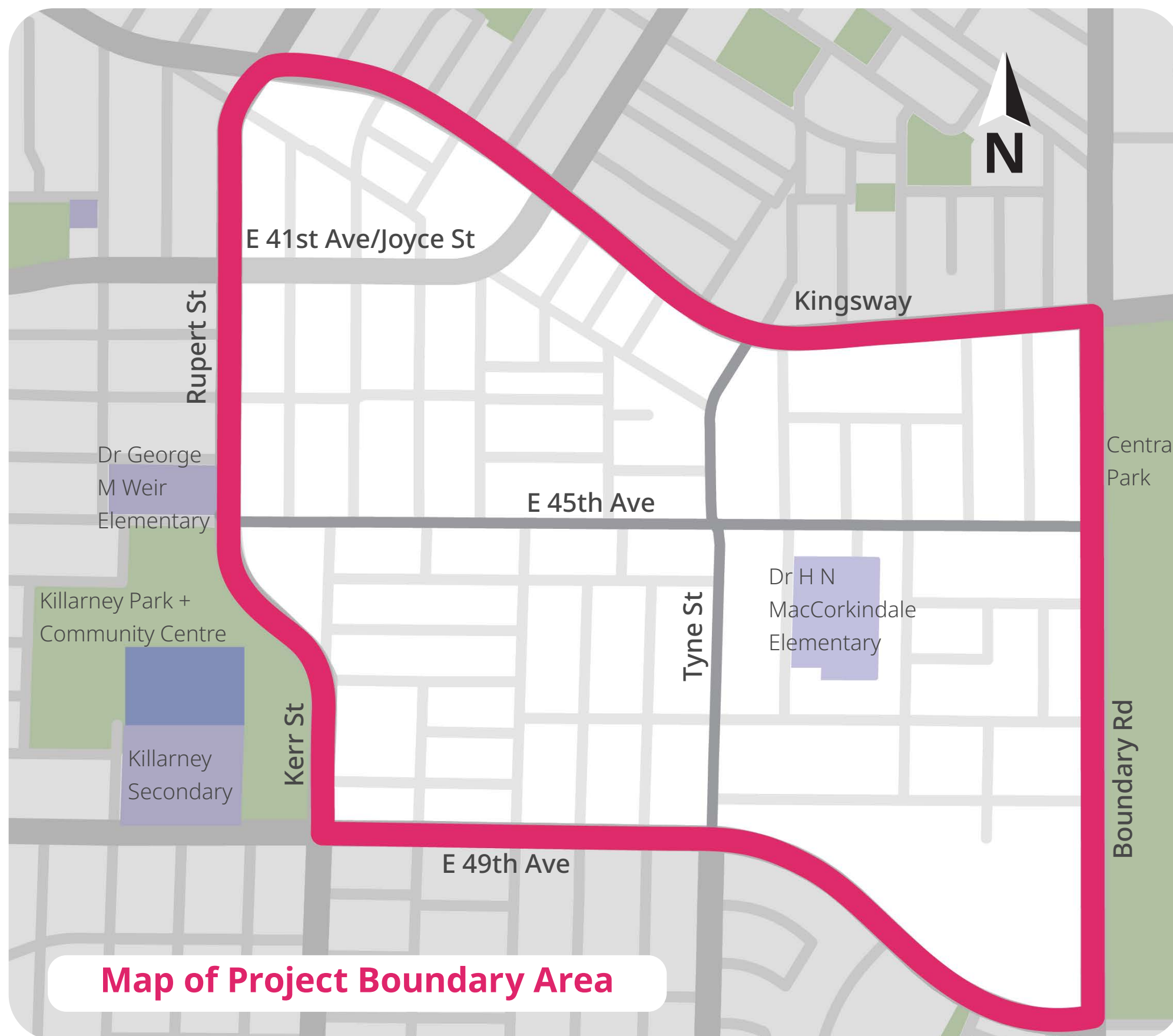


1 KILLARNEY TRAFFIC CALMING

Why We Are Here

In early 2025, we launched the Killarney Traffic Calming project. Traffic calming includes physical changes on the road to slow traffic, reduce vehicle volumes and improve safety on local streets. Examples of these measures include curb extensions, traffic diverters and speed humps.

The City works together with the community to address traffic issues. We look forward to hearing your feedback on the proposed neighbourhood traffic calming plan.



Timeline

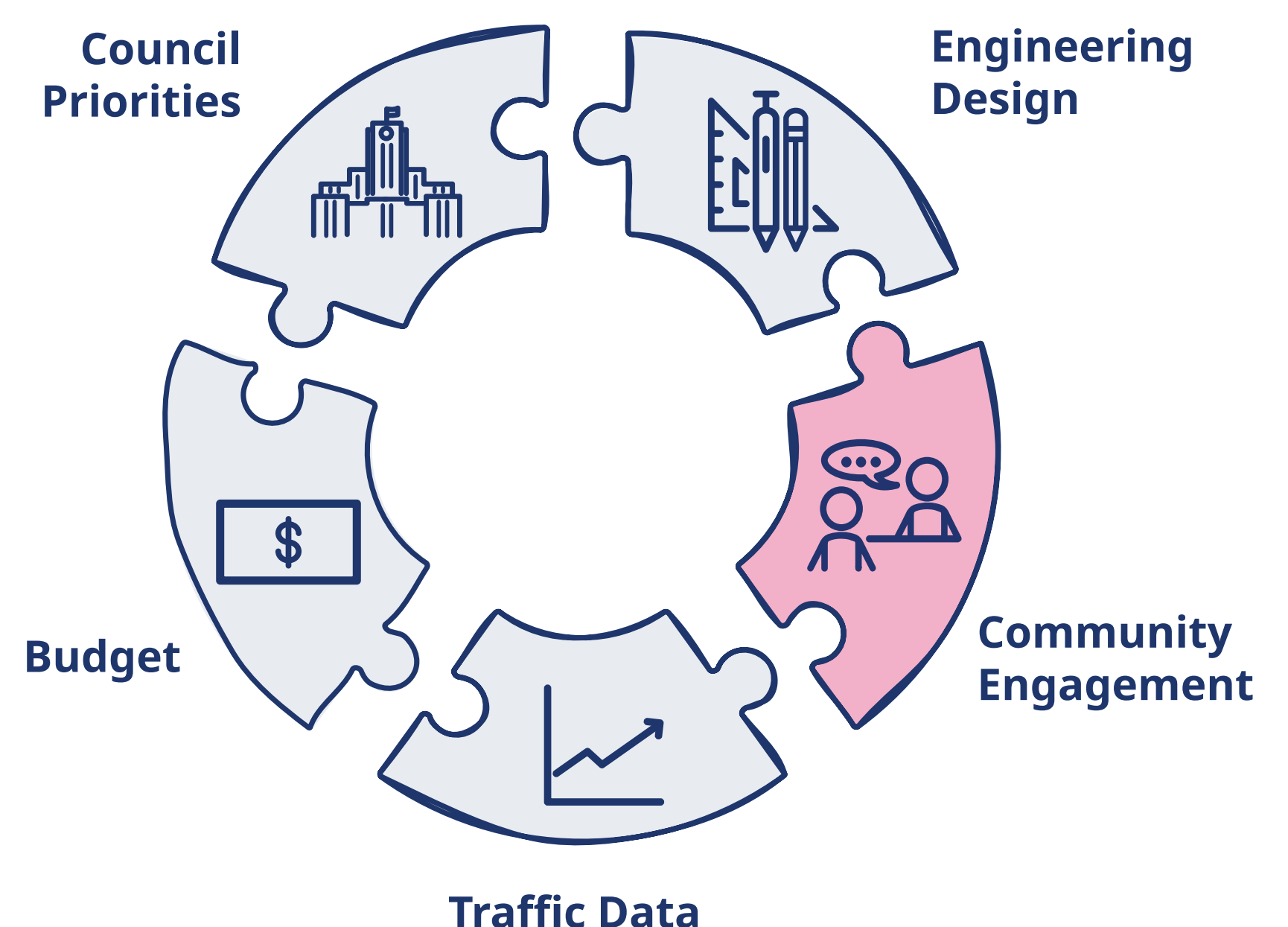
- We are here!
- Phase 1 Engagement | Spring 2025**
 - Shared how traffic calming measures work
 - Listened and learned from community feedback about traffic concerns
 - Phase 2 Engagement | Winter 2025**
 - Sharing Phase 1 Engagement findings
 - Sharing proposed traffic calming plan for feedback
 - Implementation | Fall 2026 onwards**
 - Refine measures based on community feedback and engineering considerations
 - Install traffic calming measures in phases between Fall 2026 to Fall 2027

How We Make Decisions

Neighbourhoods are selected based on collision rates, population of vulnerable road users and the location of community amenities like schools and parks. Over the years, residents have raised concerns about speeding and traffic volumes, especially on E 45th Ave and Tyne St.

