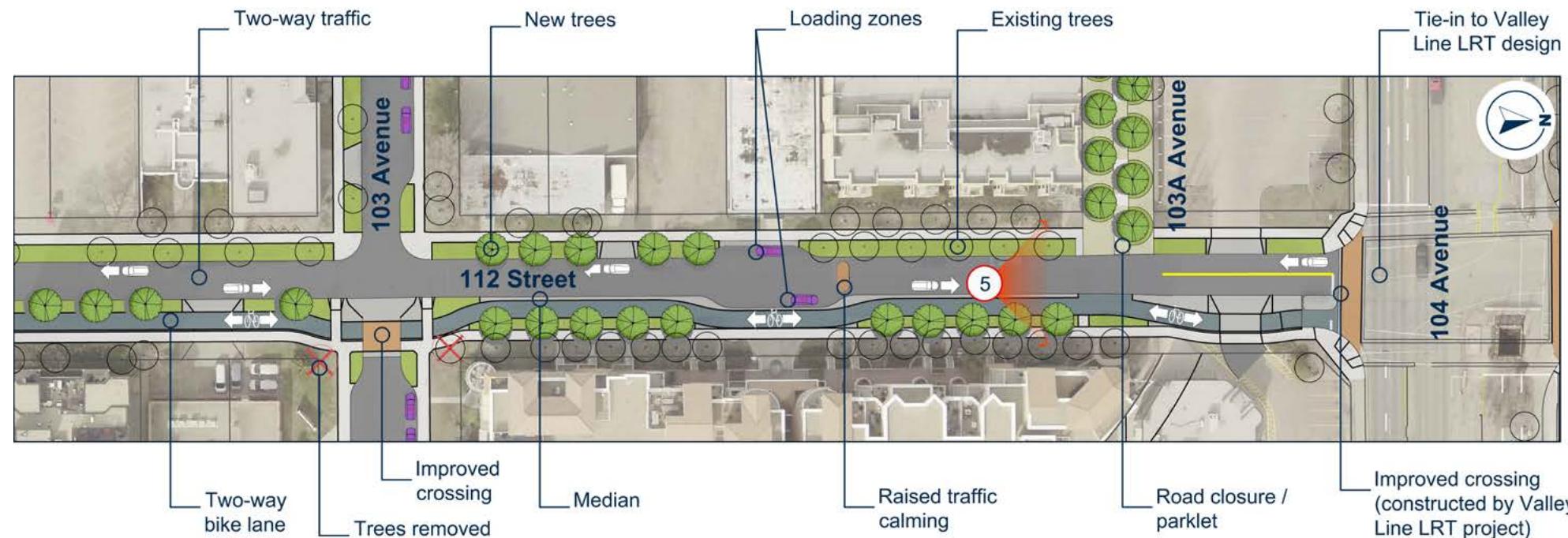
### View 4: Proposed



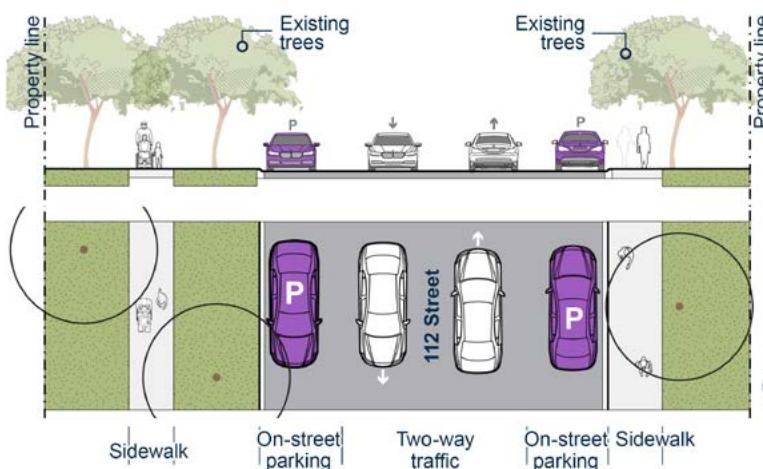
# 112 Street active transportation route

45

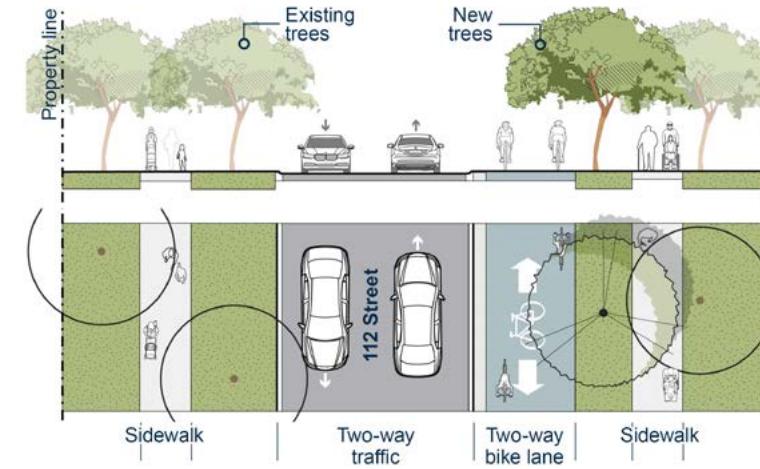
## 112 Street: 103 Avenue to 104 Avenue



**View 5: Existing**



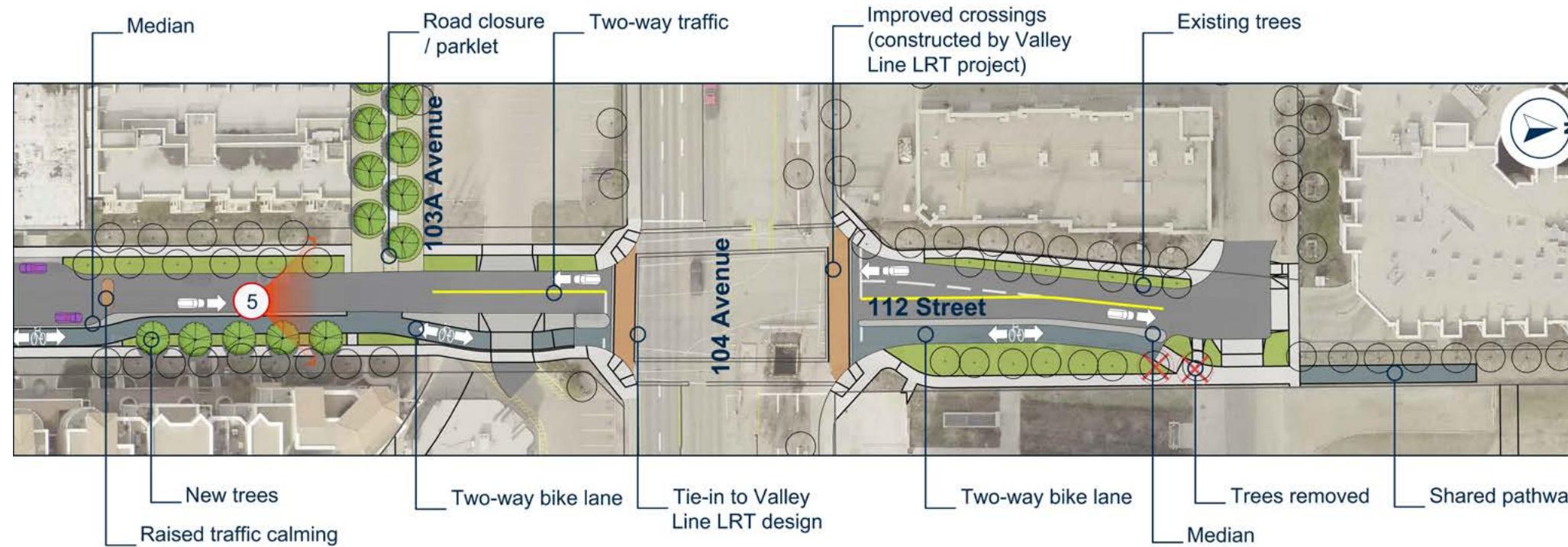
**View 5: Proposed**



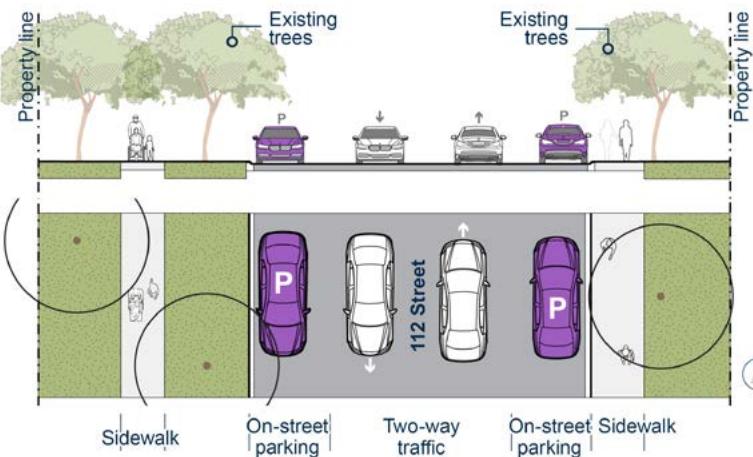
# 112 Street active transportation route

46

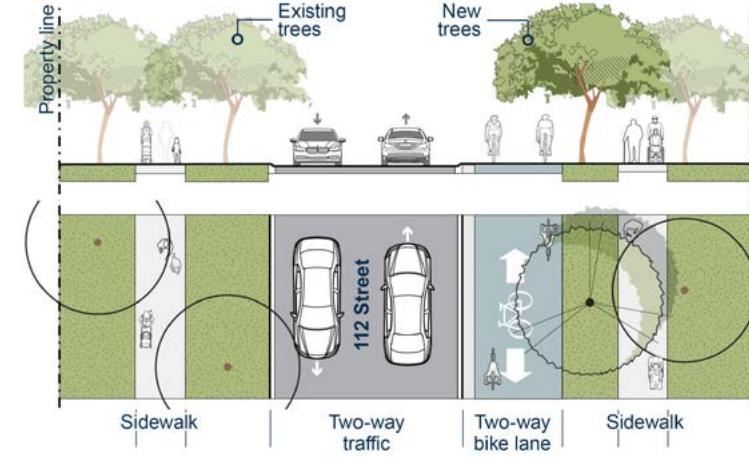
## 112 Street: 103A Avenue to North of 104 Avenue



### View 5: Existing



### View 5: Proposed



# 116 Street: South of 100 Avenue (near Grant Notley Park)

## Increased and improved public space, parallel and perpendicular parking

116 Street near Grant Notley Park is characterized by its proximity to open spaces, scenic views and connections to the river valley trail network. The design improves access to the park, enhances public space and greenery and provides an established vehicle turnaround. These upgrades will strengthen connections to natural amenities, promote active transportation and contribute to a greener, more welcoming neighbourhood environment.



