



KILLARNEY TRAFFIC CALMING

Why we are here

As our city and region grow, our transportation networks face more demands. When roads are congested, some people who drive will cut through neighbourhoods. People might notice more vehicles and noise and have concerns about their safety and quality of life.

The **Neighbourhood Traffic Management Program** helps address these issues using traffic calming measures. Traffic calming refers to physical changes on the road to slow traffic and reduce vehicle volumes. These changes make roads safer for all users. 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 ideas and insights about traffic in your neighbourhood.

Project boundary



Share Your Feedback

- Take our online survey by **Friday, March 28, 2025**
- Watch our presentation online by visiting www.shapeyourcity.ca/killarney-traffic-calming
- Attend one of our information sessions on
 - Friday, February 28 (3-7pm) Killarney Community Centre
 - Saturday, March 1 (9am-12pm) Killarney Community Centre
- Email us at killarney-traffic-calming@vancouver.ca

SCAN ME



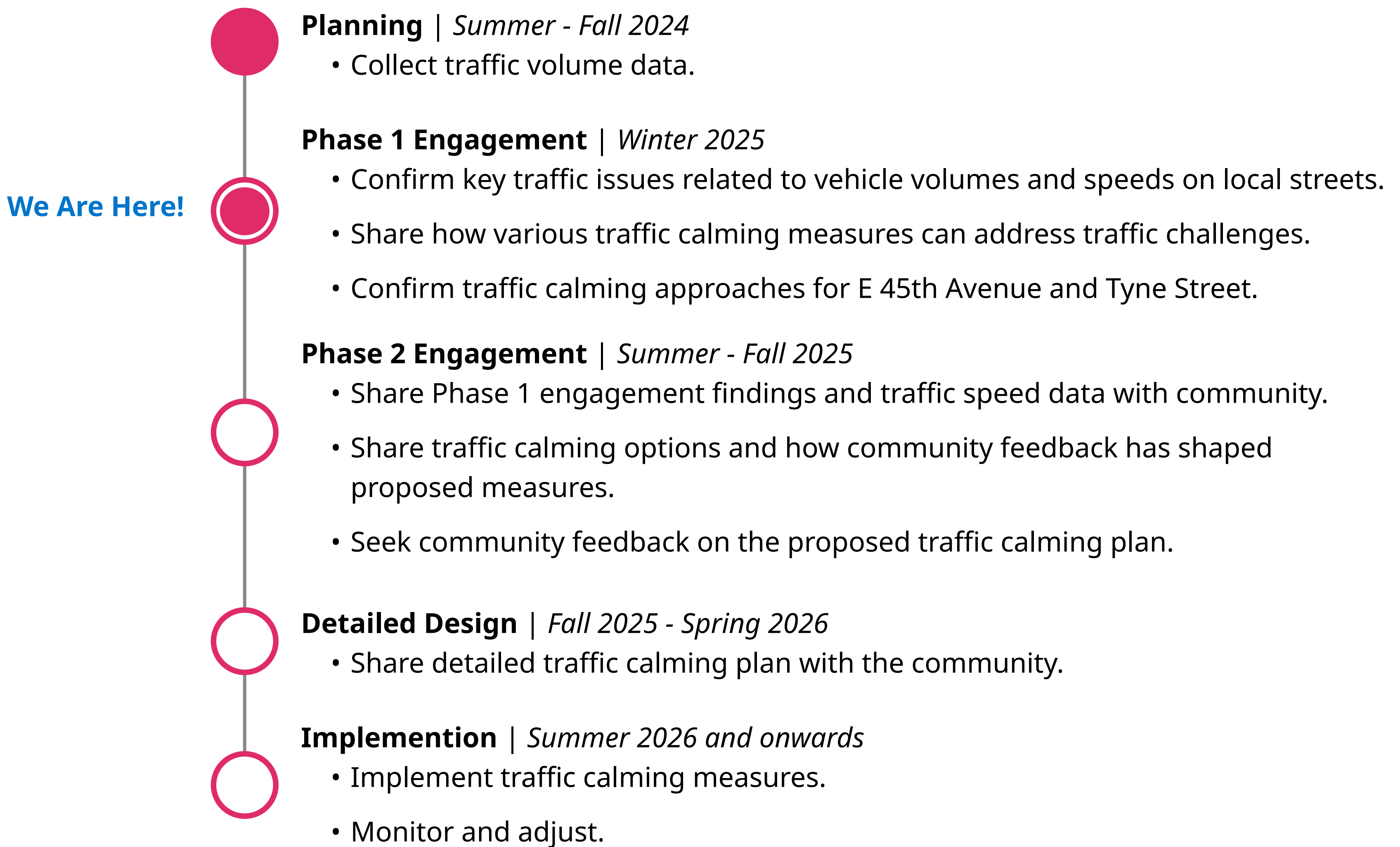
2 PROJECT OVERVIEW

Project goals

Traffic calming goals in this neighbourhood include:

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

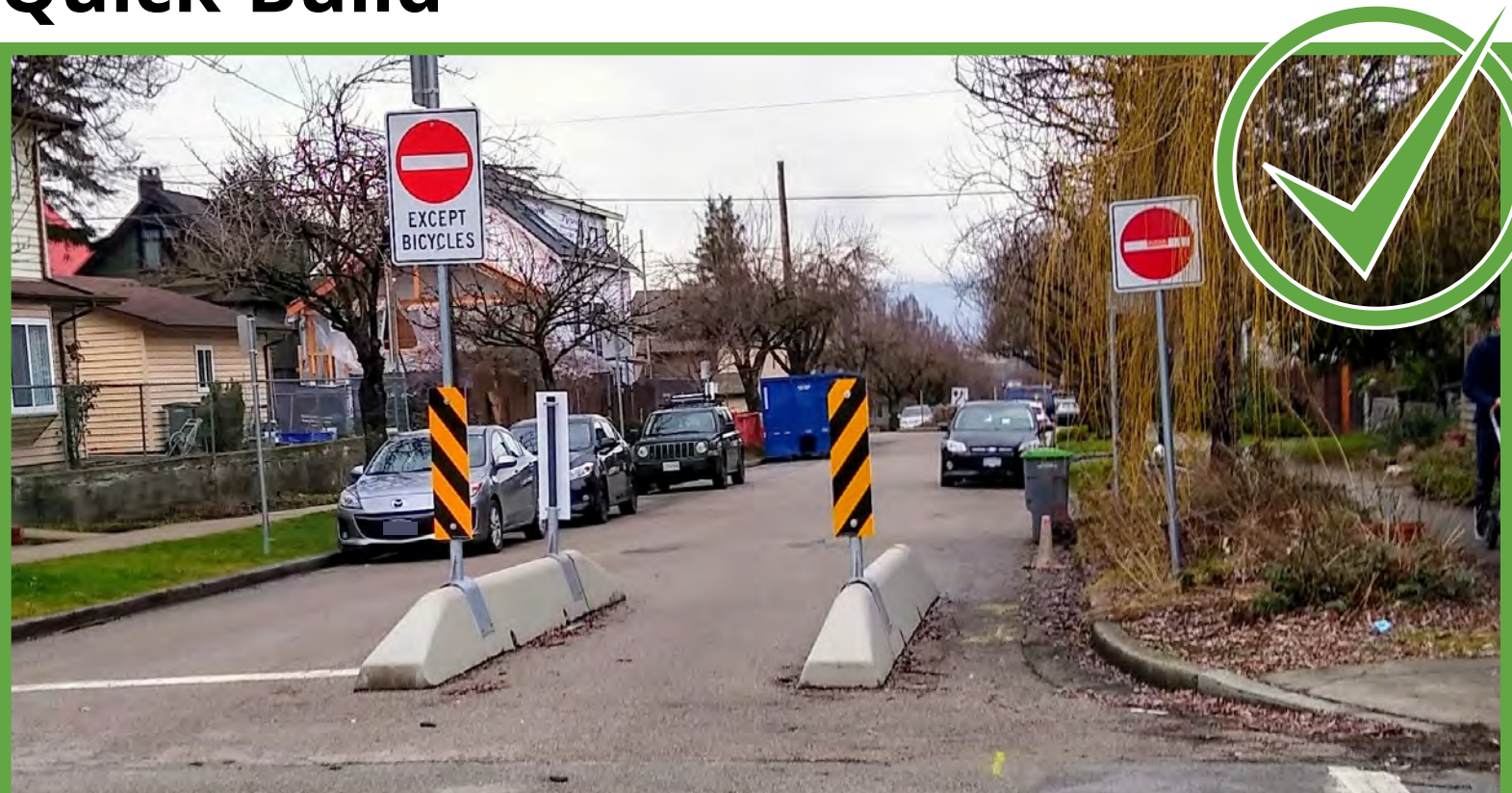
Timeline



Neighbourhood Traffic Management approach

The Neighbourhood Traffic Management Program uses 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 Avenue work. The quick-build measures can be adjusted or removed if necessary.

Quick-Build



A quick-build traffic calming measure.

Full Build Out



Quick-builds can be replaced with full build outs as part of other infrastructure projects.