In spring 2025, we got feedback on transportation safety concerns from a range of community members, including youth and seniors.

The diagram to the right shows the various factors we considered when developing this traffic calming plan.



Share Your Feedback

- Take our **online survey** by Wednesday, December 17
- Visit a **pop up event**:
 - Saturday, November 29 from 9am-12pm
 - Killarney Community Centre
- Send us an email with your feedback:
 - killarney-traffic-calming@vancouver.ca

SCAN ME



2

WHAT WE HEARD ABOUT LOCAL TRAFFIC

In spring 2025, we engaged the community on local traffic concerns. Here is a snapshot of what we heard:

E 45th Avenue: Participants raised concerns about speeding and high volumes along E 45th Ave, and poor visibility at Tyne St and E 45th Ave. Most supported better walking and cycling infrastructure.

Tyne Street: We shared two potential approaches for Tyne St and participants' comfort was similar between both—some preferred maintaining connectivity between Kingsway and E 49th Ave (current traffic levels), while others supported reducing volumes to match a local street. All agreed on the need for better speed control and safety improvements.

Vehicle Speeds: Many participants reported high vehicle speeds on Tyne St and E 45th Ave, and concerns on Kerr St, Doman St, Joyce St, Arlington St and E 43rd Ave.

Transit: Most participants were comfortable with moving the bus to Tyne St and Kingsway instead of E 45th Ave and Joyce St for efficiency and allowing diversionary traffic calming on E 45th Ave. Although some raised concerns about congestion at Tyne St and Kingsway.



Engagement Efforts



2,806

Letters and emails sent to residents and businesses



270

Surveys completed



120

Pop-up attendees



4

Youth and seniors events, and stakeholder meetings



10

Organizations reached



1.9k

Shape Your City visitors



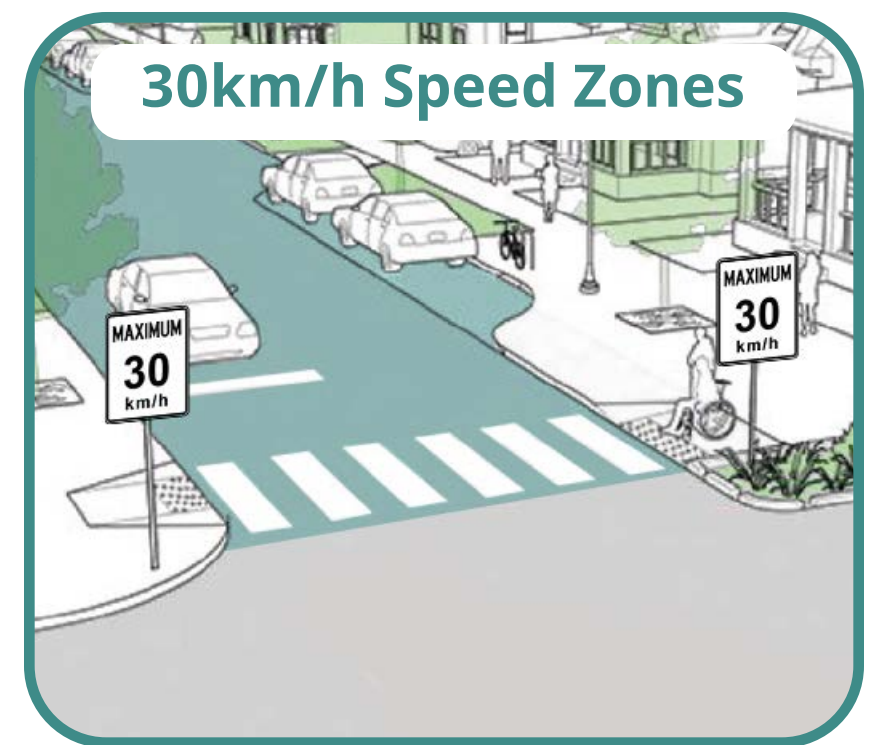
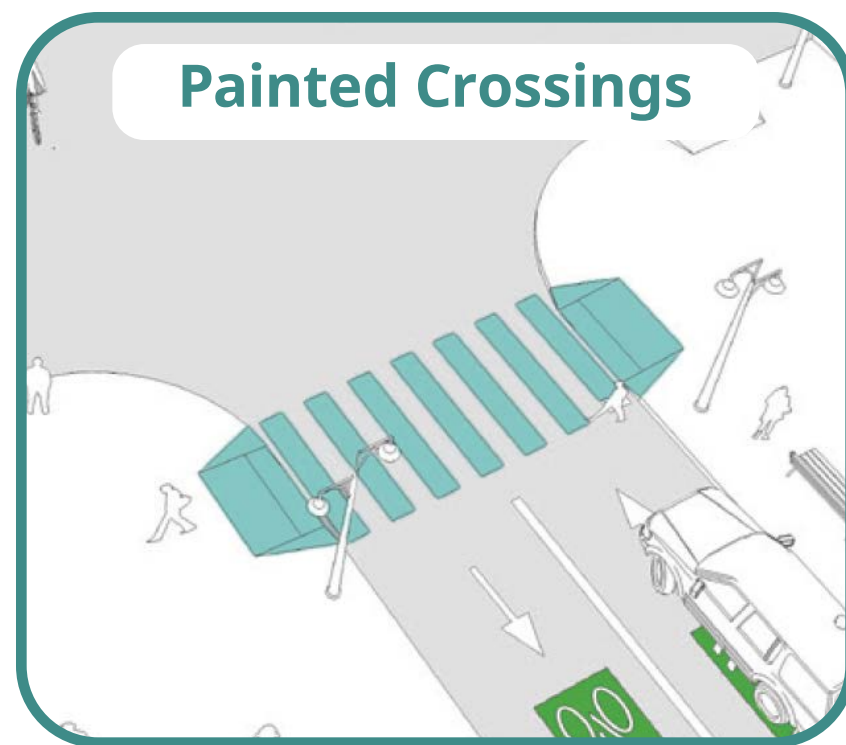
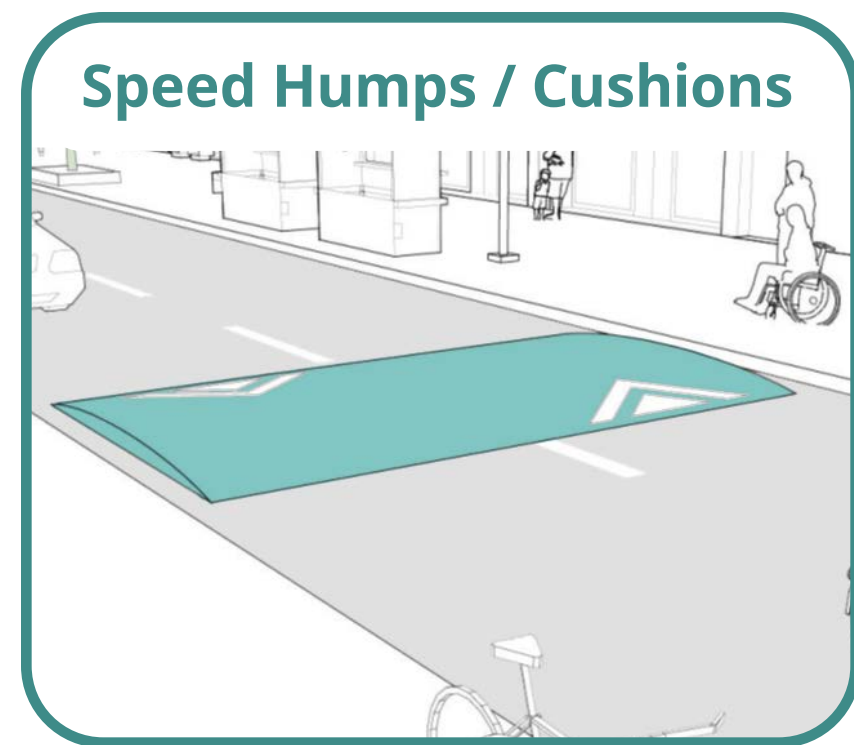
Additional feedback and information can be found in our engagement summary on www.shapeyourcity.ca/killarney-traffic-calming and further along on these information boards.

