

# What We Heard Report: Wîhkwêntôwin ᐱᐱᑦᑦᑦᑦᑦᑦ (Oliver) Neighbourhood Renewal

Exploring Options and Tradeoffs  
(Round 1 and Round 2)

June/July and  
November/December 2024

REFINE

SHARE YOUR VOICE  
SHAPE OUR CITY

Edmonton

## Land Acknowledgement

The City of Edmonton acknowledges the traditional land on which we reside is in Treaty 6 territory. We would like to thank the diverse Indigenous Peoples whose ancestors' footsteps have marked this territory for centuries, such as the nêhiyaw / Cree, Dene, Anishinaabe / Saulteaux, Nakota Isga / Nakota Sioux and Niitsitapi / Blackfoot peoples. We also acknowledge this as the Métis homeland and home of one of the largest communities of Inuit south of the 60th parallel. It is a welcoming place for all peoples who come from around the world to share Edmonton as a home. Together, we call upon all of our collective, honoured traditions and spirits to work in building a great city for today and future generations.



# What We Heard Report: Wihkwêntôwin ᐃᓄᓐᓂᓐᓂᓐᓂᓐ (Oliver) Neighbourhood Renewal

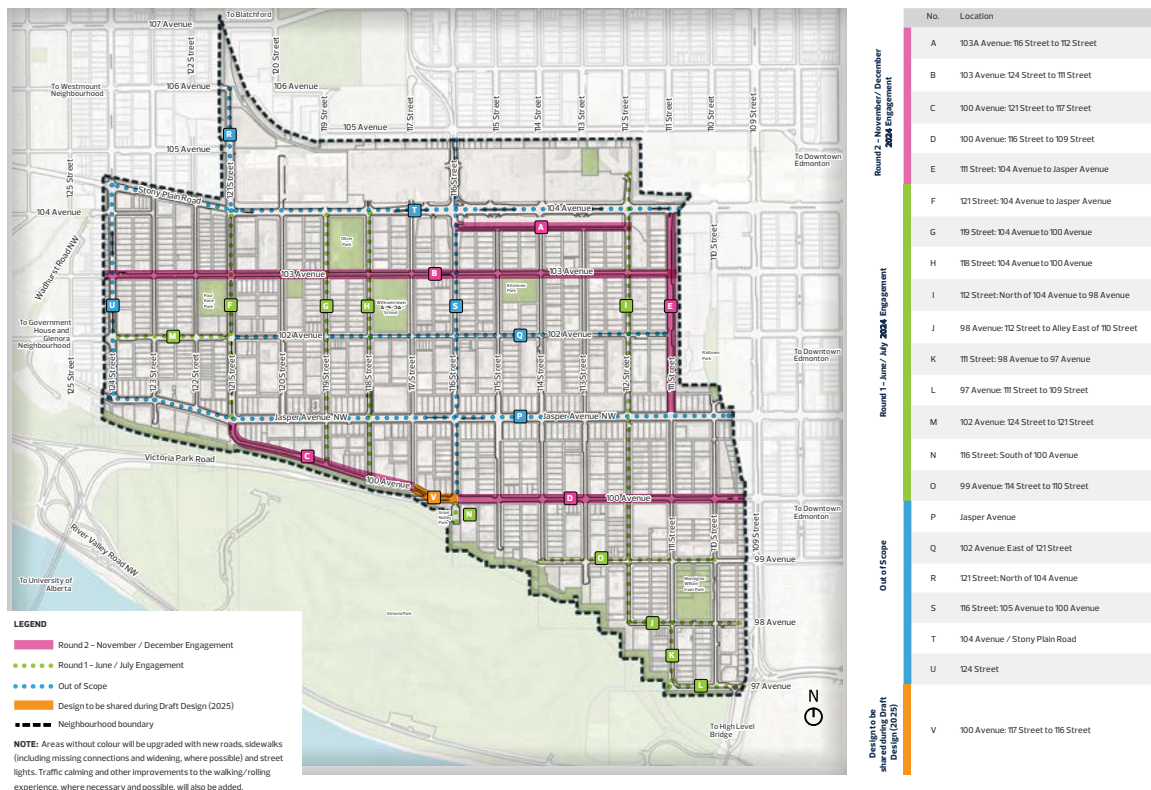
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The Neighbourhood Renewal Project Team is coordinating design with the Valley Line West, Imagine Jasper Avenue and High Level Bridge projects.

