



## City of Edmonton active transportation infrastructure overview

The City of Edmonton is expanding Edmonton's active transportation network with routes that are safe, accessible and predictable for people of all ages and abilities. The goal is to offer more choice to people moving around the city, whether bicycling, walking, running or rolling.

An improved active transportation network in Edmonton will:

- reduce traffic congestion
- create better environmental outcomes
- help the City achieve its energy transition goals
- improve public health

The network is being expanded through the [Active Transportation Network Expansion Program](#) and other existing projects, such as [Neighbourhood Renewal](#).

The City of Edmonton is focused on filling missing links in the existing network. The selection of active transportation infrastructure (e.g. shared pathways, local street bikeways and protected bike lanes) is placed based on traffic speed and volume to ensure safety. On high-speed and high-volume roads, off-street shared pathways are prioritized to ensure roadway capacity is maintained and commuter traffic is not impacted.

The new route selections and designs are informed by the [Bike Plan](#), approved by Edmonton City Council. Routes and designs are also guided by the City of Edmonton's Volume 2: [Complete Streets Design and Construction Standards](#). There was careful consideration during design to meet requirements for All Ages and Abilities (AAA).

Extensive public engagement with Edmontonians informed development of Edmonton's Bike Plan. During 62 engagement activities, more than 11,500 Edmontonians shared their experiences, ideas and vision for the future of bike lanes in Edmonton. Additionally, the Bike Plan and the [Bike Plan Implementation Guide](#) were developed using knowledge gained over the past 10 years, including recent changes to Edmonton's network and rapid evolution of best practices for active transportation planning. Throughout planning and design of the Active Transportation Network Expansion Program, targeted engagement was/is being conducted with property owners and/or interested parties where access or landscaping impacts were anticipated.



## FACTS

Bike and wheeled mobility usage increased seven per cent between 2022 and 2024, with a 43 per cent increase in colder months. Downtown bicycle counts rose over 15 per cent. Find more information on the [City's website](#).

On-street bike lanes make up a small portion (approximately 80 km, or less than one per cent) of Edmonton's extensive 11,300 km road network. Shared pathways (which are off-street) make up around 80 per cent of Edmonton's active transportation infrastructure.

The Active Transportation Network Expansion program (\$100 million) makes up just 2 per cent of the overall transportation infrastructure budget (approximately \$5 billion) for this budget cycle.

The prioritization framework used to select routes considered **connectivity, ridership potential, equity, safety and feasibility**.

## GLOSSARY

<b>Shared Pathway</b>	Paved, off-street path that is shared by all active transportation users, including those who bike, walk, run, scoot, blade and more. Bikes are allowed on shared pathways. Shared pathways are typically 2.5 metres or wider and are marked with signs that indicate they are to be shared by multiple types of users.
<b>Local Street Bikeway</b>	A street where people who bike and people who drive share the street without separated bike infrastructure. This type of infrastructure is typically only used on low-volume, local roadways. Modifications include traffic calming and diversion elements to reduce vehicle volumes and speeds, maximizing 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.
<b>Protected Bike Lane</b>	On-street bike lane that is protected from moving and parked vehicles by a physical barrier. Protected bike lanes may allow for travel in one or both directions.
<b>Collector Road</b>	A street that connects residents and local roads to the major arterial roads of the city.
<b>All Ages and Abilities (AAA)</b>	A benchmark of perceived bike-friendliness applied to a city's bike network to be attractive as a safe, equitable mode for the majority of people (including barrier-free, age-friendly and universal design).

