

KILLARNEY TRAFFIC CALMING

PHASE 2
PUBLIC ENGAGEMENT SUMMARY & FINAL PLAN
MAY 2026



Contents

Executive summary	1
What we heard	1
Implementation plan	2
Project background	3
Neighbourhood Traffic Management Program	3
What is traffic calming?	3
About the project area	3
How we make decisions.....	4
Project timeline	4
Our engagement approach	5
Goals of engagement.....	5
Engagement efforts	5
What we heard	6
The big picture: all proposed traffic calming measures	6
E 45 th Avenue	7
Tyne Street.....	9
#26 Bus	11
The broader neighbourhood	12
Feedback from youth and seniors.....	14
How the revised plan addresses community feedback	15
Conclusion and next steps.....	18
Appendix A - About engagement participants.....	19
Mode share.....	19
Age.....	19
Ethnicity	20

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.

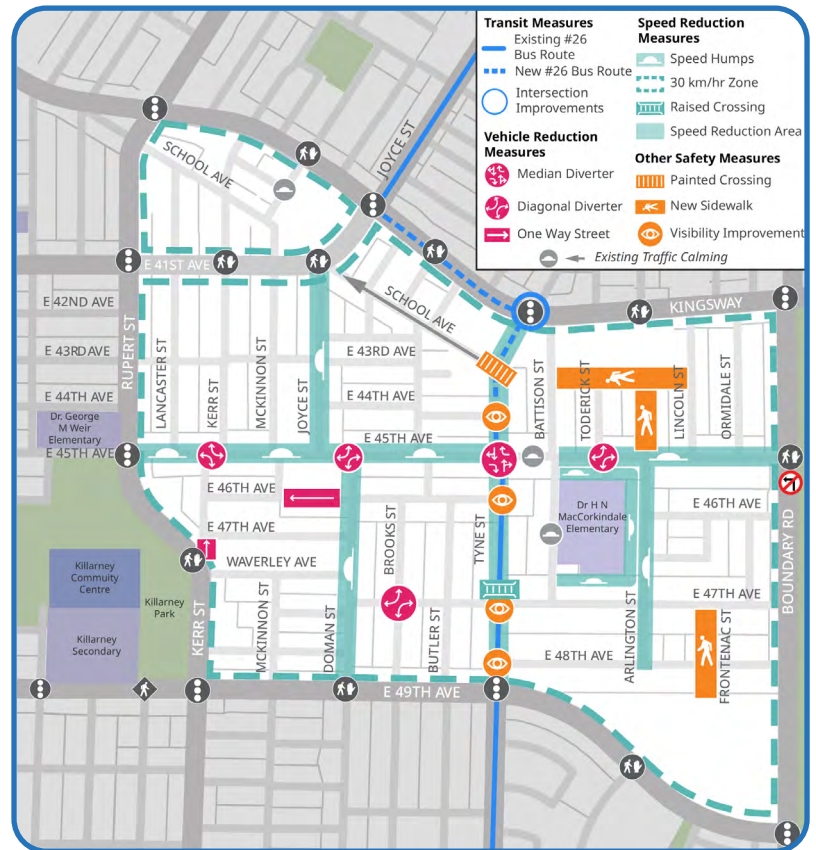


Figure 1. Map of final traffic calming measures to be implemented.

Project background

Neighbourhood Traffic Management Program

The [Neighbourhood Traffic Management Program](#) (NTMP) works with communities to address traffic safety concerns on local streets. The program combines community input, data, and technical analysis to guide traffic calming decisions. Neighbourhoods are selected for the NTMP based on vehicle volumes, collision rates, population of vulnerable road users, and the location of community amenities like schools and parks.

What is traffic calming?

Traffic calming includes physical changes on the road to slow traffic, reduce vehicle volumes and improve safety on local streets. [Examples](#) include raised crossings, vehicle diverters and speed humps.



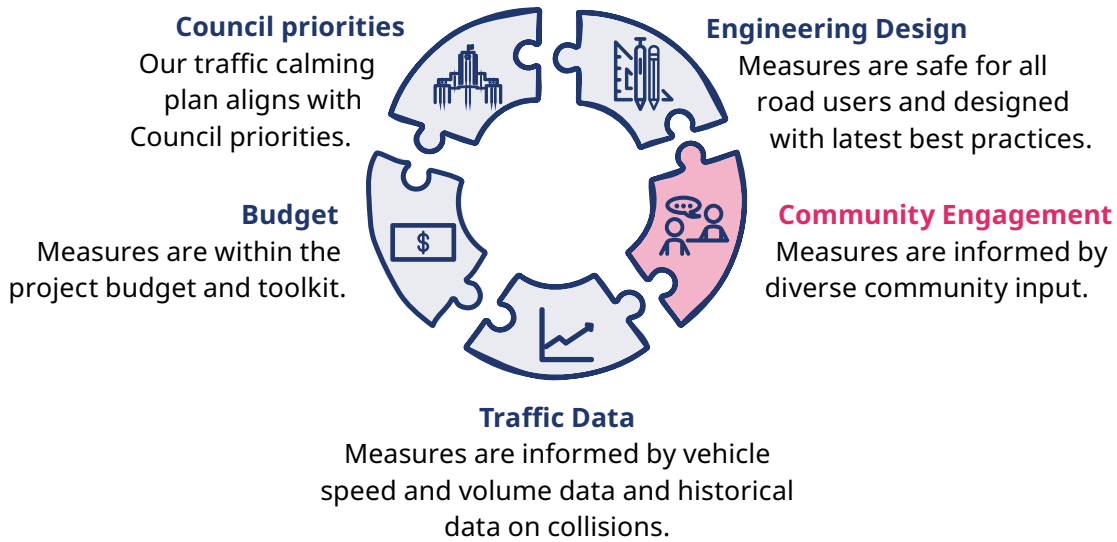
Figure 2. Project boundary.

