

What We Heard Report:

Rossdale Neighbourhood Renewal

Exploring Options and Tradeoffs

August 2025

| **SHARE** YOUR VOICE
SHAPE OUR CITY

Edmonton

REFINE



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 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.



Project overview

Planning for Rossdale Neighbourhood Renewal is underway. The City's Neighbourhood Renewal Program reconstructs roads and curbs, replaces street lights, repairs sidewalks and, where possible, addresses missing links to support people who bike, walk and roll. The new infrastructure will provide enhancements to the neighbourhood for the next 30 to 50 years.

Cost-sharing opportunities will be made available through the local improvement process for sidewalk reconstruction in the neighbourhood.

The Neighbourhood Renewal Project Team coordinates with surrounding projects, including River Crossing and EPCOR flood mitigation efforts.

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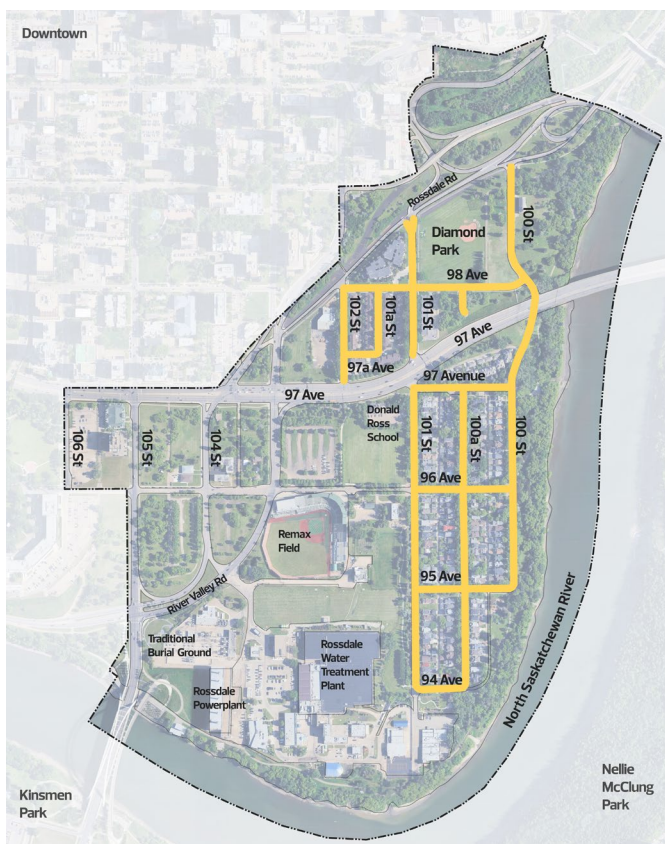
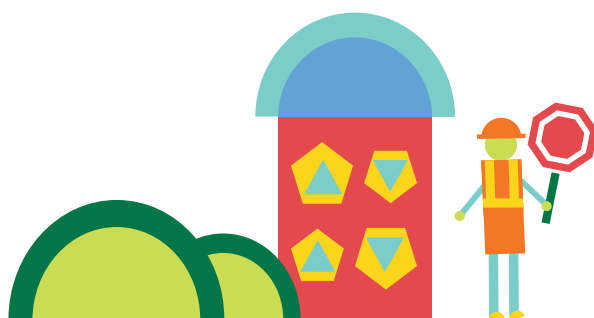
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Rossdale Neighbourhood Renewal Project Scope Map

Neighbourhood Renewal in Rossdale will occur on the local roads marked with yellow.

Project Scope

— Local roads



Neighbourhood Renewal Road Map

The Neighbourhood Renewal program follows the road map below. At each step, the Project Team shares with you how your input will inform the decisions being made.

This report highlights the input received during the **Exploring Options and Tradeoffs** stage in August 2025. Feedback received during previous stages of engagement can be found at edmonton.ca/BuildingRossdale.

Road Map to Neighbourhood Renewal



Public Engagement Spectrum

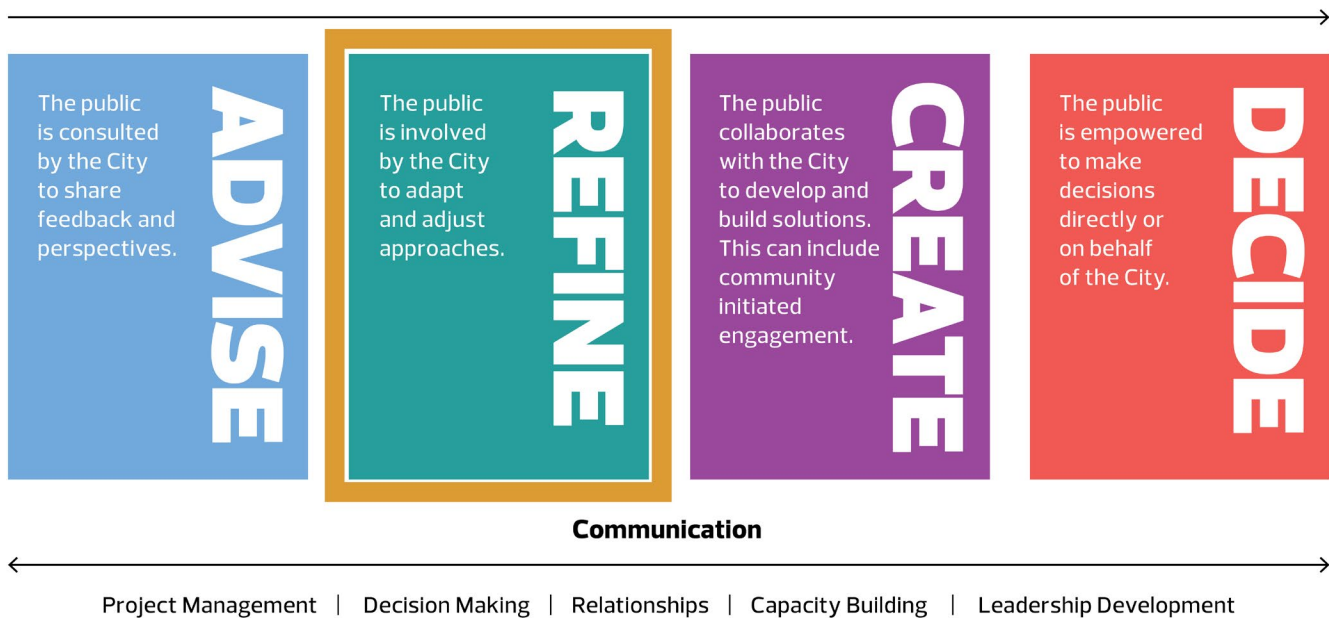
The City of Edmonton seeks input from residents to help guide the project. The City's Public Engagement Spectrum below shows the four levels of influence the public can have on decisions made by the City throughout the project.

In this stage, the public was invited to provide input that would help:

- + **REFINE** the Project Team's proposed design options before they are incorporated into a draft design.

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

Increasing influence of the public

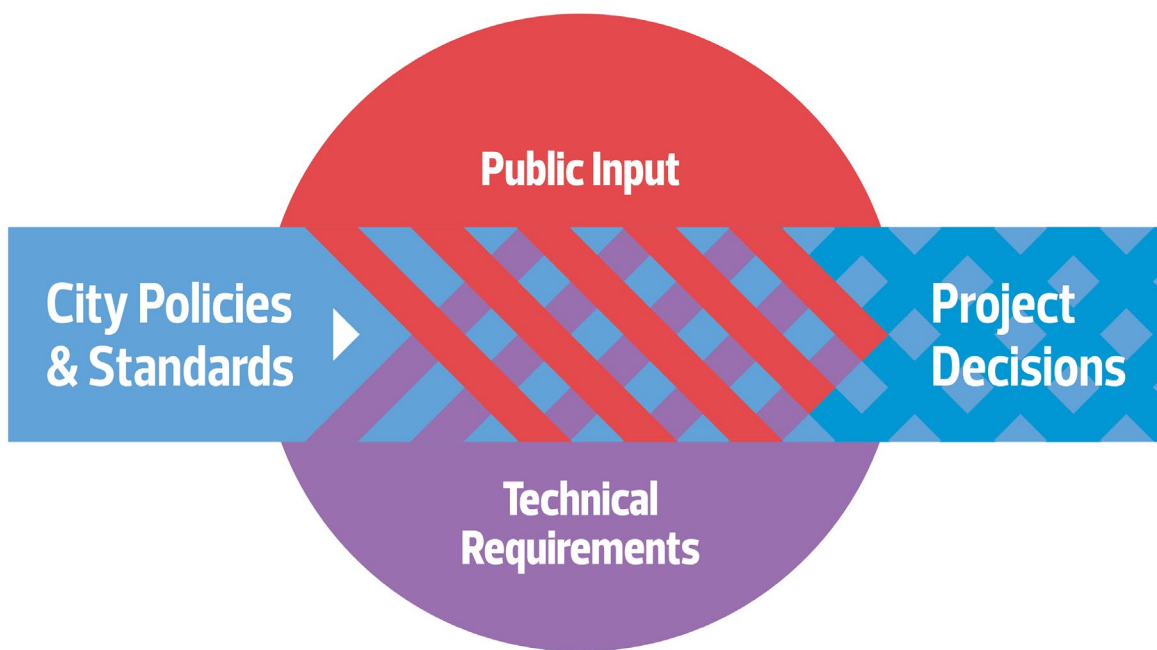


Decision Making Process

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. 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.

Your input will be used to help the Project Team generate ideas and solve issues and concerns. It's important to note public engagement feedback is not a vote, however it does provide an indication of local concerns and desires. Input received through Neighbourhood Renewal public engagement cannot change policy direction.

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.



Project Vision and Guiding Principles

The Vision and Guiding Principles help guide planning and design throughout Rossdale Neighbourhood Renewal. They serve as a foundation to ensure the project reflects the values and priorities of the community.

In March 2025, during the **Starting the Conversation, Building a Project Vision Together and Exploring Opportunities** stage of engagement, the Project Team worked with the community to refine a shared Vision for the neighbourhood, identify what project success looks like and explore opportunities that exist in Rossdale now and into the future. Participants had the opportunity to review it and provide feedback. The final Vision and Guiding Principles, shaped by community input, are shared below. These will be used to support design and planning for this project moving forward.

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



What we did and how we asked

The Rossdale Neighbourhood Renewal Project Team organized the following opportunities for the City's Indigenous Memoranda partners, regional Indigenous Nations and Communities and members of the public to share local knowledge and perspectives on the most important considerations when looking at the design options presented. This input will help the Project Team **REFINE** the options into a draft design.



