

Kingsway – Main Street Transit Improvements

Public Engagement Report

March 20, 2026



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About the Project

The City of Vancouver and TransLink are adding new bus lanes / extending bus lane hours and improving bus stop spacing along Kingsway and Main St to help buses move smoothly through traffic and stay on time. These upgrades will help to improve accessibility and reliability for over 35,000 weekday transit trips on Route 19 - one of Vancouver’s busiest bus routes. 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.

This was coordinated with TransLink’s engagement (October 2025) on the locations of bus stops along Route 19. To learn more about the Route 19 bus stop engagement, visit [Engagement Summary Stop Optimization](#). In February 2026, TransLink installed the bus stop changes.

About the Engagement

What we engaged on

In October 2025, the City asked the public for feedback on proposed changes along Main Street (Union St to Kingsway) and Kingsway (Main St to Boundary Rd). The proposed changes include adding new bus lanes, extending bus lane hours and improving intersections with no stopping zones, detailed in the table below:

Section	New Bus Lane Hours	Changes Made to Existing Bus Lane Hours
Main St (Union St – E 7th Ave)	Northbound & southbound 7-7 pm, daily	Converting some AM peak bus lanes to 7-7 pm in the northbound direction.
Kingsway (Main St–Dumfries St)	-Westbound: 7-10 am Mon-Fri -Eastbound: 3-7 pm Mon-Fri	Bus lane extended by 30 mins in the westbound direction and 1 hour in the eastbound direction.
Kingsway (Dumfries St– Nanaimo)	Westbound & eastbound: 7-10 am & 3-7 pm Mon-Fri	Converting a general-purpose traffic lane to a bus lane
Kingsway (Nanaimo St– Boundary Rd)	-Westbound: 7-10 am Mon-Fri -Eastbound: 3-7 pm Mon-Fri	Converting a general-purpose traffic lane to a bus lane

How we engaged

We gathered feedback through an online survey between October 19 - November 9, 2025. We promoted the survey through the following activities and platforms:

- Project webpage with up-to-date information
- 38,000 postcards distributed to residents along and near the corridor
- Over 900 letters with surveys sent to corridor-fronting businesses
- In-person outreach to more than 150 businesses
- 75 posters installed on street poles along the corridor
- Distribution of posters and postcards to libraries, community centres, and neighbourhood houses
- 5+ meetings with interest groups and City Advisory Committees
- 1 meeting with Joyce-Collingwood BIA
- 3 meetings with the Mount Pleasant BIA
- 1 meeting with disability advocacy groups convened by BC Centre for Ability
- A public pop-up event at the Mount Pleasant Community Centre for direct information sharing and Q&A
- 319,082 social media interactions on Facebook, X, Instagram, and Threads

Who we heard from

We heard from over 168 people through:

- 90 survey responses
 - 42 business owners, managers, or staff within the project boundary
 - 48 community members
- 78 email inquiries

What we heard

To understand how the proposed changes would impact businesses along Kingsway, we asked questions about their operations – including parking needs, loading requirements, and potential challenges arising from the changes.

We also asked the broader public to share feedback on the proposed changes, recognizing that residents and commuters may have perspectives to share. They were asked for general feedback on the changes. The following summarizes feedback from both, with details in appendices A and B.

Businesses

Businesses of all types - retail, restaurants, services, and others - had mixed views on the project. Some do not expect the bus priority measures to affect their operations, but most raised concerns about parking removal, loading access, and impacts to their businesses.

Key themes

Parking Impacts Many businesses are concerned about customer, staff and delivery access to curbside parking.

Revenue Loss Several businesses believe reduced parking and loading access could hurt their revenue – through fewer customers, reduced take-out and pick-up activity, and worried about potential business closure.

Loading and Operational Several businesses reported difficulty accessing loading areas, including an inability to load from the rear of their building.

How this feedback will be used

Business feedback has helped determine mitigation measures for loading, access and parking. Mitigation measures include:

Section 1 – Main St (Union St to East 7th Ave)

Loading Some businesses lack suitable loading locations on side streets. We are addressing this by:

- Revising bus lanes to weekday rush hours only on both sides of Main St from Union St to National Ave
- Relocating a loading zone on E 6th Ave from the south side to the north side

Side street parking Some side street parking spaces are occupied by long-term parked vehicles. To keep spaces available for short-term visitors and business customers, we are:

- Adding time limits and pay parking to some unregulated spaces on E 4th Ave, E 5th Ave, and E 6th Ave

Permit parking Some permit parking spaces have low occupancy during the day. To make these spaces available to business customers, we are:

- Converting some permit parking to pay parking (except with permit) on E 5th Ave and E 6th Ave

Section 2 - Kingsway - (Main Street to Dumfries St)

Loading Some businesses lack suitable loading locations on side streets. We are addressing this by:

- Adding loading zones on E 7th Ave, E 15th Ave, and E 16th Ave
- Relocating a loading zone on E 6th Ave from the south side to the north side
- Allowing loading to take place in the morning on Kingsway near E 15th Ave

Parking availability Businesses need alternative parking options for customers. We are:

- Adding parking on the north side of E 7th Ave

- Reinstating weekday midday parking at four spaces on Kingsway near Broadway
- Removing rush regulations to allow parking at ten spaces on Knight St near 22nd Ave

Side street parking Some side street parking spaces are occupied by long-term parked vehicles. To keep spaces available for short-term visitors and business customers, we are:

- Adding time limits and pay parking to some unregulated spaces on E 7th Ave, E 8th Ave, Carolina St, E 16th Ave and Knight St

Section 3 - Kingsway (Dumfries St to Nanaimo St)

Side street parking Some side street spaces are occupied by long-term parked vehicles. To keep spaces available for short-term visitors and business customers, we are:

- Adding 2-hour time limits to unregulated spaces on Perry St, Welwyn St, Miller St, Commercial St, Beatrice St, Sidney St, Baldwin St, and Nanaimo St.

