

Welcome!

Bus Rapid Transit (BRT)

Route B2: West Edmonton Mall to Bonnie Doon
via the University of Alberta

Route Options to Connect 109 Street with University Transit Centre

Learn more at edmonton.ca/BusRapidTransit

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

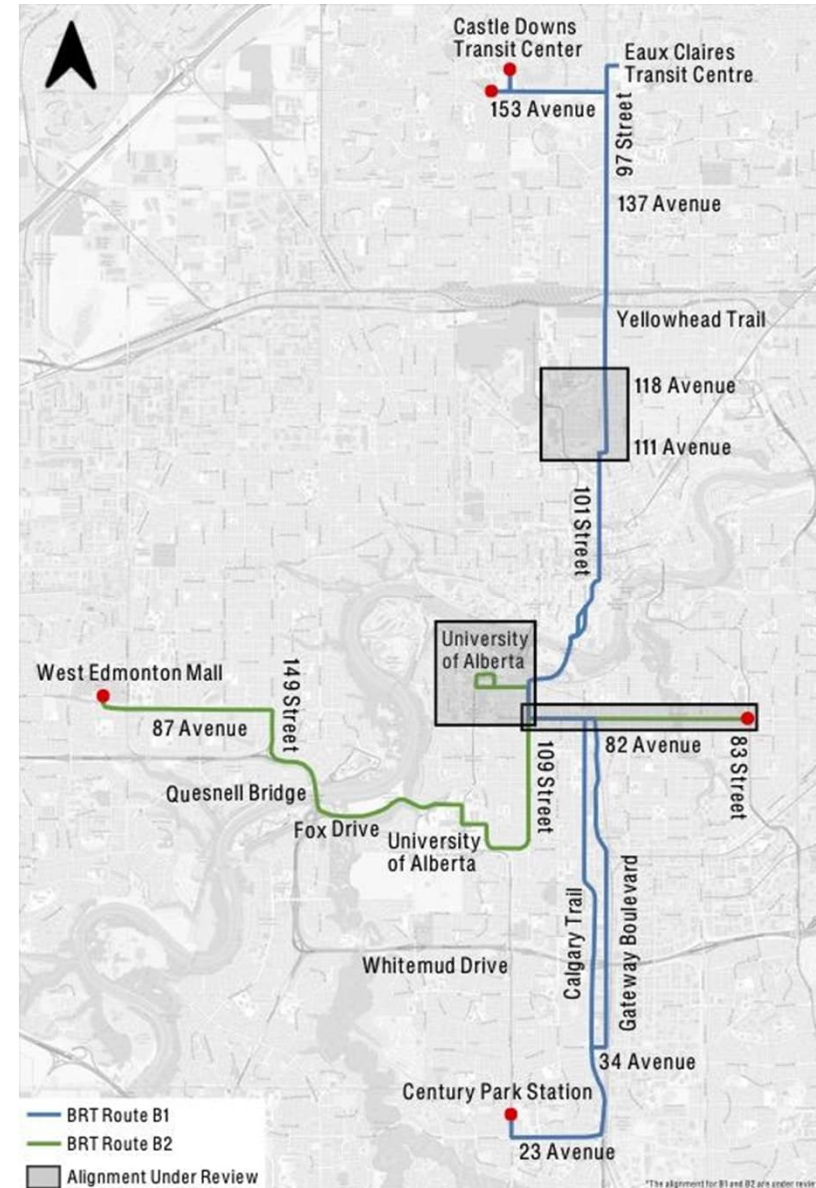
BRT Routes B1 and B2

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

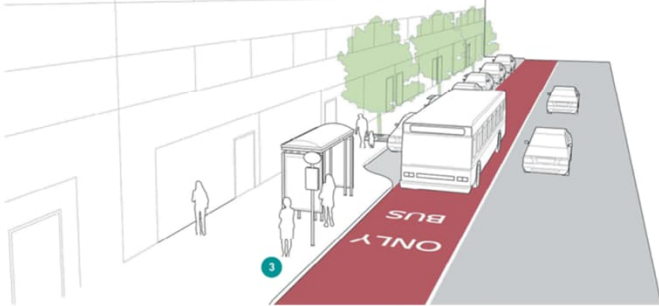
BRT Lanes and Stations

Edmonton

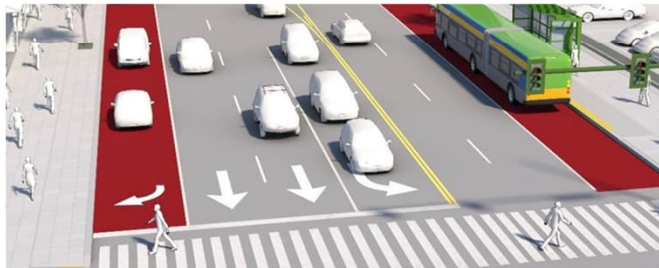
Dedicated Curbside BRT Lanes and Stations



Source: NACTO: Illustration of a Dedicated Curbside Bus Lane



Source: Illustration of a Dedicated Offset Bus Lane



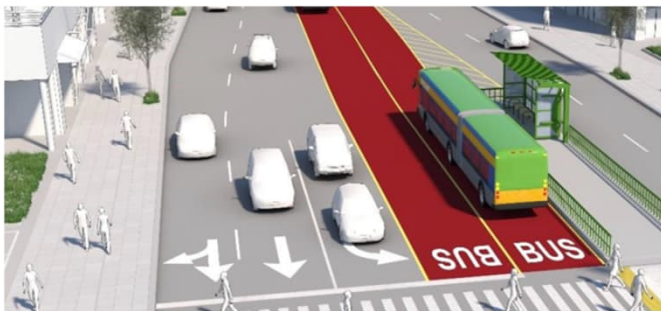
Source: CTV News: Illustrates Dedicated Centre Running Bus Lanes

- **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

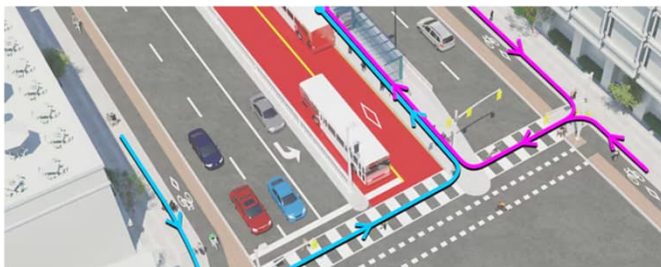
Dedicated Centre-running BRT Lanes and Stations



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

Route Options to Connect 109 Street to the University Transit Centre

Edmonton

BRT Route B2 – Route Options

The project team is currently reviewing the Streets and Avenues the BRT will use to connect 109 Street to the University Transit Centre. Two options are proposed:

Option 1: Northbound and Southbound Lanes on 112 Street via 82 Avenue

Option 2: Northbound Lane on 114 Street / Southbound Lane on 112 Street via 82 Avenue

BRT Route B2 – About the Area

What We Know (Key Constraints)

- **High-demand area:** hospital, campus, transit, all modes
- **Busy all day,** not just peak times
- **Heavy pedestrian traffic** slows intersections
- **Limited road space;** trade-offs needed
- **Emergency access** is critical
- **Buses are delayed** by traffic today

What We're Trying to Get Right

- **Reliability:** reduce delays from congestion and turning conflicts
- **Clarity:** intuitive routes and station locations
- **Integration:** strong connections to LRT, Transit Centre, and active modes
- **Feasibility:** works within real-world constraints
- **Balance:** transit vs. traffic vs. emergency vs. public realm

