CITY OF VANCOUVER

KILLARNEY TRAFFIC CALMING

PHASE 2

PUBLIC ENGAGEMENT SUMMARY & FINAL PLAN

(EXECUTIVE SUMMARY)

MAY 2026



SHAPEYOURCITY.CA/KILLARNEY-TRAFFIC-CALMING

Executive summary

What we heard

The Killarney Traffic Calming project focuses on residential streets bounded by Boundary Road, E 41st Avenue, Kerr/Rupert Street, and Kingsway. The project aims to reduce the impact of non-local traffic on local streets while maintaining access for residents and community amenities. The boundary streets, as well as E 41st Avenue and Joyce Street, are out of scope for this project.

This work is part of the Council-endorsed Neighbourhood Traffic Management Program (NTMP), which works with communities to address traffic safety concerns on local streets through a combination of community input, traffic data, and technical analysis.

Phase 2 engagement

During Phase 2 engagement, we shared proposed traffic calming measures and asked for feedback on the overall traffic calming plan, with a focus on E 45th Avenue and Tyne Street. Engagement included an online survey (November 20 to December 17, 2025), a pop-up event at Killarney Community Centre, meetings with interest holders, and in-person sessions with youth and seniors. A total of 226 surveys were completed, and 149 people participated in the pop-up event.

E 45th Avenue

E 45th Avenue is part of the Ridgeway Greenway, an important local and regional cycling route. Proposed measures aim to reduce vehicle speeds and shortcutting while maintaining local and emergency access.

A majority of survey respondents were comfortable with the proposed changes.

Participants generally supported changes that improve safety for people walking and cycling as well as measures that reduce traffic volumes. Concerns focused on traffic diversion and changes to driving access.

Tyne Street

Tyne Street experiences the highest vehicle volumes in the neighbourhood. Based on feedback from Phase 1, the proposal maintains vehicle connectivity on Tyne Street while adding speed control and pedestrian safety improvements. Of the survey respondents, 47% were comfortable with the proposed changes, while about 40% were uncomfortable with the proposal.

The primary concern for those uncomfortable with the proposal was the restriction of left turns to and from Tyne Street at E 45th Avenue. Participants expressed support for pedestrian safety improvements on Tyne Street regardless of their level of comfort with the proposal.

Transit – #26 bus route

In Phase 2, we heard feedback about shifting the #26 bus route to Tyne Street and Kingsway. Some participants shared general support for the route change, and some shared concerns about transit access and increased vehicle congestion at Kingsway and Tyne Street. The City will coordinate with Translink as this change moves forward.

The broader neighbourhood

Traffic calming measures in the broader neighbourhood work to minimize new shortcutting routes, reduce vehicle speeds, and provide walking improvements. About 45% of participants were comfortable with proposed changes in the broader neighbourhood, while 35% were uncomfortable.

In particular, participants were concerned about the circulation and access for drivers, particularly with regard to proposed one-way streets on E 47th and E 48th Avenues. Participants supported safety improvement measures to reduce speeding on residential streets.

Feedback from youth and seniors

During in-person sessions with the Cantonese Speaking Seniors Group and the Killarney Youth Council, participants raised concerns about vehicle speeds, crossing safety, and visibility, and expressed support for additional safety improvements near schools and along key walking routes.

Implementation plan

Community engagement, along with engineering analysis, helped us refine the proposed traffic calming plan we presented in Phase 2. See Figure 1 for the final traffic calming plan. Implementation is planned for late 2026. Additional implementation details will be shared with the community in advance of construction.

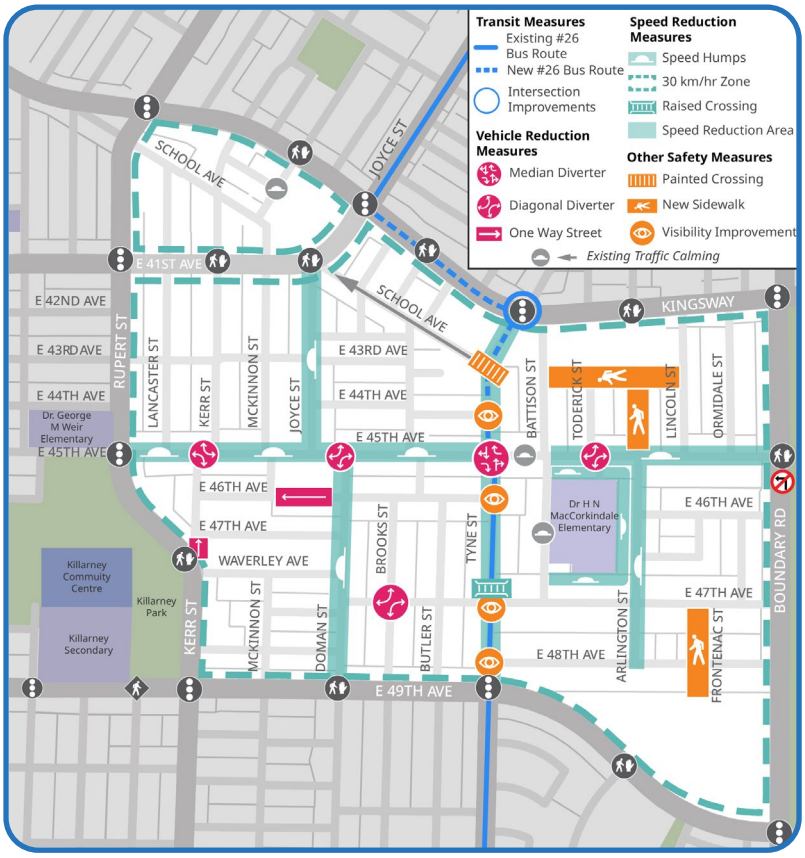


Figure 1. Map of final traffic calming measures to be implemented.