

KILLARNEY TRAFFIC CALMING

PUBLIC ENGAGEMENT SUMMARY
AUGUST 2025



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Project Background

The Killarney area was chosen for traffic calming through the Council-endorsed [Neighbourhood Traffic Management Program \(NTMP\)](#). Traffic calming includes physical changes on the road to slow traffic and reduce vehicle volumes. Traffic calming examples include curb extensions, traffic diverters and speed humps. 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 Avenue and Tyne Street.

How we Make Decisions

Several factors go into our decision-making process for traffic calming plans. These include:

Council Priorities

Our traffic calming plan aligns with Council priorities

Engineering Design

Measures are safe for all road users and designed with latest best practices

Budget

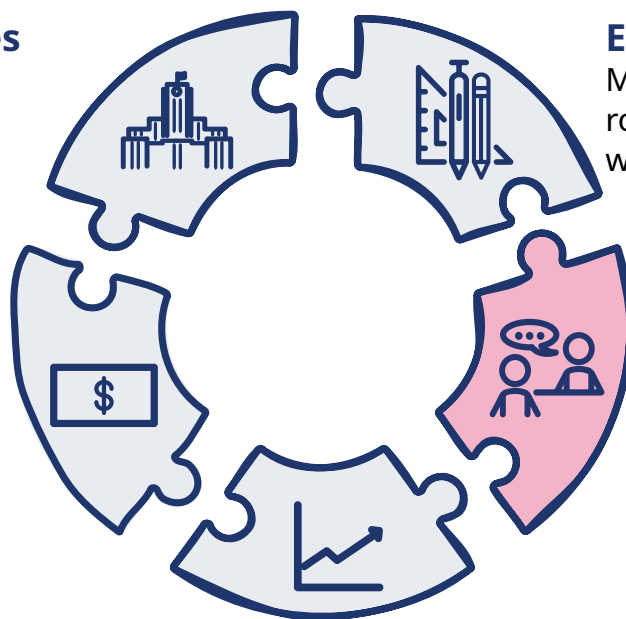
Measures are within the project budget and toolkit

Community Engagement

Measures are informed by diverse community input

Traffic Data

Measures are informed by vehicle speed and volume data and historical data on collisions



About the Project Area

The project area is in the northern part of the Killarney neighbourhood. It is bounded by Boundary Road, E 45th Avenue, Kerr/Rupert Street, and Kingsway (Figure 1). It focuses on reducing the impact of non-local traffic on local streets. The boundary streets, E 41st Avenue and Joyce Street are not in scope. Characteristics of the neighbourhood include:

Schools

MacCorkindale Elementary is in the project area. The west part of the neighbourhood is in the catchment area for Weir Elementary. Killarney Secondary is located just outside the project area.

Bus Routes

The #26 bus runs through the neighbourhood.

Bikeways

The Ridgeway Greenway on E 45th Avenue is an important regional bike connection through the project area.

Commercial

There are some commercial uses within the project area, but most are along Kingsway.

