

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

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

Date: 3/31/2026 4:41:26 PM

Subject: ENG - Memo - Bus-Priority on 49th Avenue, Hastings St, Kingsway-Main St and Granville St – Implementation Update

Attachments: ENG - Memo - Bus-Priority on 49th Avenue, Hastings St, Kingsway- Main St and Granville St – Implementation Update.pdf

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Dear Mayor and Council,

Please see the attached memo from Lon LaClaire Please see the attached memo from Lon LaClaire regarding the **Bus Priority Improvements on 49th Ave, Hastings St, Kingsway-Main St and Granville St**. A short summary of the memo is as follows:

- Based on engagement feedback, planned bus lane hours were adjusted to balance community support for bus lanes and concerns about reduced parking & loading, as follows:
  - 49th Ave between Cambie St and Fraser St - bus lanes revised to 7am to 7pm, Monday to Saturday (reduced from 7am to 10pm, every day).
  - E Hastings St between Kaslo St / Renfrew St and Boundary Rd - bus lanes revised to 7am to 7pm eastbound and 6am to 7pm westbound, every day (reduced from 24 / 7)
  - Main St between Union St and National Ave - bus lanes revised to 7am to 10am & 3pm to 7pm, Monday to Friday (reduced from 7am to 7pm, every day)
- Engagement for bus lanes on 49th Ave between Fraser St and Boundary Rd (7am to 7pm, Monday to Saturday) is planned to begin in May 2026.
- Implementation is underway or is planned in spring 2026 on most corridors, with some phases on 49th Ave and Hastings St planned in 2027.

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

Thanks, DvD

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



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

## MEMORANDUM

March 31, 2026

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  
Chris Freek, Director of Civic Engagement & Communications  
Katrina Leckovic, City Clerk  
Teresa Jong, Administrative 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: Bus-Priority on 49<sup>th</sup> Avenue, Hastings St, Kingsway-Main St and Granville St –  
Implementation Update

RTS #: N/A

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Staff have been working with TransLink and Coast Mountain Bus Company (CMBC) to plan improvements that support more reliable bus service and shorter transit travel times on 49<sup>th</sup> Avenue, Hastings St, Kingsway-Main St and Granville St. This memo provides an update on implementation timelines and adjustments to bus lanes hours based on engagement feedback. These projects advance [Council direction from October 2023](#) to work expediently with TransLink to plan and deliver Bus Speed and Reliability projects.

### 49<sup>th</sup> Avenue

On **49<sup>th</sup> Ave between Cambie St and Fraser St**, the bus lane hours in both directions are being revised to **7am to 7pm, Monday to Saturday** (reduced from 7am to 10pm, every day). This change balances the need to improve transit and what was heard from the community. While there was significant support for bus lanes, there was concern about the loss of parking and the length of the bus lane hours.

Route 49 is the 3<sup>rd</sup> busiest bus route in the region with 27,000 daily trips and buses share a single lane with all other traffic at most times of the day. The adjusted bus lane hours will improve travel time and reliability at the busiest and most-delayed times on weekdays and Saturdays, while supporting some evening and weekend parking for residents and visitors (see **Appendix A** for further detail).

Public engagement is planned to begin in May 2026 for bus lanes on **49<sup>th</sup> Ave between Fraser St and Boundary Rd** from **7am to 7pm, Monday to Saturday** (see **Appendix A**). This would connect segments of existing weekday peak period bus lanes at some arterial intersections and extend the hours. Removing parking on 49<sup>th</sup> Ave is likely to be a concern to some residents, and opportunities to mitigate impacts by adjusting resident parking regulations on side streets will be explored based on engagement feedback.

Bus lane installation along 49<sup>th</sup> Avenue is planned for late 2026 and 2027 in coordination with utility upgrades and roadway restoration / rehabilitation work. The City's webpage ([vancouver.ca/49ave-transit](https://vancouver.ca/49ave-transit)) will be updated in April and members of the public, businesses and stakeholders can contact staff via email ([49buspriority@vancouver.ca](mailto:49buspriority@vancouver.ca)).

