

From: "Mochrie, Paul" <[Paul.Mochrie@vancouver.ca](mailto:Paul.Mochrie@vancouver.ca)>

To: "[Direct to Mayor and Council](#)"

Date: 4/25/2025 4:40:22 PM

Subject: ENG - Memo - Bus-Priority Improvements on Granville St in Marpole Village

Attachments: ENG - Memo - Bus-Priority Improvements on Granville St in Marpol e Village.pdf

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Dear Mayor and Council,

Please see the attached Memo from Acting GM Taryn Scollard regarding **Bus-Priority Improvements on Granville St in Marpole Village**. A short summary of the memo is as follows:

- The extended bus lane hours to both morning and afternoon peak periods in both directions would benefit 53% of riders on route 10 (72 buses on route 10 per weekday).
- On-street parking occupancy in Marpole Village is fairly low during weekday peaks.
- There are over 1,500 parking/loading spaces nearby, with over 440 spaces in privately-managed surface lots/ laneways/parkades and over 950 spaces on side streets. Only 100 on-street spaces on Granville would be restricted during bus lane hours.
- Bus bulbs would be ineffective at prioritizing transit in Marpole Village, due to the high traffic volumes and role of the corridor for regional access in this area.

If you have any questions, please feel free to contact Taryn Scollard at 604-873-7789 or [taryn.scollard@vancouver.ca](mailto:taryn.scollard@vancouver.ca)

Best,

Paul

**Paul Mochrie** (he/him)

City Manager

City of Vancouver

[paul.mochrie@vancouver.ca](mailto:paul.mochrie@vancouver.ca)



The City of Vancouver acknowledges that it is situated on the unceded traditional territories of the xʷməθkʷəy̓əm (Musqueam), Skwxwú7mesh (Squamish), and səlilwətaʔ (Tsleil-Waututh) Nations.

## MEMORANDUM

April 24, 2025

TO: Mayor and Council

CC: Paul Mochrie, City Manager  
Armin Amrolia, Deputy City Manager  
Karen Levitt, Deputy City Manager  
Sandra Singh, Deputy City Manager  
Katrina Leckovic, City Clerk  
Maria Pontikis, Chief Communications Officer, CEC  
Teresa Jong, Administration Services Manager, City Manager's Office  
Mellisa Morphy, Director of Policy, Mayor's Office  
Trevor Ford, Chief of Staff, Mayor's Office

FROM: Taryn Scollard  
Deputy General Manager, Engineering Services

SUBJECT: Bus-Priority Improvements on Granville St in Marpole Village

RTS #: N/A

This memo is a follow-up to the Memo to Mayor and Council *Upcoming Bus-Priority Improvements on Granville from 5<sup>th</sup> to SW Marine Dr* dated April 3, 2025 (see **Appendix C**) and provides more information about parking and transit conditions on Granville Street in Marpole Village (between 63<sup>rd</sup> Ave and SW Marine Dr).

### Parking Capacity and Occupancy in Marpole Village

In the Marpole Village business area, there are approximately 1,500 parking / loading spaces within a block of Granville St (see **Appendix A**), as follows:

- About 100 on-street spaces on Granville St between 63<sup>rd</sup> Ave and SW Marine Dr. Most are time-limited for 1 or 2 hours, Mon to Sat, available when bus lanes are not in effect.
- About 440 parking spaces in privately-managed surface lots, laneways, and parkades. These appear to have a mix of uses, such as shared by multiple businesses, reserved for staff or customers of specific businesses, public pay-parking or free.
- Over 950 on-street parking spaces within a block of Granville St (200m). About 55 of these spaces are time-limited for 1 or 2 hours, about 850 are unregulated, and about 50 spaces are resident-only or permit parking.
- Most properties have loading areas via the laneway on both sides of Granville St.

Based on counts and observations, there are ample opportunities to park or load throughout the area, including during weekday peak periods when parking / loading on Granville St would be restricted during bus lane hours. Parking occupancy counts were collected on Granville St

between 63<sup>rd</sup> and SW Marine Dr (see **Appendix A**) on 4 days in November 2024 over 6 time periods to sample varied hours when business activity may differ, finding that:

- Weekday peak period occupancy is low, about 15-30% out of 50 available spaces.
- Weekday midday occupancy is nearly 50%, out of 100 available spaces.

Observations of parking usage in Oct and Nov 2024, Mar and Apr 2025, aligned with the count data. While some specific blocks had high occupancy, overall occupancy was low in peak periods. Additional counts are being collected in spring 2025 to consider potential seasonal differences in activity and to understand parking occupancy on side-streets.

