



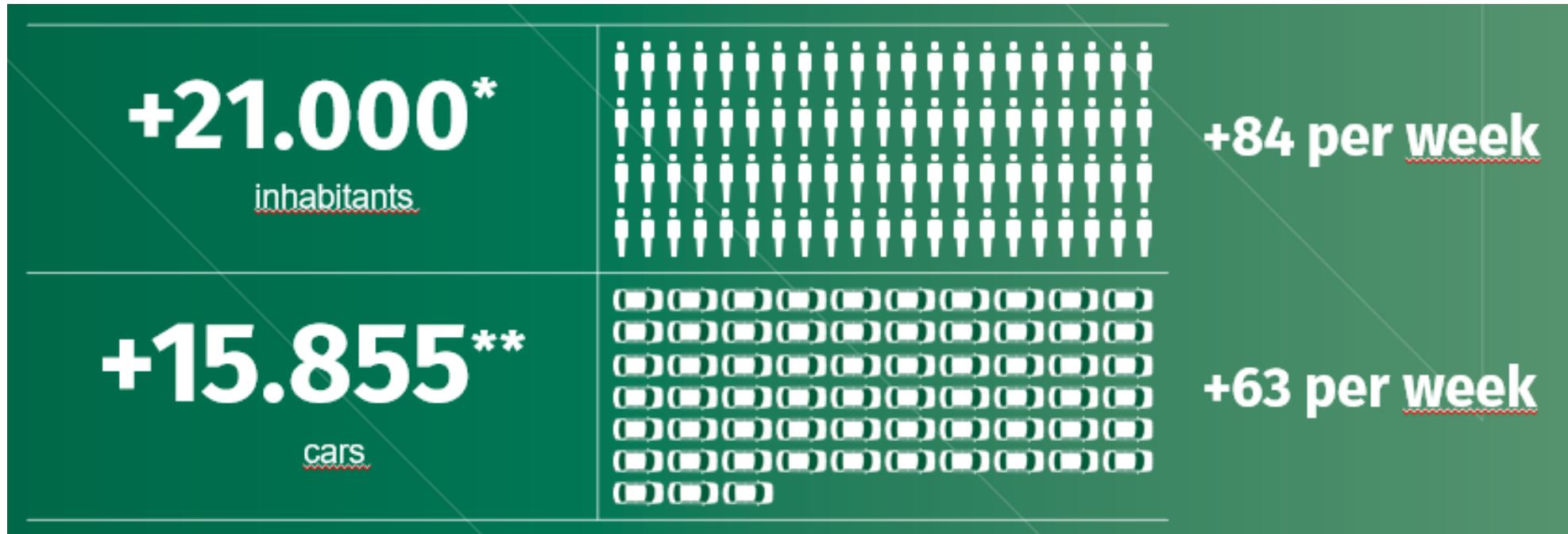
Borgarlínan: Designing a new public transport system with Bus Rapid Transit (BRT) in Iceland's Capital Region

Ragnheiður Einarsdóttir
ragnheidure@straeto.is

Head of planning at Strætó bs.
Borgarlínan PMO member



Iceland's capital area: A fast growing region



* Number of inhabitants in the Capital Area between September 2019 and January 2024

** Car ownership in the Capital Area between September 2019 and June 2024

Decades of Car-Centric Growth

- Growing population - longer traffic delays
- Private car as default travel mode
- Public transport has seen limited investment
 - Service every 15-30 minutes
 - Standard 12m lbuses
 - Buses operating in mixed traffic