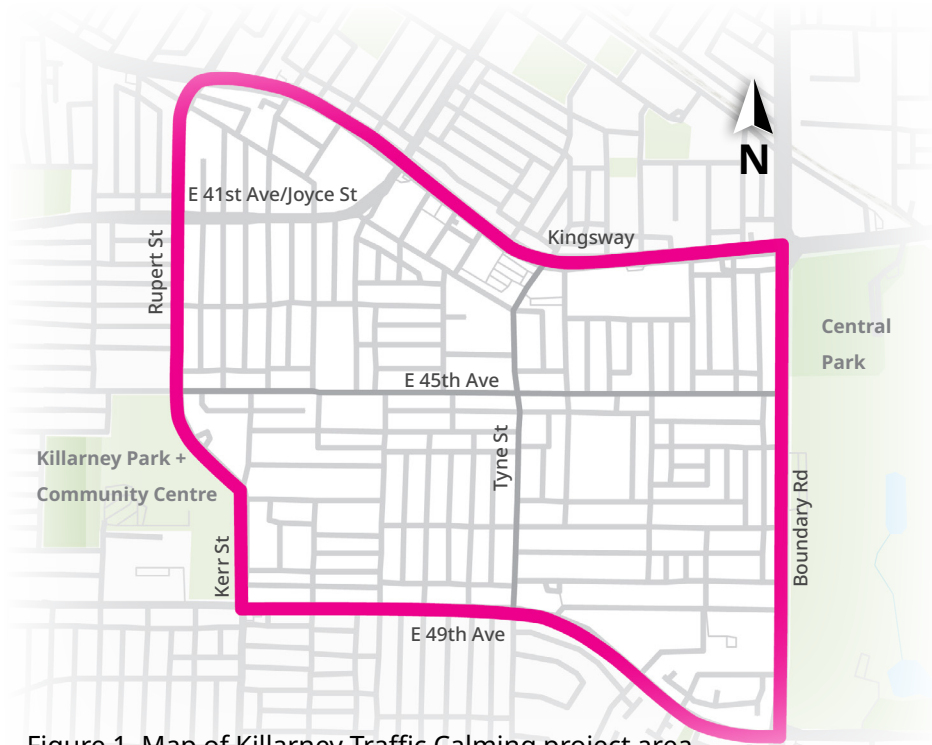


Figure 1. Map of Killarney Traffic Calming project area

Key Corridors

E 45th Avenue is an important local bike route and regional cycling connection. It is also the second busiest street in the neighbourhood with 2,000-4,000 vehicles per day. A typical local street in Vancouver has less than 2,000 vehicles per day. Drivers use E 45th Avenue as a shortcutting route in both directions in the morning and evening. These volumes are too

high to be safe and comfortable for people cycling and walking.

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.

Our Engagement Approach

Community feedback is helping shape traffic calming measures which will improve safety for people walking, cycling and driving. We used a variety of techniques to engage the community and heard a range of perspectives.

To inform the community of this engagement, a neighbourhood-wide notification letter was

sent. The letter was translated into Traditional Chinese, Simplified Chinese and Vietnamese. Language support was provided through the City's 3-1-1 phone service. Staff also visited businesses in person and sent emails to organizations.

Engagement Efforts



2,806

Letters and emails sent to residents and businesses



1.9k

Shape Your City visitors



2

Youth and seniors events



2

Stakeholder meetings



120

Pop-up attendees



74,000

Social media reach



17

Emails and 3-1-1 interactions



10

Organizations reached



270

Surveys completed

We collected feedback through several community touchpoints:

1. Online survey on Shape Your City (from February 19th – March 28th 2025).
2. Pop up events at Killarney Community Centre on February 28th and March 1st 2025.
3. Meetings with neighbourhood stakeholders.
4. In-person event with the Cantonese Seniors' Club at Killarney Community Centre.
5. In-person event with Killarney Youth Council at Killarney Community Centre.
6. Emails to killarneytraffic@vancouver.ca from community members.

The following sections provide details on what we heard from the community regarding vehicle speeds, volumes and transportation safety considerations.

What We Heard

Community members gave feedback on E 45th Avenue, Tyne Street, other local streets, vehicle volumes and speeds, transit and transportation safety.

E 45th Avenue Considerations

E 45th Avenue is an important regional cycling connection, and part of the Ridgeway Greenway which connects UBC to Burnaby as well as local destinations like the Killarney Community Centre. Additionally, the #26 bus runs on E 45th Avenue between Tyne Street and Joyce Street.

This corridor experiences vehicle volumes that are too high to meet our All Ages and Abilities (AAA) guidelines for cycling. On local streets, AAA guidelines focus on lowering motor vehicle speeds to 30 km/hr or slower and decreasing volumes to less than 500 vehicles/day.

Our approach to improve E 45th Avenue for people walking and cycling includes:

1. Measures like speed humps and improved crossings to **reduce vehicle speeds** which can help lower the risk of collision.
2. Measures like road closures, diverters and one-way streets to **lower vehicle volumes**. These measures are designed to discourage through-traffic, while maintaining local access to homes and businesses. With all the measures, emergency vehicles and people walking and cycling can use the street in both directions.



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



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

What We Heard

E 45th Avenue Considerations

Engagement participants shared their feedback under 4 general themes:

Walking and Cycling

Improving Walking and Cycling

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

Reducing Traffic

Most comments mentioned that they would like to see more measures to reduce vehicle volumes on E 45th Avenue.

Improving Safety

High Speeds and Volumes

Participants observed high vehicle speeds and volumes on E 45th Avenue and indicated feeling unsafe, especially while walking and cycling.

Tyne Street and E 45th Avenue Intersection

Participants expressed concerns about:

- High vehicle volumes and speeds through the intersection.
- Drivers not stopping at stop signs and not yielding to pedestrians.
- Poor visibility of people walking and cycling due to hedges and street alignment.

Lack of Marked Crossings and Signage

Participants expressed a desire for better crossing safety on E 45th Avenue. This includes improving visibility of people walking and cycling.

“

Yes, please make this safer for biking! I regularly bike my child to pre-school along a route that includes 45th Avenue. There is far too much traffic, and drivers are often behaving very irresponsibly when passing me.

- Survey participant

”

Parking

Support for Change

A majority of participants who mentioned parking were comfortable with some parking removal to improve safety for people walking and cycling.

Retaining Parking

Some participants expressed a desire to maintain parking on E 45th Avenue or that they need to park on E 45th Avenue.

Accessible Parking

A few participants expressed a desire for accessible parking spots at select locations on E 45th Avenue and Tyne Street to support people with disabilities.