About the project area

- The Killarney traffic calming project focuses on residential streets bounded by Boundary Road, E 45th Avenue, Kerr/Rupert Street, and Kingsway (see Figure 2).
- The project aims to reduce the impact of non-local traffic on local streets, with E 41st Avenue and Joyce Street outside the project scope.
- Key features of the area include MacCorkindale Elementary within the boundary, proximity to Weir Elementary and Killarney Secondary, and the #26 bus route serving local residents. In addition, the north side of the project area has large retail businesses.
- E 45th Avenue, an important cycling corridor, sees higher traffic volumes than typical local streets, while Tyne Street experiences over 7,000 vehicles per day. Both are often used for shortcutting during peak hours.
- The combination of busy corridors and shortcutting raises safety concerns for people walking and cycling in the neighbourhood

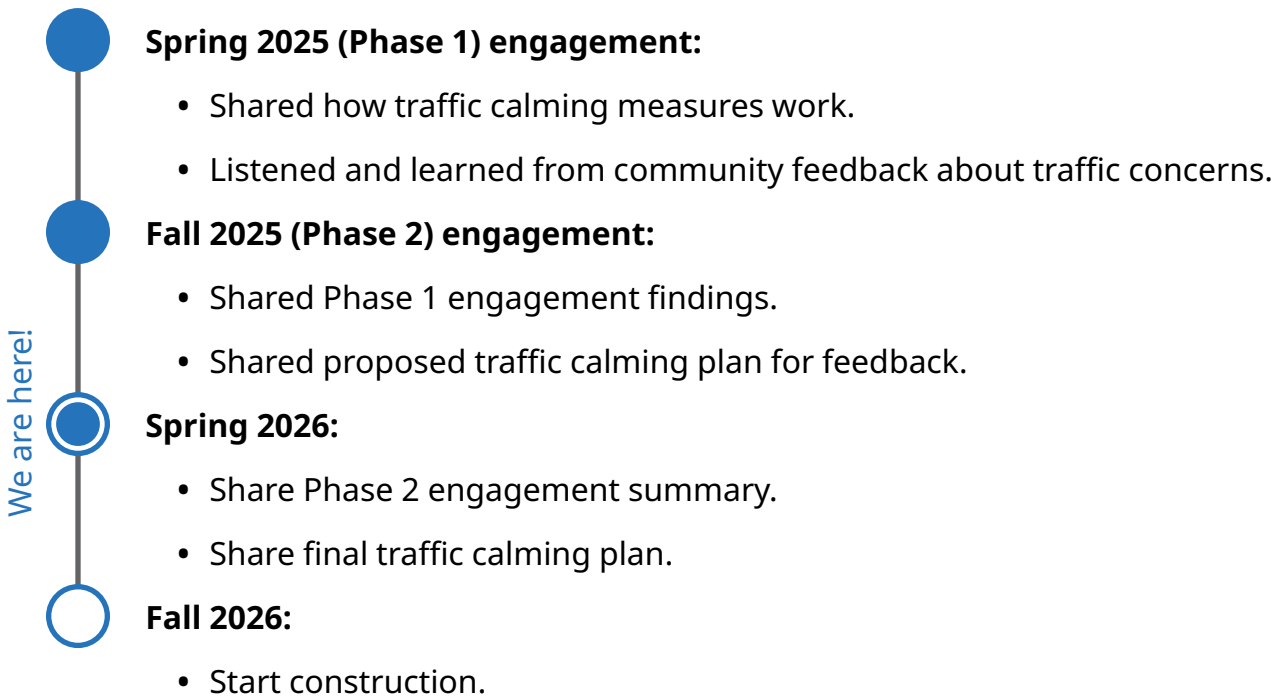
How we make decisions

Decisions are guided by:



Each of these elements contributes to the overall approach.

Project timeline



The [Phase 1 Engagement Summary](#) is available on [Shape Your City](#). The following sections provide further details on Phase 2 community feedback.

Our engagement approach

Goals of engagement

Engagement efforts were designed to be inclusive and accessible to understand local traffic concerns and gather feedback on the proposed measures. Emphasis was placed on reaching groups that are often under-engaged, such as youth and seniors, to ensure their perspectives were represented. Input from the community helped identify areas of comfort and concerns, which informed refinements to the final implementation plan.

Engagement efforts

A range of engagement methods were used to reach the community, including:



Online survey: Available on Shape Your City from November 20 to December 17, 2025.

- Completions: **226**



Pop-up event: Held on November 29, 2025 at Killarney Community Centre.

- Participants: **149**



Meetings with community groups and stakeholders:

- Meetings: **4**



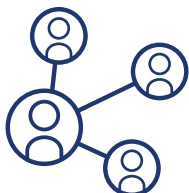
Youth and seniors events: In-person engagement with groups.

- Youth and seniors events: **2**
- Youth attendees: **30**
- Seniors attendees: **50**



Emails & 311: Feedback submitted directly to project staff.

- Total interactions: **15**



Outreach:

- Letters and emails sent: **2,804**
- Organizations reached: **7**
- Shape Your City visits: **1,200**

What we heard

The big picture: all proposed traffic calming measures

Comments were received about the project area, including E 45th Avenue, Tyne Street, and other local streets.

Project goals include:

- Making local streets safer and more comfortable for people walking, biking and rolling.
- Maintaining access to local homes and community amenities.
- Reducing vehicle speeds and volumes.
- Maintaining transit speeds and reliability.

See Figure 3 for map of traffic calming measures proposed in Phase 2 engagement.

