

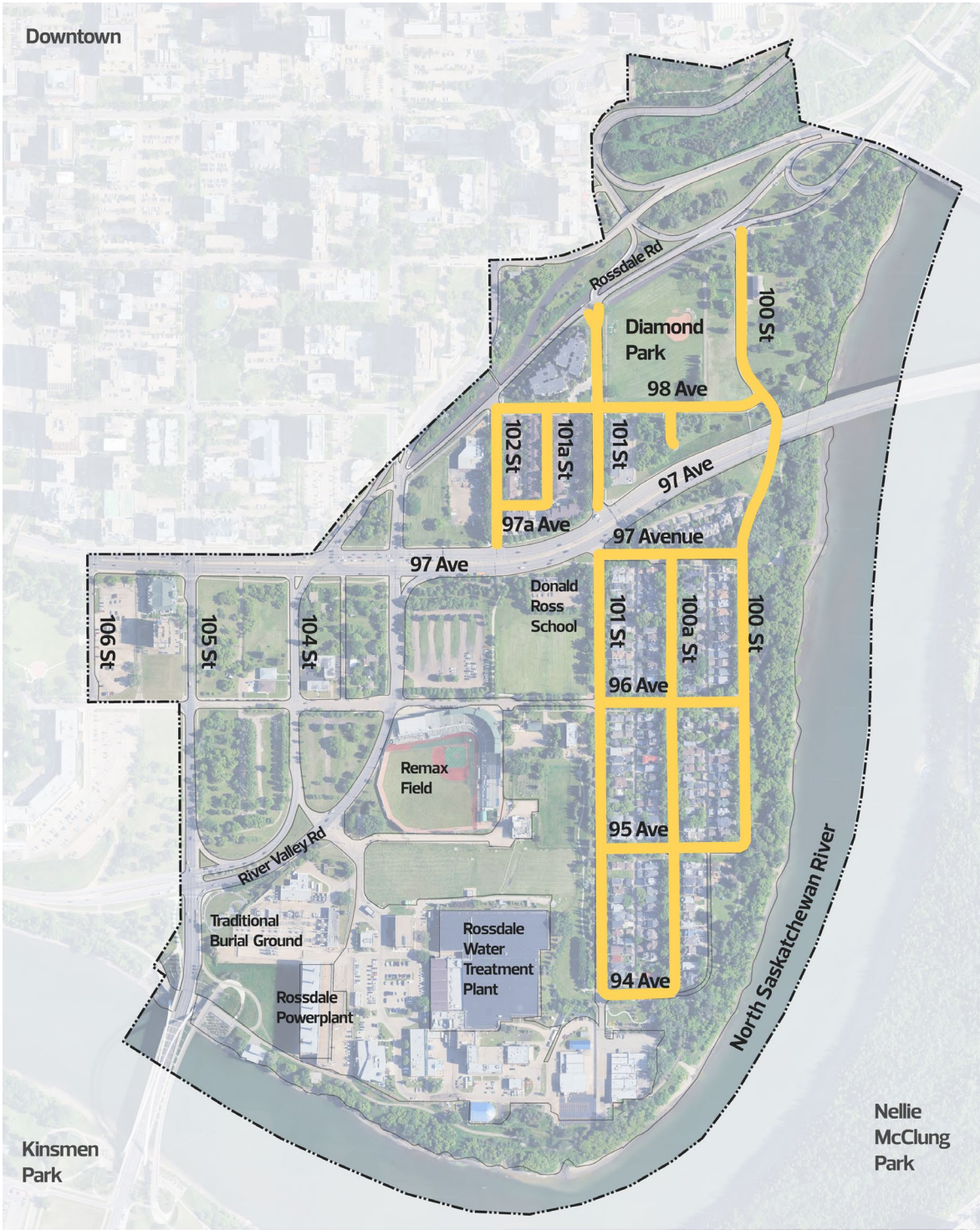
Rossdale Neighbourhood Renewal

Working together to make the most out of your neighbourhood.

The Neighbourhood Renewal program is continuing planning for Rossdale, focusing on renewing local roads and sidewalks. This project is driven by City policy and standards and considers technical requirements and public feedback through each stage to come to a final design.

Rossdale is located in central Edmonton, nestled between Bellamy Hill Road and Rossdale Road to the north, the Saskatchewan River to the east and south, and 105 Street to the west.

Planning and design of the project area is under way, extending from 100 Street to 102 Street between 94 Avenue and Rossdale Road.



Rossdale Neighbourhood
Roads in scope

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Public Engagement for Rossdale

The Neighbourhood Renewal Road Map guides you and your neighbours through the steps of the opportunities to provide feedback and how you can participate. At each step, we will tell you what the purpose is and how your input will inform the decisions being made. We commit to reporting back on how we used your input. Please note that some steps may happen at the same time and out of sequence.

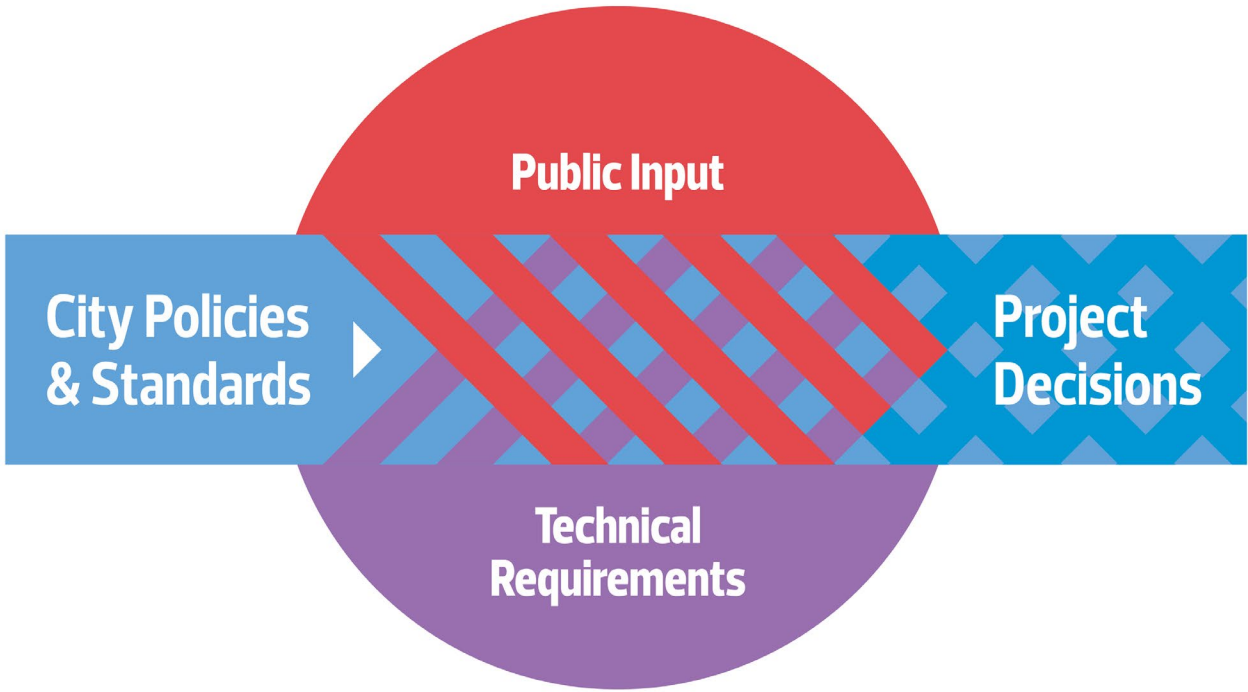
We are in the **Exploring Options and Tradeoffs** step of the engagement road map shown below.



How project decisions are made

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

It is important to note that input received through public engagement cannot change policy direction.



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Vision and Guiding Principles

The Vision and Guiding Principles help guide planning and design throughout Rossdale Neighbourhood Renewal. Rossdale has been engaged with through a number of City projects, and the Vision and Guiding Principles for Rossdale Neighbourhood Renewal are informed by previous feedback received in:

- + Rossdale Transportation Network
- + River Crossing
- + Touch the Water
- + Walterdale Bridge Replacement
- + Rossdale Historical Land Use Study
- + West Rossdale Urban Design Plan

The Vision and Guiding Principles were also tested with the community during the previous Exploring Opportunities stage.

Vision

Rossdale is a vibrant and inclusive community that blends rich Indigenous histories with an exciting future. Reflecting its unique location between a growing downtown and the North Saskatchewan River Valley, Rossdale is a community where residents and visitors can easily access active urban life and connect with the beauty of nature. Rossdale is a growing destination for Edmontonians, visitors and businesses.

Guiding Principles

- + Respect the rich cultural and Indigenous heritage of the area
- + Create an inclusive and welcoming neighbourhood for all
- + Enhance access to amenities within and outside the community
- + Improve the experience of people walking, biking and rolling for all ages in all seasons



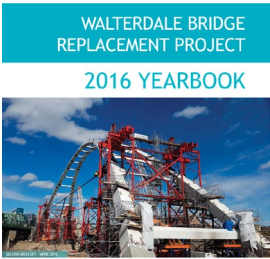
Rossdale Transportation Network



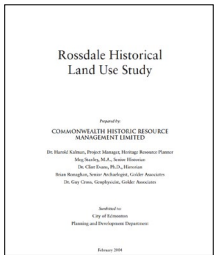
River Crossing



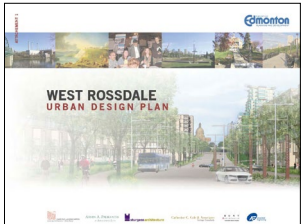
Touch the Water



Walterdale Bridge Replacement



Rossdale Historical Land Use Study



West Rossdale Urban Design Plan

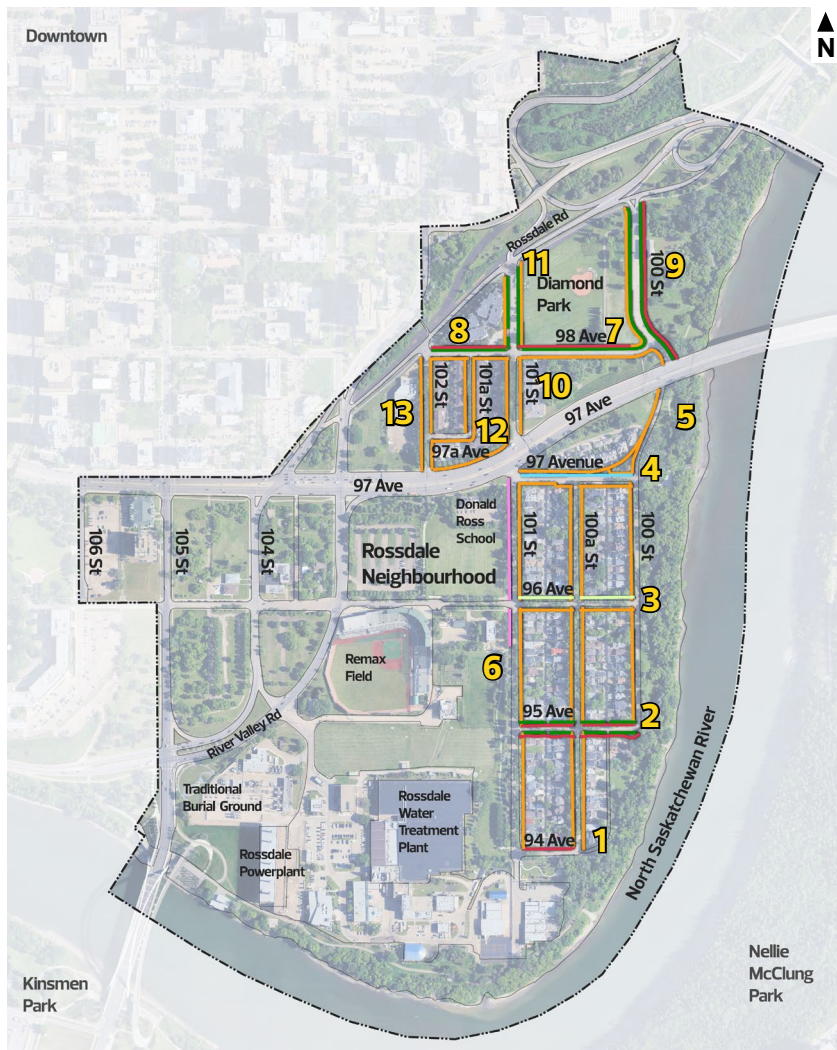


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During the **Exploring Opportunities** stage, the Project Team learned where improvements could be made in Rossdale. Directed by City policy and combined with what we heard, the Project Team will add:

- + New sidewalks where sidewalks are missing
- + Intersection improvements to improve safety, comfort and flow of people walking, biking, rolling, and driving
- + New boulevards and trees
- + Low Impact Development and Absorbent Landscaping facilities
- + New bike routes where there are gaps in the existing bike network

All options presented during this stage of engagement identify ways we can improve how people walk, roll, bike and drive within Rossdale.



All roads identified on the scope map will have replaced sidewalks, roads, curb ramps and street lights. The locations below have additional opportunities for improvement. Click on the links below to view the options for the locations of interest to you.

	Location	Opportunities in addition to replacing existing features
	South of 97 Avenue	
1	94 Avenue (100A St. to 101 St.)	A new sidewalk on the north side
2	95 Avenue (100 St. to 101 St.) Option 1	New sidewalks on both sides
	95 Avenue (100 St. to 101 St.) Option 2	Curbside sidewalk
3	96 Avenue (100 St. to 101 St.)	Raised / continuous crossings on the north side
4	97 Avenue (100 St. to 101 St.) Option 1	Shared pathway
	97 Avenue (100 St. to 101 St.) Option 2	Raised protected bike lane (two-way)
	97 Avenue (100 St. to 101 St.) Option 3	Shared roadway
5	100 Street (97 Ave. to 98 Ave.)	Widen west sidewalk
6	101 Street (North & South of 96 Ave.)	A new shared pathway on the west side
	North of 97 Avenue	
7	98 Avenue (100 St. to 101 St.)	A new sidewalk on the north side
8	98 Avenue (101 St. to Rossdale Rd.)	A new sidewalk on the north side
9	100 Street (98 Ave. to Rossdale Rd.) Option 1	A new sidewalk on the west side
	100 Street (98 Ave. to Rossdale Rd.) Option 2	Yield control driving lane
10	101 Street (97 Ave. to 98 Ave.)	A wider boulevard on the west side
11	101 Street (98 Ave. to Rossdale Rd.)	A new boulevard on the west side
12	101A Street & 97A Avenue (97 Ave. to 98 Ave.)	Improving the boulevards
13	102 Street (97 Ave. to 98 Ave.)	Considering closing vehicle access to Rossdale Road
	102 Street (97 Ave. to 98 Ave.) Option 1 & Option 2	Raised and channelized intersection

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Sidewalk improvements

Rossdale Neighbourhood Renewal provides an opportunity to improve the experience and comfort of people walking and rolling throughout the neighbourhood. This is achieved by:

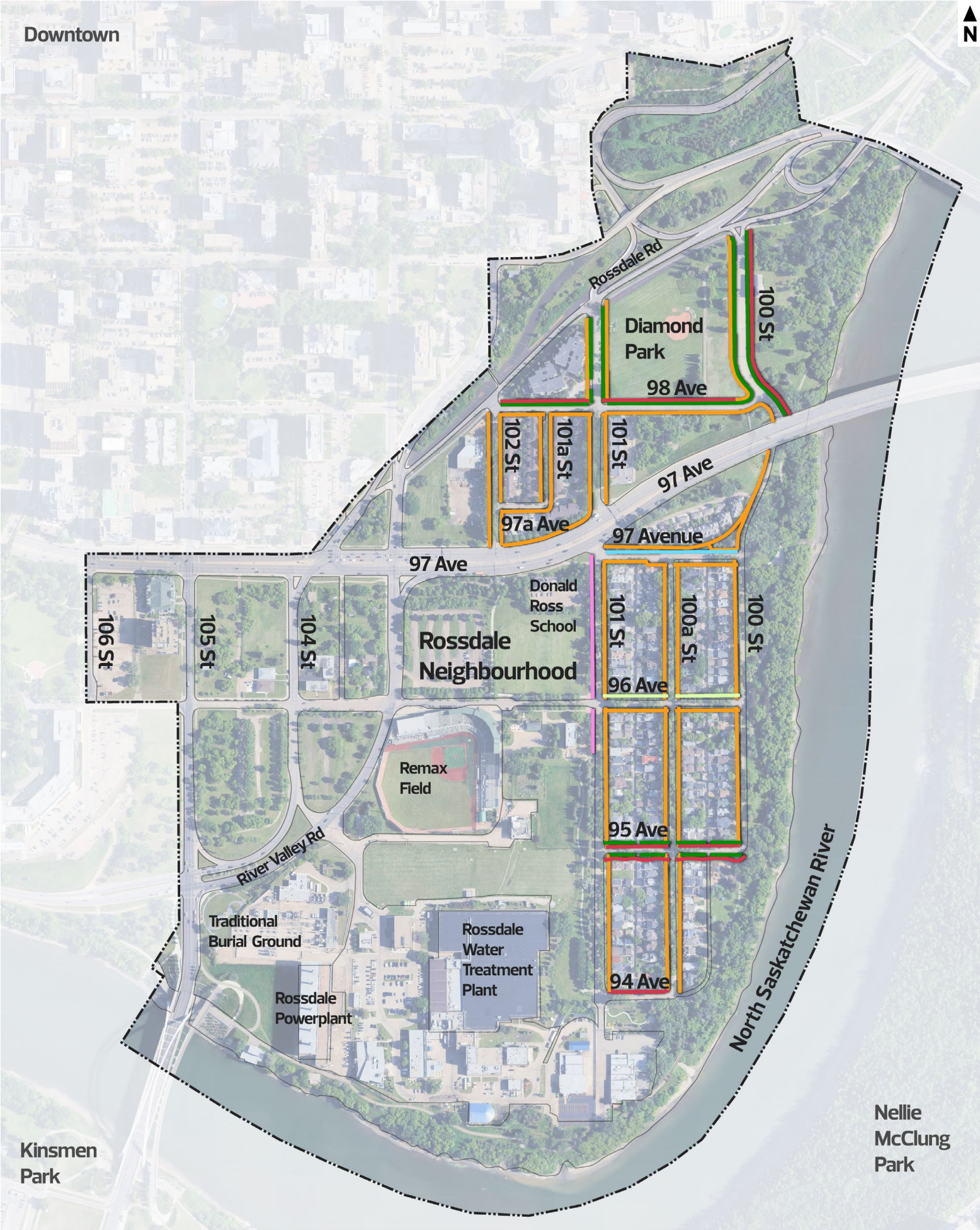
- + Reconstructing existing sidewalks and widening sidewalks where feasible
- + Adding new, wider sidewalks where sidewalks are currently missing

There are also additional opportunities to improve walking, rolling and biking connectivity in the neighbourhood. These include:

- + Reconstructing shared pathways
- + Adding new shared pathways to create a more connected network for those who walk or roll
- + Creating separated spaces for different modes of transit to move at their own respective speeds where possible

Legend

- | | |
|--|--|
|  Replace sidewalk |  Replace shared pathway/trail |
|  New sidewalk |  New shared pathway |
|  New boulevard |  New bike/walking connection |



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Intersection improvements

#		Example
1, 2, 3, 4, 5, 6, 7, 9, 10, 11, 12	Raised crossing / continuous crossing A crossing which is constructed higher than the roadway surface.	
1, 2, 3, 6	Channelization of an intersection Uses a raised median to direct people driving, walking, rolling and biking through an intersection with defined spaces.	
4, 8	Raised intersection An intersection that is constructed higher than the surrounding roadway surfaces.	
100 Street between Rossdale Road & 98 Avenue	Curb extensions A curb extension extends the curb to define the parking lane and provide space for people who cross at key locations at the corners of a street or at a mid-block crossing.	
100 Street between Rossdale Road & 98 Avenue	Raised/centre median (two-stage crossing) A raised median is an island located along the centreline of a street.	



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Definitions

Term	Definition
Absorbent landscaping	Absorbent landscaping looks similar to grassed areas and can include other vegetation or trees. The landscaped area is designed to absorb water during and after rainfall or snowmelt. This process slows water from entering the stormwater system. Absorbent landscaped areas have no pipes and are not connected to the stormwater system
Boulevard	It is a publicly owned space between the curb and sidewalk. It could be a grassed area and can also accommodate trees
Raised intersection	An intersection that is constructed higher than the surrounding roadway surfaces
Curbside sidewalk	The sidewalk is located next to the curb Current standards for sidewalk width accommodate people walking side-by-side and being able to pass someone without leaving the sidewalk
Low Impact Development (LID)	Currently, when it rains, the water on your street flows into a catch basin connected to underground pipes which lead to the wastewater treatment plant or into the North Saskatchewan River. Low Impact Development features use plants and special soils to capture, store and manage the water from small rain events. Excess water drains into the underground pipes as it did before
New separate sidewalks	Sidewalk is separated from the curb with a boulevard space. Current standards for sidewalk width accommodate people walking side-by-side and being able to pass someone without leaving the sidewalk
On-street bike boulevard	Also known as a bike boulevard, a Local Street Bikeway that is located on the road. People biking and people driving share the same space along the road. This design is suitable for low volume, low-speed vehicle traffic and includes traffic calming measures to ensure the space is suitable for all ages and abilities
Raised protected bike lane (two-way)	The bike lane is at the same height as the sidewalk. It is a separate space from people walking and from people driving
Repurposing curbside space	The City Plan calls on us to treat our curbsides and public parking as strategic public assets—assets for which there are growing and competing needs. Curbside space can be repurposed for sidewalks, boulevards, active transportation routes, landscaping and gathering spaces
Shared pathway	People biking share the path with people walking and rolling and are separate from people driving
Two-way free flow travel lanes	Driving lane widths and parking lane widths accommodate two-way free flow travel
Wider sidewalk	Current standards for sidewalk width accommodate people walking side-by-side and being able to pass someone without leaving the sidewalk
Yield control driving lane	Maintains two-way driving between parked cars but to pass an oncoming vehicle one must partially enter the parking lane to allow a vehicle to pass and then continue

	Location
	South of 97 Avenue
1	94 Avenue (100A St. to 101 St.)
2	95 Avenue (100 St. to 101 St.) Option 1 95 Avenue (100 St. to 101 St.) Option 2
3	96 Avenue (100 St. to 101 St.)
4	97 Avenue (100 St. to 101 St.) Option 1 97 Avenue (100 St. to 101 St.) Option 2 97 Avenue (100 St. to 101 St.) Option 3
5	100 Street (97 Ave. to 98 Ave.)
6	101 Street (North & South of 96 Ave.)
	North of 97 Avenue
7	98 Avenue (100 St. to 101 St.)
8	98 Avenue (101 St. to Rosssdale Rd.)
9	100 Street (98 Ave. to Rosssdale Rd.) Option 1 100 Street (98 Ave. to Rosssdale Rd.) Option 2
10	101 Street (97 Ave. to 98 Ave.)
11	101 Street (98 Ave. to Rosssdale Rd.)
12	101A Street & 97A Avenue (97 Ave. to 98 Ave.)
13	102 Street (97 Ave. to 98 Ave.) 102 Street (97 Ave. to 98 Ave.) Option 1 & Option 2

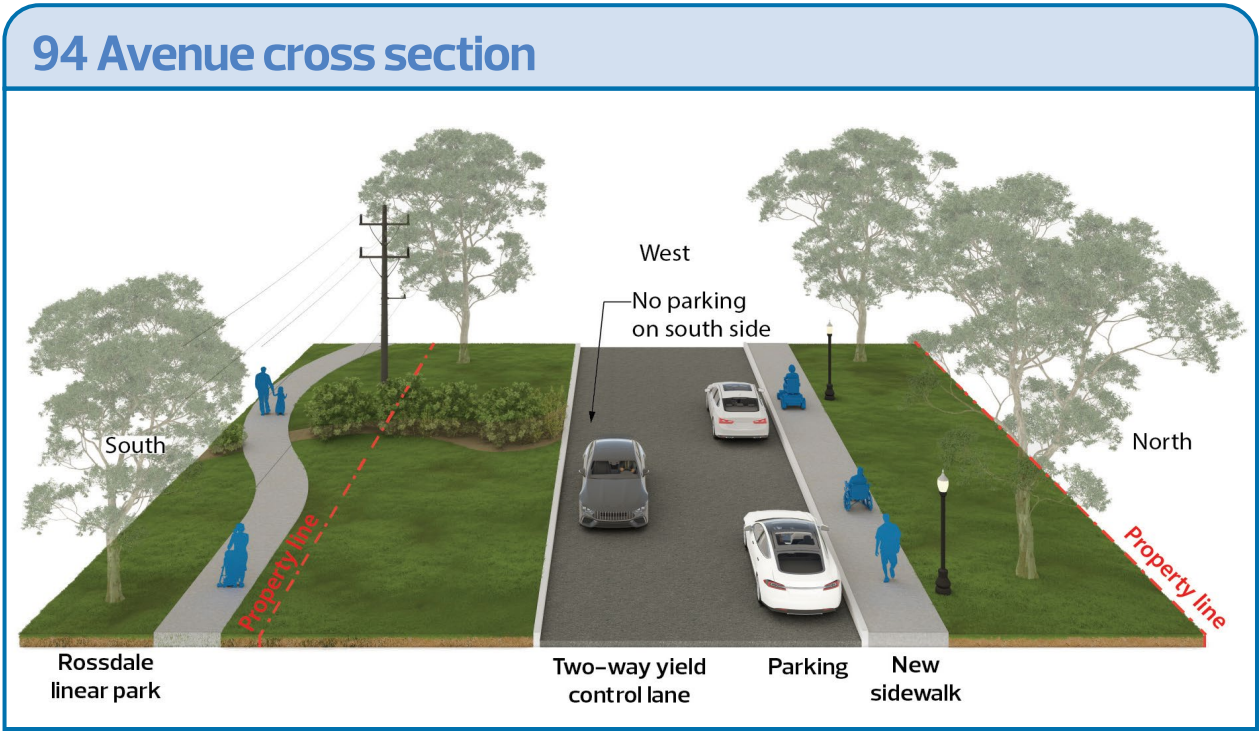
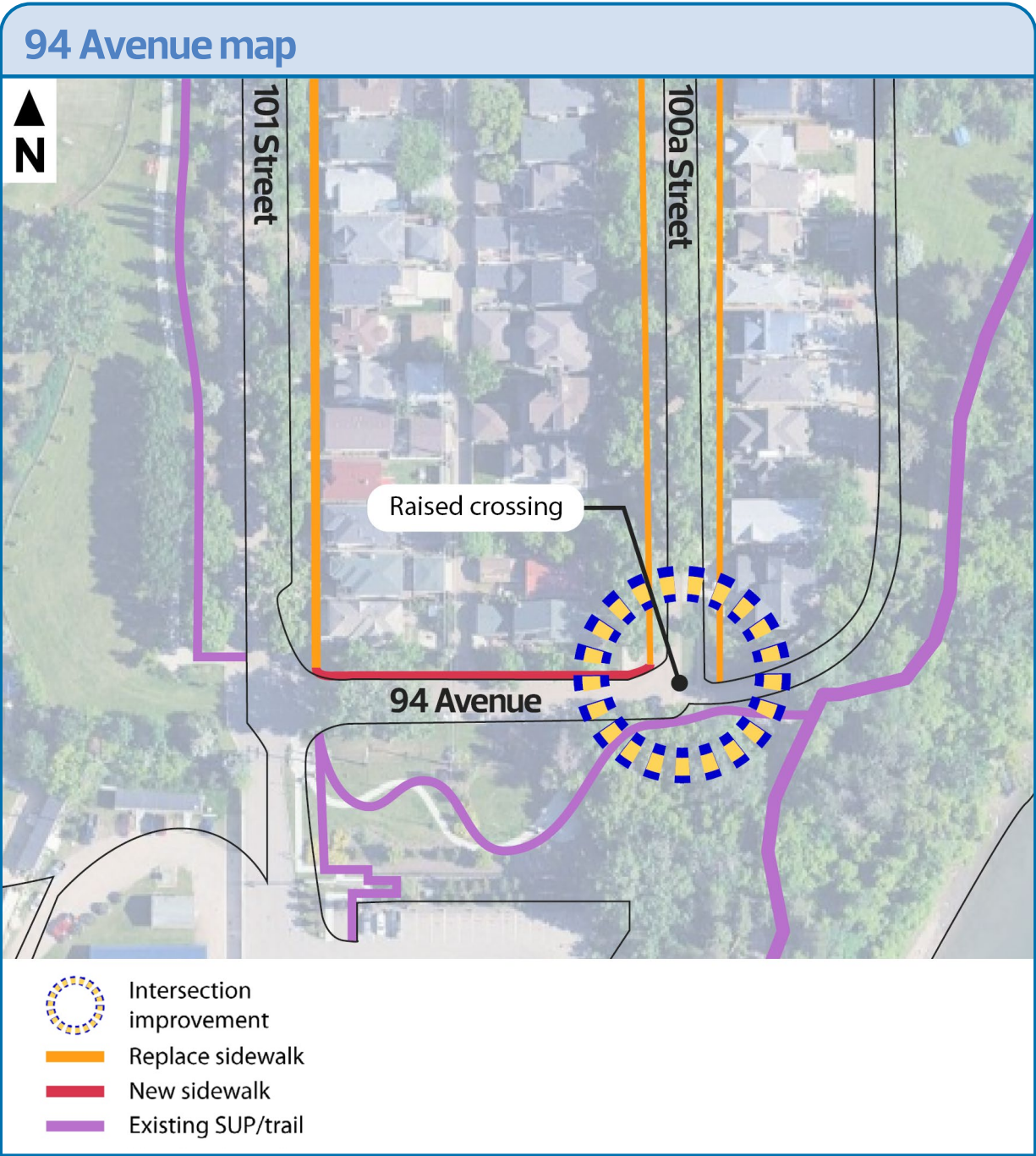
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94 Avenue (100A Street to 101 Street)

What are we proposing?

- + Maintaining two-way traffic, though drivers may need to yield to one another
- + Repurposing curbside space for a new curbside sidewalk on the north side
- + Removing parking on the south side
- + Improving intersections as described on the map



Feature	Benefits	Tradeoffs
Curbside sidewalk	+ Provides more space for people walking and rolling	+ Narrows the road to encourage slower traffic while aligning existing driving lane widths to current standards + Reduces space for snow storage + Removes on-street parking on the south side
On-street parking	+ Provides a buffer between driving lanes and curbside sidewalks	
Repurposing curbside space	+ Encourages slower traffic by aligning existing driving lane widths to current standards + Shortens the crossing distance for people who walk or roll	+ Reduces on-street parking

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95 Avenue (100 Street to 101 Street)

A mix of Option 1 and Option 2 will be applied along 95 Avenue to maintain existing trees. Both are shown for your feedback.

Option 1 – What are we proposing?

- + Maintaining two-way traffic, though drivers may need to yield to one another
- + Adding new separate sidewalks on both sides
- + Improving intersections as described on the map

Option 1

Intersection improvement

Replace sidewalk

New sidewalk

Existing SUP/trail

New boulevard

Specific to this option	Benefits	Tradeoffs
New separate sidewalks	<div>+ Provides more space for people walking and rolling</div> <div>+ Has a buffer between people walking or rolling and people driving</div>	<div>+ May result in removal of some trees or landscaping in the road right-of-way</div>

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95 Avenue (100 Street to 101 Street)

A mix of Option 1 and Option 2 will be applied along 95 Avenue to maintain existing trees. Both are shown for your feedback.

Option 2 – What are we proposing?

