

REFINE

What We Heard Report: Bus Rapid Transit

**Route B1:
111 Avenue to 118 Avenue Options
November 2025 to January 2026**

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Edmonton

What We Heard Report: Bus Rapid Transit

Route B1: 111 Avenue to 118 Avenue Options

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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 nēhiyaw / 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.

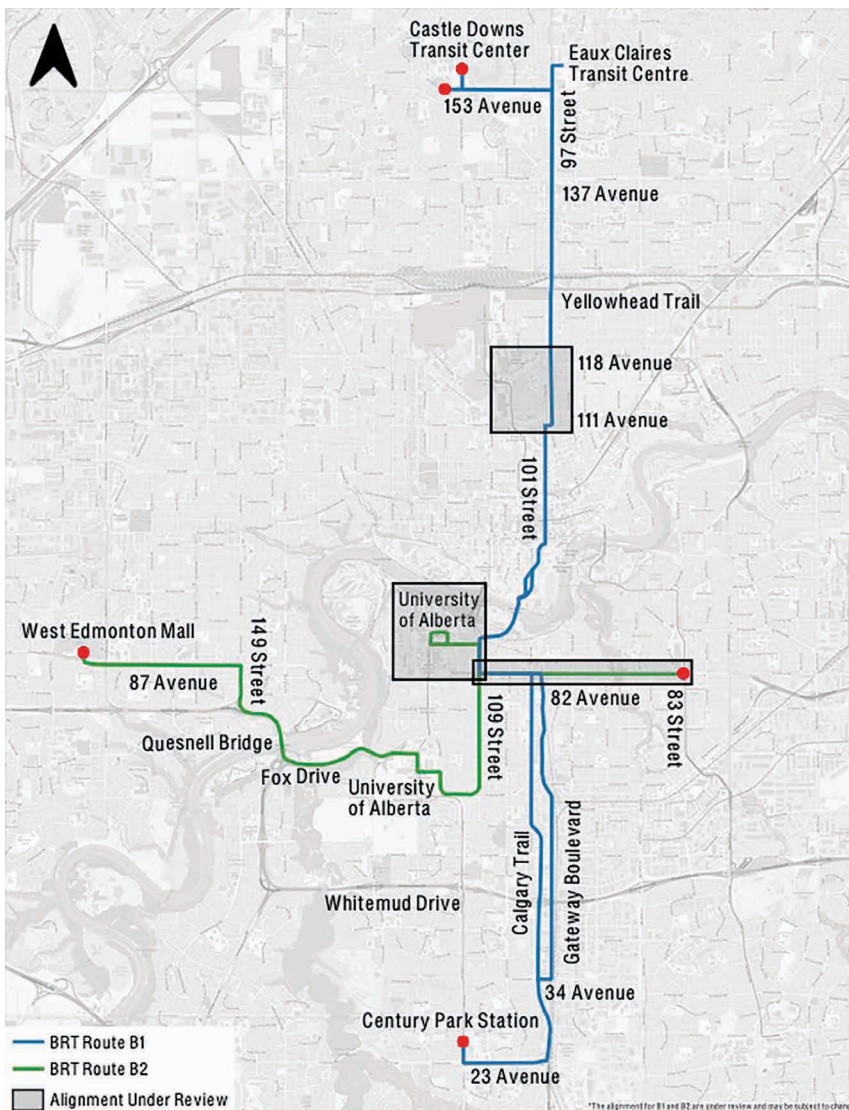
Thank you to those who participated in this engagement by attending the public event, sharing comments at meetings or by email, or by completing the online survey. Your input is valued and will be used to inform the concept design for BRT Route B1.

Project overview

As part of the Mass Transit initiative, the City of Edmonton is expanding its transit network by adding Bus Rapid Transit (BRT) routes to complement current bus routes and Light Rail Transit (LRT) in providing faster, efficient and sustainable travel options as our city and population grow.

The BRT service provides high-speed travel between urban nodes and main corridors, with only key stops along the way.

BRT features dedicated travel lanes, where possible, which may remove a lane of vehicle traffic, receive priority at intersections and include upgraded stations for faster, more reliable service.