## Wîhkwêntôwin ᐃᓪᓂᓪᓴᐃᓪᓴ (Oliver) Scope Map



This report highlights the input received during the **Exploring Options and Tradeoffs** stage. Due to the number of opportunity areas, engagement took place in two rounds. The following designs were shared during each engagement round.

#### Round 1 (June/July 2024)

- + 98 Avenue: 111 Street to the alley east of 110 Street
- + 99 Avenue: 114 Street to 110 Street
- + 102 Avenue: 124 Street to 121 Street
- + Active transportation connection: 112 Street/98 Avenue/111 Street
- + 116 Street: South of 100 Avenue
- + Active transportation connection: 118 Street or 119 Street
- + 121 Street: 104 Avenue to Jasper Avenue

#### Round 2 (November/December 2024)

- + 103A Avenue (116 Street to 112 Street)
- + 103 Avenue (124 Street to 111 Street)
- + 100 Avenue West (121 Street to 117 Street)
- + 100 Avenue East (116 Street to 109 Street)
- + 111 Street (104 Avenue to Jasper Avenue)



# Neighbourhood Renewal Road Map

The Neighbourhood Renewal program follows the road map below. At each stage, the Project Team shares how your input informs project decisions.

During this project stage, the Project Team reviewed and analyzed public feedback received from the previous engagement stage—**Building a Project Vision Together** and **Exploring Opportunities**—and considered it to develop the design options proposed for each of the opportunity areas.

This report highlights the input received during the **Exploring Options and Tradeoffs** stage from June to December 2024. To learn more about previous stages, visit [edmonton.ca/BuildingWihkwentowin](https://edmonton.ca/BuildingWihkwentowin).



# Public Engagement Spectrum

The City of Edmonton seeks input from citizens to help guide the project. The City's Public Engagement Spectrum, below, shows the four levels of influence the public can have on decisions made by the City throughout the project.

At this stage, the public was invited to provide input at the **REFINE** level.

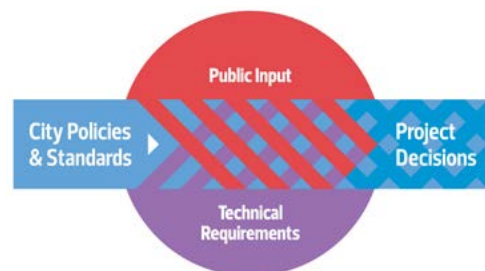
We are committed to telling you how public input influences decisions according to the Public Engagement Spectrum.



## Decision making process

City policies and programs such as The City Plan, Complete Streets Design and Construction Standards, Safe Mobility Strategy and Winter City Strategy provide the overall direction for Neighbourhood Renewal designs. As each neighbourhood is unique, the Project Team asks for input from residents who live, work and play in the neighbourhood and considers technical aspects such as roadway widths and conflicts with utilities and trees to determine what will fit in the neighbourhood.

This process helps to ensure the decisions we make are fiscally responsible, align with best practices, consider the existing public and private infrastructure, land uses and activities in the neighbourhood and result in the best outcomes for our city.



# What we asked and how we asked

The Wìhkwêntôwin ᐃᓐᓂᓐᓂᓐ (Oliver) Neighbourhood Renewal Project Team organized multiple engagement opportunities during the **Exploring Options and Tradeoffs** stage. Participants provided valuable feedback on what they like and what could be improved about each of the design options for the identified opportunity areas. Feedback was also received on the project's draft Vision and Guiding Principles.

## Engagement activities

The following engagement activities were used to share information and gather feedback on the proposed design options.



### Pop-up events

During Round 1, the Project Team popped up at six locations in Wìhkwêntôwin ᐃᓐᓂᓐᓂᓐ (Oliver). At these events, the Project Team shared location specific design options and provided the opportunity for participants to ask questions and share feedback.

Locations included the GEF Seniors Housing / Kiwanis Place, The Exchange Building, Paul Kane Park, Wìhkwêntôwin Pool / Park, 124 Grand Market and Constable Ezio Faraone Park.

