

Common comments & responses - Killarney

The table below outlines common questions and comments we heard during Phase 2 engagement and the corresponding staff responses.

Question/concern	Response
<p>Concern that restricting vehicle access on E 45th Avenue, will create longer drive times.</p>	<p>Reducing vehicle volumes on E 45th Avenue is the simplest and most cost-effective way to improve pedestrian and cycling safety in the area. Without this, we would not be able to achieve the goals of this project.</p> <p>Traffic calming measures may increase vehicle travel routes to/from homes and nearby amenities by two to four blocks more than the existing route. The expected result is that the neighbourhood is quieter and safer for all road users.</p>
<p>If diverters are installed in the neighbourhood, won't that just move the traffic to my street?</p>	<p>Some diversion of local traffic onto other residential streets may occur with this plan. However, we expect overall traffic in the neighbourhood to decrease as shortcutting traffic will stay out of the neighbourhood.</p> <p>Most streets in the neighbourhood have very low traffic volumes; even with increased local traffic on these streets we don't expect traffic to rise above our threshold for local streets, which is 2000 vehicles/day.</p> <p>We implement vehicle volume and speed reduction measures on other streets in the neighbourhood to mitigate unintended impacts. We will be monitoring the effects of the traffic calming measures and can make adjustments or add more traffic calming measures to address issues if they arise.</p>

<p>Why are you moving the 26 bus route? Isn't it more complicated to move it off E 45th Avenue?</p>	<p>Moving the bus route to Tyne Street aligns with TransLink's Burrard Peninsula Area Transportation Plan.</p> <p>Moving the bus off E 45th Avenue allows us to use a traffic calming approach rather than protected bike lanes. Protected bike lanes would require removal of most parking on this section of E 45th Avenue, and would not provide benefits for pedestrians. Using diverters instead is much less expensive and provides more overall benefits.</p>
<p>The E 45th Avenue and Tyne Street intersection feels unsafe, why can't you install a full signal there?</p>	<p>A traffic signal would improve crossing safety for pedestrians at Tyne Street and E 45th Avenue, but wouldn't address other important concerns such as high volumes and speeds on E 45th Avenue, high speeds on Tyne Street, or pedestrian crossing concerns at other locations.</p> <p>A full signal would cost more than the entire budget for traffic calming the neighbourhood. The proposed plan aims to provide the most benefit for the neighbourhood with the available budget and resources.</p>
<p>The real issue is congestion on major streets like Kingsway and E 49th Avenue, and that should be your focus.</p>	<p>The NTMP is focused on traffic concerns on local streets. Residents can share their concerns about major streets with the City by calling 3-1-1.</p>
<p>I live near Killarney and the traffic near my house is problematic! Why isn't my neighbourhood included in the project area?</p>	<p>The NTMP prioritizes areas with a history of speeding and shortcutting on local streets. We currently only have resources to implement traffic calming in 1-2 neighbourhoods per year.</p> <p>Residents can initiate requests for individual traffic calming measures in their neighbourhood through the Speed Hump Program and the Local Improvement Program.</p>

	<p>To improve walking and cycling infrastructure around schools, we also have our Active Travel Program.</p> <p>If dangerous driving, such as speeding, is observed, residents can call the VPD non-emergency number at 604-717-3321 to request enforcement. Residents may also contact their local community policing centre to arrange for Speed Watch, where volunteers and the police come out with speed reader boards and remind drivers to drive below the speed limit.</p>
<p>Does adding more turns to driving routes increase collision risk?</p>	<p>While measures like diverters may increase vehicle travel distance and turns by 2-4 blocks, they decrease overall traffic within the neighbourhood. This means fewer potential conflicts with people walking and cycling. Clear sightlines at intersections, combined with slower speeds, make it easier for drivers to see and yield to people crossing the street. Together, reduced speeds, lower traffic volumes, improved visibility, and reinforced yielding expectations create safer streets.</p>