

MAX Green Corridor Scenarios and Implementation Considerations

EC2026-1014
2026 November 3

MAX Green – Scenario Summary

	Improvement Description	Scenario 1 Dedicated Curb-Running BRT	Scenario 2 Curb-Running South of Beddington Trail and Median Transitway North of Beddington Trail	Scenario 3 Continuous Median Transitway	Scenario 4 Transitway within Future Green Line LRT Right-of-Way	
Land Acquisition						
1	Costs to acquire the land (right-of-way)needed to construct a full transitway. For Scenario 3 and 4 it will be relatively similar to the land required to construct the Green Line LRT.	low	low	high	high	
SEGMENT 1 - 6 Ave S to Samis Rd						
2	Downtown bus lanes on 5 and 6 Avenues S as well as connection to Green Line Terminus station on 10 Avenue S	yes	yes	yes	yes	
3	New Bridge over the Bow River	no	no	yes	yes	
SEGMENT 2 - Samis Rd to 20 Ave N						
4	Bus lanes and stations through Crescent He [No Title]	yes	yes	yes	yes	
5	Slope Stabilization South of 7 Avenue N	yes	yes	yes*	yes*	* higher cost related to interface with median transitway
SEGMENT 3 - 20 Ave N to McKnight Boulevard						
6	Bus lanes	curb lane	curb lane	median	median	
SEGMENT 4 - McKnight Boulevard to 64 Ave N						
7	Bus lanes	curb lane	curb lane	median	median	
SEGMENT 5 - 64 Ave N to Beddington Tr N						
8	Bus lanes	curb lane	curb lane	median	median	
9	Bus Terminal at 78 Avenue	yes	yes	yes*	yes*	* higher cost related to interface with median transitway
SEGMENT 6 - Beddington Tr N to North Pointe Park and Ride						
10	Bus lanes	curb lane	median	median	East-side of ROW	
11	96 Ave N Transit Terminal	yes	yes	yes	yes	
12	Bridge/Structure at Beddington Trail	yes	yes	yes	yes	
13	Structure under Country Hills Bv	no	no	no	yes	Transition between side running and median. MSF located at 96 Ave N
SEGMENT 7 - North Pointe Park and Ride to 144 Ave N						
14	Bus lanes	curb lane	median	median	median	
15	Bridge over Stoney Trail (LRT convertible)	no	yes	yes	yes	
16	Keystone Transit Terminal (North of Stoney, South of 144)	yes	yes	yes	yes	

MAX Green – Scenario Summary Continued

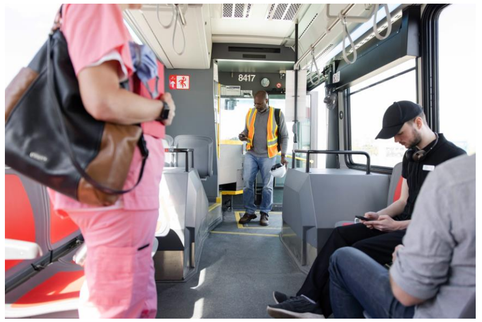
Supporting Transit Assets

Scenario	Additional Operation and Maintenance Costs (annual)	Fleet Costs
Scenario 1 **Dedicated Curb-Running BRT**	$6,000,000	$7,000,000
Scenario 2 **Curb-Running South of Beddington Trail and Median Transitway North of Beddington Trail**		
Scenario 3 **Continuous Median Transitway**		
Scenario 4 **Transitway within Future Green Line LRT Right-of-Way**		

Assumptions

- Cost estimates shown are for extending MAX Green to Keystone Hills
- Estimates are Class 5
- Operation and Maintenance Costs include operator wages, fuel, snow and ice control, landscaping, fleet maintenance and station maintenance
- Fleet costs are the additional buses required to meet frequency