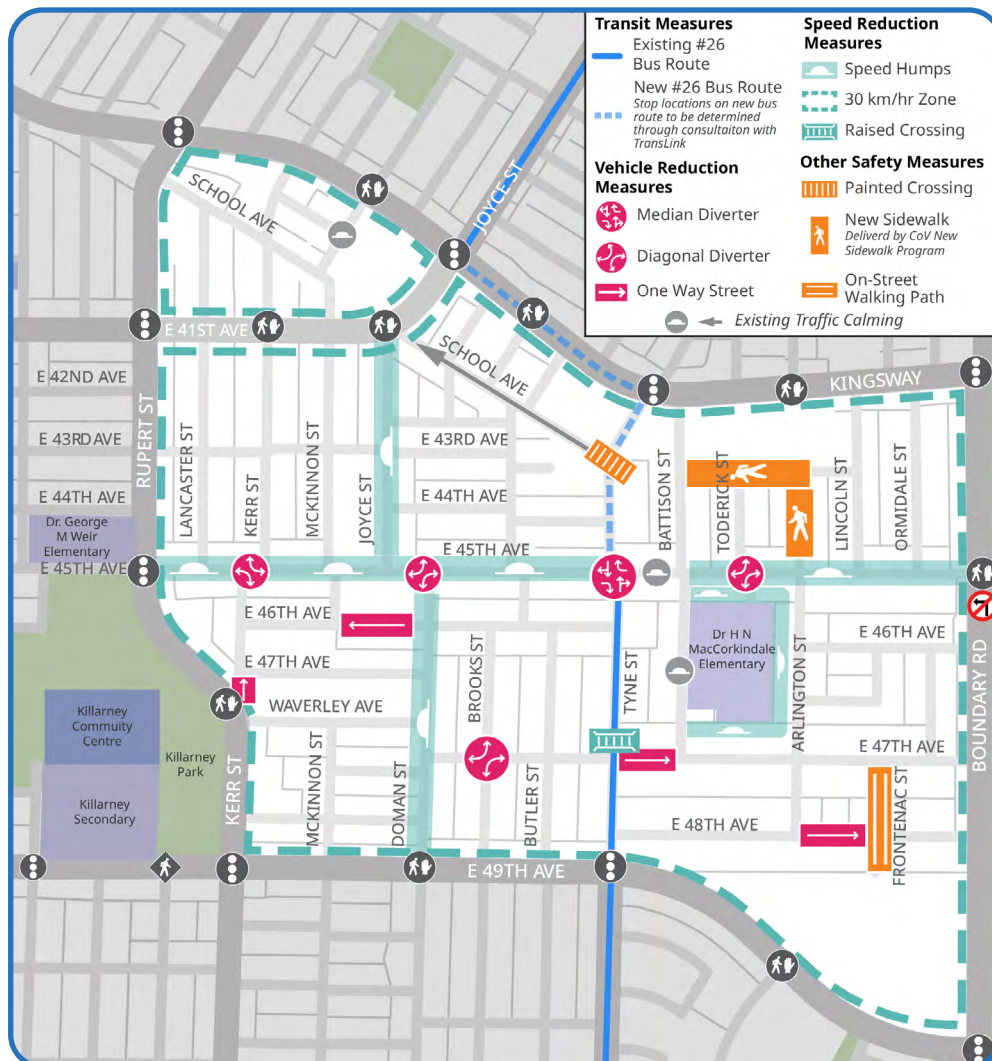


Figure 3. Map of all proposed traffic calming measures (fall 2025).

E 45th Avenue

E 45th Avenue is part of the Ridgeway Greenway, linking UBC to Burnaby and providing local access to destinations like Killarney Community Centre and Central Park.

During Phase 1 engagement, community feedback showed a desire for improving safety for walking and cycling, and reducing traffic speeds and volumes on E 45th Avenue. Other concerns included drivers ignoring stop signs at Tyne Street and visibility issues from hedges. Participants were open to adjustments to parking for safety, but some preferred keeping parking or adding accessible spaces.

Goals for traffic calming E 45th Avenue

- **Reduce vehicle volumes:** Diverters along E 45th Avenue aim to reduce vehicle volumes and shortcutting by limiting through traffic while keeping emergency and local access.
- **Reduce vehicle speeds:** Speed humps will help bring traffic speeds closer to the 30 km/hr target, making the street safer for everyone.
- **Enhance pedestrian safety:** By reducing vehicle volumes and including car-free crossings and a median diverter at Tyne Street, these measures enhance pedestrian safety and ease of crossing.

See Figure 4 for map of proposed traffic calming measures on E 45th Avenue.

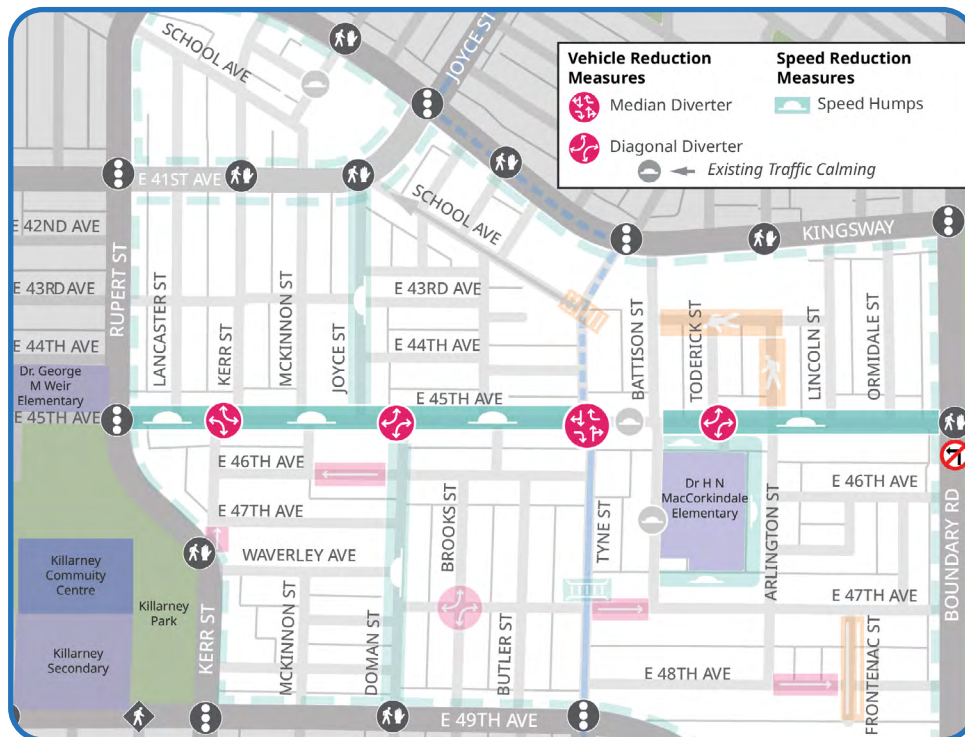


Figure 4. Map of proposed traffic calming measures on E 45th Avenue (fall 2025).

