CITY OF VANCOUVER

MOBERLY PARK AREA TRAFFIC CALMING

PHASE 1

PUBLIC ENGAGEMENT REPORT

SEPTEMBER 2026



SHAPEYOURCITY.CA/MOBERLY-PARK-AREA-TRAFFIC-CALMING

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Executive summary

The Council-endorsed Neighbourhood Traffic Management Program (NTMP) continues its efforts to improve neighbourhood safety by selecting the Moberly Park area for new traffic-calming measures.

The project area is bordered by Fraser Street, E 57th Avenue, Argyle Street, and SE Marine Drive. The project aims to reduce cut-through traffic on local streets. Major streets such as Knight Street and the boundary streets are not in scope.

For Phase 1 of engagement, City staff engaged the community about traffic issues through an online survey, multilingual mail-back postcards, and emails. Staff also met with community stakeholders. The team gathered vehicle speed and volume data and shared it with the neighbourhood, inviting community members to reflect on the data and share their lived experiences.

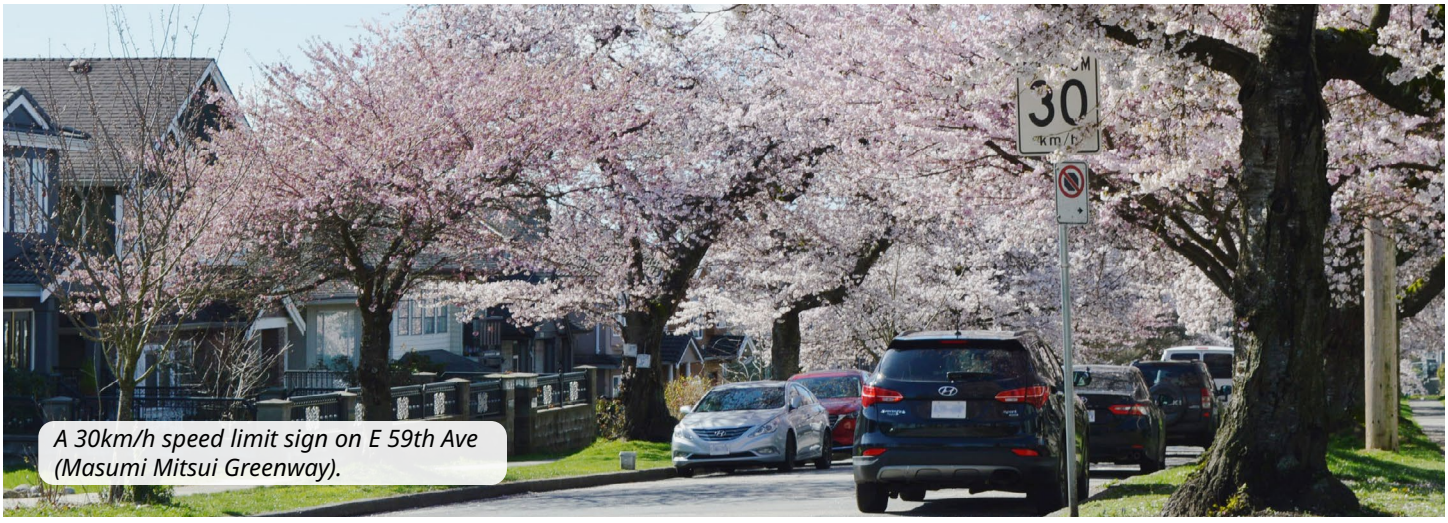
Vehicle volumes

For most survey participants, the data presented on vehicle volumes closely reflected their experiences, with 88% agreeing or strongly agreeing with the volume data. Survey respondents noted high traffic volumes, especially during the morning and afternoon rush hours. The streets most often identified—E 59th, E 62nd, E 63rd, and E 61st Avenues—aligned with the data.

Vehicle speeds

For most survey participants, the data presented on vehicle speeds reflected their experiences, with 63% agreeing or strongly agreeing with the speed data. The most frequently mentioned streets for high speeds included E 59th, E 62nd, E 63rd, and E 61st Avenues.

Staff will incorporate feedback, where possible, into the proposed traffic calming plan. The proposed plan is expected to be shared with the community in late 2026/ early 2027, where there will be another opportunity to provide input in Phase 2 of engagement.