- + Maintaining two-way traffic, though drivers may need to yield to one another

+ Repurposing curbside space for a new curbside sidewalk on the north side
- + Removing parking on the south side

+ Adding a new separate sidewalk on the south side
- + Improving intersections as described on the map

Option 2

<div><div></div> Intersection improvement</div> <div><div></div> Replace sidewalk</div> <div><div></div> New sidewalk</div> <div><div></div> Existing SUP/trail</div> <div><div></div> New boulevard</div>	Specific to this option	Benefits	Tradeoffs	New separate sidewalks	<div>+ Provides more space for people walking and rolling</div> <div>+ Has a buffer between people walking or rolling and people driving</div>	<div>+ May result in removal of some trees or landscaping in the road right-of-way</div>	Curbside sidewalk	<div>+ Provides more space for people walking and rolling</div> <div>+ Narrows the road to encourage slower traffic while aligning existing driving lane widths to current standards</div>	<div>+ Reduces space for snow storage</div> <div>+ Removes on-street parking on the south side</div>	Repurposing curbside space	<div>+ Encourages slower traffic by aligning existing driving lane widths to current standards</div> <div>+ Shortens the crossing distance for people who walk or roll</div>	<div>+ Reduces on-street parking</div>	On-street parking	<div>+ Provides a buffer between driving lanes and curbside sidewalks</div>	
Specific to this option	Benefits	Tradeoffs													
New separate sidewalks	<div>+ Provides more space for people walking and rolling</div> <div>+ Has a buffer between people walking or rolling and people driving</div>	<div>+ May result in removal of some trees or landscaping in the road right-of-way</div>													
Curbside sidewalk	<div>+ Provides more space for people walking and rolling</div> <div>+ Narrows the road to encourage slower traffic while aligning existing driving lane widths to current standards</div>	<div>+ Reduces space for snow storage</div> <div>+ Removes on-street parking on the south side</div>													
Repurposing curbside space	<div>+ Encourages slower traffic by aligning existing driving lane widths to current standards</div> <div>+ Shortens the crossing distance for people who walk or roll</div>	<div>+ Reduces on-street parking</div>													
On-street parking	<div>+ Provides a buffer between driving lanes and curbside sidewalks</div>														

Common to both options	Benefits	Tradeoffs
Boulevard	<div>+ Provides a buffer between driving lanes and sidewalks</div> <div>+ Provides an opportunity to plant new trees that shade people walking</div> <div>+ Provide spaces for snow storage</div>	

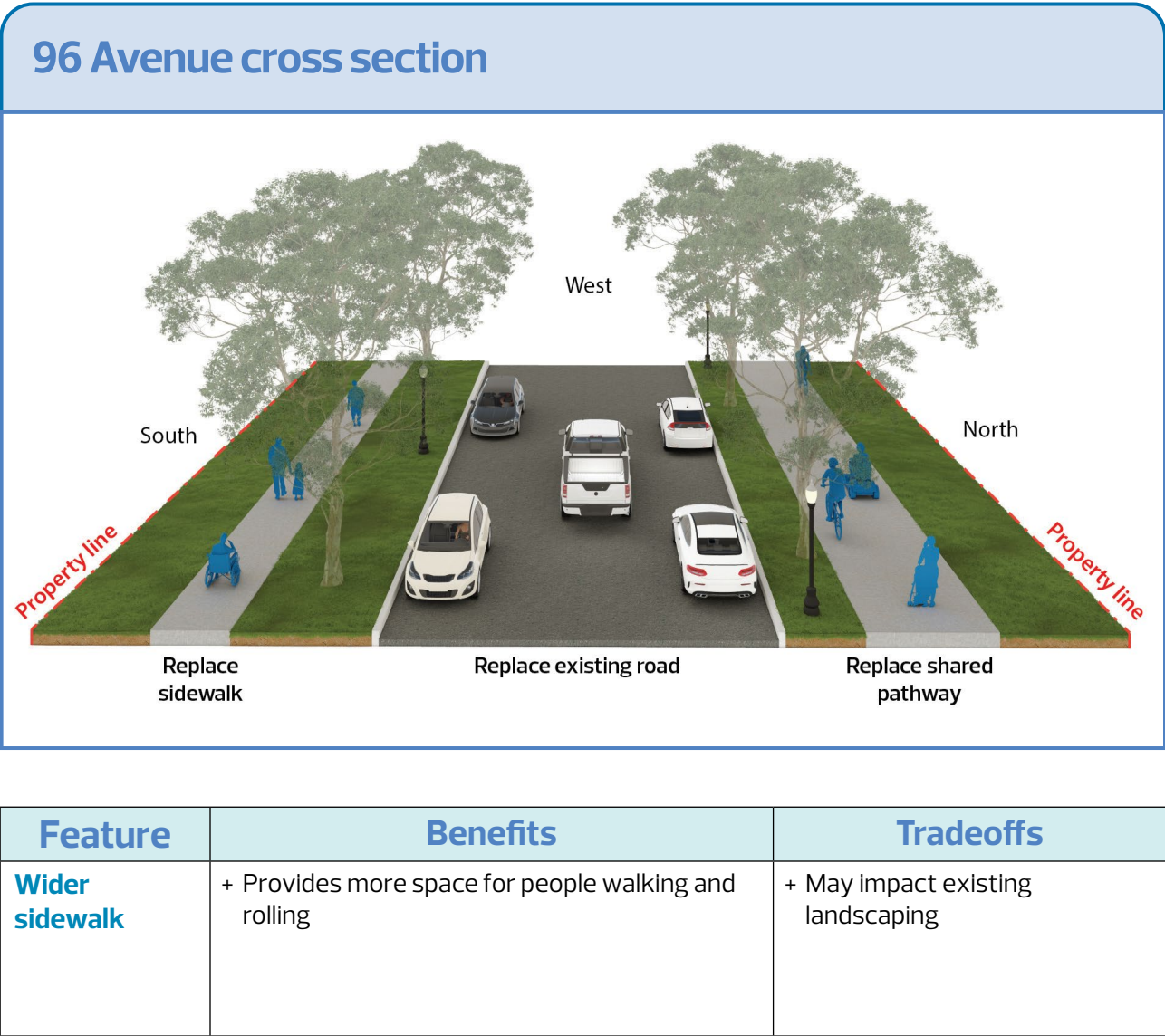
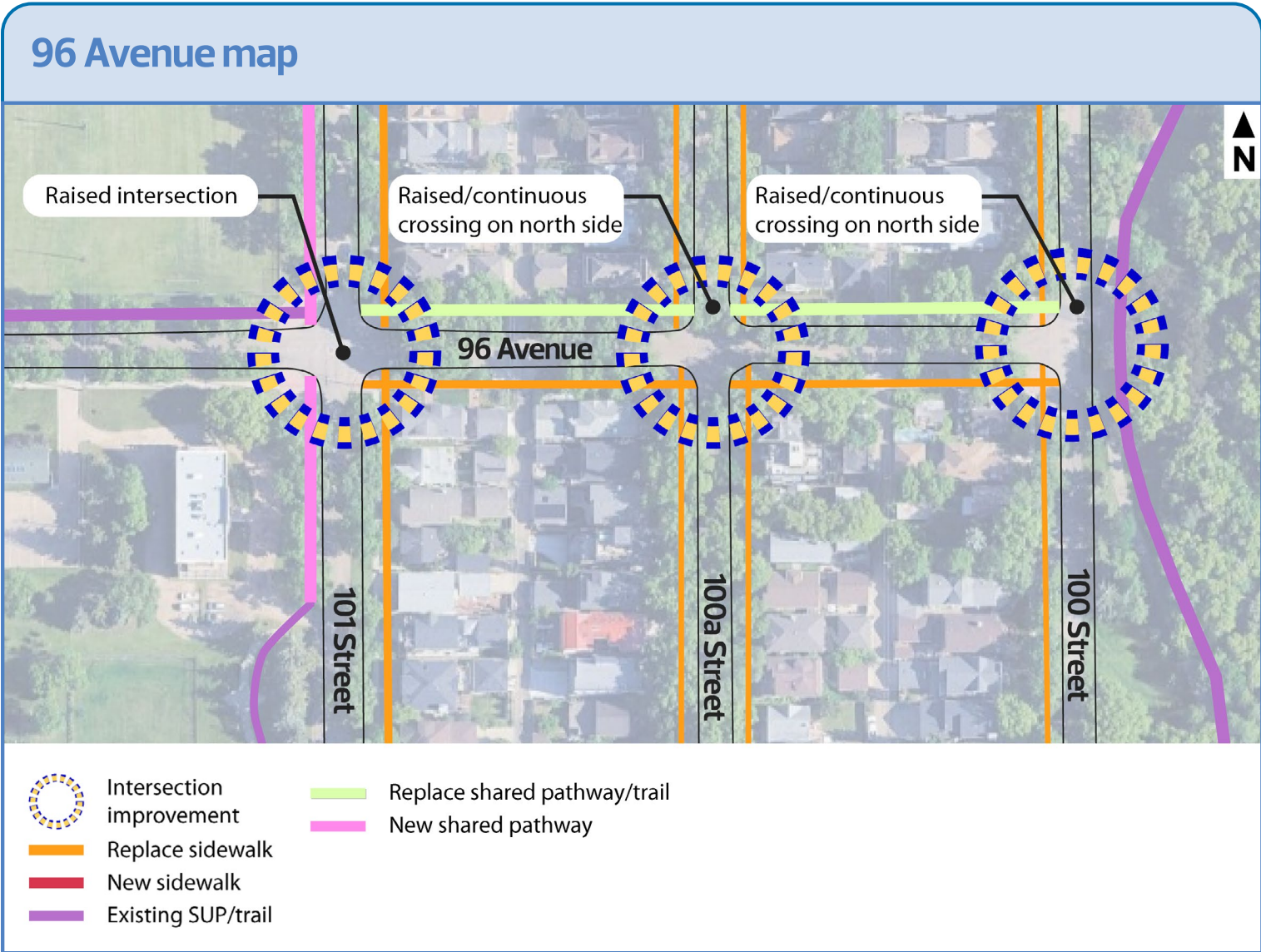
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96 Avenue (100 Street to 101 Street)

What are we proposing?

- + Maintaining two-way traffic, though drivers may need to yield to one another
- + Replacing the existing shared pathway and widening the existing sidewalk as feasible
- + Improving intersections as described on the map



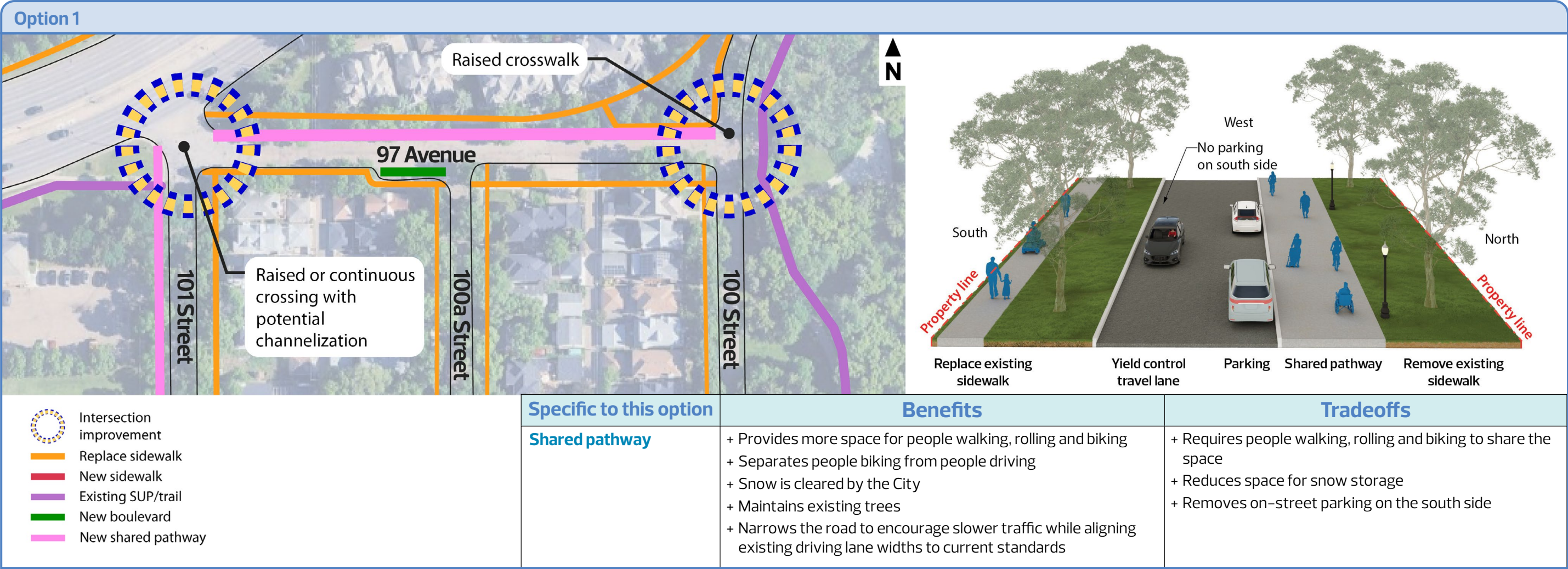
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97 Avenue (100 Street to 101 Street)

Option 1 – What are we proposing?

- + Maintaining two-way traffic, though drivers may need to yield to one another
 - + Widening the sidewalk on the south side as feasible
 - + Replace the sidewalk on the north side and repurposing curbside space to construct a new curbside shared pathway
- + A new boulevard space with plantings
 - + Improving intersections as described on the map



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97 Avenue (100 Street to 101 Street)

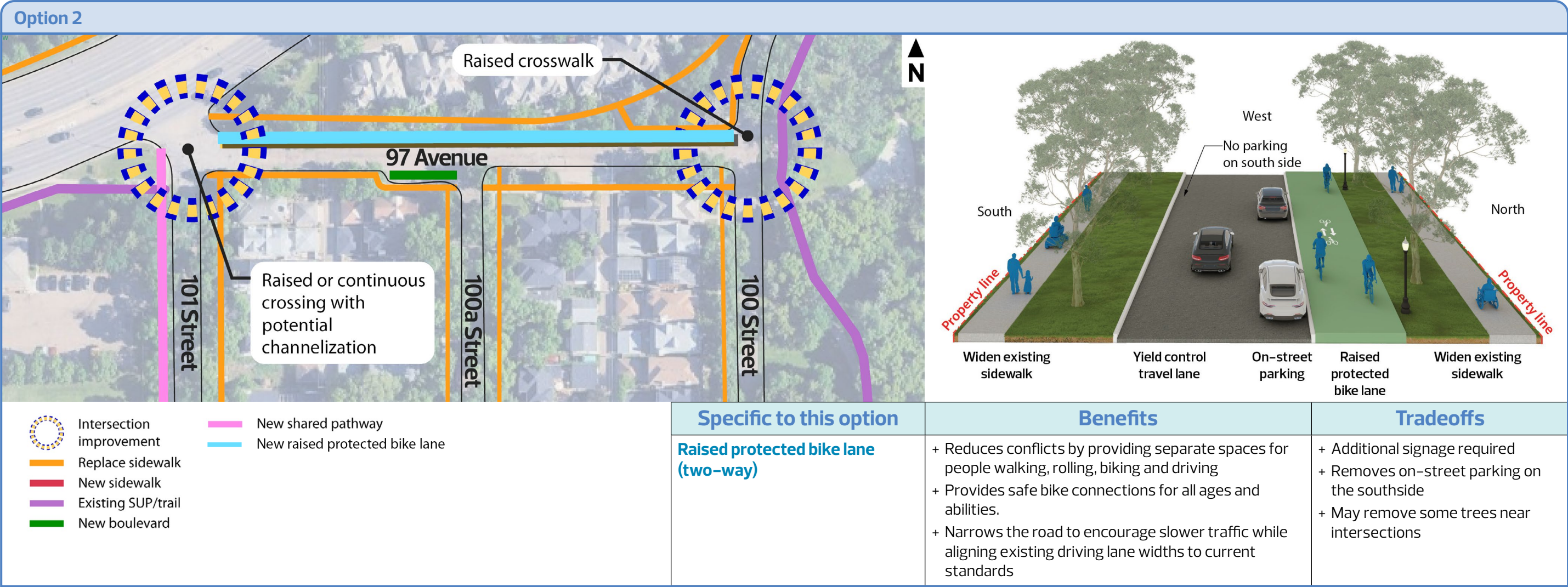
Option 2 – What are we proposing?