**250+ participants**



### Interested party meetings

Meetings were held with the following interested and affected property owners, organizations and groups to discuss the design options and gather input to understand preferences and how the options may impact and affect operations.

- |  |   |
|--|---|
| + 10303 124 Street property owner                      | + Holy Child Catholic Elementary School / Edmonton Catholic School Division |
| + 124 Grand Market                                     |   |
| + 124 Street & Area Business Association               | + The Exchange Building / Beljan Development                                |
| + Anglican Parish of Christ Church                     | + Paths for People  |
| + Averton  | + Robertson-Wesley United Church  |
| + Bike Edmonton  | + St. Joseph's Basilica   |
| + Brewery District / First Capital Property Management | + Unity Square & Longstreet Centre / BentallGreenOak                        |
| + Connelly-McKinley Downtown Funeral Home              | + Wìhkwêntôwin Community League Sub-committee                               |
| + Covenant Health                                      | + Wìhkwêntôwin School / Edmonton Public School Board                        |
| + First Capital (Longstreet Shopping Centre)           | + YEG Bike Coalition  |





## Survey

During each round of public engagement, a survey was available on the project website. A paper survey was also available by request and completed by a few residents during each round.

The survey was available during Round 1 from June 25 to July 25, 2024 and Round 2 from November 14 to December 13, 2024. The Round 2 survey was extended to January 16, 2025 due to the Canada Post strike that delayed the delivery of communications materials to homes and businesses.

**Round 1: 1,361 responses**

**Round 2: 333 responses**



## Public engagement events

Two drop-in public engagement events were held during each round of engagement:

During Round 1, events were held Thursday, July 11, 2024 and Wednesday, July 17, 2024 at Holy Child School and Wihkwêntôwin School. A total of 240 people attended the two events.

During Round 2, events were held Thursday, November 28, 2024 at The Exchange Building and on Saturday, December 7, 2024 at Holy Child School. A total of 75 people attended the two events.

A virtual event was held specifically to provide information and answer questions on the design options for 100 Avenue from 121 Street to 109 Street. The webinar-style event was hosted on the Zoom platform on Wednesday, November 27. A total of 37 people attended this event.



- + 19,581 newsletters delivered
- + 19,581 postcards delivered
- + Six road signs
- + 40 yard signs
- + 20 pole signs
- + Email to subscribers
- + 50+ posters
- + 12 A-frame signs
- + Project Team members responded to email and phone inquiries
- + Social media advertising (1,531 link clicks in Round 1 and 2,162 link clicks in Round 2)

## How we will use public input in decision making

Input received at this stage of the process identifies preferences and informs the development of design options. While public engagement is not considered a statistical representation of all residents who live in the neighbourhood, it does provide the Project Team with valuable local knowledge. It builds understanding about how people are using the area and how the neighbourhood design can address what is important to those living, working and playing in Wihkwentôwin ᐃᓄᓐᓴᓐᓴᓐᓴᓐ (Olliver).



# What we heard

## Reporting back on public engagement

The input received during the **Exploring Options and Tradeoffs** stage is summarized in this report and will be considered in determining the neighbourhood draft design that will be shared for feedback during the next stage of public engagement.

The summary of what we heard reflects the relevancy, frequency and diversity of the responses to the questions asked.

## Vision and Guiding Principles

A draft Vision and Guiding Principles was developed using input received during the previous round of public engagement and it was shared during Exploring Options and Tradeoffs Round 1 for feedback.

Many respondents indicated the Vision and Guiding Principles express what is important to them as a Wihkwêntôwin ᐃᓐᓴᓐᓂᐃᓐ (Oliver) resident or user of this area.

When asked what could be added to or changed in the Vision and Guiding Principles, some respondents prioritized reducing impacts on driving accessibility and maintaining parking. This includes impacts from bike lane infrastructure, one-way streets and closed roads.

Based on the feedback received during Round 1, revisions were made to the draft Vision and Guiding Principles. The final Vision and Guiding Principles can be found below.