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### Design highlights (See following pages for design details)

- + **Public spaces and trees** ([see tree plan](#))
  - + A significant increase in new public space for improvements (this could include: new trees, special surface treatment, planters, furnishings such as benches, bike racks, waste bins)
  - + New trees, where feasible (removal of a few trees required)
- + **Traffic calming and crossings** ([see examples](#))
  - + Improved intersection at 116 Street and 100 Avenue
  - + Curb extensions at the entrance of 116 Street at 100 Avenue
- + **Driving and parking**
  - + Perpendicular and parallel parking ([see parking map](#))
  - + Designated vehicle turnaround



See View 1 on following page

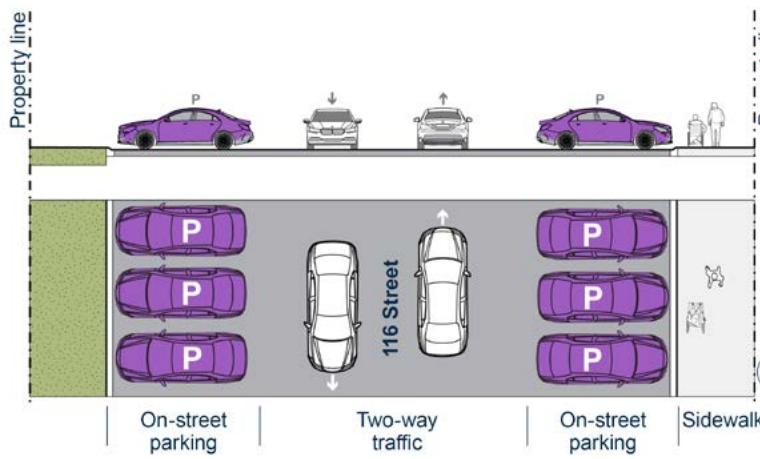
### Vision and Guiding Principles



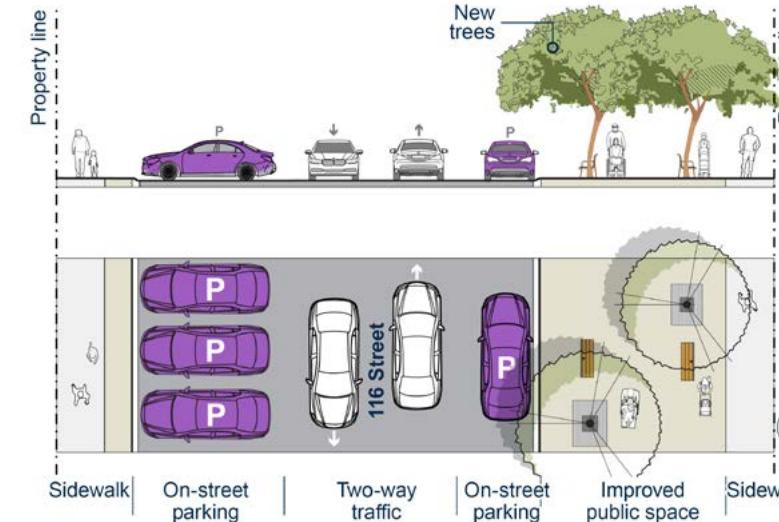
[CLICK HERE to see a video walk through of this design](#)

## South of 100 Avenue

**View 1: Existing**



**View 1: Proposed**



# 118 Street: 100 Avenue to 104 Avenue

## Two-way bike lane, shared pathways, one-way and two-way traffic

118 Street is a key north-south corridor connecting Wihkwéntowin Park, Wihkwéntowin School and surrounding residential and commercial areas. It is known for its proximity to community amenities, school bus drop-off zones and active transportation routes. Planned improvements include new protected bike lanes, traffic calming, changes to traffic direction, wider sidewalks, more public space and new greenery. These upgrades will improve safety for students and pedestrians, support sustainable transportation and enhance the street's role as a vibrant, accessible connector within the neighbourhood.

### Design highlights (See following pages for design details)

- + **Public spaces and trees** ([see tree plan](#))
  - + New trees, where feasible (some tree removals required)
- + **Biking** ([see examples](#))
  - + Shared pathway: 104 Avenue to 103 Avenue (tie into future shared pathway on southside of 104 Avenue)
  - + Two-way bike lane with protective medians: 103 Avenue to alley north of Jasper Avenue
  - + Shared pathway: alley north of Jasper Avenue to alley south of Jasper Avenue
  - + Two-way bike lane with protective medians: alley south of Jasper Avenue to 100 Avenue
- + **Traffic calming and crossings** ([see examples](#))
  - + Improved intersections at:
    - + 103 Avenue
    - + 100 Avenue
  - + Improved crossings:
    - + 104 Avenue (part of Valley Line West LRT project)
    - + Mid-block between 104 Avenue and 103 Avenue
    - + Mid-block between 103 Avenue and 102 Avenue
    - + Jasper Avenue (part of Imagine Jasper Avenue project)
  - + Raised traffic calming measures, mid-block between 102 Avenue and 100 Avenue
  - + Curb extensions, where feasible
- + **Driving and parking**
  - + Vehicle traffic direction:
    - + Two-way (104 Avenue to 103 Avenue and Jasper Avenue to alley north)
    - + One-way northbound (103 Avenue to 100 Avenue)
  - + On-street parking ([see parking map](#))



### Route map



### Key design influences:

#### City Policies and Programs

- + The City Plan sets the strategic direction for the way Edmonton grows. This includes implementing a variety of transportation options that creates a connected and accessible city for people of all ages and abilities in all seasons
- + The Edmonton Bike Plan supports the vision of a connected and accessible city by guiding design choices which help people feel safe and comfortable riding their bikes in all seasons
- + Based on the Curbside Priorities Framework, 118 Street is assessed as a Commercial Centre curbside type where the recommended highest priority for curbside space dedication is people / green / public space to support walking, businesses and people-focused activities. The lowest priority is vehicle storage (on-street parking).

#### Technical Requirements

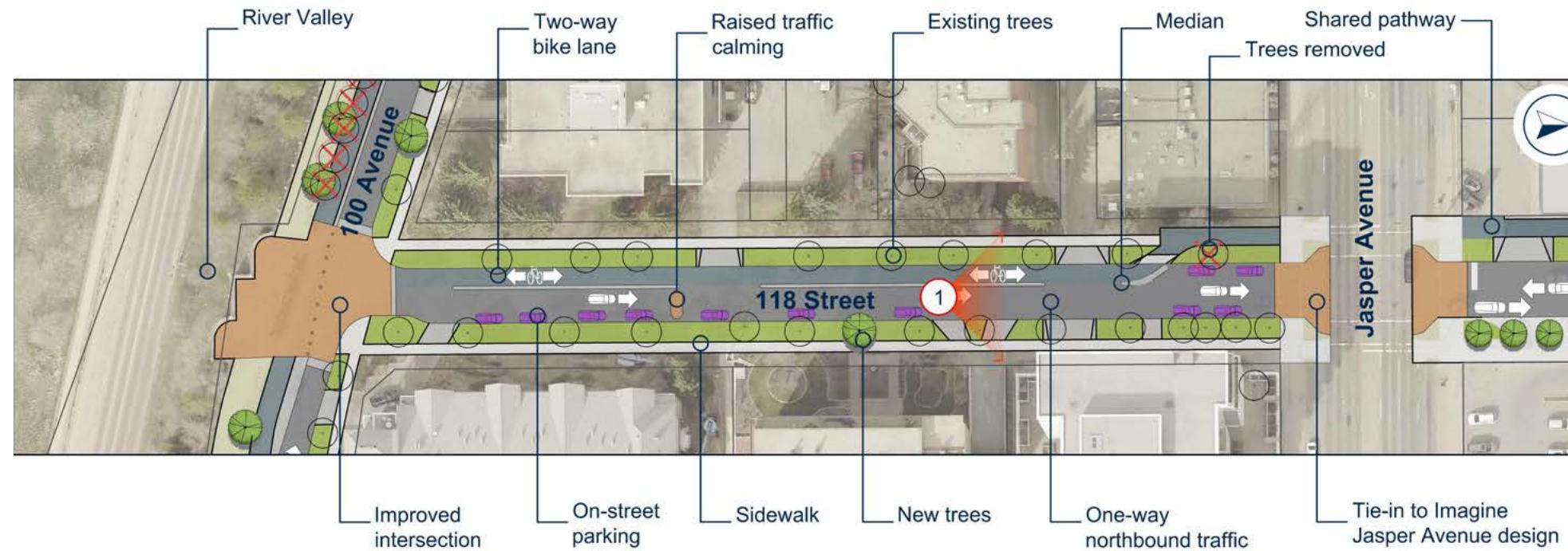
- + High-level traffic analysis was completed to confirm that access is maintained for people driving
- + Integrating designs with the completed and planned designs of Jasper Avenue
- + Integrating designs with the approved designs for the Valley Line West LRT (104 Avenue)

#### [Vision and Guiding Principles](#)

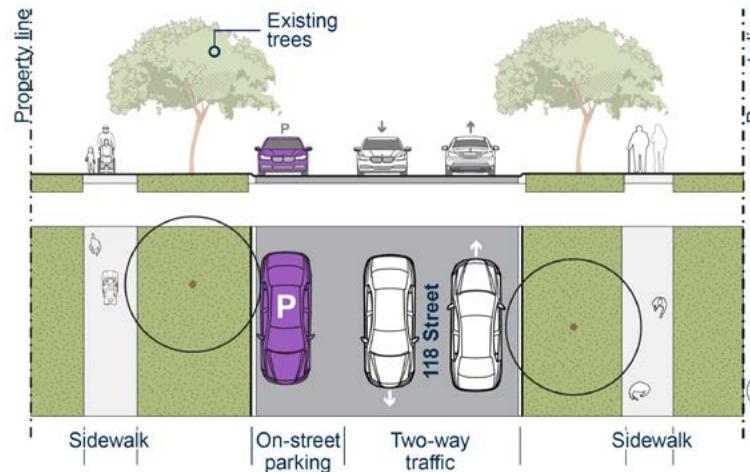


[CLICK HERE to see a video walk through of this design](#)