- + Maintaining two-way traffic, though drivers may need to yield to one another

+ Widening the sidewalk on the south and north sides as feasible

+ A new boulevard space with plantings
- + Repurposing curbside space for a new raised protected bike lane (two-way)

+ Improving intersections as described on the map



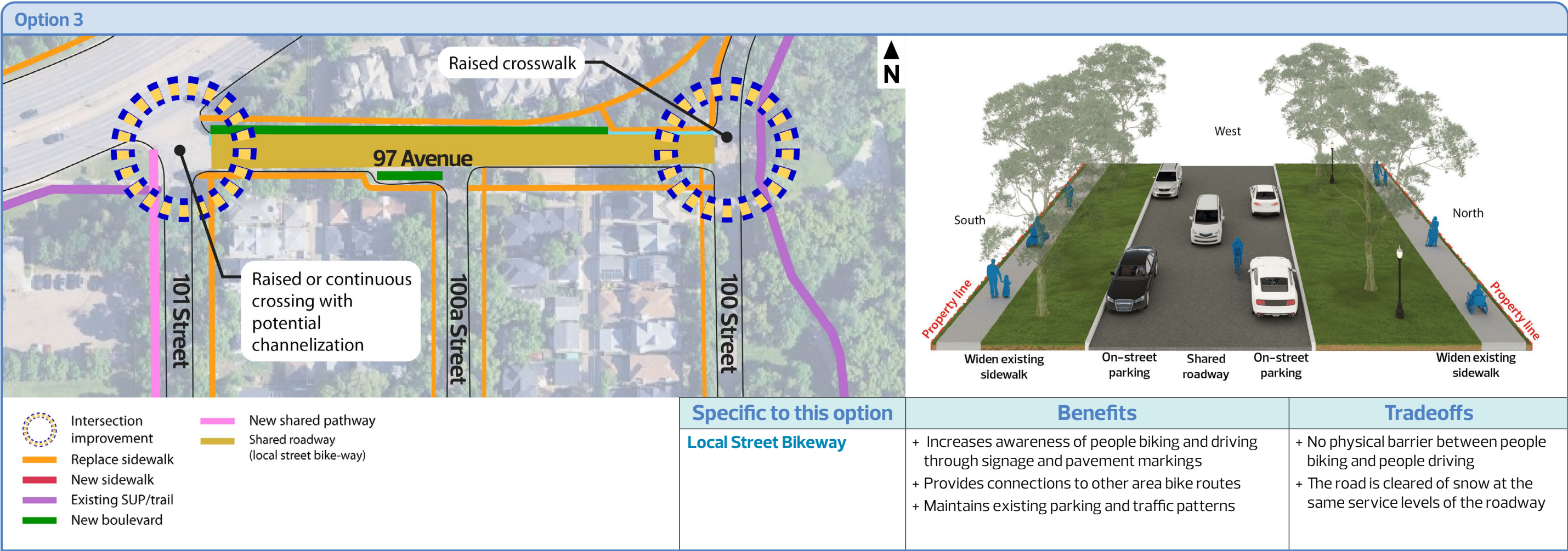
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97 Avenue (100 Street to 101 Street)

Option 3 – What are we proposing?

- + Maintaining two-way traffic, though drivers may need to yield to one another
- + Widening the sidewalk on the south and north side as feasible
- + A new boulevard space with plantings on north and south sides
- + Improving intersections as described on the map



Common to all options	Benefits	Tradeoffs
Boulevard	<div>+ Provides a buffer between driving lanes and sidewalks</div> <div>+ Provides an opportunity to plant new trees that shade people walking</div> <div>+ Provide spaces for snow storage</div>	
On-street parking	<div>+ Provides a buffer between driving lanes and curbside sidewalks</div>	<div>+ May reduce driving lane widths</div>
Repurposing curbside space	<div>+ Encourages slower traffic by aligning existing driving lane widths to current standards</div> <div>+ Shortens the crossing distance for people who walk or roll</div> <div>+ Provides space for active transportation enhancements</div>	

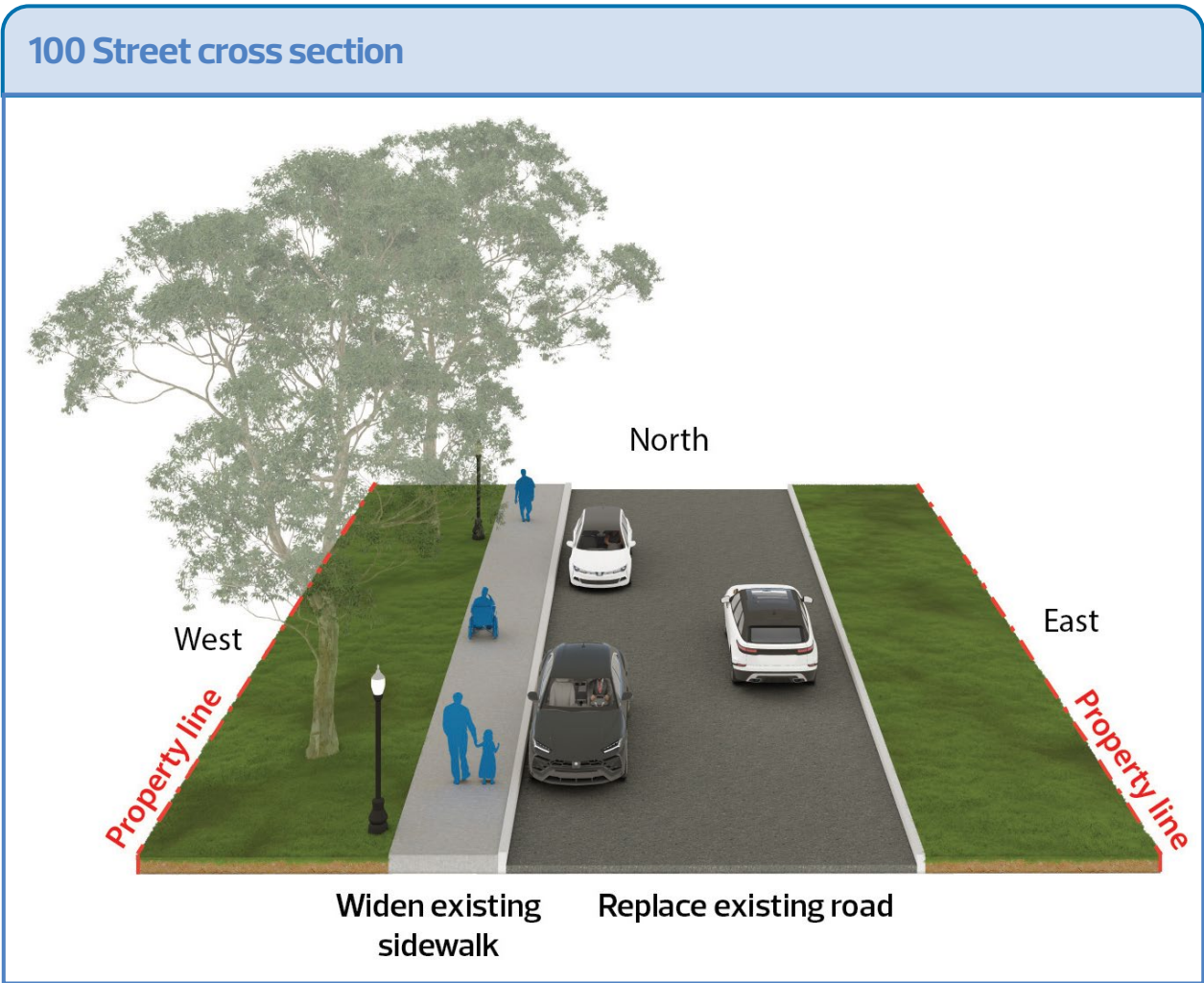
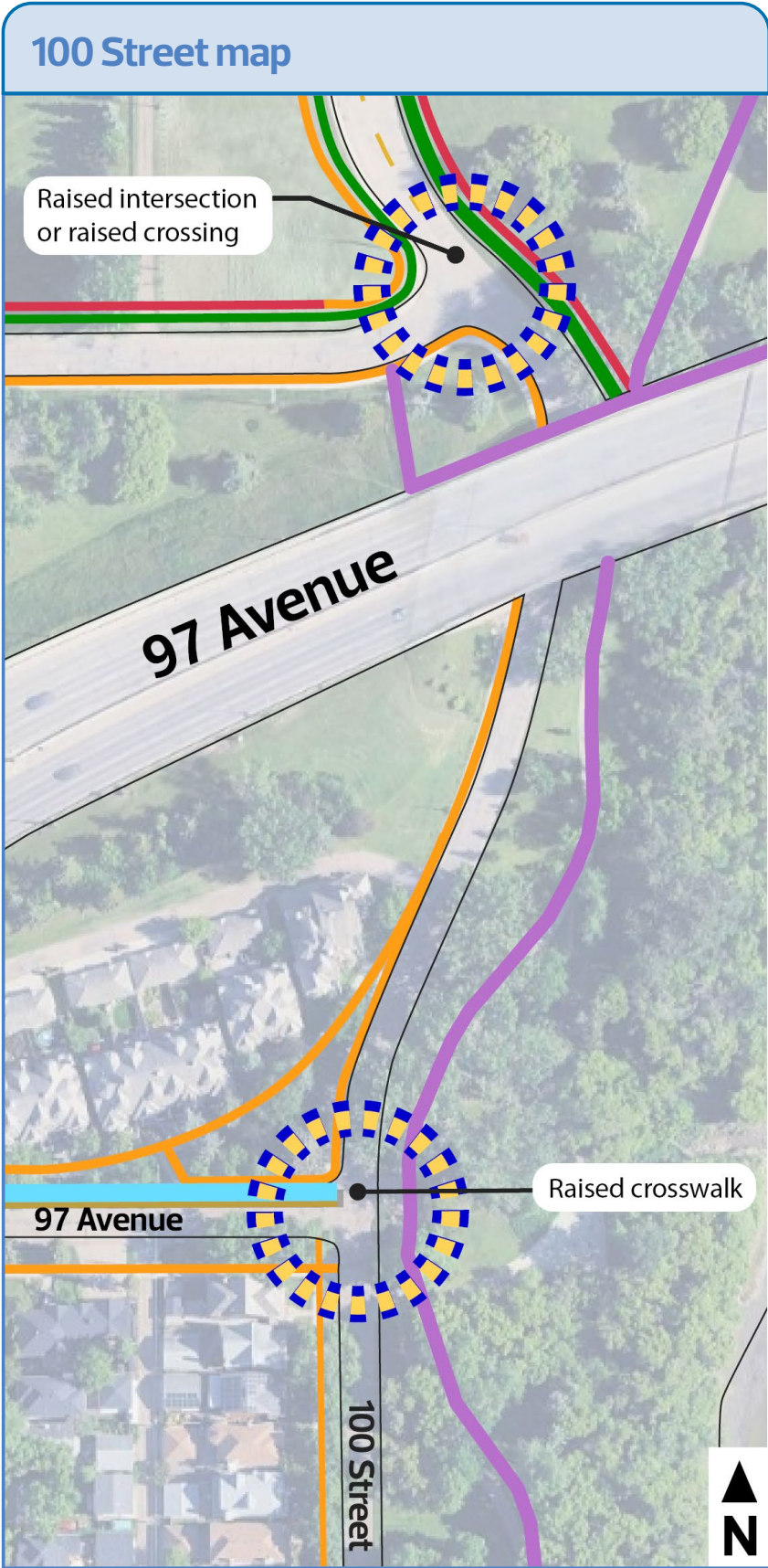
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100 Street (97 Avenue to 98 Avenue)

What are we proposing?

- + Maintaining two-way traffic with standard driving lane widths
- + Repurposing curbside space for a wider sidewalk on the west side
- + Improving intersections as described on the map
- + Maintaining no-parking zone on both sides of the street



Feature	Benefits	Tradeoffs
Wider sidewalk	<ul style="list-style-type: none">+ Provides more space for people walking and rolling+ Narrows the road to encourage slower traffic while aligning existing driving lane widths to current standards	<ul style="list-style-type: none">+ May impact existing landscaping
Repurposing curbside space	<ul style="list-style-type: none">+ Encourages slower traffic by aligning existing driving lane widths to current standards+ Shortens the crossing distance for people who walk or roll	

- Intersection improvement
- Replace sidewalk
- New sidewalk
- Existing SUP/trail
- New boulevard
- New bike/walking connection

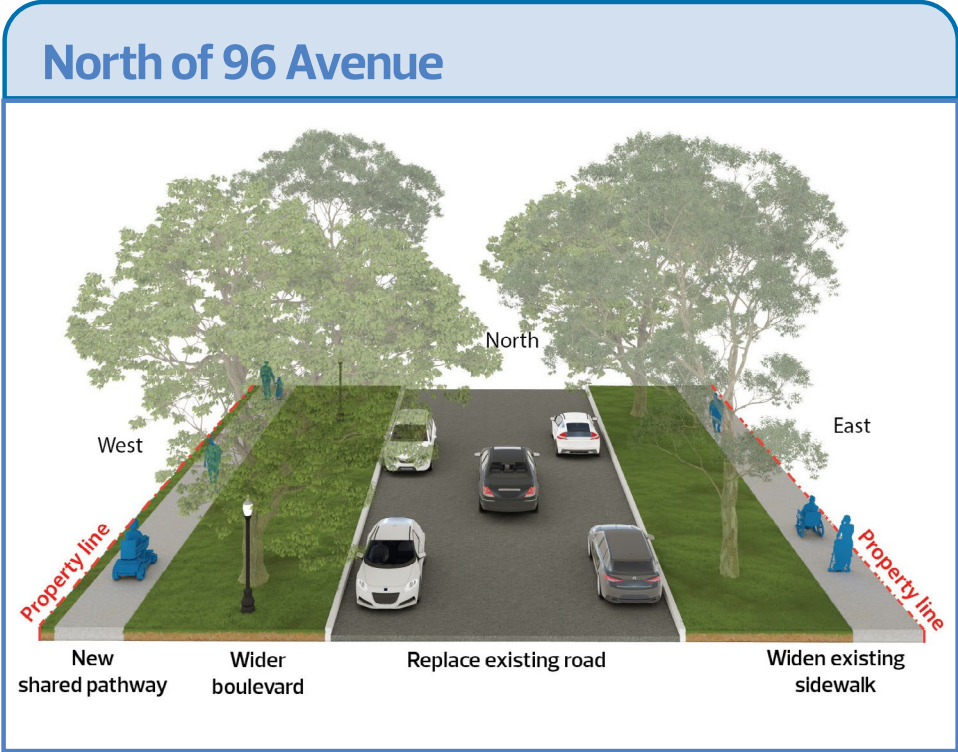
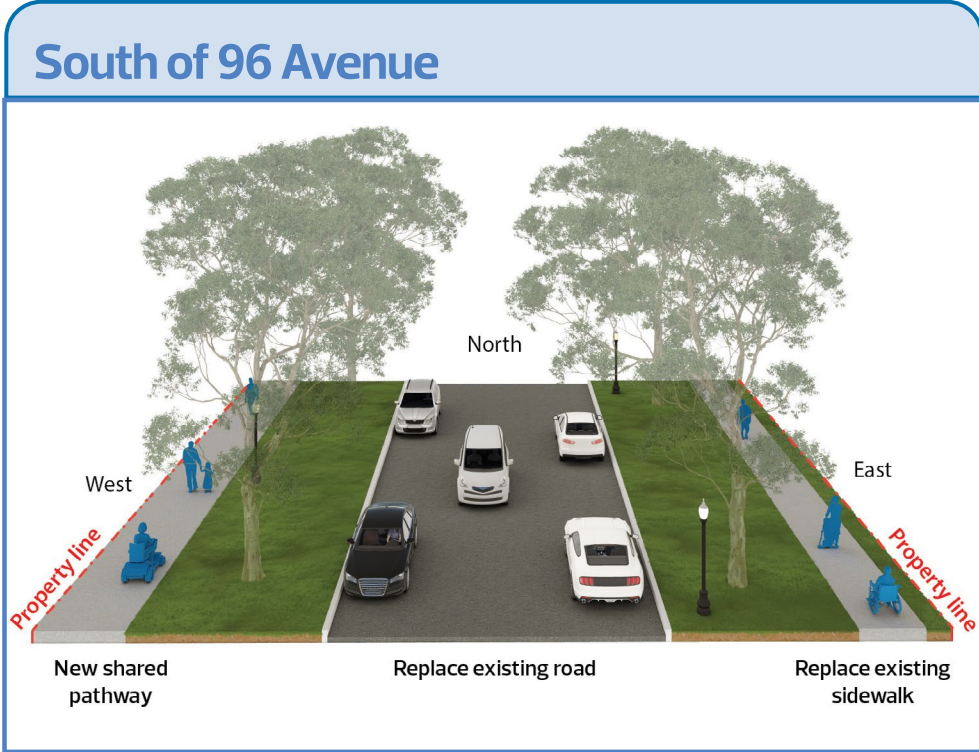
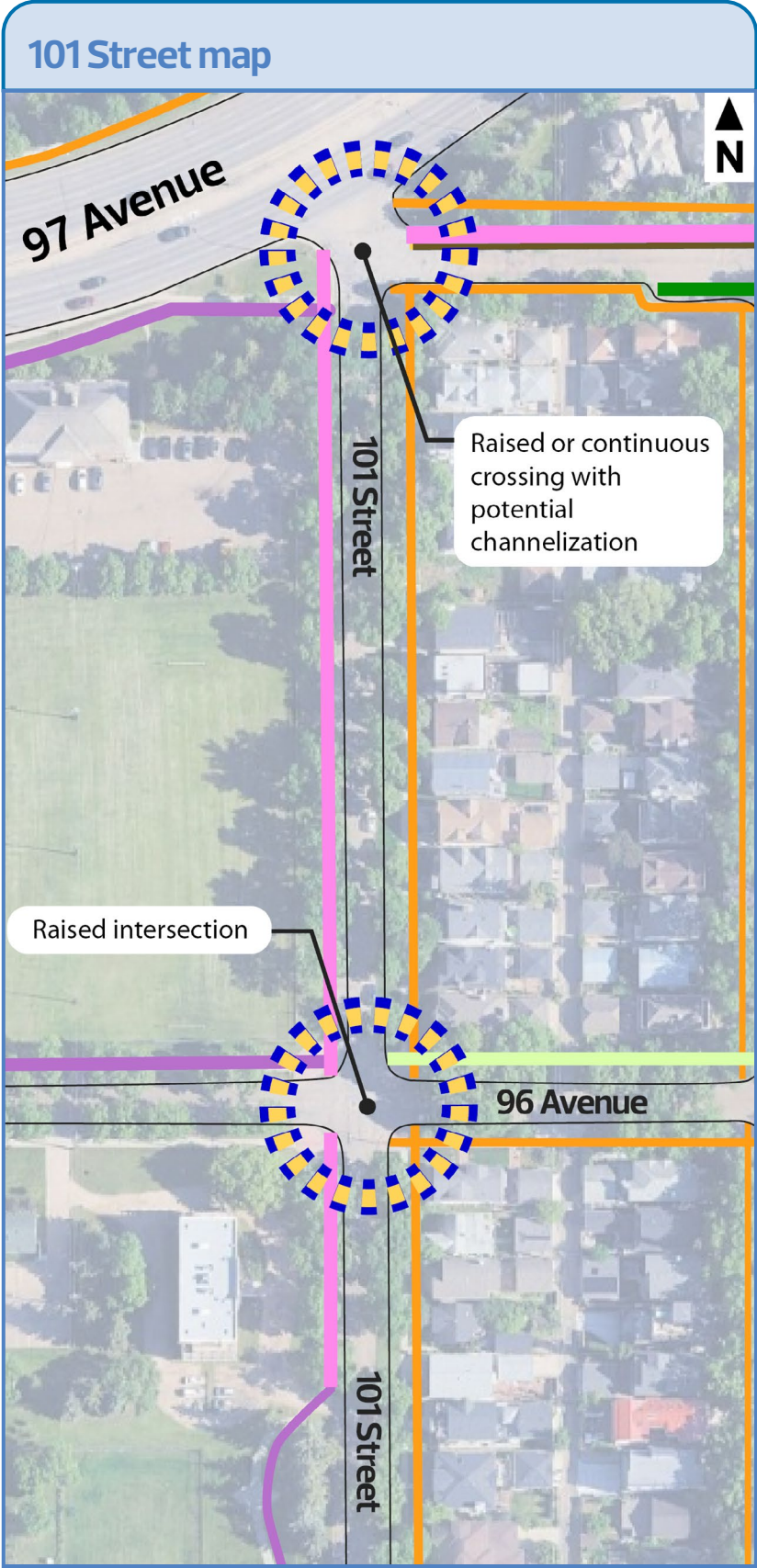
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101 Street (North & South of 96 Avenue)