TransLink's engagement for bus stop spacing on Route 49 has completed and the stop changes are planned to take effect in June 2026. Further information can be found on TransLink's webpage ([translink.ca/route49](https://translink.ca/route49)).

## **Hastings Street**

On **E Hastings St between Kaslo St / Renfrew St and Boundary Rd**, the bus lane hours in are being revised to **7am to 7pm eastbound** and **6am to 7pm westbound every day** (reduced from 24 / 7 bus lanes) - see **Appendix B**.

The extension of the R2 RapidBus is planned to run on E Hastings St between Cassiar and Boundary as early as September 2026, and in addition to existing bus routes, these bus lanes would support fast and reliable travel for over 1,000 buses per day (similar volumes as the Granville Mall downtown).

The change in bus lane hours lessens the parking impact on E Hastings St, supporting parking and loading access in the evenings and early mornings for businesses. Staff are continuing to work with businesses to confirm adjustments on side-streets, including new loading zones and regulations that balance resident parking overnight, such as "2-hour parking between 9am to 6pm, except with permit".

The bus lanes on E Hastings St between Kaslo St / Renfrew St and Boundary Rd are planned to be installed in May 2026, in time to support increased bus service accessing the FIFA Fan Festival at the PNE. Residents, businesses and key interest-holders along the corridor, including the East Village BIA are being notified of the final plan and installation timelines. The City's webpage ([vancouver.ca/hastings-transit](https://vancouver.ca/hastings-transit)) will be updated in April and members of the public, businesses and stakeholders can contact staff via email ([hastingsbuspriority@vancouver.ca](mailto:hastingsbuspriority@vancouver.ca)).

TransLink plans to launch engagement for bus stop spacing on Hastings St in May 2026, with stop changes taking effect in September 2026. Further information can be found on TransLink's webpage ([translink.ca/hastingstransit](https://translink.ca/hastingstransit)).

Staff are continuing to engage with the East Village BIA and will undertake a more detailed evaluation of the benefits and trade-offs of bus-priority measures and business impacts along Hastings St between downtown and Renfrew St.

## **Kingsway-Main Street**

On Kingsway and Main St, staff have been incorporating engagement feedback and adjusting curbside regulations on local side-streets to support more short-term parking and loading for improved business access.

On **Main St between Union St and National Ave**, bus lane hours in both directions are being revised to **7am to 10am & 3pm to 7pm, Monday to Friday** (reduced from 7am to 7pm, every day). As this section lacks access to alternative parking and loading options and limited access to the street network, this change balances needs for business curbside access and bus priority when traffic volumes and delays are high.

The planned bus lane hours along the full corridor can be found in **Appendix C**. Installation of the bus lane and updated curbside regulations is planned from April to June 2026. Residents, businesses and key interest-holders along the corridor, including the Mount Pleasant BIA and Collingwood BIA are being notified of the final plan and installation timelines. Further information is available on the City's webpage ([vancouver.ca/kingsway-transit](https://vancouver.ca/kingsway-transit)) and project staff can be contacted via email ([kingswaybuspriority@vancouver.ca](mailto:kingswaybuspriority@vancouver.ca)).

## **Granville St**

Installation of bus-priority measures on Granville St (see **Appendix D**) is underway as follows:

- Updated bus lane and curbside regulation signs on Granville St between 16<sup>th</sup> Ave and SW Marine Dr are currently being installed and expected to complete in April 2026.
- Construction of the bus bulbs on Granville St at 12<sup>th</sup> Ave and 15<sup>th</sup> Ave is underway on the east side of Granville St. The bus bulbs on the west side are expected to begin in April 2026 and complete in summer 2026.