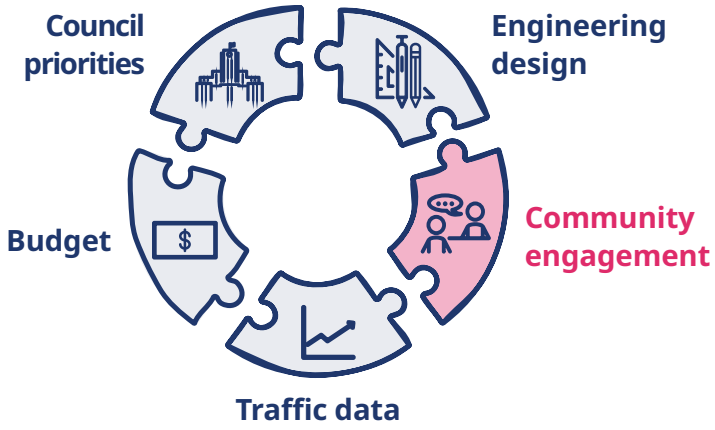
A 30km/h speed limit sign on E 59th Ave (Masumi Mitsui Greenway).

Project background

The Moberly Park 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 traffic conditions in the Moberly Park area.

How we make decisions

Public input provides valuable insight into community concerns and is one of several data sources staff considers. This feedback, together with Council priorities, engineering design, and budget considerations, informs the planning and design process.



Timeline

Spring 2026
Phase 1 engagement

- Confirm local traffic issues.
- Share how measures can address challenges.

Winter 2026
Phase 2 engagement

- Share proposed traffic calming plan.
- Share how Phase 1 community feedback shaped the plan.
- Seek feedback on proposed plan.

Spring / Summer 2027
Detailed design

- Refine plan based on feedback.
- Share Phase 2 engagement findings.
- Share final traffic calming plan

Late 2027
Construction begins

- Implement traffic calming measures.
- Monitor and adjust as needed.

About the project area

The project area is bounded by Fraser Street, E 57th Avenue, Argyle Street, and SE Marine Drive—a primarily residential area that also includes schools, greenways, parks, religious institutions, and a health care facility (see Figure 1). The traffic calming plan aims to improve safety for all who live, study, worship, cycle and access services in the area. The project's focus is reducing cut-through traffic on local streets. Major streets like Knight Street and the boundary streets are out of scope for this project.