What are we proposing?

- + Maintaining two-way traffic, though drivers may need to yield to one another
- + Maintaining existing trees as feasible
- + Widen existing sidewalk on east side
- + Improving intersections as described on the map
- + Adding a new shared pathway on the west side



Feature	Benefits	Tradeoffs
Wider sidewalk	<ul style="list-style-type: none">+ Provides more space for people walking and rolling+ Narrows the road to encourage slower traffic while aligning existing driving lane widths to current standards	<ul style="list-style-type: none">+ Reduces space for snow storage and boulevards+ May impact existing landscaping
Shared pathway	<ul style="list-style-type: none">+ Provides more space for people walking, rolling and biking+ Separates people biking from people driving+ Snow is cleared by the City	<ul style="list-style-type: none">+ Requires people walking, rolling and biking to share the space+ May impact existing trees

- Intersection improvement
- Replace sidewalk
- New sidewalk
- Existing SUP/trail
- New boulevard
- Replace shared pathway/trail
- New shared pathway

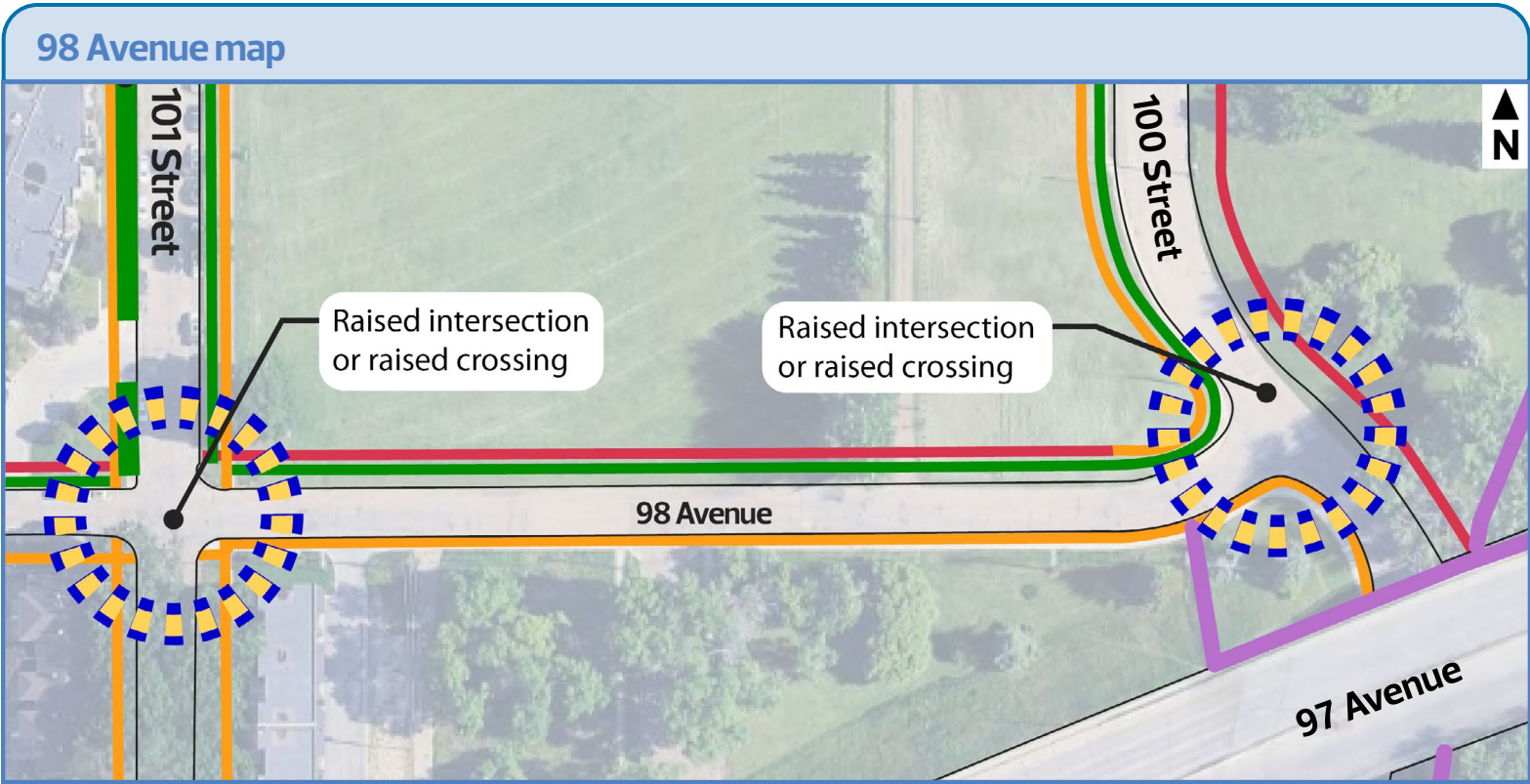
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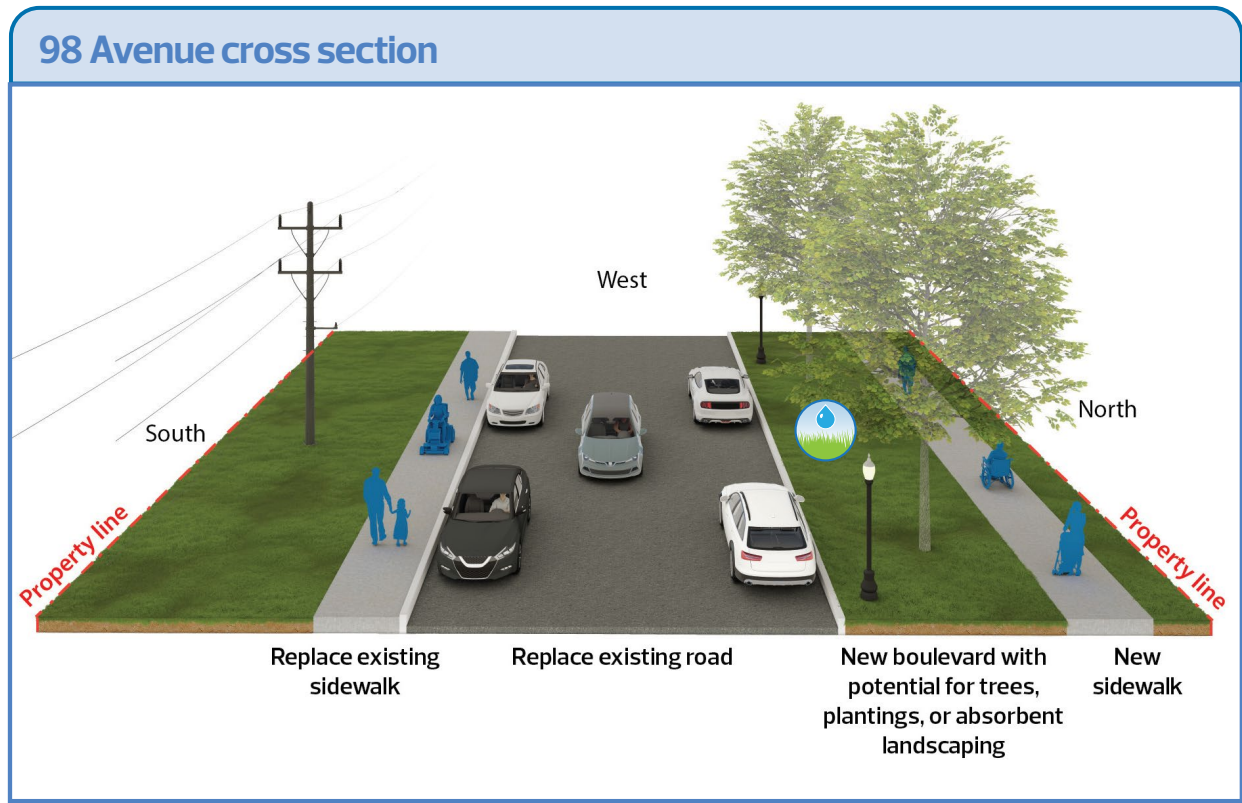
98 Avenue (100 Street to 101 Street)

What are we proposing?

- + Maintaining two-way traffic, though drivers may need to yield to one another
 - + Adding a new separate sidewalk on the north side and widening the existing curb side sidewalk on the south side
- + Exploring trees, plantings, absorbent landscaping and Low Impact Development (LID) in the north side boulevard, as feasible
 - + Improving intersections as described on the map



Feature	Benefits	Tradeoffs
Wider sidewalk	+ Provides more space for people walking and rolling	+ May impact existing landscaping
New separate sidewalk	+ Provides more space for people walking and rolling	+ May impact existing landscaping
Boulevard	+ Provides a buffer between driving lanes and sidewalks + Provides an opportunity to plant new trees that shade people walking + Provide spaces for snow storage	
Low Impact Development (LID)	+ Creates an opportunity for beautification and landscaping + Runoff provides extra water for plants and trees, supports drought resistance + Reduces on-street ponding in minor storm events	
Absorbent landscaping	+ Creates an opportunity for beautification and landscaping + Runoff provides extra water for plants and trees, supports drought resistance + Reduces on-street ponding in minor storm events	



- Intersection improvement
- Replace sidewalk
- New sidewalk
- Existing SUP/trail
- New boulevard
- Low Impact Development /Absorbent landscaping

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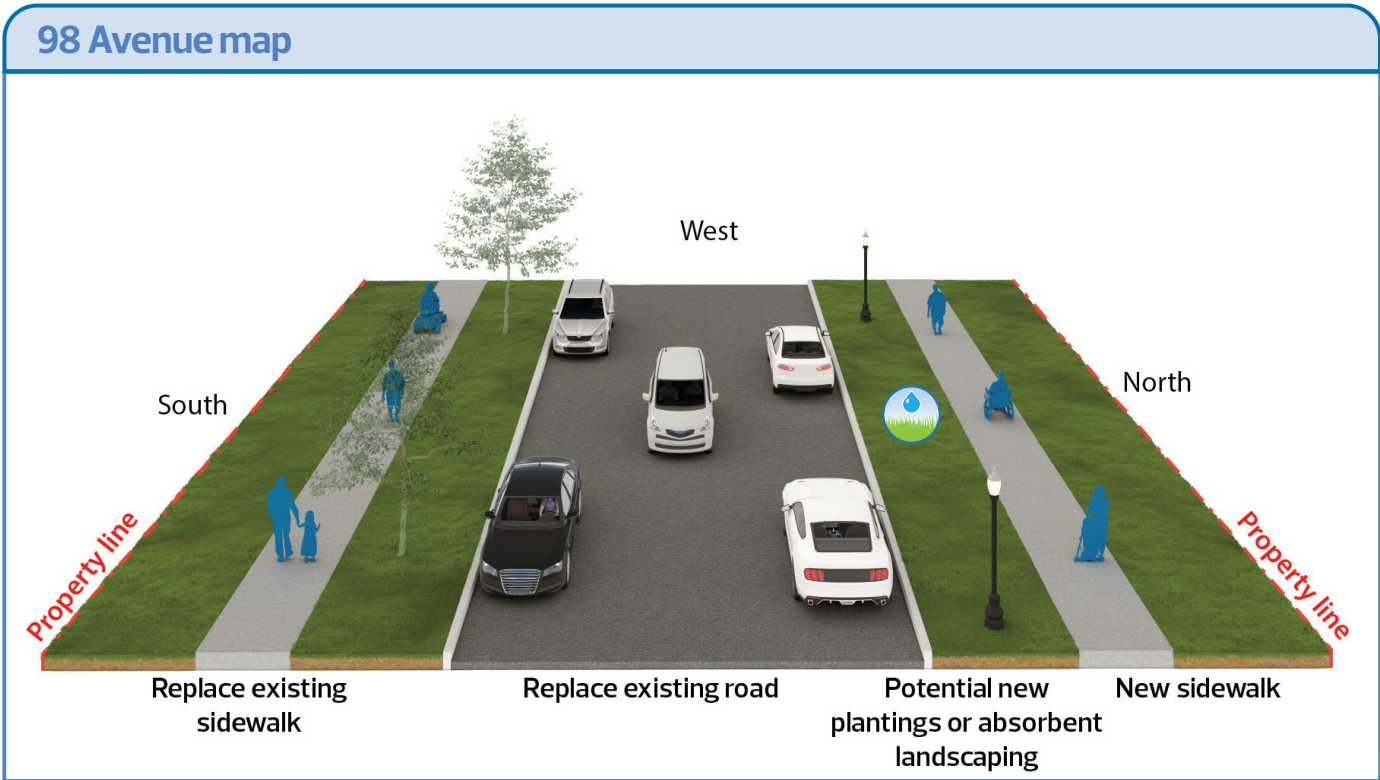
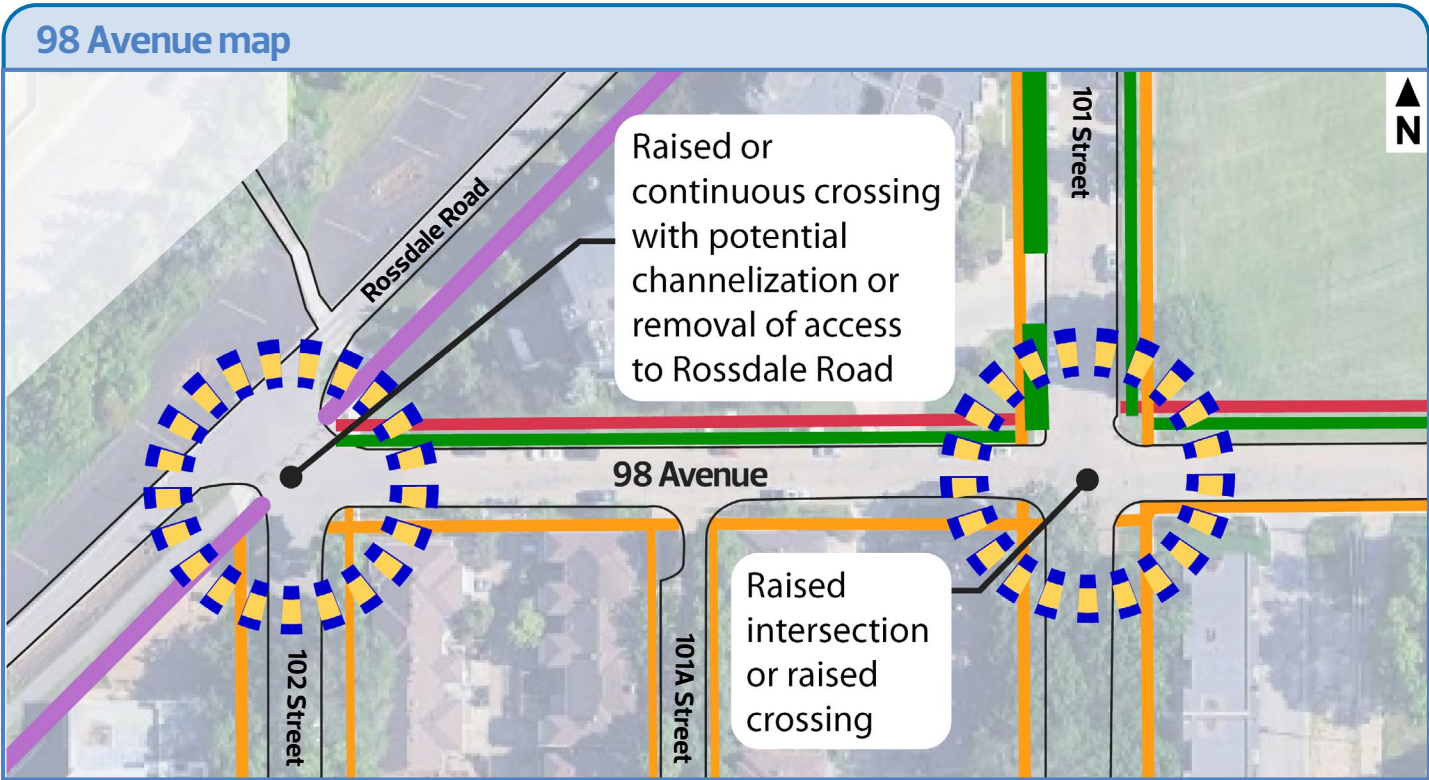
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98 Avenue (101 Street to Rossdale Road)