Residents, businesses and key interest-holders along the corridor, including the South Granville BIA and Marpole Business Association have been notified of the installation timelines. Further information is available on the City's webpage ([vancouver.ca/granville-transit](https://vancouver.ca/granville-transit)), and project staff can be contacted via email ([granvillebuspriority@vancouver.ca](mailto:granvillebuspriority@vancouver.ca))

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



Lon LaClaire, M.Eng., P.Eng.  
General Manager, Engineering Services

604.873.7336 | [lon.laclaire@vancouver.ca](mailto:lon.laclaire@vancouver.ca)

## Appendix A – 49<sup>th</sup> Avenue Bus Lane Changes

In February to March 2026, City of Vancouver staff engaged on adding bus lanes in both directions on **49<sup>th</sup> Ave between Cambie & Fraser** from **7am to 10pm, 7 days a week**. Key reasons these hours were selected are:

- Route 49 is the 3<sup>rd</sup> busiest route in the region with 27,000 daily trips (only slightly lower than the R4 RapidBus), yet on most of 49<sup>th</sup> Ave and at most times of day, buses share a single lane with all other traffic and are delayed by long queues of vehicles, turns at intersections, and parking.
- Bus passengers face high variability and slow travel times throughout the day on all days. The delays during weekends and middays are comparable to the busiest weekday peak periods.
- 49<sup>th</sup> Ave is the only continuous east-west arterial street and transit corridor between 41<sup>st</sup> Ave and SW Marine Dr. Every day, thousands of people in South Vancouver rely on transit to get to work, school, dining/shopping, and essential services via 49<sup>th</sup> Ave. The all-day bus lanes on 49<sup>th</sup> Ave would improve access to those opportunities, while vehicles can be parked at alternative locations on laneways, local streets, and private properties.

