

Brentwood Pedestrian and Cyclist Overpass Feasibility Study

Improving the walking and cycling network in Brentwood Town Centre

What We Heard Report

Phase 1 | Public Engagement

August 2026



Territorial Acknowledgement

We respectfully acknowledge that the City of Burnaby is located on the unceded territories of the xʷməθkʷəy̓əm (musqueam), sḵwx̣ wú7mesh (squamish), səliłwətał (tsleil-waututh), and kwikwəł̓ əm (kwikwetlem) Peoples. Each Nation has distinct histories and distinct traditional territories that fully or partially encompass the city.

We encourage you to learn more about the Host Nations whose ancestors have occupied and used these lands, including parts of present-day Burnaby, for thousands of years.



Purpose of the Document

This document summarizes the first phase of engagement for the Brentwood Pedestrian and Cyclist Overpass Feasibility Study. It outlines how information was shared with the public, the engagement tools used—including an online survey and two open houses—and key demographic information from participants. The report shares major themes related to current active transportation use, challenges and barriers, factors most important when selecting an overpass location, and feedback specific to each of the five potential overpass sites.



Executive Summary

Engagement overview

The City of Burnaby is exploring opportunities to improve walking and cycling connectivity in the Brentwood area by reducing barriers to active transportation and strengthening north-south and east–west links. To support these goals, the City is evaluating five potential locations for a new pedestrian and cyclist overpass across the rail corridor at **Madison Avenue, Alaska Street, Willingdon Avenue, Beta Avenue and Douglas Road**.

This report summarizes what the City heard during Phase 1 public engagement, which took place in January and February 2026. Engagement activities focused on understanding current travel patterns within Brentwood, along with barriers and challenges to using active transportation, and priorities for evaluating the five locations.

The feedback received will be considered alongside technical and engineering assessments. Together, this input will support identifying a single recommended overpass option to advance to the next stage of the project.



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What We Heard - at a glance

The following presents a high-level summary of key findings. For more details, we encourage readers to consult the full report.

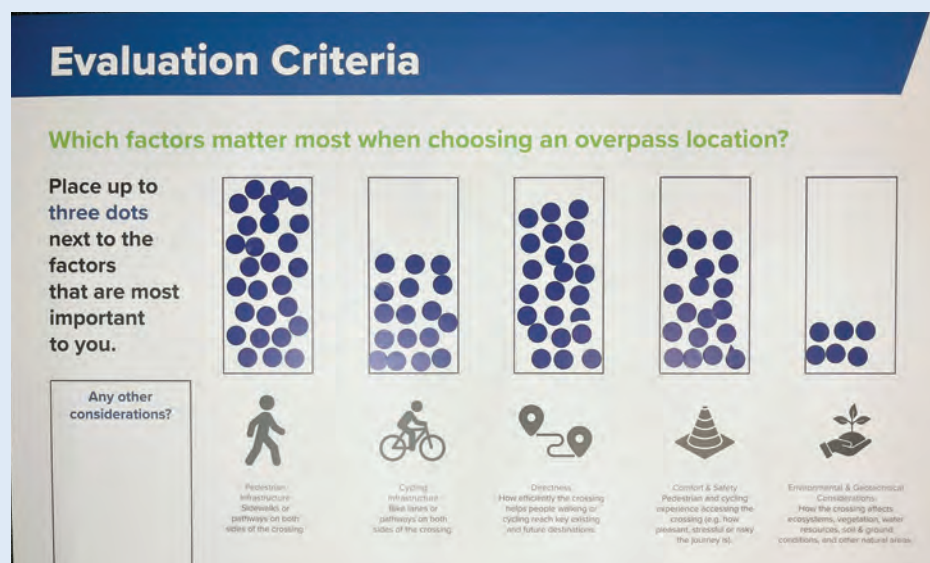
Barriers and challenges to using active transportation

When asked how they travel in Brentwood Town Centre, participants identified a range of barriers and challenges to using active transportation. Concerns included safety and comfort (such as navigating busy streets), gaps in the walking and cycling network, conflicts in shared spaces, and disruptions from construction associated with new developments. Participants also noted practical challenges, including steep grades, limited secure bike parking, and incomplete or disconnected infrastructure, particularly around the rail corridor. As a result, some expressed that driving is faster and more convenient for many trips in the area.