### **Opportunities to Improve Access to Parking and Loading During Bus Lane Hours**

Two key opportunities to improve access to parking / loading will be explored with businesses:

- **Wayfinding for off-street parking** – Many of the surface lots are visible and directly accessed from Granville St or have wayfinding signs. Supplementary signage to improve wayfinding to parking spaces can be added in consultation with the Marpole Business Association. At implementation, project signage and maps of parking regulation changes can also be shared with businesses to support their customers.
- **Adjusting parking regulations on side streets** – On most side streets, parking regulations from Granville St to the laneway are 1- or 2-hour parking (9am-6pm, Mon-Sat). Curbside regulations could be adjusted (e.g. duration, adding new time-limited parking or loading zones, etc.) based on feedback from the Marpole Business Association and businesses.

### **Transit Benefits of Longer Bus Lane Hours in Marpole**

The bus lanes installed in 2020 improved travel time for passengers on route 10 by 40-50 seconds through Marpole Village<sup>1</sup>. Currently, 26% of transit riders on route 10 benefit from the bus lanes<sup>2</sup>, and the proposed extension to weekday morning and afternoon peaks in both directions would allow for 53% of passengers to benefit from the bus lanes (see **Appendix B**).

TransLink reviews and adjusts bus schedules as bus-priority improvements are installed and time savings can be measured. Starting in June 2025, when the adjusted bus stop spacing takes effect on Granville St, up to 3-4 minutes per round trip will be removed from the route 10 schedule. These estimated travel time savings are on the conservative side to ensure buses stay on-time and do not run behind schedule. Further travel time savings from the extended bus lane hours will be monitored and removed from the schedule as the changes are implemented.

The transit benefits are anticipated to increase over time as ridership and service levels increase. Bus frequencies are planned to increase from 15 min to every 12 min on route 10, should TransLink's 2025 Investment Plan be approved.

### **Evaluation of Bus Bulbs in Marpole Village**

The effectiveness of bus lanes and bus bulbs depend on several variables, and they prioritize transit in different ways:

- **Bus lanes** allow buses to bypass long queues of traffic. Bus travel times are faster and also more predictable because buses are protected from major fluctuations in traffic congestion during peak periods. Curb use can be flexible to allow parking and loading during some hours of the day, while prioritizing transit at other times.
- **Bus bulbs** allow buses to stop in-lane at all times of day, with full-time parking and loading. Bus travel times are more comparable to vehicle travel times, as buses generally keep their

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<sup>1</sup> Based on 2022 and 2019 TransLink travel time data between SW Marine Dr and 57<sup>th</sup> Ave on an average weekday trip.

<sup>2</sup> Based on Oct 2023 TransLink passenger load data for riders going northbound in the morning peak (7-9:30am) and southbound in the afternoon peak (3-6pm). About 2,400 passengers travel through Marpole Village on bus route 10 on an average weekday.

spot in the traffic queue. However, buses are subject to fluctuating traffic conditions and travel times would vary. Traffic is also slowed down and delayed by buses stopping in-lane.

On Granville St through Marpole Village, bus bulbs would not be an effective way to prioritize transit due to high traffic volumes and the role of the corridor for regional access. Granville St and 70<sup>th</sup> Ave is a major intersection with high turning volumes, and the traffic volumes between 63<sup>rd</sup> Ave and SW Marine Dr are in the range of 1300-1550 vehicles per direction during peak hours. If bus bulbs were installed in Marpole Village, bus travel times would be longer and less reliable, and traffic congestion would worsen.

In comparison, other corridors with bus bulbs and two travel lanes per direction have lower traffic volumes. On West 4<sup>th</sup> Ave in Kitsilano, traffic volumes are roughly 700 vehicles per direction in peak hours, and on Main St between 14<sup>th</sup> and 30<sup>th</sup> Ave, traffic volumes are in the range of 700-1000 vehicles per direction during peak hours. At these ranges of traffic volumes, reliable travel times can be maintained for all modes. The traffic volumes through South Granville are lower than through Marpole Village. On Granville St between 12<sup>th</sup> and 15<sup>th</sup> Ave, traffic volumes are in the range of 700-1100 vehicles per direction during peak hours. The bus bulbs planned in South Granville are expected to maintain reliable bus times as Fir and Hemlock Streets provide additional vehicle capacity.

### Timeline of Bus-Priority Improvements on Other Corridors

Early work is underway on planning and design of all the corridors the Council Member's Motion approved on October 4, 2023, [Advancing Rapid Transit and Priority RapidBus Upgrade Projects](#). Engagement and implementation is planned as follows:

Corridor	Engagement	Implementation
<b>Kingsway</b>	summer to fall 2025	fall 2025 to spring 2026
<b>Hastings</b>	late 2025	spring 2026
<b>49<sup>th</sup> Ave</b>	2026	2026 to 2027, coordinated with utility / pavement work <sup>3</sup>
<b>Marine Dr</b>	late 2026	late 2026 to early 2027

TransLink funding is not confirmed for the additional corridors in the Council Member's Motion approved on July 24, 2024, [Taking Urgent Action to Boost Street Capacity and Speed up Transit Service for Vancouverites](#). City staff are working with TransLink staff to identify funding through TransLink's Bus Speed & Reliability program. Opportunities for bus-priority are being explored through ongoing initiatives, such as the Broadway Plan, Rupert and Renfrew Station Area Plan, Cordova two-way street design, and Portside Greenway.