Comfort with proposed changes

During Phase 2 engagement, 51% of respondents were comfortable and 10% were neutral with the proposed changes, based on the survey (see Figure 5).

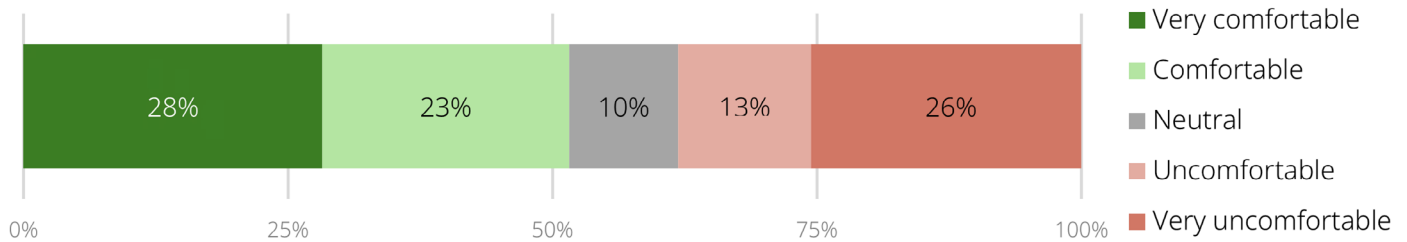


Figure 5. Survey participant comfort with proposed measures on E 45th Ave.

Top areas of comfort:

- **Reducing traffic:** Support for diverters and lowering vehicle volumes on E 45th Avenue.
- **Speed reduction:** Support for speed humps and lowering vehicle speeds on E 45th Avenue.
- **Pedestrian and cyclist safety:** Support for proposed improvements to pedestrian and cyclist safety and comfort, especially as E 45th Avenue is a designated bikeway and key walking corridor.

“
It will be a little inconvenient when I drive to my friend's home on 45th, but that is worth it for less traffic on 45th when I cycle.
 — Survey respondent
 ”

Top areas of concern:

- **Vehicle access changes:** Concern about diverters changing local neighbourhood access and requiring residents to drive out of their way or use major streets.
- **Traffic diversion:** Concern about traffic diverting to other neighbourhood streets increasing noise, congestion and risk of collisions.

“
I appreciate all the pedestrian measures, crosswalks, sidewalks, etc. I think this is a big win for that. Just very concerning that it makes vehicle access in/out of my house tricky.
 — Survey respondent
 ”

Tyne Street

Tyne Street has the highest vehicle volumes in the neighbourhood with shortcutting in both directions in the morning and evening. Tyne Street also accommodates people taking transit. In Phase 1, we shared two potential approaches for the future of Tyne Street within the project area.

- Approach 1 would keep Tyne Street as a connector street, maintaining vehicle access between Kingsway and E 49th Avenue. Added speed control and safety features to improve road safety. Traffic volumes and noise remain unchanged.
- Approach 2 would make Tyne Street a local street, reducing vehicle access through diverters and one-way streets, resulting in less traffic, noise, and pollution, and safer crossings.

During Phase 1 engagement, participants felt comfortable with the two approaches, with slightly higher comfort for Approach 1 - Connector Street. Based on this feedback, we proposed Approach 1 in Phase 2 engagement, including moving the #26 bus route to Tyne Street north of E 45th Avenue.

Goals for traffic calming Tyne Street

- **Enhance pedestrian safety:** Painted and raised crossings at School Ave and E 47th Avenue, plus a median diverter at E 45th Avenue, improve pedestrian visibility and safety by narrowing the road, adding a refuge area, and slowing vehicles.
- **Maintain vehicle connectivity:** Median diverter at Tyne Street and E 45th Avenue maintains smooth flow along Tyne Street by restricting left turns to and from E 45th Avenue without disrupting through traffic.
- **Align bus route:** Median diverter and raised crossing keep the bus on Tyne Street rather than diverting onto E 45th Avenue, aligning the route with the connector street while allowing comfortable crossings.

See Figure 6 for map of proposed traffic calming measures on Tyne Street.

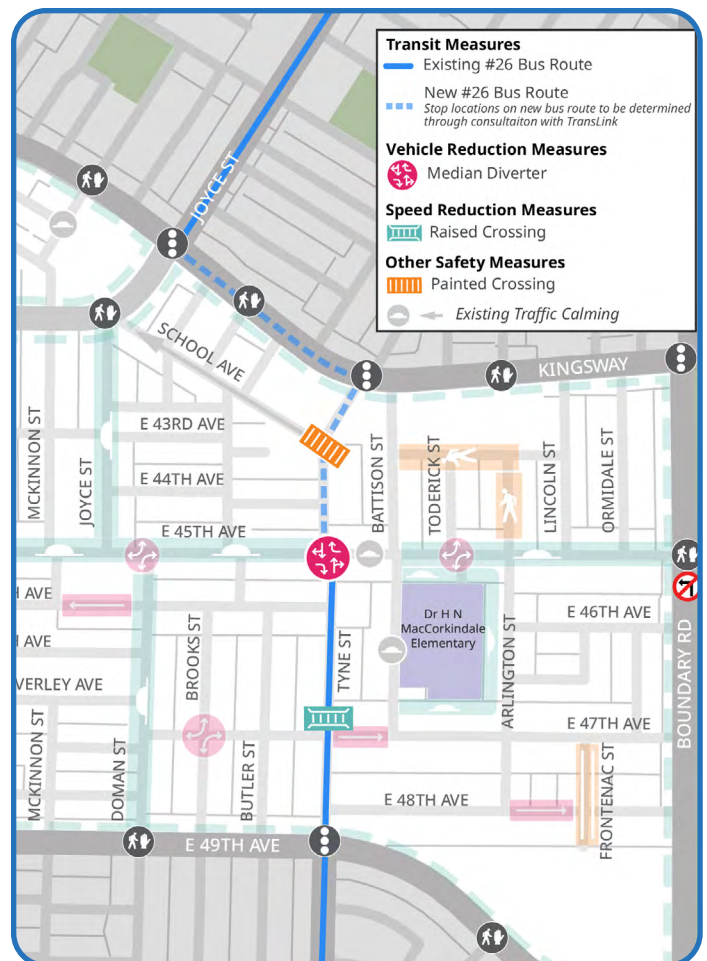


Figure 6. Map of proposed traffic calming measures on Tyne Street (fall 2025).