Most important factors in selecting an overpass location

Participants identified the most important factors in choosing an overpass location as (in order of frequency):

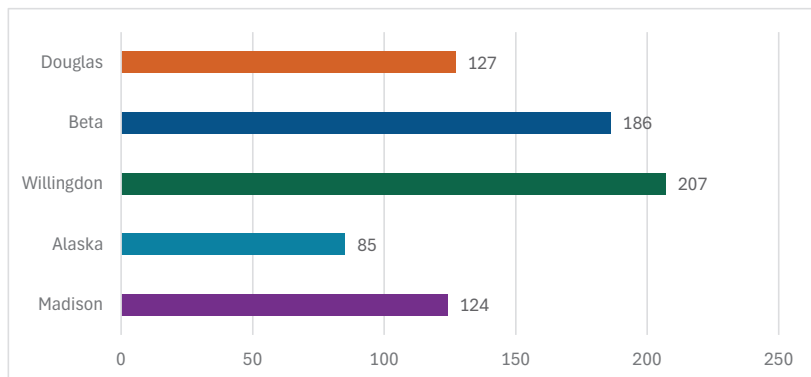
- » Directness: proximity to key destinations
- » Connectivity: connections to existing and planned pedestrian and cycling infrastructure
- » Safety and comfort: ensuring the crossing is comfortable and safe to use



Other responses expressed a desire to minimize impacts on local traffic and transit operations, while also considering feasibility, including cost and construction timelines. A small percentage of participants expressed opposition to building a new overpass or questioned the value of this infrastructure.

Location-specific feedback

Survey respondents offered feedback on the five potential overpass locations, noting opportunities, suggestions and concerns. The chart below shows the number of comments received for each location, followed by a summary of the feedback for each location presented from west to east.



- » **Madison** drew mixed feedback on connectivity, along with environmental concerns focusing on nearby sensitive wetlands and wildlife habitat.
- » **Alaska** prompted questions on connectivity to existing or planned active transportation routes and directness, as this alignment would only cross the northern railway spur.
- » **Willingdon** received positive feedback for its directness and north-south network connections, but respondents also questioned how an overpass at this location would relate to the existing Willingdon overpass. Concerns were raised regarding safety and comfort, given Willingdon is a busy arterial road.
- » **Beta** generated overall positive sentiment, valued for its direct access to local destinations and strong connectivity, though steep grades were noted as a challenge for cyclists. Some respondents suggested Alpha (to the west) as an alternative.
- » **Douglas** generated concerns about potential overlap with the future Holdom overpass and being too far from key destinations such as The Amazing Brentwood. Respondents appreciated its connectivity to multi-use paths.

Together, this feedback provides valuable insights and will support the selection of a priority location, ensuring the concept design responds to the community's needs and preferences.

Engagement highlights



733

survey participants



300

open house attendees
approximately



1,275

interactive map comments



7,778

website visits



413

social media engagements

Introduction

About the study

Brentwood has transformed over the past decade from a primarily automobile-oriented commercial district into a dense, mixed-use urban centre anchored by the SkyTrain Millennium Line. Major residential and commercial development, along with new retail and community amenities, have brought a growing population and increased activity to the area.

This project responds to these changing conditions and supports the Burnaby Transportation Plan goals by:

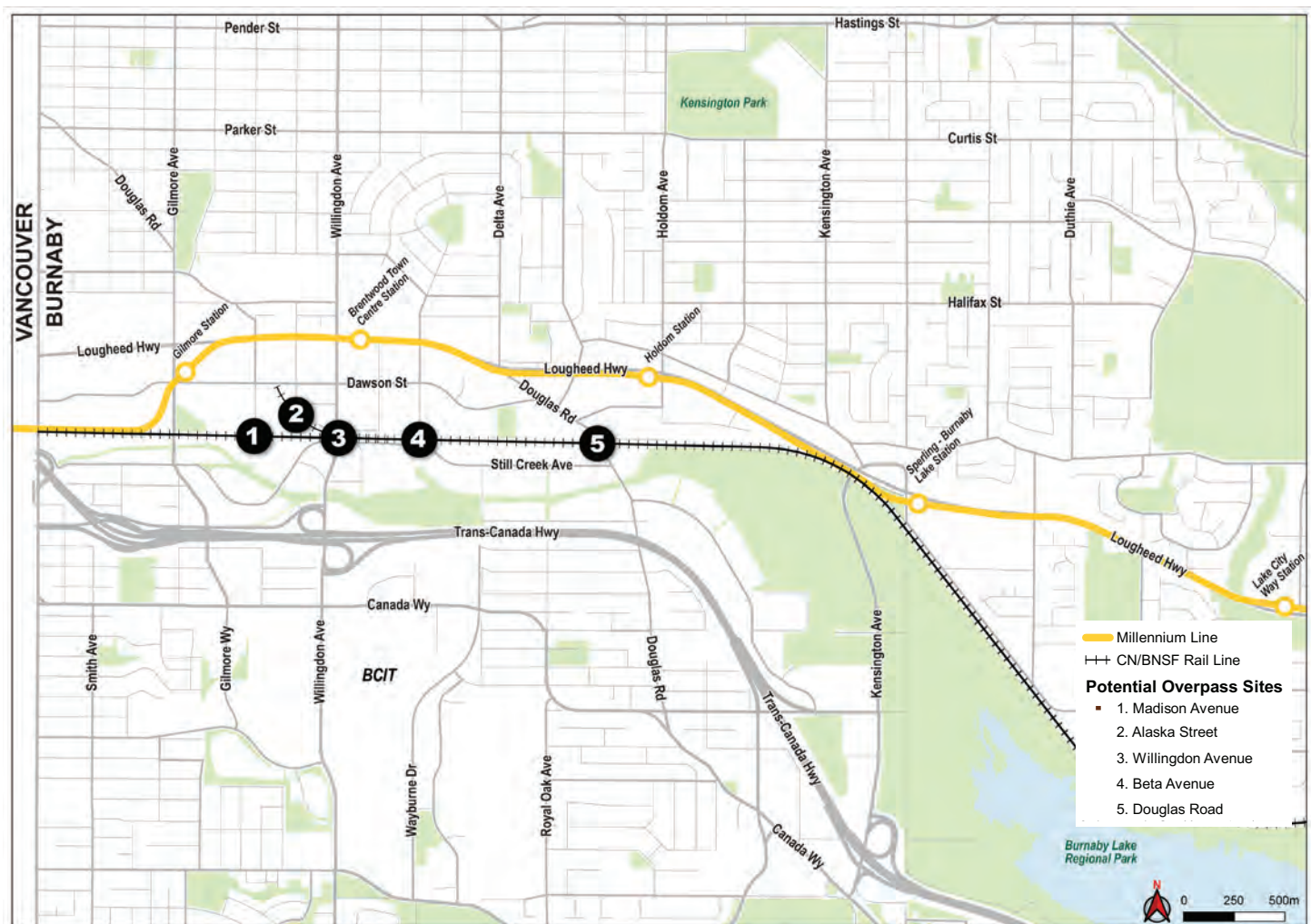
- » Providing diverse transportation choices: Supporting conditions for walking, cycling, rolling and using transit in Brentwood.
- » Improving transportation facilities: Addressing gaps in the active transportation network, including major barriers such as the rail corridor and arterial roads.
- » Creating All Ages and Abilities (AAA) facilities: Improving safety, comfort, and accessibility for people of all ages and abilities by improving walking and cycling connections.
- » Supporting zero-emission transportation: Encouraging active transportation by making walking and cycling safer and more convenient, helping reduce reliance on vehicle trips.



In line with these goals, the City has identified five potential locations—first acknowledged in the Brentwood Town Centre Development Plan—for a pedestrian and cyclist overpass across the rail corridor in the Brentwood neighbourhood. Each location provides opportunities to improve north–south and east–west connections between homes, schools, shops, transit, employment areas and the Central Valley Greenway (CVG).

Those locations are from west to east:

- » Madison Avenue
- » Alaska Street
- » Willingdon Avenue
- » Beta Avenue
- » Douglas Road



This report summarizes feedback collected during the first phase of engagement, which took place in January and February 2026.