Further information is available on the City's webpage ([vancouver.ca/improve-bus](https://vancouver.ca/improve-bus)), and project staff can be contacted via email ([granvillebuspriority@vancouver.ca](mailto:granvillebuspriority@vancouver.ca) for the Granville project, and [buspriority@vancouver.ca](mailto:buspriority@vancouver.ca) for other corridors).

If you have any further questions, please contact me directly.

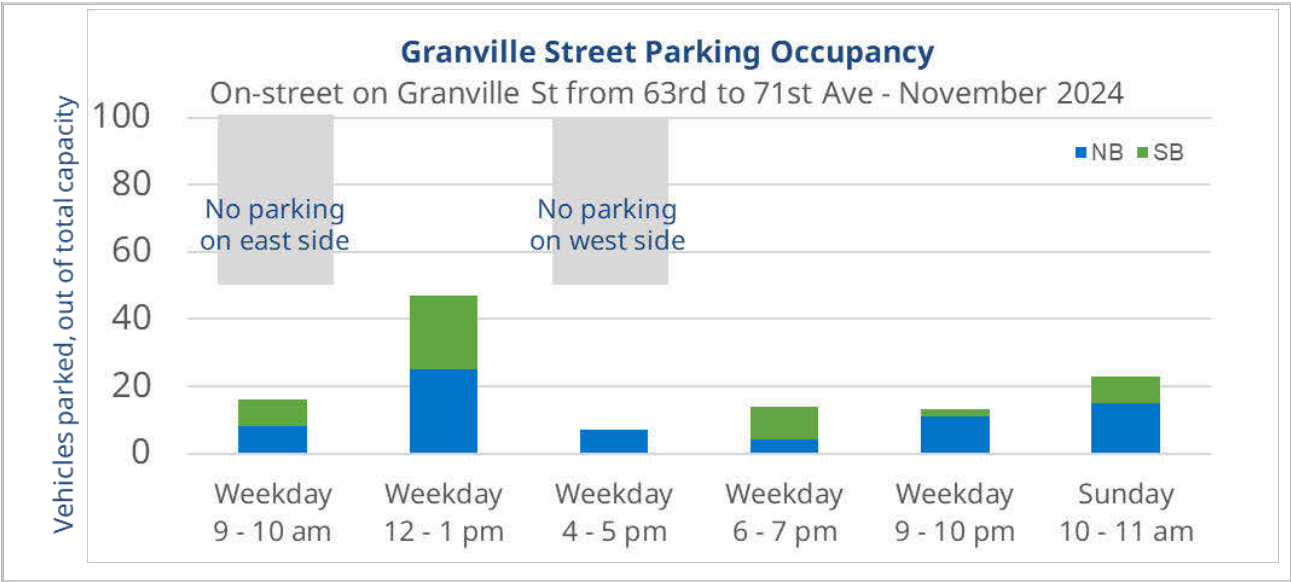


Taryn Scollard, P.Eng., MBA  
Deputy General Manager, Engineering Services

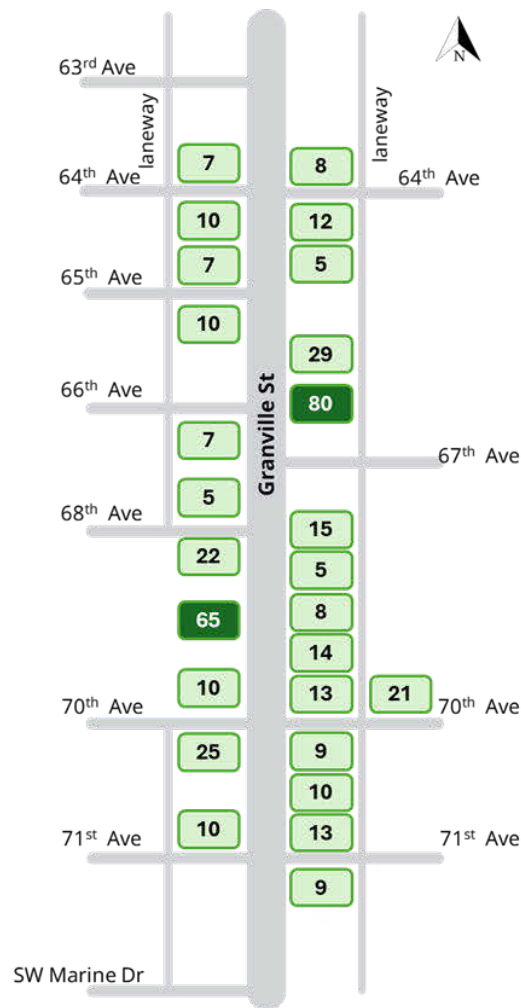
604.873.7789 | [taryn.scollard@vancouver.ca](mailto:taryn.scollard@vancouver.ca)

