

Welcome!

Bus Rapid Transit (BRT)
Route B2: West Edmonton Mall to Bonnie Doon
via the University of Alberta

Configuration Options - 82 Avenue: 109 Street to 83 Street

Learn more at edmonton.ca/BusRapidTransit

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Edmonton

Land Acknowledgement

The City of Edmonton acknowledges the traditional land on which we reside is in Treaty 6 territory.

We would like to thank the diverse Indigenous Peoples whose ancestors' footsteps have marked this territory for centuries, such as the nêhiyaw / Cree, Dene, Anishinaabe / Saulteaux, Nakota Isga / Nakota Sioux and Niitsitapi / Blackfoot peoples. We also acknowledge this as the Métis homeland and home of one of the largest communities of Inuit south of the 60th parallel.

It is a welcoming place for all peoples who come from around the world to share Edmonton as a home. Together, we call upon all of our collective, honoured traditions and spirits to work in building a great city for today and future generations.

Background and Context

Edmonton

What is Mass Transit

- Mass transit refers to moving many people efficiently together between the main hubs and streets.
- The 2 main types of city-wide mass transit routes being implemented in Edmonton are:
 - LRT
 - BRT

Mass transit typically runs in its own designated lanes/space and provides priority to deliver fast, reliable and efficient service.

How We Got Here

- As part of The City Plan implementation, the City completed a mass transit technical study in 2021
- The next step involved identifying potential corridors for a bus-based mass transit routes as an alternative to LRT
- Highest priority corridors were identified as:
 - BRT Route B1
 - BRT Route B2
- Why do we need BRT now?

What We Are Here To Discuss

Edmonton

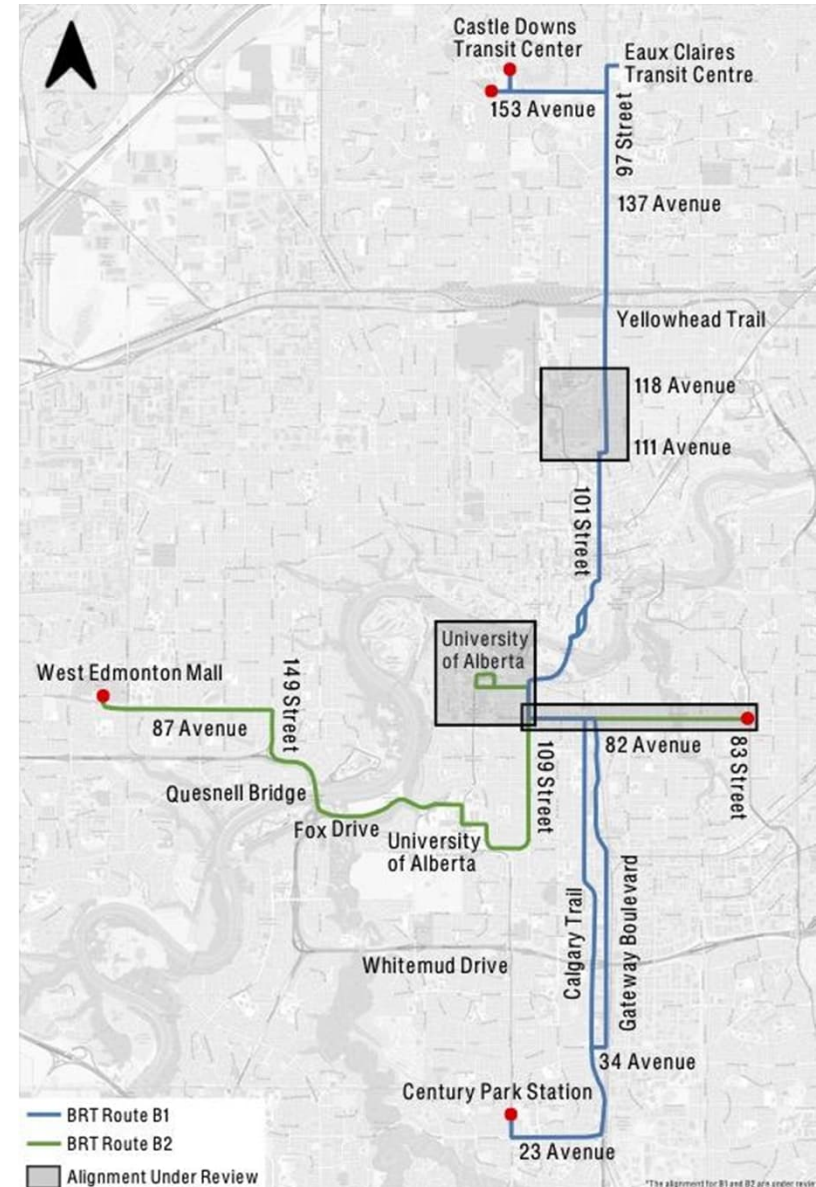
BRT Routes B1 and B2

This project will develop concept plans for two Bus Rapid Transit (BRT) routes:

- **Route B1:** Castle Downs to Century Park via Downtown
- **Route B2:** West Edmonton Mall to Bonnie Doon via University of Alberta

Recommended alignments were presented to the City Council's Urban Planning Committee in August 2024.