What are we proposing?

- + Maintaining two-way traffic, though drivers may need to yield to one another
- + Adding a new separate sidewalk on the north side and widening the existing separate sidewalk on the south side as feasible
- + Exploring trees, planting, absorbent landscaping or Low Impact Development (LID) in the north side boulevard as feasible

- + Considering changes to the Rossdale Road intersection such as a raised or continuous crossing, channelization with a median or extending the shared pathway and closing the access for vehicles
- + Other intersection Improvements as shown on the map. See 102 Street for visuals and benefits and tradeoffs or the Intersection improvements at Rossdale Road.



Feature	Benefits	Tradeoffs
New and wider separate sidewalks	+ Provides more space for people walking and rolling	+ May impact existing landscaping
Boulevard	+ Provides a buffer between driving lanes and sidewalks + Provides an opportunity to plant new trees that shade people walking + Provide spaces for snow storage	
Absorbent landscaping	+ Creates an opportunity for beautification and landscaping + Runoff provides extra water for plants and trees, supports drought resistance + Reduces on-street ponding in minor storm events	
Considering closing vehicle access to Rossdale Road See 102 Street for more details on the potential intersection improvements at Rossdale Road		

- Intersection improvement
- Replace sidewalk
- New sidewalk
- Existing SUP/trail
- New boulevard
- Low Impact Development /Absorbent landscaping

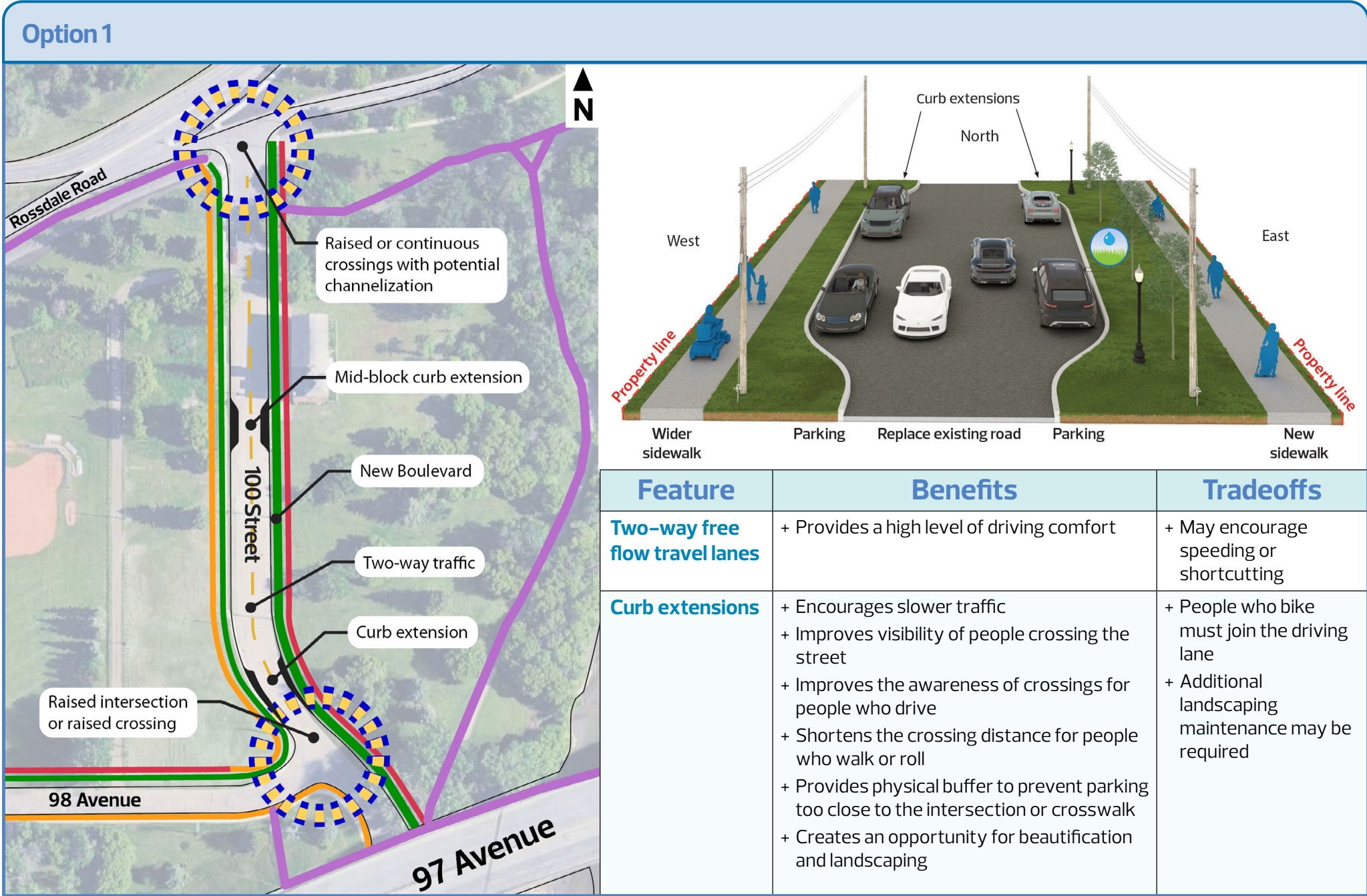
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100 Street (98 Avenue to Rosssdale Road)

What are we proposing? Option 1:

- + Maintaining two-way traffic with standard driving lane widths and on-street parking on both sides
- + Adding a new separate sidewalk on the east side and widening the existing separate sidewalk on the west side
- + Exploring trees, plantings, absorbent landscaping and Low Impact Development (LID) in the boulevards, as feasible
- + Adding curb extensions to define parking bays, shorten crossing distances and slow traffic
- + Installing new decorative street lights
- + Improving intersections as described on the map



- Intersection improvement
- Replace sidewalk
- New sidewalk
- Existing SUP/trail
- New boulevard
- Low Impact Development /Absorbent landscaping

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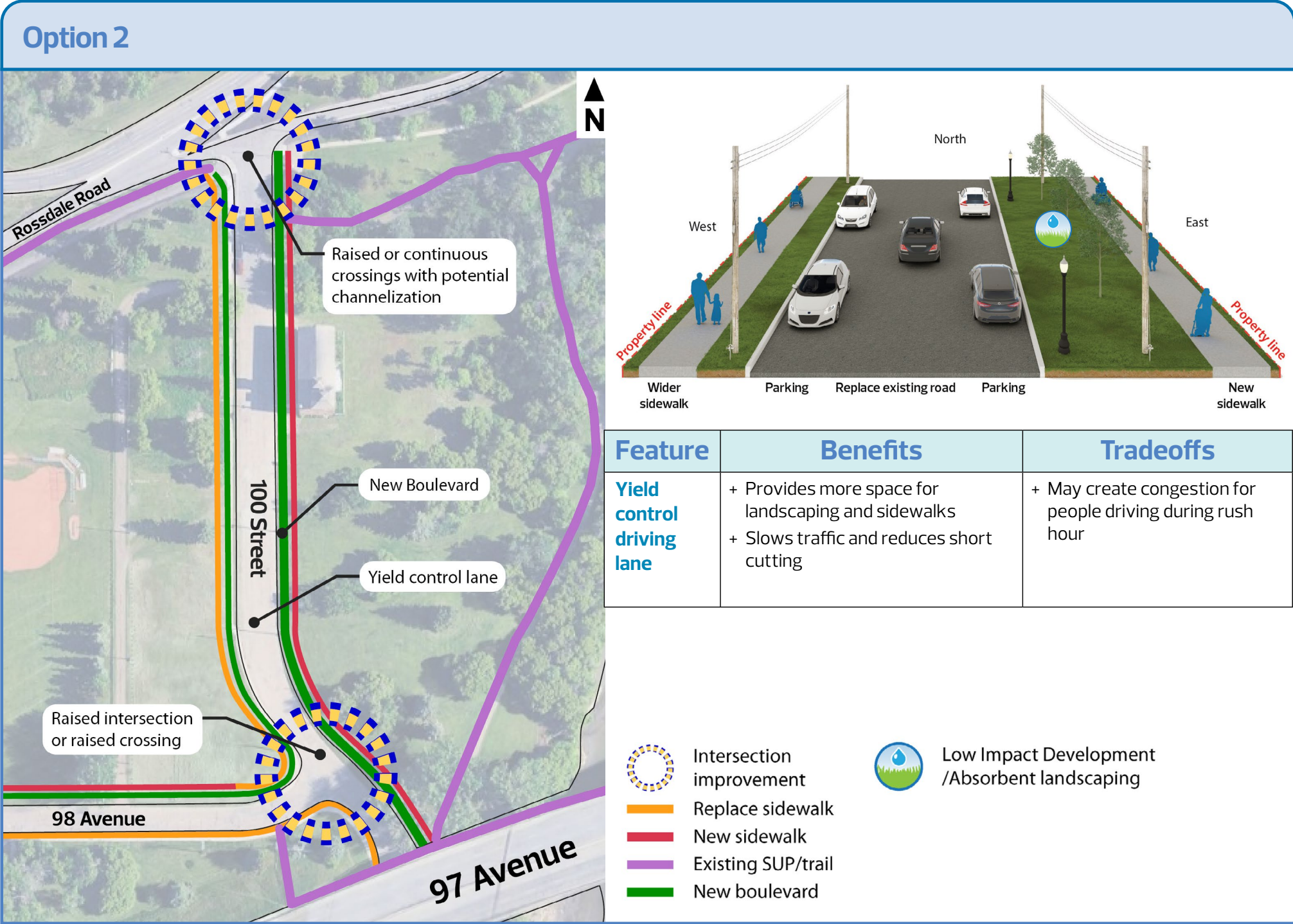
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100 Street (98 Avenue to Rosssdale Road)

What are we proposing? Option 2:

- + Maintaining two-way traffic, though drivers may need to yield to one another
 - + Adding a new separate sidewalk on the east side and widening the existing separate sidewalk on the west side
 - + Installing new decorative street lights
- + Exploring trees, plantings, absorbent landscaping and Low Impact Development (LID) in the new boulevards, as feasible
 - + Installing new decorative street lights
 - + Improving intersections as described on the map



Common to both options	Benefits	Tradeoffs
New and wider separate sidewalks	+ Provides more space for people walking and rolling	+ Reduces space for landscaping and may impact existing trees
Boulevard	+ Provides a buffer between driving lanes and sidewalks + Provides an opportunity to plant new trees that shade people walking + Provide spaces for snow storage	
Low Impact Development (LID)	+ Creates an opportunity for beautification and landscaping + Runoff provides extra water for plants and trees, supports drought resistance + Reduces on-street ponding in minor storm events	
Absorbent landscaping	+ Creates an opportunity for beautification and landscaping + Runoff provides extra water for plants and trees, supports drought resistance + Reduces on-street ponding in minor storm events	
Repurposing curbside space	+ Encourages slower traffic by aligning existing driving lane widths to current standards + Shortens the crossing distance for people who walk or roll	