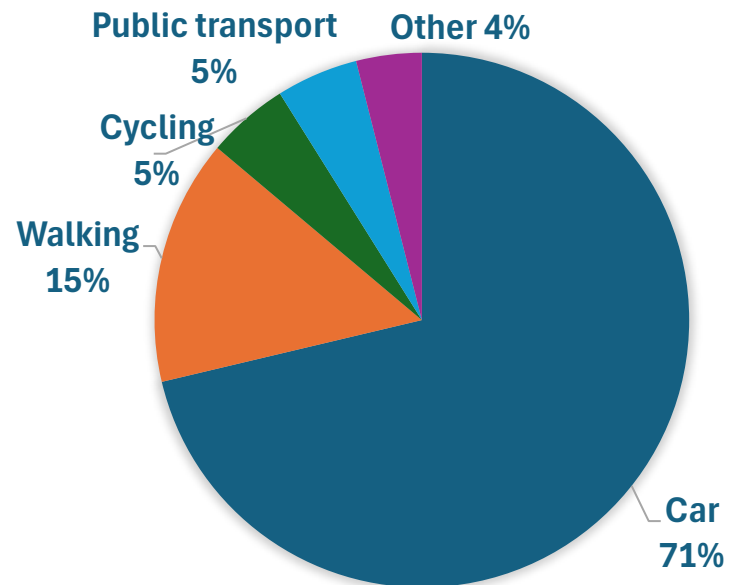




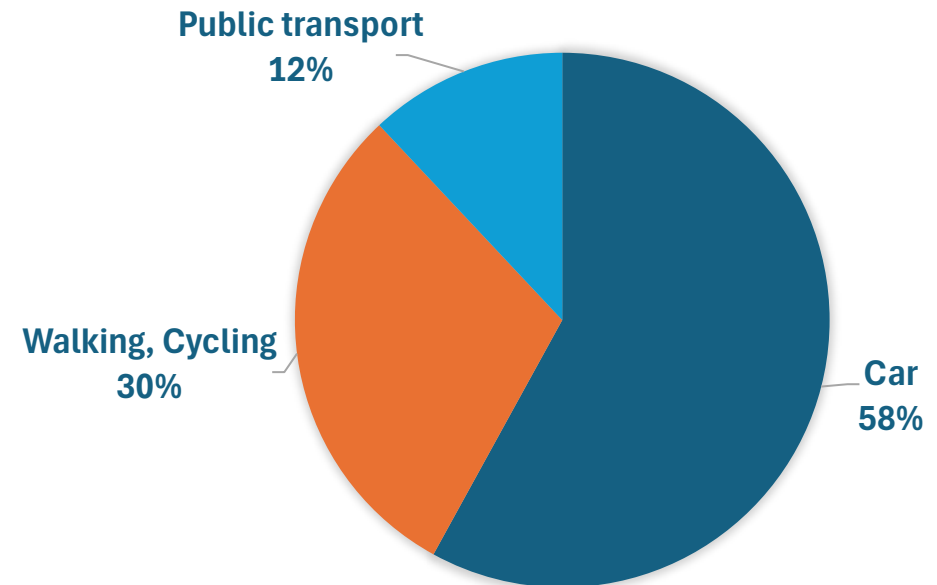
The path forward

- New transport option: Borgarlínan
- Strengthening and rethinking the public transport network
- Public transport share from 5% to 12% in 2040

Current modal split (2022)



2040 goal



Transportation Pact for the Capital Area

- Signed 2019, updated 2024
- Partnership: 6 municipalities + the State
- A new PTA will is being formed
- Goal: Improve mobility to 2040
- Investment in:
 - Road projects
 - Borgarlínan and the public transport network
 - Cycling and pedestrian paths
 - Traffic control and safety



A better city for all travel modes



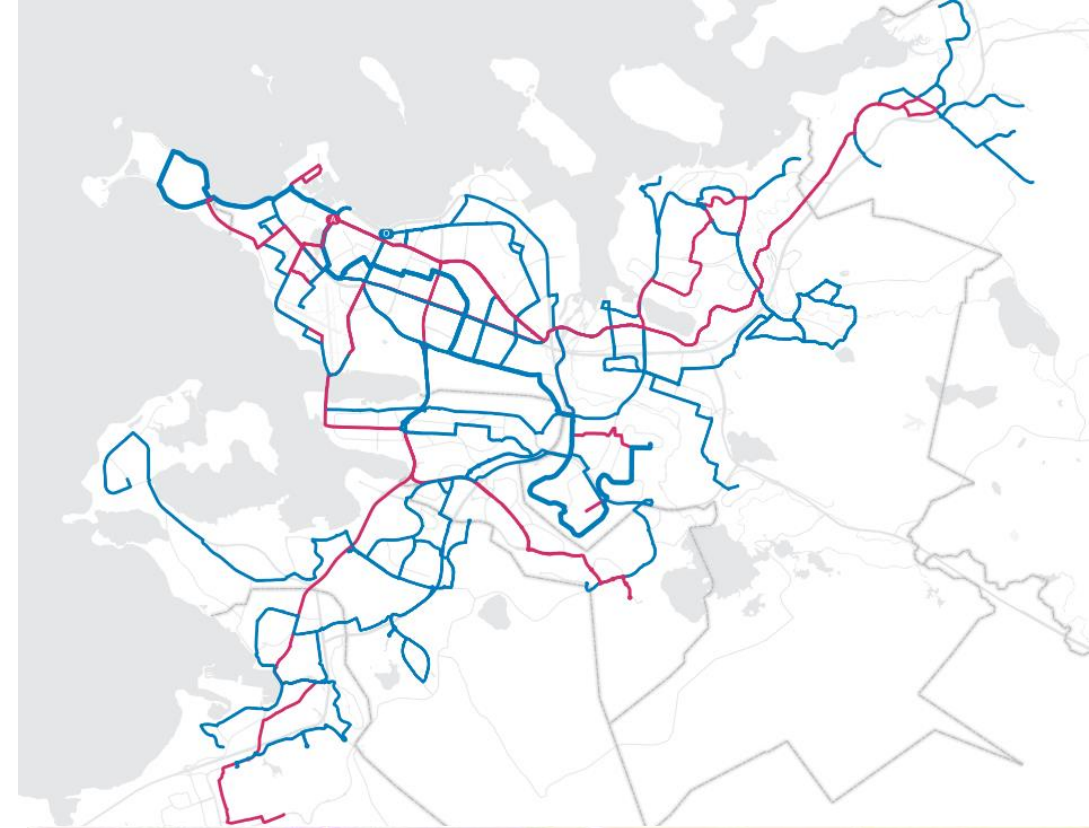
A new standard for public transport

- High quality public transport
- 47 km of dedicated lanes
- Priority at intersections
- Frequent service and shorter travel time
- Accessible, high quality stations
- Catalyst for urban development