Through this project, BRT concept plans will confirm proposed alignments, assess potential traffic impacts and determine station locations.



Bus Rapid Transit

BRT Lanes and Stations

Edmonton

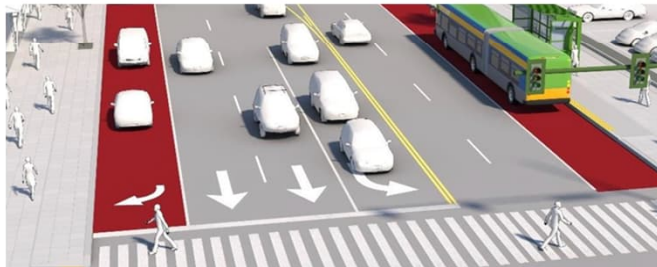
Dedicated Curbside BRT Lanes and Stations



Source: NACTO: Illustration of a Dedicated Curbside Bus Lane



Source: Illustration of a Dedicated Offset Bus Lane



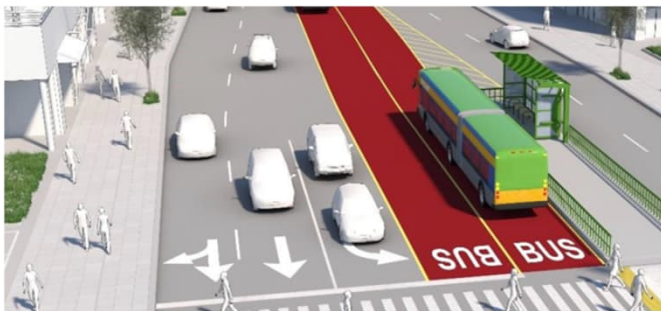
Source: CTV News: Illustrates Dedicated Centre Running Bus Lanes

- **Located along the curb** for easy access from sidewalks
- **Safe boarding** without crossing traffic lanes
- **Level boarding** for quick and accessible entry
- **Passenger amenities** like shelters, seating and route information
- **Improved travel times** for transit by reducing delays from general traffic

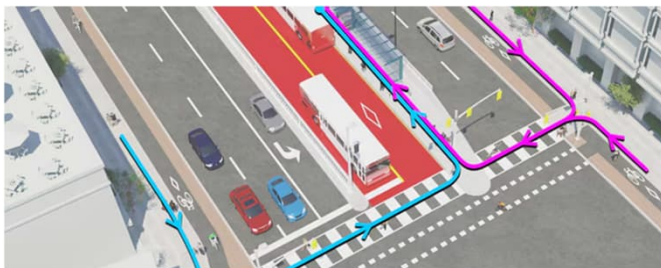
Dedicated Centre-running BRT Lanes and Stations



Source: NACTO: Illustration of a Dedicated Centre Bus Lanes



Source: The Urbanist: Illustrates Dedicated Centre Running Bus Lanes



Source: CTV News: Illustrates Dedicated Centre Running Bus Lanes

- **Central location** for smooth, efficient transit flow
- **Safe access** via signalized crosswalks at intersections
- **Level boarding** for quick, easy bus entry
- **Passenger comfort** with shelters, seating and route information
- **Faster travel** for transit by avoiding curbside traffic and turning conflicts

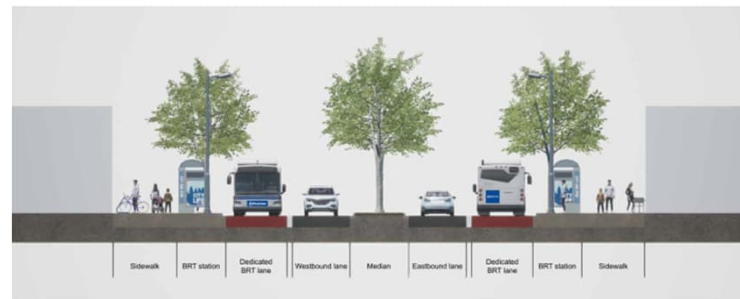
BRT Route B2

**Configuration Options - 82 Avenue:
109 Street to 83 Street**

BRT Route B2 – Route Options

The project team is currently reviewing options to determine the lanes the BRT will use for the segment along **82 Avenue** between **109 Street and 83 Street**.