Current active transportation conditions

The rail corridor is a major barrier for people walking and cycling in Brentwood, limiting direct north–south travel. Today, opportunities to cross the rail corridor are limited to two level crossings at Gilmore and Douglas, along with sidewalk facilities and bike shoulders on Willingdon. The Douglas crossing will close when the new Holdom overpass is completed.

As the Brentwood area continues to experience population growth and residential and commercial development, gaps and challenging conditions in the existing network make it hard to travel between key destinations. A new overpass would improve the walking and cycling network by providing a more direct, safe and comfortable crossing of the rail corridor.



Overview: overpass locations

The five potential locations being assessed for an overpass are: **Madison Avenue, Alaska Street, Willingdon Avenue, Beta Avenue and Douglas Road**. Each location offers opportunities to enhance connectivity, linking homes, schools, shops, transit, employment areas, and the CVG to the south of the rail corridor. Each option provides a unique function and opportunity to enhance the walking and cycling network that is safe, comfortable, and welcoming for people of all ages and abilities.

- » **Madison:** Improves north–south connectivity between Brentwood Town Centre and the employment and industrial areas to the south, providing a more direct and comfortable route for walking and cycling between major destinations.
- » **Alaska:** Creates a new east–west crossing of the railway, enabling the future implementation of an east–west greenway north of the corridor and strengthening connections across the Brentwood neighbourhood.
- » **Willingdon:** Provides an alternative to an existing crossing on a busy arterial, connecting directly to established cycling infrastructure on Willingdon Avenue and offering a direct route to Brentwood Town Centre Station and surrounding destinations.
- » **Beta:** Links green space and residential areas north of the railway with the CVG corridor and nearby employment areas and destinations to the south, connecting planned walking and cycling routes on both sides of the rail corridor.
- » **Douglas:** Replaces the existing crossing that will be removed when the Holdom Overpass opens, maintaining an important north–south connection for people walking and cycling in the area.

How are project decisions made?

Project decisions are guided by City policies, technical requirements and public feedback. Policy documents such as the Burnaby Transportation Plan and Climate Action Framework provide the foundation for creating an accessible, connected walking and cycling network for everyone.

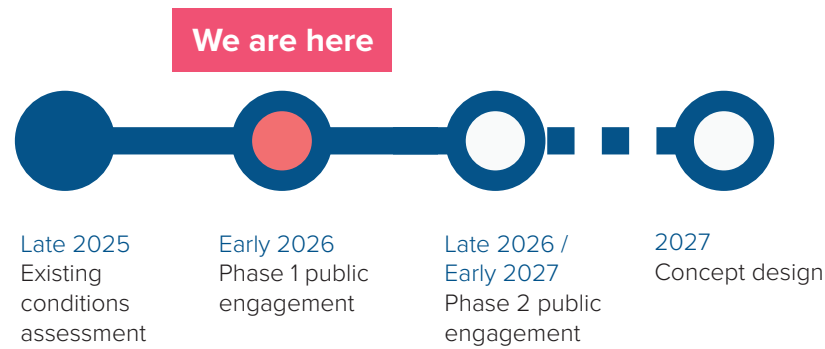
For each potential crossing location, the project team considers technical factors like:

- » Existing network connections
- » Proximity to destinations
- » Impacts on utilities and third parties
- » Environmental and geotechnical conditions
- » Property and construction constraints

Local knowledge and community feedback are essential. They help the City understand how the network is used today, identify opportunities for improvement, and determine which evaluation criteria matter most to those who live, work, and/or travel through this area.

What we will do with Phase 1 feedback

Phase 1 engagement feedback will be reviewed alongside ongoing technical studies. Together, these inputs will help the project team evaluate how well each of the five potential overpass locations meets the project goals. This assessment will inform the selection of a preferred overpass location for further development.



Public engagement | Phase 1

How we engaged

From January to February 2026, the project team engaged with members of the public who live, work, and/or travel through Brentwood Town Centre in the following ways:

Online engagement	Public open houses
An online survey and interactive map were available to the public from January 14 to February 4, 2026. Participants were invited to: » share their travel behaviour » share their experiences of challenges or barriers to using active transportation » prioritize which factors matter most when choosing an overpass location » provide their feedback on one or more of the potential overpass locations » tell us if there are other measures that would make active transportation safer, easier, or more comfortable	Two public open houses took place on: » Wednesday, January 28, from 4-7 pm » Saturday, January 31, from 11 am-2 pm At the events, the project team engaged community members to: » talk about the project and share their feedback about one or more of the topics to the left » share the QR code for people to access the online survey and interactive map

How we communicated

Engagement was communicated and promoted in the following ways to encourage broad participation from people who live, work, and/or travel through the area.