Access

Commuting and Local Access

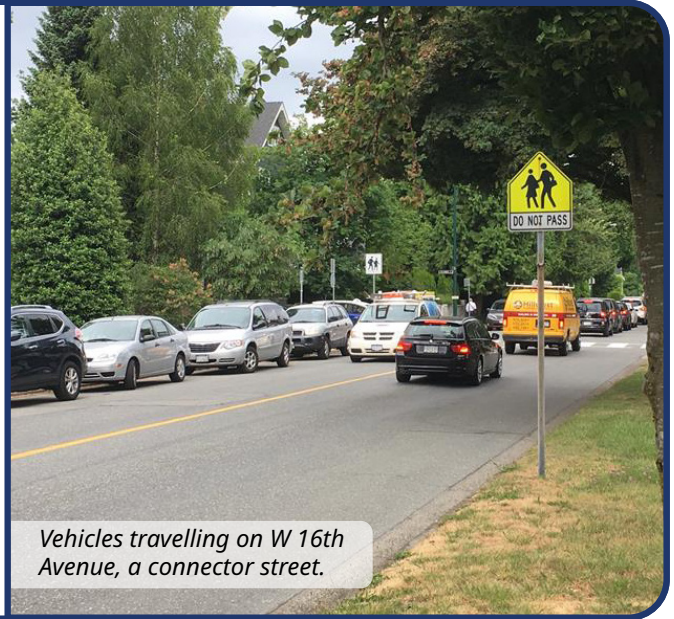
A majority of participants use E 45th Avenue for travelling to/from homes and amenities within the neighbourhood. E 45th Avenue is used more often for local access than Tyne Street.

Tyne Street: Two Possible Approaches

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, cycling and walking. We shared two potential future roles of Tyne Street within the project area.

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 (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.



“

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. [...]. I would like to see how we can try to reduce it.

- Survey participant

”

Tyne Street: Two Possible Approaches

Participant comfort with the two approaches was similar, with slightly higher comfort for Approach 1 (see Figure 2). For both approaches, engagement participants expressed a desire to see speed reduction and safety measures on Tyne Street.

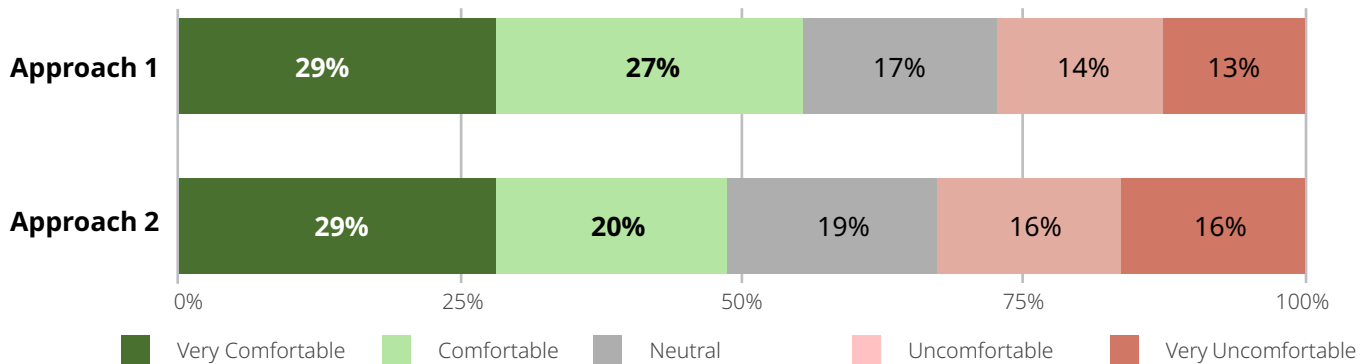


Figure 2. Survey participant comfort with potential Tyne Street approaches.
269 participants answered this question.

Specific to each Tyne Street approach, some key themes emerged through feedback:

Approach 1 - Connector

Access Needs

Participants mentioned use of Tyne Street to access local destinations such as Safeway, and for commuting in and out of the neighbourhood by car.

Street Suitability

Participants mentioned that Tyne Street is suitable as a connector street given its north-south orientation through the neighbourhood and wider width. Some were comfortable with its current functionality.

Traffic Demand

Participants mentioned that existing vehicle volumes are high on Tyne Street, and will only increase with population growth in the future.

Approach 2 - Local Street Local Traffic

Traffic Calming

Participants felt that keeping Tyne Street as a local street and adding measures to reduce vehicle speed and volume would help improve safety.

Keep Volumes on Arterials

Participants felt that vehicle volumes should be redirected to arterial streets; Tyne Street is not needed as a connector as it is already surrounded by arterials.

Diverting Traffic

Some participants raised concerns about diverting traffic to other local streets if Tyne Street is no longer a thoroughfare, potentially causing other safety and congestion issues.

Overall Neighbourhood Vehicle Volumes

E 45th Avenue and Tyne Street are the busiest streets in the neighbourhood. Other streets in the neighbourhood experience low volumes consistent with local streets. Staff shared vehicle volume data with the community (Figures 3 and 4).