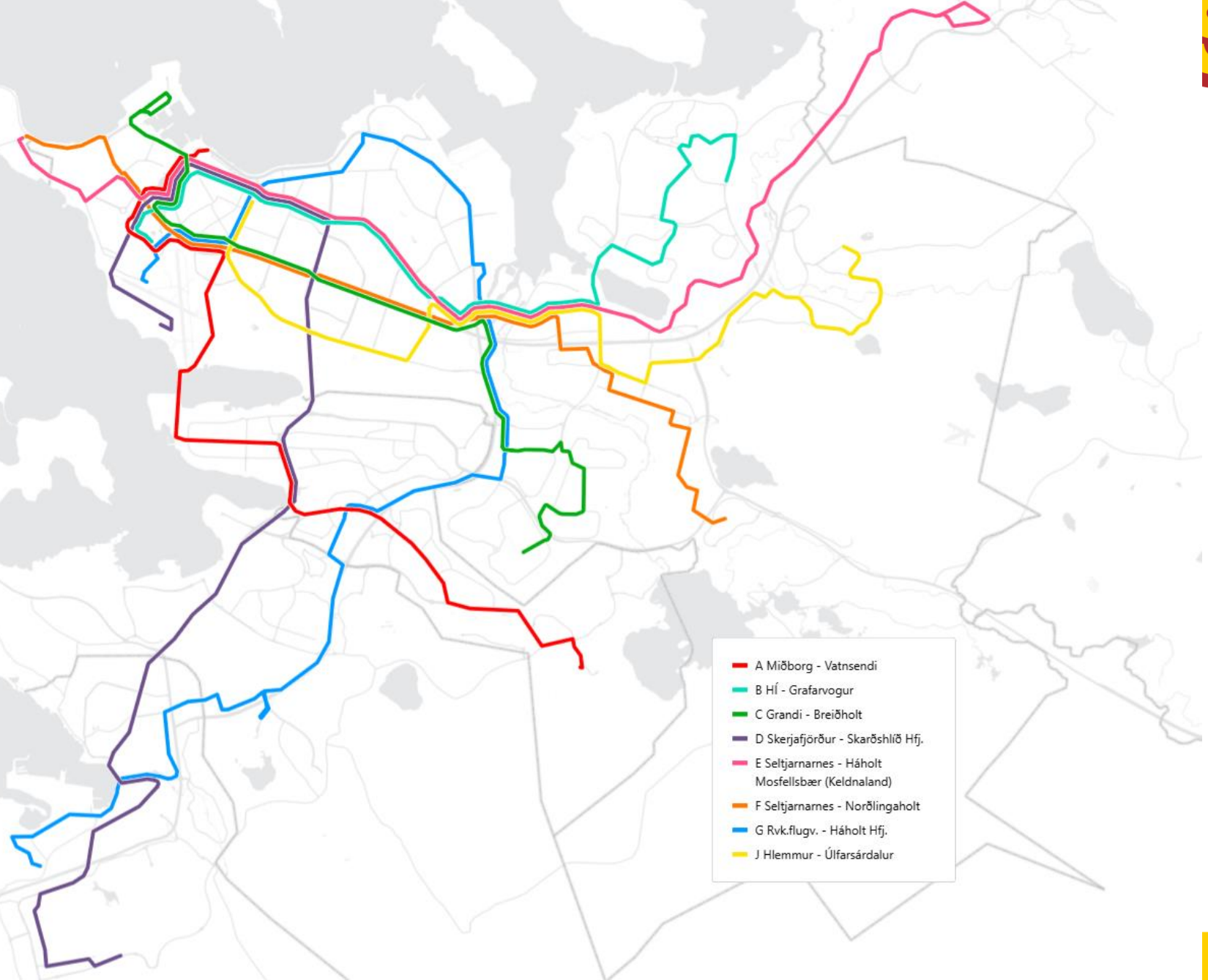
Designing the new network

- 2019–2024: Developed through a five-year design process
- Shaped by broad input – public, professionals, and political collaboration
- Built around Borgarlínan as the backbone of the network
- Seamless integration of Borgarlínan lines with other bus routes
- A reference for future changes in public transport — what we are working towards



Core network

- High frequency
- Straight lines
- Connect the largest neighbourhoods
- 72% of population within 400m