## Vision

Wihkwêntôwin ᐃᓐᓴᓐᓂᐃᓐ (Oliver) 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 those 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

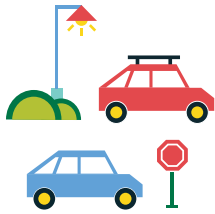


- 2. Provide green welcoming, vibrant and accessible parks and open spaces that are an inviting and thriving extension of living spaces where residents and their visitors feel safe to relax, gather, socialize and play year round.**

### 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 and useful gathering areas
- + Incorporate active and passive recreation and activity areas
- + Explore opportunities to add additional green space within road right-of-way



### 3. Provide 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, and 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



## Design Options

We have proposed constructable design options for each of the opportunity areas of the neighbourhood as illustrated on the map on Page 4. We asked what you like and what could be improved for each option. Here is the summary of what we heard.

### 98 Avenue: 111 Street to the alley east of 110 Street

**Option 1: Local street bikeway, increased public space** [View the details](#)

[View the details](#)

**Option 2: Shared pathway, increased public space** [View the details](#)

[View the details](#)

Respondents appreciate the active transportation connections provided in both options; however, the majority of respondents indicated that they would prefer a protected bike lane option that would enhance safety by separating those who bike from all other users.

Option 1's local street bikeway is favoured for separating those who bike from those who walk, while minimizing changes to the roadway. Option 2's shared pathway is favoured for separating those who bike from those who drive. Option 2 is also appreciated for being snow cleared by the City.

Improved crossings and traffic calming measures are supported in both options for enhancing safety by reducing speeds, although there are concerns that the roadway segments with one-way vehicle traffic may limit driver access to the neighbourhood and that parking should be retained.

In both options, there is strong support for public space improvements and the addition of new trees and greenery to beautify the neighbourhood and create inviting spaces.

## 99 Avenue: 114 Street to 110 Street

## Option 1: Traffic calming measures [View the details](#)

[View the details](#)

**Option 2: Road closure, parklet** [View the details](#)

[View the details](#)

While the traffic calming measures in Option 1, notably the mini roundabout at 113 Street and the raised intersections, are strongly supported, there are concerns the chicanes may be difficult to cycle around for those who bike. There are also concerns about the impacts of reduced parking in Option 1.

Option 2 is generally favoured for enhancing safety for people who walk, roll and bike; however, the road closure at 112 Street received mixed feedback. Some appreciate the closure for reducing vehicle traffic, while others worry it will create wayfinding confusion, inconvenience those who drive and reduce available parking.

There are also mixed opinions about the parklet resulting from the road closure (Option 2), with concerns about its upkeep and maintenance and the potential for it to become a location for encampments. Those who support the parklet suggest the addition of enhancements including community gardens, seating and waste bins.

## 102 Avenue: 124 Street to 121 Street

**Option 1: Improved public space, two-way traffic** [View the details](#)

[View the details](#)

**Option 2: Increased and improved public space, one-way traffic** [View the details](#)

[View the details](#)

While respondents widely support the protected, two-way bike lanes proposed in both options for enhancing safety and improving bikeability, the more direct alignment in Option 2 is favoured.

Opinions on the roadway design are divided. Many respondents favour Option 1 because they feel two-way vehicle traffic offers better access for drivers. Others prefer Options 2, which limits the road to one-way traffic as a way to reduce the number of vehicles using the corridor.

In both options, respondents support wider sidewalks, added seating and changes to public and green spaces that improve the user experience. There is a desire to add more raised or continuous crossings to enhance safety for those who walk.

There is strong opposition to removing mature trees with suggestions to add more greenery to mitigate heat and preserve the area's aesthetics.

**Active transportation connection: 112 Street / 98 Avenue / 111 Street**

**Option 1: Two-way bike lane, one-way streets** [View the details](#)

[View the details](#)

**Option 2: Local street bikeway, road closures** [View the details](#)

[View the details](#)

Many respondents support Option 1's two-way, protected bike lanes over Option 2's local street bikeway as separated bike lanes are felt to be safer. Respondents also note Option 1 provides better connectivity for all users.

While there is support for the proposed features, including road closures (Options 1 and 2) that reduce traffic, there are also concerns about the negative impact of the closures on neighbourhood access for those who drive. It is also felt that the one-way roadway design (Option 1) will negatively impact traffic flow and access. Reduced parking as shown in both options (most parking in Option 1 and some parking in Option 2) is also noted as a concern.