Option 1: Curbside Lanes



Option 2: Centre-running Lanes



BRT Route B2 – Route Options

What We Know (Key Constraints)

- 82 Avenue is a key east-west route with strong transit demand
- Mix of uses: shops, patios, homes, and businesses
- Shared by BRT routes B1 & B2 and ETS - frequent service and busy stops
- High curbside activity: loading, pickups, parking
- Character changes block by block - design must adapt

What We're Trying to Get Right

- Transit reliability and travel time
- Business access and curbside function
- Walkability and public space (Old Strathcona Public Realm Strategy)
- Safe, intuitive stations and crossings
- Maintaining corridor vitality
- Move more people, not just more cars

The challenge is not choosing a perfect solution; it's choosing the right balance for a complex main street.

Option 1

Curbside Lanes from 109 Street to 83 Street



Bus Stop at 106 St and 82 Ave (Google Maps)



Bus Stop at 102 St and 82 Ave (Google Maps)

Option 1 – Curbside Lanes

Unique to this Option

- BRT runs in curbside lanes along 82 Avenue
- Provides direct access from sidewalks to stations
- Stations integrated with local bus stops and streetscape

Why this Matters

- Easy access to businesses and sidewalks
- Supports vibrant street life and patios
- Enables other bus routes to benefit from BRT lanes
- Strong fit with public space improvements (wider sidewalks, activations)

Integration-focused approach, stronger street-level interaction, but more operational complexity, challenges and conflicts

Option 1 - What It Means on the Ground

Key Benefits

- Best integration with street activity (shops, patios, pedestrian movement)
- Straightforward customer experience
- Boarding directly from sidewalk
- Supports consistent main street identity
- Enables multi-modal flexibility (cycling + transit interaction)

Challenges / Risks

- Reliability risk from curbside activity
 - Loading / deliveries
 - Ride-hailing and stopping vehicles
- Greater intersection friction
 - Right turns and driveway accesses
- Requires strong operational controls (enforcement)

The option works with the street but must actively manage conflicts to maintain reliability.

Option 2

Centre-running Lanes from 109 Street to 83 Street



Bus Stop at 98 St and 82 Ave (Google Maps)



Bus Stop at 102 St and 82 Ave (Google Maps)

Option 2 – Centre-running BRT Lanes

Unique to this Option

- BRT operates in centre-running lanes along most of the corridor
- Stations located in the median (access via crossings)
- Removes the majority of turning conflicts, dedicated transit movement
- Generally, maintains one general lane in each direction
- Left-turn restrictions

Why this Matters

- Strongest transit priority and reliability
- Fewer conflicts with curbside activity
- Creates clear, rapid transit identity
- Cleaner, more predictable operations
- Requires transit users to cross the Ave to access stations
- Removal of the centre median and some trees

Transit-priority approach, higher performance,
but more structural change to the corridor

Option 2 - What It Means on the Ground

Key Benefits

- Stronger transit reliability
- More resilient to future growth
- Protects BRT from curbside conflicts
- Supports consistent transit-oriented corridor identity
- Better separates travel modes and transit vehicle conflicts (safety)

Challenges / Risks

- Less direct transit user access
 - Requires safe crossings and integration with intersection signals
- Impacts to left-turn access
 - Changes to circulation patterns
- Reduced curbside flexibility
 - Impacts businesses, deliveries and patios
- Removal of median trees and character elements

The option prioritizes transit performance but requires greater changes to how the corridor functions.

BRT Route B2

A Summary of Configuration Options

BRT Options Summary

Option 1 – Curbside

- Supports transit while maintaining traffic flow
- Station locations improve sidewalk access and connections along the corridor
- Minor parking and turning changes balance transit needs with local access

Prioritizes integration with 82 (Whyte) Avenue as a destination main street

Option 2 – Centre-running

- Improves speed and reliability
- Left turn restrictions reduce conflicts and improve safety
- Strategic station locations enhance access and connectivity

Prioritizes delivering fast, reliable transit for a rapidly growing city

Closing Remarks

Next Steps

Spring 2026

- Confirm preferred option for BRT Route B2 (82 Avenue from 109 Street to 83 Street)
- Progress the development and refinement of the selected option
- Complete impact analysis.

Fall 2026

- Share draft concept plans for BRT Routes B1 and B2
 - Includes proposed alignments and station locations
- Transportation / environmental impact considerations and assessments

Beyond 2026

- Develop implementation and phasing strategy
- Finalize concept planning

Future project phases subject to funding availability.

Share Your Comments / Feedback

- **Talk** to Project Team members
- Leave a '**Sticky Note**' on:
 - Station elements (*display boards*)
 - Draft concept plan options (*table maps*)
- **Complete** online survey by **June 24, 2026**
- Scan **QR Code** for more information and survey



Thank you!

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Questions?

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