MAX Green – Scenario 1 – Dedicated Curb-Running BRT

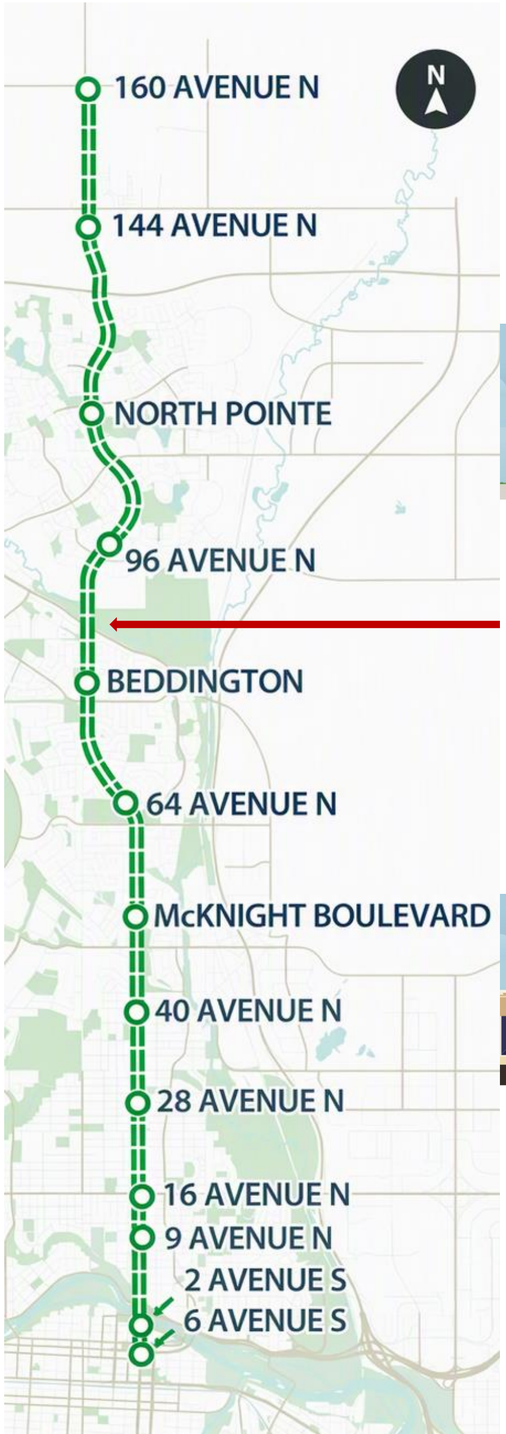
Class 5 Cost Estimate (including land) - $511 million

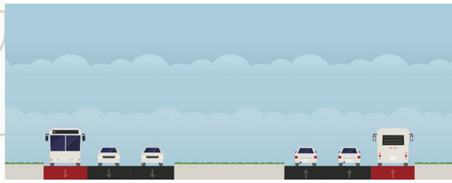
Features

- Dedicated curb-running bus lanes from Keystone Hills to downtown, with red concrete at key conflict locations.
- Downtown bus lanes on 5 and 6 Avenue S and a connection to the Green Line LRT terminus on 10 Avenue S.
- Crescent Heights bus lanes and stations, plus slope stabilization south of 7 Avenue N.
- Improvements to 78 Avenue Bus Terminal.
- New bus terminals at 96 Avenue Transit Terminal and Keystone Transit Terminal.
- A new structure over Nose Creek, with associated improvements at Beddington Trail.

Considerations

- Lowest capital cost.
- Limited land acquisition required.
- Shorter anticipated implementation period.
- Builds on existing curbside bus lanes, reducing reconstruction work needed.
- Parking, loading and property-access impacts require further assessment.







**Cross-sections created with Streetmix.*

MAX Green – Scenario 2 – Curb-Running South of Beddington Trail and Median Transitway North of Beddington Trail

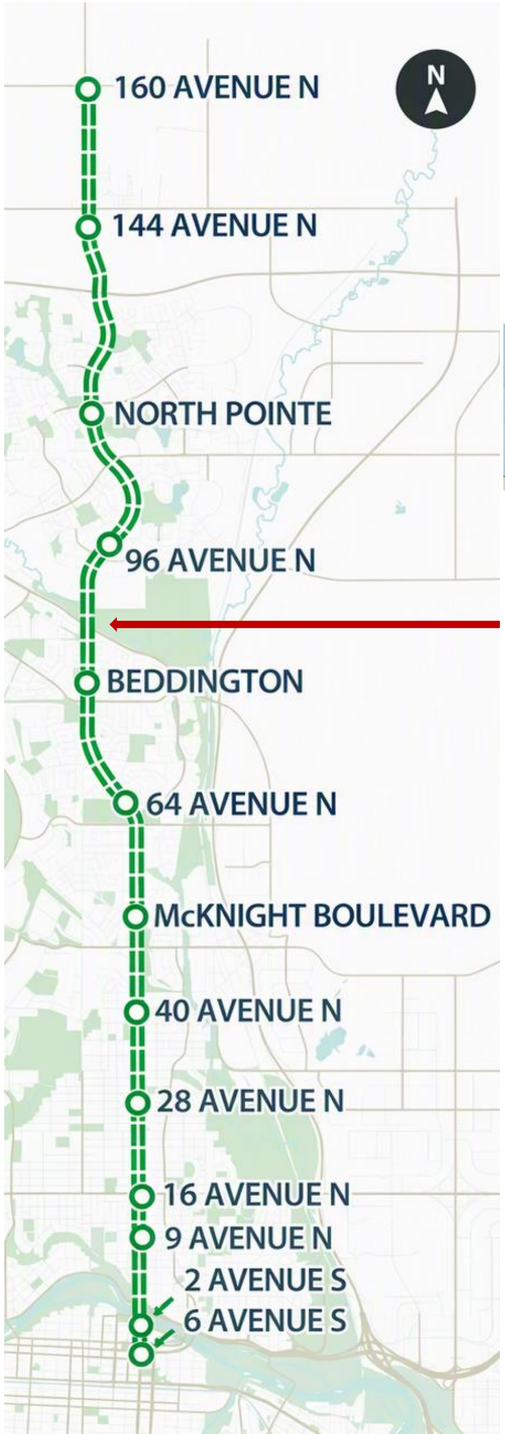
Class 5 Cost Estimate (including land) - $674 million