Surveys

- + An online survey was available from August 6 to August 24, 2025, asking participants to share their perspectives on the design options
- + Paper copies were made available upon request

90 Completed Surveys



Drop-in community event

- + Community members were invited to attend a drop-in community event hosted on August 19, 2025, at the RE/MAX Field
- + Participants had the opportunity to learn and provide feedback about the benefits and tradeoffs for options proposed for Rossdale

120+ Participants



Interested party meetings

- + Additional meetings, emails and phone calls with the City's Indigenous Memoranda partners, regional Indigenous Nations and Communities and interested parties were held or received by the Project Manager and also included in the overall feedback. These include:
 - + Rossdale Community League – August 20, 2025
 - + Edmonton Public School Board – August 25, 2025
 - + Ortona Arts Hub – August 27, 2025
 - + Dub Architects Ltd. – August 28, 2025

Four Conversations



How we communicated

- + Three road signs
- + 31 yard signs
- + 26 letters to property owners
- + 215 door hangers left on resident doors
- + Two posters in apartment and condo lobbies
- + 32 letters and emails to regional Indigenous Nations and Communities
- + One email to 55 news and project updates list subscribers
- + 936 page views on the project web page
- + 411 clicks on the Facebook and Instagram ads



What we heard

During public engagement for the **Exploring Options and Tradeoffs** stage, the Project Team presented several design options throughout Rossdale. At **locations with multiple design options**, participants were asked to identify which benefits and tradeoffs they felt were most important for each option and to share any additional considerations for the Project Team.

- + **Options** are different potential design approaches being considered for a location
- + **Benefits** are the positive outcomes or improvements that a design option could bring
- + **Tradeoffs** are the impacts or compromises that may result from choosing one option over another

At **locations with only one proposed option**, participants were invited to share additional input and suggestions to help ensure the designs reflect local needs and priorities.

For **locations with no proposed changes**, participants were asked to share any other considerations they would like the Project Team to keep in mind as designs are developed.

Participants were also asked to share their perspectives on **potential raised crossings and intersections** and on the addition of **missing sidewalk links** in the neighbourhood.

This report summarizes what participants shared about the options presented, including which benefits and tradeoffs they felt were most important and additional considerations they want the Project Team to take into account as designs are refined.

Please click the link to view the design booklet for details about the options presented to the community for input during the ***Exploring Options and Tradeoffs*** phase of engagement on the Rossdale Neighbourhood Renewal Project.

What we heard from Indigenous Communities

The City is committed to engaging with Indigenous Nations and Peoples, particularly on projects that are of traditional, cultural, historical and/or environmental interest. The City acknowledges that projects around Rossdale and the North Saskatchewan River Valley are of significance to diverse Indigenous Peoples. It is essential that Indigenous Peoples are part of conversations about the past, present and future of Rossdale and Edmonton.

In March 2025, the Project Team first reached out through standard mail and email, to the City's Indigenous Memoranda Partners. The City's Indigenous Memoranda Partners are made up of Indigenous governments and organizations including **Enoch Cree Nation, Confederacy of Treaty Six First Nations and Otipemisiwak Métis Government**. This process is part of the City's commitment for nation-to-nation (or government-to-government) consultation and engagement, as well as building and maintaining connections with First Nations and Métis communities that have historical and cultural connections to the land on which Edmonton is now located. In addition to the City's three Indigenous Memoranda Partners, the City also reached out to 29 regional Indigenous Nations and Communities because Edmonton is the intersection of many different Indigenous territories that have been an integral part of that history since time immemorial.

The Project Team reached out a second time in August 2025 to provide project updates, share the first [What We Heard Report \(March 2025\)](#) and to invite a meeting to review [draft design options](#).

Since Indigenous Engagement began in March 2025, 5 Nations and organizations have expressed interest in meeting and to begin building relationships with the project team, including the Confederacy of Treaty Six First Nations, Samson Cree Nation, Otipemisiwak Métis Government, Papaschase Cree Nation and Papaschase First Nation Association Band 136.

Most recently in October 2025, members of the Project Team met with representatives from Papaschase Cree Nation and Papaschase First Nation Association Band 136. Those conversations took place at the Traditional Burial Grounds in Rossdale and participant comments and feedback centred around the themes outlined below.



What we heard from Indigenous Communities

Themes

Indigenous History and Knowledge:

Need to understand the context and history of the place from Indigenous perspectives.

Indigenous Placemaking and Storytelling:

Restore visibility of Indigenous identities, cultures, stories, worldviews, and values and bring the past and contemporary presence of Indigenous Peoples, including The Papaschase, into focus.

Important to involve The Papaschase and other Nations who are the original Peoples of these lands and waters to reflect the diversity of Indigenous histories, connections and significance of Rossdale.

Early engagement and working together with First Nations and Métis communities to centre Indigenous stories, experiences, and knowledge in the Rossdale Neighbourhood renewal design.

Next steps for Indigenous Engagement

The Project Team continues to invite either virtual or in person conversations from Indigenous Nations and partners to understand the context and history of Rossdale and opportunities for project involvement. The Project Team will share the Draft Design later in 2026 and will re-engage with Memoranda Partners and the 29 regional Indigenous Nations at that time.



What we heard from the public

The following section includes a summary of what we heard during the drop-in community event, meetings and the online survey. The summary has been developed to reflect the key themes, frequency and diversity of the responses we received based on the questions we asked participants.

Overall themes

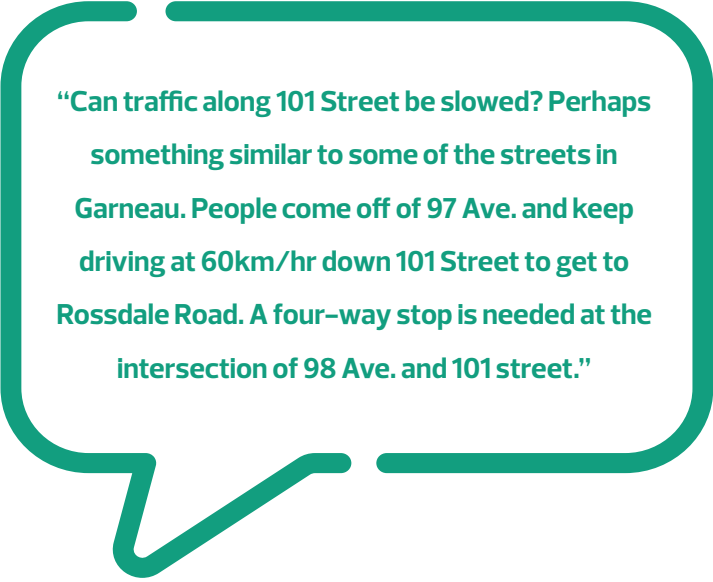
During conversations about the design options presented, some participants shared they value the current road widths in Rossdale and expressed concern about any potential narrowing of roads during the renewal process. They also emphasized the importance of maintaining space for parking and raised concerns about any potential loss of parking within the neighbourhood. Maintaining multiple access points to the neighbourhood was also highlighted as an important priority for some community members.

We also heard trees and green space are valued in Rossdale. Participants shared their desire to preserve existing trees, and expressed interest in designs that would increase the amount of green space throughout the neighbourhood.


Participants also emphasized the need to balance safety with traffic flow and efficiency. We heard acknowledgement of the need for traffic slowing measures in certain locations as well as opportunities to improve safety at several sidewalk crossings.

Raised crossings and intersections were also identified as an area of concern. Community members highlighted the importance of considering how these features might affect emergency vehicle access, snow clearing, and overall winter driving conditions.


In addition, we heard a preference to reduce the amount of change in specific locations. We also heard from some who questioned the need for any changes in Rossdale, asking the project focus only on renewing sidewalks and road surfaces.



“Can traffic along 101 Street be slowed? Perhaps something similar to some of the streets in Garneau. People come off of 97 Ave. and keep driving at 60km/hr down 101 Street to get to Rosedale Road. A four-way stop is needed at the intersection of 98 Ave. and 101 street.”



“Removal of trees is not acceptable as the trees create an atmosphere and are important for all of us”



“We have small lots, many houses without garages, and no driveways. As well, there is no LRT and in our house, adults have different schedules with no pooling practical. Street parking is key, and when there is construction, tree trimming or guests, having open spots is key to peaceful residence.”

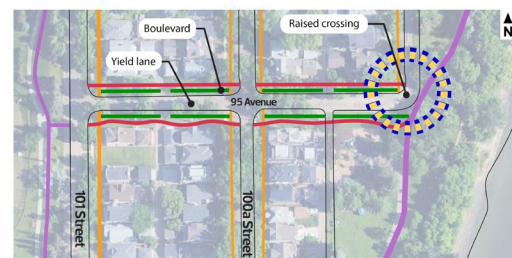
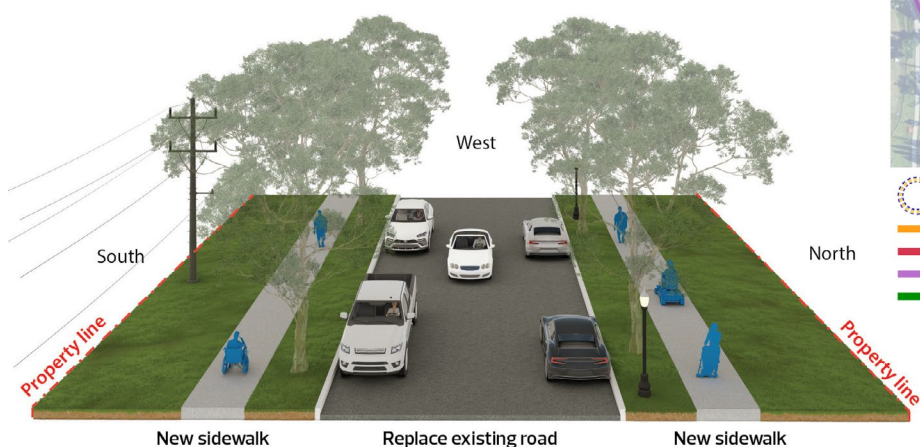
Locations with multiple options

95 Avenue (100 Street to 101 Street)

Changes were proposed to enhance the area along 95 Avenue from 100 Street to 101 Street. The Project Team developed two options for this location.