318,278

impressions



100,787

people reached



7,778

project website
visits



6

social media
posts



2

CityConnect
eNewsletters



13,911

postcards mailed to
residents who live in/
near the area



30

lawn signs placed
in the area



1

media release

Primary ways people heard about the survey

% = participants who heard about the survey through this source

Respondents could select more than one option so percentages may not total 100%.

57.5%

social media

15.8%

postcard

9.4%

City eNewsletter

7.4%

City of Burnaby's
webpage

14.6%

word of mouth

9.6%

lawn sign

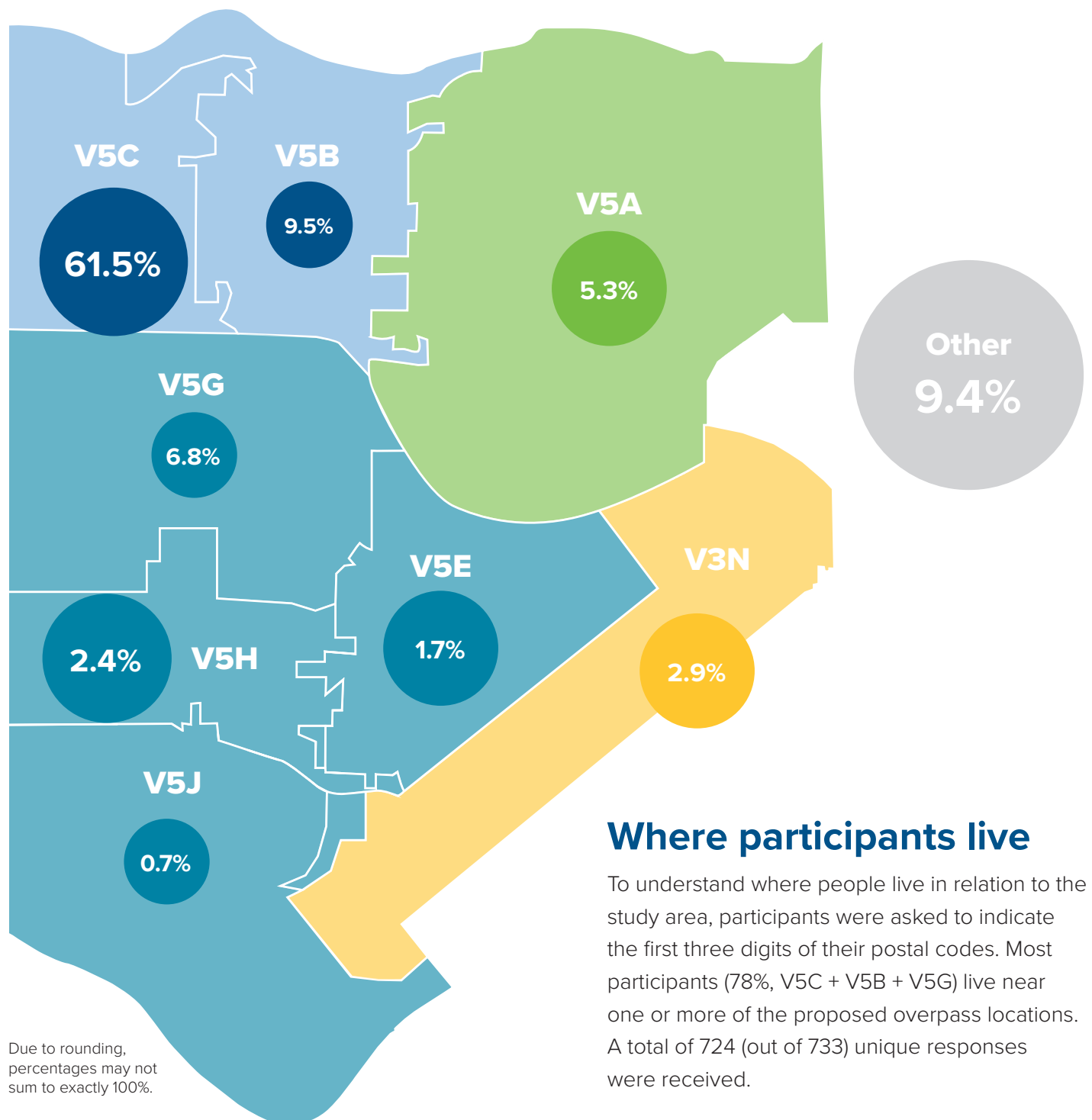
0.8%

prefer not to answer

Who We Heard From

Demographic groups we heard from

This section summarizes demographic information collected from survey respondents. All demographic questions were optional and the number of respondents for each question is noted below.



