



49th Ave (Fraser Street to Boundary Road) Transit Improvements

Public Engagement Report

July 14, 2026



About the Project

The City of Vancouver and TransLink are working together to add new bus lanes and extend bus lane hours along 49th Avenue between Fraser Street and Boundary Road to help buses move smoothly through traffic and stay on time. This work is part of a broader 49th Avenue transit improvement project that included optimizing bus stop spacing along the corridor and introducing new bus lanes between Cambie Street and Fraser Street.

These upgrades will help to improve accessibility and reliability for over 35,000 daily trips on bus routes 49 and 430. Route 49 is the third busiest bus route in the region. This project is part of the city-wide [Bus Priority Program](#) directed by City Council that aims to improve bus speed and reliability across nine key corridors in Vancouver.

About the Engagement

What we engaged on

In May 2026, the City asked the public for feedback on proposed changes along 49th Avenue between Fraser Street and Boundary Road. The proposed changes include adding bus lanes in both directions on 49th Avenue between Fraser Street and Tyne Street from 7am to 7pm, Monday to Saturday and Tyne Street to Boundary Road from 7am to 7pm, 7 days a week.

How we engaged

We gathered feedback through an online survey between May 11 and June 1, 2026. We promoted the survey through the following activities and platforms:

- Project webpage with up-to-date information
- Over 7100 letters with surveys sent to residents and businesses
- 45 posters installed along 49th Avenue near transit stops
- 5 meetings with interest groups and City Advisory Committees
- 1 meeting with Fraser St BIA
- Met with 24 business owners and/or staff on the corridor
- Digital outreach via Facebook, X, Instagram, and Threads

Who we heard from

We heard from over 650 people through:

- 655 survey responses
- 20+ email inquiries

What We Heard

We asked the broader public to share feedback on the proposed changes, recognizing that residents and commuters may have perspectives to share.

To understand how the proposed changes would impact businesses along 49th Avenue, we asked questions about their operations – including parking needs, loading requirements, and potential challenges arising from the changes. The following summarizes feedback from both, with details in appendices A and B.

Public

Many respondents support the bus lane changes and transit prioritization, particularly to improve speed, and reliability. Some had concerns about the impact of less on-street parking.

Key themes

Parking Concerns: Many respondents expressed concerns about the impact of parking removal on residents, noting that parking on nearby side streets is already limited and under pressure from existing multi-family housing.

Support for Bus Lanes: Many respondents expressed support for the bus lanes, noting that they will improve transit reliability and travel times along the corridor.

Accessibility Concerns: Some respondents expressed accessibility concerns with the proposed design due to the removal of parking and lack of pick-up/drop-off locations near their homes.

Calls for Expanded Bus Lane Hours: Some respondents called for extending bus lane operating hours and days of operation.

Delays Caused by Left Turns: Some respondents noted that buses and general traffic are delayed by left turn queues at intersections and requested road design changes to address this.

Businesses

49th Avenue between Fraser Street and Boundary Road is primarily a residential corridor, which resulted in limited business participation in the survey. In May, the project team met with 24 business owners and/or staff near 49th Avenue and Knight Street, Victoria Drive, and Elliott Street. Most of those we spoke with did not expect the bus priority measures to affect their operations.

How this feedback will be used

Community feedback showed a strong desire for bus priority measures and highlighted concerns about removing parking.

Based on the feedback, to maintain curbside access, loading zones will be added next to 49th Avenue on some side streets where the need is greatest. Loading zones can be used for up to 3 minutes to load and unload passengers or up to 30 minutes to load and unload goods.

Staff will also look at areas where permit parking zones would support residents of 49th Avenue and continue to work with residents with specific accessibility needs.

Next Steps

Public input helps us understand community concerns and is one of several data sources we use. We combine this feedback along with technical studies, safety data, and engineering requirements to create balanced transportation designs. Community input helps us identify key issues to address.

City staff will reach out to impacted businesses and the community members with information on planned mitigation measures. Installation of the bus lane is anticipated to begin in Summer 2026. For information on bus stop changes, please refer to TransLink's [website](#).

"I strongly support the addition of priority bus lanes on 49th Ave. One of the chief frustrations I have with transportation in my neighbourhood is that the buses tend to get stuck in traffic, especially on 49th so this is an excellent way to reduce those delays."

"Removing available parking on streets will disrupt neighborhood daily routine and accessibility to the residents who need parking available for visitors, family, and tenants. It is already a busy street and hard to find parking on other streets."

Appendix A: Survey responses – public

1. Is there any feedback you'd like to share about the 49th Avenue Bus Priority Project?

# of mentions	Theme
108	General support
108	Dislike parking loss
73	Parking on nearby streets is already limited
46	Will improve bus service (increase in bus reliability and frequency)
35	Parking is reduced by housing density
32	Accessibility concerns
31	Extend bus lane hours
31	Will increase number of parked cars in residential area/side streets/alleys
28	Changes should be made to other lanes (left/right turning lanes)
27	Will increase traffic congestion
24	Shorten bus lane hours
22	Extend bus lane hours and bus lane hours
20	Changes unnecessary
18	General negative
17	Other/Out of project scope
16	Traffic is caused by left turning cars
15	Will not work without enforcement
15	In favour of reduced parking
13	Will decrease safety for drivers/pedestrians/cyclists
12	Implement parking permits for residents
12	Want transportation improvements outside of project scope
12	Will increase transit ridership
9	Lack of alley way parking/access
9	Will increase number of cars driving through side streets
8	Drivers will drive in the bus lanes
8	Reconsider or delay
8	Ensure bus lane signage and paint are visible
8	Increase bus service
7	Install bus lane quickly
7	Bus lane hours should be consistent along entire corridor
7	Will reduce traffic congestion

**all mentions above 5 are included*

Appendix B: Survey responses – businesses

49th Avenue between Fraser Street and Boundary Road is predominantly a residential corridor, which resulted in limited participation from businesses. A small number of businesses completed the survey; their feedback is summarized below.

1. **What is your role in relation to the business?** *(select one)*
 - 100% - Business owner
2. **What is your business type?** *(select all that apply)*
 - 33% - Health Enhancement services
 - 67% - Other
3. **What is the primary mode of service to your business?** *(select all that apply)*
 - 100% - Other
 - **Do your customers have access to off-street parking?** *(select all that apply)*
 - 33% - Other
 - 67%% - No access to off-street parking
4. **Select all the locations where your business loading and unloading occurs**
 - 100% - On-street (49th Avenue) including parking spaces or designated loading zones