

Frequently Asked Questions (FAQ) Transit Priority Measures on Whyte Avenue

What are transit priority measures?

Transit priority measures (TPMs) are used to reduce transit delays and improve transit service. They prioritize the movement of buses on congested roads, making transit more efficient and reliable, encouraging more people to take transit.

Why is the City implementing TPMs?

TPMs are a cost-effective way to improve the efficiency and reliability of Edmonton's transit service, helping more people reach their destinations faster.

As Edmonton grows from one million to two million people, our transportation network must evolve. Beginning in 2027, the implementation of TPMs on Whyte Avenue will enhance existing infrastructure to address current issues affecting bus on-time performance and reliability.

These measures also support future large-scale transit projects, such as Bus Rapid Transit (BRT), identified in the Mass Transit Planning Study.

What will TPMs look like on Whyte Avenue?

TPMs on Whyte Avenue are focused on both transit efficiency and pedestrian experience. Measures between 99 Street and 109 Street include intersection upgrades, traffic signal adjustments and changes to pedestrian crossings. At Gateway Boulevard, 104 Street and 105 Street, the City will implement:

- Curb extensions and accessibility features
- Traffic signal timing changes, including left turn and right turn signal restrictions, to reduce conflicts between vehicles and people crossing
- Replacement of scramble crosswalks with reconfigured crossings

Curb extensions will narrow the roadway at intersections to calm vehicle traffic, improve pedestrian visibility and reduce the distance and time it takes for pedestrians to cross the road. While the scramble crossing configurations will be removed, intersection signal controls will be in place to ensure pedestrians are protected when crossing.

Elongated curb extensions will enable buses to stop in the traffic lane, reducing transit delays by eliminating the need to exit and re-enter traffic. These changes will affect on-street parking and some Parklet Patio licences of occupation in some locations.

Overall, TPMs on Whyte Avenue will improve mobility, reduce transit delays and better support transit users (current and new), while maintaining pedestrian safety.

Why is the City removing pedestrian scrambles on Whyte Avenue?

The decision to remove the current scramble configuration and redesign the crosswalks along Whyte Avenue was informed by a comprehensive technical analysis of many options, including consideration of keeping the scrambles. Scramble crosswalks require longer traffic signal cycles, which increase wait times for pedestrians, buses and drivers. Over time, these delays affect traffic flow, transit reliability and emissions. The three locations are being redesigned to support safe crossings and to meet the needs of pedestrian, transit and vehicular traffic.

The scramble crosswalks will be replaced with newly configured intersections to ensure that pedestrian safety and accessibility remain priorities while also enhancing transit efficiency. These other features include:

- Curb extensions
- Zebra-marked crosswalks
- Curb ramps with tactile warning surfaces to aid blind or low vision pedestrians and those who use mobility aids
- Signal timing controls
 - Right turn on red is prohibited
 - Protected left turns (proceed on green arrow)

These changes will improve mobility for all road users while maintaining safety.

How will the removal of pedestrian scrambles impact pedestrian safety?

Pedestrian safety remains a priority. The intersections will be redesigned, including the construction of curb extensions. Curb extensions shorten crossing distances, make pedestrians more visible and encourage drivers to slow down. Crossing distances will be reduced by 2.7 to 5.4 metres at the locations along Whyte Avenue.

Signals will be modified. Turn restrictions and giving pedestrians a head start when crossing Whyte Avenue help reduce conflicts between pedestrians and vehicles.

The intersection configuration and signal design elements help keep pedestrians safe while improving bus travel times.

What does safety look like with TPMs?

Safety features include:

- Elongated curb extensions at intersections
- Shorter pedestrian crossing distances
- Zebra-marked crosswalks
- Curb ramps with tactile warning surfaces to aid blind or low vision pedestrians and those who use mobility aids
- Improved sightlines between pedestrians and drivers
- More sidewalk space for safe and efficient transit boarding
- Restricted left and right turns to reduce pedestrian-vehicle conflicts

These measures enhance pedestrian safety and calm traffic, while supporting more reliable transit service.

How will the widened sidewalks and removal of scrambles affect accessibility?

Accessibility is a key part of the intersection design. Elongated curb extensions will be constructed, including accessible ramps with tactile warning surfaces at each crossing. ETS buses are fully accessible, with ramps, priority seating, kneeling capability and wheelchair/scooter access.

The curb extensions will shorten the crossing distance, which supports accessibility for blind or low vision pedestrians and those who use mobility aids.

How will pedestrian crossing times change?

Curb extensions at intersections shorten crossing distances so that pedestrians spend less time crossing the road. Pedestrian signal timing will be updated to reflect the reduced crossing time.

How will construction impact local businesses?

The City has been working with adjacent property owners and other interested parties, such as the Old Strathcona Business Association, to ensure that they are aware of upcoming changes and that access will be maintained where possible during construction.

What if I have a licence of occupation for a Parklet Patio?

The City will work with businesses holding licences of occupation to minimize disruptions and maintain access where possible.

How much is the project costing?

TPMs are a cost-effective way to improve transit efficiency and reliability.

City Council allocated \$7.1 million in the 2023–2026 budget to plan, design and implement TPMs **across multiple locations**, including Whyte Avenue. Prioritizing transit helps reduce service gaps, cut wait times and reinvest savings into the transit network.

Why wasn't I engaged about these changes?

The implementation of TPMs is guided by City Council's direction and aligns with the City of Edmonton's broader goals and policies, including the City Plan, the Safe Mobility Strategy, ConnectEdmonton, the Transit Strategy and the Old Strathcona Public Realm Strategy.

While the City considers community needs, some decisions, such as safety and engineering standards, are based on technical expertise and do not require public engagement. For more on the City's Public Engagement Framework, visit edmonton.ca/PublicEngagement

Why was the project deferred to 2027?

Implementation of transit priority measures on Whyte Avenue between 99 Street and 109 Street was originally scheduled to begin in summer 2026. Following further review of project timing, coordination with partners, civic events and other ongoing construction projects across the city, construction has been deferred to 2027.

Deferring the project will allow the City to issue a longer construction tender, increasing market interest and helping secure the best value. The revised schedule will help to ensure construction can be completed within a single construction season, reducing the risk of work pausing over winter and minimizing overall disruption in the area.

The additional time will also allow the City to further coordinate construction activities to reduce impacts on businesses, residents, visitors, special events and seasonal activities along the corridor.

The Whyte Avenue corridor remains an important priority for improving transit reliability, accessibility and travel options. Updated timelines will be shared as they become available.