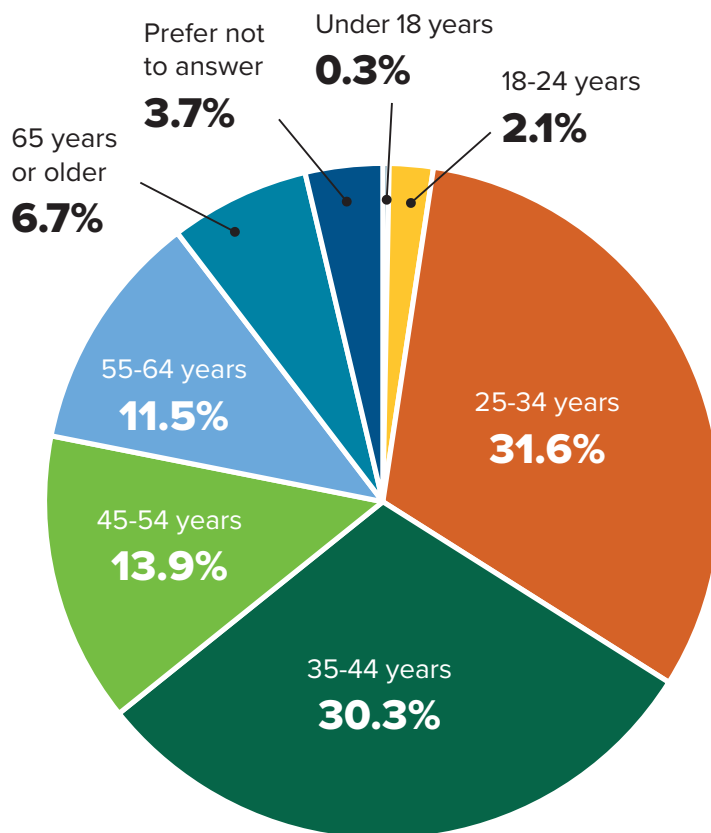
Where participants live

To understand where people live in relation to the study area, participants were asked to indicate the first three digits of their postal codes. Most participants (78%, V5C + V5B + V5G) live near one or more of the proposed overpass locations. A total of 724 (out of 733) unique responses were received.

Age

Participants were asked to identify their age group. We heard from a diverse range of ages, with most participants ranging between the ages of 25-34 (32%), 35-44 (30%), and 45-54 (14%). A total of 729 (out of 733) unique responses were received.

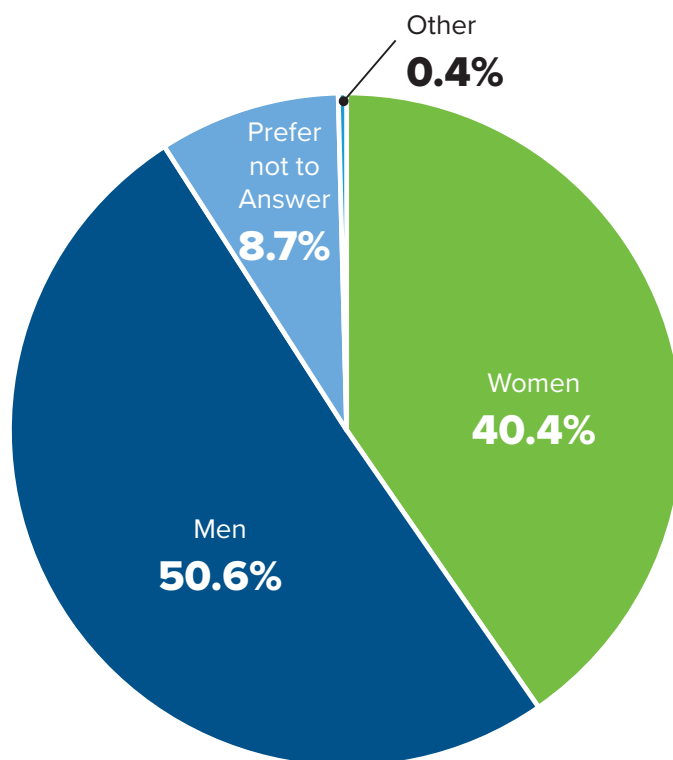
A small share of respondents were under 18 years old, although 28% of participants indicated that individuals in this age group reside within their household.