Option 1:

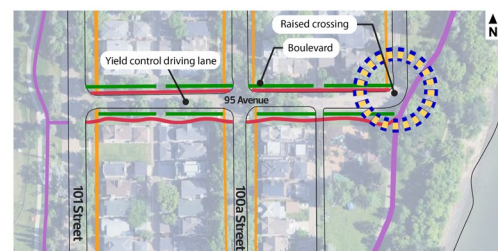
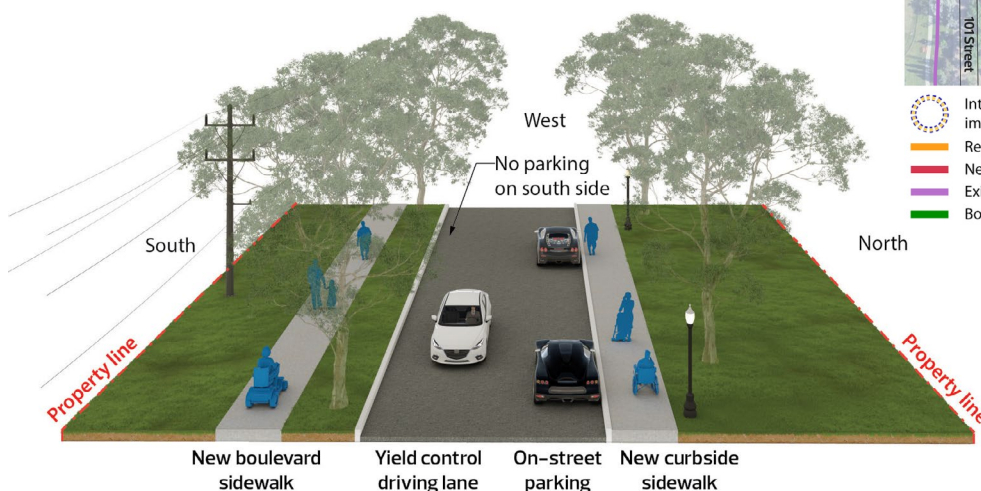
New separate sidewalks and boulevards



- Intersection improvement
- Replace sidewalks
- New sidewalks
- Existing SUP/trail
- Boulevard

Option 2:

New separate sidewalks on the south and curbside sidewalks on the north by repurposing curbside space and on-street parking



- Intersection improvement
- Replace sidewalks
- New sidewalks
- Existing SUP/trail
- Boulevard

What we heard

- + More space for people walking and rolling was shared as the most important benefit. A buffer between driving lanes and sidewalks and encouraging slower traffic by aligning existing lane widths to current standards were also identified as important benefits. A number of participants indicated none of the proposed benefits were important to them.
- + Potential removal of trees or landscaping in the road right-of-way was shared as the most concerning tradeoff. Reduced on-street parking was also identified as a concerning key tradeoff
- + We heard that only one sidewalk is needed in this location and that the south side better connects with community facilities such as the park and trails
- + Some participants questioned whether improvements were needed at all, noting the neighbourhood is already quiet and traffic generally moves slowly
- + Participants also emphasized the importance of trees and green space, expressing these should be maintained
- + Feedback about the driving experience in this area highlighted several challenges. Participants noted narrow roads cause driving difficulties in winter, emergency vehicles sometimes struggle to get through the area and the availability of street parking is a key concern. Reducing road widths was also voiced as a concern, and current widths should be maintained or widened

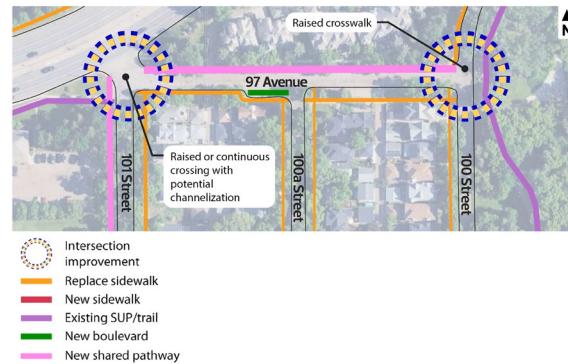
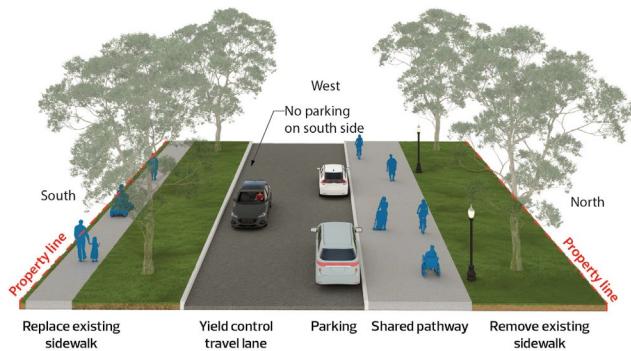
“Rossdale is a small neighbourhood. We do not need sidewalks on both sides of 95 Ave. Southside only for best access to children’s park and connect with walking trails.”

“I support mixing options 1 & 2 to maintain trees.”

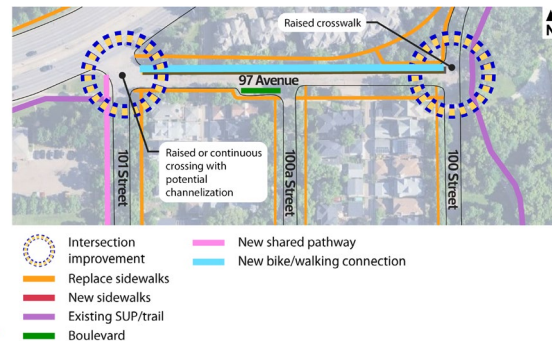
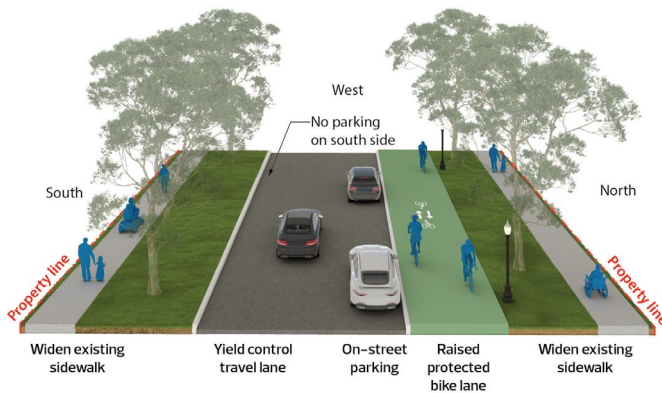
97 Avenue (100 Street to 101 Street)

Changes were proposed to enhance the area along 97 Avenue from 100 Street to 101 Street. The Project Team developed three options for this location.

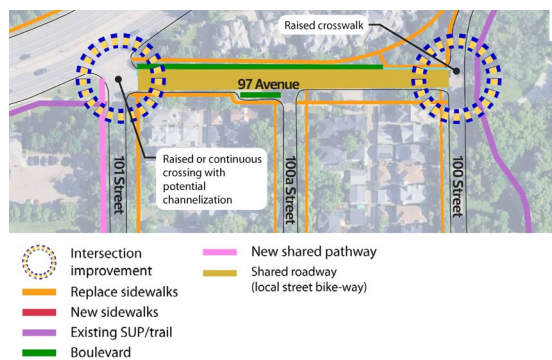
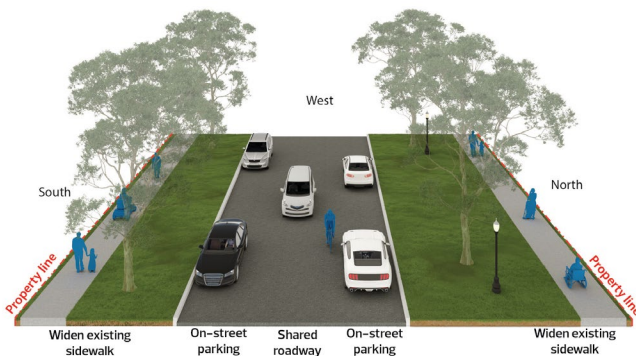
Option 1: Shared pathway



Option 2: Raised protected bike lane (two-way)



Option 3: Local street bikeway



What we heard

- + Preservation of existing trees was shared as the most important benefit. Retention of existing parking and traffic patterns were also identified by many participants as a key priority
- + Potential loss of trees near intersections was shared as the most concerning tradeoff. Loss of on-street parking on the south side was also identified by many participants as a key concern
- + Some participants opposed the addition of a bike lane at this location and questioned whether improvements were needed at all. They feel there is limited bike traffic in the neighbourhood and noted that bike paths are already in place nearby. Some participants also pointed out the area remains largely undeveloped, and questioned whether changes were needed
- + Participants expressed a desire for wider roads and emphasized the importance of maintaining on-street parking and adequate snow storage space
- + Some participants shared concerns that adding a bike lane at the intersection of 97 Avenue and 101 Street could increase conflicts between people who bike and drive. Other participants expressed concern that the proposed changes might increase congestion and slow traffic flow at neighbourhood entrances and exits. Overall, participants expressed a need to slow traffic coming into the neighbourhood at this location.
- + Participants also provided suggestions to refine the design options. If a bike lane is chosen, they recommend ensuring it connects to the existing bike path network. Participants also emphasized the need for the shared pathway to be wide enough to comfortably accommodate multiple users

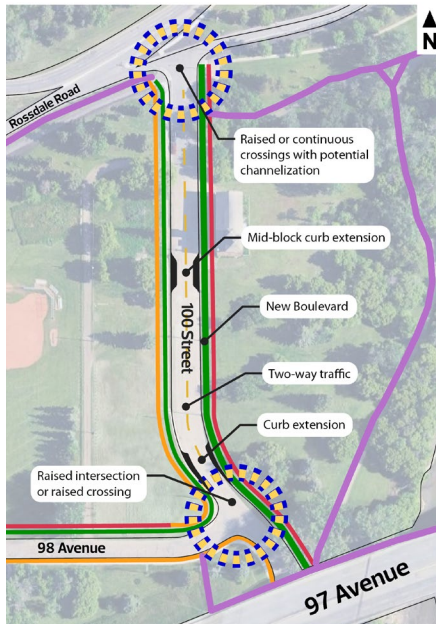
“Keep the road width, don’t add more activity here due to the dangerous intersection at 97 Ave. and 101 St. with fast moving traffic coming off eastbound of 97 Ave.”

“New bike lanes are unnecessary as we have many pathways for biking already.”

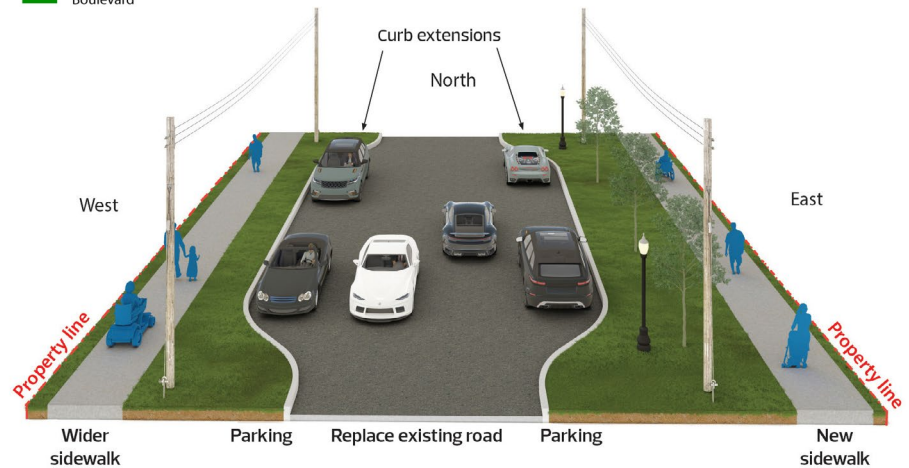
100 Street (98 Avenue to Rosssdale Road)

Changes were proposed to enhance the area along 100 Street from 98 Avenue to Rosssdale Road. The Project Team developed two options for this location.