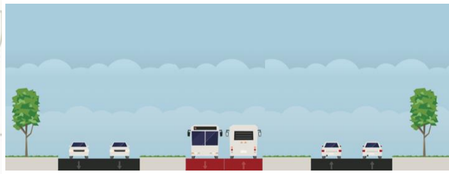
Features

- Dedicated curb-running bus lanes from Beddington Trail to downtown.
- Median trasnitway from Keystone Hills to Beddington Trail.
- Downtown bus lanes on 5 and 6 Avenue S and a connection to the Green Line LRT terminus on 10 Avenue S.
- Crescent Heights bus lanes and stations, plus slope stabilization south of 7 Avenue N.
- Improvements to 78 Avenue Bus Terminal.
- A new structure over Nose Creek, with associated improvements at Beddington Trail.
- New bus terminals at 96 Avenue Transit Terminal and Keystone Transit Terminal.
- A new structure over Stoney Trail to be designed for future LRT conversion.

Considerations

- Higher capital cost than Scenario 1.
- Limited land acquisition required.
- Higher anticipated implementation period than Scenario 1.
- Requires reconstruction of some existing northern curbside bus-lane improvements.
- Parking, loading and property access impacts require further assessment.







MAX Green – Scenario 3 – Continuous Median Transitway

Class 5 Cost Estimate (including land) - $1,547 million

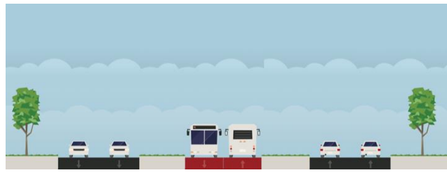
Features

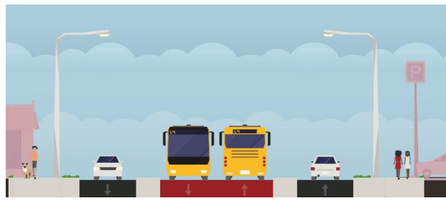
- Continuous median transitway from Keystone Hills to downtown.
- Downtown bus lanes on 5 and 6 Avenue S and a connection to the Green Line LRT terminus on 10 Avenue S.
- Median transitway and stations through Crescent Heights, with more complex slope stabilization south of 7 Avenue N.
- Relocate 78 Avenue Bus Terminal to Beddington Bv N.
- A new structure over Nose Creek, with associated improvements at Beddington Trail.
- New bus terminals at 96 Avenue Transit Terminal and Keystone Transit Terminal.
- A new structure over Stoney Trail to be designed for future LRT conversion.

Considerations

- Higher capital cost than Scenario 1 and Scenario 2.
- Higher cost and more land acquisition along the entire corridor.
- Longer implementation period due to land acquisition and extensive corridor reconstruction.
- Parking, loading and property access impacts require further assessment.







MAX Green – Scenario 4 – Transitway within Future Green Line LRT Right-of-Way

Class 5 Cost Estimate (including land) - $2,087 million

Features

- Transitway follows the future Green Line LRT alignment, with median running south of Beddington Trail and east-side running north of Beddington Trail along Harvest Hills Boulevard before returning to the median toward Keystone Hills.
- Downtown bus lanes on 5 and 6 Avenue S and a connection to the Green Line LRT terminus on 10 Avenue S.
- Median transitway and stations through Crescent Heights, with more complex slope stabilization south of 7 Avenue N.
- Relocate 78 Avenue Bus Terminal to Beddington Bv N.
- A new structure over Nose Creek, with associated improvements at Beddington Trail.
- A new structure under 96 Avenue and Country Hills Bv N.
- New bus terminals at 96 Avenue Transit Terminal and Keystone Transit Terminal.
- A new structure over Stoney Trail to be designed for future LRT conversion.

Considerations

- Highest capital cost and longest anticipated implementation period.
- Substantial land acquisition required, with additional construction complexity for bridges and the Country Hills Boulevard tunnel.
- Secures the future Green Line LRT corridor, with potential reuse of selected structures.
- Parking, loading and property access impacts require further assessment.