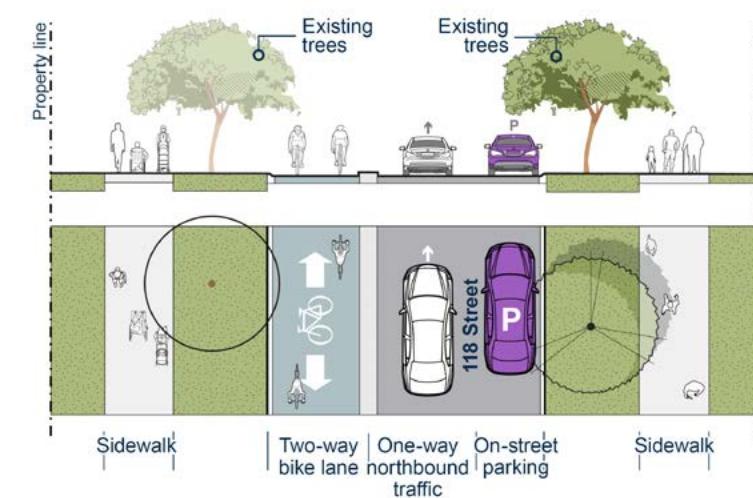
## 100 Avenue to Jasper Avenue



**View 1: Existing**



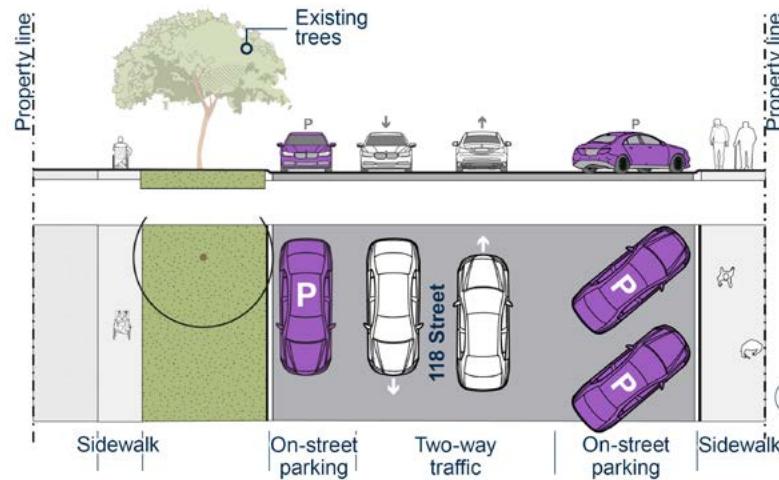
**View 1: Proposed**



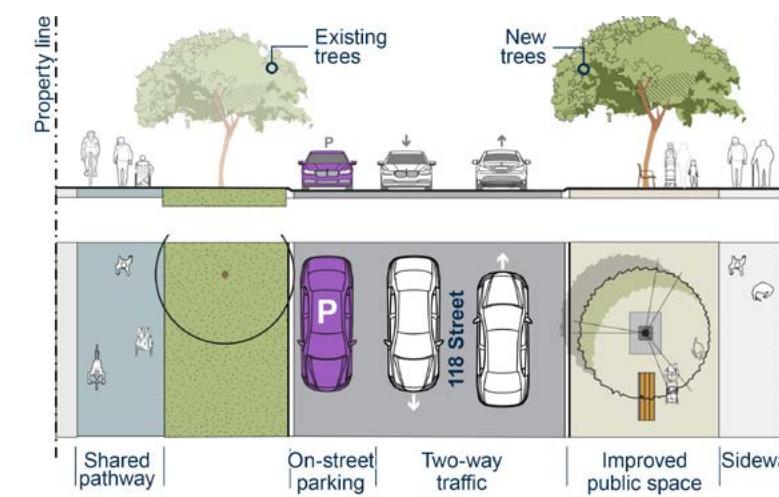
## Jasper Avenue to 102 Avenue



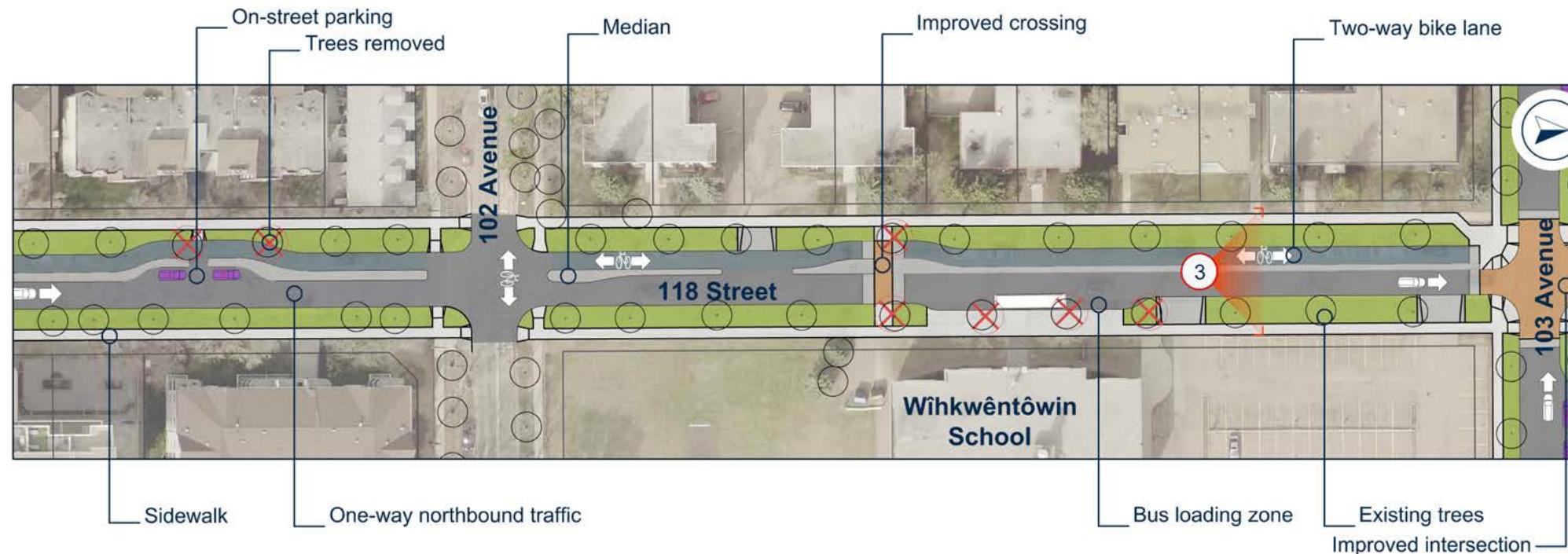
### View 2: Existing



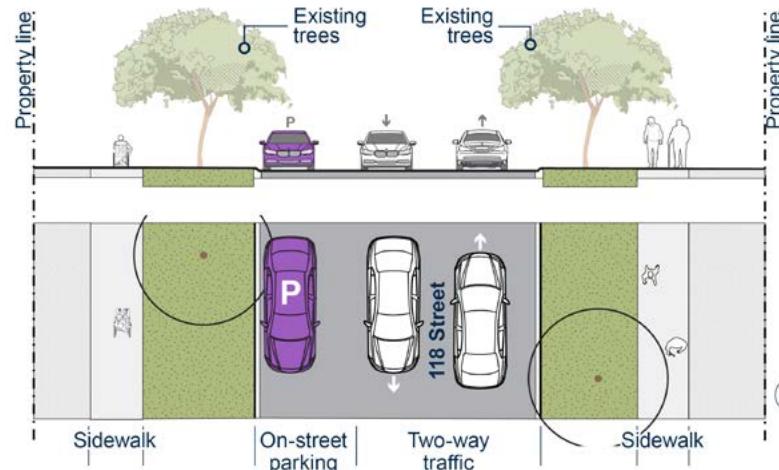
### View 2: Proposed



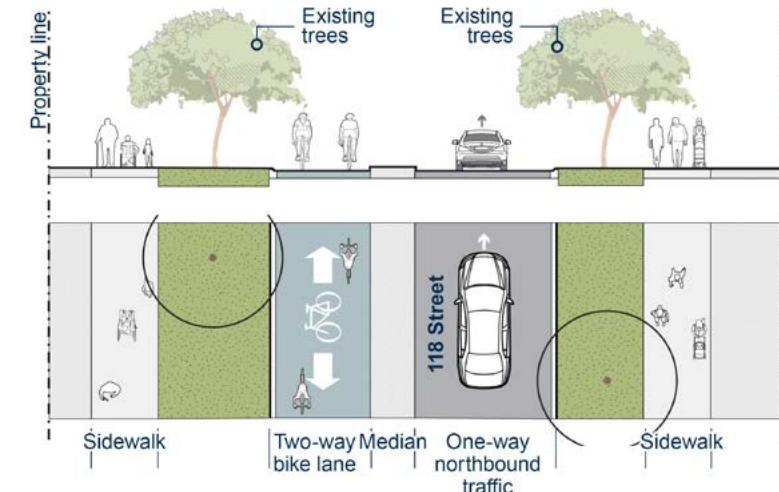
## 102 Avenue to 103 Avenue



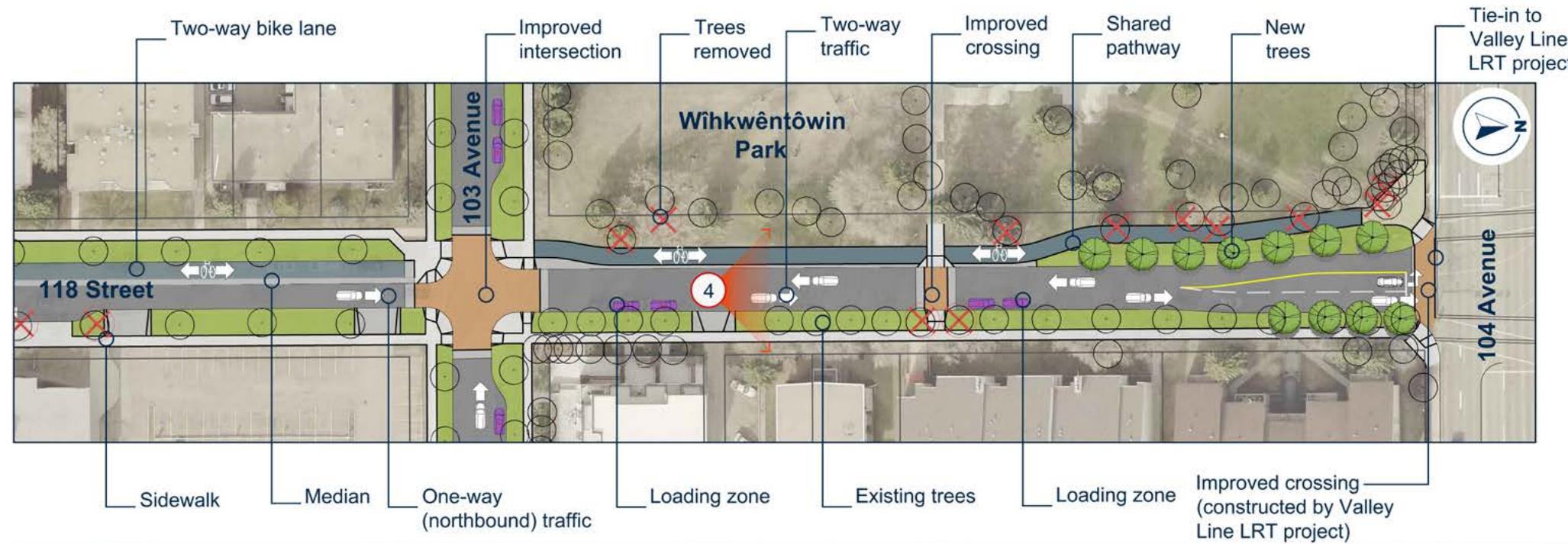
**View 3: Existing**



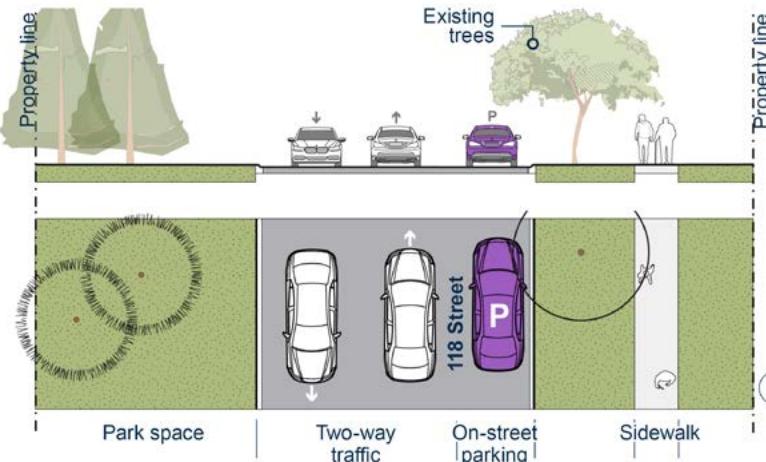
**View 3: Proposed**



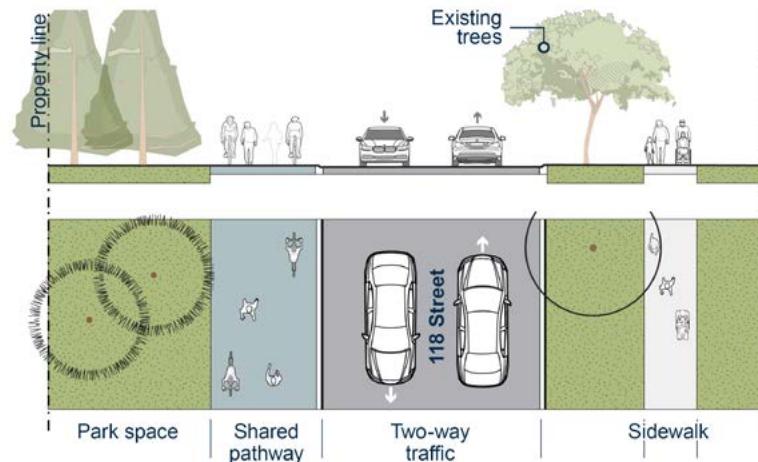
## 103 Avenue to 104 Avenue



### View 4: Existing



### View 4: Proposed



# 119 Street: 100 Avenue to 104 Avenue

## Improved public space, two-way traffic

A tree-lined boulevard, new sidewalks and enhanced public spaces along 119 Street will improve safety, accessibility and connectivity – creating a more welcoming environment for the community. These improvements will enhance access to the Whikwêntôwin Outdoor Pool and strengthen connections to future Valley Line LRT service along 104 Avenue.