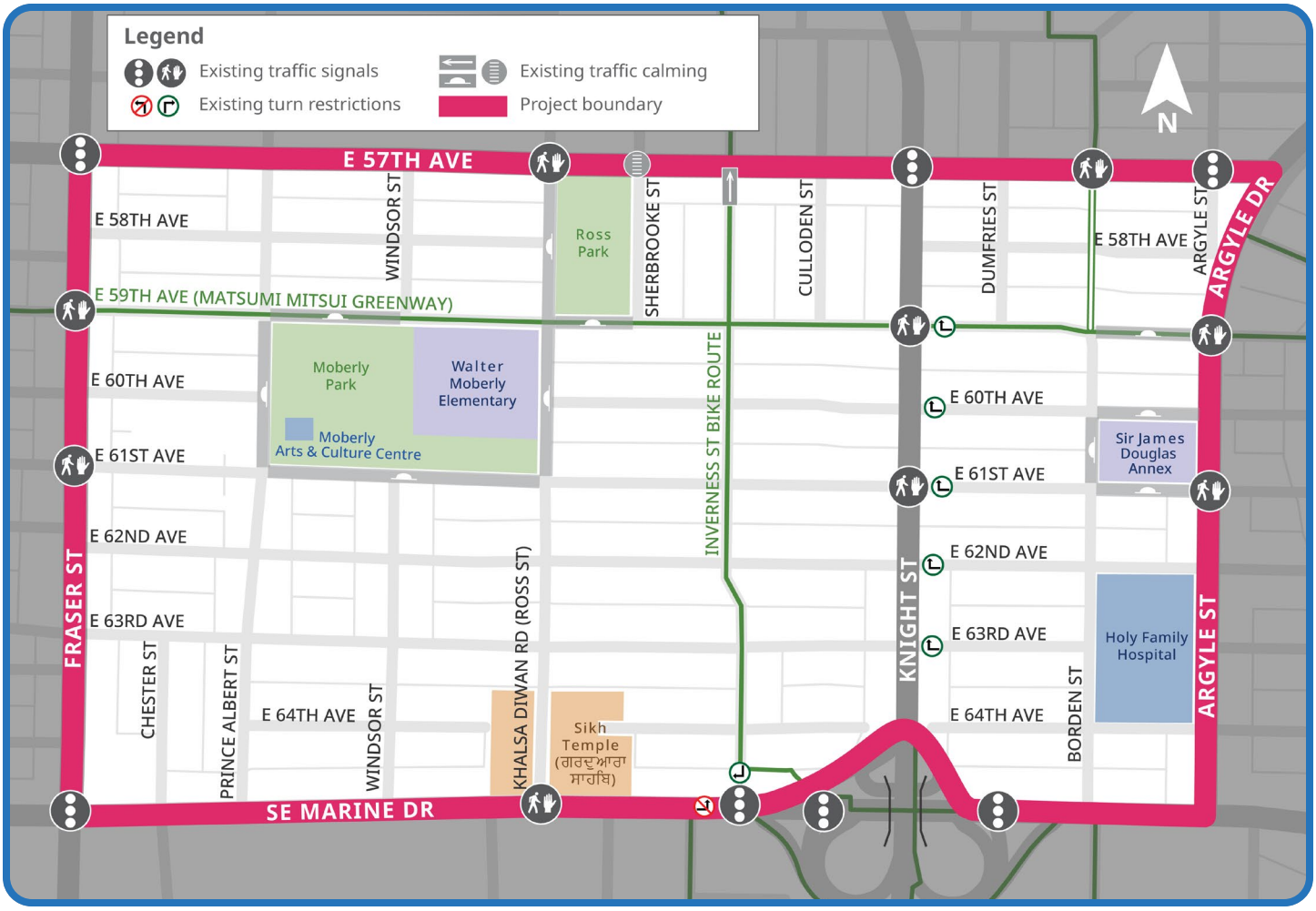


Figure 1. Map of project area.

Our engagement

Community feedback is helping shape the traffic calming measures. Staff heard a range of perspectives from the community. To inform the community of this engagement, a neighbourhood-wide notification letter was sent. The letter was translated into Punjabi, Simplified Chinese, Traditional Chinese, Vietnamese and Tagalog. Language support was provided through the City's 3-1-1 phone service. Staff also sent emails to local organizations.

2278
Letters sent to residents and businesses

5
Stakeholder meetings

22
Emails received

513
Visitors to Shape Your City

173
Surveys completed

11
Organizations reached

24
Postcards received

What we heard

Staff gathered vehicle volume and speed data and shared it with the neighbourhood. Staff asked community members to reflect on the data and share their lived experiences. This feedback is helping the team develop the proposed traffic calming plan.



A sample of mail-back postcards received during engagement.

Vehicle volumes

Vehicle volumes refer to the number of vehicles travelling on a street. Figure 2 shows a map of routes with high volumes through the neighbourhood.

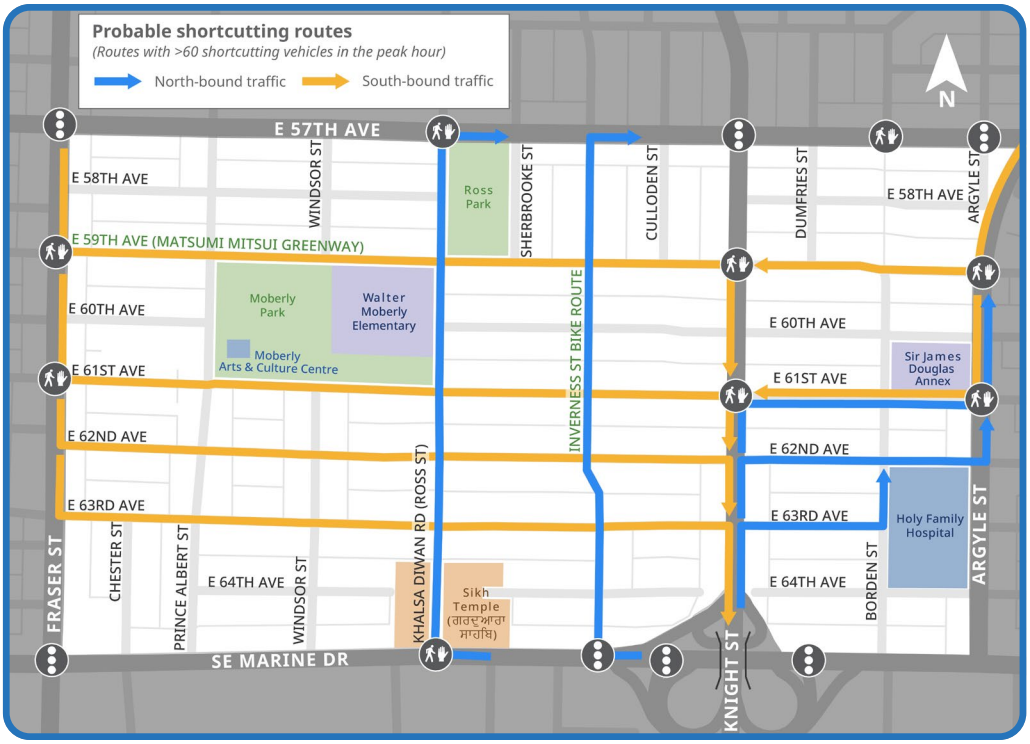


Figure 2. High vehicle volume routes in the project area.