Figure 3. Vehicles volumes map - AM peak



Figure 4. Vehicles volumes map - PM peak

Engagement participants shared several themes through engagement regarding vehicle volumes in the project area:

Agreement with Data

Most engagement participants agreed with the data showing high vehicle volumes on Tyne Street and E 45th Avenue (see Figure 5). Few other streets were mentioned by participants as having high volumes.

Volume Control Measures

Most engagement participants want to see more vehicle volume control measures on E 45th Avenue and some would like to see these measures on Tyne Street.

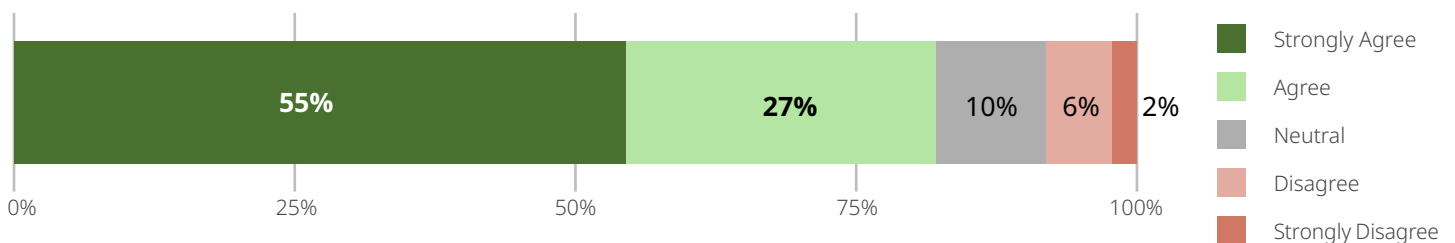


Figure 5. Survey participants' level of agreement with volume data.
269 participants answered this question.

Overall Neighbourhood Vehicle Speeds

During engagement we shared our speed data collection locations (Figure 6).

Engagement participants shared where they noticed high vehicle speeds in the area. Key locations include:

Tyne Street and E 45th Avenue

Over 70% of participants indicated high vehicle speed concerns on these two streets.

Other Streets

Participants also indicated speeding concerns on Kerr Street, Doman Street, Joyce Street, Arlington Street and E 43rd Avenue.

Speed Control Measures

Majority of participants want to see more speed control measures (e.g. speed humps, curb bulges) in the neighbourhood.



Figure 6. Map of speed collection locations

“

The speed of the cars going down Tyne St is extremely dangerous. There needs to be speed bumps to lower the speed of vehicles. It is extremely difficult coming out of the alley. It is very difficult to cross the street with not [sic] crosswalks and the cars go down way too fast.

- Survey participant

”



Staff will compare this feedback with our speed data. This will help inform the placement of speed reduction measures in the area. We will share the speed data and proposed speed reduction measures and locations later in 2025.

Feedback from Youth and Seniors

In the project area, and nearby, there are several schools. Demographic analysis shows that there is also a large population of Cantonese, Mandarin and Vietnamese speaking seniors. These groups are more likely to face barriers to engagement.

In order to hear from diverse community members, we did in-person engagement with the Cantonese Seniors Club and Killarney Youth Council at Killarney Community Centre. Seniors and youth learned about traffic calming and civic processes, took part in games and drawing activities and provided valuable feedback on neighbourhood transportation. Key themes from each event are below.

Seniors Feedback

Vehicle Speeding

Participants expressed concerns about vehicle speeding on streets like E 45th Avenue, Tyne Street and near schools.

Poor Visibility

Participants expressed concerns about not being seen by drivers while walking, particularly at intersections such as Tyne Street and E 45th Avenue due to bushes.



Coffee break during the Cantonese-speaking seniors workshop.

Improved Safety

Participants highlighted pedestrian-related safety issues such as a lack of sidewalks, curb ramps and painted crosswalks. They also highlighted safety concerns due to conflicts with e-bikes and e-scooters.

Traffic Calming

Participants wanted to see more speed humps and raised crosswalks.

Participants most frequently used travel modes included walking, being a passenger in a vehicle, taking transit and driving themselves. Over 90% of participants regularly walked or took transit. Also, 94% of participants indicated they often visit businesses on Kingsway.

64% of participants said they have felt unsafe travelling in the neighbourhood. A few had or almost had a collision with a car while walking.

“

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

- Seniors workshop participant

”

Feedback from Youth and Seniors

Youth Feedback

Pedestrian Crossing Safety

Participants expressed that crossing streets in the project area felt unsafe due to high vehicle speeds and volumes and poor visibility.