3 WHAT IS TRAFFIC CALMING?

Traffic calming refers to physical changes on the road to slow traffic down and help reduce short-cutting. These changes make roads safer for all users. There are two main categories of traffic calming measures that **lower vehicle speeds and improve safety**, and measures that **lower vehicle volumes**.

Lowering Vehicle Speeds and Improving Safety

Measures that **lower vehicle speeds and improve safety can be adjusted on an individual basis**. For example, you can add speed humps to a single block without this influencing traffic elsewhere in the neighbourhood. Common measures we use include:



Lowering Vehicle Volumes

However, **measures that reduce vehicle volumes work as a system**. Removing or adjusting one measure has implications on other measures. Common measures we use are shown on the right.

For example, removing a diverter on one street may push traffic onto the next street. Therefore, we look at vehicle volume reduction measures together across an entire area. We may also install measures proactively on streets with lower volumes to ensure traffic is not simply moved around the neighbourhood.

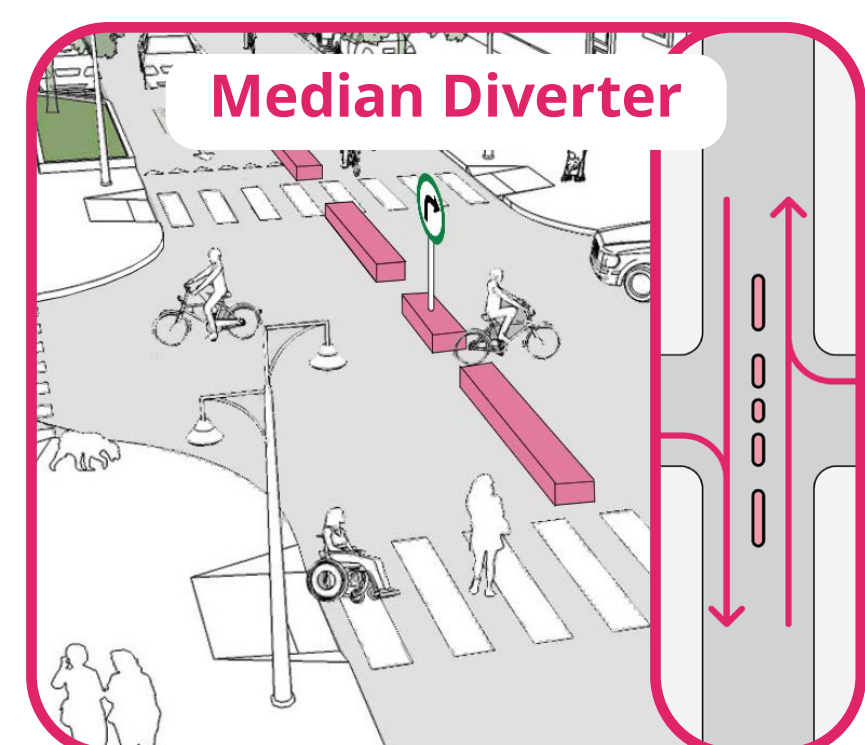
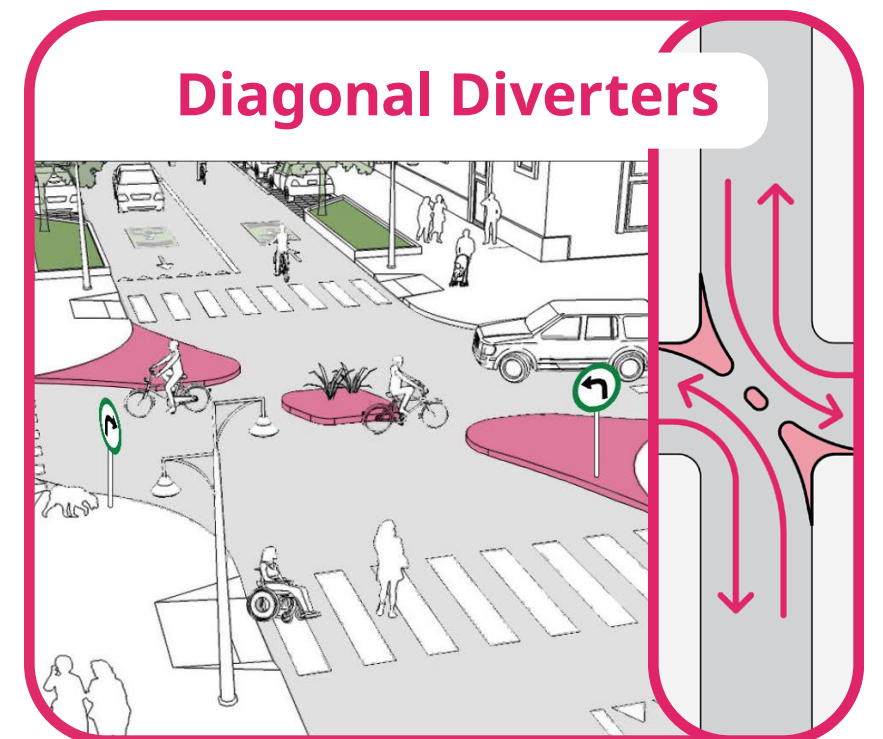
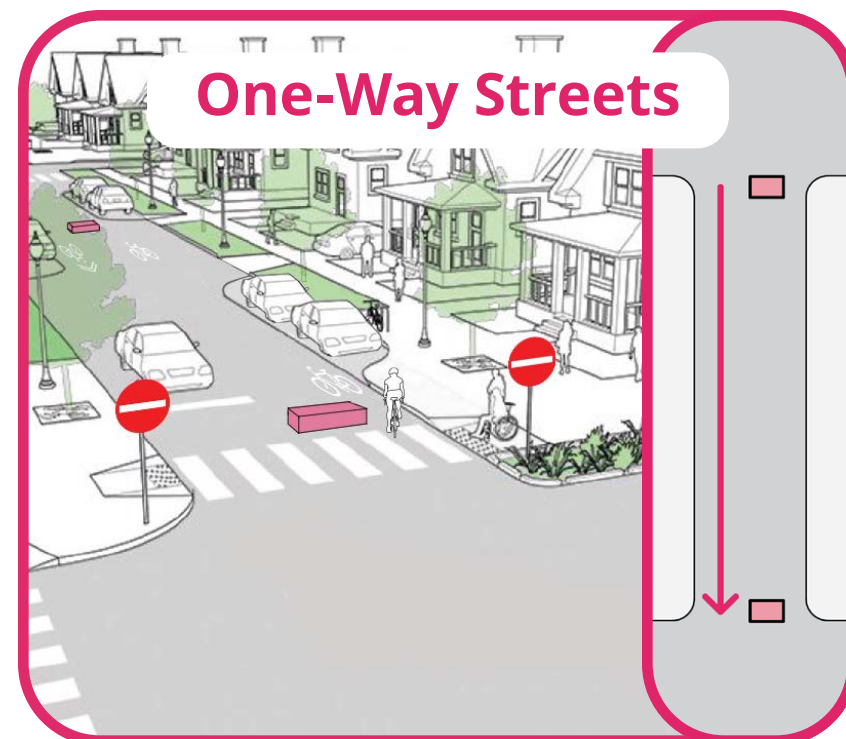
Here are some of the benefits and impacts of measures that lower vehicle volumes:

Benefits

- Improves safety for people crossing the street.
- Improves safety for people biking on streets with cars.
- Improves safety and reduces the risk of property damage and collisions for people driving.
- Increases livability by making streets nicer places to spend time.
- Reduces noise pollution from vehicles.