Key points from vehicle volume data:

- Many drivers use the area to shortcut, leading to volumes that are too high for local streets and bikeways.
- Traffic is higher in the evenings compared to the mornings. It is also higher east of Knight St compared to west of Knight St.

For most survey participants, the data presented on vehicle volumes closely reflected their experiences, with 88% agreeing or strongly agreeing with the volume data (see Figure 3).

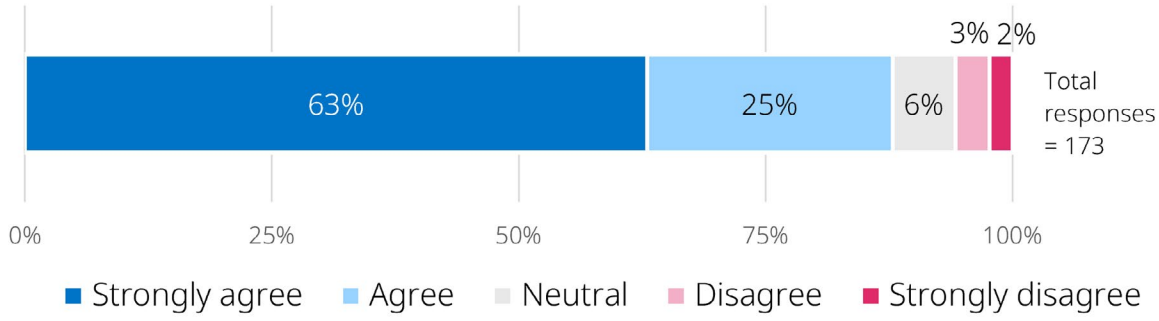


Figure 3. Survey participant agreement with vehicle volume data.

Feedback on vehicle volumes

Survey respondents noted high traffic volumes, especially during the morning and afternoon rush hours. The streets most often identified—E 59th, E 61st, E 62nd, and E 63rd Avenues—aligned with the data. Respondents said these streets are commonly used as shortcuts to and from Knight Street.