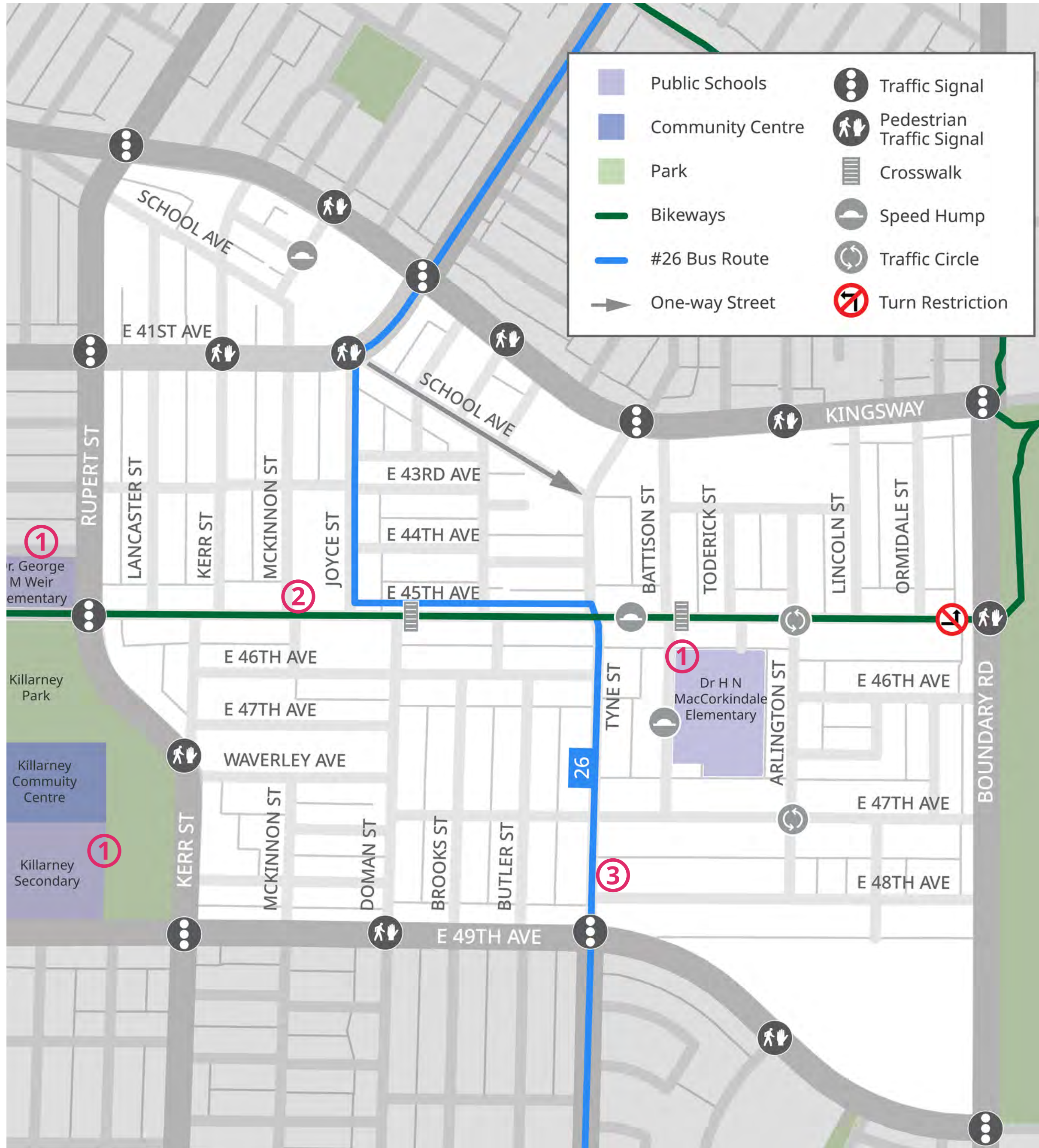
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3 PROJECT AREA

Neighbourhood overview

The project area is bounded by Boundary Road, E 45th Avenue, Kerr/Rupert Street and Kingsway. It is primarily a residential area of the larger Killarney neighbourhood. This project is focused on reducing the impact of non-local vehicles on local streets. The boundary streets, as well as E 41st Avenue and Joyce Street, are out of scope for this project.

The local streets provide access to and from homes, an elementary school, local shopping and faith centres.



Killarney Project area

- 1 Schools:** MacCorkindale Elementary is in the project area. The west part of the neighbourhood is in the catchment area for Weir Elementary. Weir Elementary and Killarney Secondary are located just outside the project area.
- 2 Bikeways:** The Ridgeway Greenway on E 45th Avenue is an important regional bike connection through the project area.
- 3 Bus Routes:** The #26 bus runs through the neighbourhood, connecting the Renfrew-Collingwood neighbourhood with Killarney and Champlain Heights.

④ CURRENT CONDITIONS

Vehicle volumes

Vehicle volume refers to the number of vehicles travelling daily on a given street.

What we learned:

Tyne Street has the highest volumes in the neighbourhood with over 7,000 vehicles per day. Drivers use Tyne Street as a shortcutting route in both directions in the morning and evening. A typical local street in Vancouver has less than 2,000 vehicles per day.

E 45th Avenue, a local street bikeway and part of the Ridgeway Greenway, is the second busiest street in the neighbourhood with 2,000-4,000 vehicles per day. Vehicle volumes are higher between Tyne Street and Rupert Street. Drivers use E 45th Avenue as a shortcutting route in both directions in the morning and evening. These volumes are too high to be comfortable for people cycling to share the road with motor vehicles.

Other streets in the neighbourhood have lower volumes consistent with local traffic (less than 2,000 vehicles per day, with most streets under 1,000 vehicles per day).

Local streets for local traffic

Livability: Lower vehicle volumes contribute to quieter streets, less pollution and make it safer to connect with neighbours, nature, and community amenities.

Safety: Lower vehicle volumes improve safety for people at intersections and for people cycling and walking.

Purpose-built: Local streets are not meant for high vehicle volumes; high volumes result in faster road deterioration, causing cracks and potholes.

Planning greenways and bikeways

On greenways and bikeways, we have a goal of making walking cycling and rolling safe, convenient, and comfortable for people of All Ages and Abilities (AAA) including families with children, seniors and new riders.

Our AAA guidelines focus on either lowering motor vehicle speeds and volumes on local streets or by providing physical separation on busy streets. Busy streets have vehicle speeds over 30 km/hour and/or volumes of over 500 vehicles/day.



A person on a bike and a vehicle travelling along E 45th Avenue.