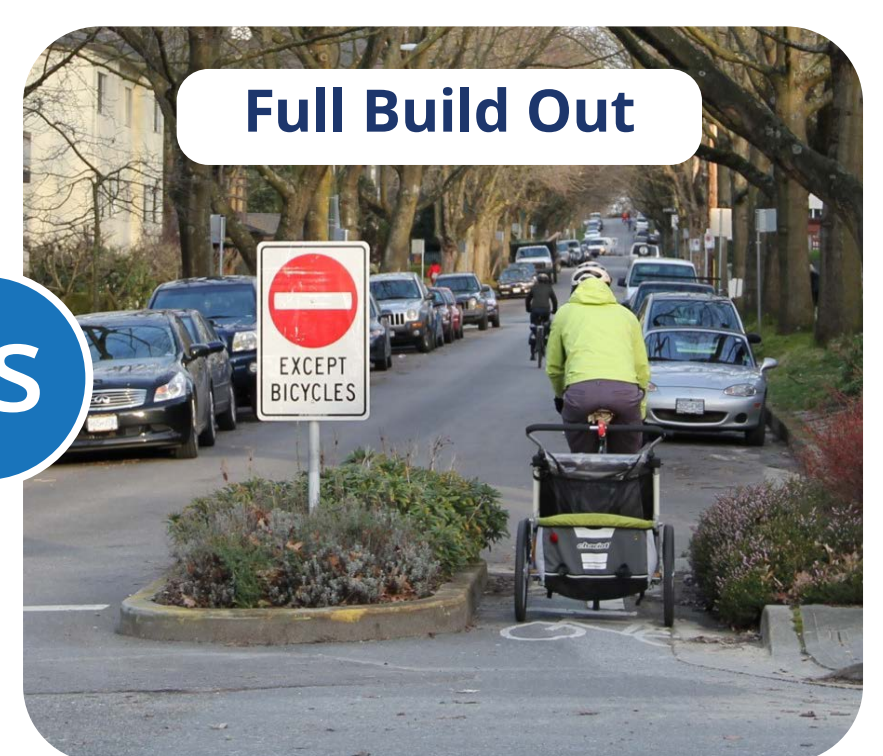
Impacts

- Changes neighbourhood access (emergency vehicle access is maintained), increasing vehicle drive distances by 2-4 local street blocks for some people.
- May increase local traffic on some streets as traffic is redistributed more equitably. Monitoring after installation ensures no local streets are too busy.
- Minor changes to on-street parking.



Interim Measures

The Neighbourhood Traffic Management Program uses interim, quick-build traffic calming measures to address high vehicle speeds and volumes on local streets. This program doesn't involve rebuilding streets or change how arterial streets (like E 41st Ave) work. The interim measures can be adjusted or removed if necessary.



4

CURRENT CONDITIONS

Vehicle Speeds

Many participants reported high vehicle speeds on Tyne St and E 45th Ave, with additional concerns on nearby streets like Kerr St, Doman St, Joyce St, Arlington St and E 43rd Ave. This summer, staff collected and analyzed vehicle speed data in the neighbourhood. This data compliments vehicle volume data shared with the community this past spring.

High vehicle speeds were recorded:

- Across E 45th Ave
- On Tyne St south of E 45th Ave
- On Joyce St, Doman St, and Arlington St

Crossing safety is very important to us. I often observe cars speeding in the neighbourhood and it makes me feel unsafe.
— Seniors workshop participant



5

PROPOSED TRAFFIC CALMING

The BIG Picture

Based on observed vehicle data, community feedback, and engineering considerations, we are proposing the following vehicle volume and speed reduction measures in the community. In addition, we are proposing several safety improvements. These measures are expected to

reduce vehicle volumes and speeds, noise, congestion and improve livability and safety. The following boards provide details of the proposed measures for E 45th Ave, Tyne St and the broader neighbourhood.



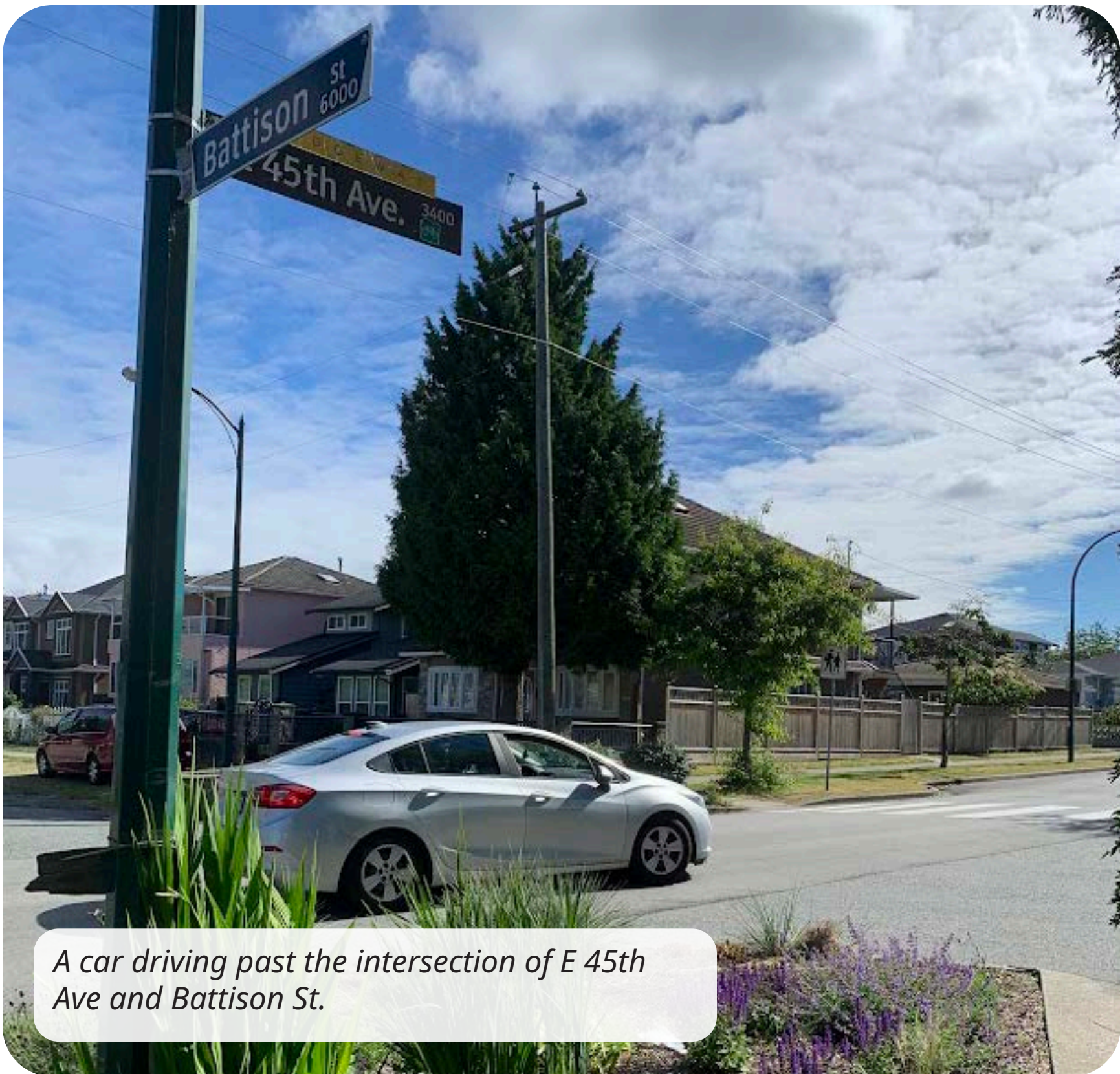
6

E 45TH AVE: IMPROVING WALKING AND CYCLING

E 45th Ave is an important regional cycling connection, and part of the Ridgeway Greenway which connects UBC to Burnaby. It also allows people walking and cycling to connect to community destinations like the Killarney Community Centre and Central Park in Burnaby.

All Ages and Abilities

On bikeways, Vancouver has a goal of making walking, cycling and rolling safe, convenient and comfortable for people of All Ages and Abilities (AAA). Our AAA guidelines focus on either lowering motor vehicle speeds and volumes on local streets or by providing physical separation on streets that have vehicle speeds over 30 km/hour and/or volumes of over 500 vehicles/day.