<sup>3</sup> New bus lanes on 49<sup>th</sup> Ave approaching Oak St westbound and approaching Cambie St eastbound were implemented in 2024 in coordination with the sewer separation project

Appendix A – Parking Capacity and Occupancy in Marpole Village



Off-street Parking Capacity in Marpole Village



Legend



Off-street parking / loading spaces – surface level



Off-street parking / loading spaces – underground parkade

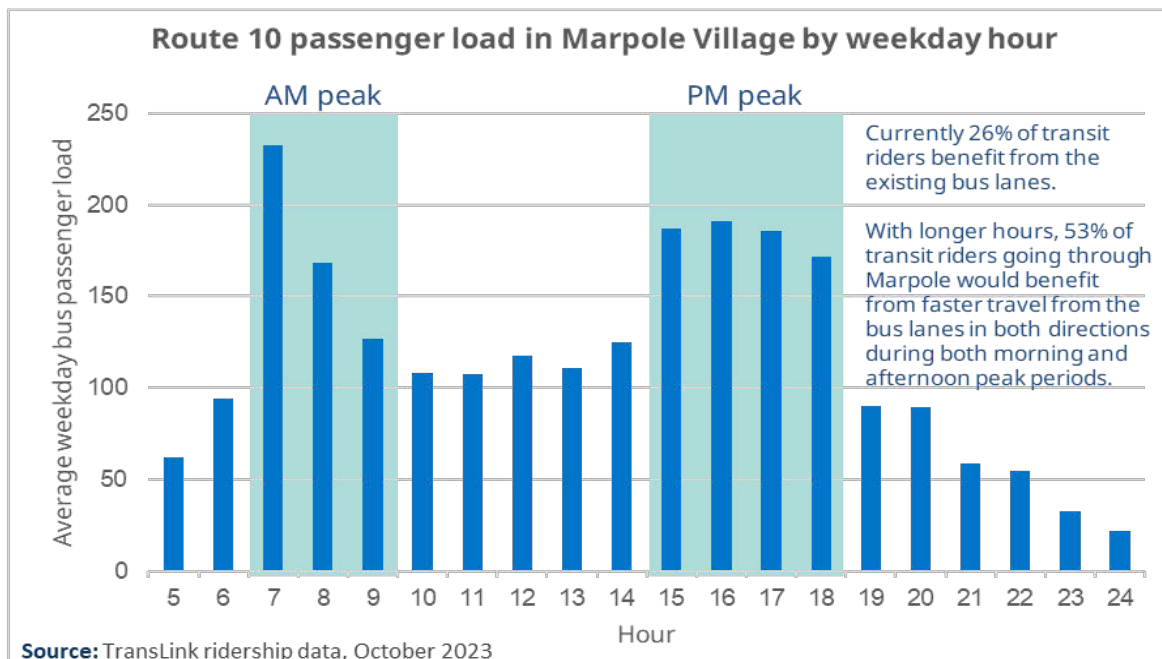
Approximately 1,500 parking & loading spaces are within a block of Granville St in Marpole Village:

- About 100 on-street parking/loading spaces on Granville St (between 63rd Ave and SW Marine Dr) available outside of bus lane hours
- Over 440 off-street parking/loading spaces in privately-managed surface lots, laneways, and parkades
- Over 950 on-street parking spaces