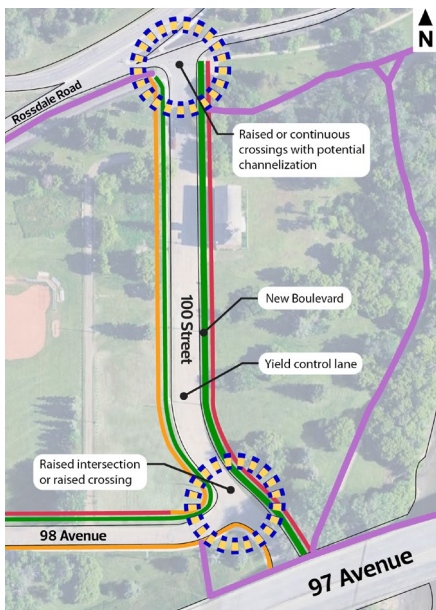
Option 1: Two-way free flow travel lanes and curb extensions



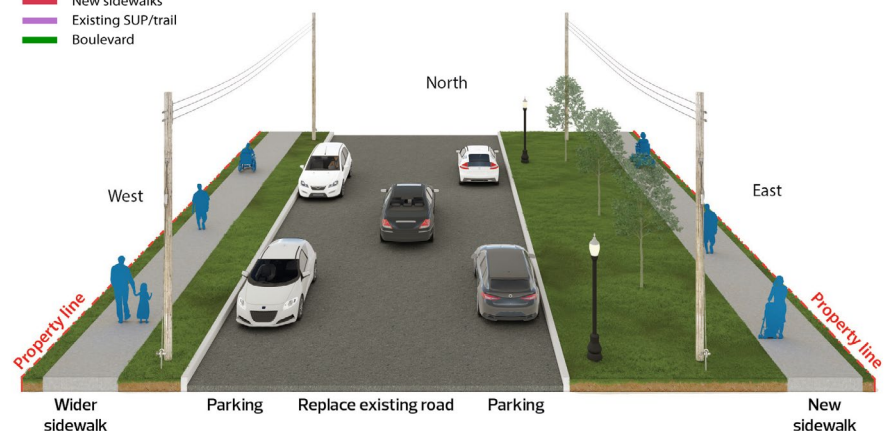
- Intersection improvement
- Replace sidewalks
- New sidewalks
- Existing SUP/trail
- Boulevard



Option 2: Yield control driving lane



- Intersection improvement
- Replace sidewalks
- New sidewalks
- Existing SUP/trail
- Boulevard



What we heard

- + Maintaining existing on-street parking was shared as the most important benefit. More space for landscaping and sidewalks was also identified by many participants as a key benefit
- + Reduction of on-street parking was shared as the most concerning tradeoff. Drivers yielding to allow others to proceed was also identified by many participants as a key concern
- + Driving-related recommendations included ensuring high visibility for drivers, particularly at corners and reducing shortcutting through the neighbourhood
- + Despite these concerns, some participants were open to option one, noting that it could help slow traffic, provide easier crossings, and create opportunities for more landscaping
- + Participants shared hesitations about raised intersections, with questions about how snow clearing would be managed
- + Participants also questioned the need for a sidewalk on the east side, suggesting it would not add significant value to the neighbourhood

“Please continue the sidewalk on the east side of the street to south Rossdale. The bike path is too busy, we can’t even use the bike path for walking, for fear of being hit by bikes, scooters. This would improve safety.”

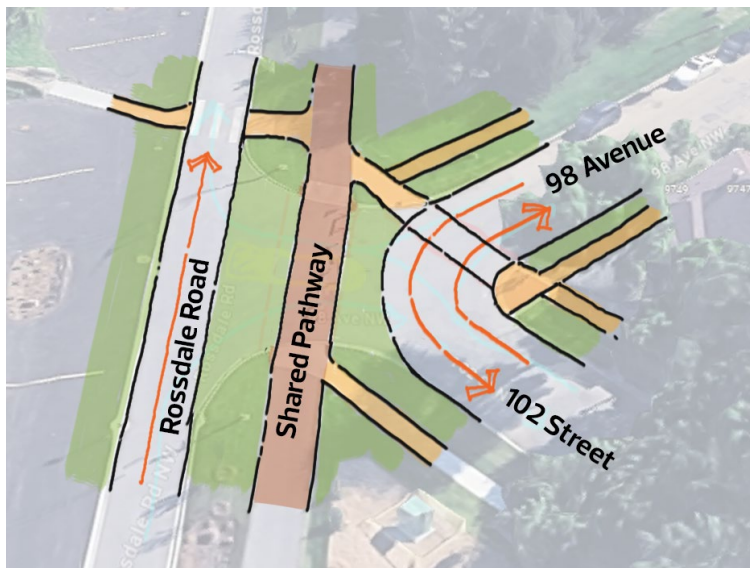
“What happens with the snow cleaning on raised intersections?”

Rossdale Road intersection with 102 Street and 98 Avenue

Changes were proposed to enhance the Rossdale Road intersection with 102 Street and 98 Avenue. The Project Team developed two options for this intersection.

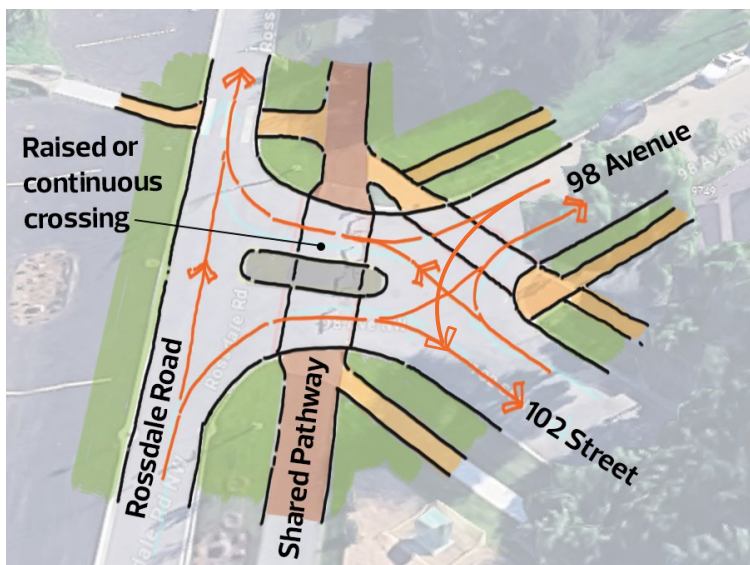
Option 1:

Extend the shared pathway and close the access for vehicles



Option 2:

Keep access open to vehicles while adding a raised crossing and channelization with a median



What we heard

- + Many participants said they use this intersection, most often when driving but also when walking or rolling
- + Maintained access for people driving to Rossdale Road from 102 Street and 98 Avenue was shared as the most important benefit. Safe crossing for people walking, rolling and biking on the Rossdale Road shared pathway was also identified by many participants as a key benefit
- + Changes to vehicle traffic patterns near the intersection due to restricted through or turning movements and use of 101 Street to access Rossdale Road for people driving were the two frequently identified tradeoffs, with a similar number of participants selecting each as a key concern
- + Some participants were opposed to closing the intersection to vehicle access. They noted the neighbourhood already has limited travel options. They expressed concerns that closing this intersection could increase congestion, encourage shortcutting and lengthen travel times
- + Some participants supported closing vehicle access at this location. They shared navigating the intersection currently feels confusing, and a closure could help make the area easier to navigate for people using sidewalks and pathways
- + Participants also shared adding raised crossings and medians would make those walking, rolling, and biking more visible to drivers

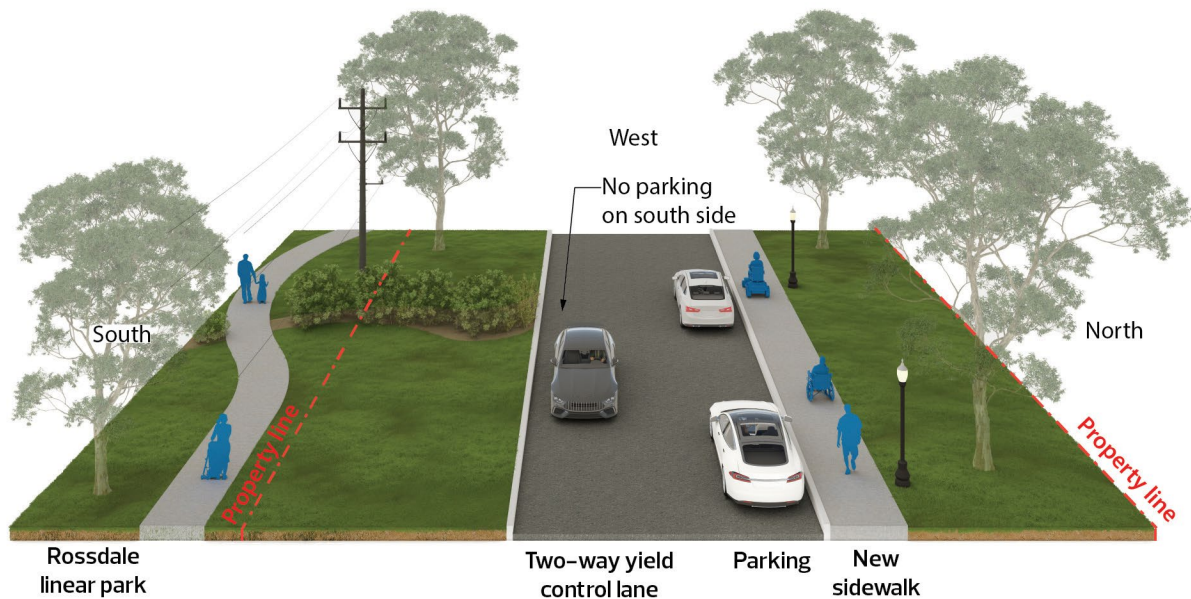
“The intersection can be made less confusing but we shouldn’t remove access. There are already limited access points to get into Rossdale and removing that would be rough.”





“Please consider closing the intersection to vehicles. It would make it much safer for those walking and rolling!”

Locations with one option

94 Avenue (100A Street to 101 Street)

Changes were proposed to enhance the area along 94 Avenue from 100A Street to 101 Street. The Project Team developed one design option for this location for the community to provide feedback on.