Comfort with proposed changes

During Phase 2 engagement, 47% of respondents were comfortable and 13% were neutral, based on the survey (see Figure 7).

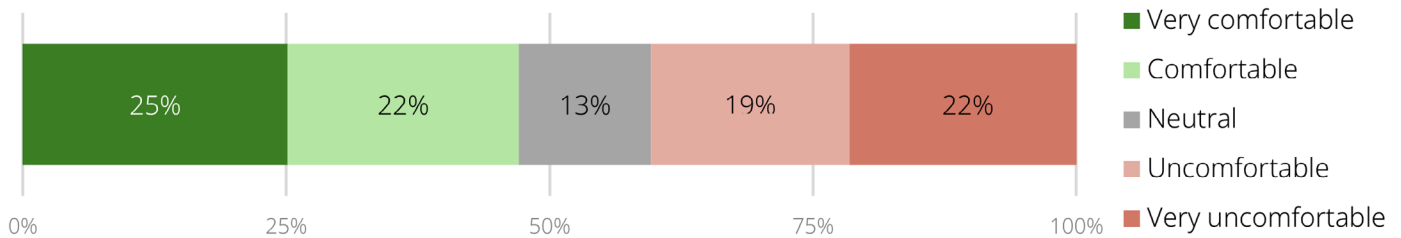


Figure 7. Survey participant comfort with proposed measures on Tyne Street.

Top areas of comfort:

- **Pedestrian safety:** Support for improvements that enhance pedestrian safety and comfort, especially the raised crossing at Tyne Street and E 47th Avenue
- **Median diverter:** support for the median diverter at Tyne Street and E 45th Avenue as a means to enhance intersection safety.
- **Connector street:** Support for keeping connectivity on Tyne Street, provided that pedestrian safety and speed reduction measures are included.

“
It's a good idea to keep Tyne as connector route. Traffic calming measures such as painted and raised crossings, median diverter will slow down traffic and improve pedestrian safety.
 — Survey respondent
 ”

Top areas of concern:

- **Vehicle access changes:** Concern about the median diverter at E 45th Avenue and Tyne Street changing local neighbourhood access and requiring residents to drive out of their way or use major streets.
- **Traffic diversion:** Concern about traffic diverting to other neighbourhood streets increasing noise, congestion and risk of collisions.
- **New bus route:** Concern about moving the bus route reducing access for transit users, and concern about congestion and transit delays at the Tyne Street and Kingsway intersection.

“
By installing a median diverter at 45th Ave and Tyne, you will remove the ability of residents of E. 45th Avenue to access a route to Kingsway and the Safeway grocery store through Tyne unless we use other side streets in the neighbourhood.
 — Survey respondent
 ”

#26 Bus

In Phase 1, we engaged the community about shifting the #26 bus from E 45th Avenue and Joyce Street to Tyne Street and Kingsway. Most participants were comfortable with the change, with fewer than 25% expressing discomfort. We heard further feedback about the #26 during Phase 2 engagement in fall 2025.

Key feedback themes

- **Support for bus route changes:** General support for moving the bus route from the bikeway on E 45th Avenue to the connector street on Tyne Street.
- **Transit access:** Concern that moving the bus route will impact transit access for some users.
- **Congestion:** Concerns about congestion and transit delays at the Tyne Street and Kingsway intersection.

We will coordinate with TransLink to advance this change.



Existing bus stop for the #26 bus on 45th Avenue. Transit riders will instead need to board and/or get off the bus on Tyne Street due to the route change.

The broader neighbourhood

We want to ensure that the proposed volume reduction measures on E 45th Avenue don't create new potential shortcutting routes in the neighbourhood. We also heard concerns in Phase 1 about speeding on streets other than E 45th Avenue and Tyne Street.

Goals for traffic calming the broader neighbourhood

- **Minimize new shortcutting routes:** One-way streets, diverters, and physical design features to disrupt direct routes and discourage drivers from using neighbourhood streets as shortcuts.
- **Reduce vehicle speeds:** Speed humps and 30 km/hr signage to encourage slower driving and improve safety for all road users.
- **Enhance walking safety:** New sidewalks and dedicated walking spaces provide safer pedestrian routes, especially for students and families.

See Figure 8 for map of proposed traffic calming measures in the broader neighbourhood.



Figure 8. Map of proposed traffic calming measures in the broader neighbourhood (fall 2025).

Comfort with proposed changes

During Phase 2 engagement, 45% of respondents were comfortable and 21% were neutral with the proposed changes, based on the survey (see Figure 9).

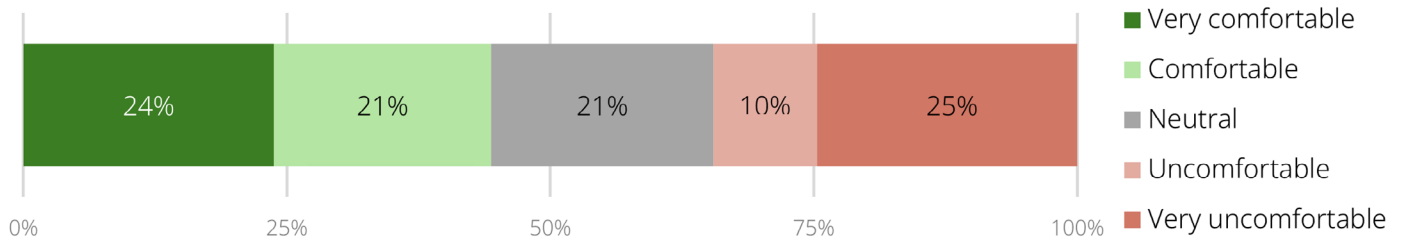


Figure 9. Survey participant comfort with proposed measures in the broader neighbourhood.

Top areas of comfort:

- **Pedestrian safety improvements:** Support for improvements to pedestrian safety and comfort.
- **Vehicle speed reduction:** Support for speed humps and measures that reduce vehicle speeds.
- **General support:** Participants shared general support for the proposal without specific feedback.