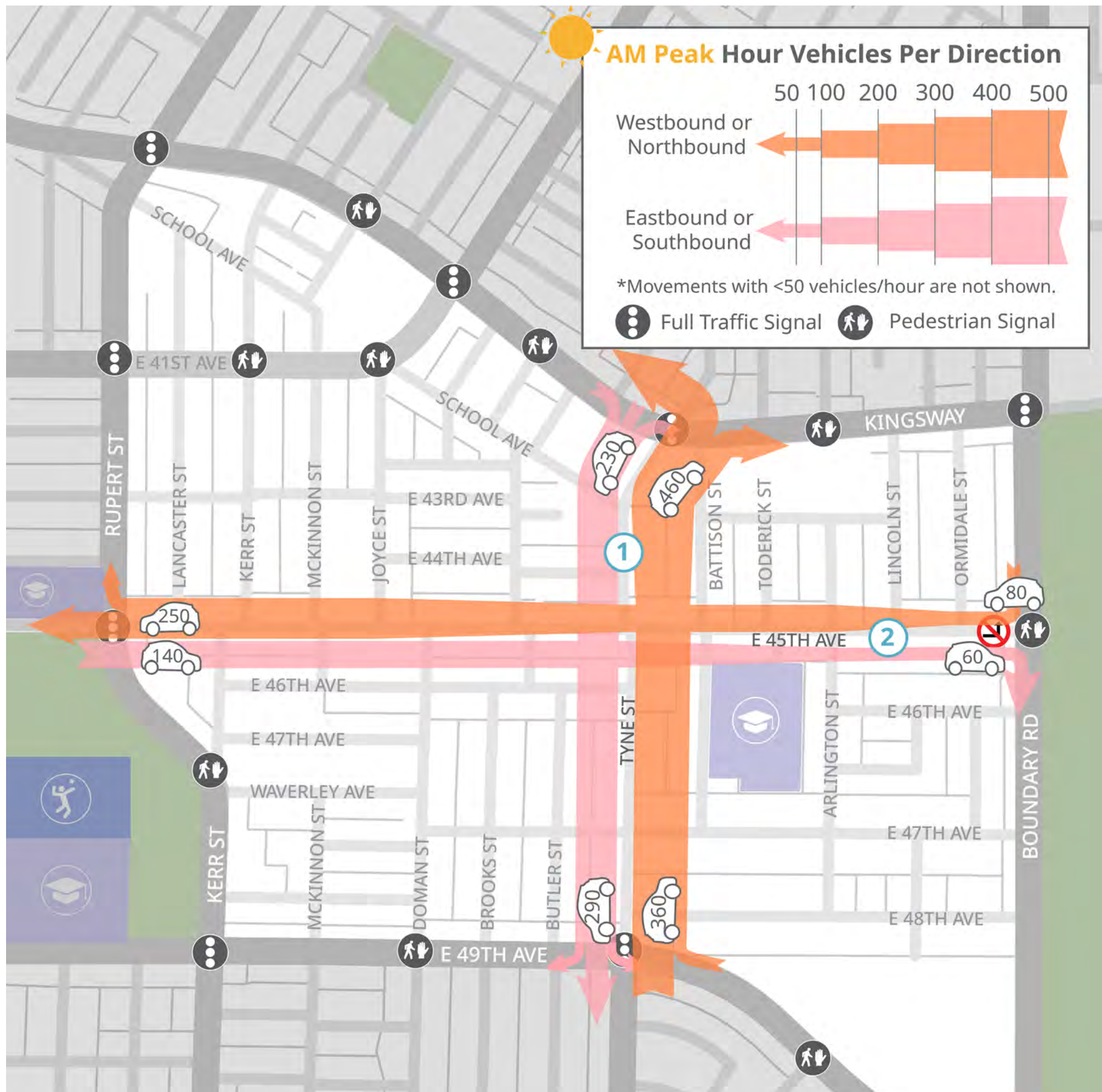


Union-Adanac Bikeway at Heatley Avenue.

5 CURRENT CONDITIONS

Vehicle volumes

Vehicle Volumes Map - AM Peak



Vehicle Volumes Map - PM Peak



What is shortcutting?

Drivers may avoid arterial roads and use local streets as alternate routes to try and save time.

We generally assume shortcutting is happening when the numbers of cars going in and out of the neighbourhood in the busiest hour are about the same. That means they are passing through the neighbourhood and not ending their trips in the neighbourhood.

Drivers are using E 45th Avenue and Tyne Street to cut through the neighbourhood.

What we learned:

AM Peak

- 1 Tyne Street: Many non-local drivers are shortcutting in both directions, with more going north in the morning. Shortcutting makes up about 45% of the northbound and 55% of the southbound traffic.
- 2 E 45th Avenue: Many local and non-local drivers use E 45th Avenue in both directions, with more going west than east. Shortcutting makes up about 25% of the westbound and 35% of the eastbound traffic.

PM Peak

- 3 Tyne Street: In the evening, more drivers are going north than south, but there is an overall increase in the southbound volumes compared to the morning. Shortcutting makes up about 45% of the northbound and 70% of the southbound traffic.
- 4 E 45th Avenue: Many local and non-local drivers use E 45th Avenue in both directions, with slightly more going east than west. Shortcutting makes up about 40% of the westbound and 35% of the eastbound traffic.

6 CURRENT CONDITIONS

Vehicle speeds

Vehicle speed refers to how fast vehicles are travelling along a given street. Staff are collecting speed data that will be shared in Phase 2, along with measures that support lowering vehicle travel speeds where they are higher than desirable.

What we have heard about vehicle speeds in the neighbourhood:

“There are so many cars on 45th that it feels distinctly unsafe to bike on it, especially with my children.”