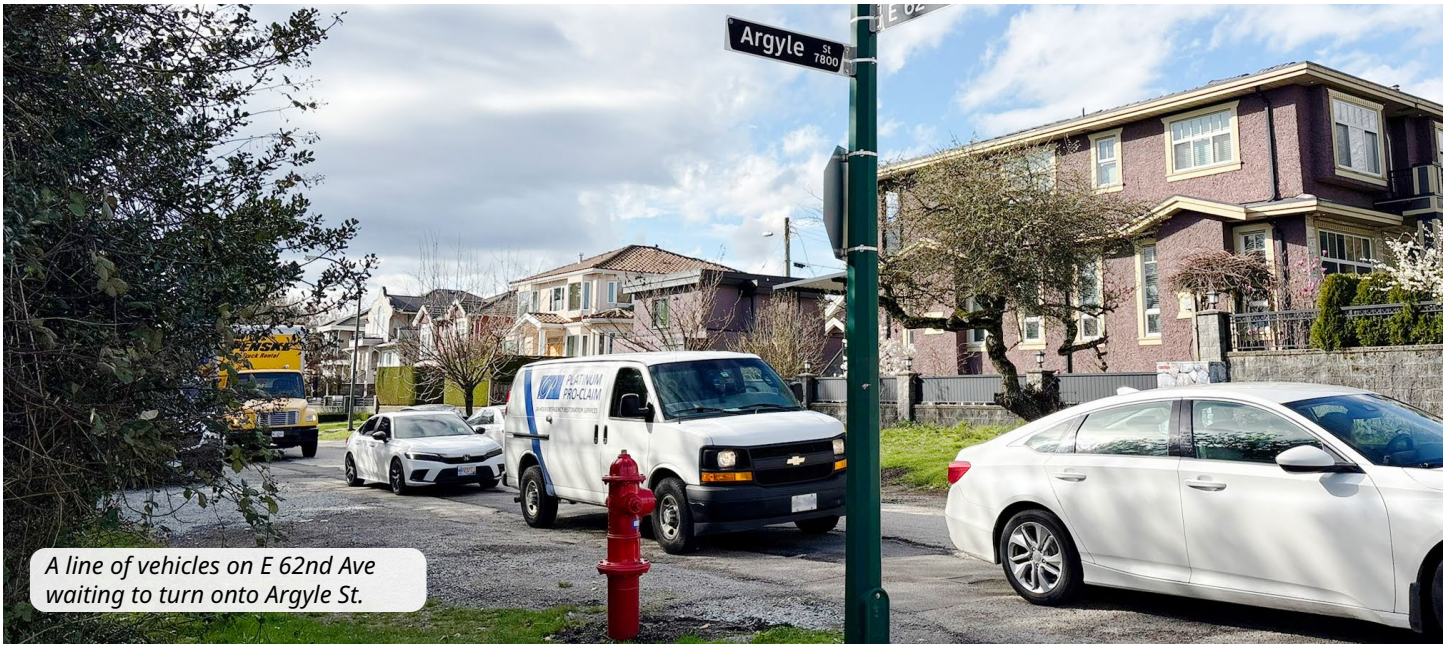
Vehicle volumes & congestion

Many people expressed challenges going to and from home, noting that high traffic volumes are incompatible with narrow local streets, which often have parking on both sides. Respondents also mentioned safety concerns related to high volumes on local streets.

> *When vehicle volume is high, often streets feeding to Knight Street end up operating in single direction only (towards Knight Street). Should someone turn onto a side street from Knight Street, it can lead to gridlock or conflict. Not to mention safety concerns for both vehicle users and pedestrians.*
>
> *— Survey respondent*

Volume reduction measures

Many expressed support for volume reduction measures, particularly diverters and modal filters. Many suggested adding or improving turn restrictions to and from Knight Street to reduce shortcutting. While some turn restrictions already exist on Knight Street, respondents often reported low driver compliance.



A line of vehicles on E 62nd Ave waiting to turn onto Argyle St.

Vehicle speeds

Vehicle speed refers to how fast vehicles are travelling along a given street. Staff collected speed data at 22 locations around the neighbourhood. In most locations, 85% of drivers are driving at less than 40 km/h. Staff prioritize speed-reduction measures where speeds are greater than 40 km/h. Figure 4 shows a map of vehicle speeds in the neighbourhood.

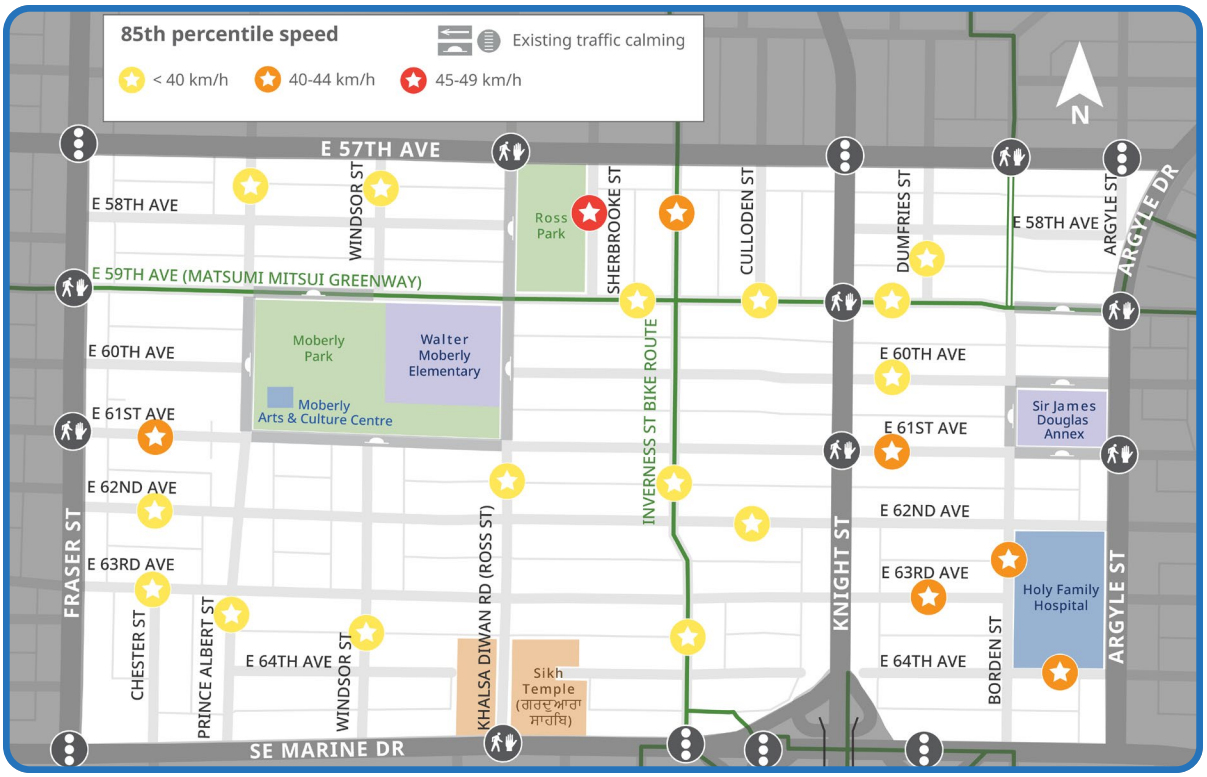


Figure 4. Map of vehicle speeds in the project area.

