

Transit Priority Measures on 101 Street (Jasper Avenue to 102A Avenue) Frequently Asked Questions (FAQ)

What are transit priority measures?

Transit priority measures (TPMs) are tools used to reduce transit delays and improve transit service. They prioritize bus movement in the transportation network through measures such as dedicated lanes or traffic signal changes. These improvements help buses move more efficiently and reliably. When transit is faster and more dependable, more people choose to take transit rather than drive.

Why is the City implementing transit priority measures on 101 Street?

As Edmonton grows, the transportation network must adapt to serve more people. Transit priority measures are one of the most cost-effective ways to improve transit service. They help buses move more efficiently and reliably, reducing travel times and improving safety for everyone using the road.

101 Street is one of the busiest transit corridors in Edmonton. Eight regular bus routes travel along this corridor, with more than 1000 buses and 32,000 transit riders every weekday. Adding transit priority measures on 101 Street will help address the delays and reliability issues buses experience on this corridor.

These improvements will also support future major transit projects, such as Bus Rapid Transit (BRT), identified in the Mass Transit Planning Study.

Who approved the project, and how much will it cost?

City Council directed City staff to explore and develop transit priority measures across Edmonton. Council allocated \$7.1 million in the 2023–2026 budget to design and implement transit priority measures at seven locations, including 101 Street.

What issues on 101 Street is the City trying to address?

Narrow lanes:

- Most curb lanes on 101 Street are currently less than 2.75 metres wide, which is smaller than a city bus. This is also below the City's minimum standard of 3.55 metres for transit curb lanes.
- To address this, the roadway will change from six narrow lanes to five wider lanes. Wider lanes make the road easier and safer for all road users and prevent buses from straddling lanes.

Transit delays and congestion:

- 101 Street is a major road into downtown, where congestion is expected to increase as Edmonton's population grows.

Growing transit demand:

- More than 32,000 transit riders use this corridor on a typical weekday, and demand continues to grow for daytime, evening and weekend travel.
- Transit priority measures will help buses move more efficiently and reduce delays caused by traffic congestion and vehicles stopping in curb lanes.

What was considered when designing the project?

The project aligns with several City plans approved by Council and developed through public engagement with Edmontonians, including:

- The City Plan
- Safe Mobility Strategy
- ConnectEdmonton
- Edmonton Transit Strategy

The design for 101 Street also uses current data and transportation modelling to understand how the corridor operates today and how it will function in the future.

Information sharing

- Input was gathered from transit operators, transit passengers, businesses and others who use the downtown road network.

Technical analysis

Transportation data was analyzed to understand how the corridor functions today and how it may change in the future. This included:

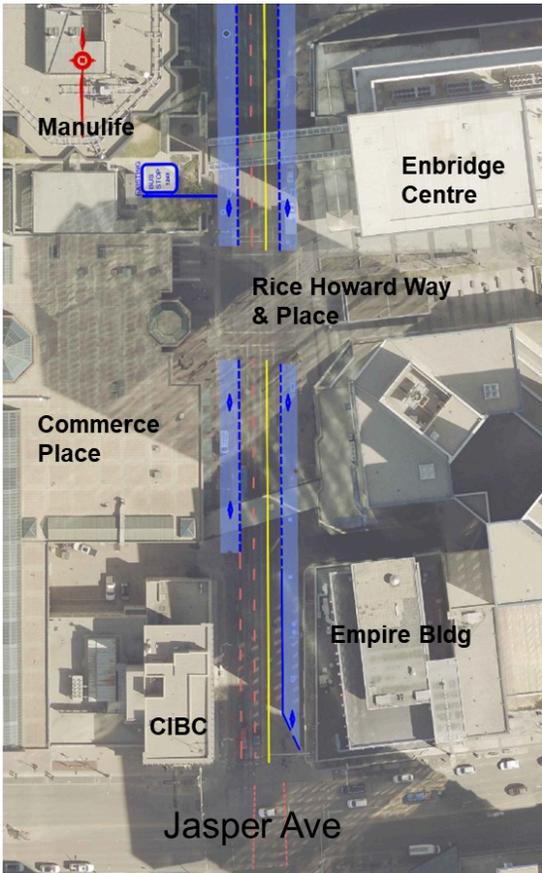
- Lane widths
- Traffic speeds
- Numbers of vehicles travelling, turning or parking at different times of day
- Bus movements and transit stops
- Pedestrian crossing volumes

This analysis helped identify solutions that improve transit reliability while balancing the needs of other road users.

What changes will be made on 101 Street?

Transit priority measures between Jasper Avenue and 102A Avenue will include:

- Transit-only lanes (right turns permitted) in both northbound and southbound directions
- Traffic signal improvements to support turning vehicles and pedestrian crossings
- Removal of one northbound travel lane to create space for wider lanes
- Transit priority lane hours from 6 a.m. to 6 p.m., Monday to Friday
- Reduced on-street parking and loading zones during transit lane hours



Parking and drop-offs will only be allowed in designated areas outside transit lane hours (6 p.m. to 6 a.m. weekdays and on weekends).

Why are dedicated bus/transit lanes needed?

- Dedicated bus lanes allow buses to move without being delayed by vehicles stopping in curb lanes.
- The new lanes will also be wider, which improves safety and makes travel more predictable for all road users.
- Transit-only lanes will operate from 6 a.m. to 6 p.m., Monday to Friday.

How will businesses and property owners be affected?

Once construction is complete, the project will improve travel on 101 Street for transit users, pedestrians and drivers. Construction is expected to cause temporary traffic disruptions. Access to businesses and properties will be maintained during construction.

The City is working with the Edmonton Downtown Business Association (EDBA) and other community organizations and will continue to communicate with nearby property and business owners. Advance notice will be provided before construction begins.

The project team is also coordinating with organizers of downtown festivals and events to minimize disruptions.

When will construction begin and be completed?

Construction is expected to take place in summer and fall 2026. Work will mainly involve surface changes such as:

- Lane reconfiguration
- Pavement overlay
- New road markings
- Signage and signal adjustments

More details will be shared as design and scheduling are finalized.

Will transit stops change?

City staff are working with Edmonton Transit Service (ETS) to confirm operational details. Updates about any stop changes will be shared once finalized.

How will bus lanes be enforced?

City departments will work together to ensure enforcement supports the new travel patterns. Additional enforcement may be needed as drivers adjust to the new lane configuration and parking rules.

Why wasn't there broader public engagement?

Transit priority measures are primarily based on technical transportation analysis, which limits opportunities to change the overall design.

However, the City values feedback from businesses and property owners about issues that may affect construction or operations, such as:

- Site access and parkade entrances
- Private development projects
- Upcoming events that may affect traffic

The City has contacted directly affected businesses and property owners and continues to work with the Edmonton Downtown Business Association.

Can I review the City's technical analysis?

The project is still in the detailed design phase, and the analysis may continue to evolve.

While the analysis is not available for public release at this stage, the project team is committed to answering questions and listening to concerns.