E 45th Avenue and Tyne Street

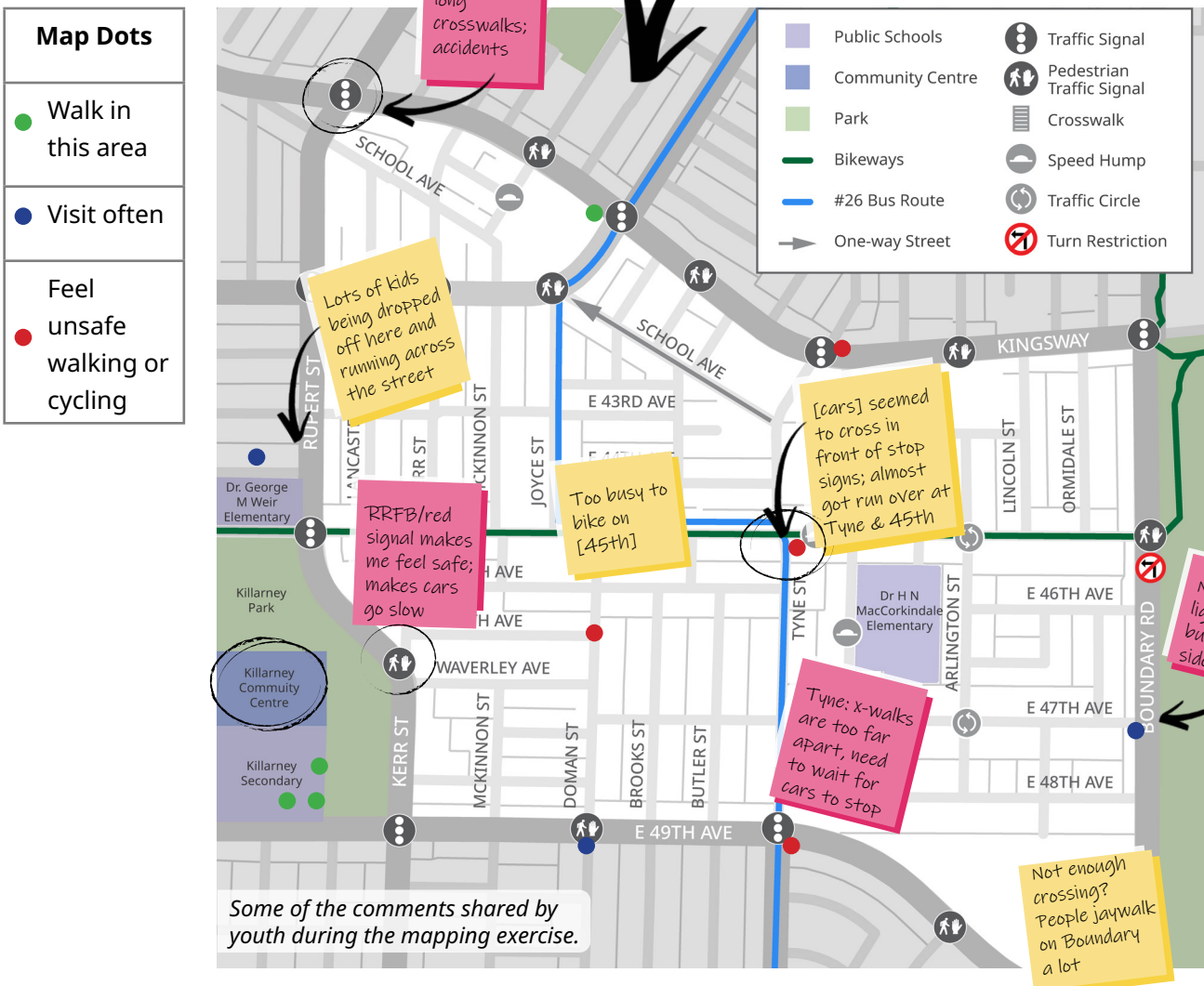
Participants expressed a desire to reduce vehicle speeds and volumes on these streets.

Access to Transit

Participants expressed a desire to see safe and accessible routes for people walking to bus stops.



Killarney students participating in workshop mapping activity.



Transit: Possible Bus #26 Route Change

As part of our traffic calming plan, we also engaged the community on the possibility of moving the #26 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 (Figure 7). Moving the bus would allow for more traffic calming design flexibility that meets community needs.

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 (Figure 8).

Participants expressed several overarching themes about the potential bus route change:

Transit Suitability and Efficiency

Participants mentioned that Tyne Street is more suitable for transit than E 45th Avenue. They also mentioned that keeping the bus on Tyne Street could make it more efficient.

Traffic Calming Opportunities

Participants mentioned that keeping the bus on Tyne Street can allow for more traffic calming improvements on E 45th Avenue.

Traffic Congestion

Participants raised concerns about traffic at Tyne Street and Kingsway causing bus delays, especially in the northbound direction.

Route Accessibility

Participants raised concerns about the potential new route increasing walking distances to stops. A few participants preferred the historical route on Doman Street.