-  Intersection improvement
-  Replace sidewalks
-  New sidewalks
-  Existing SUP/trail

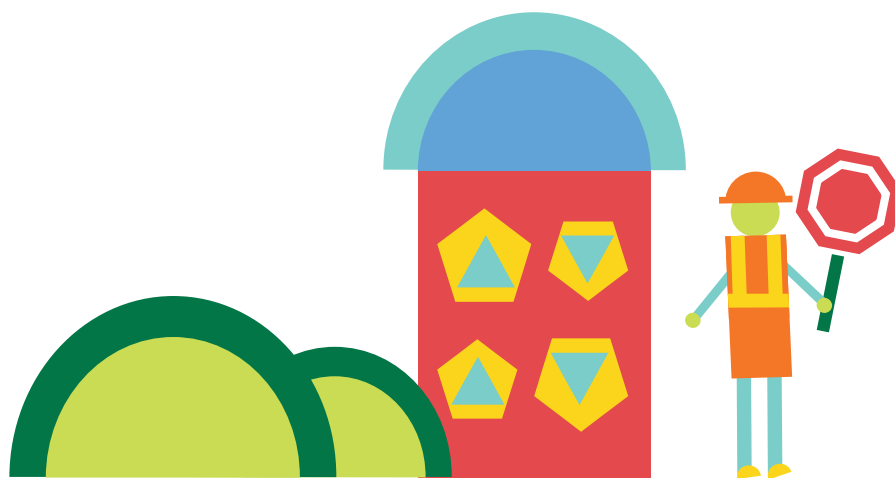
At this location, we proposed:

- + 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 the intersections

What we heard

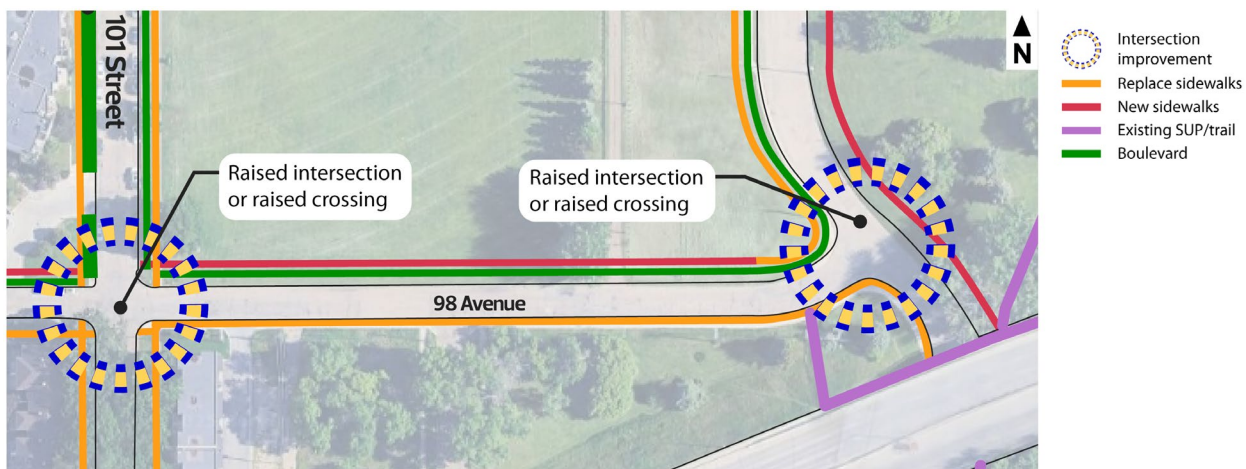
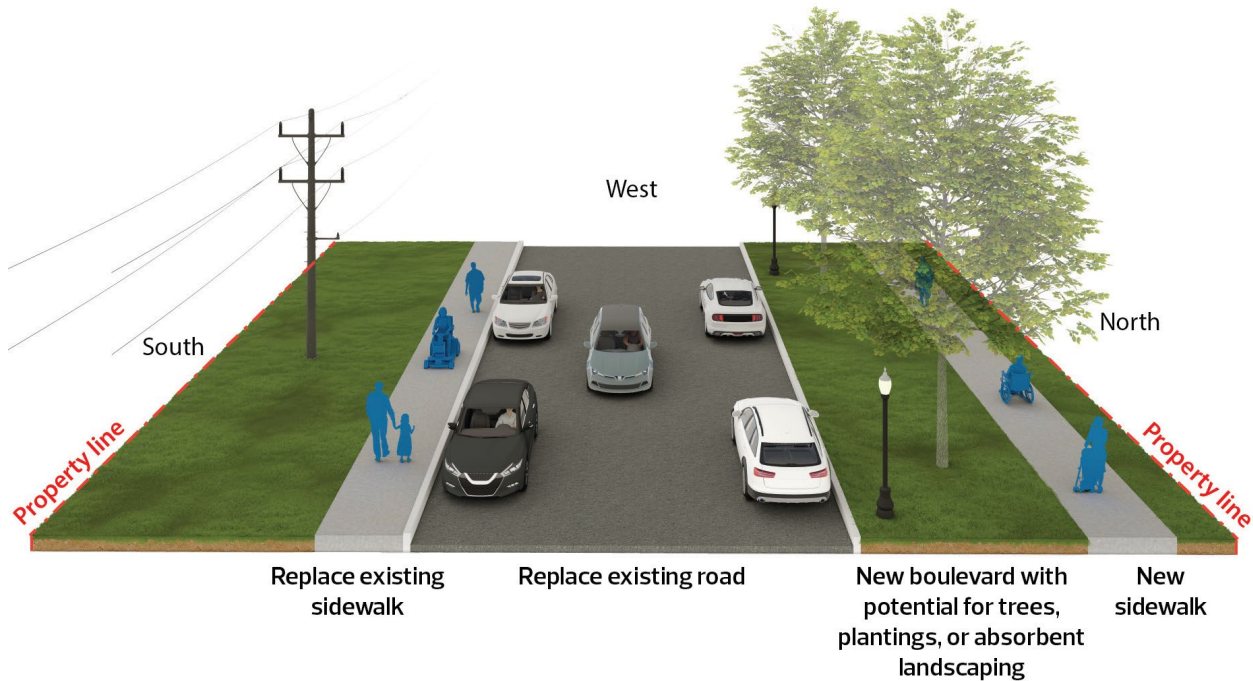
- + A range of perspectives were shared about whether traffic volume in this area support changes to this intersection
- + Participants expressed a sidewalk is not needed on the north side of 94 Avenue. There is opportunity to improve experience for those who walk and roll by increasing the width of the sidewalk in the linear park
- + Feedback about the raised crossing was mixed. Some participants felt it would help reduce blind spots for drivers, while others felt a raised crossing is not needed at this location
- + Participants also shared that maintaining parking in this area, particularly on the south side of the avenue, is necessary to accommodate existing traffic patterns

“There is very little pedestrian traffic here and what there is goes through the park – there is no need for new sidewalks or any other changes.”



98 Avenue (100 Street to 101 Street)

Changes were proposed to enhance the area along 98 Avenue from 100 Street to 101 Street. The Project Team developed one design option for this location for the community to provide feedback on.



At this location, we proposed:

- + 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 or Low Impact Development (LID) in the north side boulevard, as feasible
- + Improving the intersections

What we heard

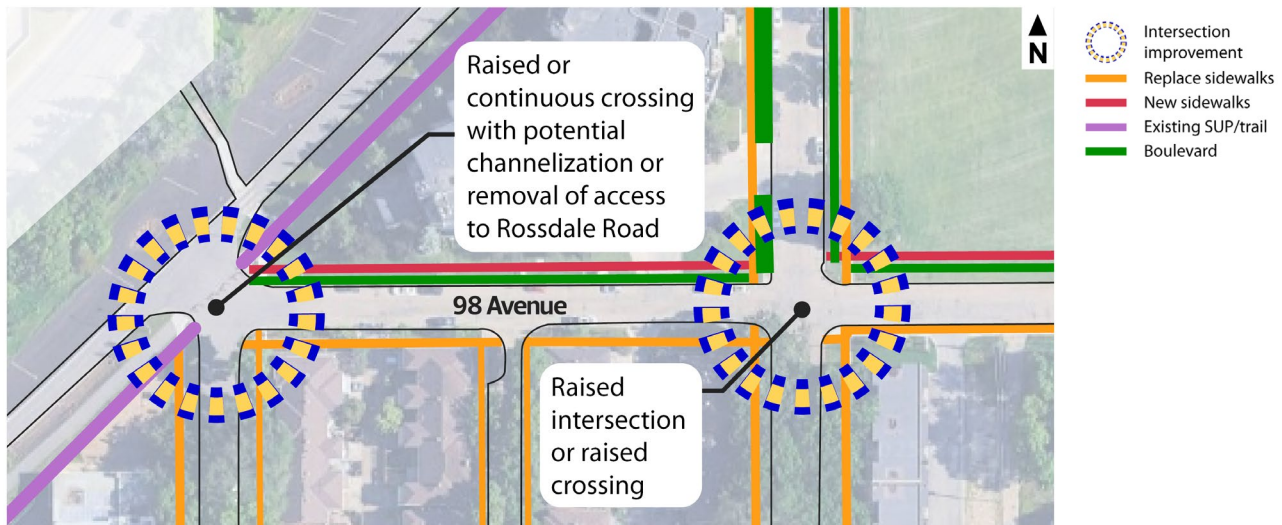
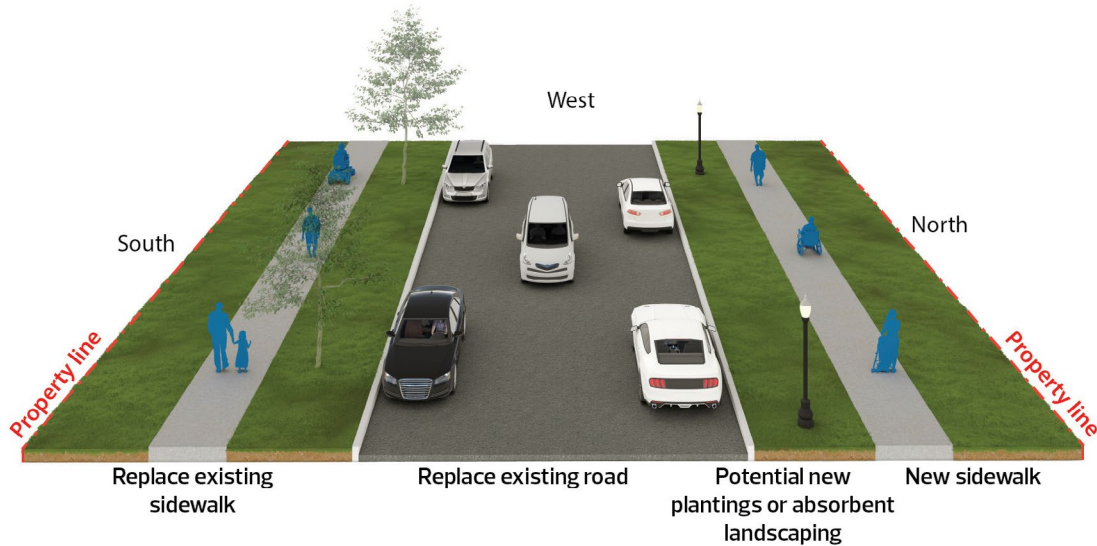
- + Participants emphasized the importance of adding more trees and landscaping while preserving the existing vegetation in the area
- + Participants highlighted the desire to address current visibility issues for all users, including drivers, cyclists and people walking and rolling. They suggested improving lighting in the area and several participants recommended adding a four-way stop at 98 Avenue and 101 Street to enhance safety
- + Participants also recommended improving accessibility for people rolling and suggested incorporating public art and seating into the design
- + Some participants opposed any changes in this area, stating the proposed development was unnecessary and a waste of resources

“Make the north sidewalk curbside and plant trees to the north of it. Add four-way stops and speed bumps at 101 street.”