“I have witnessed some close calls with pedestrians and vehicles [at Kerr St and E 45th Ave]”

Risks of higher speed

People drive faster on longer, wider streets as drivers perceive the roadway to be less restricted.

In other Neighbourhood Traffic Management areas and along greenways/bikeways, we create Slow Zones (30 km/hr limit). Additionally, the City will be lowering the speed limit to 30 km/hr on all local streets.

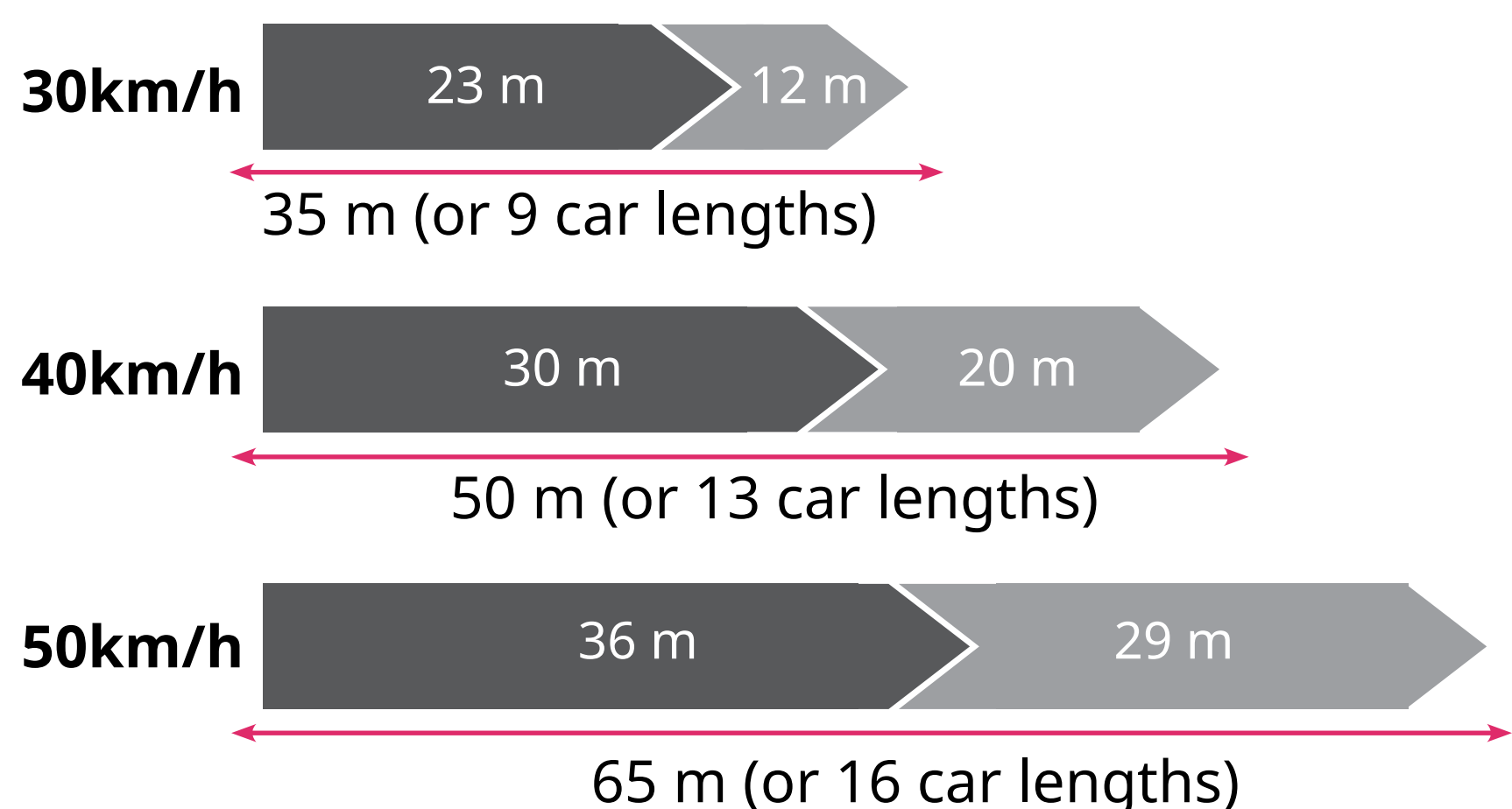
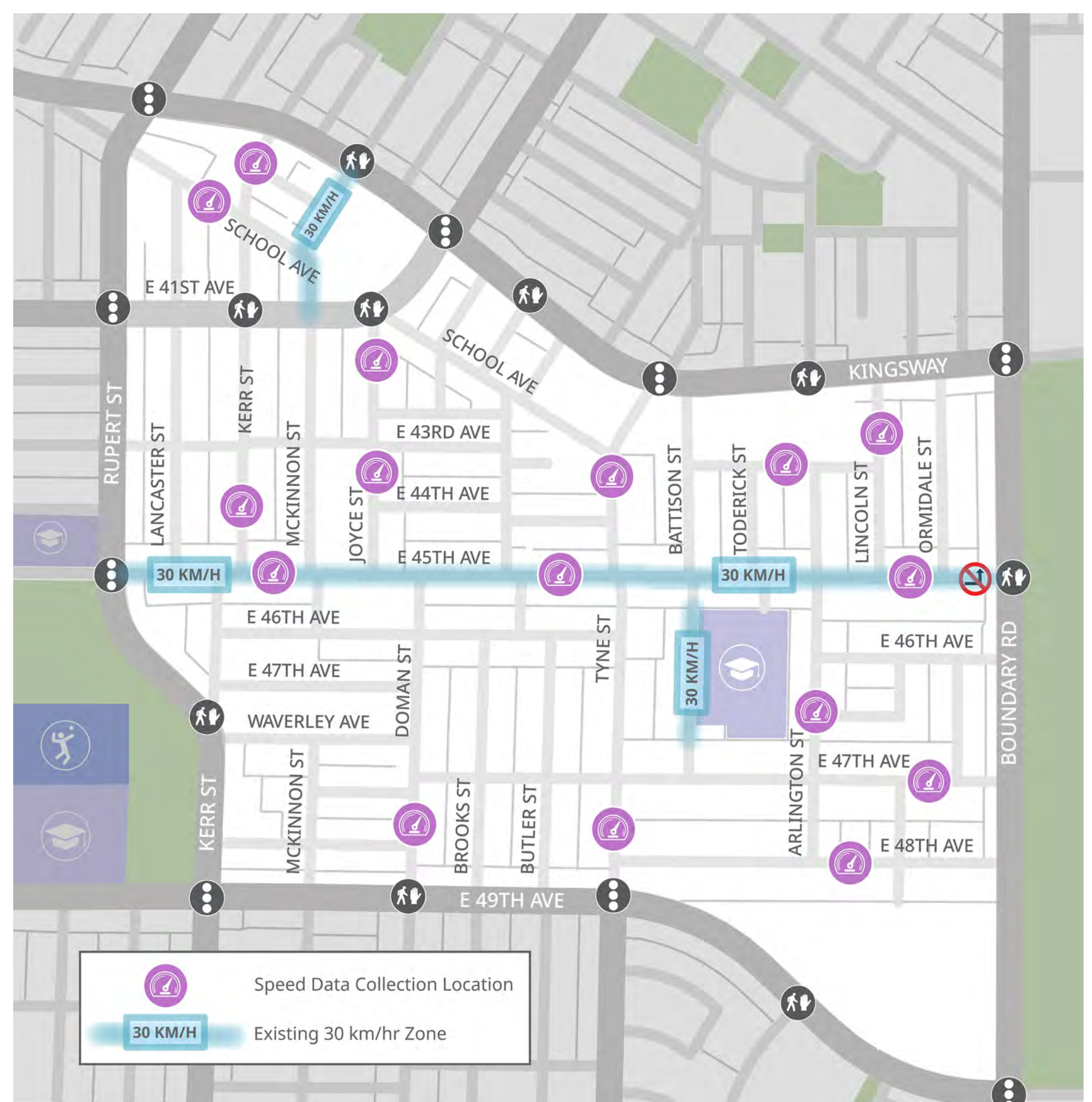
When vehicles travel at 30 km/hr, the braking distance is shorter and the risk of collision is considerably lower than when travelling at 50 km/hr. When a collision does occur, the severity is greatly reduced at this lower speeds. Reducing the speed limit to 30 km/hr improves comfort and safety for those walking and cycling on local streets.