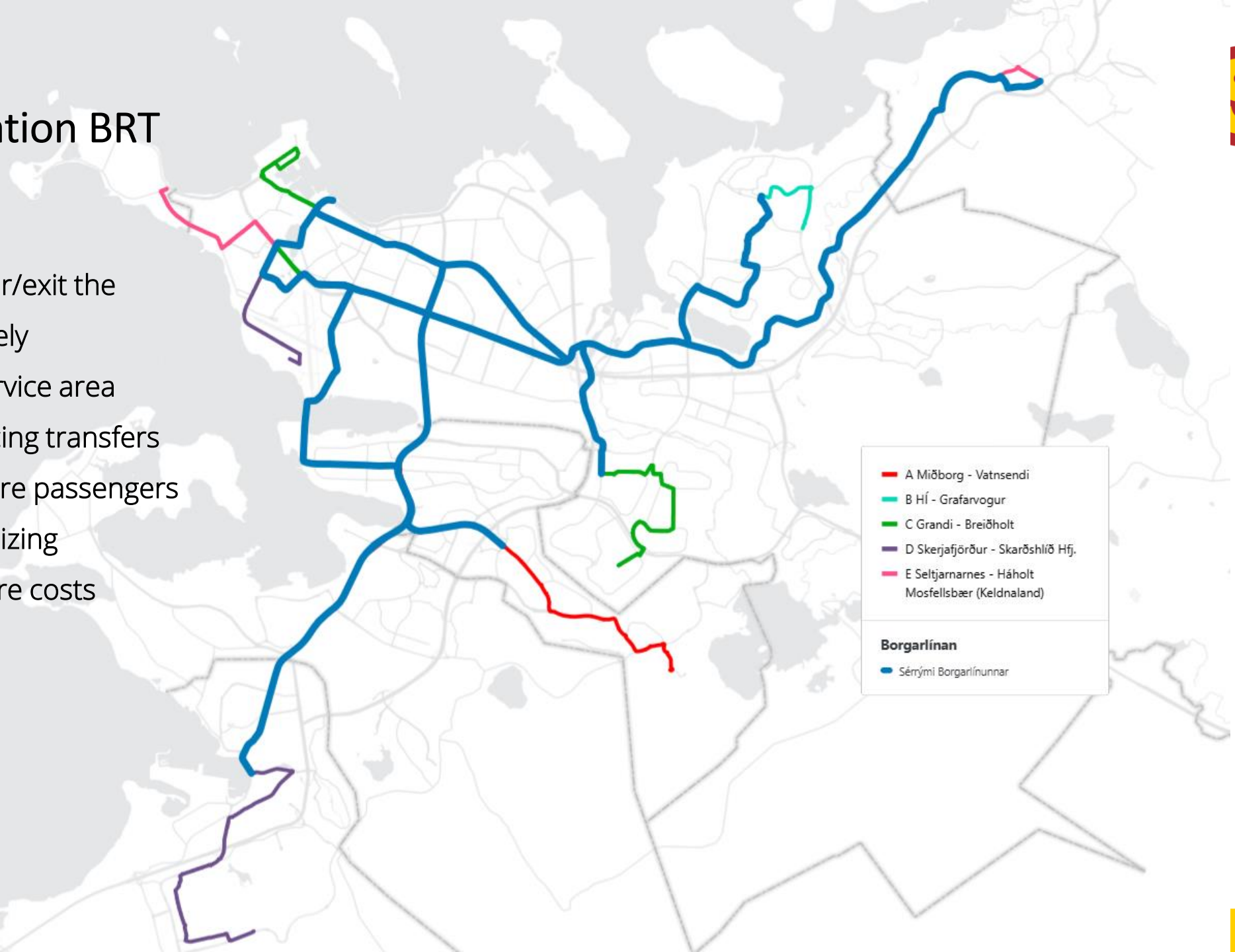
Borgarlínan lines

- Part of the core network
- Mostly on dedicated lanes
- Access for all
- 18m buses