Gender

Participants were asked to share their gender identity. Over half of all responses received were from individuals who identified as men. A total of 726 (out of 733) unique responses were received.

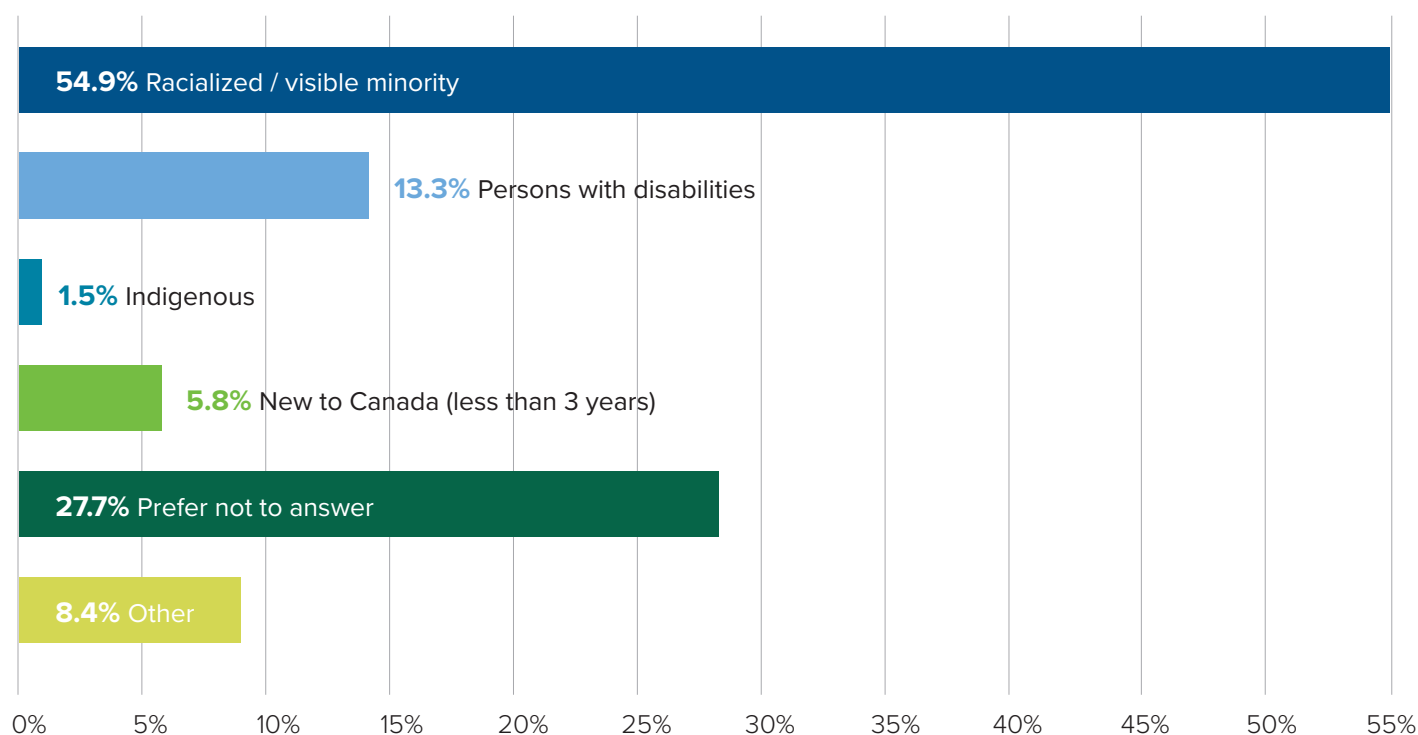
According to the 2021 Census Community Profile, Burnaby's population was comprised of 49.2% 'Men+' and 50.8% 'Women+'¹. These results suggest women were under-represented in the survey.