While the 97 Avenue road closure has mixed support, the parklets created by this closure (Options 1 and 2) and the 112 Street closure (Option 2), as well as the wider sidewalks, are seen as positive neighbourhood enhancements.

There is a strong desire to preserve mature trees, add more greenery and enhance intersection safety with more raised crossings and other improvements (Options 1 and 2).

## 116 Street: South of 100 Avenue

### Option 1: Increased and improved public space, parallel parking

[View the details](#)

### Option 2: Improved public space, perpendicular parking

[View the details](#)

In both options, the dedicated vehicle turnaround space is widely supported for enhancing safety and improving vehicle traffic flow. Traffic-calming features like curb extensions are seen as improvements to safety in both options and improved sidewalk connections are supported.

Option 1's parallel parking is valued for creating a more pedestrian friendly, walkable street; however, there are concerns with the reduction in parking capacity. Perpendicular parking as shown in Option 2 is preferred for parking ease and higher capacity. Some respondents note that any reduction in parking is a concern for park users, especially seniors, while others suggest to further reduce parking to prioritize public space.

In both options, respondents appreciate the increased green space, added trees and enhancements for those who walk/roll. Some respondents want to see even more greenery, natural landscaping and public amenities like bike racks. The potential for community uses like food trucks, outdoor seating and events is seen as a benefit, especially in Option 1.

## Active transportation connection: 118 Street or 119 Street

### Option 1: 118 Street – Two-way bike lane, one-way traffic

[View the details](#)

### Option 2: 118 Street – Shared pathway, two-way traffic

[View the details](#)

### Option 3: 119 Street – Local street bikeway, two-way traffic

[View the details](#)

Respondents strongly prefer protected bike lanes due to enhanced safety, especially in areas where there is a high volume of vehicles therefore, Option 1 receives the strongest support. Option 2 is appreciated for the shared pathway, which provides separation between those who bike and those who drive; however, there are concerns about user conflicts on the shared pathway. The local street bikeway in Option 3 has limited support as the bike infrastructure is viewed as inadequate and unsafe, especially for winter cycling and families who bike (all ages and abilities). There is broad general support for added safety features for those who walk/roll such as raised crossings and curb extensions.

Opinions on traffic design are mixed: two-way traffic is valued for convenience (Options 2 and 3), though some support one-way traffic near schools (Option 1). The diagonal diverter on 103 Avenue (Option 3) receives both support for traffic calming and criticism for being inconvenient and confusing. There are concerns about reduced parking on 118 Street (Options 1 and 2) with suggestions to retain more parking or designate specific parking and loading areas.

Respondents appreciate the new public space near Wihkwêntôwin Pool as a contribution to neighbourhood vibrancy. All options are praised for enhancing green space, promoting naturalized areas and enhancing the experience for those who walk/roll. For all options, respondents emphasize the importance of preserving mature trees and adding more greenery and landscaping.



## 121 Street: 104 Avenue to 103 Avenue

[View the details](#)

Respondents appreciate the protected bike lanes on each side of 121 Street for enhancing safety for those who bike but suggest combining them on one side of the street or designing one two-way bike lane.

While two-way vehicle traffic is supported, there are concerns about parking loss, with suggestions for providing designated loading zones or redesigning bike lanes so parking can be retained. There are also calls to remove the center median and repurpose the space.

For public spaces, respondents want more greenery, trees and features like community gardens and public art to enhance the area's appeal and use.

## 121 Street: 103 Avenue to 102 Avenue

**Option 1: Linear park, partial road closure with one-way traffic** [View the details](#)

**Option 2: Linear park, full road closure** [View the details](#)

Both options are well received for prioritizing active transportation, calming traffic and adding trees/greenery. Option 1 is supported for its protected bike lanes, improved crossings, enhanced safety and connectivity to key destinations. Option 2 is appreciated for separating those who bike from those who drive and creating a quieter, safer environment for those who bike.

There is also support for the creation of a linear park, expanded green space and naturalized plantings in both options. These features are seen as improving neighbourhood aesthetics, promoting environmental benefits and contributing to a vibrant community.

Overall, there is a desire for better integration between the linear park and Paul Kane Park, however, some question the need for the new green space in Option 1 due to its proximity to Paul Kane Park. At the same time, Option 2 is especially praised for adding green space to expand Paul Kane Park.