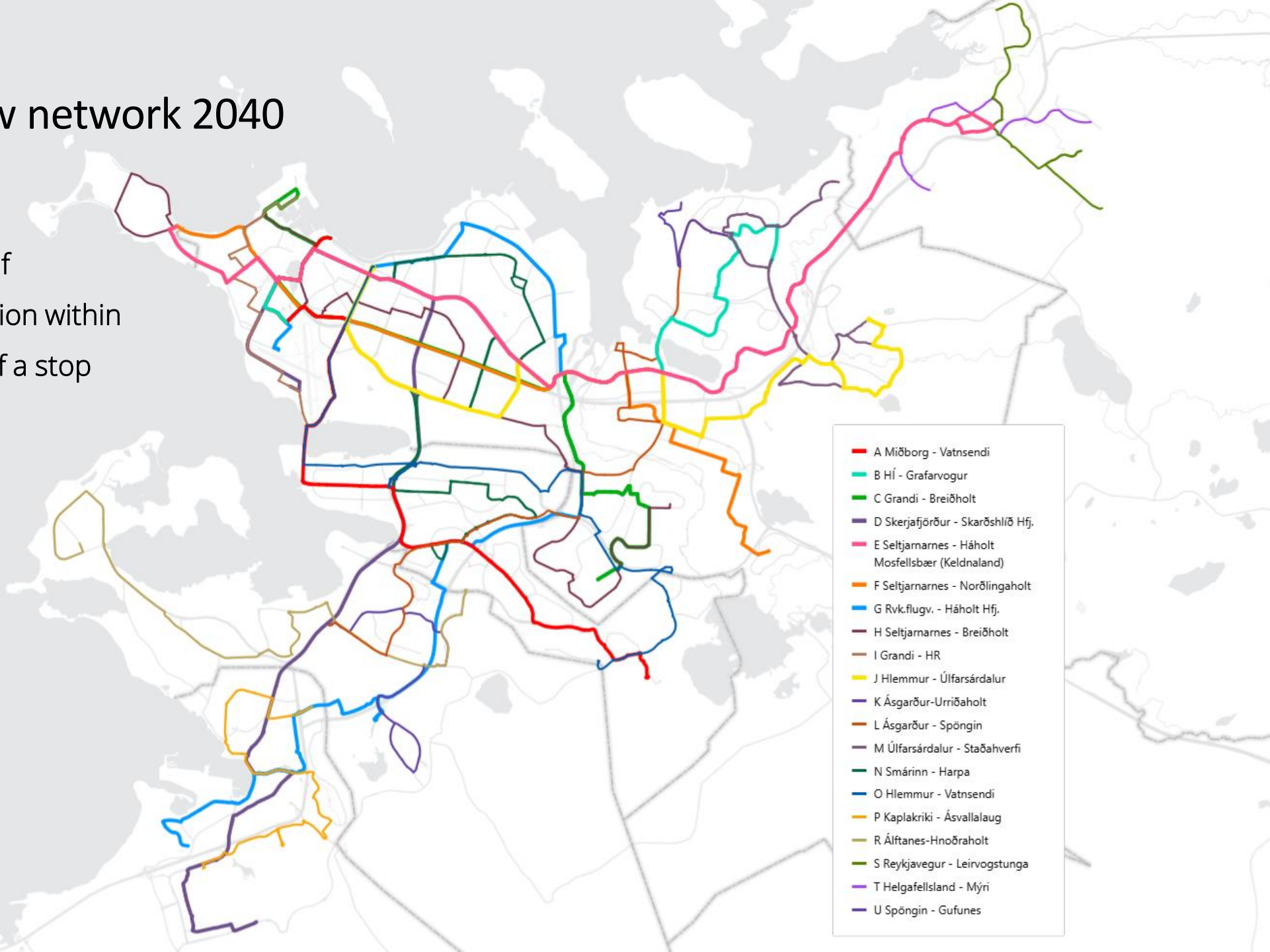
3rd generation BRT

- Routes enter/exit the corridor freely
- Expands service area without forcing transfers
- Benefits more passengers while minimizing infrastructure costs