Typical stopping distances

Total vehicle stopping distance includes the reaction distance (distance travelled while the driver notices a hazard and brakes) and the braking distance (how far the vehicle travels from braking to full stop). Driving faster makes both distances longer, which means it takes more time and space to stop safely.



Vehicle Speed Data Collection Map



7 KEY STREETS

The future of E 45th Avenue and Tyne Street

Today, E 45th Avenue and Tyne Street have high vehicle volumes and speed concerns. They are used to reach local destinations but are also used by people shortcutting through the neighbourhood. We have received complaints from people walking and cycling along these streets about the unsafe conditions.

We can reduce vehicle volumes and speeds, improve safety, and maintain access to local destinations on both streets.

The approach we take will be informed by data, engineering design constraints and community feedback.



Two people walking on the sidewalk along E 45th Avenue.



Vehicles at the intersection of Tyne Street and E 45th Avenue.

Help us determine the future of E 45th Avenue and Tyne Street in your neighbourhood!

Bus Route – Exploring potential changes

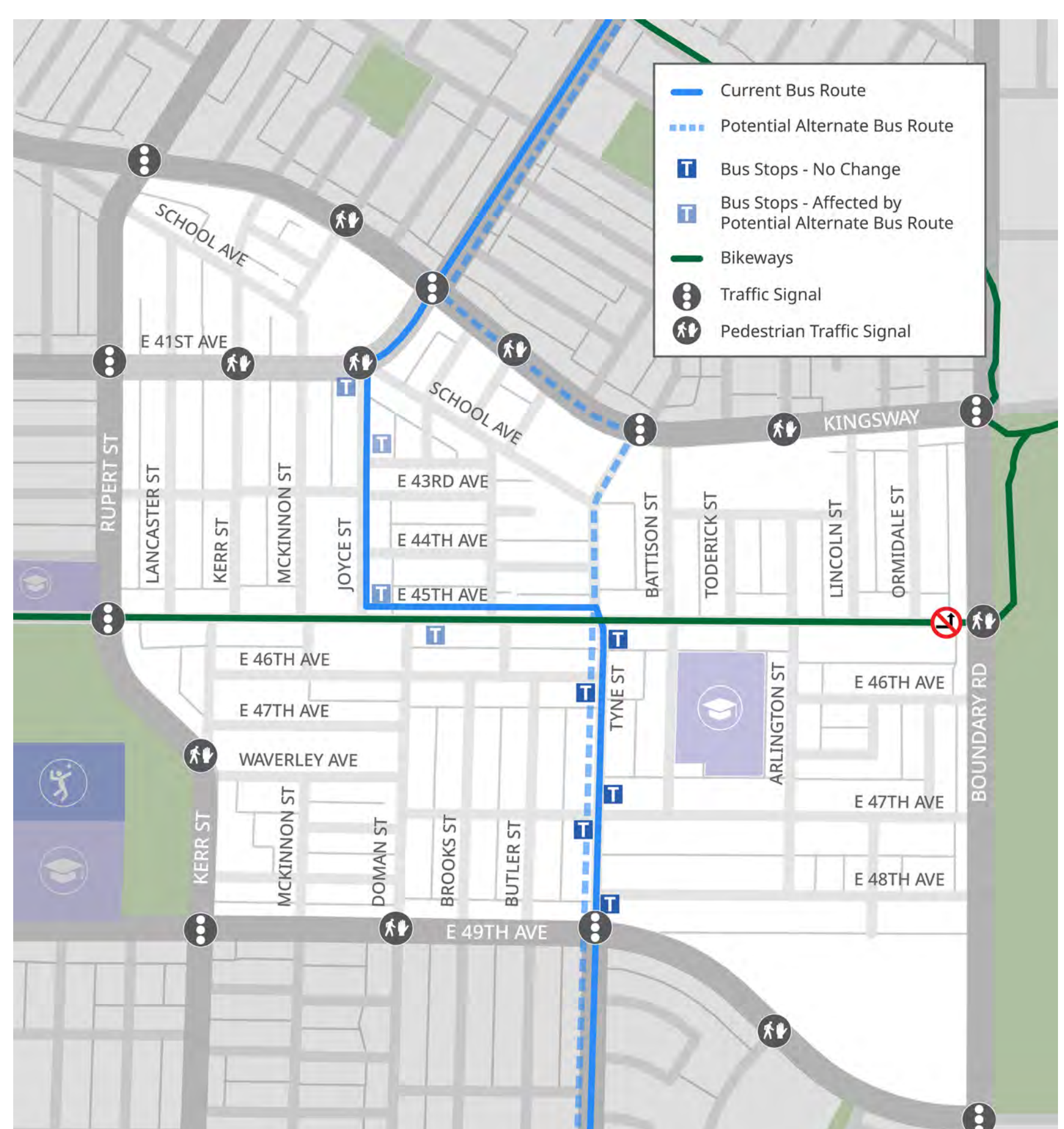
As we design our traffic calming plan, we are trying to understand the possibility of moving the bus between E 45th Avenue and Kingsway.

Instead of running on E 45th Avenue and Joyce Street, the bus could use Tyne Street and Kingsway. If the bus route was moved, four bus stops would be affected. Bus stops along the new route would be determined at a later date.

As not all types of traffic calming can be used on bus routes, moving the bus would allow for more design flexibility that meets community needs. We want to hear feedback on this potential adjustment.

TransLink is considering additional bus route changes in this area. Visit translink.ca to learn more and give your feedback.

Current and Alternative Bus Route



E 45th Avenue

E 45th Avenue 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. Additionally, the #26 bus currently runs on E 45th Avenue between Tyne Street and Joyce Street.

Improving E 45th Avenue for people walking and cycling

This corridor experiences vehicle volumes that are too high to meet our All Ages and Abilities (AAA) guidelines.

Lowering vehicle speeds:

Measures like speed humps and improved crossings reduce vehicle speeds and can lower the risk of collision. See Board 10 to review these measures.

Lowering vehicle volumes:

On greenways, the traffic calming measures listed below can be used to discourage through-traffic while maintaining access to homes and businesses. With all the measures, emergency vehicles and people walking and cycling can use the street in both directions.

Where we apply these tools can be shaped by community priorities and needs along the street.



Expected changes to vehicle volumes and/or parking

- | | | | |
|---|---|--|--|
| <ul style="list-style-type: none"> • Creates a car-free space which can vary in size. • More significant volume reduction in adjacent blocks. • Parking removed in the closure. • Can be used on bus route. | <ul style="list-style-type: none"> • Some volume reduction. • Minimal change to on-street parking. • Limited use on bus route. | <ul style="list-style-type: none"> • Restricts the types of turns vehicles can make. • Some volume reduction • Minimal change to on-street parking. • Limited use on bus routes. | <ul style="list-style-type: none"> • Only used for small sections of local street greenway when vehicle access needs to be maintained. • No change to vehicle volumes and direct access routes. • Most existing street parking removed. • Can be used on bus routes. |
|---|---|--|--|

Tyne Street



High vehicle volumes at Tyne Street and E 46th Avenue.

Tyne Street has the highest volumes in the neighbourhood with over 7,000 vehicles per day. Drivers use Tyne Street as a shortcutting route in both directions in the morning and evening. A typical local street has less than 2,000 vehicles per day. Tyne Street also accommodates a community transit route (Route #26 bus) and connects E 49th Avenue to Kingsway.

We are looking for feedback on two different approaches for Tyne Street.

What is the future role of Tyne Street in the neighbourhood?