For most survey participants, the data presented on vehicle speeds reflected their experiences, with 63% agreeing or strongly agreeing with the speed data (see Figure 5).

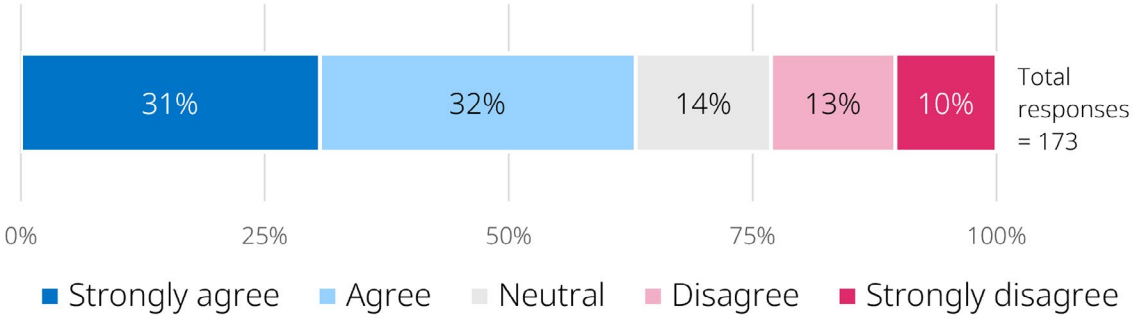


Figure 5. Survey participant agreement with vehicle speed data.

Feedback on vehicle speeds

Survey respondents provided additional feedback on local speeding concerns. The top mentions for high speeds included E 59th, E 62nd, E 63rd and E 61st avenues. Of those who disagreed with the data presented, many felt that vehicle speeds were higher than those indicated in the data.

Many people who noted high speeds also expressed safety concerns such as dangerous driving and collisions.

Speed reduction measures

Many expressed support for speed reduction measures, such as speed humps. Speed reduction measures were particularly desired on the Masumi Mitsui Greenway (E 59th Avenue).

> *Matsumi Mitsui Greenway spans opposite ends of the speed spectrum, during busier times cars are forced to go slower when vehicle volumes are high, but when there are fewer vehicles, cars consistently speed along the road east of Knight St.*
>
> *— Survey respondent*



A fast car driving on Sherbrooke St near E 57th Ave. This location often sees high vehicle speeds.

Other themes

Traffic calming sentiment

Overall, the desire for traffic calming is strong, with nearly half of all comments suggesting that action should be taken to address volumes, speeds, and safety.

Safety improvements

All types of road users frequently mentioned safety concerns, and many respondents expressed support for measures that improve safety, such as painted pedestrian crossings and adjustments to street parking to improve visibility at intersections and near schools.

Major streets

Respondents also linked shortcutting to congestion on major streets. Some suggested improvements to major streets to reduce shortcutting and speeding, and to improve safety. Although major streets are outside the project scope, staff may coordinate with other City teams to make adjustments where possible.

> *Please instate traffic calming measures [...] to limit the speed and volume of traffic going through our neighbourhoods. Trying to cross the street is already a nightmare for many pedestrians and cyclists, and the sheer volume and speed of traffic has dissuaded many residents from walking and biking in our neighbourhood.*
>
> *— Survey respondent*

> *It's a tough scenario, as you don't want to end up impeding actual people who do in fact live in the area, but at the same time, restrict shortcut traffic trying to avoid congestion off Knight.*
>
> *— Survey respondent*

Enforcement and education

Some respondents also suggested enforcement, speed cameras, or driver education to prevent speeding or turn restriction violations. Physical measures, like diverters and speed humps, are much more effective than signage alone, reducing the need for enforcement.

Parking

Some respondents noted that high volumes and limited pull-over space can make it harder for vehicles to pass safely. Others said parking can be difficult to find. These comments may reflect a high demand for parking in the area. Several respondents suggested changes to street parking regulations, such as resident permit parking, to help address these concerns.

Who we heard from

Connection to area

Most people who took the survey were residents, followed by visitors and people who travel through the area (see Figure 6).