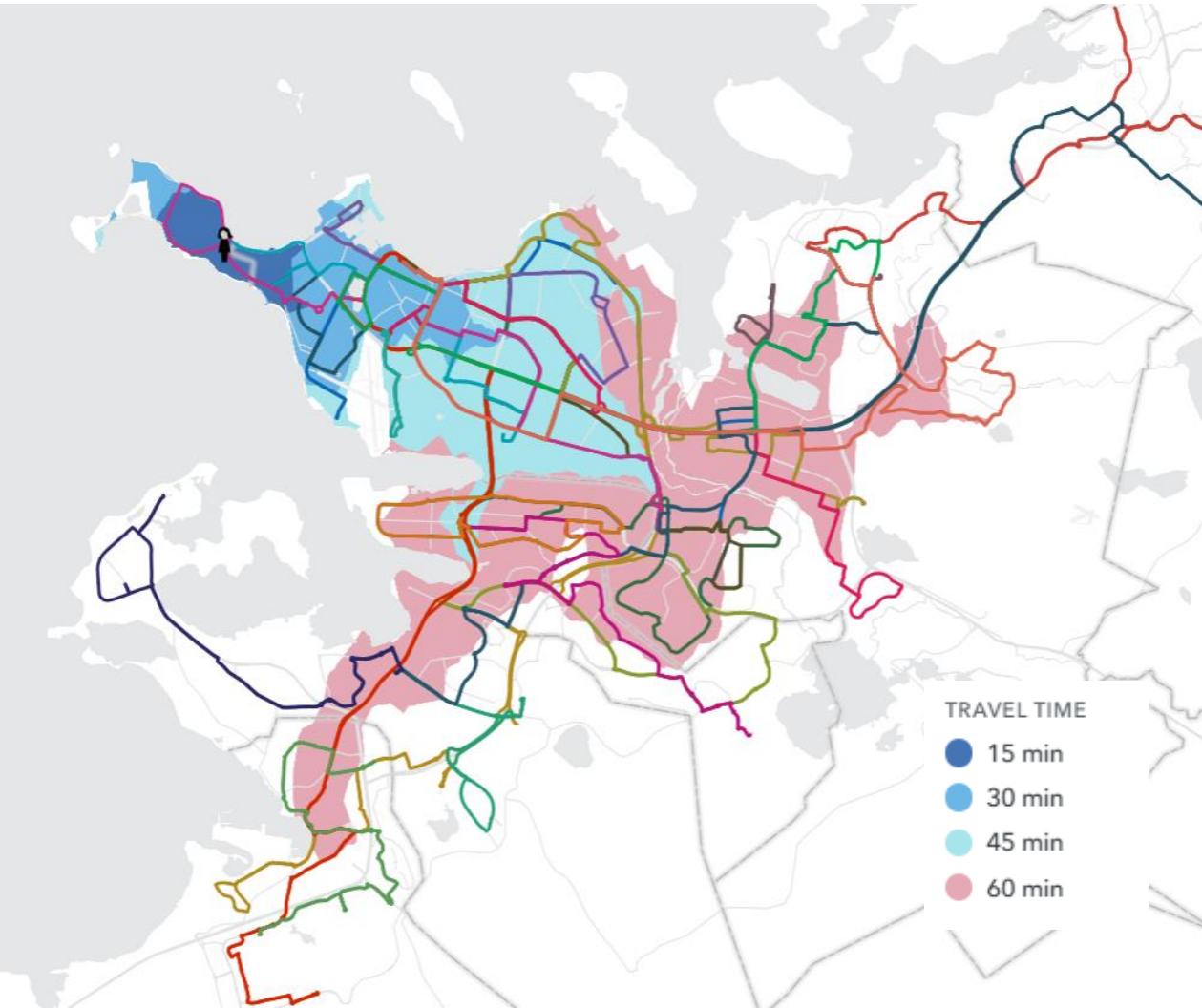
The new network 2040

- 97,5% of population within 400m of a stop

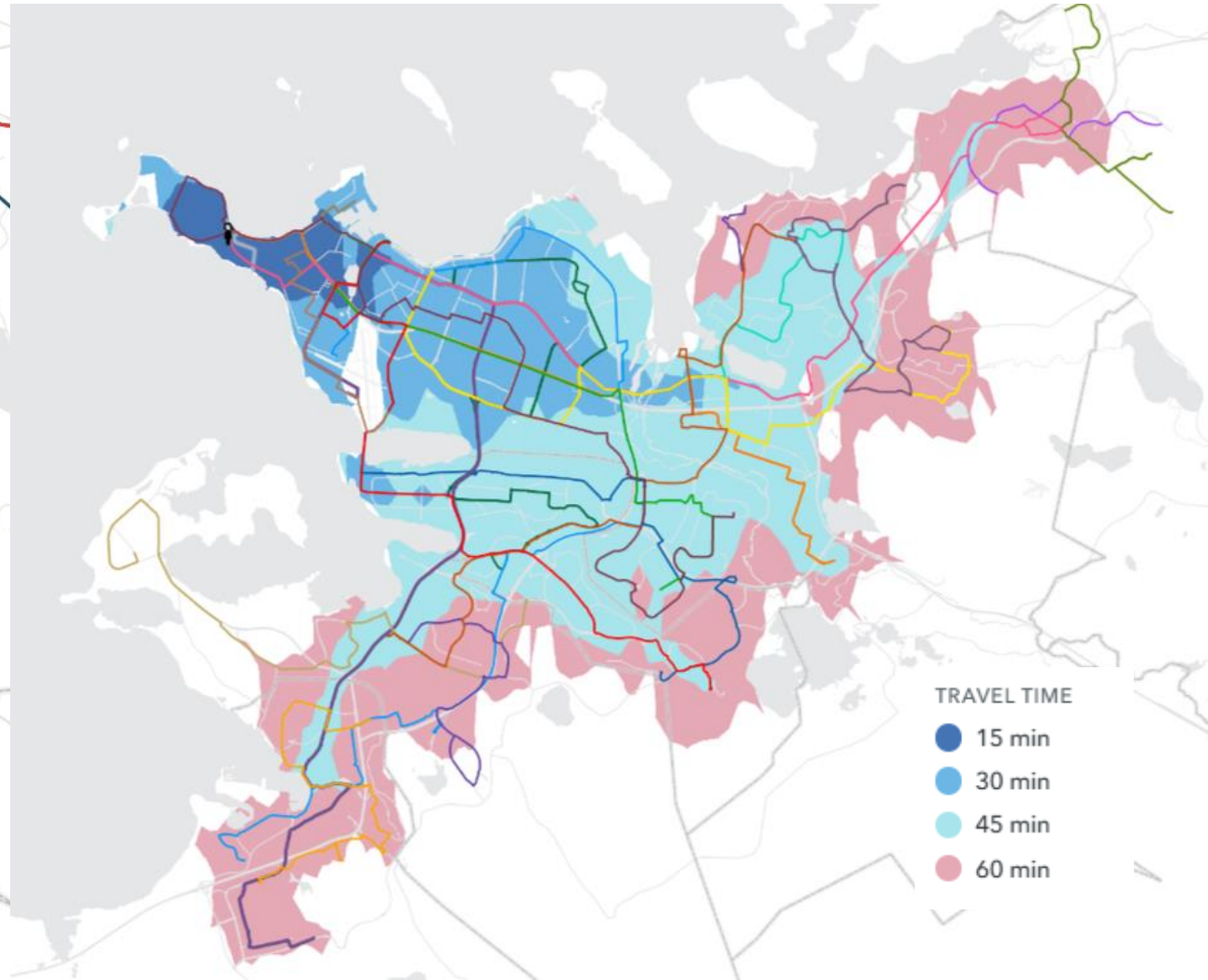