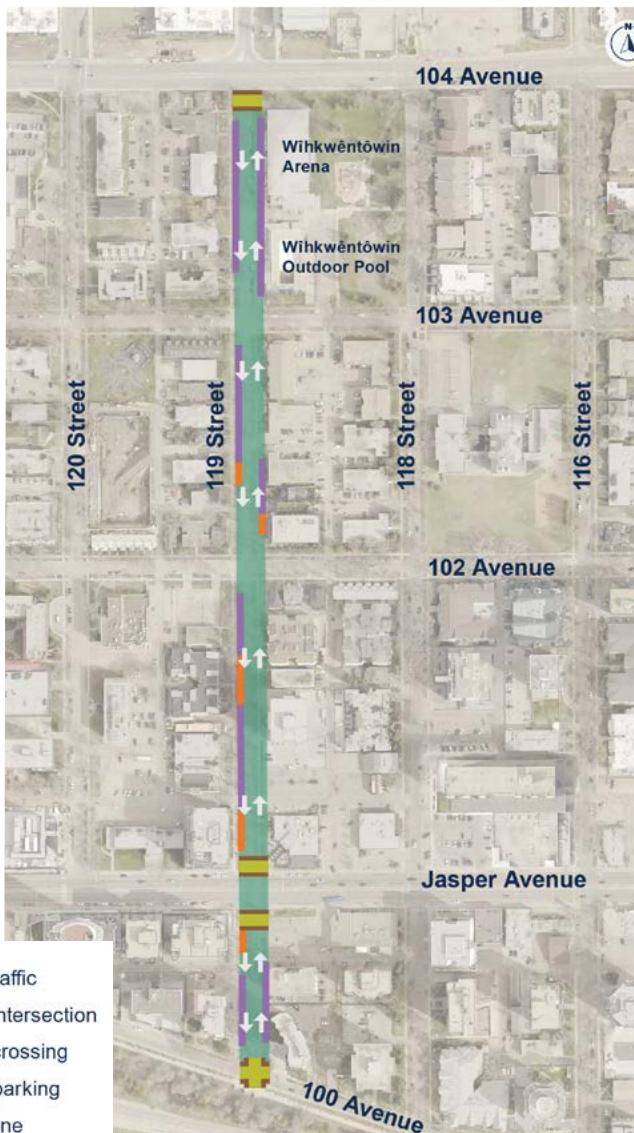
### Design highlights (See following pages for design details\*)

- + **Public spaces and trees** ([see tree plan](#))
  - + Enhanced public space at the Whikwêntôwin Outdoor Pool entrance (this could include: new trees, special surface treatment, planters, furnishings such as benches, bike racks, waste bins)
  - + Missing sidewalk connection added to west side next to Whikwêntôwin Arena
  - + New tree, where feasible (removal of a few trees required)
- + **Traffic calming and crossings** ([see examples](#))
  - + Improved intersection at 100 Avenue
  - + Improved crossings:
    - + 104 Avenue (part of Valley Line West LRT project)
    - + Jasper Avenue (part of Imagine Jasper Avenue project)
  - + Raised traffic calming measures, mid-block between 104 Avenue and Jasper Avenue
  - + Curb extensions, where feasible
- + **Driving and parking**
  - + Two-way vehicle traffic
  - + On-street parking ([see parking map](#))

\*The remainder of 119 Street south of 103 Avenue are not shown as detailed drawings as they are not receiving significant changes; however, they will be reconstructed with new streets, sidewalks and street lights, as well as the possibility of new traffic calming measures.

-  Two-way traffic
-  Improved intersection
-  Improved crossing
-  On-street parking
-  Loading zone

### Route map



### Key design influences:

#### City Policies and Programs

- + Safe Mobility Strategy supports the identification of traffic safety issues and the opportunities to redesign streets and crossings to be safe for all modes of transportation, including separating modes, designing to lower speeds and volumes, narrowing roadways and improving crossings

#### Technical Requirements

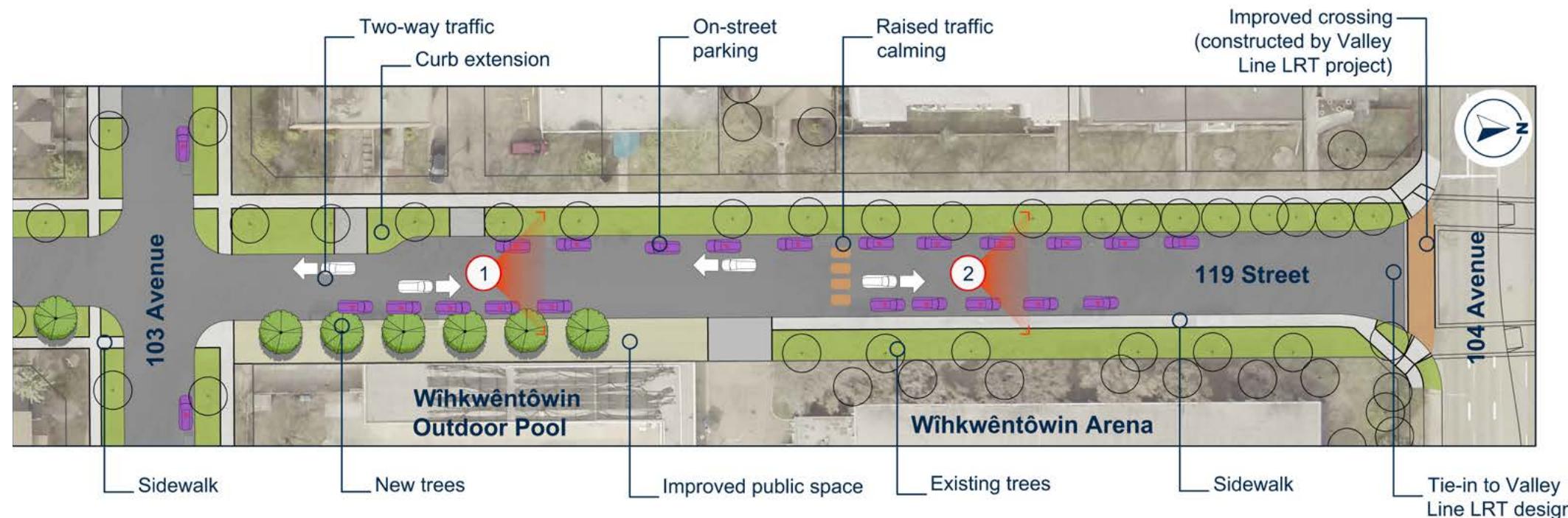
- + Integrating designs with the completed and planned designs of Jasper Avenue
- + Integrating designs with the approved designs for the Valley Line West LRT (104 Avenue)

### [Vision and Guiding Principles](#)

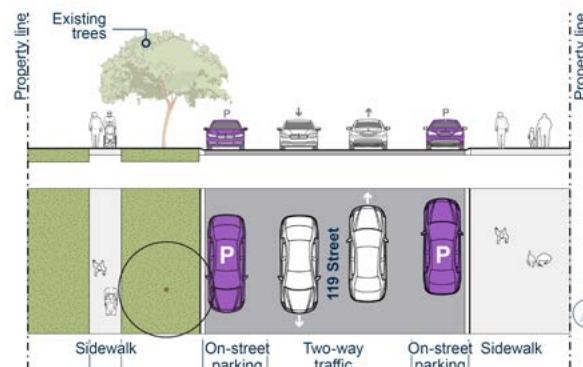


**CLICK HERE to see a video walk through of this design**

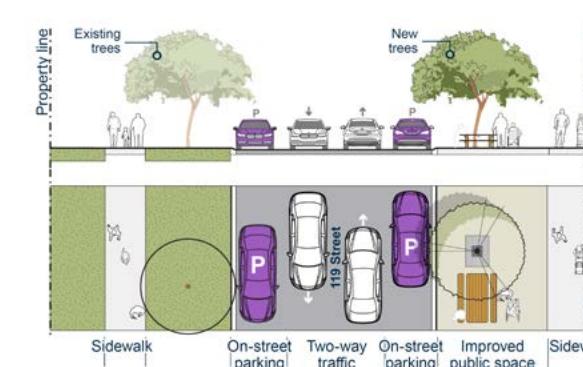
## 103 Avenue to 104 Avenue



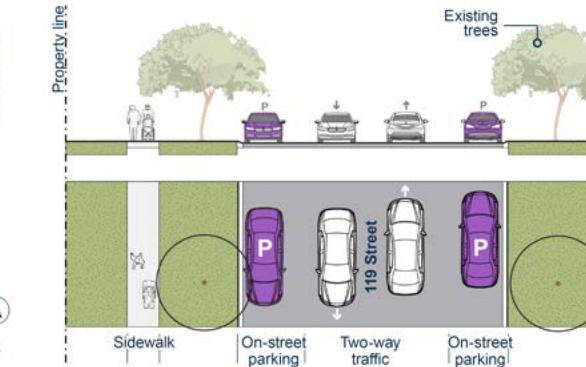
**View 1: Existing**



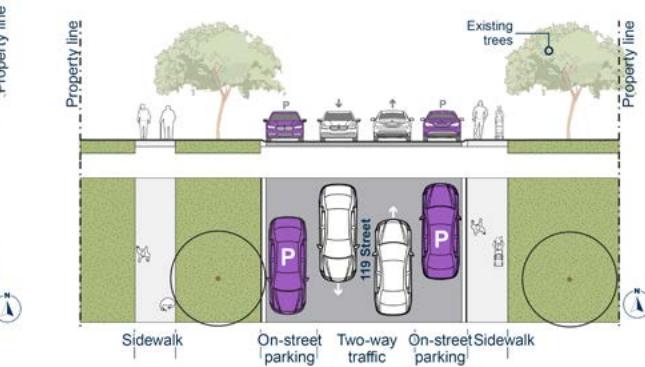
**View 1: Proposed**



**View 2: Existing**



**View 2: Proposed**



# 120 Street: Jasper Avenue to 102 Avenue

## New boulevard with trees

120 Street will be redesigned to make room for a new, tree-lined boulevard that enhances greenery and supports climate resilience. This change also includes traffic calming measures to improve safety for all road users, creating a more attractive, sustainable and comfortable environment for everyone.



