COUNCIL MEMBERS' MOTION

For consideration at the Standing Committee on Policy and Strategic Priorities meeting on September 17, 2025

4.   Creating Connections: Advancing a Transformative Active Transportation Pathway in South Vancouver

Submitted by: Councillor Klassen

WHEREAS

1.   South Vancouver is experiencing population growth, particularly in the River District and Marine Gateway neighbourhoods, where residents are seeking sustainable, safe, and connected transportation options;

2.   The growing Marine Gateway neighbourhood lacks access to greenways or nearby outdoor spaces for people to safely walk, run, and roll;

3.   Workers employed in South Vancouver's industrial land area could benefit from safe and convenient active transportation routes for their daily commuting;

4.   TransLink's [Burrard Peninsula Area Transport Plan](#) identifies Kent Avenue as a corridor for a Major Bikeway Network (MBN), made up of traffic-protected and traffic-calmed bikeways connecting Urban Centres and major destinations;

5.   The CPKC (company name formed from merger of *Canadian Pacific Kansas City*) railroad right of way (RoW) stretches from Boundary Road to Milton Street, with much of it adjacent to Kent Avenue. The RoW provides a unique opportunity to establish a continuous active transportation pathway that would serve pedestrians, cyclists, e-scooter riders, and persons using mobility devices;

6.   While a patchwork of pathways exists on portions of this corridor, upgrades are needed to allow people to move safely along it without impeding goods movement that is integral to doing business in the industrial area;

7.   A continuous, protected pathway through the Kent Avenue corridor that incorporates the railway RoW would offer a safe, direct, and scenic connection between the River District and Marine Drive Canada Line Station at Marine Gateway—promoting transit use, reducing vehicle dependence, and supporting public health through active lifestyles;

8.   Extending this pathway west of Oak Street via the West 75th Avenue alignment—parallel to the Musqueam Midden (ċəsnaʔəm)—offers an opportunity to integrate cultural heritage awareness into the pathway experience;

9.   Connecting the Kent Avenue corridor to the southern terminus of the Arbutus Greenway would complete a sought-after east-west active transportation route across South Vancouver that connects to the west side and False Creek, with links to the City of Richmond via the Canada Line Bikeway;

10.   The Arbutus Greenway demonstrates a successful precedent for transforming former railway corridors into public active transportation routes, made possible by ensuring the lands remain zoned for transportation uses and reserved for people movement; and safeguarding the Kent Avenue corridor for similar future use would ensure that generations to come benefit from safe, sustainable, and connected mobility options; and

11.   Coordinated planning with CPKC, TransLink, and the Musqueam Indian Band is essential to ensure access to rights-of-way, secure long-term pathway tenure, and respect cultural and jurisdictional priorities.

THEREFORE BE IT RESOLVED

A.   THAT Council direct staff to initiate discussions with CPKC, TransLink, and the Musqueam Indian Band for the purpose of extending a publicly accessible active transportation pathway incorporating the railway right of way through the Kent Avenue corridor between Boundary Road and Oak Street.

B.   THAT Council direct staff to explore opportunities to extend the active transportation corridor westward from Oak Street along the CPKC railway right of way and West 75th Avenue alignment to connect with the Arbutus Greenway at Milton Street, including route mapping, partnership models that respect the traditional territory of the Musqueam People, and funding options.

C.   THAT staff report back to Council with progress on the establishment of the pathway, including costing and next steps for implementation, alignment with the City's Transportation 2040 strategy, and green transportation targets.

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