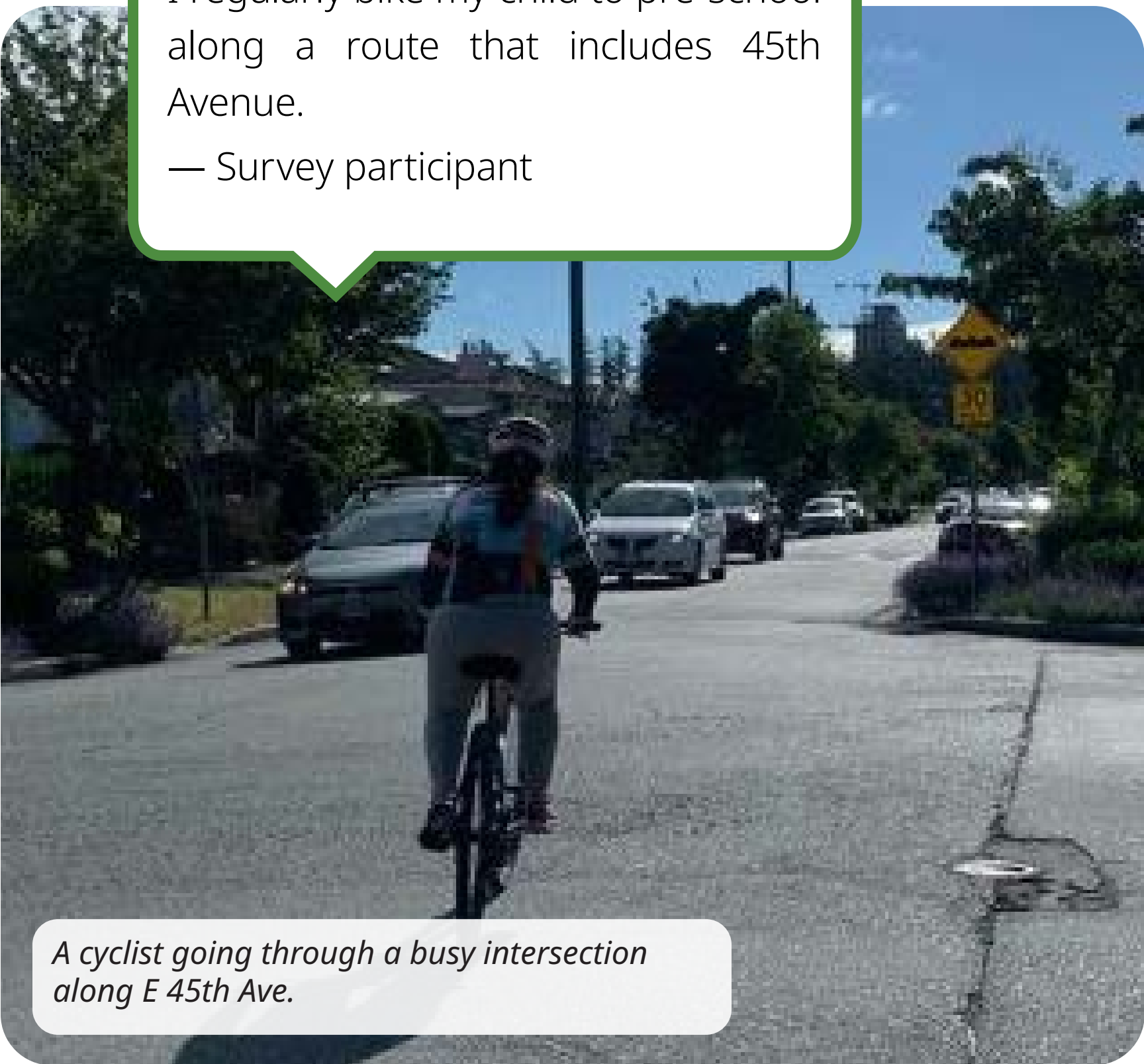
A car driving past the intersection of E 45th Ave and Battison St.

Community Feedback on E 45th Ave

Through Phase 1 engagement, we heard a few themes about improving E 45th Ave:

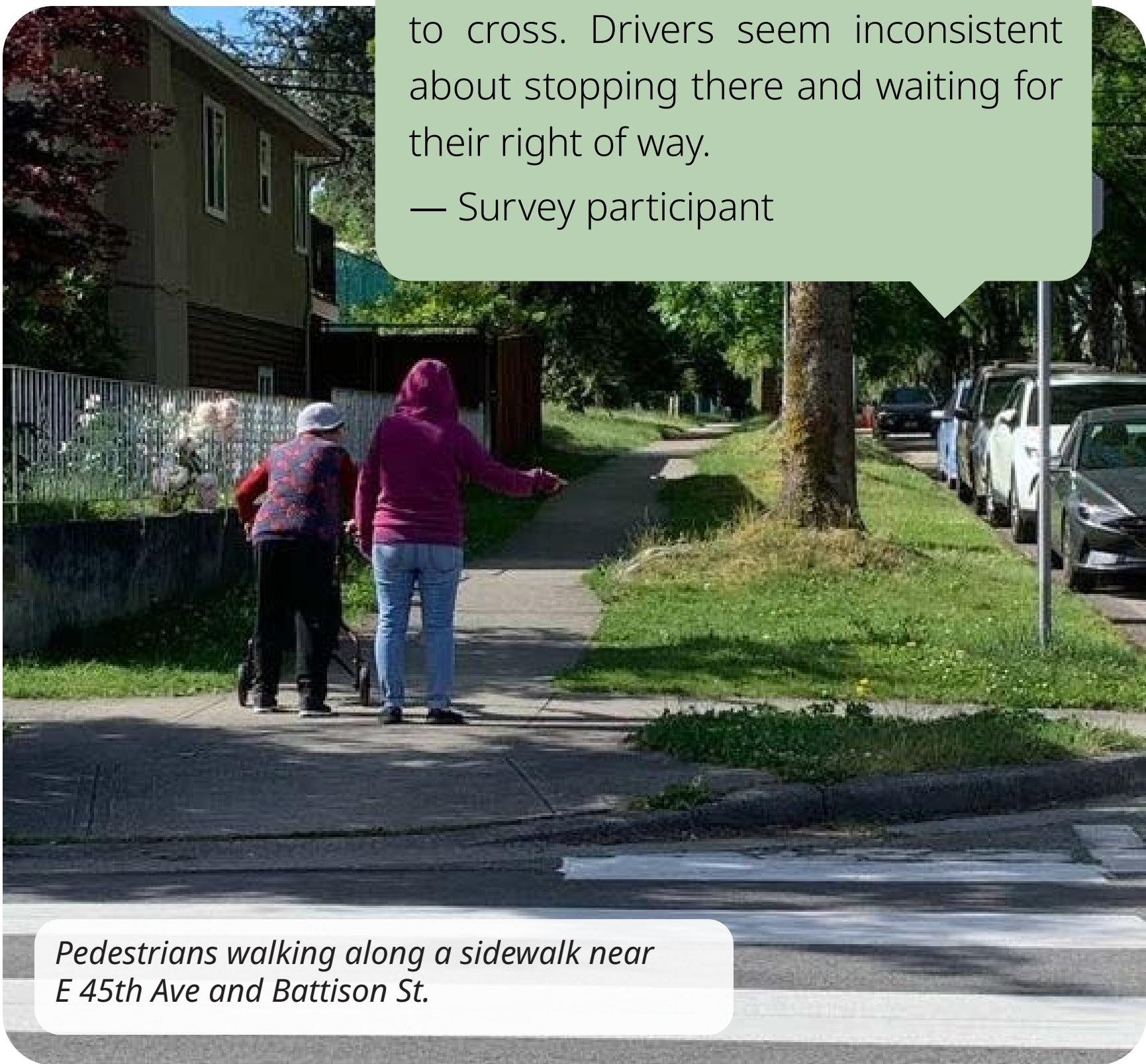
- **Walking and Cycling:** Most people supported making E 45th Ave safer and better for walking and cycling.
- **Reducing Traffic:** Many asked for more interventions to lower the number of cars on E 45th Ave.
- **High Speeds and Volumes:** People said cars are going too fast and there are too many, making it feel unsafe – especially for those walking and biking.
- **Tyne St and E 45th Ave Intersection:** People noted that drivers often ignore stop signs and don't yield to pedestrians. They also said it's hard to see people walking or biking because of hedges and street alignment.
- **Parking:** Most were okay with changing parking to improve safety though some wanted to keep current parking or add accessible parking.

Yes, please make this safer for biking! I regularly bike my child to pre-school along a route that includes 45th Avenue.
— Survey participant



A cyclist going through a busy intersection along E 45th Ave.

As a pedestrian, I think the four-way stop at E 45th x Tyne is difficult to cross. Drivers seem inconsistent about stopping there and waiting for their right of way.
— Survey participant



Pedestrians walking along a sidewalk near E 45th Ave and Battison St.