See View 1 on following page

### Design highlights (See following pages for design details)

- + **Public spaces and trees** ([see tree plan](#))
  - + New trees, where feasible
  - + Grass boulevards
- + **Traffic calming and crossings** ([see examples](#))
  - + Raised traffic calming measure, mid-block
  - + Curb extensions, where feasible
- + **Driving and parking**
  - + Two-way vehicle traffic
  - + On-street parking ([see parking map](#))



### Key design influences:

#### City Policies and Programs

- + Complete Streets provides direction for the design and construction of roads, sidewalks, bike lanes and shared pathways, measures to slow traffic and enhanced intersections (particularly around crosswalks)
- + Climate Resilience Edmonton provides direction to reduce the impacts of urban heat island effect through elements such as preserving and increasing the tree canopy.

#### Technical Requirements

- + Integrating designs with the completed and planned designs of Jasper Avenue

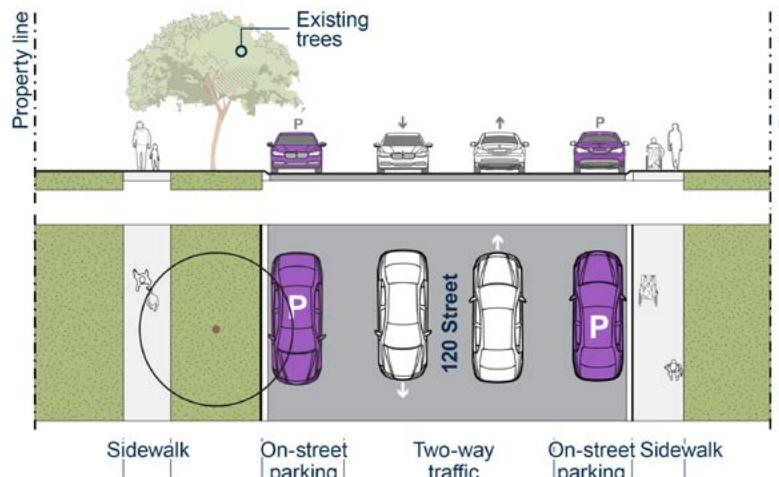
### [Vision and Guiding Principles](#)



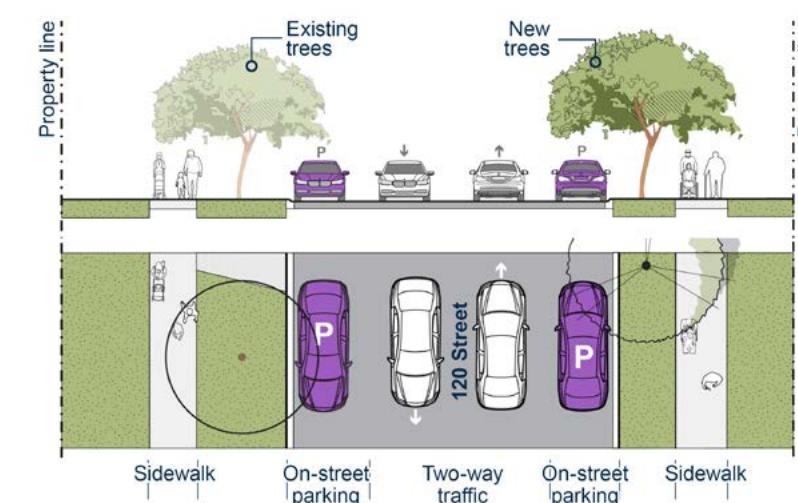
**CLICK HERE** to see a video walk through of this design

## Jasper Avenue to 102 Avenue

### View 1: Existing



### View 1: Proposed



# 121 Street: Jasper Avenue to 104 Avenue

## One-way bike lanes, enhanced green space, one-way and two-way traffic

121 Street in Wihkwéntówin ᄐ·〃q·〃Δ· is a vital active transportation corridor, featuring direct connections to parks and local destinations. Its characteristics include 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.

### Design highlights

- + **Public spaces and trees** ([see tree plan](#))
  - + Centre median with trees between 104 Avenue and 103 Avenue (as existing)
  - + Linear park with enhancements. This could include new trees, a dog park and furnishings such as benches, bike racks and waste bins. (some tree removals required)
  - + Increased public space at The Exchange building for improvements (this could include: new trees, special surface treatment, planters, furnishings such as benches, bike racks, waste bins)
- + **Biking** ([see examples](#))
  - + One-way bike lanes, with protected medians: northbound east side; southbound west side
- + **Traffic calming and crossings** ([see examples](#))
  - + Improved intersections at:
    - + 103 Avenue
    - + 102 Avenue
  - + Improved crossings at:
    - + 104 Avenue (part of Valley Line West LRT project)
    - + Mid-block between:
      - > 103 Avenue and 102 Avenue
      - > 102 Avenue and Jasper Avenue
  - + Raised traffic calming measures, mid-block between 104 Avenue and 103 Avenue
  - + Curb extensions, where feasible
- + **Driving and parking**
  - + One-way and two-way vehicle traffic, see route map on this page
  - + On-street parking from south of 102 Avenue to Jasper Avenue, ([see parking map](#))
  - + Partial road closure between 103 Avenue and 102 Avenue – no southbound traffic

### Route map



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### Key design influences:

#### City Policies and Programs

- + Climate Resilience Edmonton – provides direction to reduce the impacts of urban heat island effect through elements such as preserving and increasing the tree canopy and the development of enhanced walking, rolling and biking networks
- + The Edmonton Bike Plan supports the vision of a connected and accessible city by guiding design choices which help people feel safe and comfortable riding their bikes in all seasons including a district connector bike lane on 121 Street
- + Based on the Curbside Priorities Framework, 121 Street is assessed as a Commercial Centre curbside type where the recommended highest priority for curbside space dedication is people / green / public space to support walking, businesses, and people-focused activities. The lowest priority is vehicle storage (on-street parking).

#### Technical Requirements

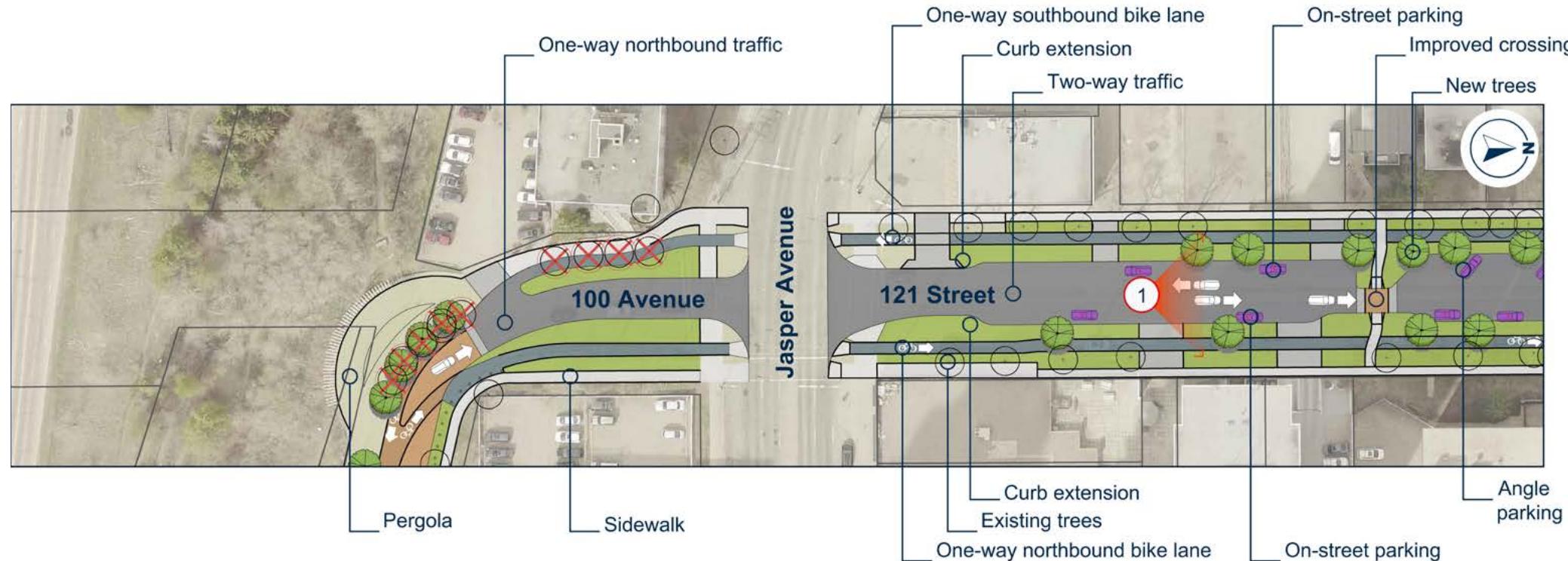
- + High-level traffic analysis was completed to confirm that access is maintained for people driving
- + Utilities: Existing Infrastructure assessments (utilities, trees and landscaping) prioritizes when city infrastructure will be renewed based on current conditions
- + Integrating designs with the completed and planned designs of Jasper Avenue
- + Integrating designs with the approved designs for the Valley Line West LRT (104 Avenue)

#### [Vision and Guiding Principles](#)

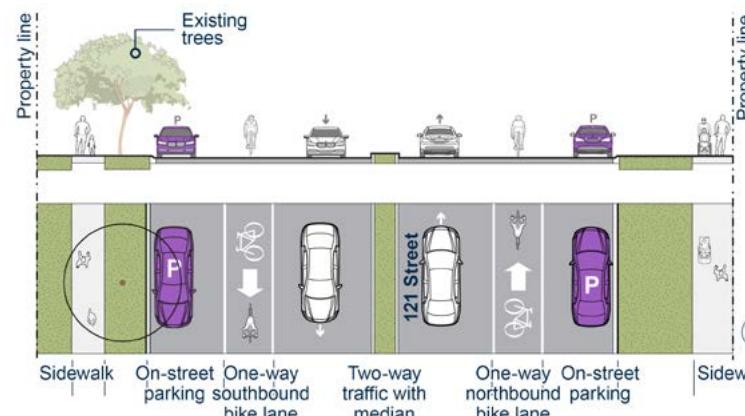


[CLICK HERE to see a video walk through of this design](#)

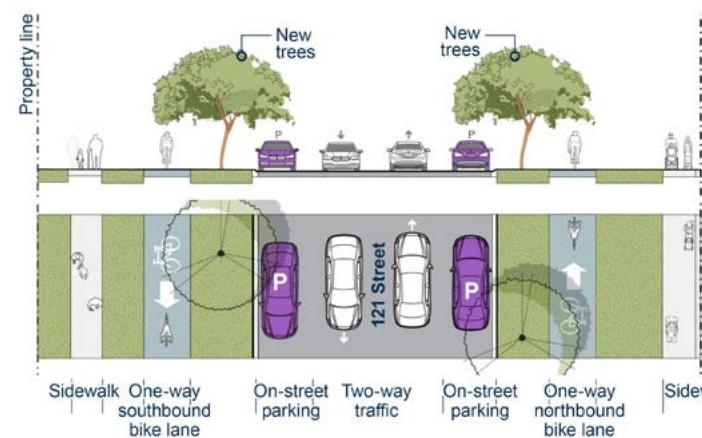
## 100 Avenue connection to Jasper Avenue