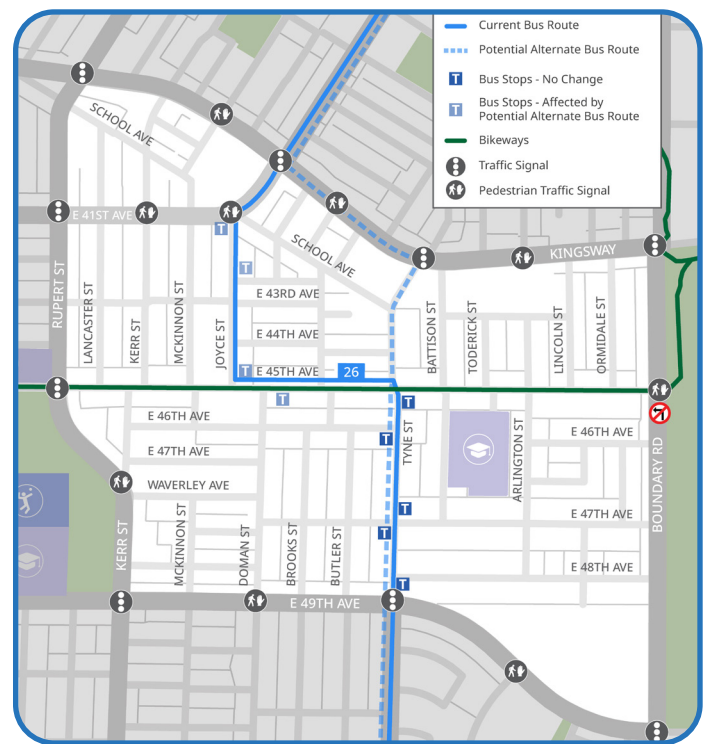


Figure 7. Map of possible bus #26 route change

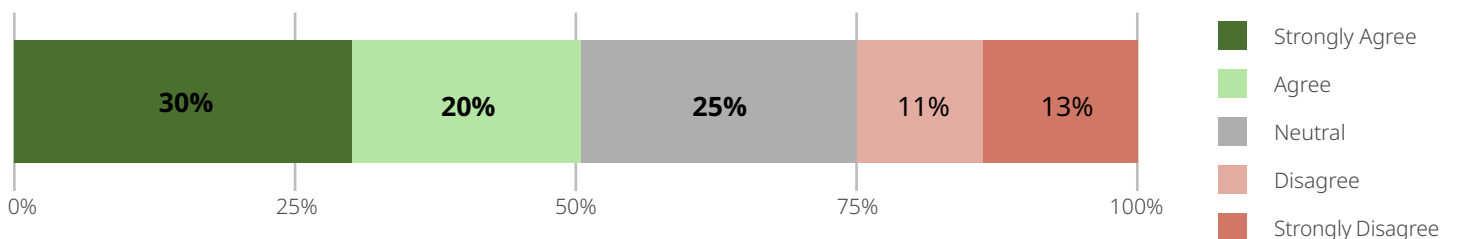


Figure 8. Survey participants' level of comfort with potential bus route change.

270 participants answered this question.

We will share this feedback with TransLink to inform their transit area planning.

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 factors such as age and ethnic origin by comparing our survey data with the 2021 Census data for the project area.

Mode Share

Survey participants were asked their most often used mode of transportation in the project area (Figure 9). Nearly half of participants indicated they most frequently used a private vehicle (as a driver or passenger). This was followed by walk and bike or micromobility device. Categories with fewer than five people were combined into 'Other' and included 'Taxi/ride-hail/HandyDART' and 'Other'¹.

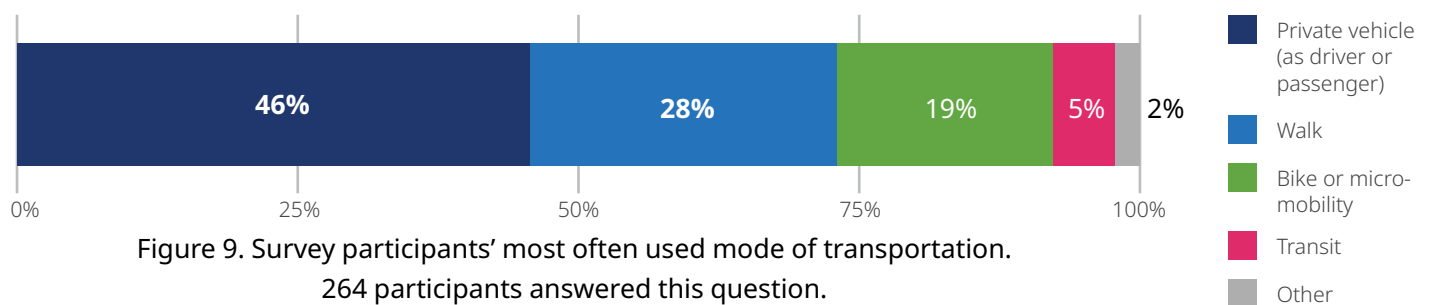


Figure 9. Survey participants' most often used mode of transportation.
264 participants answered this question.

Age

In our survey, we found that ages 30 – 59 were overrepresented, making up 61% of respondents. This is compared to 40% of the population in the area, according to 2021 Census data. Figure 10 shows this information².