“Residents/people crossing 101 St. and 98 Ave. to access the park are standing and waiting for cars to stop. Many times, cars don’t see people who are wanting to cross. This is a safety concern as there is a lot of pedestrian traffic.”

98 Avenue (101 Street to Rossdale Road)

Changes were proposed to enhance the area along 98 Avenue, from 101 Street to Rossdale Road. The Project Team developed one design option for this location for the community to provide feedback on.



At this location, we proposed:

- + 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. See these on [pages 21–22](#)
- + Other intersection improvements

What we heard

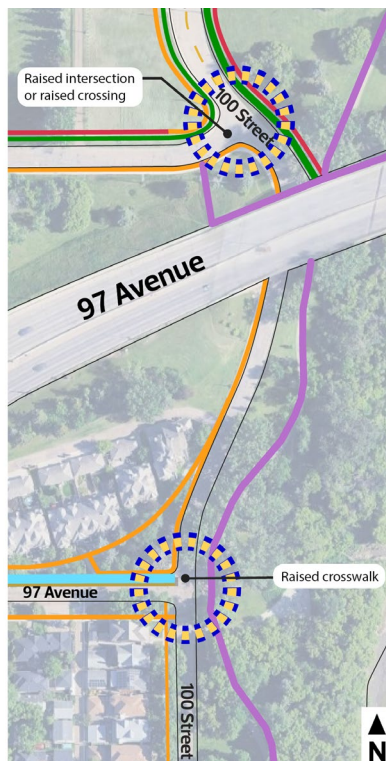
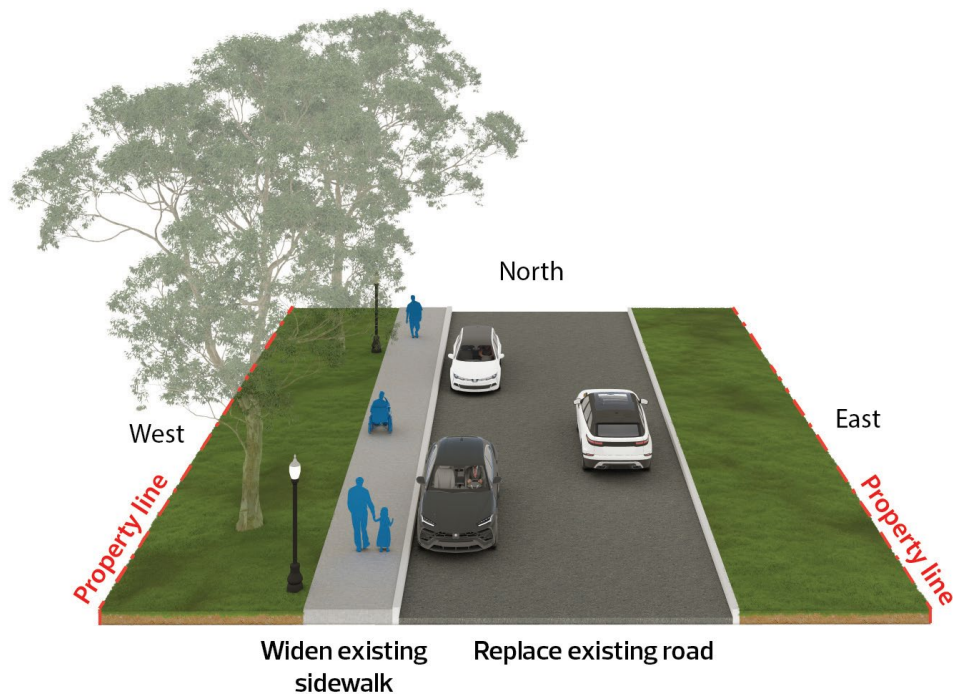
- + Some participants opposed any changes in this area, saying the proposed design would not improve residents' quality of life and it did not align with the character of Rosssdale
- + Participants emphasized the importance of preserving existing trees and recommended improvements to neighbourhood lighting
- + Participants also raised concerns about losing access to Rosssdale Road, noting it serves as an important access point for the neighbourhood
- + Some participants expressed support for the addition of a new sidewalk on the north side of the street
- + Participants also highlighted the need for measures to slow traffic in this area, suggesting the addition of stop or yield signs at the intersection for both directions of traffic

"If you want to replace the sidewalk to be exactly the same we are in favor of that. New pavement on the roads would be welcome too. But, we do not support any changes to the existing infrastructure at all."

"All for improving this. I'm not sure about cutting off traffic access to 98 Ave. really does anything but inconvenience locals. That said, better safer access for people walking up to downtown over these roads is great."

100 Street (97 Avenue to 98 Avenue)

Changes were proposed to enhance the area along 100 Street from 97 Avenue to 98 Avenue. The Project Team developed one design option for this location for the community to provide feedback on.



At this location, we proposed:

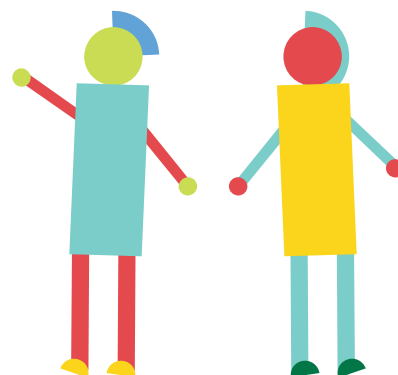
- + Maintaining two-way traffic with standard driving lane widths
- + Repurposing curbside space for a wider sidewalk on the west side
- + Improving the intersections
- + Maintaining no-parking zone on both sides of the street



What we heard

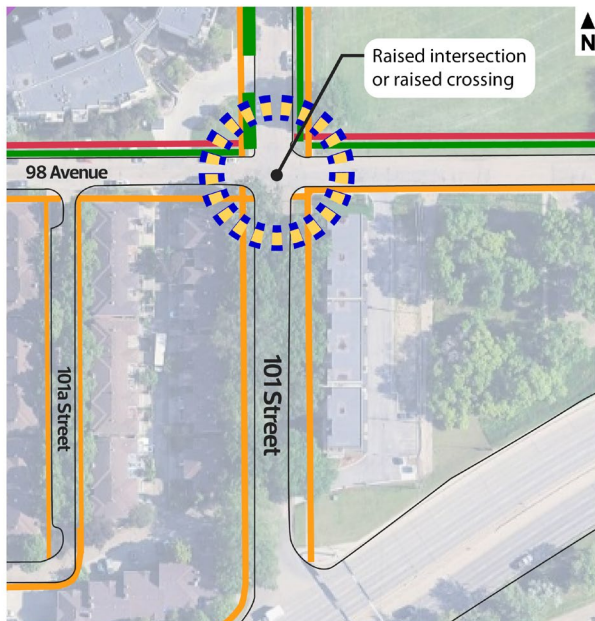
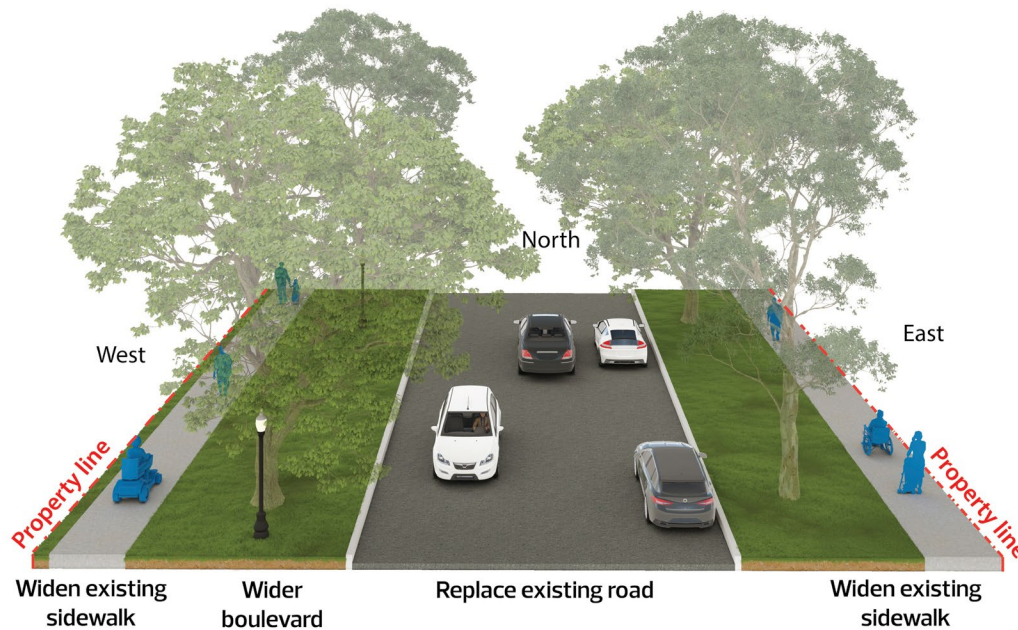
- + A range of perspectives were shared about whether traffic or sidewalk use in this area supports changes to the sidewalk and intersection
- + Participants emphasized the importance of maintaining road efficiency, access and safety for all users
- + Suggestions people believe would improve accessibility and safety of the sidewalk and pathway included: adding a marked pedestrian crossing at 97 Avenue and 100 Street and improving lighting under the bridge to enhance visibility and comfort for people who walk and roll






“There is no need to do anything here, other than make the existing sidewalk up to code and deal with accessibility issues.”



101 Street (97 Avenue to 98 Avenue)

Changes were proposed to enhance the area along 101 Street, from 97 Avenue to 98 Avenue. The Project Team developed one design option for this location for the community to provide feedback on.