Option 1: Northbound and Southbound Lanes on 112 Street via 82 Avenue



112 Street, Northbound view of multi-storey garage (Google Maps)



112 Street, southbound view of ETS bus stop UAH (Google Maps)



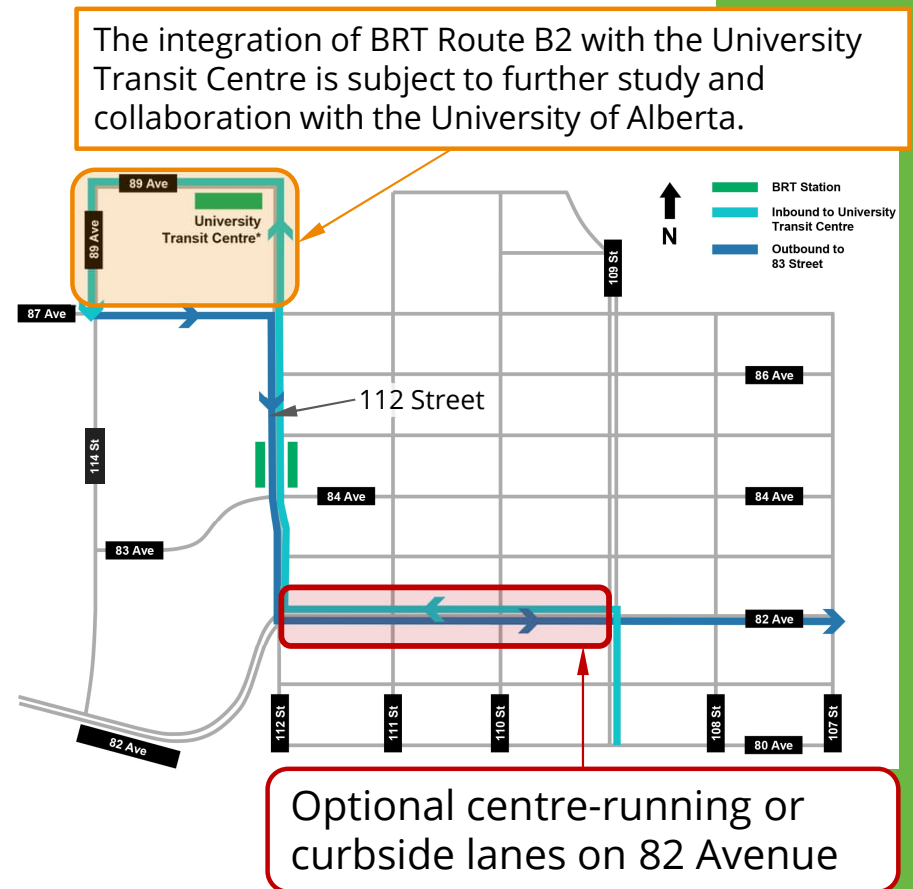
Option 1 - A Simple, Single-Corridor Approach

What the option does

- BRT runs northbound and southbound on 112 Street
- Consolidates routing onto a single, continuous corridor
- Creates a Station pair near 84 Ave + U of A Transit Centre

Why this matters

- Easiest to understand for riders
- Counterclockwise one-way loop through the University area with potential to improve Transit Centre safety
- Supports a strong station presence near the hospital and campus



Option 1 - What It Means on the Ground

Key Benefits

- Simple routing, more intuitive for transit riders.
- BRT - on 82 Avenue and 112 Street, connecting to the University Transit Centre.
- Direct connection to key destinations.
- Fewer split movements - easier operations and transfers.
- Concentrated investment - stronger transit presence.

Challenges / Risks

- All BRT and traffic pressure focused on 112 Street.
- Already a high-demand, constrained corridor (pedestrians, hospital traffic).
- Operational complexity at key intersections (82, 84, 87 Avenue).
- Most left turns retained, with targeted improvements at key intersections.
- Potential reliability risk from localized congestion.

Option 2: Northbound Lane on 114 Street / Southbound Lane on 112 Street via 82 Avenue



Corner of University Ave and 114 St looking NE (Google Maps)



Corner of 87 Ave and 114 St looking NW (Google Maps)