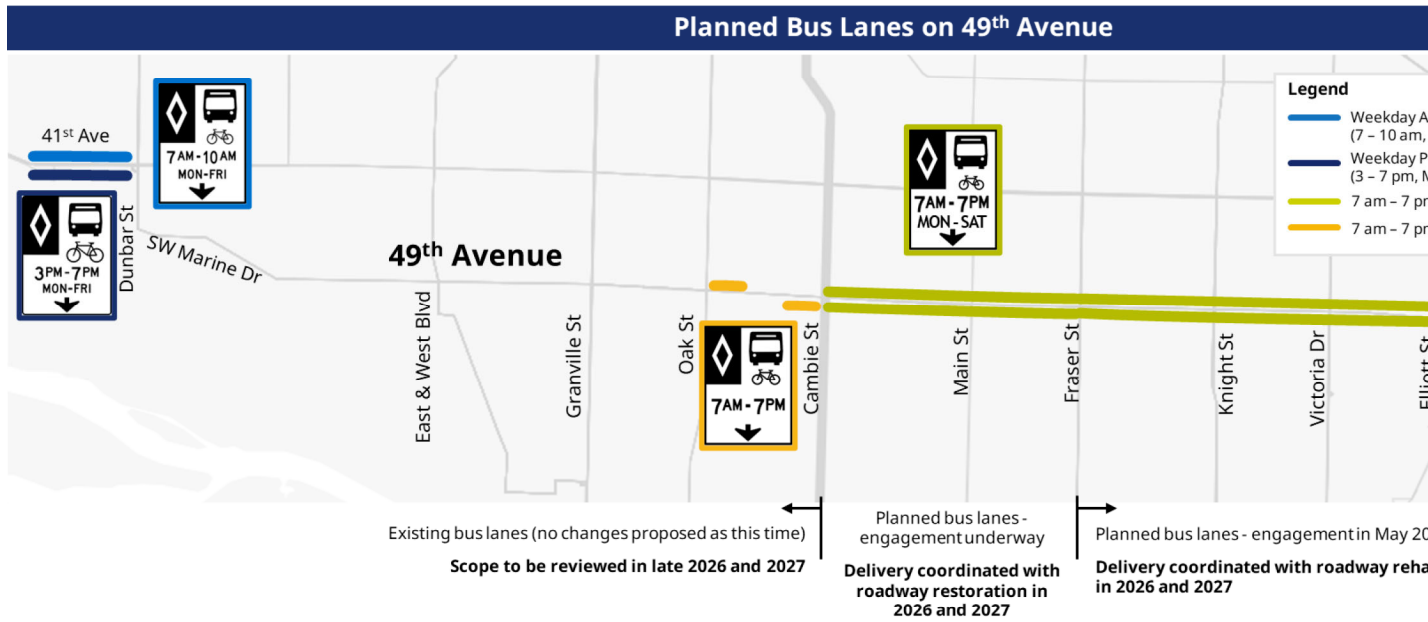
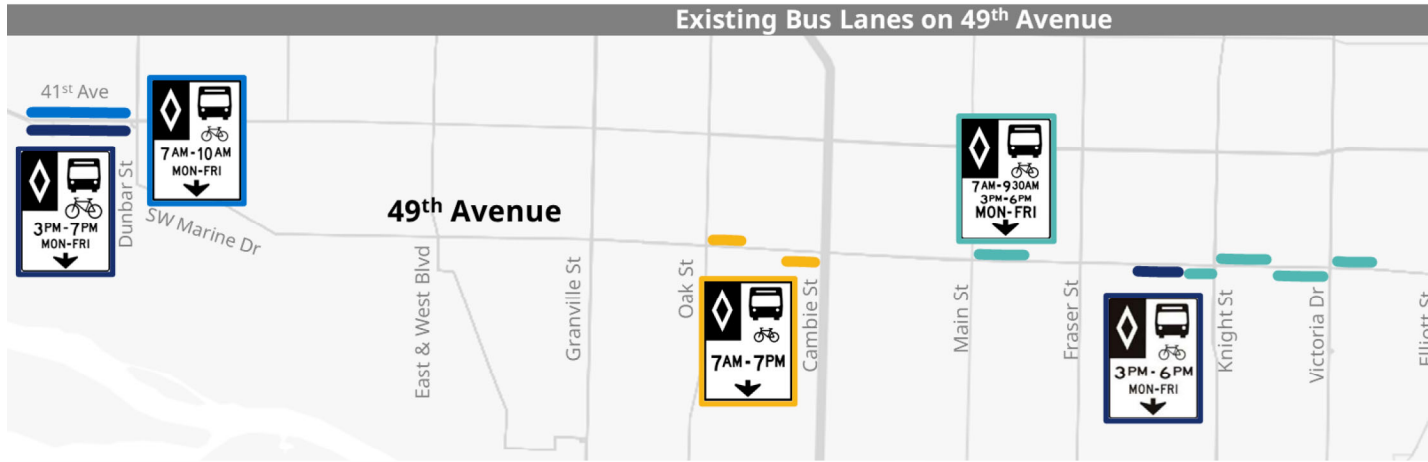
Engagement feedback included both:

- Concerns about loss of parking and reduced accessibility on 49<sup>th</sup> Ave – though many residents support continuous bus lanes, they requested shorter bus lane hours
- Support of all-day bus lanes every day on 49<sup>th</sup> Ave and add all-day bus lanes along the full 49<sup>th</sup> Ave corridor