7 E 45TH AVE: IMPROVING WALKING AND CYCLING

Based on the feedback we heard from the community about E 45th Ave, our goals are:

Goal: Reduce vehicle volumes

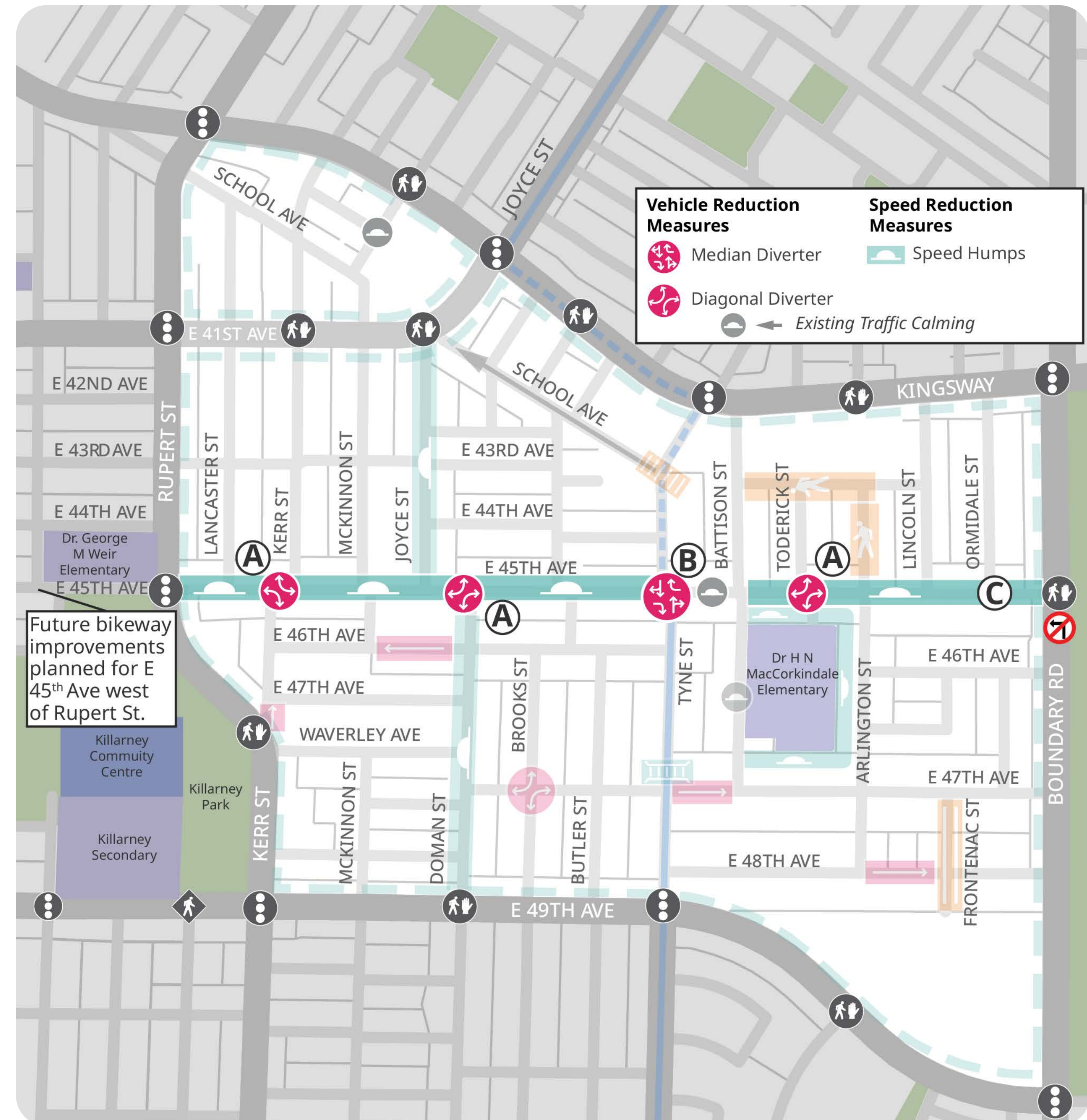
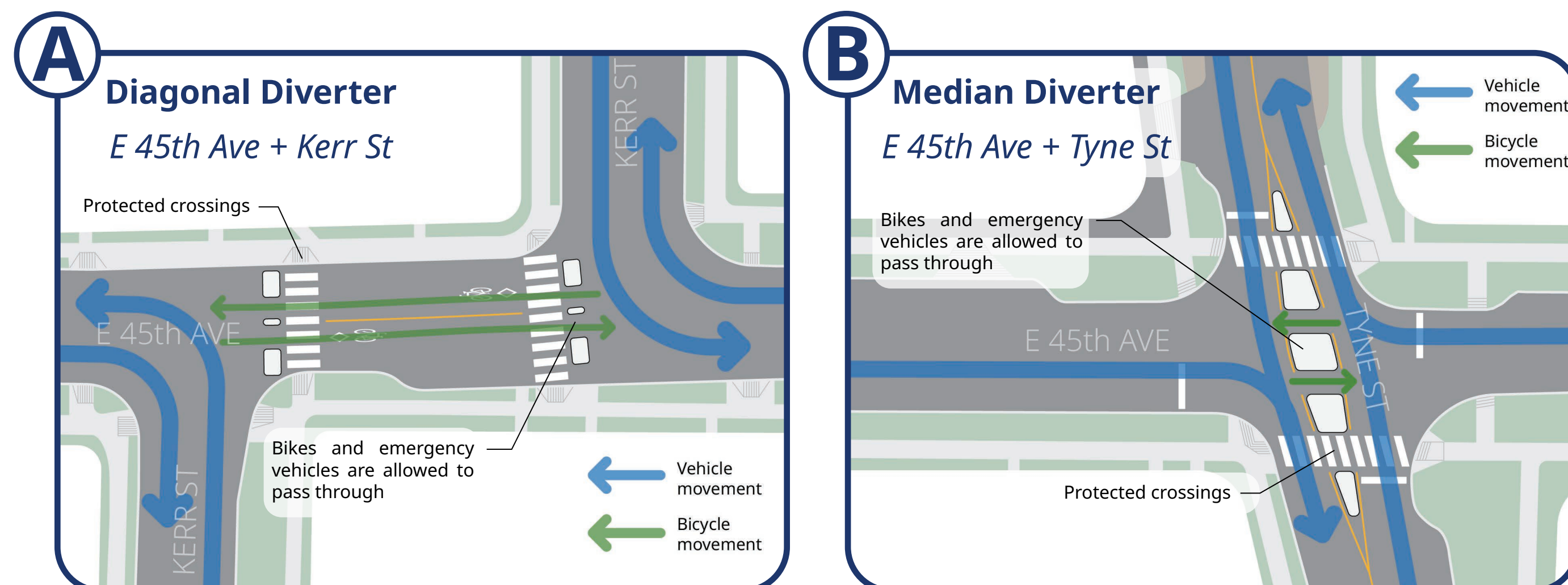
- A** **Diverters** along E 45th Ave reduce shortcutting by limiting through traffic while still providing emergency access.
- B** The **median diverter** at Tyne St and E 45th Ave breaks the continuous route through the neighbourhood, while maintaining connectivity on Tyne St.

Goal: Reduce vehicle speeds

- C** Speeds on E 45th Ave (a 30 km/hr street) were between 40-59 km/hr. Adding **speed humps** to blocks without them will reduce speeds closer to 30 km/hr.

Goal: Improve the pedestrian crossing experience

- A** **Diverters** along E 45th Ave create car-free spaces where people can cross safely. With fewer cars on the street, it's easier to cross at other places too. The **median diverter** at E 45th Ave and Tyne St also improves pedestrian crossing safety.



8

TYNE ST: CONNECTOR

In the spring, we shared two potential future roles of Tyne St within the project area.

Approach 1 – Connector Street

- Same vehicle connectivity between Kingsway and E 49th Ave as today.
- Works well if transit is running on Tyne St.
- Speed control and safety measures (e.g. speed humps, improved crossings) to lower vehicle speeds and improve pedestrian safety.
- Same vehicle volumes, noise and pollution.

Approach 2 – Local Street – Local Traffic

- Volume control measures (e.g. diverters, one-way streets) to lower vehicle volumes.
- Reduction in noise and pollution.
- Safer crossings due to lower vehicle volumes and lower vehicle speeds.
- Less direct vehicle access.