The City is developing concept plans for two Bus Rapid Transit (BRT) routes:

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

Through concept planning, the City will determine:

- + The streets, avenues and roads that the BRT will use
- + Where the stations will be located
- + Where the BRT lane fits in the road right-of-way
- + Connections to the active transportation network
- + Business and community access

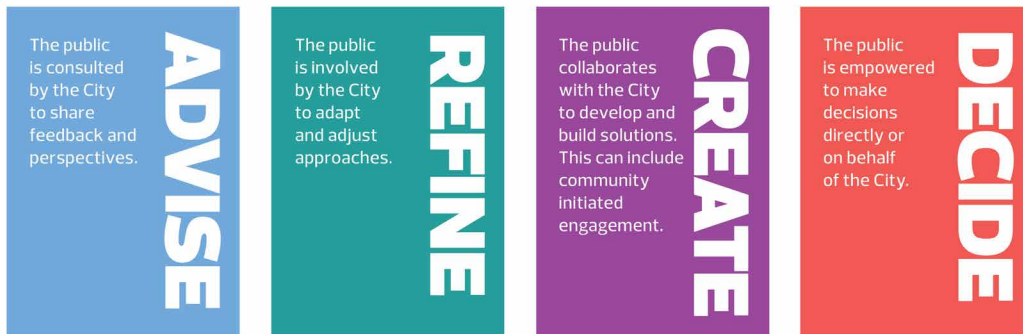
As a part of this process, the City is reviewing the streets and avenues that Route B1 will use to connect 111 Avenue and 118 Avenue.

This report summarizes feedback received during public engagement for options presented for BRT Route B1 to connect 111 Avenue and 118 Avenue. It builds upon previous engagement and feedback during the Strategy phase, which supported the development of the City's Mass Transit Principles.

Public Engagement Approach

Public and interest group engagement activities during this phase of the project took place between November 2025 and January 2026. The engagement process created opportunities for residents and other interested parties to learn about and share feedback on three proposed BRT Route B1 options to connect 111 Avenue and 118 Avenue.

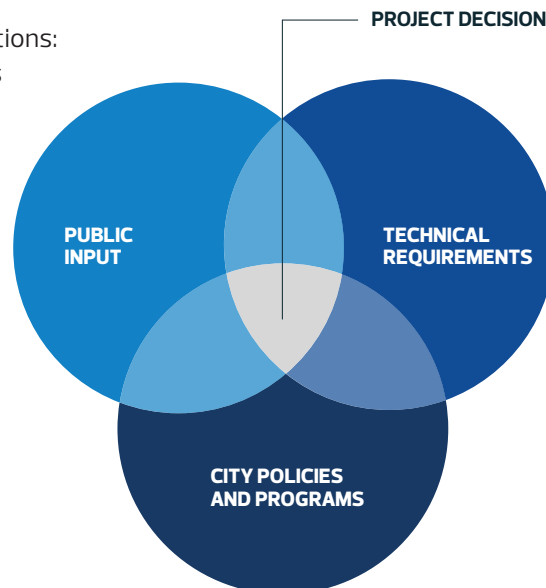
Public engagement was at the **REFINE** level of the City's public engagement spectrum.



Decision making process

When making decisions, there are three considerations: City policies and programs, technical requirements and public input.

These inputs will be considered along with project constraints, including budget, to support the selection and refinement of a preferred concept.



Public engagement activities

This round of engagement was designed to create opportunities for the public and other interested parties to learn about the project objectives and scope and to provide input on the options. The preferred option, along with any modifications, will be shared later in 2026.

Feedback was collected through an online survey, meetings with interested parties, comments received on sticky notes at a public engagement event and formal feedback received by City Project Team members. This feedback will be used along with technical and policy factors to refine the route alignment and develop the Route B1 concept.



- + Engaged Edmonton Online Survey – An online survey was available on Engaged Edmonton through the City’s website from November 17 to December 5, 2025.

99 responses



- + Interested Party Meetings – The invitation to meet with the Project Team was extended to multiple groups and organizations. Several meetings were held.

- + Alberta Avenue Business Association
- + Alberta Avenue Community League
- + Chinatown and Area Business Association
- + Edmonton Transit Riders
- + Kingsway Business Association
- + Spruce Avenue Community League
- + University of Alberta



- + Public Engagement Event – The event was held at Alberta Avenue Community Centre (9210 118 Avenue) on November 27, 2025, from 5:30 to 8 p.m.

51 attendees / Over 150 comments

Awareness for the event was generated in project area neighbourhoods by postcards delivered to mailboxes and lawn and other signs placed in the neighbourhood including at transit stops. Roadside signs were used to attract the interest of drivers.