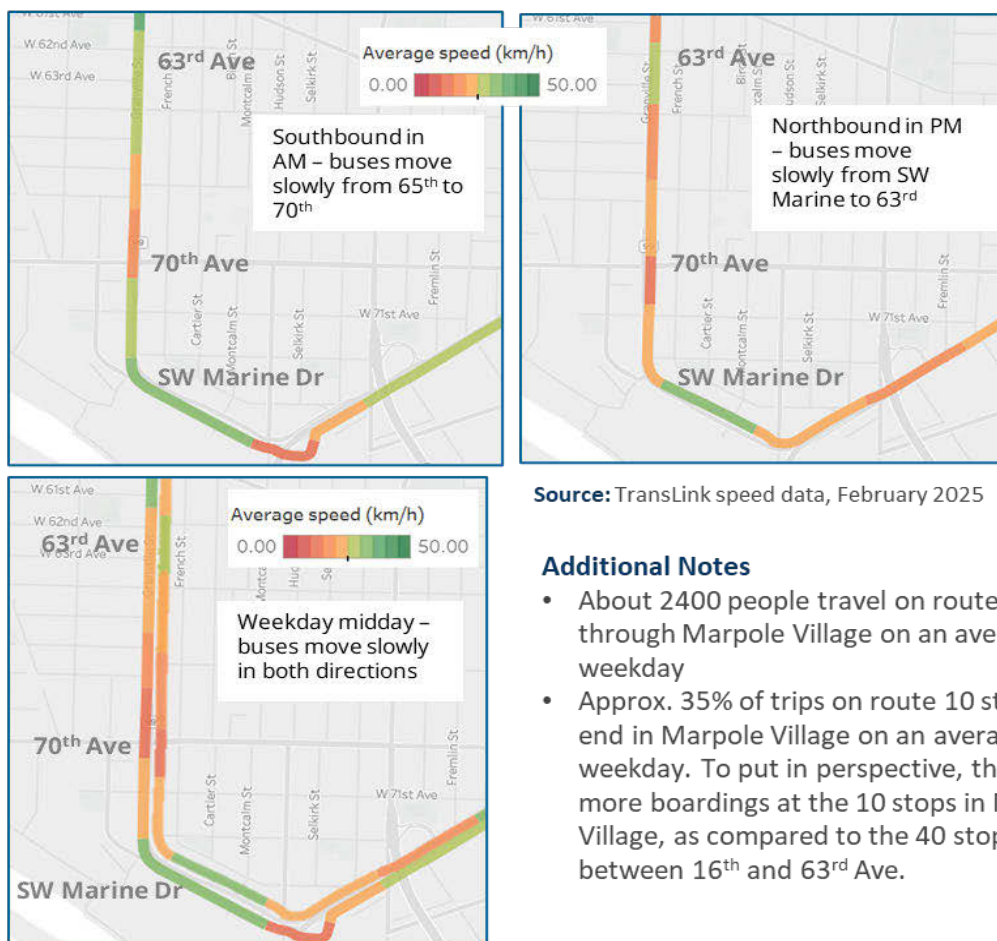
Parking occupancy on Granville St was collected using the City's License Plate Recognition vehicles in November 2024

- Occupancy is roughly 15-30% during the weekday peak periods (with 50 space capacity)
- Occupancy is roughly 50% during the weekday midday (with 100 space capacity)

## Appendix B – Route 10 Passenger Load and Bus Speeds



### Weekday peak period bus speeds, when bus lanes not in effect



#### Additional Notes

- About 2400 people travel on route 10 through Marpole Village on an average weekday
- Approx. 35% of trips on route 10 start or end in Marpole Village on an average weekday. To put in perspective, there are more boardings at the 10 stops in Marpole Village, as compared to the 40 stops between 16<sup>th</sup> and 63<sup>rd</sup> Ave.



ENGINEERING SERVICES  
Lon LaClaire, M.Eng., P.Eng.  
City Engineer/General Manager

## MEMORANDUM

April 3, 2025

TO: Mayor and Council

CC: Paul Mochrie, City Manager  
Armin Amrolia, Deputy City Manager  
Karen Levitt, Deputy City Manager  
Sandra Singh, Deputy City Manager  
Katrina Leckovic, City Clerk  
Maria Pontikis, Chief Communications Officer, CEC  
Teresa Jong, Administration Services Manager, City Manager's Office  
Mellisa Morphy, Director of Policy, Mayor's Office  
Trevor Ford, Chief of Staff, Mayor's Office

FROM: Lon LaClaire  
General Manager, Engineering Services

SUBJECT: Upcoming Bus-Priority Improvements on Granville from 5<sup>th</sup> to SW Marine Dr

RTS #: N/A

This memo provides an update on the bus-priority improvements and upcoming engagement on Granville St between W 5<sup>th</sup> Ave and SW Marine Dr, in support of the Council Member's Motion approved on October 4, 2023, [Advancing Rapid Transit and Priority RapidBus Upgrade Projects in Vancouver to Support Complete Communities, Livability and Growth](#). Updates about bus improvements on Kingsway and Hastings St will be shared later this year, and in 2026 for the 49<sup>th</sup> Ave and Marine Dr corridors.

### Overview

Granville St is a busy transit corridor with over 9,300 daily trips on route 10, and supports trips on routes 16, 100 as well as providing access to the Vancouver Transit Centre. Staff have been working with TransLink and Coast Mountain Bus Company to plan and design street improvements to support faster travel times and more reliable bus service on Granville St.