Top areas of concern:

- **Vehicle access changes:** Concern about diverters changing local neighbourhood access and requiring residents to drive out of their way or use major streets, in particular with regards to the one-way streets on E 47th Avenue and E 48th Avenue.
- **Traffic diversion:** Concern about traffic diverting to other neighbourhood streets increasing noise, congestion, and risk of collisions.
- **Parking impacts:** Concerns about impacts to parking, particularly potential parking loss due to the proposed on-street walking path on Frontenac Street.

“
As a resident on the block of E 43rd where sidewalks are proposed, thank you! I also support measures to slow vehicles including the diverters.
 — Survey respondent

“
Most of it makes sense, but I don't really like the one way eastbound on 47th avenue. In combination with a diverter on 45th at Toderick, it is very restrictive on how to leave the MacCorkindale area
 — Survey respondent

Feedback from youth and seniors

Several schools are in the project area. There are also many Cantonese, Mandarin, and Vietnamese-speaking seniors. Both youth and seniors can experience engagement barriers. To make it easy for youth and seniors to participate, we held in-person sessions with the Cantonese Speaking Seniors Club and Killarney Youth Council at Killarney Community Centre. Similar sessions were held in Phase 1 engagement. In Phase 2, participants learned about the proposed traffic calming plan and shared feedback through interactive activities. Key feedback themes from each group are summarized below:

Seniors – top themes

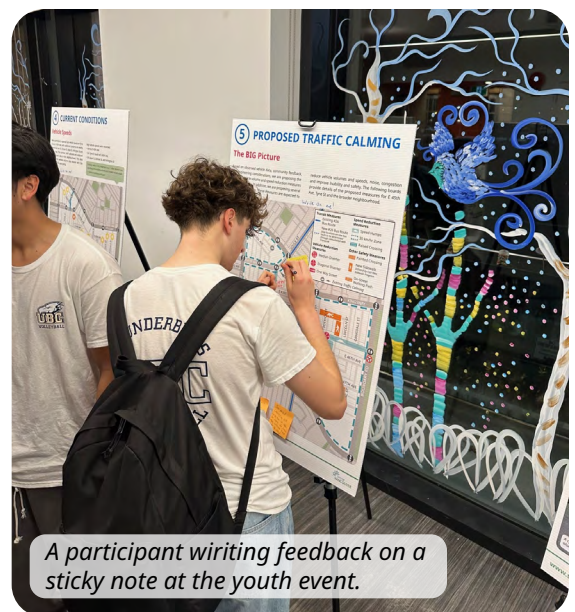
- **Support for proposal:** Comfort with proposed measures, particularly measures that reduce vehicle speeds.
- **Request for additional measures:** Some desire to add more speed reduction measures and pedestrian safety improvements.
- **New bus route:** Some concerns that the new bus route would make it harder to access transit.
- **Vehicle access changes:** Some concerns that diverters would make it more difficult to drive to nearby places like Safeway.



Participants sharing feedback at the Cantonese-speaking seniors workshop.

Youth – top themes

- **Support for proposal:** Comfort with proposed measures, particularly measures that reduce vehicle speeds.
- **Request for additional measures:** Desire for additional pedestrian safety measures especially near Killarney Secondary School.
- **Vehicle access changes:** Concerns about measures increasing vehicle travel times, particularly to and from Killarney Secondary School.
- **New bus route:** Some concerns that the new bus route would make it harder to access transit.



A participant writing feedback on a sticky note at the youth event.

How the revised plan addresses community feedback

The table below describes how different elements of the refined traffic calming plan address community feedback.

Community feedback	What we're doing
Comfort with reducing vehicle traffic	<ul style="list-style-type: none"> Implementing diagonal diverters, a median diverter and one-ways to reduce vehicle volumes.
Comfort with vehicle speed reduction	<ul style="list-style-type: none"> Installing speed humps and a raised crossing to reduce vehicle speeds. Installing 30 km/h neighbourhood gateway signage. New: Adding additional speed reduction measures such as speed tables or medians on Tyne Street south of E 45th Avenue. New: Installing speed humps on Arlington Street between E 45th Avenue and E 47th Avenue.
Comfort with improved pedestrian and cyclist safety	<ul style="list-style-type: none"> Constructing new sidewalks on E 43rd Avenue and Arlington Street. Reducing vehicle volumes on the E 45th Avenue bikeway. Adding protected pedestrian crossings at E 45th Avenue and Kerr Street. Improving pedestrian crossings on Tyne Street by installing a painted crosswalk at School Avenue, median diverter with pedestrian refuge at E 45th Avenue, and raised crossing at E 47th Avenue. New: Extending the new sidewalk on E 43rd Avenue to Lincoln Street.
Comfort with Connector Street (Tyne Street)	<ul style="list-style-type: none"> Maintaining vehicle access on Tyne Street between E 49th Avenue to Kingsway. Adding a raised and painted crossing to improve pedestrian safety and reduce vehicle speeds. Aligning the 26 bus route with connector design of Tyne Street.
Comfort with median diverter	<ul style="list-style-type: none"> Implementing a median diverter at E 45th Avenue and Tyne Street to reduce vehicle volumes and improve intersection safety.

Community feedback	What we're doing
Concerns about vehicle access changes	<ul style="list-style-type: none"> • New: Removing the proposed one-ways on E 47th Avenue and E 48th Avenue, while continuing to monitor and assess conditions to see if more measures are needed. • New: Installing signage and adding corner bulges at intersections along Tyne Street to improve visibility and left turn safety onto Tyne Street.
Concerns about traffic diversion	<ul style="list-style-type: none"> • Implementing one-ways and diverters on other streets to ensure shortcutting traffic doesn't move onto other local streets. • Monitoring the effects of the traffic calming measures to make adjustments or add more traffic calming measures to address issues if they arise.
Concerns about new 26 bus route	<ul style="list-style-type: none"> • New: Extending turn bays at Tyne Street and Kingsway to reduce congestion. • New: Reviewing signal timing and driveway operations at the Safeway to improve congestion at this intersection.
Concerns about parking impacts	<ul style="list-style-type: none"> • New: Replacing the walking path on Frontenac Street with a sidewalk to preserve parking. Delivery through sidewalk program in 2030 at the earliest.