Section 4 - Kingsway (Nanaimo St to Boundary Rd)

Loading Some businesses lack suitable loading locations on side streets. We are addressing this by:

- Adding loading zones on Kingsway near Joyce Street, on Earles Street, and on Moss Street

Side street parking Some side street spaces are occupied by long-term parked vehicles. To keep spaces available for short-term visitors and business customers, we are:

- Adding 2-hour time limits to some unregulated parking spaces on Kingsway and on Fairmont St

Time limits Existing 1-hour time limits are too short for most patrons attending appointments. Some unregulated parking spaces are not often available for short-term visitors and business customers. parking spaces. In response, we are:

- Extending some 1-hour time limits to 2-hour time limits on Kingsway
- Adding time limits to some unregulated off-peak spaces on Kingsway

Public

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

Key themes

Calls for more transit measures Many respondents called for more bus priority measures, including extended hours (including 24/7), corridor upgrades, larger buses, and pedestrian safety improvements.

Parking Concerns Some respondents noted concerns about parking impacts on businesses, residents, and deliveries, and opposed additional AM/PM restrictions.

Delays caused by left turns Some respondents mentioned that a small number of left turning vehicles can block through traffic, contributing to bus delays.

How this feedback will be used

Community feedback reaffirms a strong desire for bus priority measures, and these insights will inform future transit priority projects.

Adjustments include:

Westbound left turns will be restricted at Wessex St and Senlac St from 3 to 7 pm on weekdays.

.

Appendix A: Survey responses – businesses

1. What is your business type? *(select all that apply)*

- **27%** - food and beverage businesses
- **24%** - retail business
- **21%** - healthcare business and pharmacies
- **7%** - food dealers (e.g. grocery or convenience stores)
- **5%** - veterinary clinics
- **5%** - fitness centres
- **2%** - beauty services
- **2%** - government services
- **2%** - legal services
- **2%** - personal services (e.g., laundromat)
- **2%** - used car dealerships
- **2%** - religious institutions
- **2%** - associations or societies

2. What is the primary mode of service for your business *(select all that apply)*

- **29%** - in store
- **29%** - pick-up (curbside or walk-in)
- **19%** - delivery
- **17%** - online/virtual

3. Do your customers have access to off-street parking? *(select all that apply)*

- **71%** - no access to off-street parking
- **17%** - surface parking lot
- **14%** - underground parkade
- **12%** - surface parking lot (private)
- **10%** - laneway (shared)

4. Select all the locations where your business loading and unloading occurs?

- **69%** - on-street (front) including parking spaces or designated loading zones
- **29%** - on-street (side) including parking spaces or designated loading zones
- **10%** - loading bay (rear)
- **7%** - surface parking (rear)

5. Considering the bus lane changes on Kingsway-Main St, do you anticipate that there will be any new challenges to accessing your business's loading area on Kingsway-Main St? (select one)

- **36%** - yes
- **1%** - no

6. Considering the bus lane changes on Kingsway-Main St, do you anticipate that there will be any new challenges to accessing your business's loading area on Kingsway-Main St? If yes, please describe the potential challenges to accessing your business's loading area.

# of mentions*	Theme
20	Loss of street parking - customers/clients/patients
14	Loading concerns
7	Accessibility/mobility concerns
5	Business revenue loss/closure
4	Loss of street parking - deliveries/suppliers
2	Loss of street parking - delivery drivers
2	Loss of street parking - pick-ups/takeout

**all mentions above 1*

**7. Is there any feedback that you would like to share about the Kingsway-
Main St Bus Priority Project, including regarding general access and
circulation for staff, customers, and delivery vehicles?**

# of mentions*	Theme
16	Loss of street parking - customers/clients/patients
15	Business revenue loss/closure
5	Prefers status quo
4	Loss of street parking - deliveries/suppliers
3	Support transit/bus priority
2	Loss of street parking - pick-ups/takeout
2	Accessibility/mobility concerns
2	Negative MV impacts - e.g. additional traffic, congestion, reduced road capacity, speeding, shortcutting
2	No existing evidence of bus delays/congestion

**all mentions above 1*

Appendix B: Survey responses - public

1. Do you have any feedback to share about the Kingsway-Main St Bus Priority changes?

# of mentions	Theme
74	Support transit/bus priority
55	Changes are necessary (existing delays, high density, developments)
46	Want more bus priority measures/wanting to extend project further
12	Loss of street parking - customers/clients/patients
11	Negative motor vehicle impacts - e.g. additional traffic, congestion, reduced road capacity, speeding, shortcutting
11	Against proposed scope (bus lane hours or location)
10	Need more enforcement/signage
8	References to left turns (create a left turn lane or ban left turns)
7	Want HOV lanes

*all mentions above 1