Suggestions to improve the linear park include amenities such as seating, vendor space, public art and bike parking. There is a strong emphasis on preserving mature trees and adding more greenery.

Parking loss is a major concern in both options with respondents emphasizing a desire to retain or expand on-street parking for residents, businesses and events. Some suggest providing designated loading zones.

While both options are supported for reducing vehicle speeds and traffic volumes, respondents raised concerns about the proposed road closures, a partial road closure in Option 1 and a full road closure in Option 2, citing increased congestion, emergency vehicle access, neighbourhood shortcutting and access to amenities.

Some suggest a preference to combine the two one-way bike lanes into a single two-way bike lane.

## 121 Street: 102 Avenue to Jasper Avenue

[View the details](#)

Protected bike lanes are supported for enhancing safety for those who bike and reducing conflicts with parked cars. Maintaining two-way vehicle traffic with traffic calming features like curb extensions is seen as a good balance between access and safety, with some suggesting to add even more traffic calming measures such as raised crosswalks or speed humps.

Some respondents value the retention of parking for supporting local businesses; however, others suggested reducing or removing parking to allow for more greenery or expanded bike infrastructure.

Respondents appreciate the increase in public space—particularly near The Exchange Building—as well as the addition of trees, landscaped areas and improved crossings that enhance the area's aesthetics and the experience for those who walk/roll. Some recommend narrowing the roadway and adding a centre median to increase the green space.

## 103A Avenue: 116 Street to 112 Street

### Option 1: One-way vehicle traffic (eastbound), on-street parking

[View the details](#)

### Option 2: Two parklets, two-way vehicle traffic, two road closures

[View the details](#)

### Option 3: Conversion to an alley, one parklet, two-way vehicle traffic, one road closure

[View the details](#)

#### Option 4: Shared street, three parklets, two-way vehicle traffic, three road closures

[View the details](#)

Road closures (Options 2, 3 and 4) and one-way streets are appreciated for reducing shortcutting and improving safety for those who walk and roll. However, some worry the road closures will cause congestion and limit access. There are also mixed views on whether on-street parking should be retained or reduced. Some suggest a reduction could create more space for those who walk/roll.

Option 4's shared street is appreciated for enhancing active transportation, particularly for walking/rolling and biking; however, there is concern about the safety of users. People appreciate Option 3 for its traffic calming measures, reduced shortcutting and added parklets and green spaces and there is support for keeping two-way vehicle traffic for local access. Others feel one-way vehicle traffic (Option 1) will improve traffic flow. There is some support for the closure of the intersection at 116 Street (Option 2).

Option 1 and Option 4 are appreciated for improvements to active transportation, notably the experience for those who walk and roll, improved bikeability and access for those with mobility aids.

Some feel the parklet's shared pathways (Option 3) and shared streets (Option 4) may not be safe enough for those who walk/roll and bike. There is support for the shared street design (Option 4) that balances users and enhances active transportation, bikeability and safety with the addition of the road closures.

Additional ramps to the commercial area for those who bike and those with mobility challenges are suggested in all options.

Many support the addition of trees, parklets and public spaces to enhance experiences for those who walk/roll (Options 2, 3, and 4), however, there are also concerns about maintenance, underuse and the potential for the space to attract encampments.

## 103 Avenue: 124 Street to 111 Street

**Option 1: One-way vehicle traffic with traffic calming** [View the details](#)

**Option 2: Two-way vehicle traffic with traffic diversions** [View the details](#)

Generally, respondents appreciate improvements for active transportation in both options. Raised intersections and crossings, wider sidewalks (Option 2) and the two-way protected bike lane connecting 112 Street to 111 Street (Option 1) are favoured as they enhance safety and improve connections to the existing bike network. However, some feel active transportation could be further improved with continuous protected bike lanes and wider sidewalks all along 103 Avenue to improve the experience for those who walk/roll.

Many support one-way vehicle traffic on 103 Avenue (Option 1), noting it aligns with 102 Avenue, improves traffic flow, reduces shortcutting and enhances safety for those who walk/roll. However, some respondents note a preference for two-way vehicle traffic (Option 2) to maintain better access, avoid confusion for those who drive and prevent potential speeding on one-way streets.

