

From: ["van Dyk, Donny"](#)

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

Date: 9/16/2025 10:15:15 AM

Subject: ENG - Memo - Granville Bus-Priority - Follow Up

Attachments: ENG - TDE - Council Memo - Granville Bus-Priority - Follow up.pdf

Dear Mayor and Council,

Please see the attached Memo from Lon LaClaire regarding Granville Bus-Priority – Follow Up. A short summary of the memo is as follows:

- Staff are moving ahead with the Granville Transit Improvements as outlined in the attached memo, based on Council direction
- Staff have made changes where possible to address Marpole BIA comments
- Marpole BIA still has concerns about the plan, particularly the northbound bus lane which removes east-side parking in the PM peak hour
- Staff will delay implementation within Marpole until post-holiday season
- An economic study will be undertaken post-implementation to understand business impacts

If you have any questions, please feel free to contact Lon LaClaire at 604-873-7336 or lon.laclaire@vancouver.ca

Thanks,
Donny

Donny van Dyk (he/him)
City Manager
City of Vancouver

MEMORANDUM

September 16, 2025

TO: Mayor and Council

CC: Donny Van Dyk, City Manager
Armin Amrolia, Deputy City Manager
Karen Levitt, Deputy City Manager
Sandra Singh, Deputy City Manager
Katrina Leckovic, City Clerk
Maria Pontikis, Chief of External Relations
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: Granville Street Transit Improvements – Next Steps

RTS #: N/A

Further to the memo dated September 2, 2025, this memo provides additional information on next steps and considerations for the Granville Street Transit Improvements project, as well as responses to concerns from the Marpole BIA and risks associated with reducing the plan based on that feedback.

Granville Street (North of W 16th Avenue)

The City has released an Invitation to Tender (ITT) for bus bulbs and sidewalk widening in the South Granville BIA area. Assuming the process is successful, construction is expected to start in January 2026 and complete in May.

Granville Street (W 63rd Avenue to W 16th Avenue)

The bus stop balancing pilot is in progress. Given that there has been minimal concern about the 24/7 bus lanes, staff plan to move ahead with full-time bus lanes in this section.

Granville Street (South of W 63rd Avenue)

Most of the concern that staff have heard about the Granville Street Transit Improvements plan has come from the Marpole BIA. Following several discussions with the BIA, including a presentation at the Marpole BIA AGM, staff have made adjustments to the plan. Below is an overall summary of requests from the BIA with responses.

Location	Request from the Marpole BIA	Request accommodated?	Notes
Northbound from SW Marine Dr to W 70 th Ave	Remove plan for 24/7 bus lane in these two blocks.	Yes	Revised bus lane hours to weekday AM & PM peaks (currently no parking during AM & PM peaks).
Northbound from W 63 rd Ave to W 62 nd Ave	Remove plan for 24/7 bus lane in this one block.	Yes	Revised bus lane hours to weekday AM & PM peaks (currently no parking during AM peak).
Both directions within the core retail area	Remove plan to extend afternoon bus lane hours from 3-6 pm to 3-7 pm.	No	Maintained plan. Extending bus lanes from 6 to 7 pm will not affect many parked vehicles but will significantly improve bus reliability.
Northbound within the retail area	Remove plan for northbound bus lanes on weekday afternoons (3-7 pm).	No	Maintained plan. The planned bus lanes are important to meeting Council's goal of 10% travel time savings.
On Granville and on side streets	Extend parking time limits from 1h to 2h.	Yes	Also adding time-limits on some blocks where possible to support parking when bus lanes are in effect. Will also be adding parking wayfinding to support access to parking.
General	Postpone bus lanes in Marpole	Yes*	Postpone implementation of bus lanes in Marpole until after winter holiday break
General	Undertake economic study of bus lane impacts	Yes	Engineering and the Business and Economy Office will undertake a post-implementation economic study

* Note: the original request was to delay bus lanes in Marpole until the rest of the corridor was implemented and benefits were observed. As much of the transit benefit is within Marpole, this doesn't support the Council direction. However, implementation can be delayed until January to support holiday shopping access.

Other BIA concerns

The Marpole BIA has expressed several other concerns, including perceived changing messaging around the reason for the project and its benefits; the need for PM peak northbound bus lanes; and bus lane compliance.

The project, like all bus speed and reliability projects, both improves transit rider experience and reduces the cost of TransLink/CMBC providing bus service. TransLink's investment in these improvements is tied to that operating cost saving, as the changes will pay for themselves over time. Staff have attempted to be clear about both benefits, but will continue to refine messaging as this and other projects advance.

In terms of the need for northbound PM peak bus lanes, afternoon traffic volumes are higher northbound than southbound on Granville St between the Arthur Laing Bridge and W 70th Ave. On Granville St just south of W 70th Ave, there are about 1375 northbound vehicles in the PM peak hour (relative to 1150 southbound vehicles in the PM peak hour). North of W 70th Ave, there are about 1115 northbound vehicles and 1180 southbound vehicles in the PM peak hour. These volumes are from a traffic count collected on April 10, 2025, and are supported by similar traffic data from 2018, 2019, and 2023. Reducing the delay to buses stuck in this traffic is critical to bus speed and reliability on the corridor. The impact is the removal of 43 parking spaces during the PM peak hours, relative to over 1300 spaces available in the surrounding area.

Bus lane compliance is an issue that staff are working with both VPD and TransLink on, as either VPD or Transit police can enforce bus lanes. This will support better bus speed and reliability in all bus lanes in Vancouver. TransLink is also studying automated enforcement.

Risks if bus lanes in Marpole were to be reduced, eliminated or postponed

The Granville Street Transit Improvement plan maximizes the parking/loading on Granville within Marpole while meeting both the Council direction and TransLink's required return-on-investment. Staff have made adjustments where possible to support the BIA and businesses. Should the plan be further scaled back or delayed, this could have significant impacts, including:

- 1) **TransLink defunding the project.** With reduced transit benefits, the project may not meet the required return-on-investment. TransLink could decide not to fund the project or to reduce funding. Staff do not have another identified funding source for the work, including the bus bulbs in South Granville which are currently out to tender.
- 2) **Bus Speed and Reliability program overall delay.** As the program relies on close collaboration between TransLink and the City, a major change of scope on this project would likely change the working relationship and require a longer approvals process to advance other projects.
- 3) **Reputational risk.** The TransLink Mayors' Council approved dedicated funding for this program based on Vancouver expressing the willingness to be aggressive on bus priority. A reduction in scope may call this into question. Additionally, transit riders and advocates who have been seeking more bus priority may question the City's commitment to improving transit.

Postponing the bus lanes in Marpole does not remove the risks above, because additional time would be required to confirm funding and advance this section in the future. Meanwhile, transit passengers would continue to experience delays on Granville and other corridors as subsequent bus speed and reliability work is impacted.

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



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General Manager, Engineering Services

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