Community engagement along with engineering analysis helped us refine the proposed traffic calming plan we presented in Phase 2. See Figure 10 for the proposed 2025 plan (left) and the final 2026 plan (right).

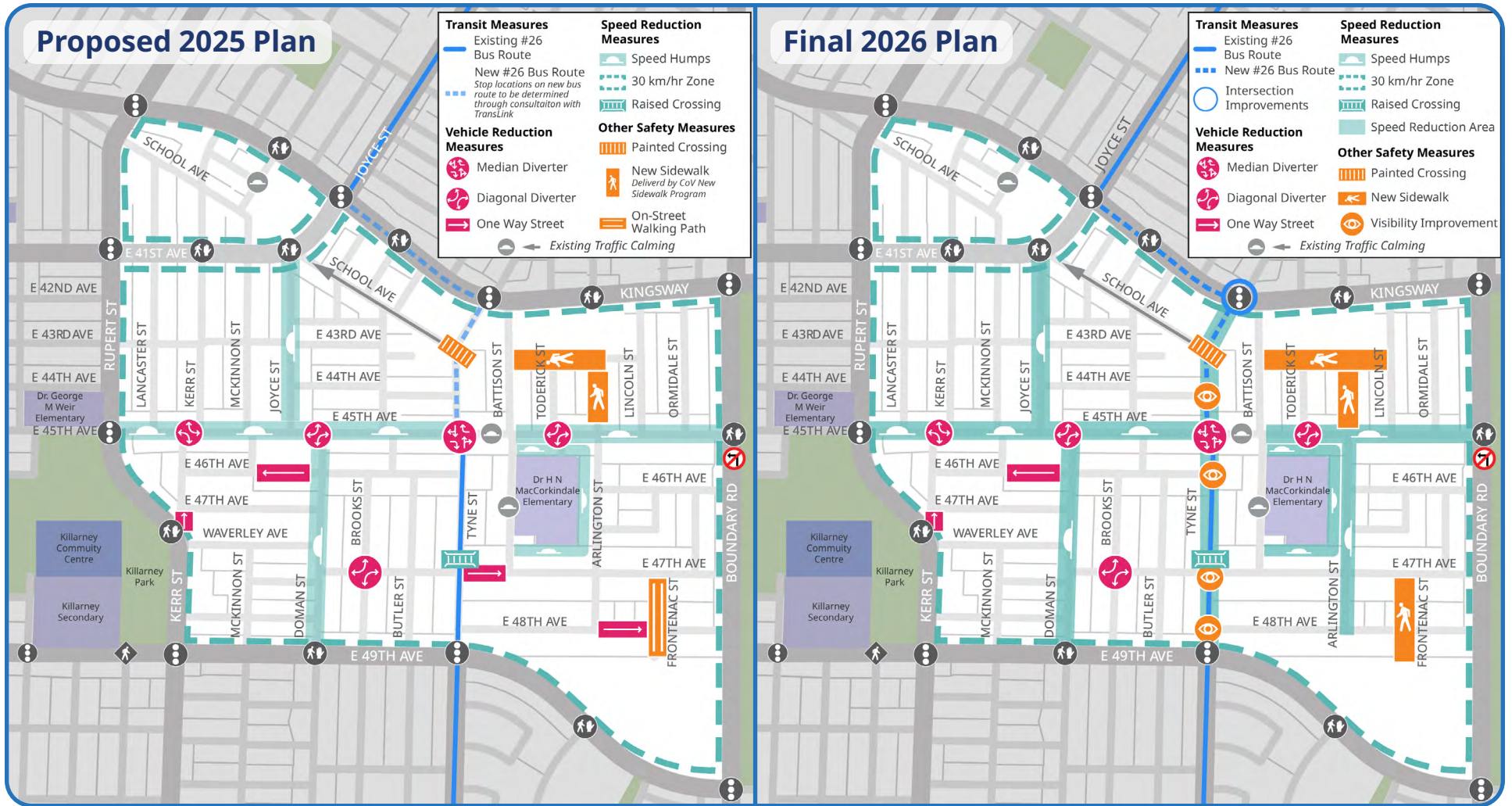


Figure 10. Map of original and final traffic calming measures to be implemented.

Conclusion and next steps

Broad community participation helped shape this traffic calming plan (see Appendix A). Updates will be shared with the community in advance of construction starting in late 2026. For more information, please visit shapeyourcity.ca/killarney-traffic-calming. If you have questions, you can email us at killarney-traffic-calming@vancouver.ca.

Appendix A - About engagement participants

Our outreach efforts focused on engaging community members in and near the project area. A range of people participated through our survey and in-person events. We analyzed demographic data by comparing our survey data with the 2021 Census for the project area.

Mode share

Survey participants were asked their most often used mode of transportation in the project area. Approximately 37% of participants indicated they most frequently used a private vehicle (as a driver or passenger). This was followed by 27% for biking or micro mobility device, and 25% for walking. Categories with fewer than 10 respondents were combined into 'Other' and included 'Taxi/ride-hail/HandyDART' and 'Other'. See Figure 11.

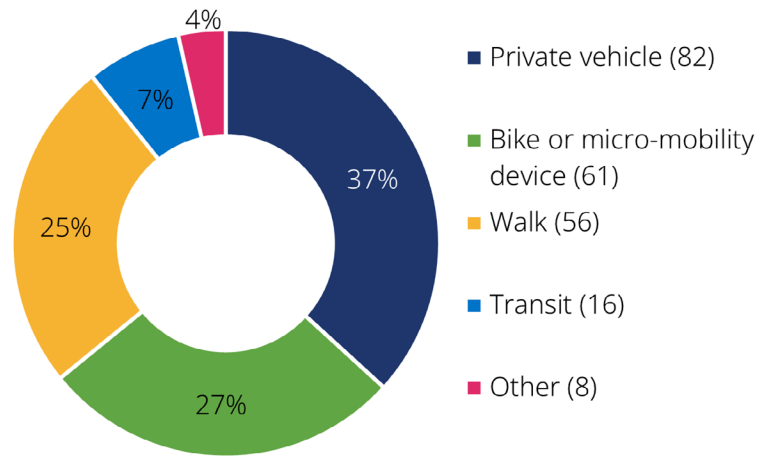


Figure 11. Survey participants' most often used mode of transportation.