-  Intersection improvement
-  Replace sidewalks
-  New sidewalks
-  Existing SUP/trail
-  Boulevard

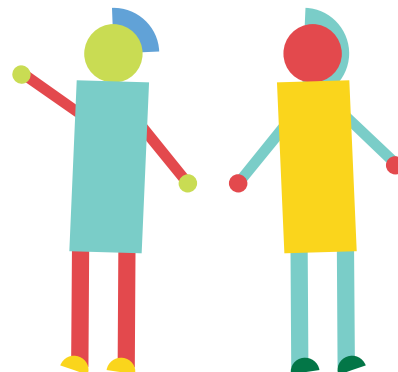
At this location, we proposed:

- + 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 the intersections

What we heard

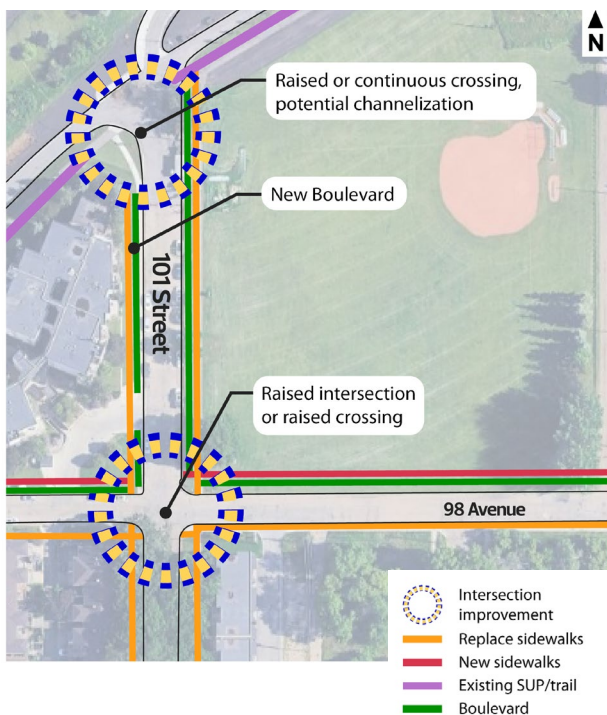
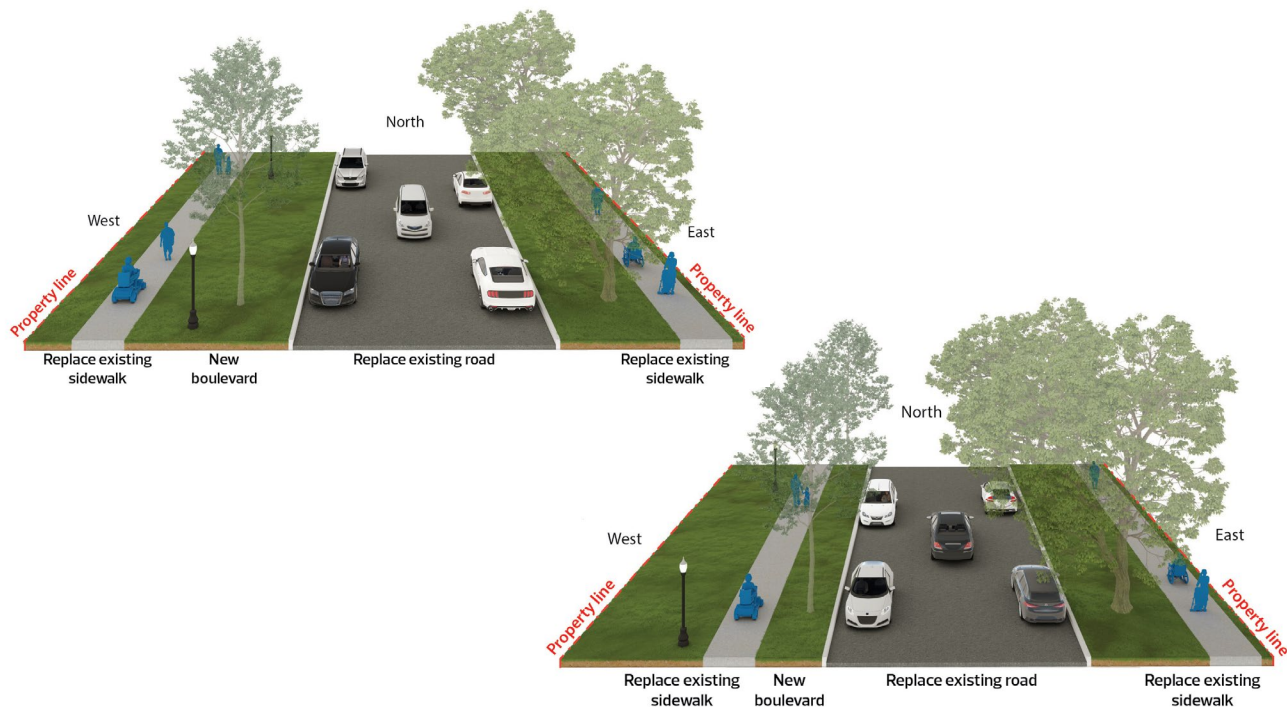
- + Concerns about high vehicle speeds along 101 Street were shared, along with recommendations to introduce measures to slow traffic
- + Participants also raised the importance of balancing road safety with traffic efficiency. Suggestions to address these concerns included adding a four-way stop at 98 Avenue and 101 Street
- + Participants emphasized existing widths should be maintained or even widened, noting narrower roads could increase congestion and create additional risks for people using the sidewalks
- + We heard there is an opportunity to improve sidewalk connections in this area
- + Participants expressed concern about the potential for new sidewalk construction to damage the valued mature trees
- + Feedback on parking was mixed. Some participants supported maintaining the current number of parking spaces, while others felt on-street parking could obstruct drivers' views of the road and people using the sidewalks
- + Some participants disagreed with the need for any renewal in this location, stating that existing conditions were adequate and did not require changes

“Please provide traffic slowing measures to reduce the traffic on 101 St. and please consider the mature trees when addressing the sidewalk.”



101 Street (98 Avenue to Rosedale Road)

Changes were proposed to enhance the area along 101 Street from 98 Avenue to Rosedale Road. The Project Team developed one design option for this location for the community to provide feedback on.



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 above.

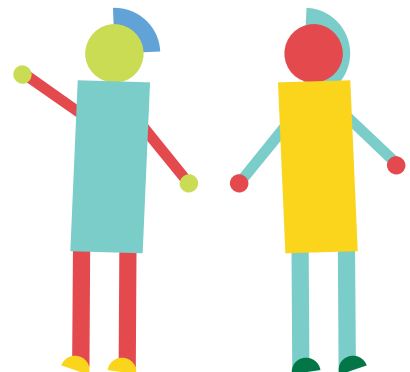
At this location, we proposed:

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

What we heard

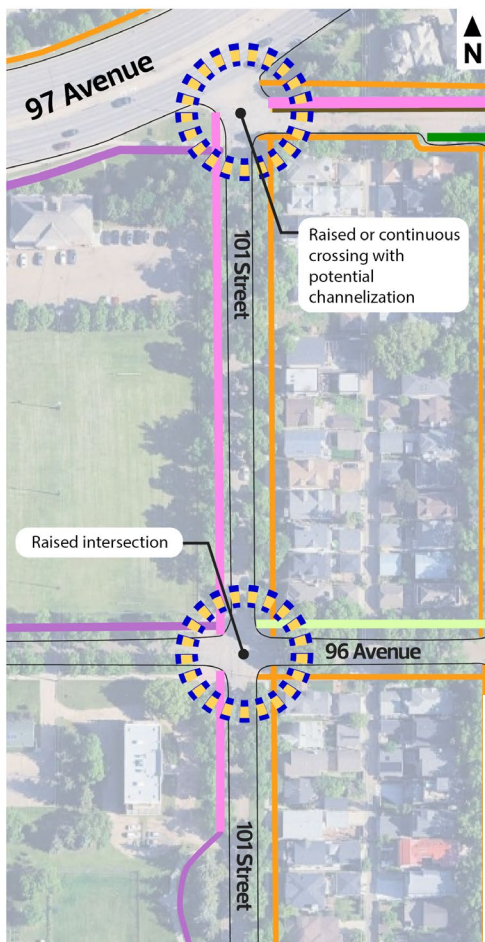
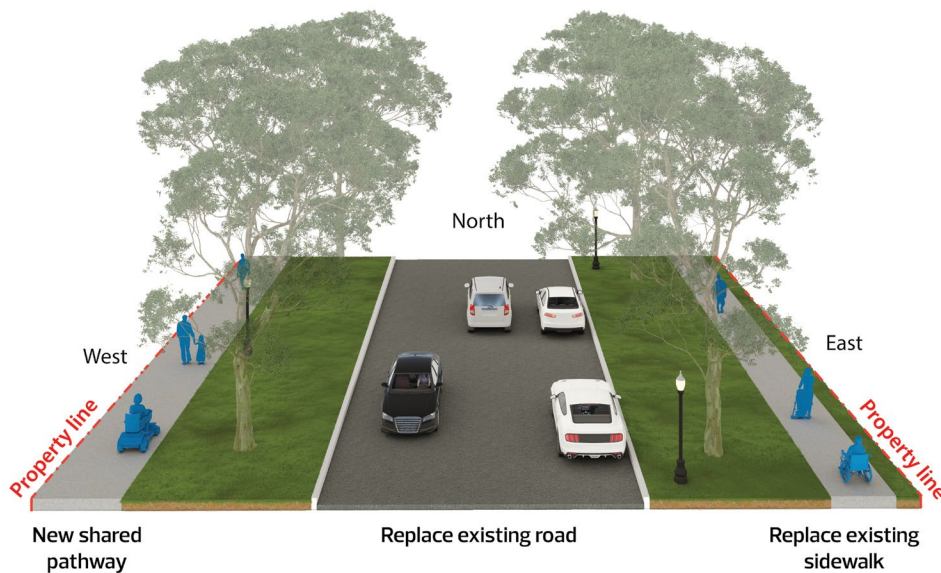
- + Concern about high vehicle speeds along 101 Street was shared, highlighting the need for measures to slow traffic in this area
- + Feedback on the proposed potential traffic calming measures was mixed. Some participants supported the idea of adding a raised crossing or intersection, while others were less supportive
- + Suggestions to improve this location included adding a four-way stop
- + The condition and design of sidewalks in the area were identified as in need of repair
- + Participants emphasized the importance of preserving existing trees when new sidewalks are installed. Additional opportunities to enhance this area include adding seating along the sidewalks
- + Concern about whether improvements are needed in this area was also expressed, along with suggestions to leave the area unchanged

“A four-way stop at the intersection of 98 Ave. and 101 Street is needed. There are a lot of parked cars which block the view of drivers travelling on 98 Ave. and wanting to turn right or left onto 101 Street. The lack of ability to see oncoming traffic is an accident waiting to happen. Those driving along 101 Street need a stop sign.”