How far can a person travel before and after within 15/30/45/60 minutes?

Current network (2024)

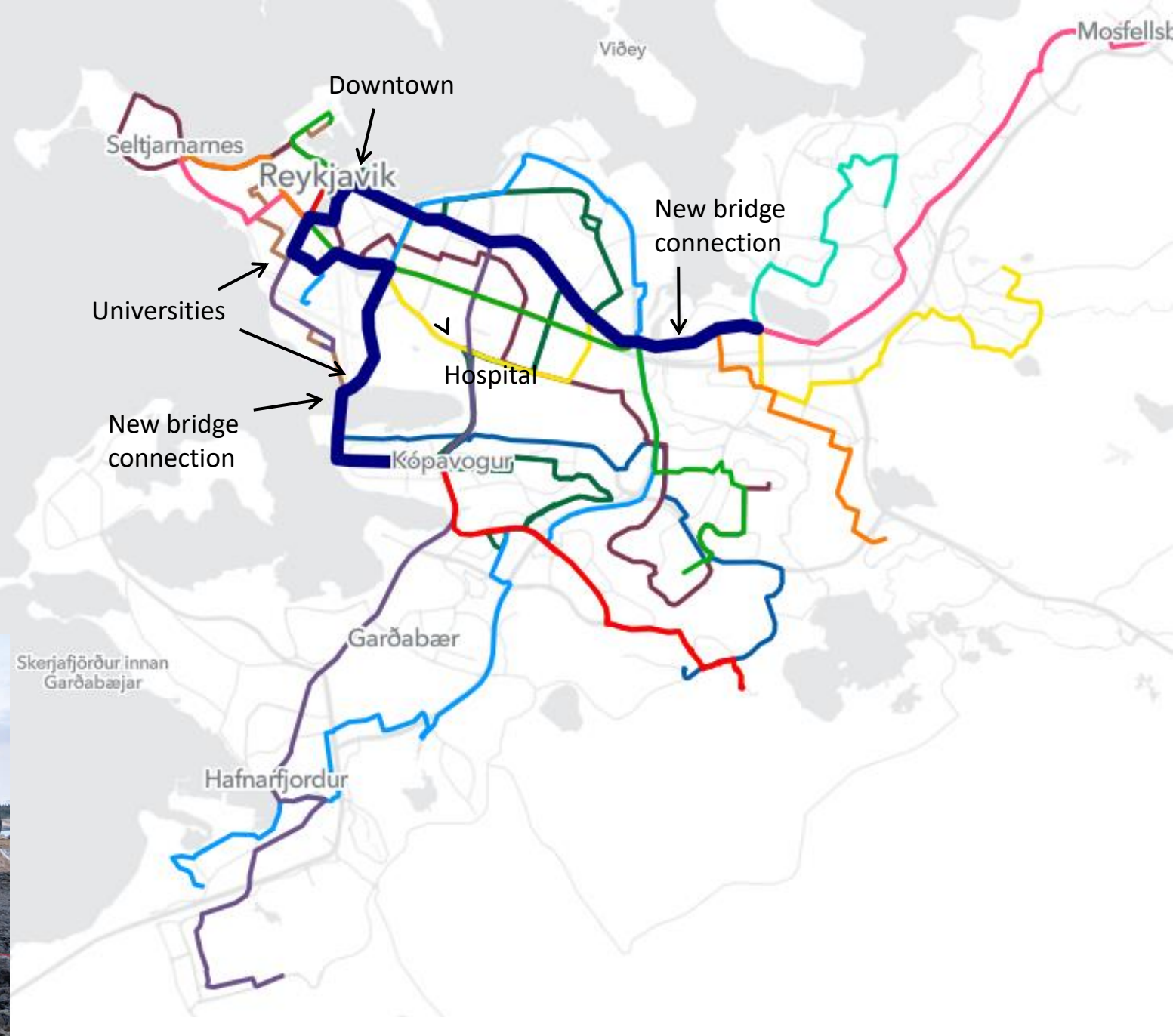


New network (2040)