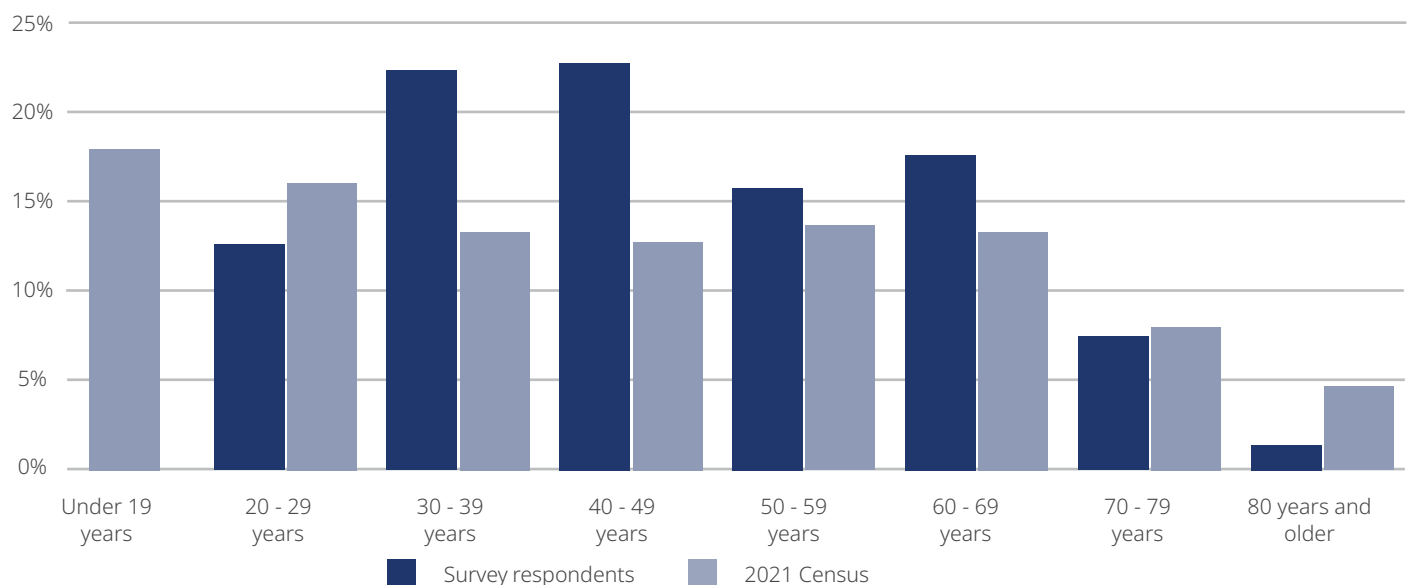


Figure 10. Age of respondents compared to 2021 Census data. 264 participants answered this question.

¹ Those who selected the 'Other' category indicated using multiple modes of transportation.

² Of the survey participants, none indicated being under 19 years old.

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. Categories with fewer than five people were combined into 'Other' (this is the minimum threshold of the Census). Figure 11 shows the ethnic or cultural origin of survey participants compared to Census data³.

Our survey showed that people with white/European origins were overrepresented in the survey. Other groups, like South Asian, Filipino/a, Chinese and Southeast Asian were underrepresented in the survey. The City's 3-1-1 phone line offered support in different languages, but few people used it.