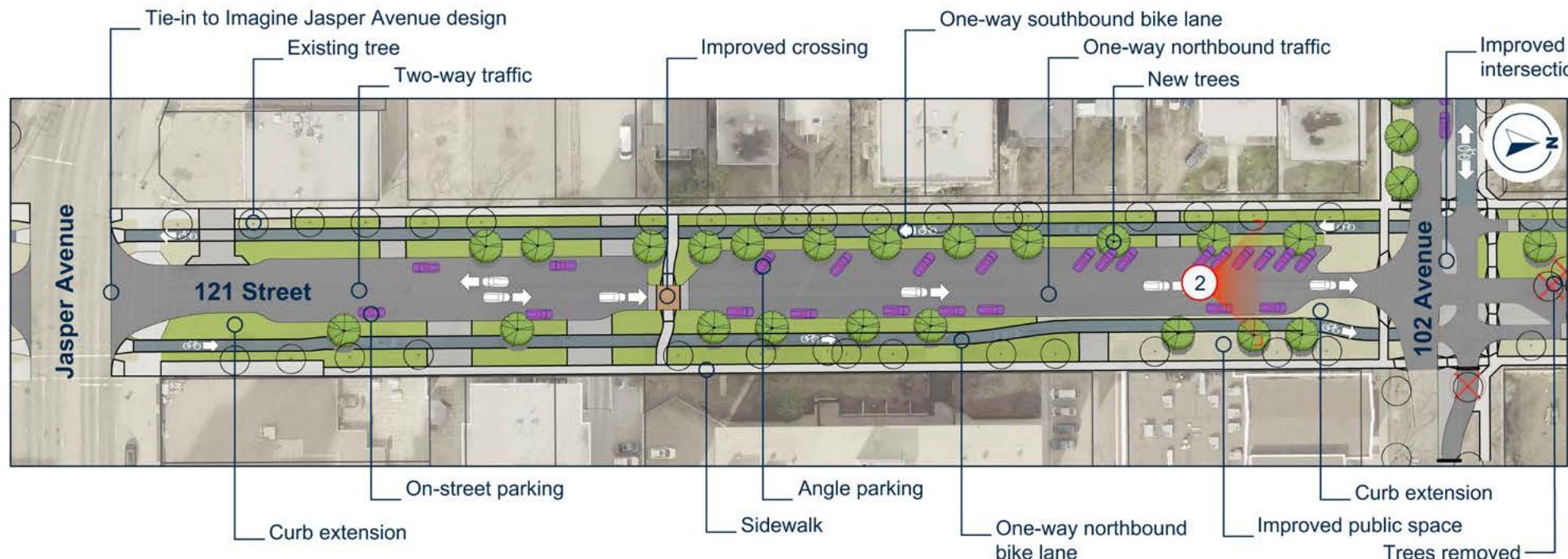
**View 1: Existing**



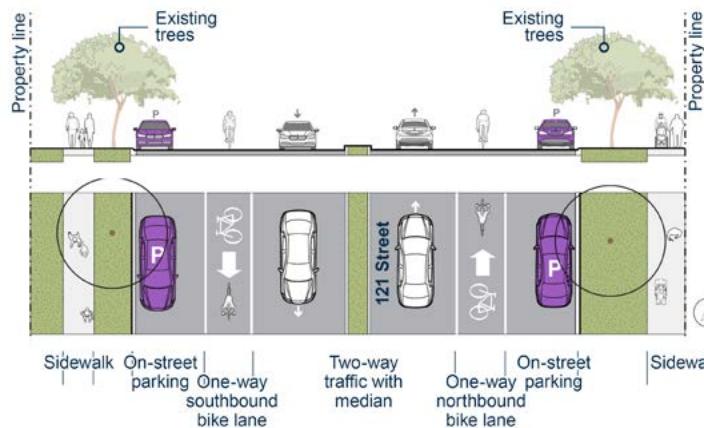
**View 1: Proposed**



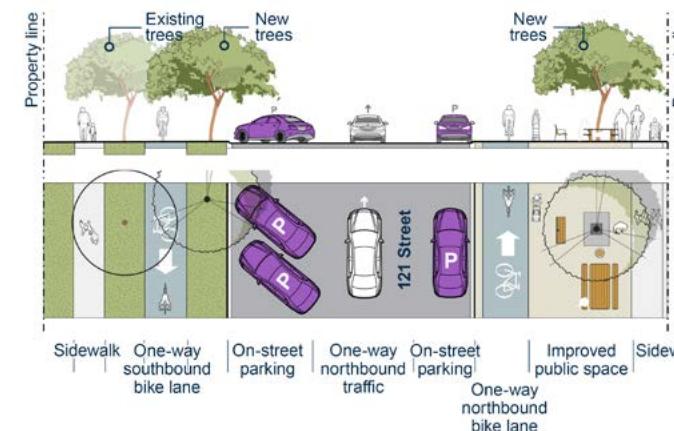
## Jasper Avenue to 102 Avenue



**View 2: Existing**



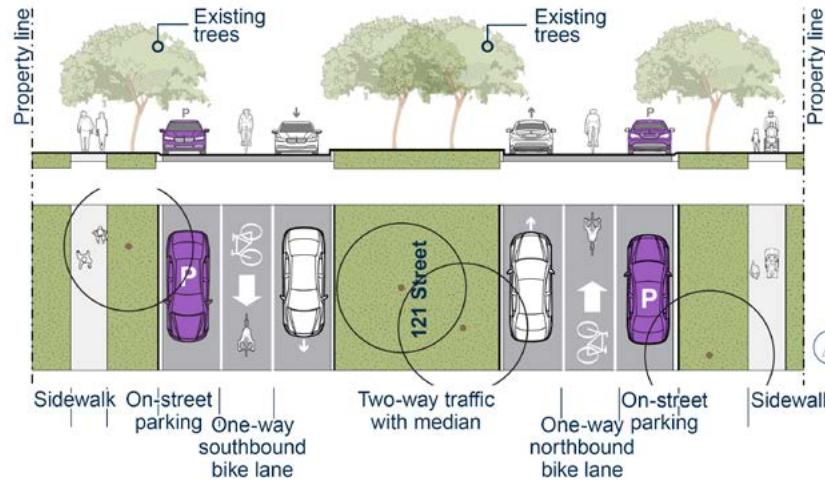
**View 2: Proposed**



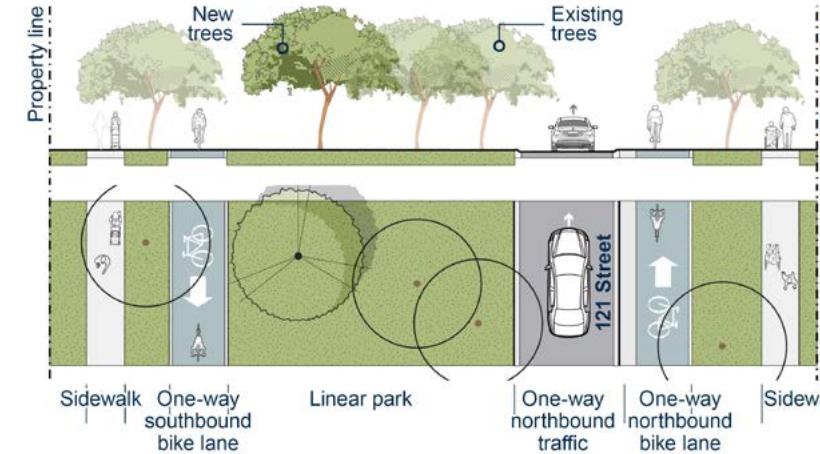
## 102 Avenue to 103 Avenue



**View 3: Existing**



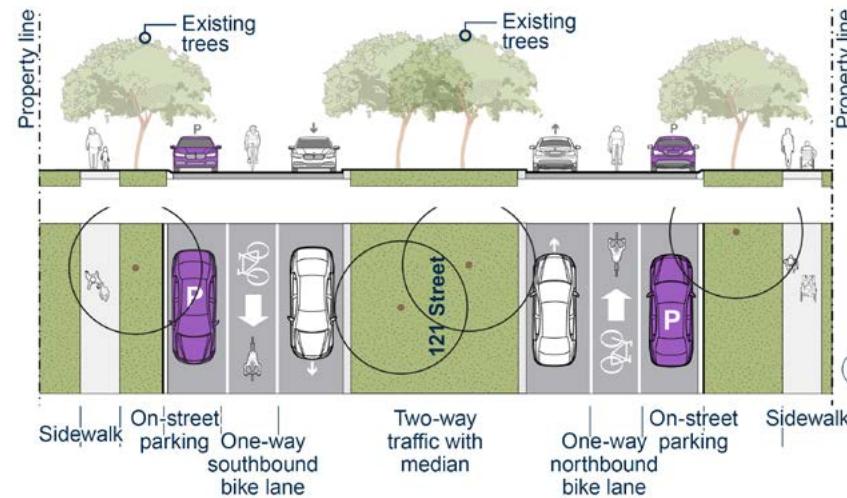
**View 3: Proposed**



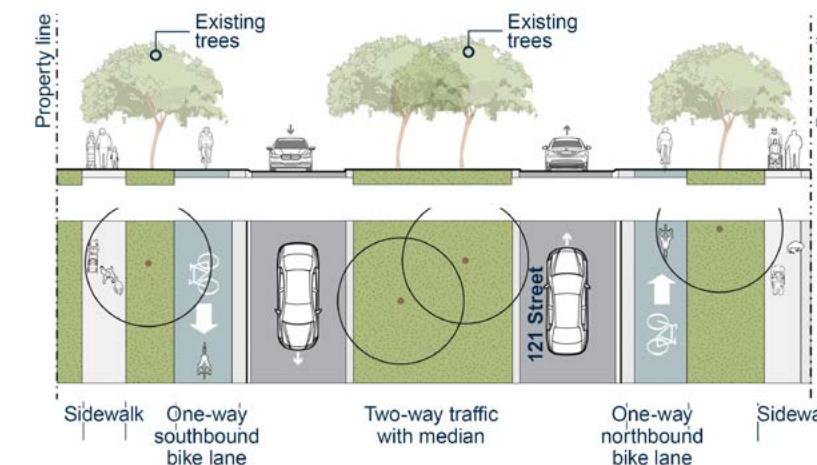
## 103 Avenue to 104 Avenue



**View 4: Existing**



**View 4: Proposed**

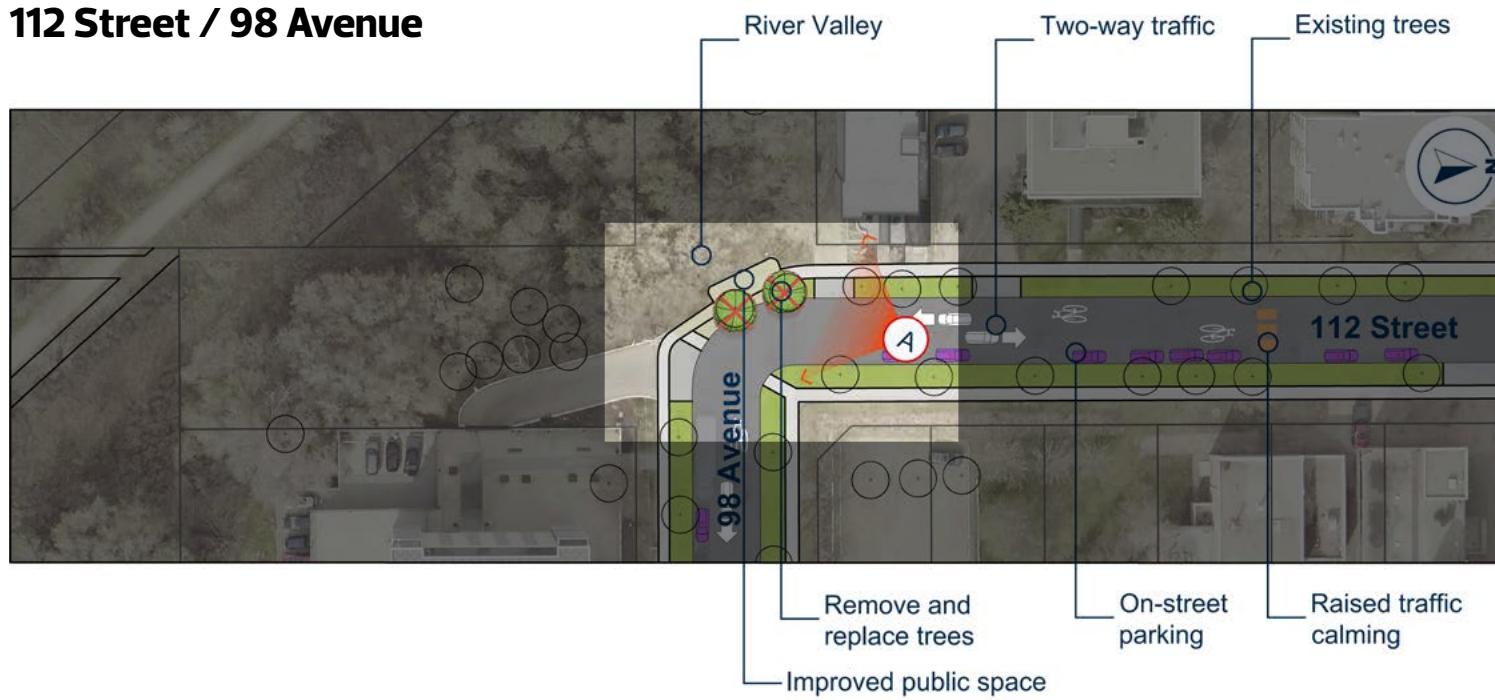


# Improved public space

## Seating nodes

Renewed and improved seating nodes enhance comfort, accessibility and the overall experience of public spaces. Enhancements could include new trees, special surface treatment, planters, furnishings such as benches, bike racks and waste bins. Seating nodes support walkability and gathering by offering welcoming places to rest and connect along upgraded paths, parks and pedestrian routes. Additional neighbourhood seating nodes will be presented in the final design phase.