The first phase of Borgarlínan

- Completion: 2031
- Route: Through downtown via two new bridge connections
- Key connections: Two universities and the main hospital
- Status: Design ongoing. Construction started January 2025



A new bridge connection



Phases 2-6

- Construction planned from 2028 to 2040
- Design already started on some sections

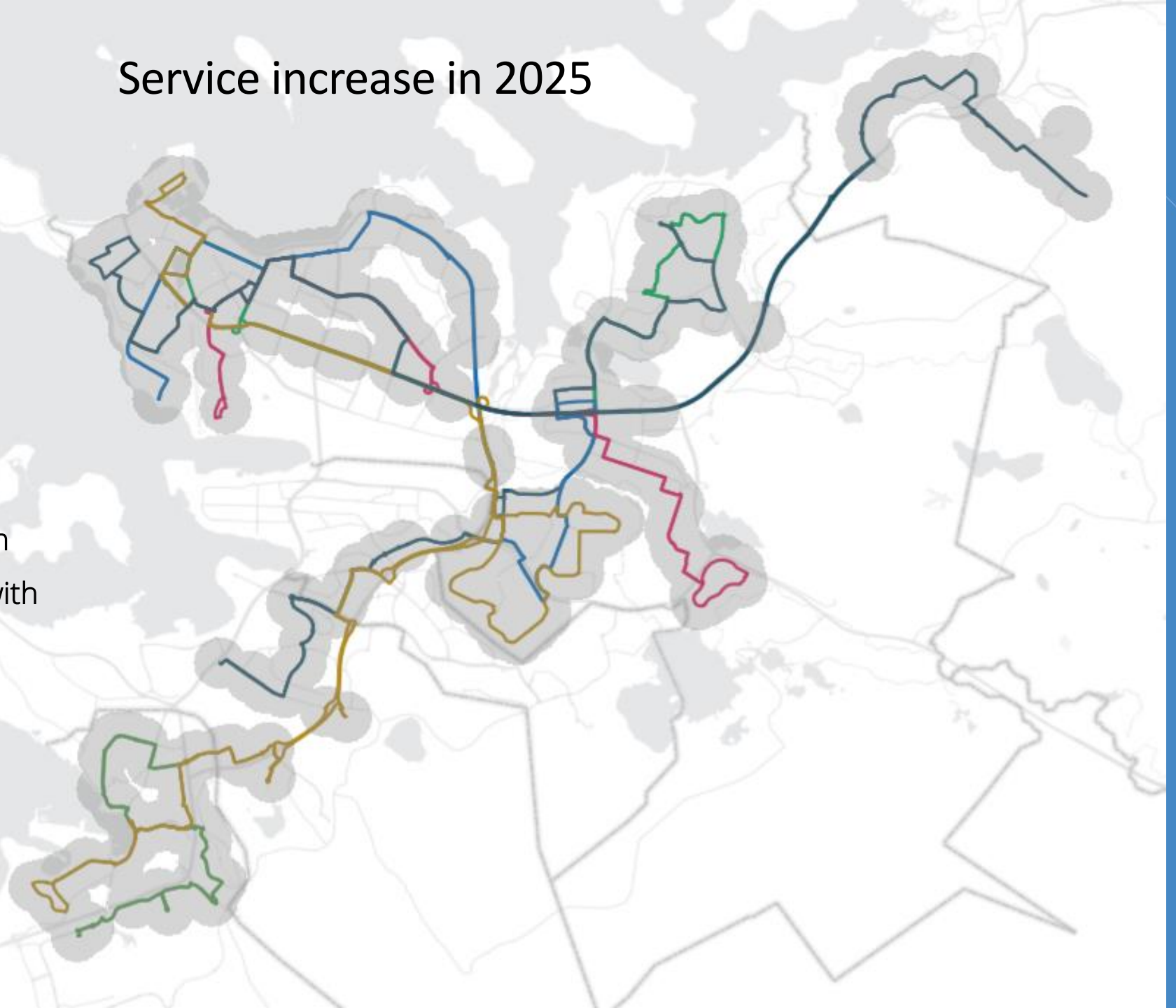
- Lota 1: Hamraborg – Ártúnshöfði
- Lota 2: Hamraborg – Lindir
- Lota 3: Mjódd – BSÍ
- Lota 4: Fjörður – Miklabraut
- Lota 5: Ártúnshöfði – Spöng
- Lota 6: Ártúnshöfði – Háholt



Service increase in 2025

- 3 Grandi <-> Mjódd
- 5 BSÍ <-> Norðlingaholt
- 6 Háskóli Íslands <-> Egilshöll
- 12 Skerjafjörður <-> Ártún
- 15 Mosfellsbær <-> Vesturbær
- 19 Kaplarkriki <-> Ásvallalaug
- 21 Háholt <-> Mjódd
- 24 Spöngin <-> Garðabær

- Increased frequency
- Longer service hours
- Over 50% of the population lives within 400m of lines with 10 minute frequency



Better mobility, better city



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