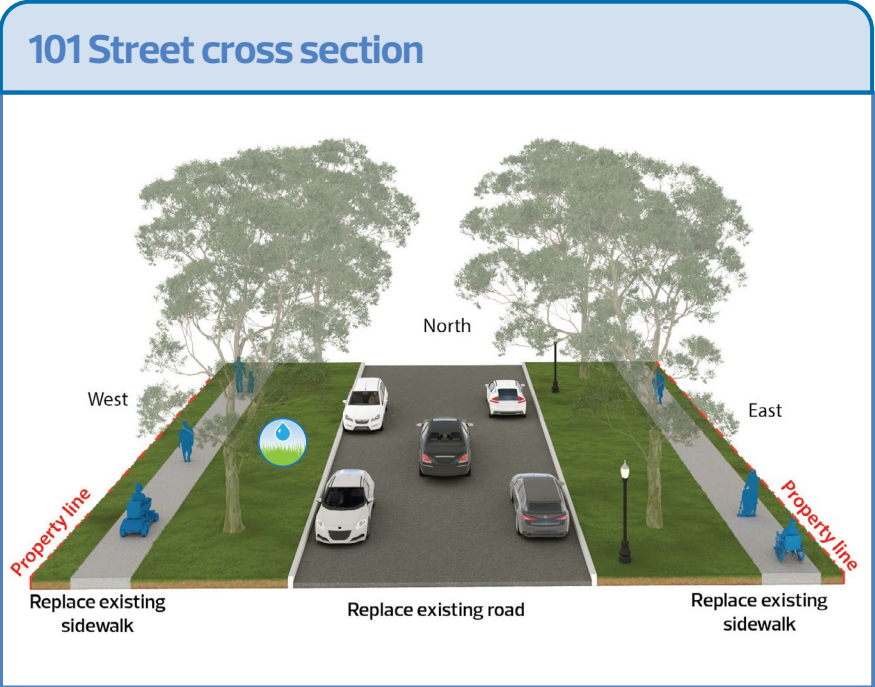
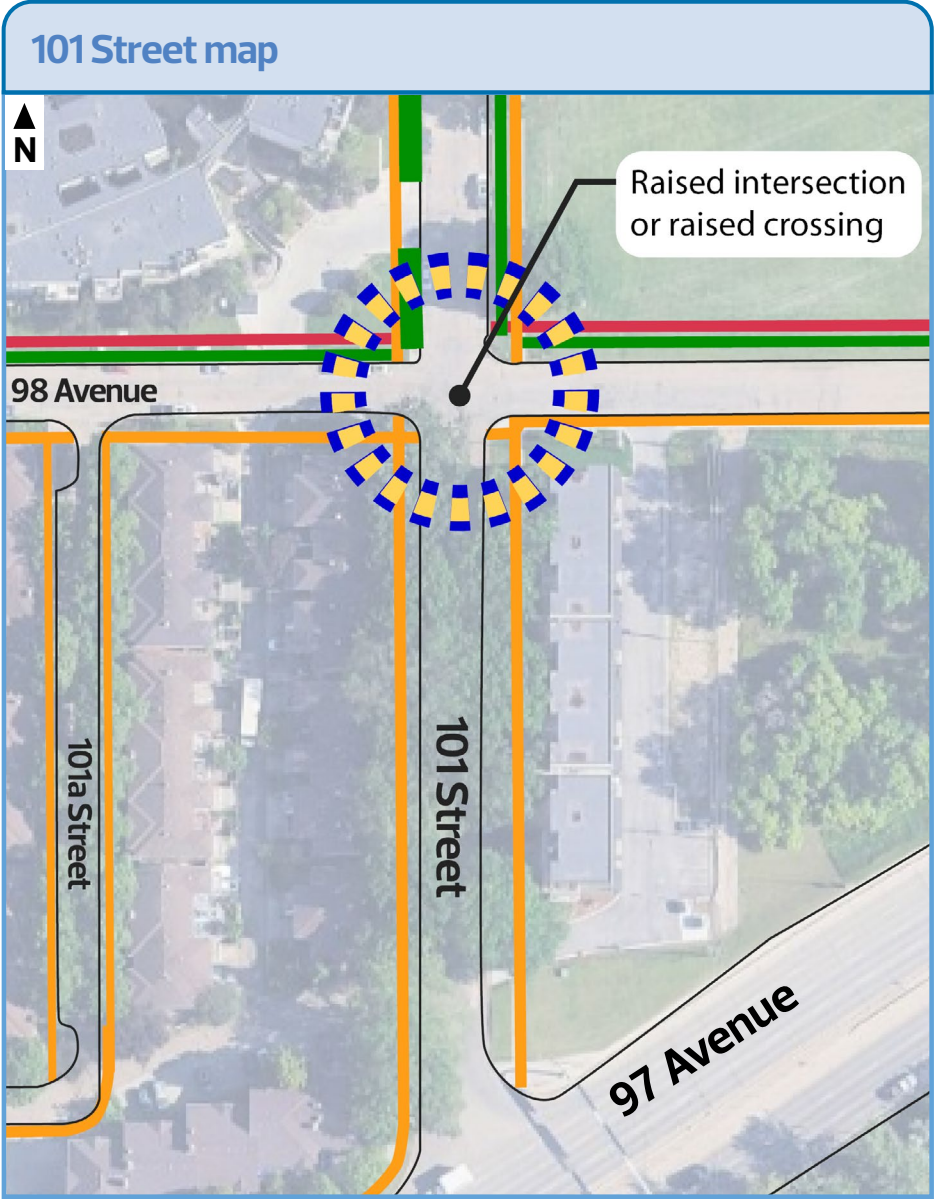
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Edmonton

101 Street (97 Avenue to 98 Avenue)

What are we proposing?

- + Maintaining two-way traffic, though drivers may need to yield to one another
- + Widening the separate sidewalk on the east side and replacing the existing separate sidewalk on the west side
- + Exploring absorbent landscaping or Low Impact Development (LID) in the widened west boulevard as feasible
- + Improving intersections as described on the map



- Intersection improvement
- Replace sidewalk
- New sidewalk
- Existing SUP/trail
- New boulevard
- Low Impact Development / Absorbent landscaping

Feature	Benefits	Tradeoffs
Wider separate sidewalks	+ Provides more space for people walking and rolling	+ Reduces space for snow storage and landscaping
Low Impact Development (LID)	+ Creates an opportunity for beautification and landscaping + Runoff provides extra water for plants and trees, supports drought resistance + Reduces on-street ponding in minor storm events	
Absorbent landscaping	+ Creates an opportunity for beautification and landscaping + Runoff provides extra water for plants and trees, supports drought resistance + Reduces on-street ponding in minor storm events	
Repurposing curbside space	+ Encourages slower traffic by aligning existing driving lane widths to current standards + Shortens the crossing distance for people who walk or roll	
Wider boulevard	+ Provides additional soil volume for boulevard trees + Provides additional buffer between parking and people who walk and roll	+ Narrows the roadway creating a yield control

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101 Street (98 Avenue to Rosssdale Road)


What are we proposing?


- + Maintaining two-way traffic, though drivers may need to yield to one another
- + Exploring absorbent landscaping or Low Impact Development (LID) in both boulevard as feasible
- + Separating the sidewalk on the west side with a new boulevard
- + Improving intersections as described on the map
- + Widening the separate sidewalk on the east side


Legend


 Intersection improvement

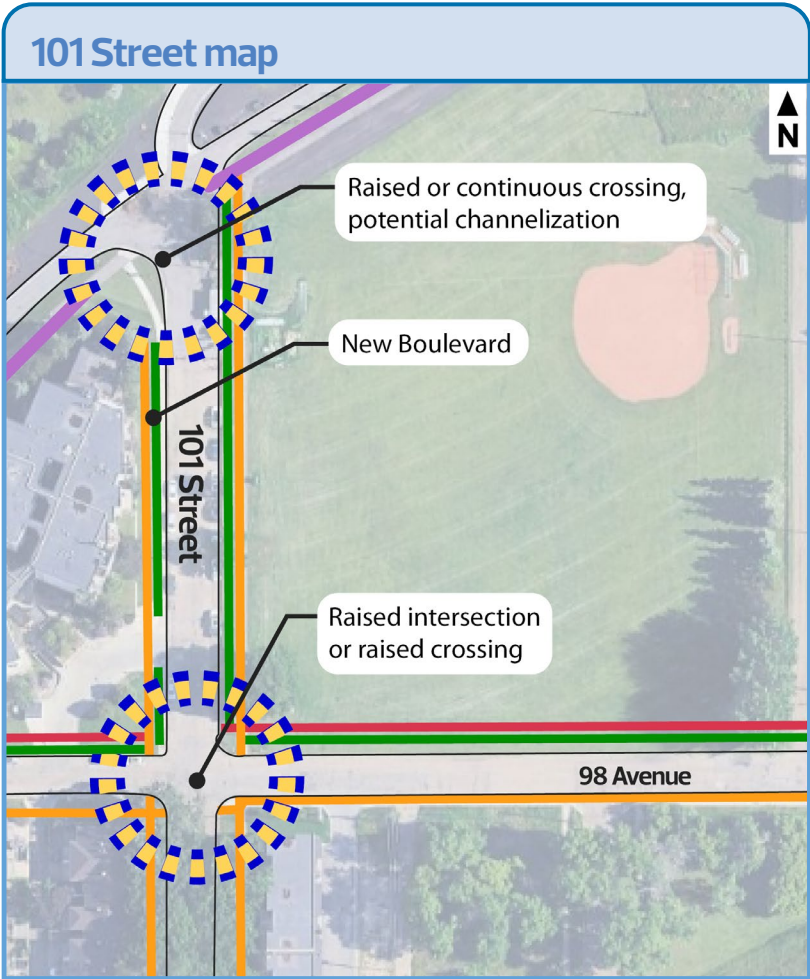
 Low Impact Development /Absorbent landscaping

 Replace sidewalk

 New sidewalk

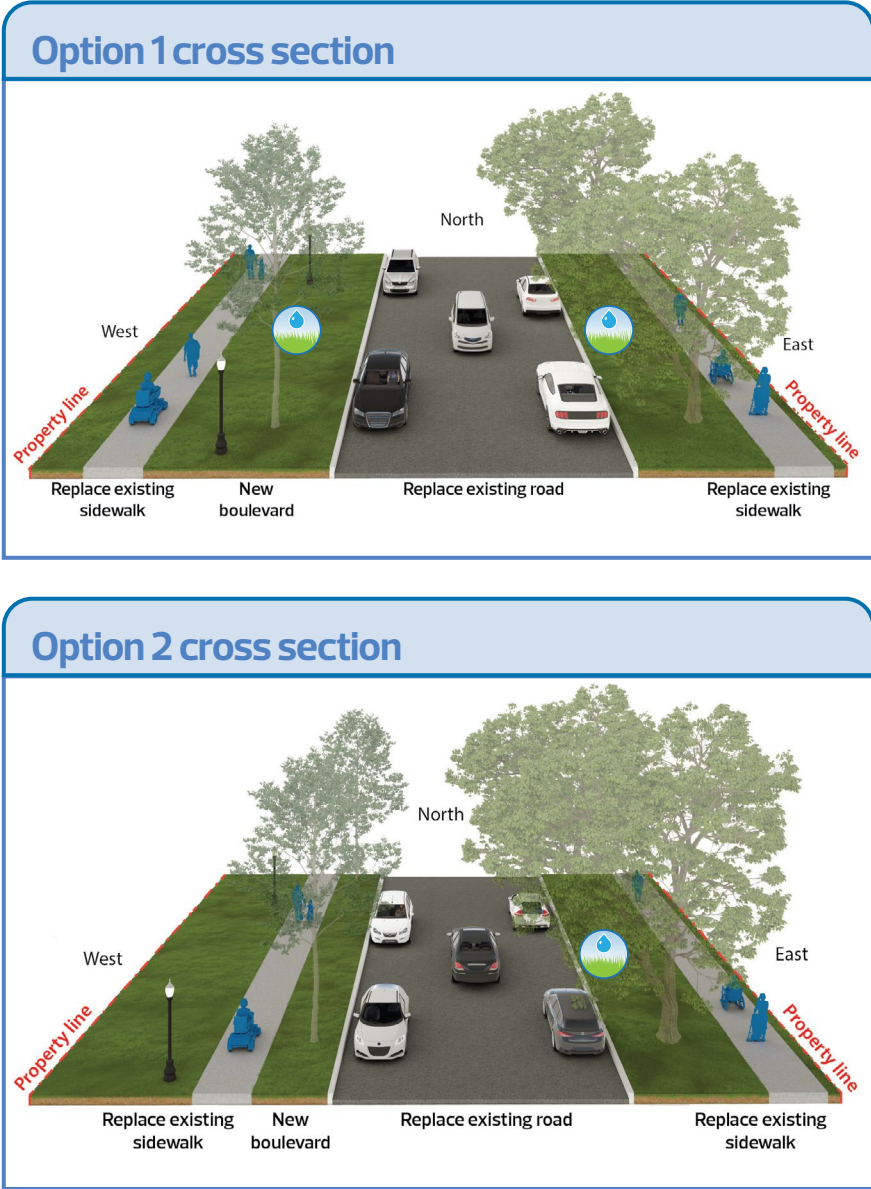
 Existing SUP/trail

 New boulevard



Cross Sections

In alignment with technical and construction constraints, the placement of the west separate sidewalk may vary along this section of road. It could be behind or in front of the existing streetlights. This may result in a boulevard width that varies along the block. See both situations shown below.



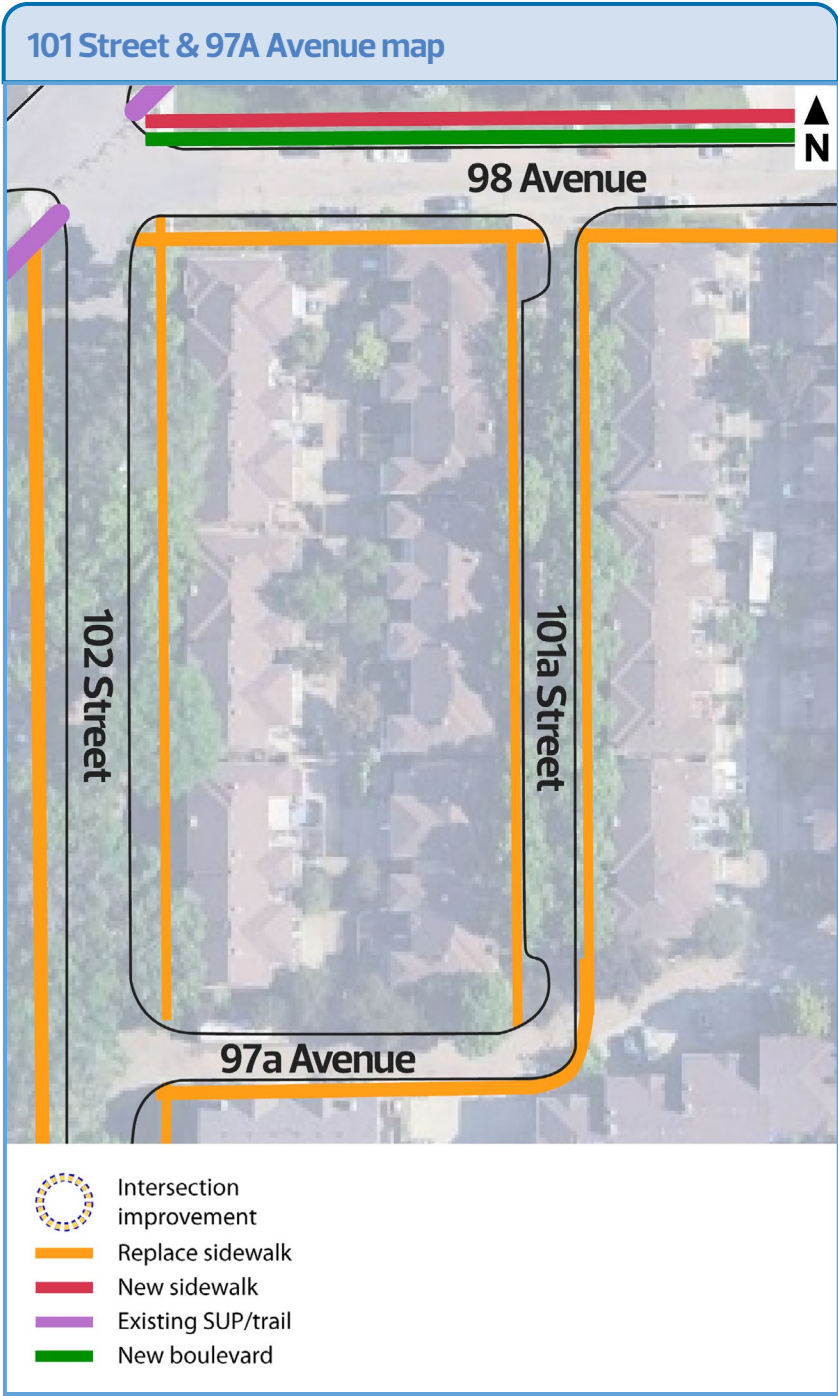
Feature	Benefits	Tradeoffs
New separate sidewalk and wider sidewalks	+ Provides more space for people walking and rolling	+ Reduces space for snow storage and landscaping
Boulevard	+ Provides a buffer between driving lanes and sidewalks + Provides an opportunity to plant new trees that shade people walking + Provide spaces for snow storage	+ Narrows the roadway creating a yield control
Low Impact Development (LID)	+ Creates an opportunity for beautification and landscaping + Runoff provides extra water for plants and trees, supports drought resistance + Reduces on-street ponding in minor storm events	
Absorbent landscaping	+ Creates an opportunity for beautification and landscaping + Runoff provides extra water for plants and trees, supports drought resistance + Reduces on-street ponding in minor storm events	
Repurposing curbside space	+ Encourages slower traffic by aligning existing driving lane widths to current standards + Shortens the crossing distance for people who walk or roll	

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REFINE

101A Street & 97A Avenue



What are we proposing for 101A Street?

- + Maintaining one-way traffic with on-street parking on the west side
- + Replace existing sidewalks at the same width or slightly narrower to limit impacts to trees and existing features
- + Improve tree health by removing hard surfacing in the boulevards and installing new green boulevard surface treatments that absorb water, allow air into the ground, provide space for the trunk to expand, are low maintenance and beautify the area. Options will be presented during the Draft Design.
- + Replace trees that are not in good health or have previously been removed



What are we proposing for 97A Avenue?