### 112 Street / 98 Avenue



### View A: Proposed vision



[CLICK HERE to see a video walk through of this design](#)



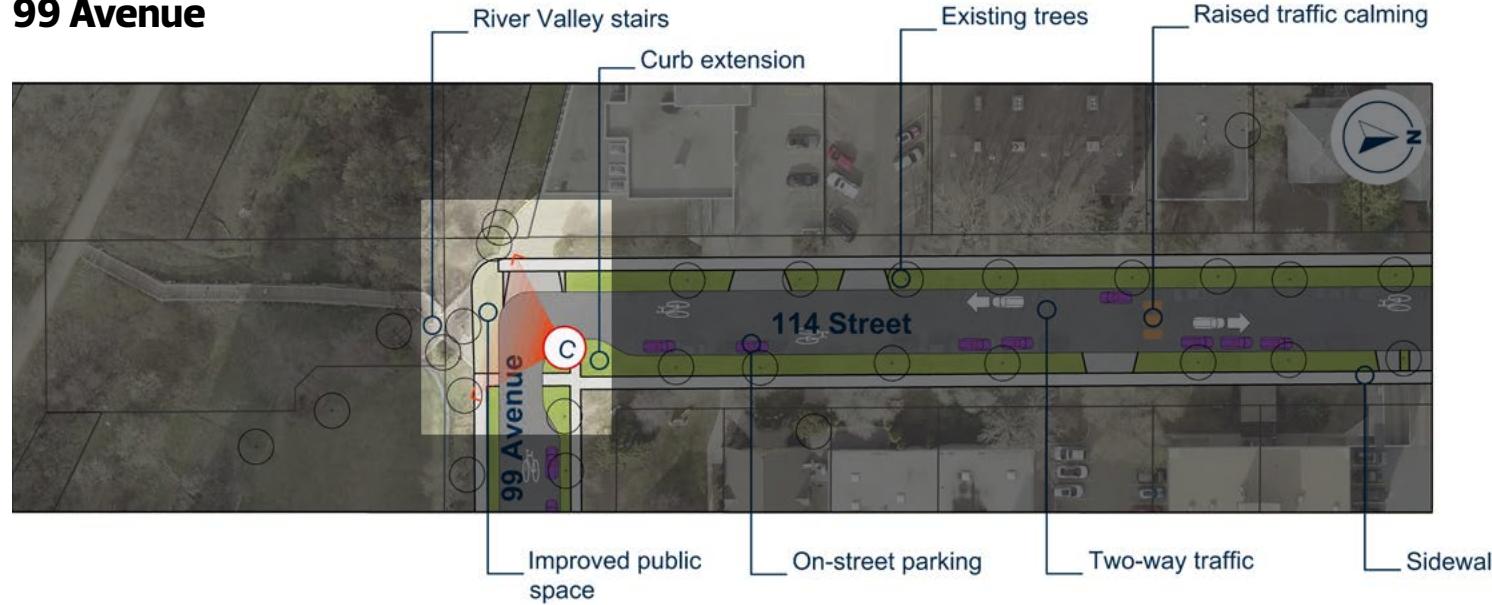
## 113 Street south of 99 Avenue



**View B: Proposed vision**



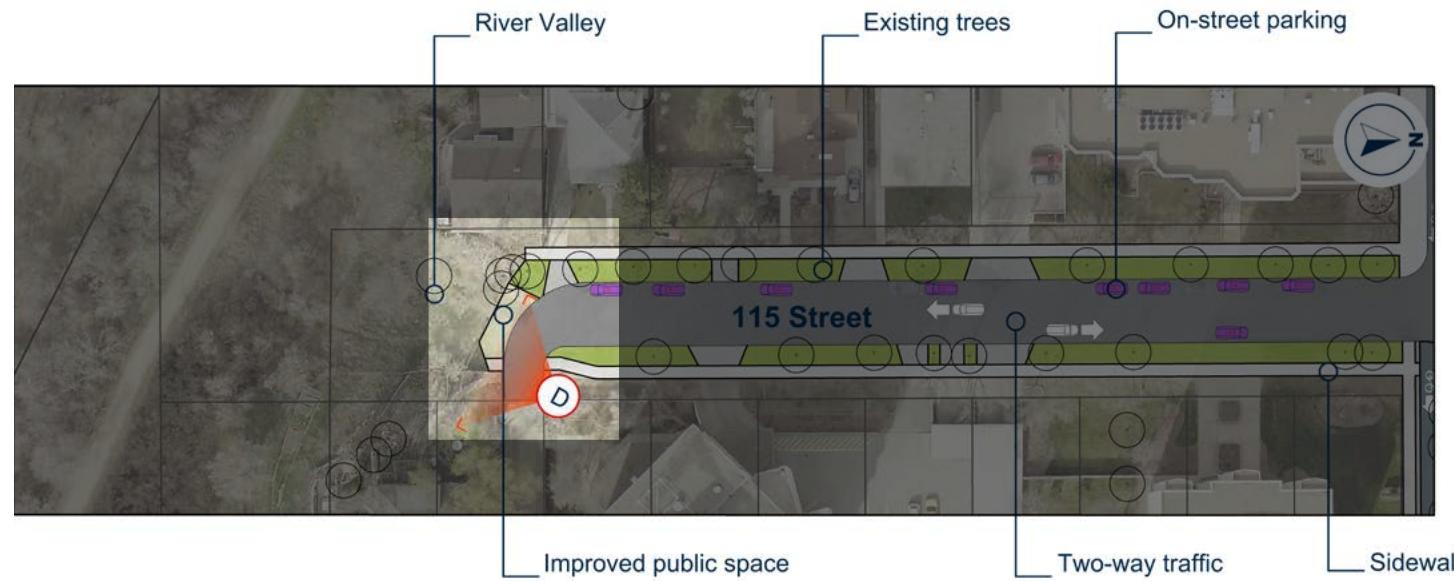
## 114 Street / 99 Avenue



**View C: Proposed vision**



## 115 Street



**View D: Proposed vision**



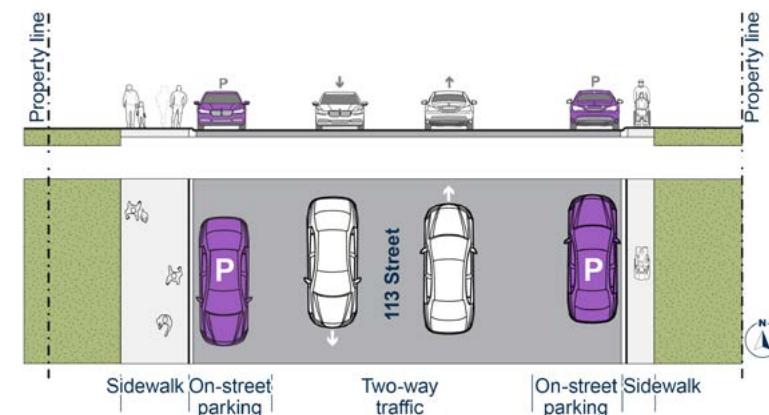
# Improved gateways

Enhancing street entrances into the neighbourhood creates more welcoming, vibrant gateway moments. By improving these key entry areas off of Jasper Avenue we strengthen the connection between the neighbourhood and the surrounding commercial corridor. Upgrades such as widened sidewalks, seating and new planting zones help create an inviting arrival experience that supports local businesses and future development.

