

1 KENT AVENUE GREENWAY

Overview

The Kent Avenue Greenway will make it easier to walk, bike and roll on Kent Avenue from Ash Street to Elliott Street.

Phase One engagement

Thank you to everyone who provided feedback on a proposed Phase One design. We heard strong support for improving safety and comfort and addressing vehicle short-cutting. However, many were concerned about the scale of one-way vehicle travel changes.

On September 17, 2025, Council directed staff to initiate discussions with Canadian Pacific Kansas City (CPKC), TransLink and the Musqueam Indian Band to incorporate the **railway right-of-way** along Kent Avenue for active transportation. This work is underway.



Why are we here?

In light of community feedback and the new direction from Council, we have:

- **Developed an updated design** to address vehicle short-cutting while improving safety and comfort for people walking, biking and rolling
- **Started conversations** about the use of the railway right-of-way for future greenway upgrades
- **Revised the construction approach:** quick-build materials and interim design approaches will be used to maintain flexibility

We are seeking community input on the **updated Phase One design** before installation.

Project Timeline



2 WHAT WE HEARD

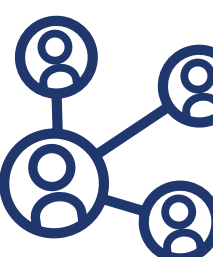
Phase One public engagement

The public engagement process (June 30 - July 28, 2025) aimed to capture input from residents to inform and refine the proposal. There were multiple ways to provide feedback.

Engagement at a glance



900+ people notified
Via mailout (households + businesses)



239 community members
Signed up to the mailing list



20+ comments
Via 3-1-1



321 responses
To our online survey



250+ attendees
At the pop-up information session



1 appearance
At the City's Transportation Advisory Committee meeting



25+ emails
To the project inbox



HUB cycling
Shared updates via their mailing list



Walking, cycling and driving comfort can be improved

More than half of respondents told us there are existing safety issues along Kent Avenue for people walking or cycling. This was slightly less than half for driving. These included:

- High vehicle **speeds** make the street feel unsafe and uncomfortable, particularly for people walking, biking and rolling.
- High vehicle **volumes** mean it can take longer to access the neighbourhood when driving.
- **Poor driver compliance** at stop signs and crosswalks make it feel unsafe for different road users.

Key concerns with the proposed Phase One design

While many respondents felt changes were necessary, two key concerns stood out in the survey responses, emails and discussions with the community.

The proposed one-way westbound for vehicles (Victoria Drive to Elliott Street) makes accessing the neighbourhood more difficult. Accessing homes during snow and ice events can be challenging. Increased reliance on SE Marine Drive was also noted.

Short-cutting on E Kent Avenue South is not adequately addressed in the design. Vehicles could still shortcut between Argyle Street and Victoria Drive, leading to traffic conflicts and access impacts for residents.



③ UPDATED PHASE ONE DESIGN

Addressing community concerns

Staff have developed an **updated Phase One design** to:

Remove the one-way (westbound) for vehicles from Elliott Street to Victoria Drive.

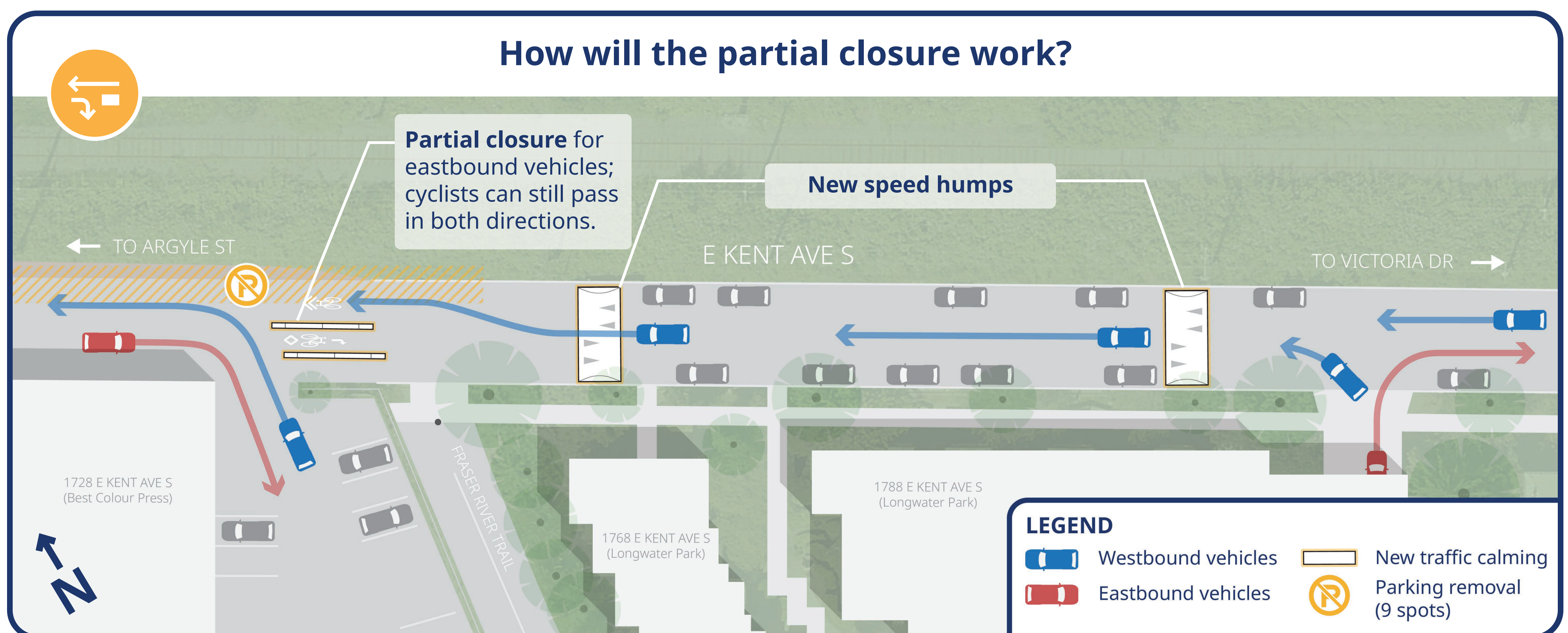
Propose new traffic calming on E Kent Avenue South between Argyle Street and Victoria Drive by installing:

1. A short **partial closure** to eastbound vehicles, east of the 1728 E Kent Avenue South parking lot, close to the Fraser River Trail entrance.
2. Six new speed humps on this block.

Together, these changes maintain reliable access for residents, mitigate short-cutting, and improve safety and comfort for people walking, cycling and driving.

Seasonal changes to partial closure

The **partial closure** would be opened for two-way vehicle movement between November 15 and February 28 each year to facilitate adequate access to the neighbourhood during snow and ice events. We will monitor safety and operations after it is installed, and make adjustments or changes as required.



Responding to Council direction

Incorporating the CPKC railway right-of-way can bring new opportunities for active transportation on the Kent Avenue Greenway. Discussions with CPKC, TransLink and the Musqueam Indian Band will take time.

The updated Phase One design is advancing as discussions with CPKC begin. Measures that can be delivered using interim materials, including the partial closure, can be installed

sooner. Measures that require more permanent construction work, including the full build of the off-street path and sidewalk upgrades, will require more time to ensure compatibility with potential future improvements on the railway right-of-way.

Specific installation dates and schedules will depend on crews' availability.

4 UPDATED PHASE ONE DESIGN

What is included?

These measures will be installed first. We anticipate installation will start in early 2026 and continue through the summer.



A short, partial closure to eastbound vehicles between Argyle St and Victoria Dr to reduce vehicle short-cutting while retaining neighbourhood access.



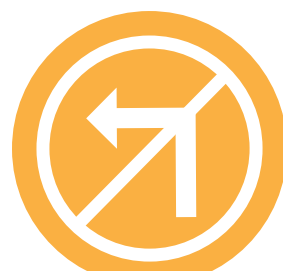
Six new speed humps between Argyle St and Victoria Dr to reduce vehicle speeds, making E Kent Ave S less attractive to short-cutting drivers.



Painted crossing at Elliott St and E Kent Ave N to make pedestrians crossing the intersection more visible to drivers. Stop sign orientations to be rotated to prioritize the greenway.



Removal of 9 on-street parking spots next to the partial closure to allow more space for vehicles and cyclists to pass.



Left turn restrictions (7-10am, Mon-Fri) from SE Marine Dr onto Duff St, Gladstone St, and Nanaimo St.



New 30km/h speed limit signs installed at entrances to residential streets.



Signage to indicate no stopping or parking.



Signage to indicate no left turns.



Signage to indicate neighbourhood slow zone.

These measures have longer lead times. Subject to crew availability, installation is expected to start in 2027.



Off-street path resurfaced; space remains shared pending discussions around the CPKC railway right-of-way.



Rotated stop sign orientation at Victoria Dr, and the lane east of Victoria Dr so that vehicles on these streets must stop before entering E Kent Ave.

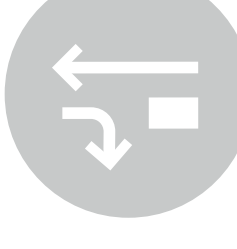


Interim curb bulge installed at Victoria Dr and E Kent Ave N to improve stop sign compliance. Permanent curb bulge at Portside Dr built with sidewalk extension.

5 UPDATED PHASE ONE DESIGN



LEGEND

-  Stop sign rotations
-  New speed humps
-  New partial closure
-  Existing speed humps
-  Existing partial closure
-  New curb bulge
-  Off-street pathway upgrade and sidewalk extension
-  New painted crosswalk
-  New left turn restrictions (7-10am, Mon-Fri)
-  Parking removal (9 spots)
-  Existing one-way
-  New one-way