CITY OF VANCOUVER

KILLARNEY TRAFFIC CALMING

EXECUTIVE SUMMARY
AUGUST 2025





SHAPEYOURCITY.CA/KILLARNEY-TRAFFIC-CALMING

The Killarney Traffic Calming project is bounded by Boundary Road, E 49th Avenue, Kerr/Rupert Street, and Kingsway. 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. Local streets in the project area provide access to homes, an elementary school, shops and faith centres.

This area was chosen for traffic calming through the Council-endorsed Neighbourhood Traffic Management Program (NTMP).

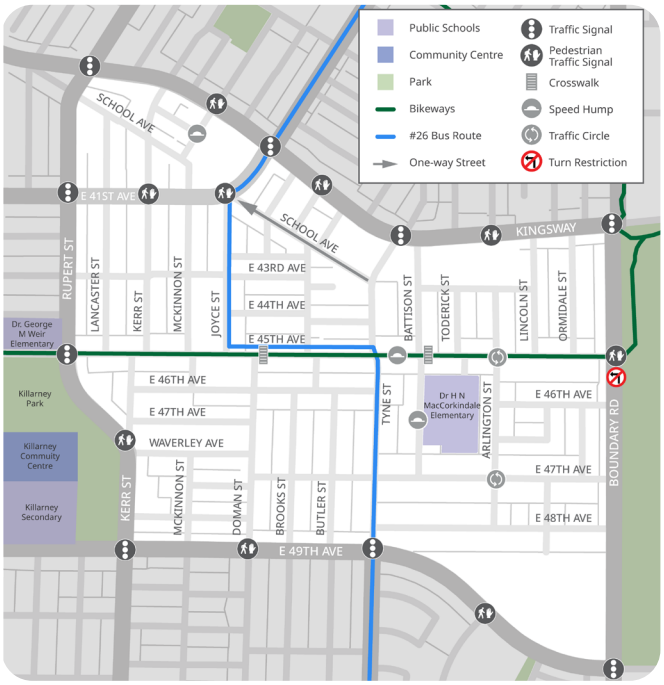
Neighbourhoods are selected based on collisions rates, population of vulnerable road uses and location of community amenities like school and parks. The NTMP improves safety by using interim tools, like speed humps and diverters, to help reduce vehicle speeds and volumes.

We engaged the community about traffic through an online survey and in person events such as pop ups and activities for seniors and youth.

E 45th Avenue Considerations

E 45th Avenue is an important regional cycling connection. This corridor experiences high vehicle volumes that do not meet our All Ages and Abilities (AAA) guidelines. We asked participants about making E 45th Avenue safer for walking and cycling, and their vehicle access and parking needs.

Participants expressed concerns about high vehicle speeds and volumes on E 45th Ave, poor stop sign compliance and limited visibility at the Tyne Street and E 45th Avenue intersection.



Map of project area including existing traffic calming.

Nearly all participants supported improving walking and cycling on E 45th Avenue.

Some participants supported parking changes on E 45th Ave to enhance safety for people walking and cycling, while some preferred retaining parking or requested accessible spots on E 45th Avenue and intersecting streets.

Tyne Street: Two Possible Approaches

Tyne Street has very high vehicle volumes for a local street. We asked the community about two approaches for Tyne Street:

- *Approach 1 – Connector Street:* would not change the vehicle connectivity on the route and would focus on speed control and safety measures.
- *Approach 2 – Local Street – Local Traffic:* would improve safety by using volume control measures to reduce vehicle volumes.

We asked participants about their comfort with these two approaches and their relationship to Tyne Street.

Approach 1 – Connector Street

Some participants noted that Tyne Street may be suitable as a collector street due to its layout and width. They also noted that Tyne Street already experiences high traffic volumes.

Approach 2 – Local Street – Local Traffic
Some participants felt that keeping Tyne Street as a local street and adding measures to reduce vehicle speed and volume would help improve safety. Some participants emphasized that traffic should be redirected to surrounding arterials.

Comfort with the two approaches was similar, with slightly higher comfort for Approach 1.

Those preferring Approach 1 and 2 want more speed control measures and safety improvements on Tyne Street.

Overall Neighbourhood Vehicle Volumes & Speeds
Most participants expressed concerns about high vehicle volumes on both Tyne Street and E 45th Avenue, but few other streets were mentioned as having high volumes.

Over 70% of participants reported high vehicle speeds on Tyne Street and E 45th Avenue, with additional concerns on nearby streets like Kerr Street, Doman Street, Joyce Street, Arlington Street and E 43rd Avenue.

Feedback from Seniors and Youth

In order to hear from diverse community members, we directly engaged with seniors and youth through presentations, games, drawing activities and discussions.

Staff presented at the Cantonese Seniors Club at Killarney Community Centre.

Participants at this event were concerned about speeding on E 45th Avenue, Tyne Street and near schools. Participants also mentioned poor visibility at intersections and pedestrian safety issues, and supported more traffic calming.

Staff presented at the Killarney Youth Council meeting at the Killarney Community Centre.

Participants at this event expressed concerns about unsafe pedestrian crossings due to high vehicle speeds and poor visibility, particularly on E 45th Avenue and Tyne Street.

Transit: Possible Bus #26 Route Change

The #26 bus runs through the neighbourhood on Tyne Street, E 45th Avenue and Joyce Street. We asked the community on their comfort with moving the bus to Tyne Street and Kingsway instead of E 45th Avenue and Joyce Street. This change would allow for more traffic calming design flexibility that meets community needs.

Most participants were comfortable with moving the bus route for better efficiency and traffic calming on E 45th Avenue, though some raised concerns about congestion at Tyne Street and Kingsway.

Next Steps

The full engagement summary can be found at shapeyourcity.ca/killarney-traffic-calming.

This feedback is informing our proposed traffic calming plan which we will share with the community later in 2025. Implementation is expected to start in 2026.