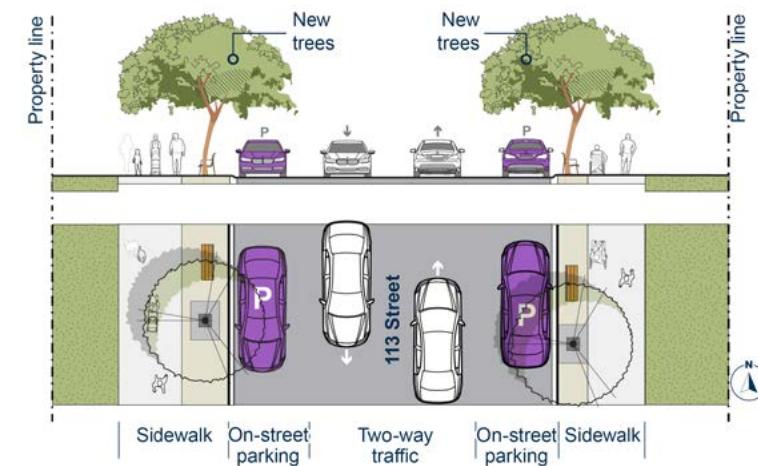
## 113 Street



### View 1: Existing



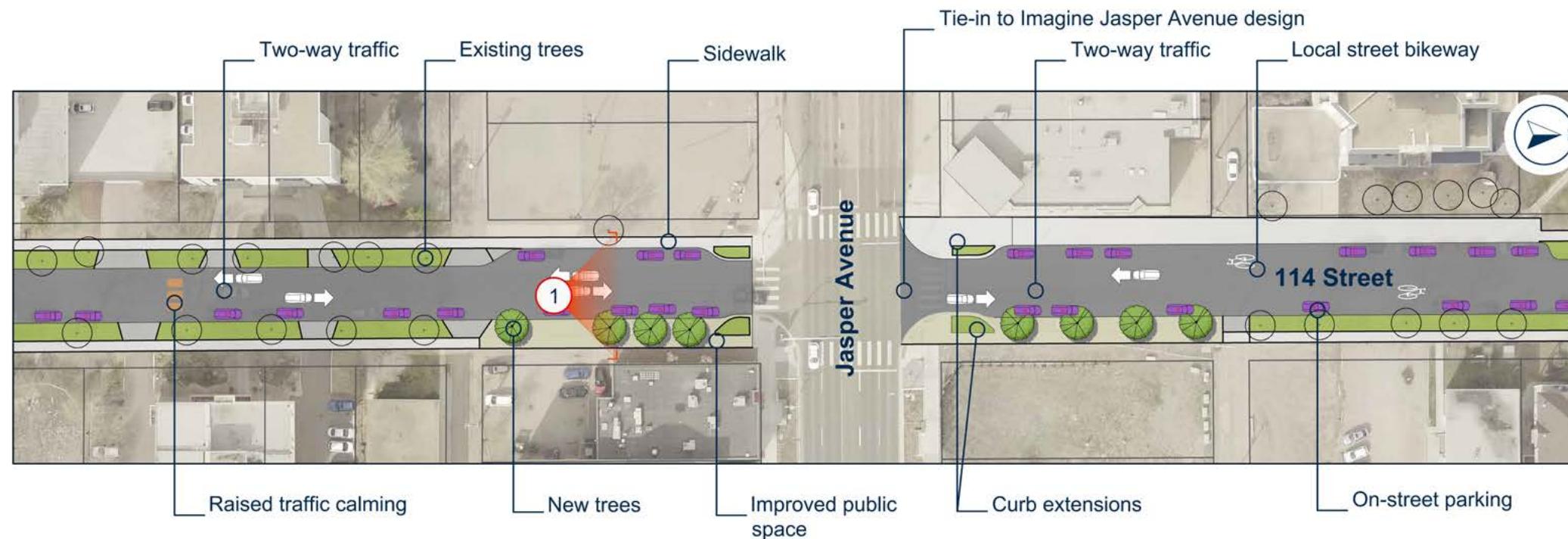
### View 1: Proposed



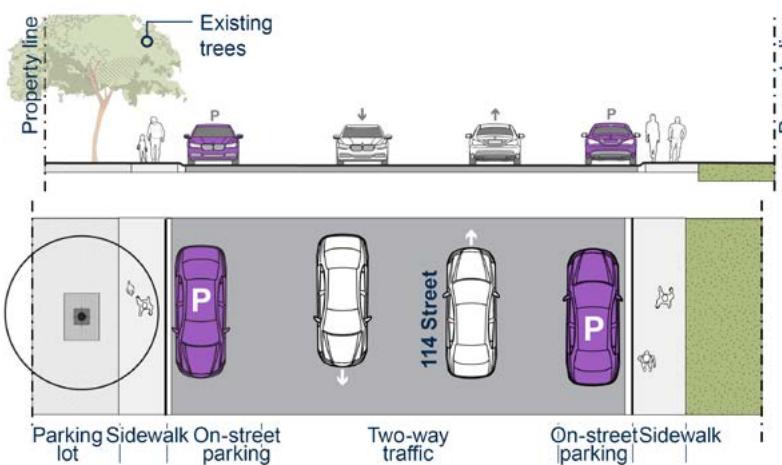
# Improved gateways

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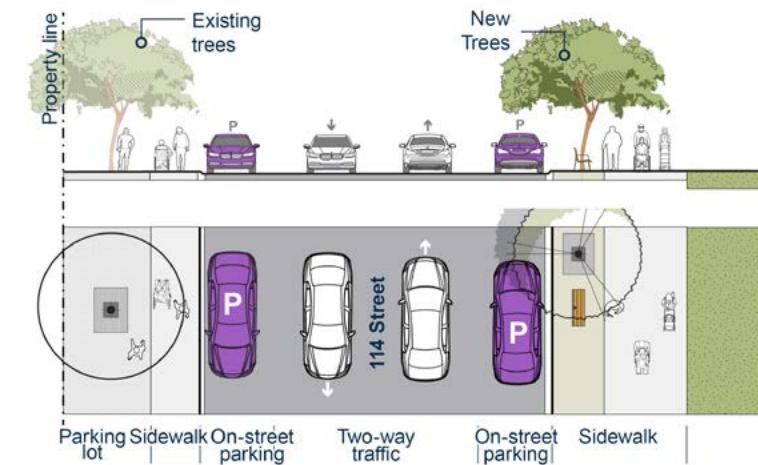
## 114 Street



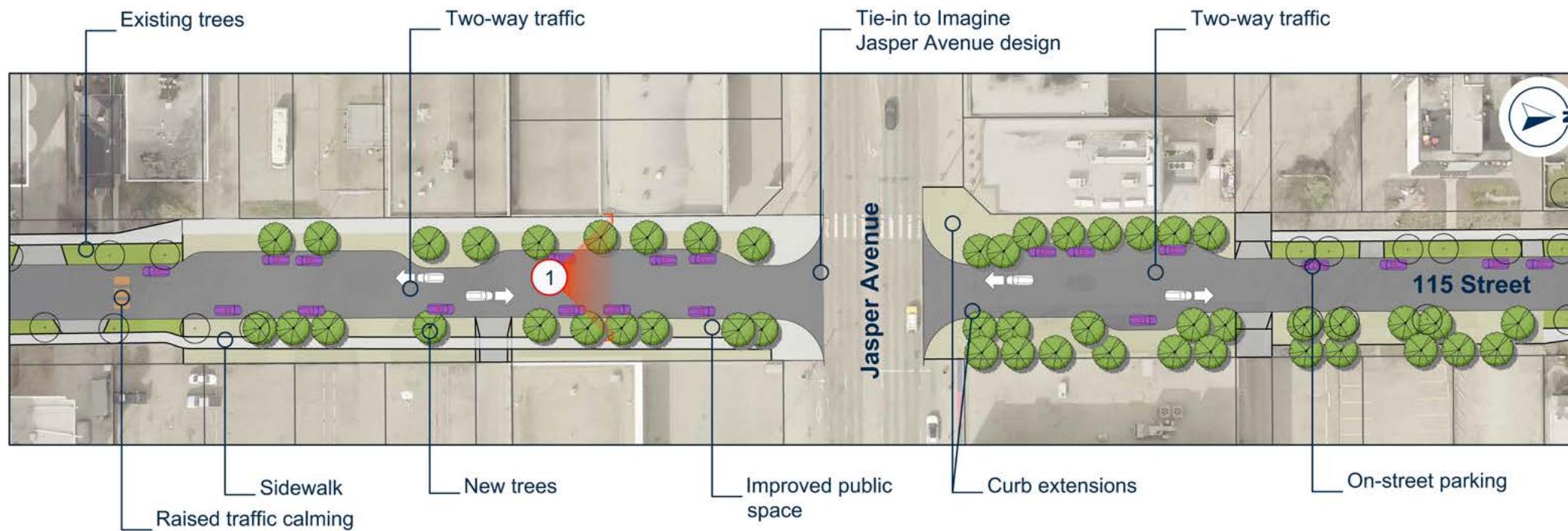
### View 1: Existing



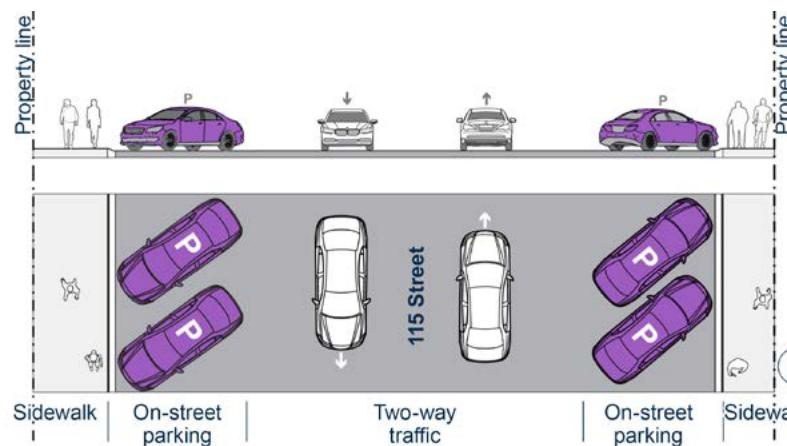
### View 1: Proposed



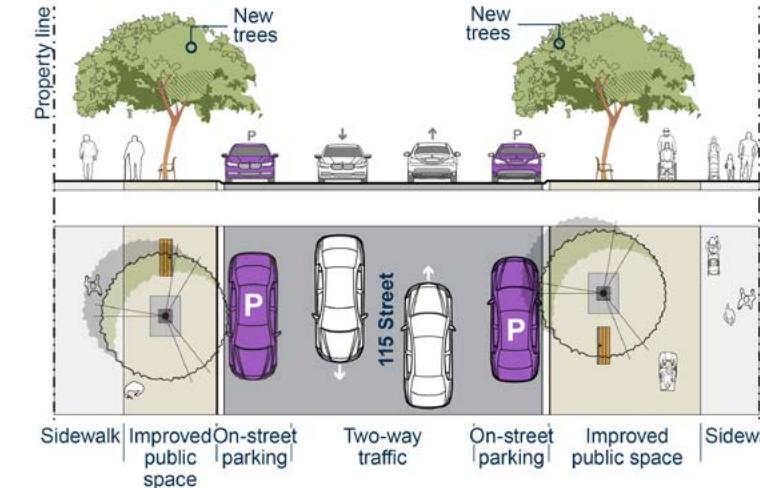
## 115 Street



**View 1: Existing**



**View 1: Proposed**



# Vision and Guiding Principles

## Vision

Wihkwêntôwin ᄐ·"q··᳚Δ· 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. The transportation network works together to connect key places in and around the neighbourhood, making it easy for everyone to get around—whether walking/rolling, biking, or driving. 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 people who walk, bike and roll
- + Improve crossing safety
- + Meet the active transportation needs of all ages, abilities, and identities
- + Improve wayfinding signage
- + 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. **Provide green, welcoming, vibrant and accessible parks and open spaces that are 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 gathering areas
- + Incorporate active and passive recreation and activity areas
- + Explore opportunities to add additional green space within road right-of-way



3. **Provide people driving 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 walking/rolling, biking and driving
- + Design roadways that encourage slow speeds and minimize shortcutting
- + Maintain driver access to destinations within and outside the neighbourhood, while preserving on-street parking, where feasible
- + Improve wayfinding and traffic signage
- + Provide on-street public parking in priority areas