Traffic diverters, curb extensions and raised crossings are seen as beneficial for slowing vehicle traffic and improving safety for those who walk/roll (Option 2). Some suggest additional measures to further slow traffic including more raised intersections, especially near schools. Some respondents see the proposed traffic diversions (Option 2) as unnecessary and confusing, with concerns about congestion and winter driving conditions.

Both options are praised for incorporating greenery to enhance public spaces.

## 100 Avenue West: 121 Street to 117 Street

**Option 1: Two-way bike lane, on-street parking** [View the details](#)

**Option 2: Two-way bike lane, on-street parking, additional row of trees** [View the details](#)

**Option 3: Two-way bike lane, parking bays, wider promenade** [View the details](#)

**Option 4: One-way bike lanes, no on-street parking** [View the details](#)

**Option 5: One-way bike lanes, parking bays** [View the details](#)

Although there are concerns about how westbound bike lanes cross vehicle traffic at 121 Street, many prefer two-way bike lanes on the south side (Options 1, 2 and 3). These are seen as safer, more efficient and better connected to the existing bike network. The protected two-way bike lanes have significant support for their efficiency and reduced conflicts with intersections/driveways. Protected one-way bike lanes (Options 4 and 5) are appreciated for the safe, consistent connection to the 121 Street bike lanes, but are generally less supported as westbound bikes face more conflicts with vehicle traffic, especially at intersections and near driveways.



## 111 Street: 104 Avenue to Jasper Avenue

**Option 1: Improved public space, two-way vehicle traffic** [View the details](#)

**Option 2: Increased and improved public space, one-way and two-way vehicle traffic**

[View the details](#)

Respondents appreciate the two-way vehicle traffic in Option 1 for reducing congestion and maintaining neighbourhood accessibility and traffic flow. While some like the traffic calming features of one-way traffic in Option 2, it faces mixed opinions, with some suggesting there will be confusion for those who drive and those who bike with both one-way and two-way vehicle traffic. There are concerns about traffic diversion to nearby streets.

Traffic calming features such as raised crossings and curb extensions are appreciated for improving safety for those who walk/roll in both options, especially for vulnerable users and some suggest that more could be added, especially in Option 1.

Many appreciate the retention of the majority of on-street parking (both options); some worry any reduction could impact businesses and residents.

Respondents like the improved public space and added greenery shown in both options that will enhance the user experience; however, Option 2 is favoured for a greater increase in trees and greenery.



## Next steps

Thank you to all who shared their feedback during the **Exploring Options and Tradeoffs** stage of public engagement. The Project Team will use City policies and technical requirements to create a draft neighbourhood design. Public engagement input will influence that design, where possible.

In 2026, the public will be invited to the **Community Feedback on Draft Design** stage of public engagement. The Project Team will share a draft neighbourhood design and invite you to provide feedback that will be used to help REFINE the design.

For more information regarding the Wìhkwèntôwin ᐃᓐᓴᓐᓴᐃᓐ (Oliver) Neighbourhood Renewal, upcoming public engagement activities and to subscribe for project updates, please visit [edmonton.ca/BuildingWihkwentowin](https://edmonton.ca/BuildingWihkwentowin).

## DEFINITIONS

**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.

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

**Chicanes:** A series of curb extensions on alternating sides of the roadway, narrowing the roadway and requiring people who drive to steer from one side of the roadway to the other to travel through at slower speeds.

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

**Shared street:** designed to prioritize people walking/rolling while still permitting people who drive and bike to use the space at low volumes and speeds. It may include visual cues such as signage or physical cues such as special paving to alert drivers they are entering a shared space.



## Working together to make the most out of your neighbourhood.

This is your city and your neighbourhood. We want to understand how you experience your neighbourhood and ask for your input on what we might do to make it better. We will engage and work with you on the renewal of roads, sidewalks, street lights and park spaces. We will also promote other community opportunities to enhance how people live and interact in your neighbourhood. We commit to being open and transparent about how your input is used. Let's make the most out of your neighbourhood.

[edmonton.ca/BuildingWihkwentowin](http://edmonton.ca/BuildingWihkwentowin)

**SHARE** YOUR VOICE  
**SHAPE** OUR CITY

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