- + Maintaining traffic with on-street parking on the north side
- + Replace existing sidewalks at the same width
- + Replace any trees that are not in good health or have previously been removed



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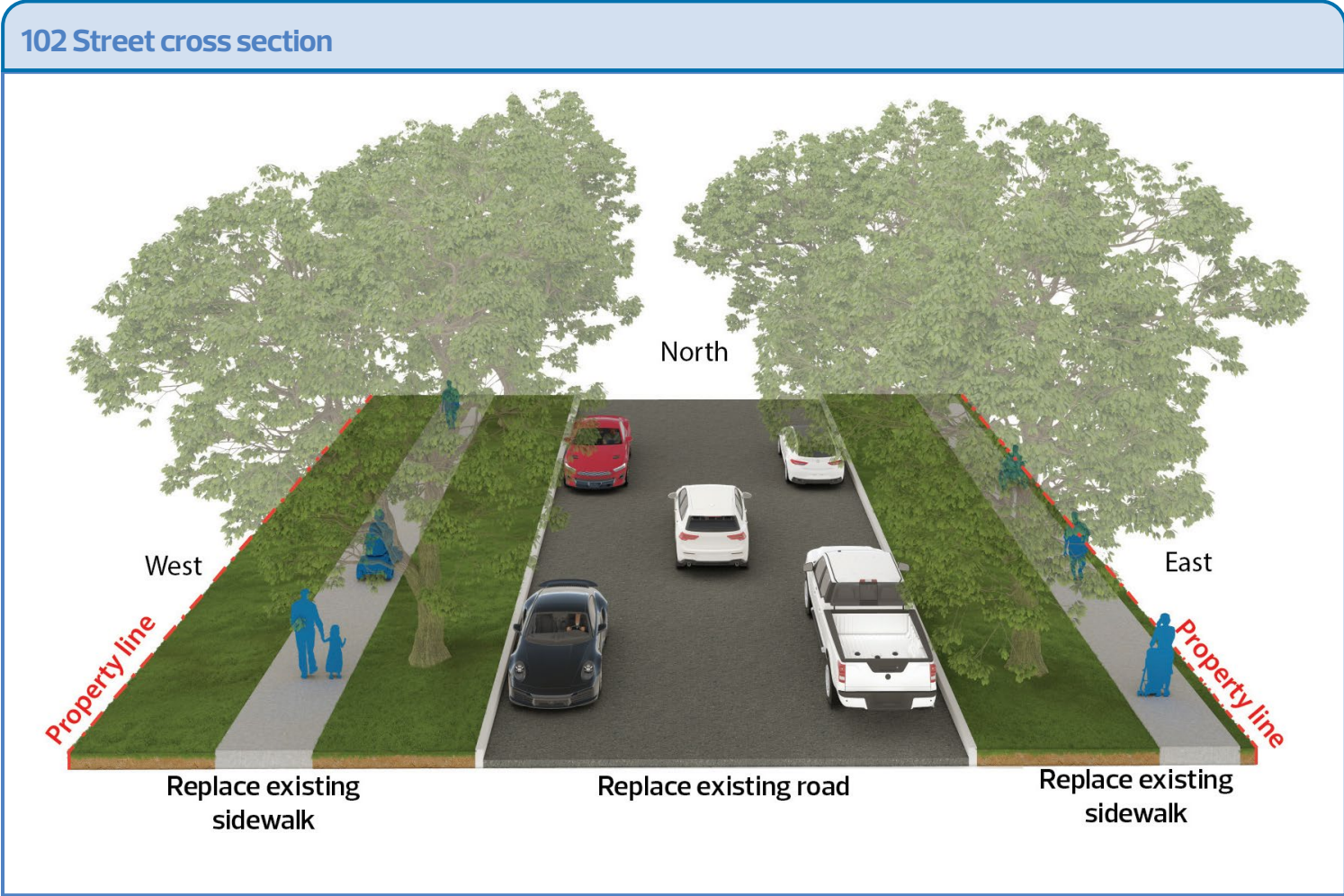
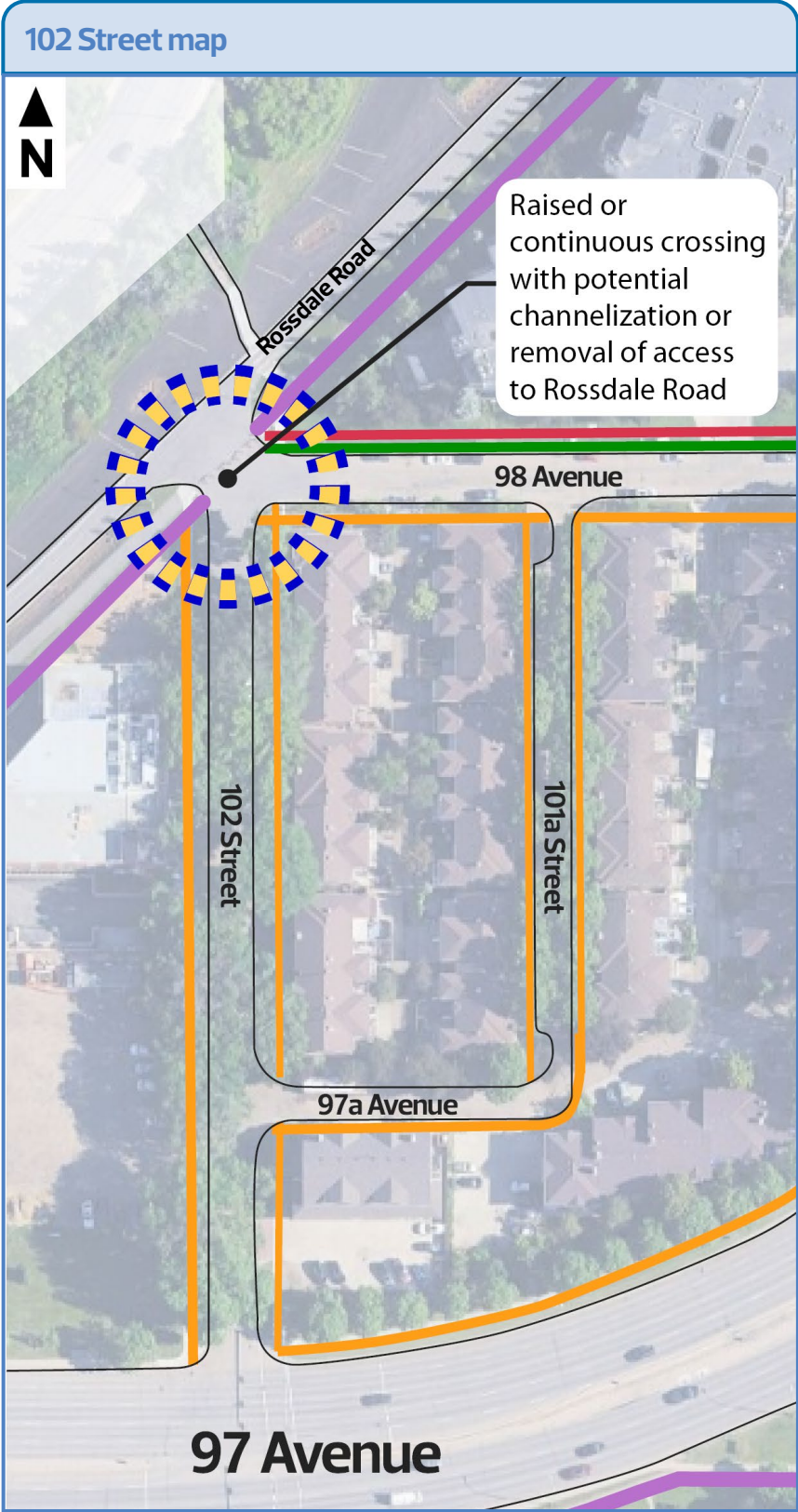
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REFINE

102 Street (97 Avenue and 98 Avenue)

What are we proposing?

- + Maintaining two-way traffic, though drivers may need to yield to one another
- + Replacing existing sidewalks at the same width or slightly narrower to limit impacts to trees and existing features
- + Considering changes to the Rossdale Road intersection such as a raised or continuous crossing, channelization with a median or extending the shared pathway and closing the access for vehicles



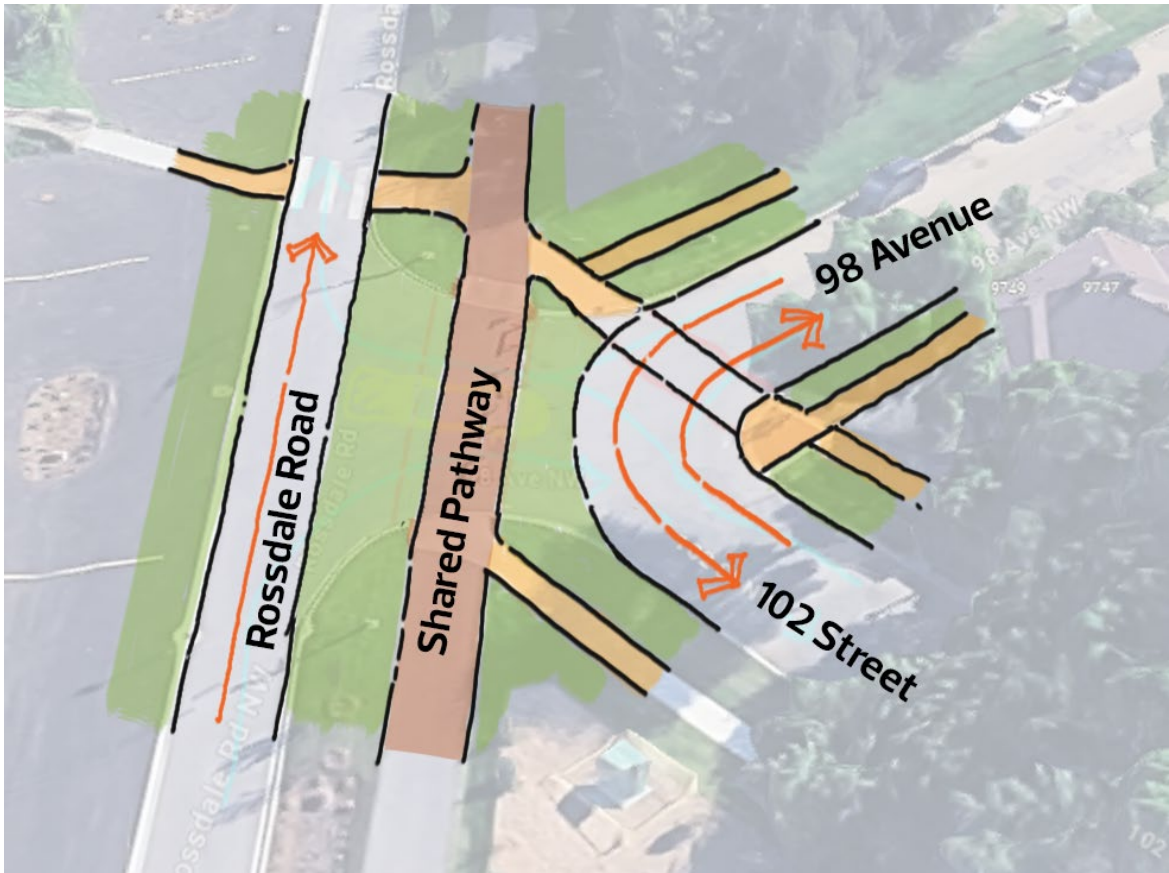
- Intersection improvement
- Replace sidewalk
- New sidewalk
- Existing SUP/trail
- New boulevard

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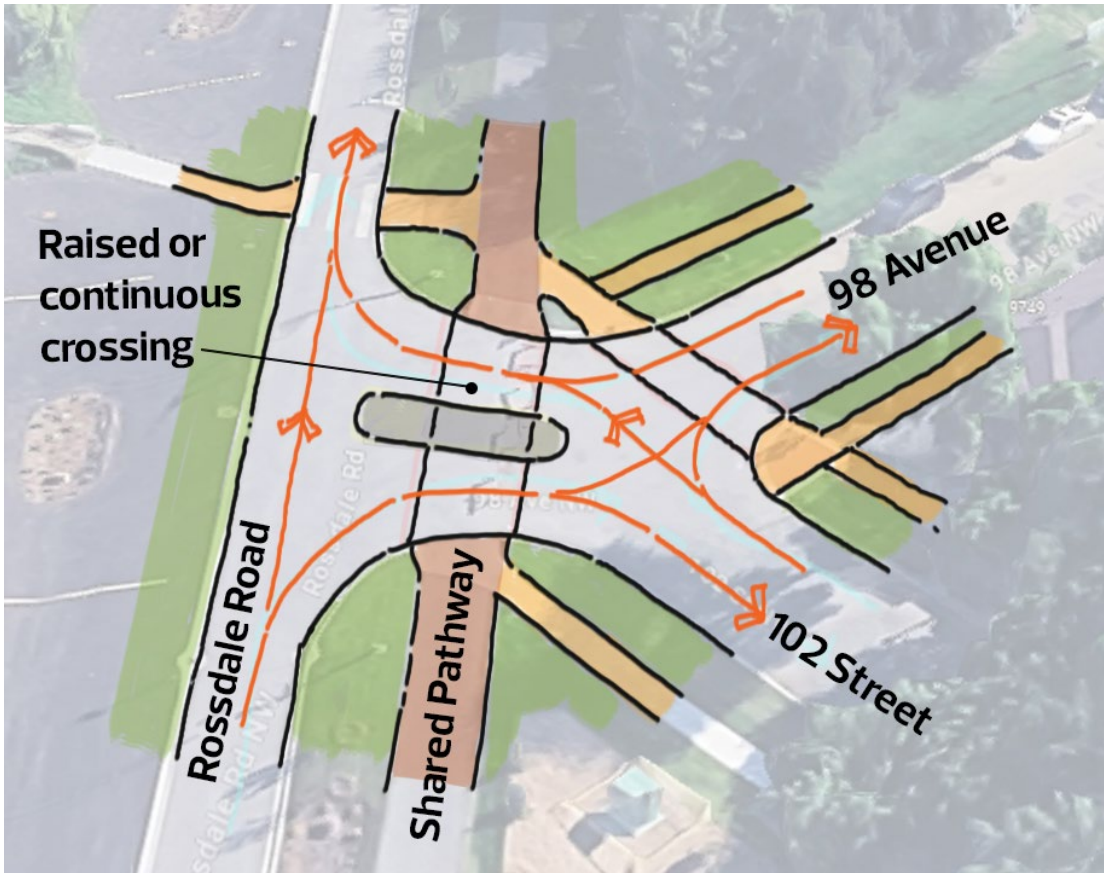
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102 Street (97 Avenue and 98 Avenue)

What are we proposing? Option 1 and Option 2



Option 1	Benefits	Tradeoffs
<p>Considering closing vehicle access to Rossdale Road</p> <p>This design would extend the shared pathway over the existing intersection and install curb to maintain turning from 98 Avenue and 102 Street. Access to Rossdale Road would continue to be available at 101 Street.</p>	<ul style="list-style-type: none"> + Provides a safe crossing for people walking, rolling and biking on the Rossdale Road shared pathway + Eliminates confusing driving movements through the intersection + Reduces shortcutting on 102 Street to reach Rossdale Road 	<ul style="list-style-type: none"> + Requires people driving to use 101 Street to access Rossdale Road



Option 2	Benefits	Tradeoffs
<p>Raised and channelized</p> <p>Raised crossing/continuous crossing</p> <p>A crossing which is constructed higher than the roadway surface.</p> <p>Channelization of an intersection</p> <p>Uses a raised median to direct people driving, walking, rolling, and biking through an intersection with defined spaces.</p> <p>Maintaining vehicle access to Rossdale Road</p> <p>This design would maintain the current vehicle access to Rossdale Road.</p>	<ul style="list-style-type: none"> + Encourages slower traffic + Improves visibility of people crossing the street + Provides a level surface for crossing, which improves accessibility and the walking and rolling experience for all + Improves the awareness of crossings for people who drive + Provides an area to wait on the median, allowing people who walk, roll or bike to cross in two stages, if needed, creating two short crossings + Improves visibility of people crossing the street + Defines where people driving should be to reduce overlapping movements through the intersection 	<ul style="list-style-type: none"> + May cause some braking and accelerating traffic noise + May be used to restrict through or turning movements at an intersection that may change vehicle traffic patterns near the intersection