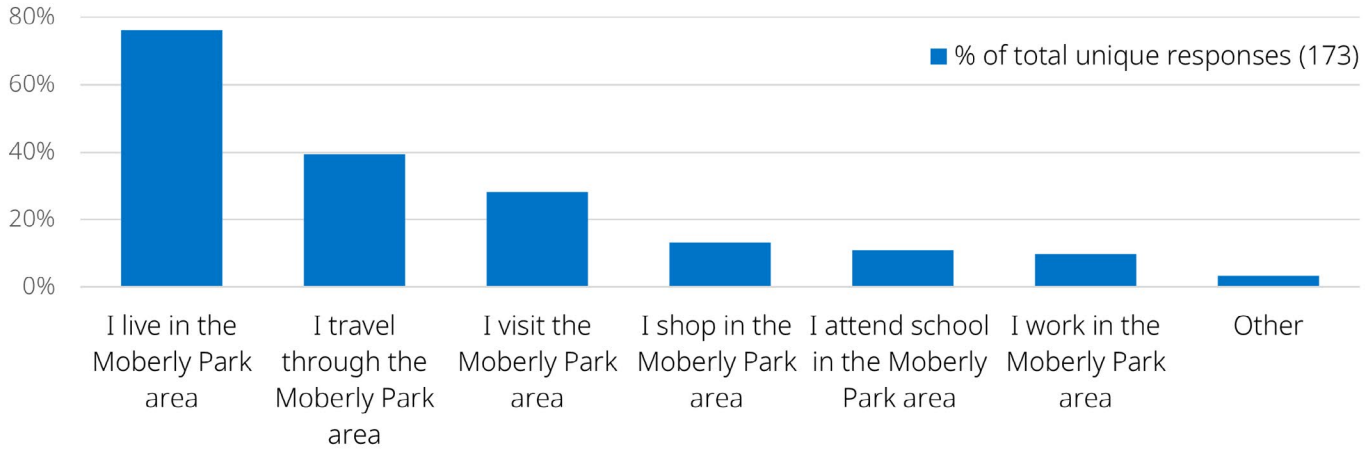


Figure 6. Survey participant connection to the area. Participants could select more than one option.

Mode of transportation

When asked about the main way of getting around, most people who took the survey said they use a private vehicle (as a driver or passenger). Cycling was the second most common mode of transportation (see Figure 7). People who selected 'Taxi, ride-hail, or HandyDART' or 'Other' were combined into the 'Other' category.

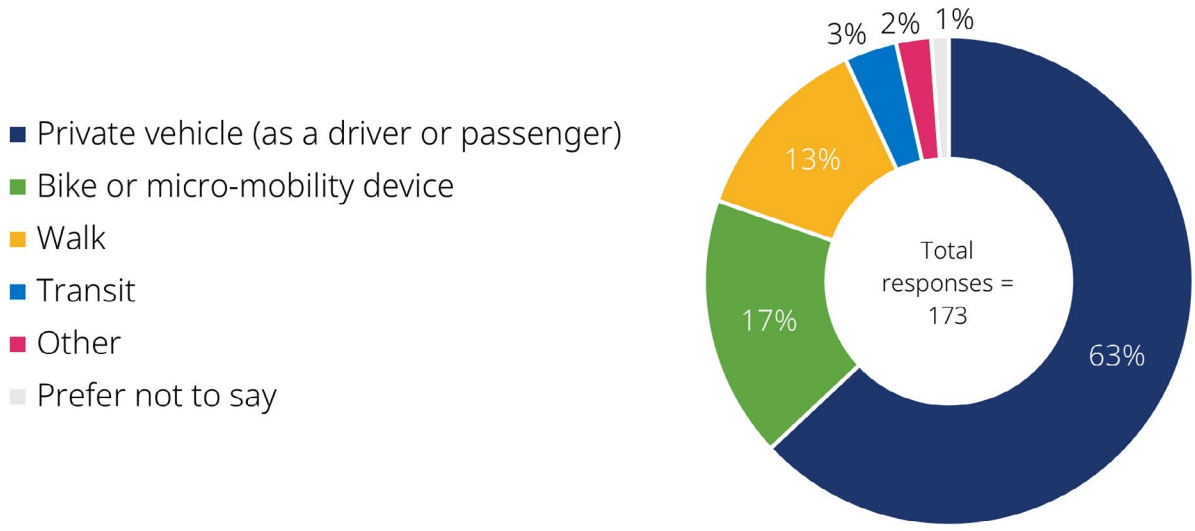


Figure 7. Survey participant mode of transportation.

Age

Staff heard from a variety of age groups. People ages 35 to 44 made up 30% of people who took the survey (see Figure 8).