What We Presented / What We Heard

Three options were presented for BRT Route B1 to connect 111 Avenue to 118 Avenue for public feedback:

OPTION 1: Dedicated Curb Lane Southbound on 101 Street and Centre Lane Northbound on 97 Street

OPTION 2: Dedicated Centre Running on 97 Street

OPTION 3: Dedicated Curb Lanes on Princess Elizabeth Avenue, 106 Street and 111 Avenue

Figure 2



Respondents were asked to provide input as to what they like and what concerns they have about each of the three options.

The following pages summarize the input received. While the majority of input was collected from the online survey, input from the other sources generally reflected similar themes.

It is important to note that unique priorities, issues and concerns were raised by individual stakeholders and public respondents that may not be reflected in the common themes detailed in this report.

Survey respondent travel modes

Survey respondents represent a mix of travel modes, with public transportation (37%) and driving (35%) as the most common primary modes, followed by vehicle passengers and walking (each 10%) and biking (5%). This distribution indicates feedback is informed by both transit users and roadway users, providing perspectives across multiple ways of travelling through the corridor.

Note: Public event attendees who provided comments via sticky notes were not asked for their primary travel mode.

What We Heard Overall

The following are the primary themes heard across all engagement activities:

- + **BRT performance versus traffic impacts:** Respondents consistently perceive a trade-off between faster, more reliable BRT service and greater traffic impacts, specifically the loss of vehicle travel lanes leading to increased congestion.
- + **Traffic congestion:** There are significant concerns about the negative impact of BRT on traffic flow, especially along 97 Street and at the 118 Avenue traffic circle/future intersection. The perceived severity differs by location and each option.
- + **BRT performance – direct versus indirect routing:** Direct alignments are strongly associated with improved BRT speed and reliability, while both split and indirect routes raise concerns about slower service and reduced effectiveness.
- + **Lane location/accessibility:** Curb-lane running BRT is generally viewed as safer and easier to access, while stations located in the median prompt more concern as they require users to cross lanes of traffic.
- + **Connectivity:** While options that improve access to key destinations and transit connections are positively received by some, there is also significant concern about how this will affect BRT performance, including speed and reliability.
- + **118 Avenue traffic circle:** There is a significant desire to improve the operation of the 118 traffic circle, regardless of the preferred option.

What We Heard by Option

This section describes what was heard about each of the three options, with the most common themes listed first.

OPTION 1 Summary

Dedicated Curb Lane Southbound on 101 Street and Centre Lane Northbound on 97 Street

- + Uses modified existing curb lane southbound on 101 Street and centre lane northbound on 97 Street
- + Maintains curbside boarding convenience
- + More interaction with turning vehicles and driveways

PRIMARY CONCERNS

- + **Traffic congestion:** There is significant concern about the loss of traffic lanes resulting in increased traffic congestion, particularly on 97 Street
- + **BRT performance:** The option's split route design raises concerns that it may reduce speed, reliability and effectiveness due to extra turns and traffic signals
- + **Lane location:** Respondents feel this option could cause potential user confusion with the split route design and centre-lane located stations
- + **118 Avenue traffic circle:** Some fear a redesign of the circle could worsen congestion rather than improve it
- + **Parking loss on 101 Street** is also a concern

Figure 3



PRIMARY LIKES

- + **Traffic congestion:** Respondents feel the split route design will put less pressure on 97 Street than Option 2
- + **Pedestrian safety:** The curb-lane design on 101 Street is viewed as safer and easier to access than centre running lanes
- + **BRT performance:** Dedicated BRT lanes and signalized crossings on 97 Street are seen as improving transit speed
- + **Trees:** Tree retention is noted as a meaningful benefit
- + **Lane location:** Mentioned less often, centre-running BRT is valued by some as a positive feature

OPTION 2 Summary

Dedicated Centre Running on 97 Street

- + Dedicated centre lanes for faster, more reliable service
- + Requires pedestrian crossings for access
- + Fewer conflicts with turning traffic

PRIMARY CONCERNS

- + **Traffic congestion:** Respondents note significant concern about the loss of traffic lanes on 97 Street, which they believe will negatively impact already congested traffic
- + **118 Avenue intersection performance:** Respondents are concerned that Option 2 does not include any improvements to the 118 Avenue traffic circle
- + **Pedestrian safety:** Respondents are concerned about pedestrian safety with the centre running alignment and the need to cross traffic to access stations located in the centre median
- + **BRT performance:** The lack of BRT priority at the 111 Avenue connection is believed to slow the service and undermine reliability

Less frequent concerns were noted about tree loss, cycling impacts, neighbourhood shortcutting and reduced vehicle access.