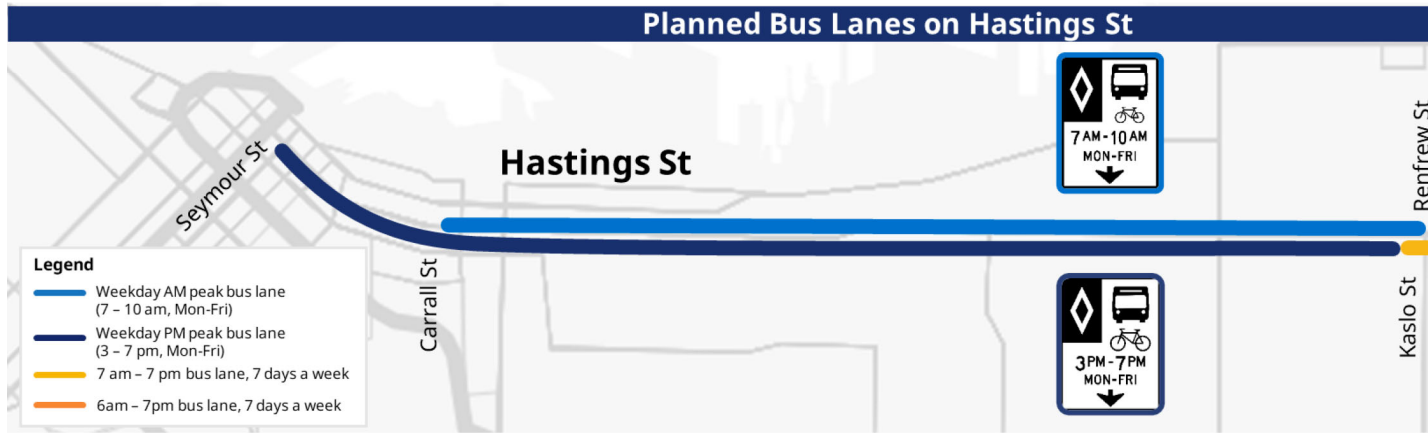
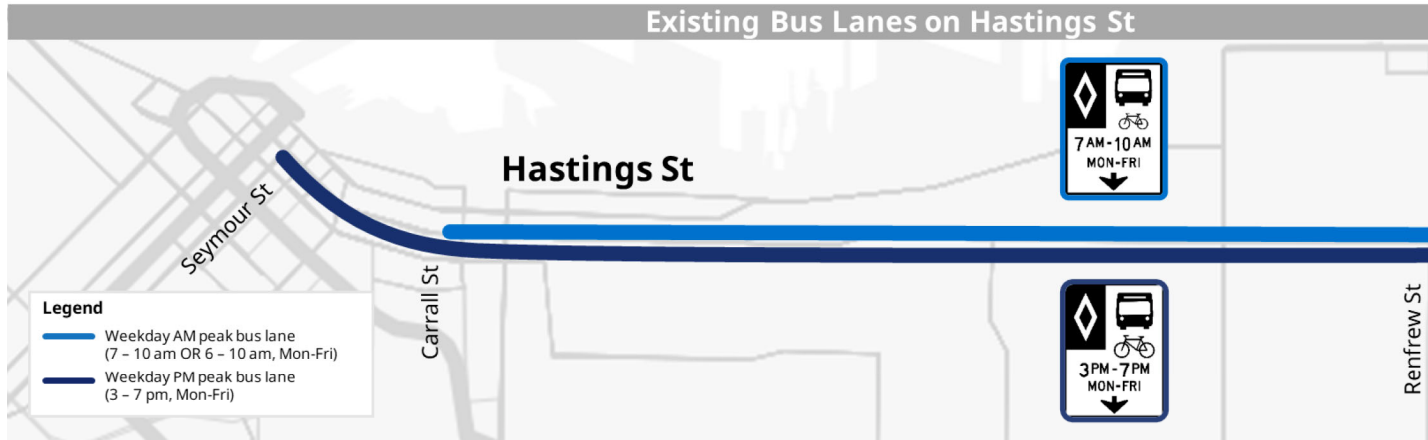
To balance the transit benefit and community feedback, the bus lanes are being adjusted in both directions on 49<sup>th</sup> Ave between Cambie & Fraser to be during **7am to 7 pm, Monday to Saturday**. These hours were selected because:

- Evening parking was heard to be important for visitors to the neighbourhood and overnight parking for residents. Although there are still many transit riders after 7pm, the variability and delays are not as high as the daytime, and the need for bus lanes is lower in evenings.
- Weekend parking was heard to be important for visitors to the neighbourhood. On Saturdays, traffic congestion and transit delay / variability is similar or worse than on weekdays and bus lanes are needed **7am to 7pm on Saturdays**. On Sundays, there are still many transit riders but the delays and reliability are not as high as other days, and the need for bus lanes is lower than on Saturdays.
- Bus ridership, delays and variability are high during middays, and similar to during peak periods, and the bus lanes are needed. Parking regulations on side-streets are being adjusted to support more short-term parking and loading. On some sections of 49<sup>th</sup> Ave where side-streets are spaced further apart, “no parking” regulations are being explored to allow for quick deliveries and loading during middays.