The proposed changes on Granville St include:

- **Improved bus stop spacing** to remove stops that are spaced too closed together, and relocate bus stops to traffic signals for better pedestrian access (see **Appendix A**);
- **Longer hours of bus lanes**, balanced with the demand for on-street parking in retail areas (see **Appendix B**); and
- **Bus bulbs** to support full-time curbside uses and allow buses to access stops without pulling over and merging back into traffic.

The project is funded largely by TransLink through their Bus Speed and Reliability program, with City cost-sharing. The specific changes in South Granville (5<sup>th</sup> to 16<sup>th</sup> Ave), Central Granville (16<sup>th</sup> to 63<sup>rd</sup> Ave) and in Marpole Village (63<sup>rd</sup> Ave to SW Marine Dr) are provided the following sections.

### **Adjusted Bus Stop Spacing on Route 10**

TransLink is optimizing bus stop spacing to provide faster, more reliable, and cost-effective service, while carefully considering the trade-offs of shorter walking distances to bus stops. On route 10, TransLink is proposing to remove 19 of the total 89 stops and add four new stops at signalized crossings (see **Appendix A** for specific bus stop changes). This would increase the average spacing from 290m to 330m between bus stops, to better align with their target spacing of at least 300m between bus stops for all-day frequent routes.

TransLink is reaching out to transit customers and key stakeholders including the Canadian National Institute for the Blind (CNIB), the City's Persons with Disabilities Advisory Committee, Older Persons and Elders Advisory Committee, the Transportation Advisory Committee and TransLink's Users Advisory Committee. A survey for feedback will be available at TransLink's webpage ([translink.ca/granvillestops](https://translink.ca/granvillestops)) from April 14 to April 29.

The new bus stop landing areas will be constructed by the City in May to June, and the bus stop changes will take effect on June 23, 2025.

### **Changes in South Granville (5<sup>th</sup> to 16<sup>th</sup> Ave)**

In South Granville, there is high pedestrian and curbside activity that causes friction to slow down buses. The changes prioritize transit in a high friction area, while also supporting retail uses with high on-street parking and loading activity, and allow for curbside patios and improved public realm.

An initial phase of bus stop spacing changes and full-time curb use was installed in summer 2024 (refer to the [Memo to Mayor and Council](#) dated July 11, 2024). In response to the public feedback about the slope and distances at several bus stops, TransLink reverted some of the stops to the original locations.

The second phase of improvements in South Granville (see **Appendix C**) include:

- Four concrete bus bulbs on Granville St at the 12<sup>th</sup> and 15<sup>th</sup> Ave bus stops. The wider sidewalks also provide with more space for seating, weather protection, and public realm amenities.
- Adjustments to on-street parking, loading and bus lanes on Granville St at the transition between 15<sup>th</sup> and 16<sup>th</sup> Ave.

### **Changes on Granville St from 16<sup>th</sup> to 63<sup>rd</sup> Ave**

Between 16<sup>th</sup> and 63<sup>rd</sup> Ave, there is very low demand for on-street parking, and buses are delayed by high traffic volumes and long queues at major intersections. To manage the street space more effectively the existing weekday peak period bus lanes are planned to be extended to all day, 7 days a week (24/7). The changes to bus lane hours are shown in **Appendix B**, and the changes to bus stops in are shown in **Appendix A**.

## Changes in Marpole Village (63<sup>rd</sup> Ave to SW Marine Dr)

In Marpole Village, there are higher traffic volumes and busy intersections near the Arthur Laing and Oak St bridges. Many shops and services have off-street parking lots or laneway access, and there is lower on-street parking utilization.

The proposed curbside changes prioritize transit when ridership is highest and buses are the most frequent in weekday peak periods, and also support businesses when on-street parking / loading demand is highest on weekends and midday on weekdays.

The bus lanes are being extended to the following hours (see **Appendix C**):

- Northbound
  - SW Marine Dr to 70<sup>th</sup> Ave – all day (24/7)
  - 70<sup>th</sup> to 63<sup>rd</sup> Ave – weekday peaks (7-10 am and 3-7 pm, Monday to Friday)
- Southbound
  - 63<sup>rd</sup> Ave to SW Marine Dr – weekday peaks (7-10 am and 3-7 pm, Monday to Friday)

## Upcoming Engagement and Implementation

The timeframes for upcoming engagement and implementation milestones are as follows:

mid-April to late May 2025	Stakeholder and public engagement
June 23, 2025	Bus stop changes take effect
fall 2025	Installation of bus lane and curbside parking changes
late 2025 to spring 2026	Construction of bus bulbs in South Granville (in coordination with plaza construction at 14 <sup>th</sup> Ave)

Key stakeholders, businesses, and residents along Granville are being notified through mailed letters, postcards and posters at bus stops. City and TransLink staff will also meet with the South Granville Business Improvement Association, Marpole Business Association, and several Council Advisory Committees in April and May.