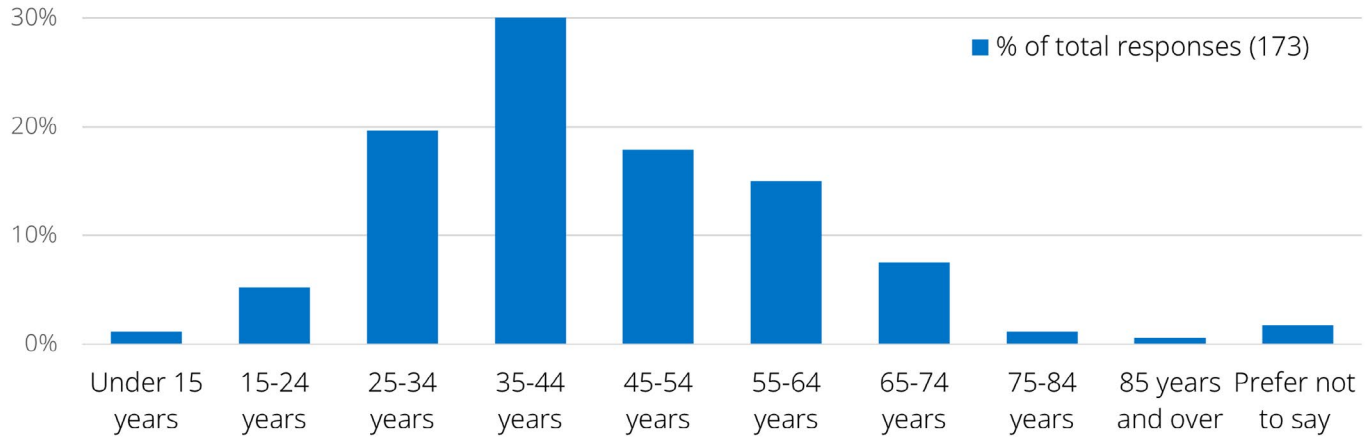


Figure 8. Age of survey participants.

Ethnicity

Staff heard from people with a variety of backgrounds. Most people who took the survey identified as Chinese, followed by White and South Asian (see Figure 9). Categories with fewer than five people were combined into 'Other', and included Arab, Black, Indigenous, Japanese, Korean, Latin American, and West Asian.

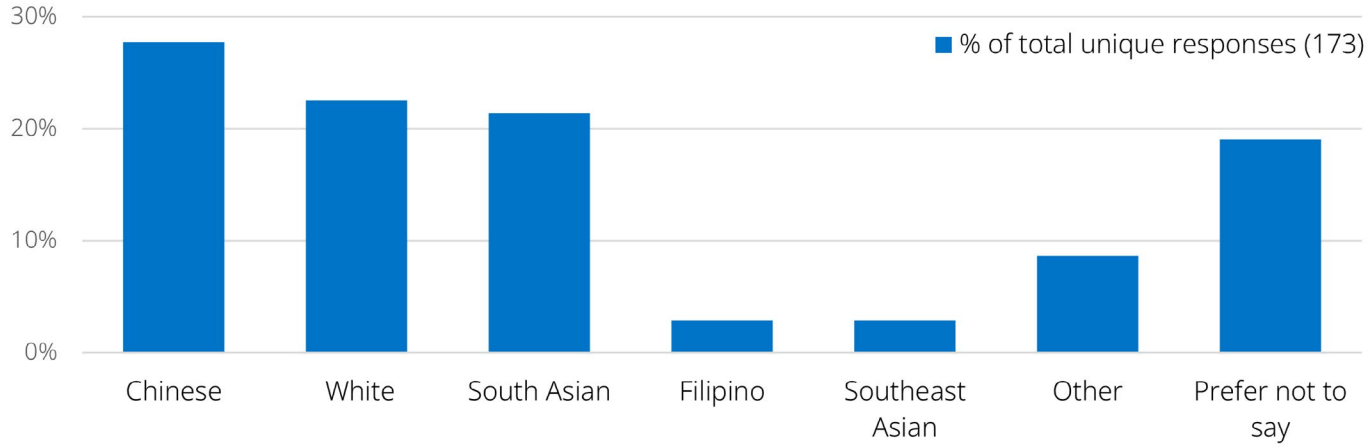


Figure 9. Survey participants' ethnicity. Participants could select more than one option.

Next steps

Most survey participants agreed with the vehicle speed and volume data presented. In addition, engagement participants identified other traffic and safety concerns. Staff will incorporate this feedback into the proposed traffic calming plan. The proposed plan is expected to be shared with the community in late 2026/early 2027, where there will be another opportunity to provide input on the plan in Phase 2 of engagement.