Figure 4



PRIMARY LIKES

- + **BRT performance:** Respondents value the directness of the centre running alignment, equating this to increased speed and reliability
- + **Lane location:** The centre-running design is also appreciated for operational efficiency and enhanced safety
- + **Pedestrian safety:** The added signalized crossings are seen to improve safety

OPTION 3 Summary

Dedicated Curb Lanes on Princess Elizabeth Avenue, 106 Street and 111 Avenue

- + Serves multiple corridors
- + Maintains curbside boarding convenience
- + Potential delays from mixed traffic and turning movements

PRIMARY CONCERNS

- + **BRT performance:** The most frequent concern noted is the less direct route compared to the other options, which is seen as less efficient. Also noted by respondents is insufficient priority for the BRT
- + **Traffic congestion:** Respondents feel that the traffic lane loss on multiple corridors of this option will have a greater negative impact on traffic congestion than other options, especially at the 111 Avenue LRT crossing
- + **118 Avenue intersection performance:** Congestion at the traffic circle is noted as a concern

Secondary concerns: Less frequently mentioned concerns are impacts to emergency vehicle/ neighbourhood access, curb-lane bus/car conflicts, and what is perceived as unnecessary duplication of the Metro LRT line.

Figure 5



PRIMARY LIKES

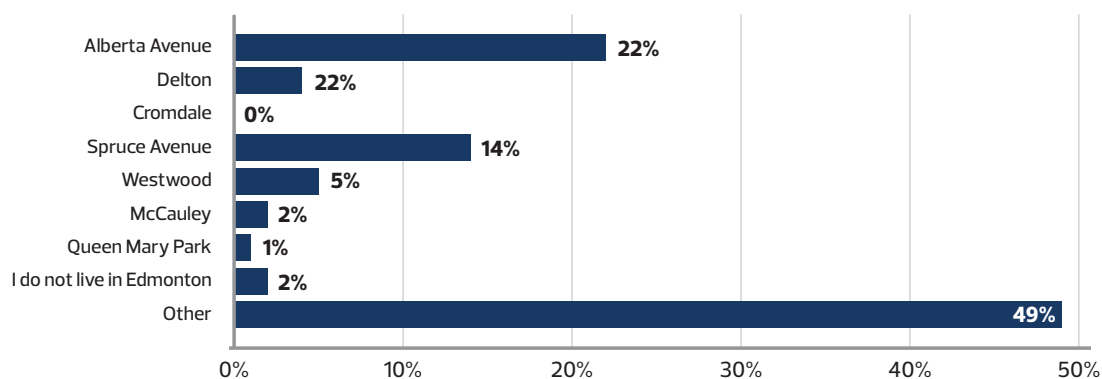
- + **Destination coverage:** Respondents value the connection this option provides to key destinations (NAIT, Kingsway Mall, hospitals)
- + **Network connectivity:** Positive feedback on connections to the LRT and broader transit system
- + **Traffic congestion:** Appreciation for reduced congestion impacts by largely avoiding 97 Street
- + **118 Avenue intersection performance:** The redesign/removal of the 118 Avenue traffic circle is seen as beneficial
- + **Lane location:** The curb-lane running design is perceived as safer and more accessible for pedestrians than centre-lane running designs

Survey Respondents

The following demographic information is specific to survey respondents.

Which neighbourhood do you live in?