TransLink is seeking feedback about the bus stop changes through an online survey open until April 29, 2025, which can be found on their webpage ([translink.ca/granvillestops](https://translink.ca/granvillestops)). Feedback can also be provided to TransLink via email to: [buspriority@translink.ca](mailto:buspriority@translink.ca).

Further information about the project is available on the City's webpage ([vancouver.ca/granville-transit](https://vancouver.ca/granville-transit)), and members of the public, businesses and stakeholders can contact project staff via email ([granvillebuspriority@vancouver.ca](mailto:granvillebuspriority@vancouver.ca)).

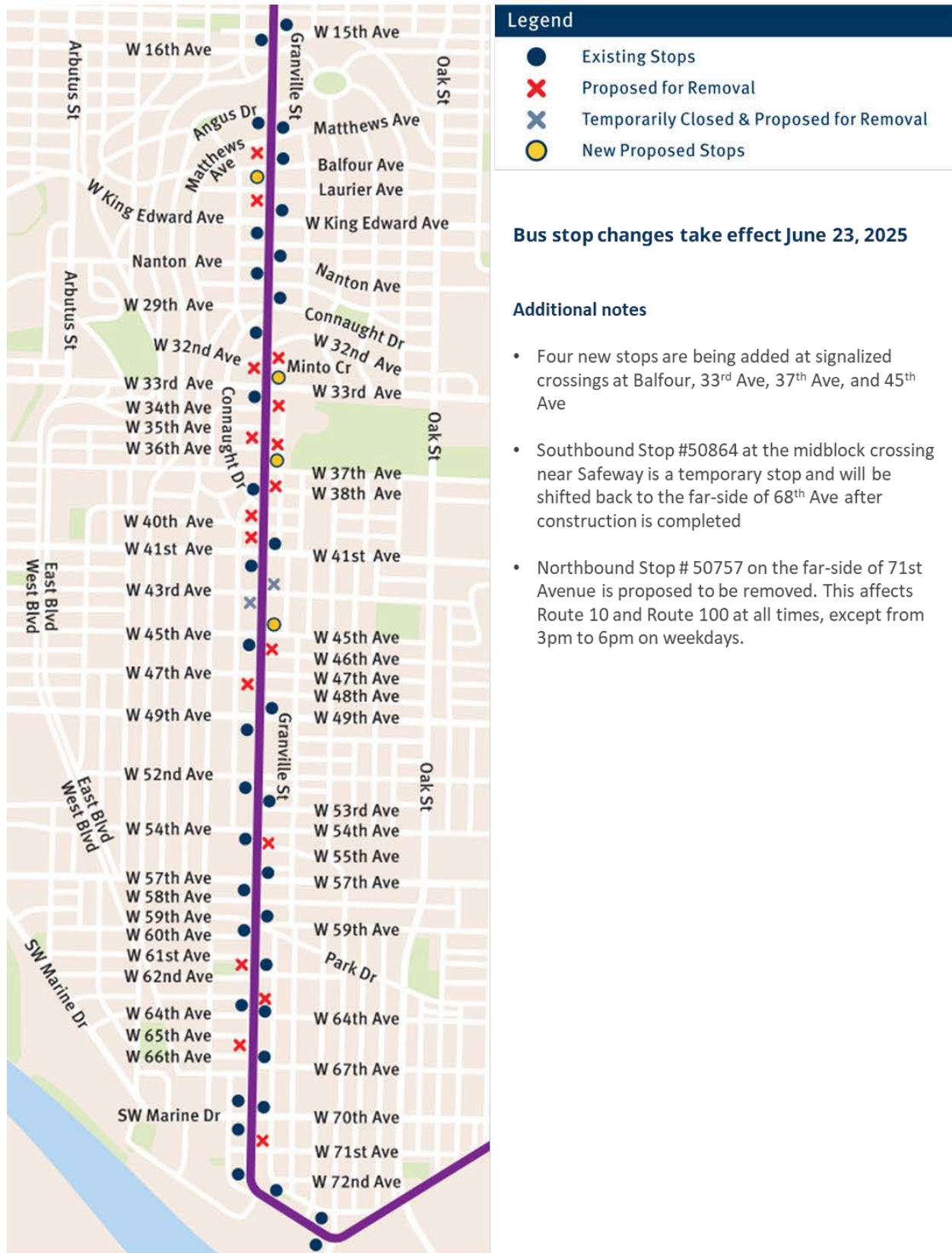
If you have any further questions, please do not hesitate to contact me directly.



