

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

### **What are transit priority measures?**

Transit priority measures (TPMs) are tools used to reduce transit delays and improve transit service. They prioritize the movement of buses in the transportation network, making transit more efficient and reliable and encouraging people to take transit instead of driving.

### **Why are you implementing transit priority measures?**

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

As Edmonton grows from one million to two million people, our transportation network must evolve. Beginning in 2026, 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.

### **How will transit priority measures affect me on Whyte Avenue?**

Proposed measures between 101 Street and 107 Street include intersection upgrades, traffic signal adjustments and changes to pedestrian crossings. At Gateway Boulevard, 104 Street and 105 Street, the City will implement:

- Sidewalk widening (curb bulb-outs) and accessibility features
- Traffic signal timing changes with restricted turning movements
- Replacement of scramble crosswalks with traditional crossings

Curb extensions will narrow the roadway to calm traffic, improve pedestrian visibility and reduce crossing times. Buses will also be able to stop without exiting and re-entering traffic. These changes will affect on-street parking and some Parklet Patio licences of occupation.

Overall, TPMs will improve safety, reduce transit delays and encourage more people to take transit.

## Why are you removing pedestrian scrambles?

Scramble crosswalks require longer traffic signal cycles, which increase wait times for pedestrians and drivers. Over time, these delays affect traffic flow, transit reliability and emissions.

Replacing scrambles with traditional crossings and curb extensions is a low-cost change with high benefit, improving mobility for all road users while maintaining safety.

## How will the removal of pedestrian scrambles impact pedestrian safety?

Pedestrian safety remains a priority. Replacing scrambles will allow traffic to move more efficiently while supporting safer crossings.

Curb extensions shorten crossing distances, make pedestrians more visible and encourage drivers to slow down. Turn restrictions reduce conflicts between pedestrians and vehicles. These design elements help keep pedestrians safe while improving bus travel times.

## What does safety look like with transit priority measures?

Safety features include:

- Wider sidewalks (curb extensions and bulb-outs)
- Shorter pedestrian crossing distances
- Improved sightlines between pedestrians and drivers
- More 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.

## Why do people think scramble crosswalks are safer?

Scramble crossings can feel safer because pedestrians move in all directions at once without vehicle traffic. They are also symbolic of pedestrian priority.

Traditional crosswalks, combined with curb extensions and turn restrictions, offer clear rules and high safety standards while reducing delay for all road users—including transit riders.

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

Accessibility is a key part of the intersection design. Widened sidewalks bring buses closer to the curb, reducing the gap for boarding. Curb extensions include accessible ramps at each crossing. ETS buses are fully accessible, with ramps, priority seating, kneeling capability and wheelchair/scooter access.

## **How will pedestrian crossing times change?**

Wider sidewalks and curb extensions shorten crossing distances. Pedestrian signal timing will be updated to reflect the reduced crossing time.

## **How will construction impact local businesses?**

Adjacent property owners will receive advance notice. Access to businesses will be maintained throughout construction. The City is working with the Old Strathcona Business Association to support businesses during this period.

## **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. Licences include a requirement to maintain City access.

## **How much is the project costing? Isn't it expensive to change infrastructure already built?**

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 are you sharing this information a year in advance?**

Changes to travel patterns, business operations and property access can be challenging. Early communication helps residents and businesses prepare and ensures the City can respond to questions and concerns well ahead of construction.

## **Why wasn't I engaged about these changes?**

TPMs stem from earlier public feedback identifying transit on-time performance as a priority. While the City considers community needs, some decisions, such as safety and engineering standards, require technical expertise and are not subject to public engagement.

The project team will continue to keep adjacent property owners and interested parties informed and respond to questions as the project progresses.