101 Street (North and south of 96 Avenue)

Changes were proposed to enhance the area along 101 Street, north and south of 96 Avenue. The Project Team developed one design option for this location for the community to provide feedback on.



At this location, we proposed:

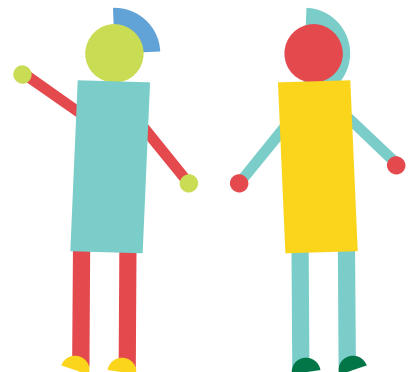
- + Maintaining two-way traffic with a standard yield control driving lane typical of local roads with on-street parking on the east side
- + Adding a new shared pathway on the west side from 96 Avenue to the existing shared pathway and widening the existing sidewalk on the east side as feasible
- + Maintaining existing trees as feasible
- + Improving the intersections

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

What we heard

- + Participants shared mixed feedback regarding the addition of a new shared pathway and the replacement or widening of the existing sidewalk
- + Some participants felt adding a shared pathway would make widening the existing sidewalk on the east side of 101 Street unnecessary. Others questioned the need for a new shared pathway on the west side, asking that only the existing sidewalk be renewed
- + We heard it is important for any new shared pathway to connect to the existing trail network. We also heard recommendations to add bike racks and benches along the path and maintain existing trees
- + Concerns were raised about how emergency vehicles would navigate the area, how drivers would navigate the area and how snow clearing would be managed with the proposed changes

“Channelization at 97 Ave. would be great. People enter and exit it at all rates of speeds and all kinds of directions and it’s a wonder more accidents don’t happen. Connecting the shared use pathway, especially on the south side of 101 Street is great and long overdue!”



Locations getting renewed with no other changes

All roadways in the Rosedale Neighbourhood Renewal scope will have replaced sidewalks, roads, curb ramps and street lights.

To preserve existing trees and because the road widths are already within current standards, no additional changes are planned for the following locations:

- + 96 Avenue (101 Street to 100 Street)
- + 97A Avenue (101A Street to 102 Street)
- + 100 Street (95 Avenue to 97 Avenue)
- + 100A Street (94 Avenue to 97 Avenue)
- + 101A Street (98 Avenue to 97A Avenue)
- + 102 Street (97 Avenue to 98 Avenue)

This section provides a summary of participant feedback regarding the proposed replacement of sidewalks, roads, curb ramps and street lights at these locations.



What we heard

- + There is a need to improve overall road conditions through resurfacing roadways and repairing sidewalks, shared pathways and curbs
- + While the existing lamp posts are valued for their unique design and contribution to the neighbourhood's character, there is opportunity to update the lights to be brighter and direct downward to better illuminate the street
- + Traffic efficiency, access and connectivity were also identified as priorities. Participants emphasized the importance of maintaining or widening road widths, preserving street parking and introducing measures to slow traffic in certain areas
- + Feedback about sidewalks, pathways and street crossings highlighted opportunities to make crossings easier for those walking and rolling. Participants suggested widening sidewalks and noted that crossings at 97 Avenue and 98 Avenue feel unsafe for people who walk, roll and bike
- + Some participants also emphasized the importance of prioritizing trees and green spaces over other forms of infrastructure renewal

"The road conditions really need improvement. The character of Rossdale, has to remain the same, as it is unique."

"We like the current blue lamp posts. They just need to be brighter (shine more light)."

Raised crossings and intersections

Raised crosswalks are a marked crosswalk at an intersection which is constructed higher than the roadway surface and at the same level as the sidewalk surface. These are being proposed in select intersections (shown on the map below) to slow traffic and enhance safety for those walking and rolling at road crossings. This section provides a summary of participant feedback regarding these potential changes.



What we heard

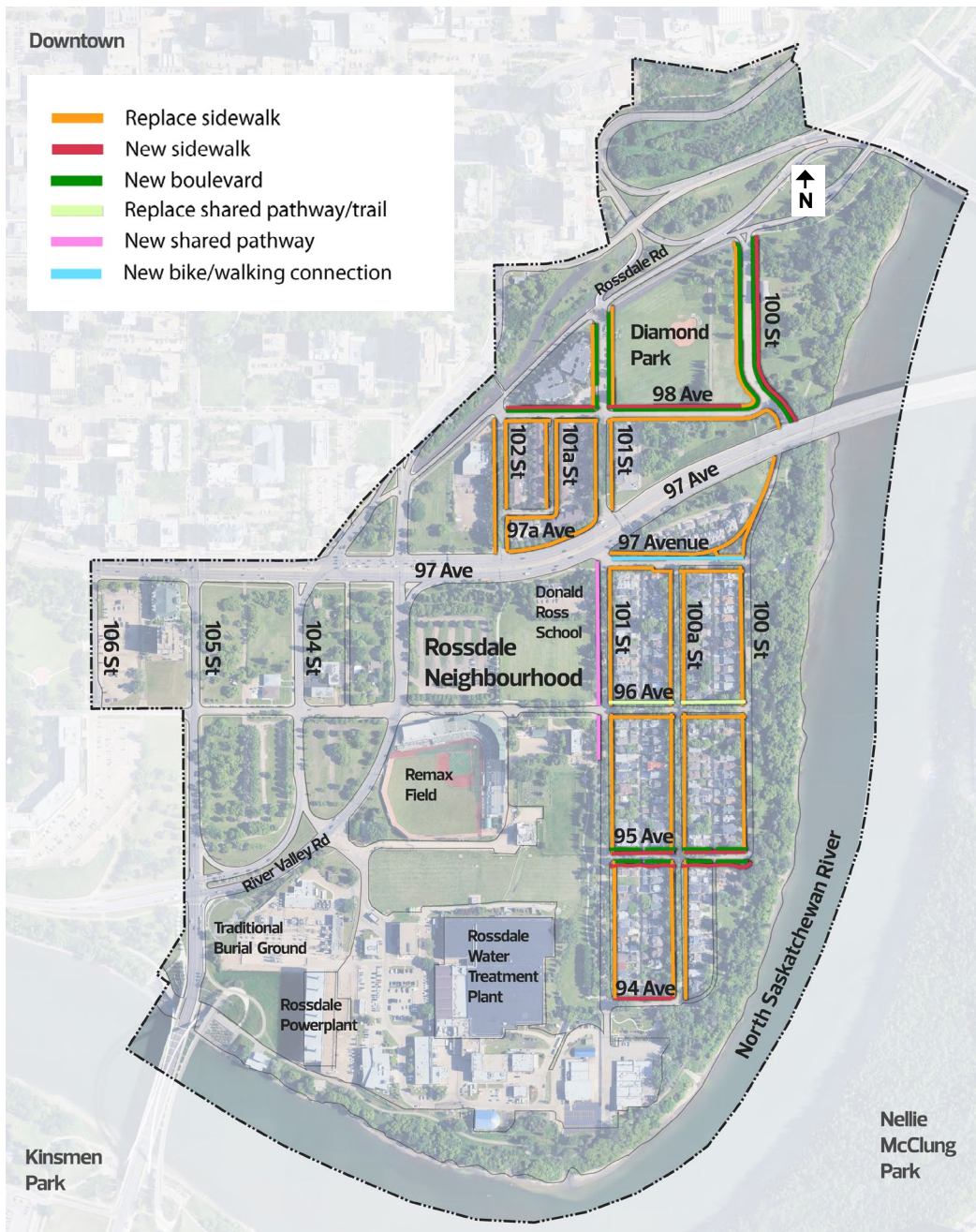
- + A range of perspectives were shared about whether traffic in the area supports raised crosswalks
- + We heard that current traffic volumes are low and vehicles already travel at reduced speeds. Some participants felt that adding speed bumps could address traffic issues without the need for raised crossings
- + Participants suggested that raised crossings may be difficult for large vehicles, such as fire trucks and EPCOR traffic, to travel. Participants are also concerned that there could be issues related to winter driving conditions and snow removal
- + Additional concerns were expressed for people biking over raised intersections and for the experience of those using mobility aids
- + While many participants questioned the overall need for raised crossings, some identified specific locations where they felt they would be beneficial. These included 95 Avenue and 101 Street, 97 Avenue and 101 Street, and the north side of 97 Avenue and 100 Street. Conversely, participants shared raised crossings are not needed at Locations 5, 8, 9, 10 and 12, please refer to the map

“Raised crossings impose a solution for a problem that does not exist. Traffic in Rossdale is already slow. They also potentially impair snow clearing and cause vehicle damage.”

“All intersections need raised crossings in all directions for walking safety.”

Missing sidewalk connections

Changes were proposed to add new sidewalks where they are currently missing. This could include adding sidewalks on blocks missing a sidewalk, or creating links between existing sidewalks to improve connections for those who walk and roll. This section provides a summary of participant feedback related to these missing sidewalk links.



What we heard

- + A range of perspectives were shared about the need for additional sidewalk links in Rosedale
- + Some participants shared their view that current sidewalks are underused and new ones would be too. Suggestions were made to limit people walking, rolling and biking to one side of the road rather than adding sidewalks on both sides
- + Other participants emphasized having sidewalks on both sides of every street is important. They highlighted the need to improve sidewalk connections throughout the neighbourhood, particularly the importance of connecting the north and south sides of 97 Avenue
- + We heard no trees should be removed to make room for new sidewalks
- + Participants also highlighted the importance of ensuring that sidewalks are visually appealing and align with the character of the neighbourhood

“There should be better walkways leading to downtown. Walking to the convention centre currently requires crossing the street at uncontrolled intersections.”

“Please expand the sidewalk system between north and south Rosedale under James MacDonald bridge.”

“I think some of the new sidewalks and shared pathways being proposed are unnecessary.”

Next steps

Thank you to everyone who shared their input during the **Exploring Options and Tradeoffs** stage of engagement.

Your feedback will be considered along with City policies, programs and technical requirements to determine next steps for the project.

The Project Team will return to the Rossdale community to share a draft design for your neighbourhood in 2026. During the **Community Feedback on Draft Design** stage of engagement, we will invite you to provide your feedback that we will consider to **REFINE** the final design for Rossdale Neighbourhood Renewal.

Information will also be provided about cost-sharing opportunities for sidewalk reconstruction through the Local Improvement process.

For more information regarding the Rossdale Neighbourhood Renewal, upcoming public engagement activities and to subscribe for project updates, please visit edmonton.ca/BuildingRossdale.



Working together to make the most out of your neighbourhood

This is your city and your neighbourhood. We want to understand how you experience Rossdale 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 and street lights.

We commit to being open and transparent about how your input is used. Let's make the most out of Rossdale.

edmonton.ca/BuildingRossdale.