Approach 1 – Connector Street

- Same vehicle connectivity between Kingsway and E 49th Avenue as today.
- Works well if transit is running on Tyne Street.
- Speed control and safety measures (ex. speed humps, improved crossings) to lower vehicle speeds and improve pedestrian safety (See Board 10).
- Same vehicle volumes, noise and pollution.



Vehicles travelling along W 16th Avenue, which functions as a connector street.

Approach 2 – Local Street – Local Traffic

- Volume control measures (ex. diverters, one-way streets) to lower vehicle volumes (See Board 10).
- Reduction in noise, pollution.
- Safer crossings due to lower vehicle volumes and lower vehicle speeds.
- Less direct vehicle access.



Butler Street: a quiet, local street in the project area.

10 TRAFFIC CALMING MEASURES

Given that most local streets in the neighborhood have low traffic volumes, staff do not anticipate recommending many vehicle volume measures on streets other than E 45th Avenue and Tyne Street.

Instead, we will use measures to reduce vehicle speeds and enhance safety for people walking and cycling.

On E 45th Avenue and Tyne Street, depending on our approach, we will use these measures in addition to vehicle volume reduction measures.

Speed control measures

Slow vehicles on local streets with higher than desirable speeds.



Speed Hump

A raised surface on the road to help slow travel speed. Different variations are used on bus and bike routes or pedestrian crossings.



Roadway Narrowing

Narrowing or realigning the street to include curves slows people driving as they navigate the road and yield to oncoming traffic.

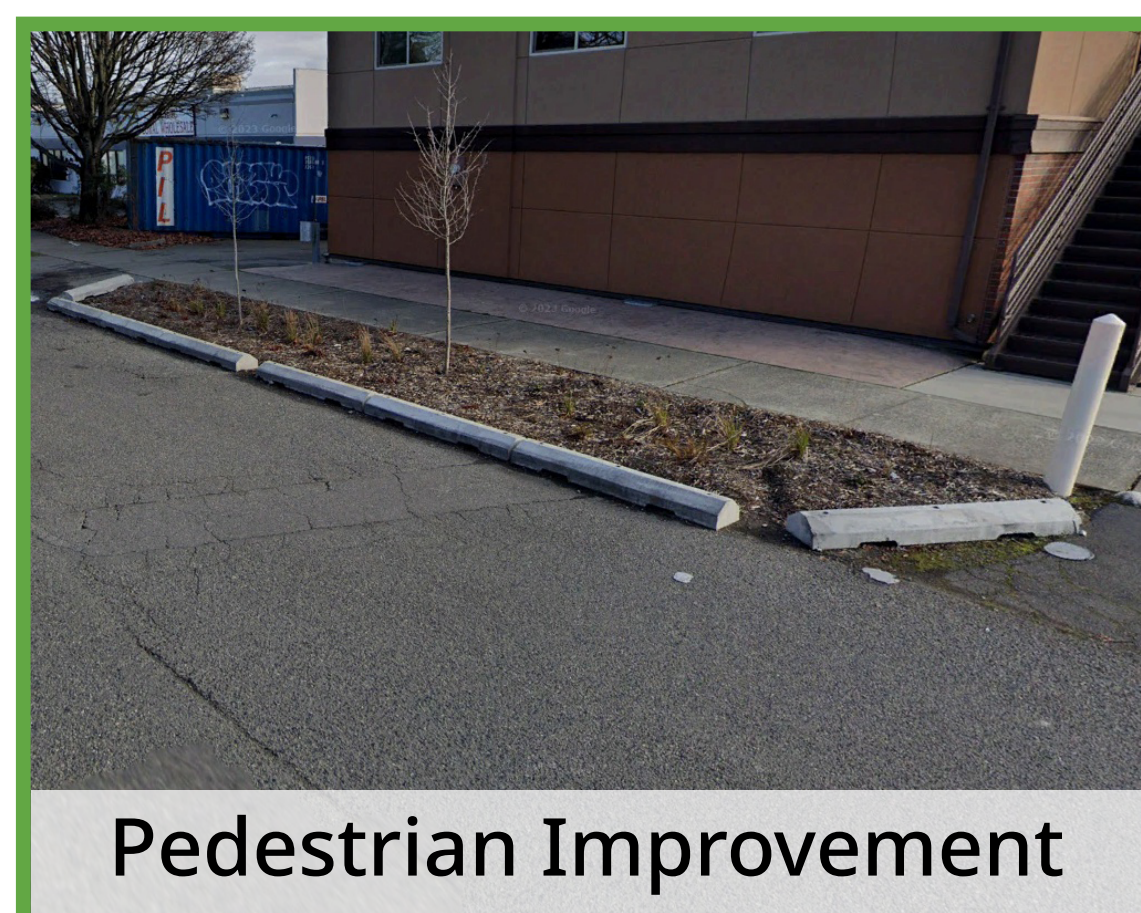


Improved Crossing

Crossing improvements combine speed reduction measures with visual indicators like painted crosswalks, signage, and improved visibility.

Safety improvement measures

Improve safety for people walking, biking and rolling



Pedestrian Improvement

Provide a space to walk on streets without sidewalks or create space between parked vehicles and sidewalks without curbs.



Visibility Improvement

Improve visibility by adding signage to street corners to ensure people driving do not park too close to intersections.



Curb Bulge

Make crossing distances shorter, improve sight lines at intersections, and better delineate parking.