# Existing and Planned Bus Lanes on 49th Avenue

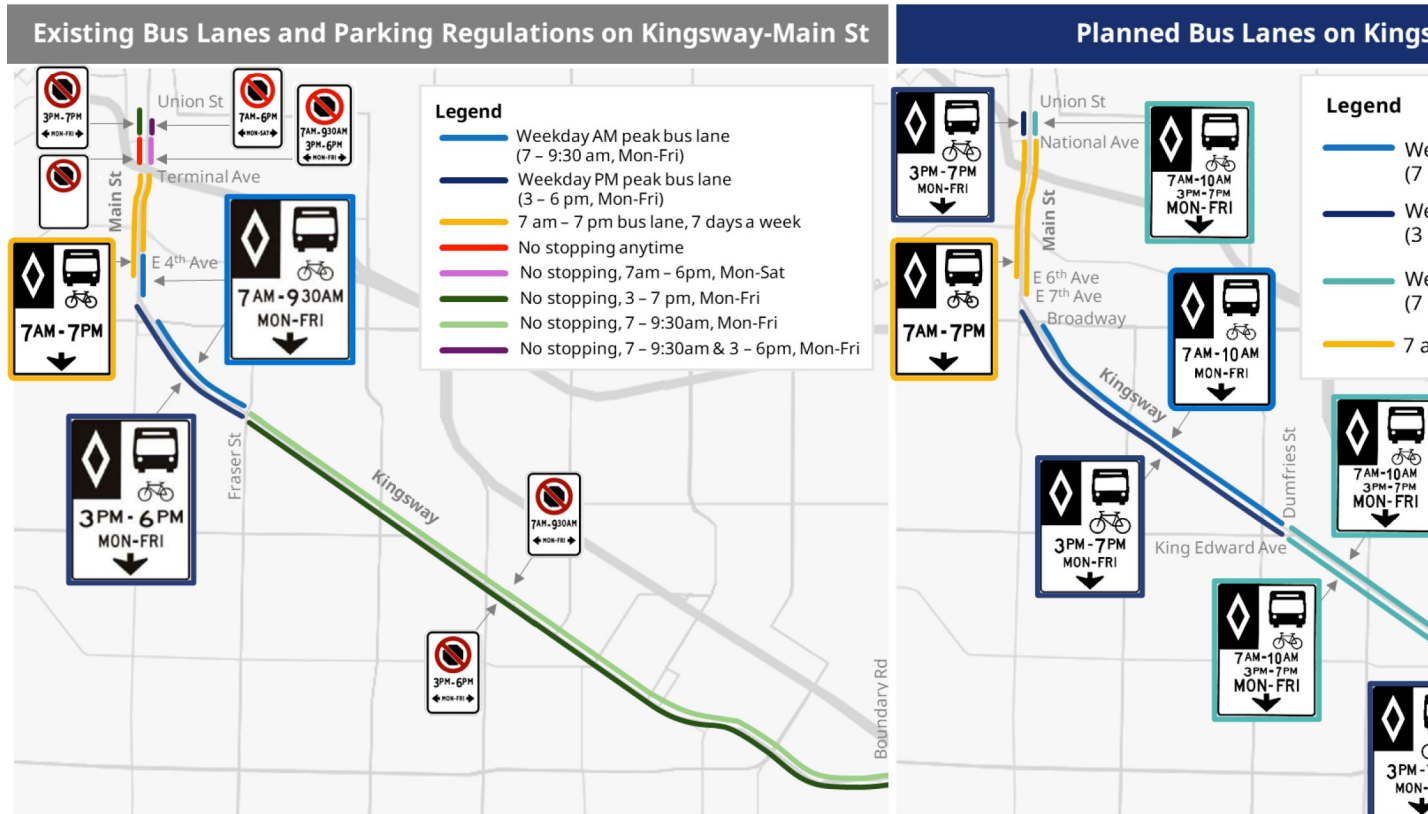


## Appendix B – Existing and Planned Bus Lanes on E Hastings St



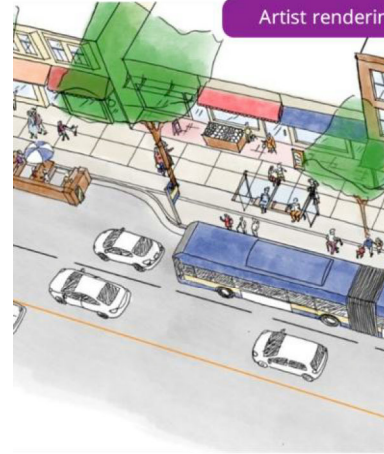
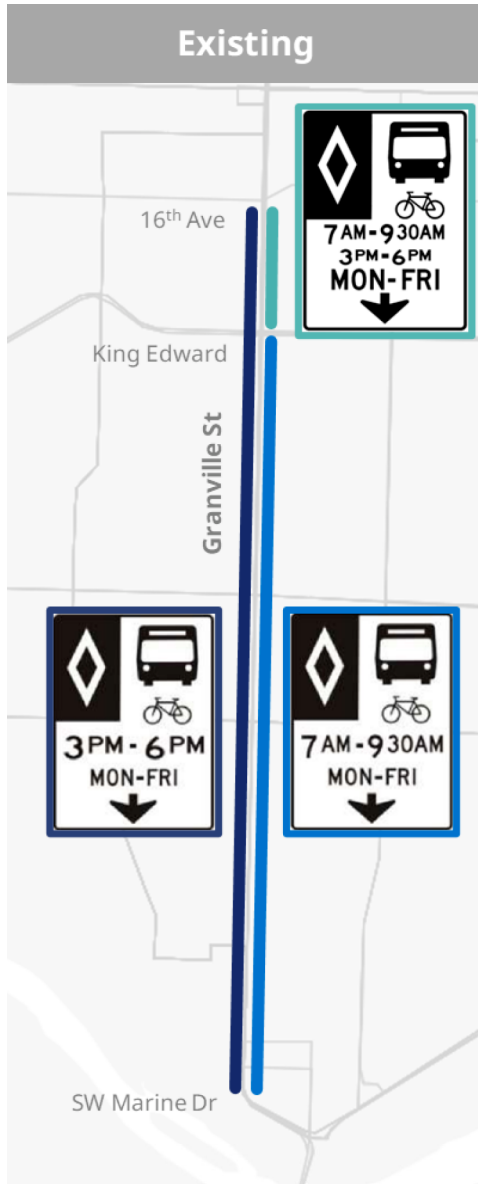
Existing bus lanes (no changes proposed as this time)  
**Further detailed study and engagement in 2026 and 2027**

## Appendix C – Existing and Planned Bus Lanes on Kingsway-Main St



**Not shown on map:** Cleared parking approaching major intersections (22% of corridor) and would reduce bus delay at all times.

**Appendix D – Existing and Planned Bus Lanes and Bus Bulbs on Granville St**



#### Legend

- Weekday AM peak bus lane (7 - 9:30 am, Mon-Fri)
- Weekday PM peak bus lane (3 - 6 pm, Mon-Fri)
- Weekday AM & PM peak bus lane  
Existing: 7 - 9:30 am & 3 - 6 pm, Mon-Fri  
New: 7 - 10 am & 3 - 6 pm, Mon-Fri
- All day bus lane (24/7, 365 days)