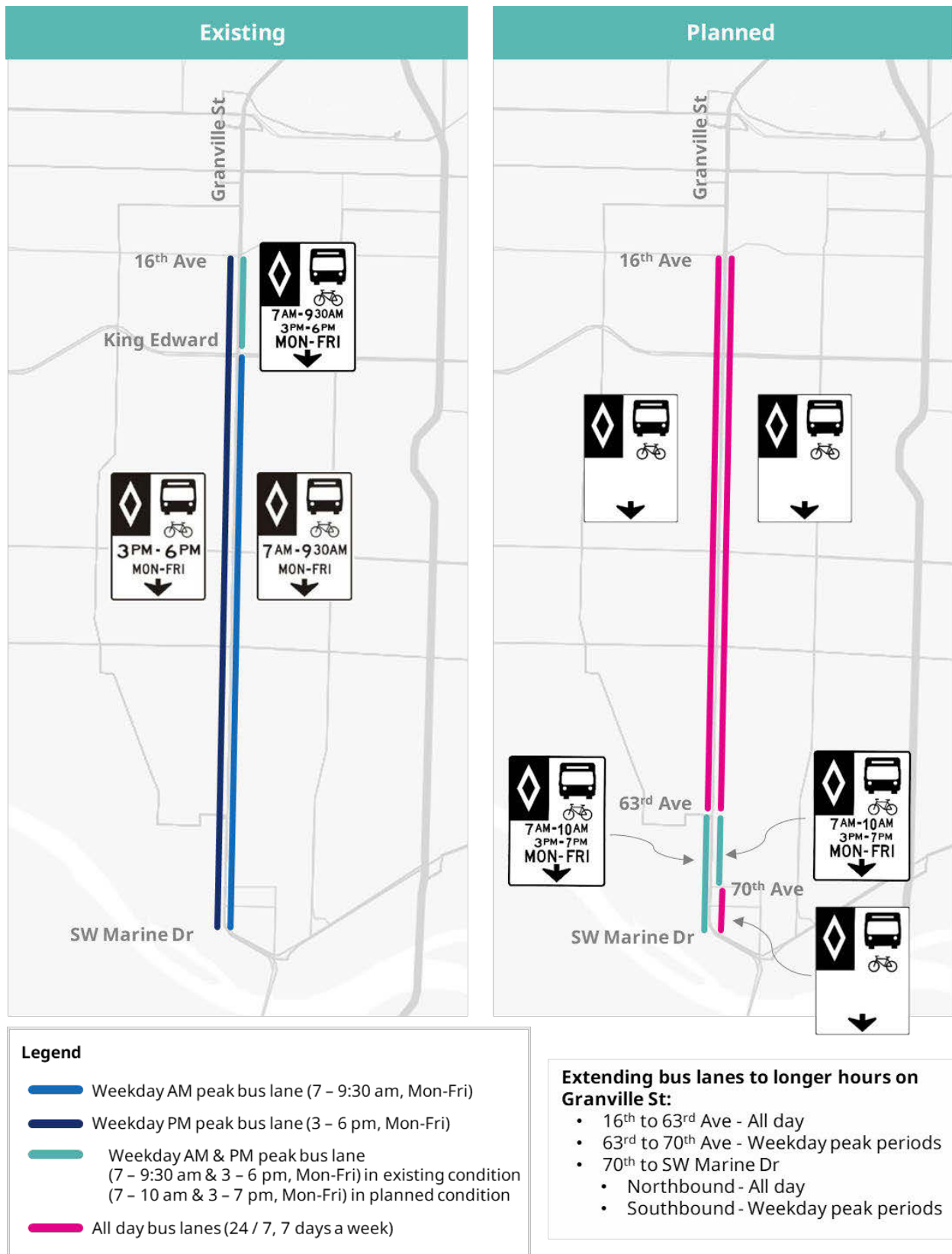
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General Manager, Engineering Services

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## Appendix A – Bus Stop Spacing Changes on Granville St



## Appendix B – Bus Lane Changes on Granville St



## Appendix C – Bus Improvements and Upcoming Changes in South Granville

Bus stops were adjusted in response to public feedback.

- In June 2024, the southbound stops at 5<sup>th</sup> and 7<sup>th</sup> were removed and replaced with a new stop at 6<sup>th</sup>
- The change was reverted in fall 2024

Rendering of existing bus stops on Granville St







Rendering of upcoming bus bulbs on Granville at 12<sup>th</sup> and 15<sup>th</sup> Ave

Concrete bus bulbs at 12<sup>th</sup> and 15<sup>th</sup> Ave to be constructed in late 2025 to spring 2026, in coordination with the plaza upgrade and curb extension at 14<sup>th</sup> Ave

New full-time parking and adjustments to bus lanes between 15<sup>th</sup> and 16<sup>th</sup> Ave

### Legend

-  Bus stop
-  Bus bulb / sidewalk widening
-  Parking / loading / curb uses at all hours
-  Bus lanes



\*Temporary stop will close and reopen north of Broadway after subway opening