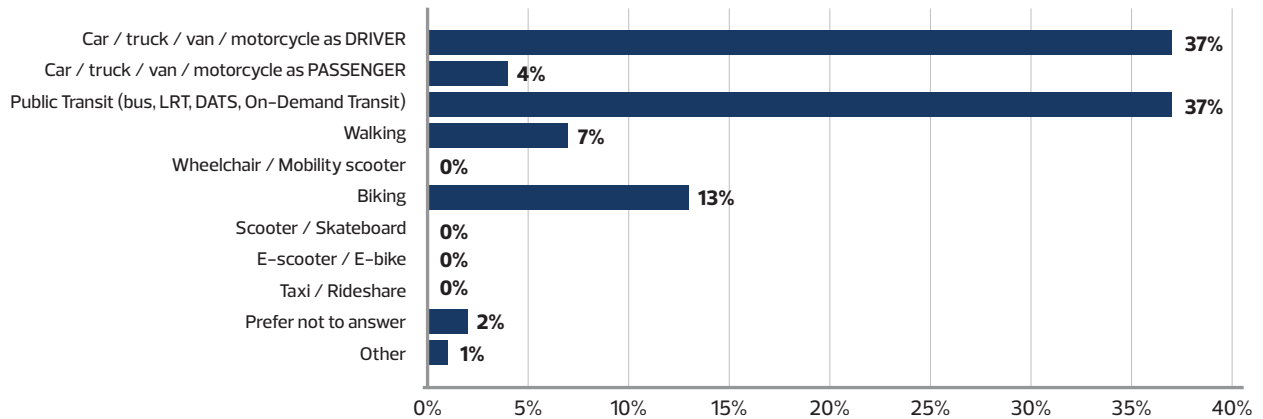
Neighbourhoods of Respondents



Of the respondents who shared the neighbourhood in which they live, 22 percent were from Alberta Avenue and 14 percent were from Spruce Avenue, which are the two neighbourhoods nearest the BRT Route B1 Options. Other neighbourhoods represented with between 2 and 5 percent of total respondents include Delton, Westwood and McCauley. The additional 50+ percent of respondents were from various neighbourhoods across Edmonton, each with less than 1 percent of the total.

What is your PRIMARY mode of Transportation? (choose one)

Primary Mode of Transportation

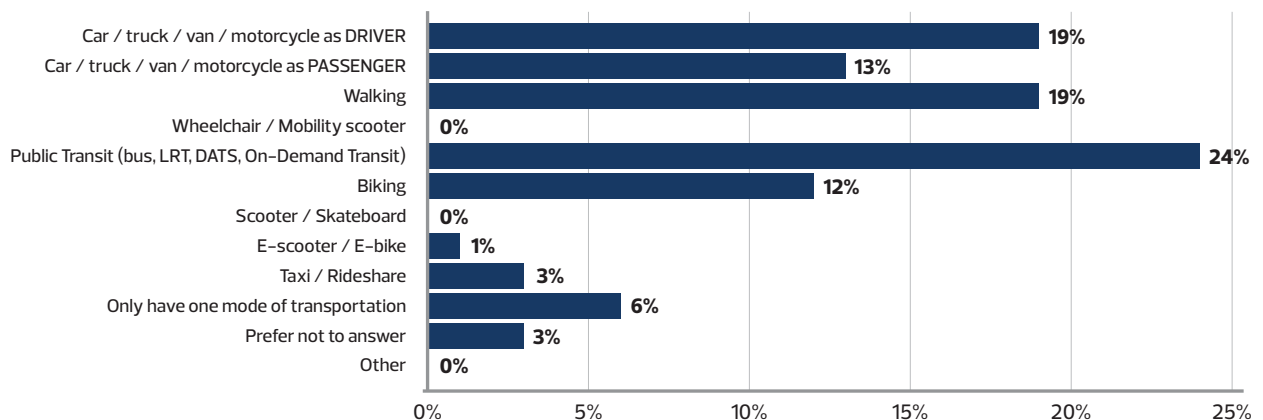


Respondents reported two dominant primary travel modes: driving and public transit, each used by 37 percent of respondents. This indicates that the survey captured a relatively balanced mix of current transit users and people who primarily travel by personal vehicle.

Biking was the next most frequently reported mode (13 percent), followed by walking (7 percent). A small proportion of respondents indicated they are passengers in a vehicle (4 percent) rather than the driver.

What is your SECONDARY mode of transportation? (choose one)

Secondary Mode of Transportation



Of the 99 respondents, public transit was the most common secondary mode of transportation (24 percent), indicating that many people who primarily use another mode still rely on transit for some trips.

Driving and walking are next most common, each used by 19 percent of respondents. Being a passenger in a vehicle came in at 13 percent and biking at 12 percent of respondents.

Next Steps

Feedback received from this engagement will be used (alongside other technical and design data) to inform the final concept.

Fall 2026 Share preferred option for BRT Route B1 (111 Avenue to 118 Avenue)

2027 Share draft concept plans for BRT Routes B1 and B2

Future project phases are subject to funding availability.

Stay informed

Visit edmonton.ca/BusRapidTransit for more information.

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