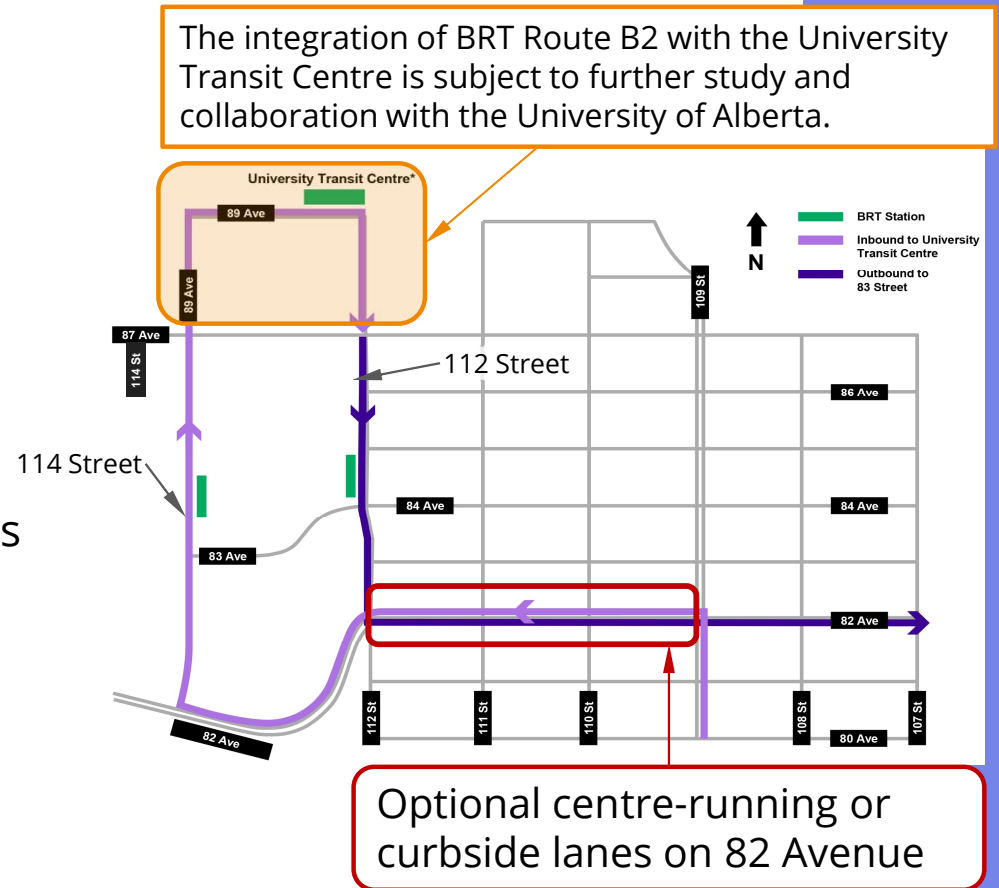
Option 2 - A Distributed Network Approach

What the option does

- Northbound BRT on 114 Street, southbound on 112 Street
- Maintains a clockwise one-way loop through the University area
- Station pair split across two roads

Why this matters

- Balances the impacts across corridors
- Better matches direction of travel to street conditions
- Reduces pressure on 112 Street specifically



Option 2 - What It Means on the Ground

Key Benefits

- Distributes BRT facilities across 112 Street and 114 Street.
- Reduces pressure on most constrained segments within the BRT study area.
- Can adapt better to corridor-specific and time-of-day conditions.
- Maintains key access and multimodal connections.

Challenges / Risks

- Requires clear wayfinding and communication.
- Station pairing a little more complex (North/South split).
- Slightly more indirect customer / user experience.

BRT Route B2

Summary of Route Options

BRT Options Summary

Option 1 (Single Corridor)

- BRT runs both directions on 112 Street (mainly curbside), with optional centre or curbside lanes on 82 Avenue)
- All service on one street, using a mix of dedicated and shared lanes
- Reduced general traffic lanes and on-street parking; more interaction where lane space is shared

Option 2 (Distributed Network)

- One-way BRT Loop: via 114 Street (northbound) and 112 Street (southbound) with optional centre or curbside lanes on 82 Avenue)
- Offers direct, easy access to more key destinations within the BRT study area
- Spreads the impact across corridors, with a lower impact on general traffic lanes

Closing Remarks

Next Steps

Spring 2026

- Confirm preferred option for BRT Route B2: 82 Avenue from 109 Street to the University Transit Centre
- 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



Questions?

Learn more at edmonton.ca/BusRapidTransit

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