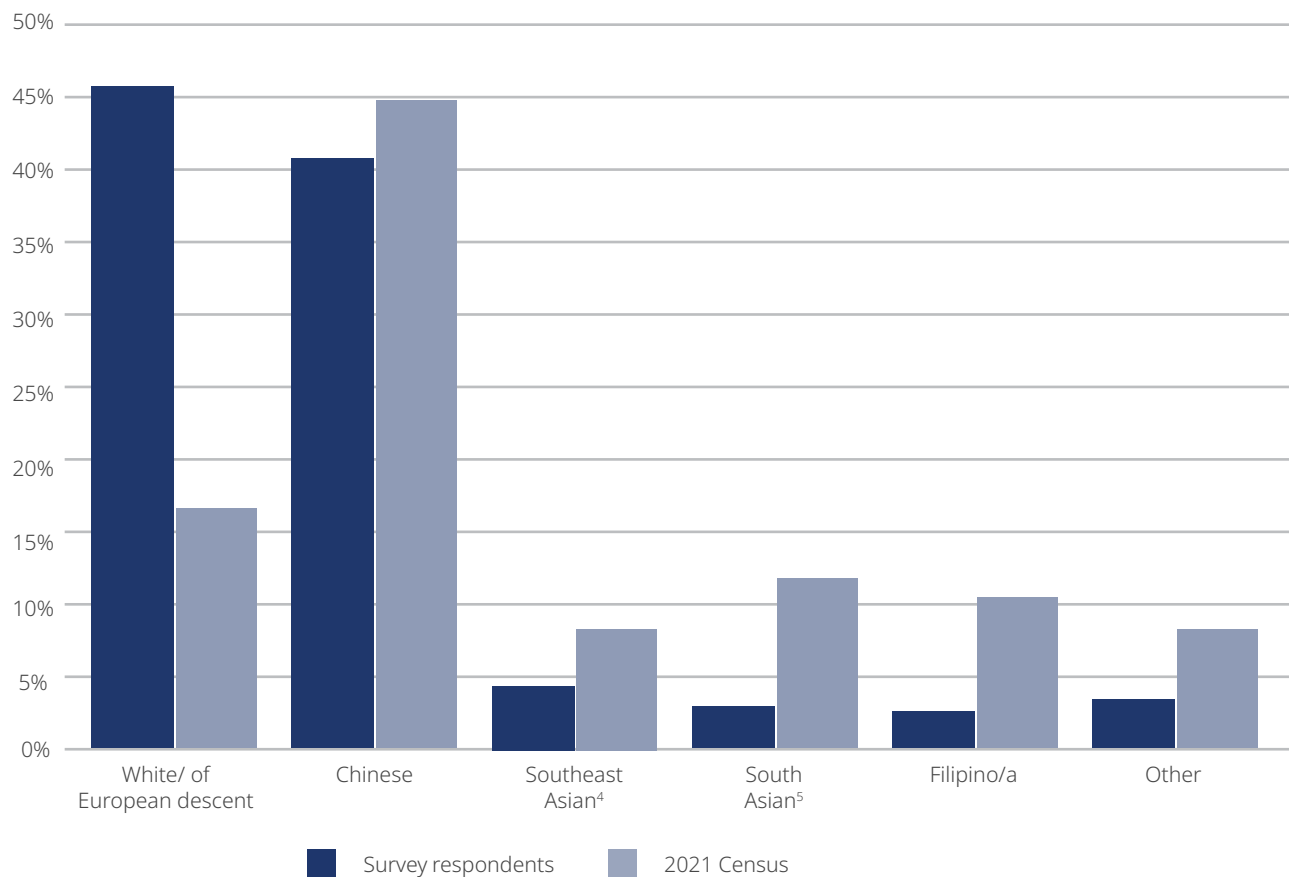


Figure 11. Ethnic or cultural origin of respondents compared to 2021 Census Data.
264 participants answered this question.

³Of the survey participants, none indicated being of Black/African, Indigenous, or West Asian (e.g., Iranian, Afghan) descent. For this reason, these three ethnic or cultural origin categories were not included in Figure 10 to improve graph readability and data clarity.

⁴Includes Vietnamese, Cambodian, Laotian, Thai.

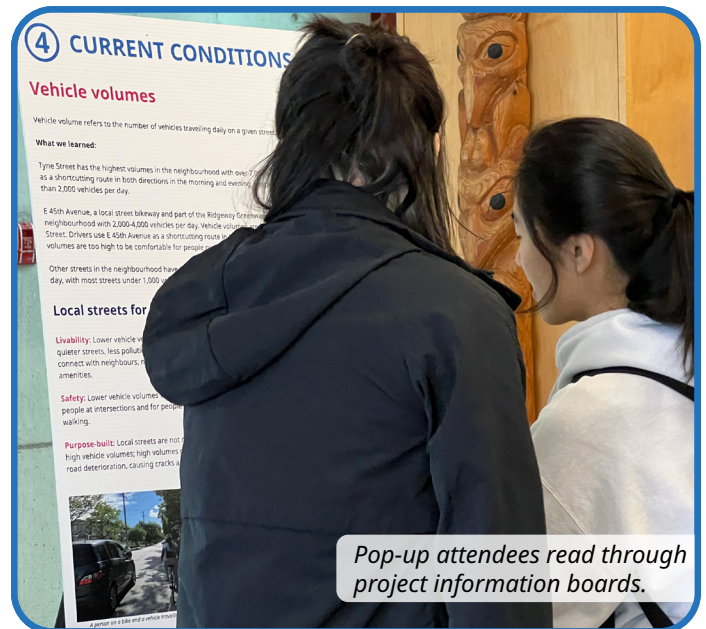
⁵Includes Indian, Pakistani, Sri Lankan.

In-Person Participants

In order to address engagement underrepresentation from youth, seniors and Cantonese speakers, we conducted engagement events with youth and Cantonese speaking seniors at Killarney Community Centre. We also conducted two pop-up events at the Community Centre. Demographic information was not collected during these events but people more diverse in age and ethnicity appeared to have participated through these events compared to the online survey.



A pop-up attendee speaks with a project team member.



Pop-up attendees read through project information boards.



Project staff hand out prizes and mandarin oranges during the Cantonese-speaking seniors workshop.

Conclusion and Next Steps

In February and March 2025 we engaged the Killarney community on traffic calming through pop-ups, online survey, meetings with businesses and organizations and youth and seniors events. 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.