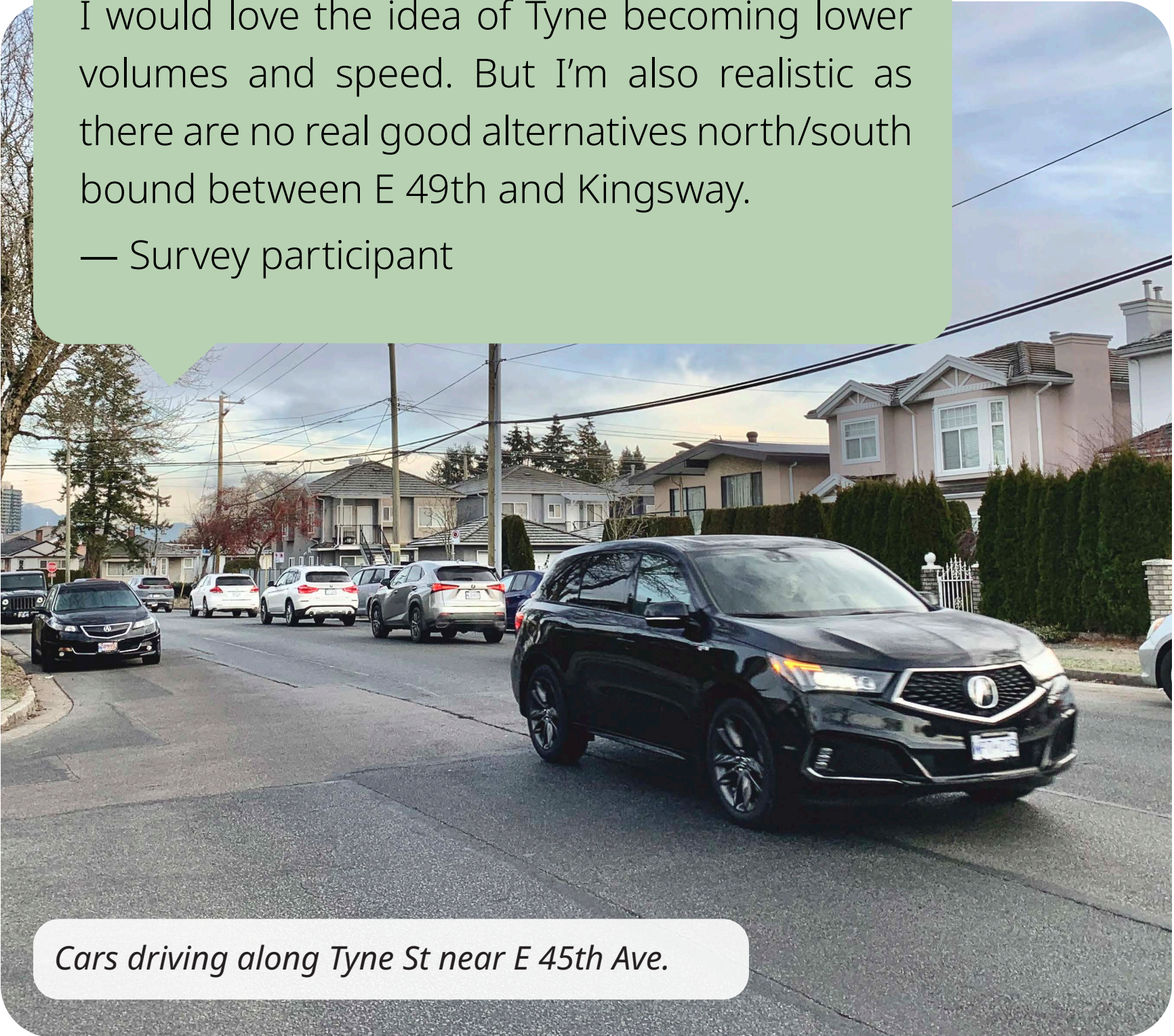
A car stopping at the intersection of Tyne St and E 45th Ave.

Community Feedback on Tyne St

Participants felt comfortable with the two approaches, with slightly higher comfort for **Approach 1 - Connector Street**. Based on this feedback we are moving forward with Approach 1, including moving the bus route to Tyne St north of E 45th Ave.

For both approaches, engagement participants expressed a desire to see speed reduction and safety measures on Tyne St.

I would love the idea of Tyne becoming lower volumes and speed. But I'm also realistic as there are no real good alternatives north/south bound between E 49th and Kingsway.
— Survey participant

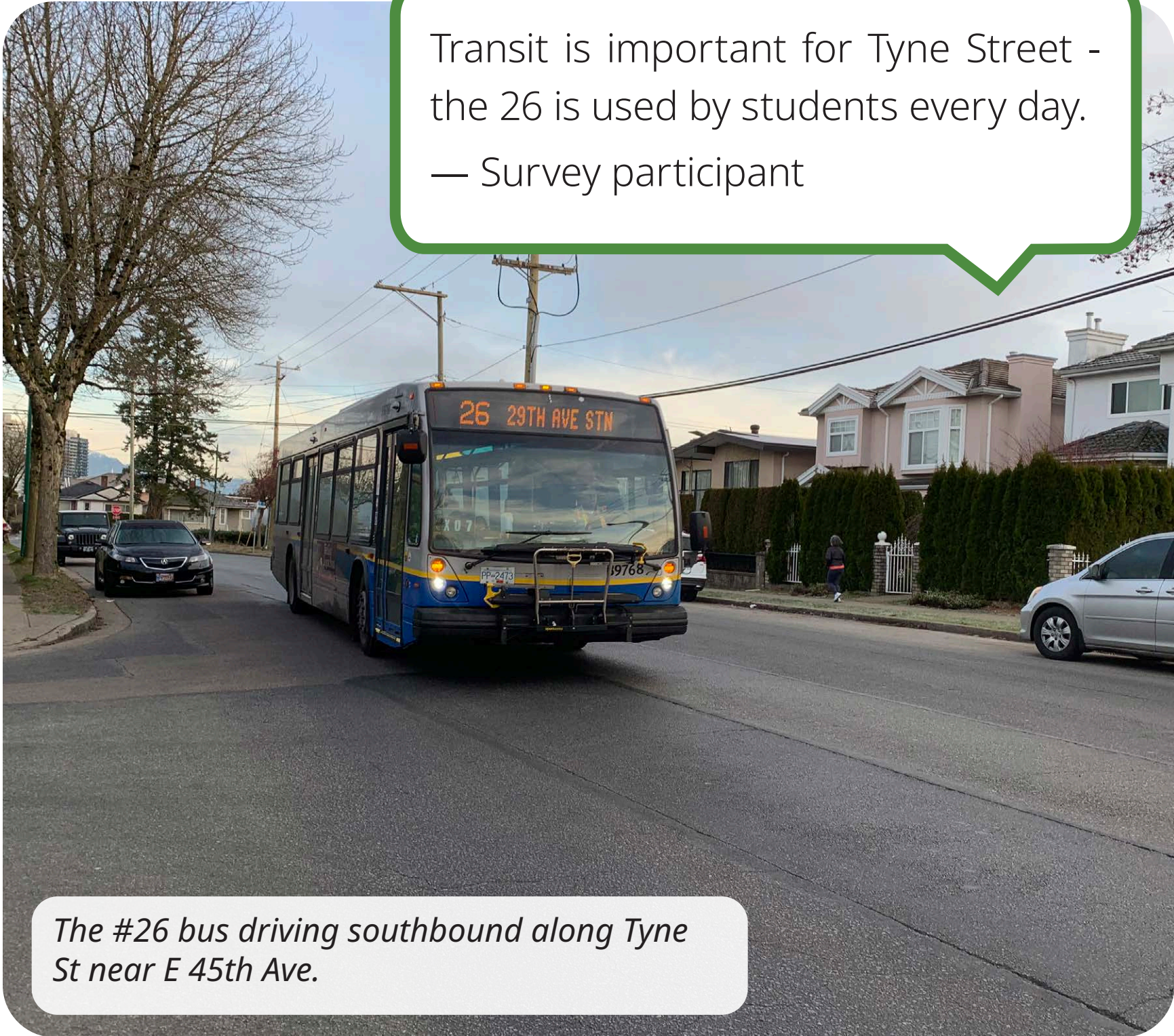


Cars driving along Tyne St near E 45th Ave.

#26 Bus

In the spring, we engaged the community on the possibility of moving the #26 bus between E 45th Ave and Kingsway. Instead of running on E 45th Ave and Joyce St, the bus could use Tyne St and Kingsway. Engagement participants were generally comfortable with the potential bus route change, with less than 25% of participants feeling uncomfortable or very uncomfortable with the changes. We will work with TransLink to advance this change.

Transit is important for Tyne Street - the 26 is used by students every day.
— Survey participant



The #26 bus driving southbound along Tyne St near E 45th Ave.