Age

People aged 30-59 year olds were overrepresented in our survey, making up about 66% of respondents. This is compared to 40% of the population in the area, according to 2021 Census data for the project area. Figure 12 shows this information.

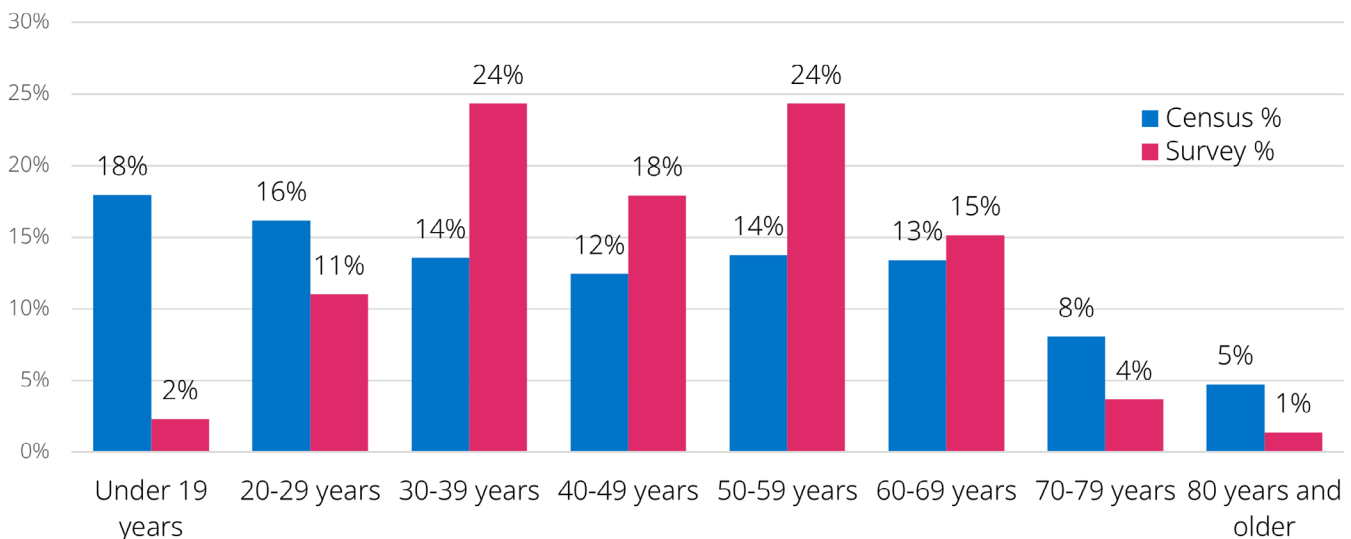


Figure 12. Age of respondents compared to 2021 Census data.

Ethnicity

Survey participants were asked their main ethnic origin or that of their ancestors. This data was compared to the 2021 Census Visible Minority and Indigenous Identity questions for the project area. Categories with fewer than five people were combined into 'Other' (this is the minimum threshold of the Census). Figure 13 shows the ethnic or cultural origin of survey participants compared to Census data. Our survey showed that people with white/European origins were overrepresented in the survey. Other groups, like South Asian and Filipino/a, were underrepresented in the survey.

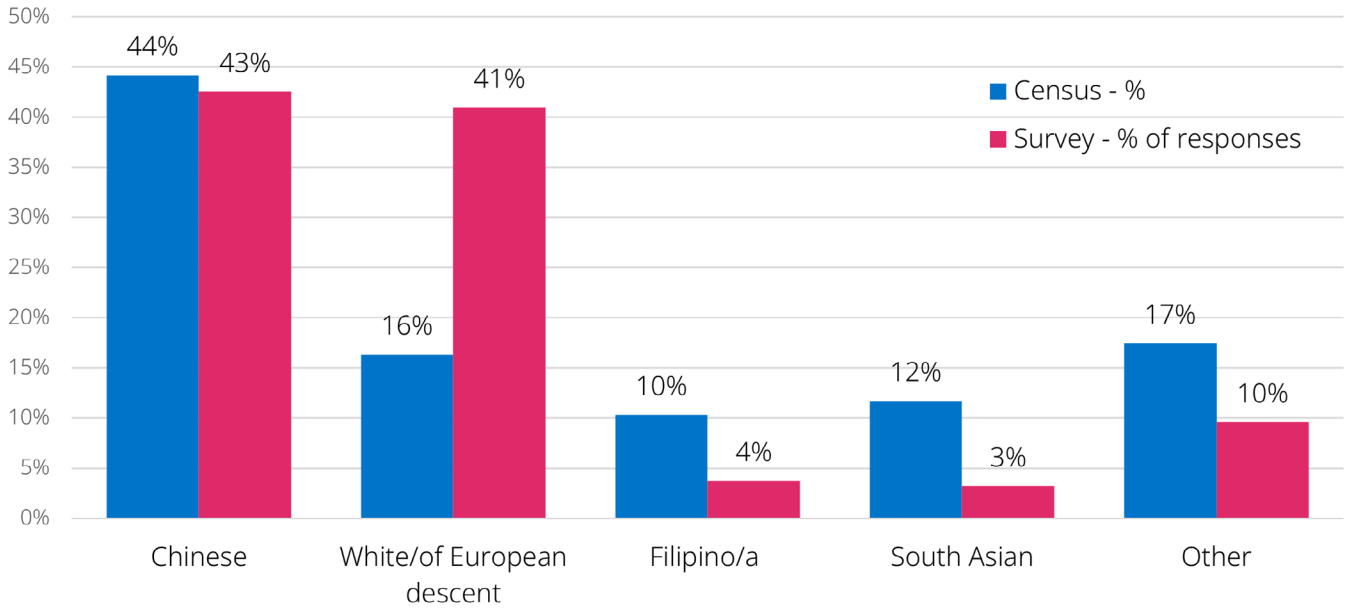


Figure 13. Ethnic or cultural origin of respondents compared to 2021 Census Data.