9 TYNE ST: CONNECTOR

Based on the feedback we heard from the community about Tyne St, our goals are:

Goal: Improve the pedestrian crossing experience

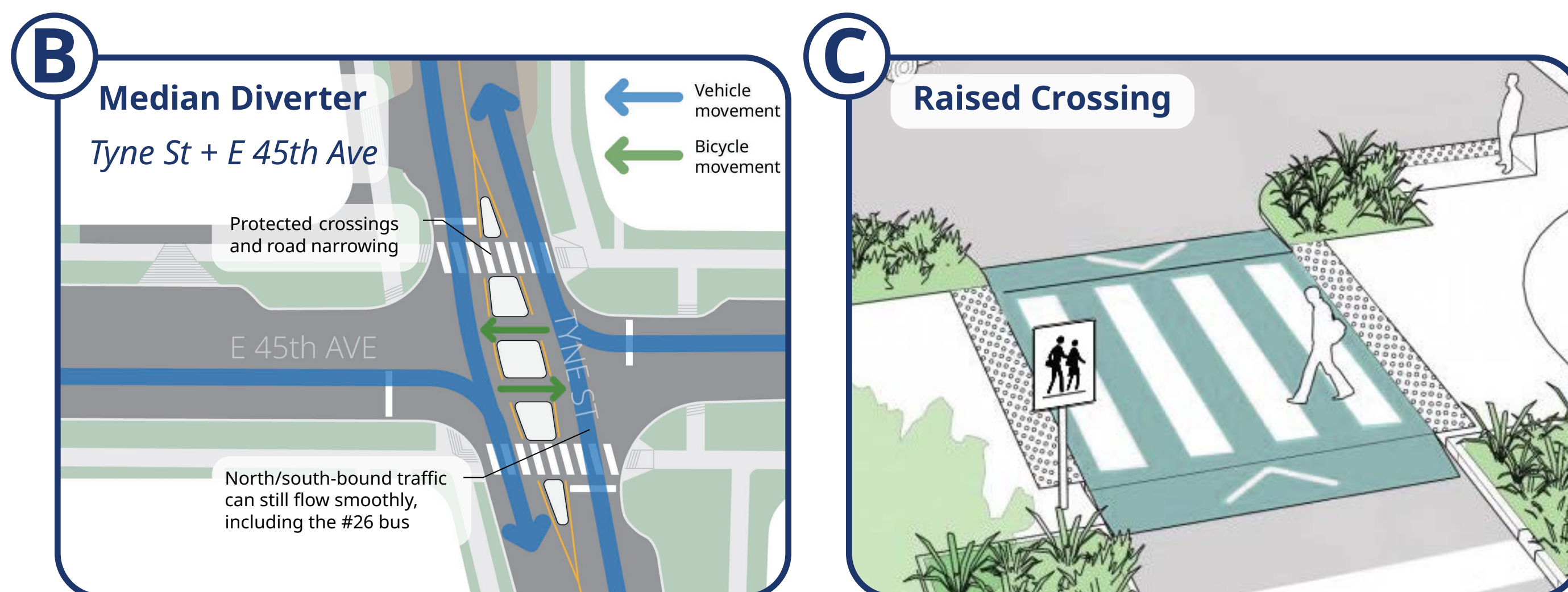
- A** The **painted crossing** at School Ave makes people walking more visible.
- B** The **median diverter** at E 45th Ave and Tyne St makes it easier and safer for pedestrians to cross by narrowing the road and adding a refuge area.
- C** The **raised crossing** at E 47th Ave slows vehicles and makes pedestrians more visible as they cross Tyne St.

Goal: Maintain current vehicle connectivity

- B** The **median diverter** at Tyne St and E 45th Ave restricts turns to and from E 45th Ave but lets traffic flow smoothly along Tyne St.

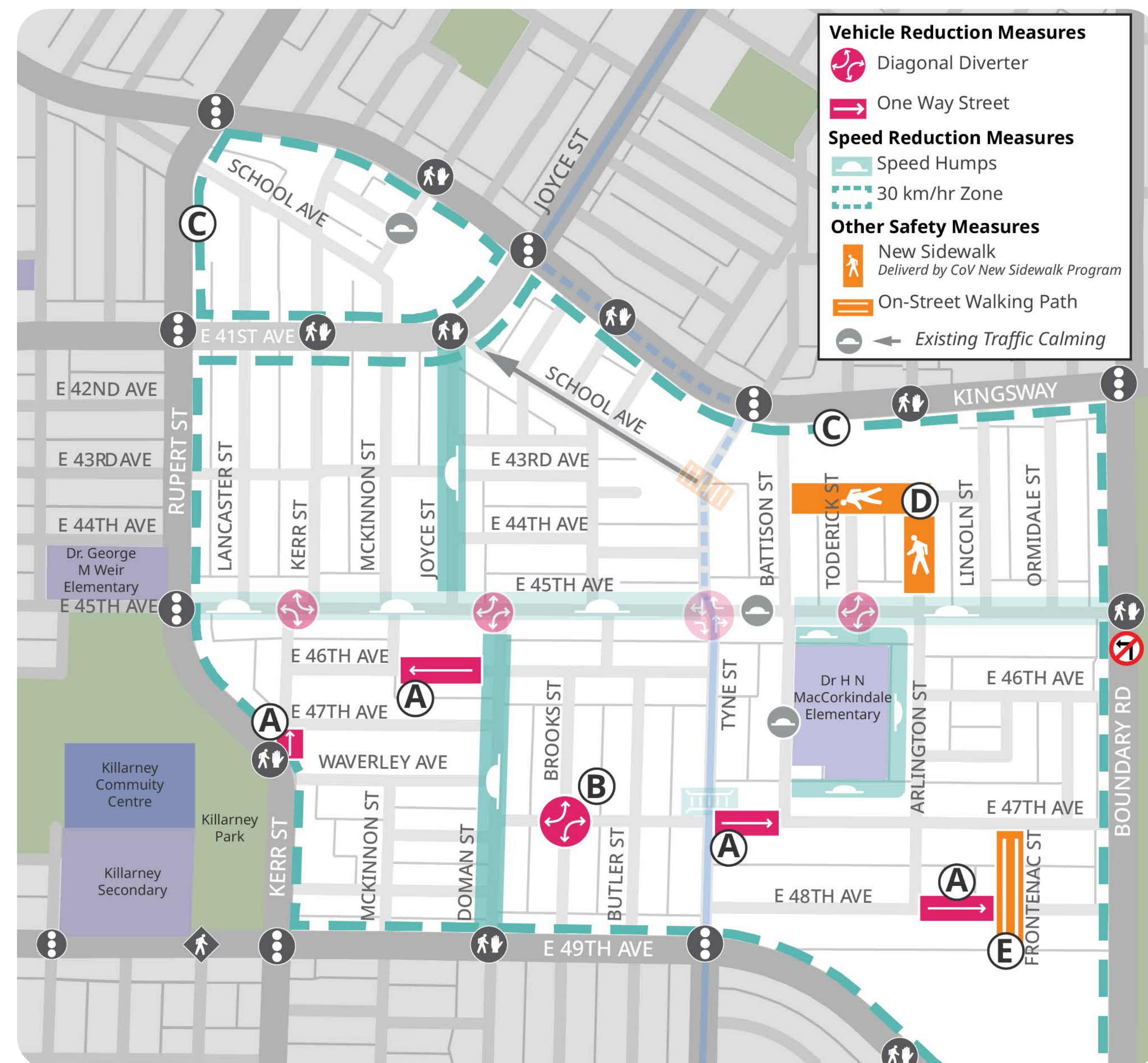
Goal: Align bus route with connector street

- B** The **median diverter** at Tyne St and E 45th Ave lets the bus stay on Tyne St instead of turning onto E 45th Ave.
- C** The **raised crossing** on Tyne St allows buses to cross comfortably.



10 THE BROADER NEIGHBOURHOOD

We heard concerns about speeding on other neighbourhood streets. We also want to ensure that the proposed volumes reduction measures on E 45th Ave don't create new potential shortcutting routes in the neighbourhood. Based on this, our goals for the broader neighbourhood are:



Goal: Minimize new shortcutting routes

A B **One-ways** and **diverters** on streets prevent shortcutting by breaking up continuous routes. Physical design features on E 45th Ave also reduce shortcutting by limiting north-south through routes.

Goal: Reduce vehicle speeds

C **Speed humps** on streets with observed speeds above 40 km/hr help bring speeds closer to 30 km/hr. **30 km/hr gateway signage** at entrances to the neighbourhood notify drivers they are entering local streets and should slow down.

Goal: Provide walking improvements

D New sidewalks on E 43rd Ave and Arlington St make walking safer, especially to MacCorkindale School.

E A dedicated walking space on Frontenac St separates pedestrians from vehicles for a safer walk.



Next Steps

Based on observed vehicle data, community feedback, and engineering considerations, we are proposing the following vehicle volume and speed reduction measures and safety improvements in the community. Staff will

refine the measures based on community feedback and installation will start in Fall 2026 and continue in phases through Fall 2027. We will monitor and make adjustments to the measures as needed.