¹ According to the 2021 Census of Population Profile, "Men+" includes men (and/or boys), as well as some non-binary persons. "Women+" includes women (and/or girls), as well as some non-binary persons.
<https://www12.statcan.gc.ca/census-recensement/2021/dp-pd/prof/details/page.cfm?Lang=E&SearchText=burnaby&DGUIDlist=2021A00055915025&GENDERlist=1,2,3&STATISTIClist=1,4&HEADERlist=0>

Equity deserving groups

To help understand if we were hearing from equity-deserving groups, participants were asked if they belonged to any of the following demographic groups. Of those who responded, over half identified as racialized or a visible minority. Others identified as people with disabilities, newcomers to Canada, or Indigenous. Overall, the responses suggest that feedback was received from a range of perspectives. A total of 466 (out of 733) unique responses were received.



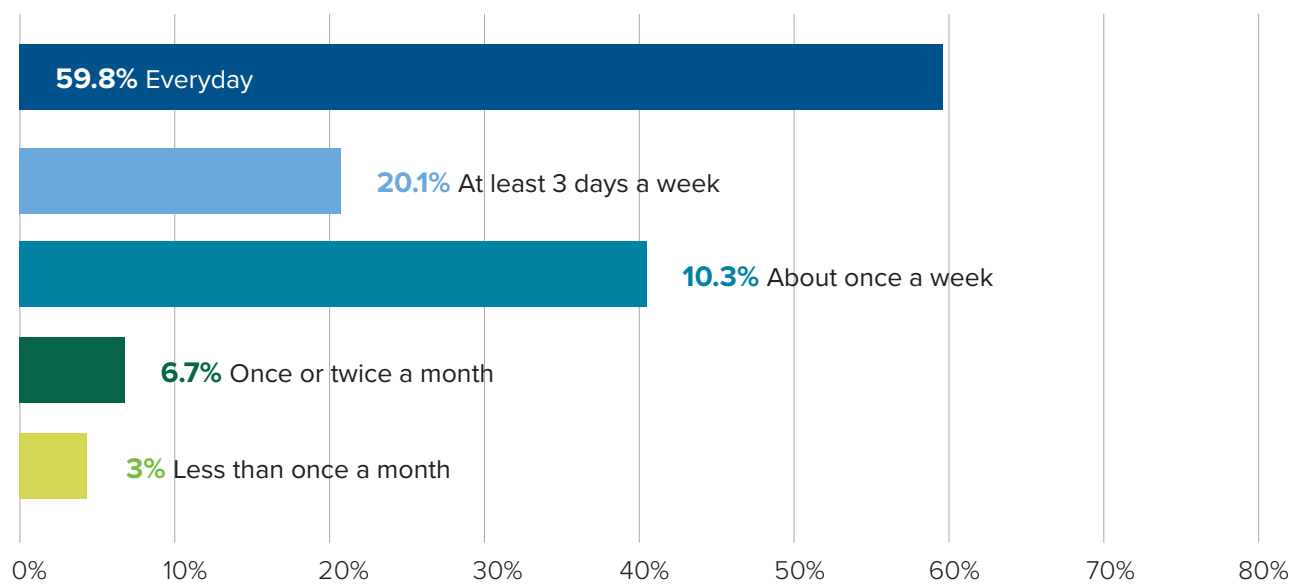
According to the 2021 Census Community Profile, nearly two-thirds (65%) of Burnaby's population identifies as a visible minority. This suggests respondents identifying as racialized and/or members of a visible minority group were underrepresented in the survey.

What We Heard

The online survey included five questions designed to understand how respondents currently travel in and through Brentwood. The findings help contextualize feedback on the potential overpass locations by highlighting existing travel patterns, challenges and barriers.

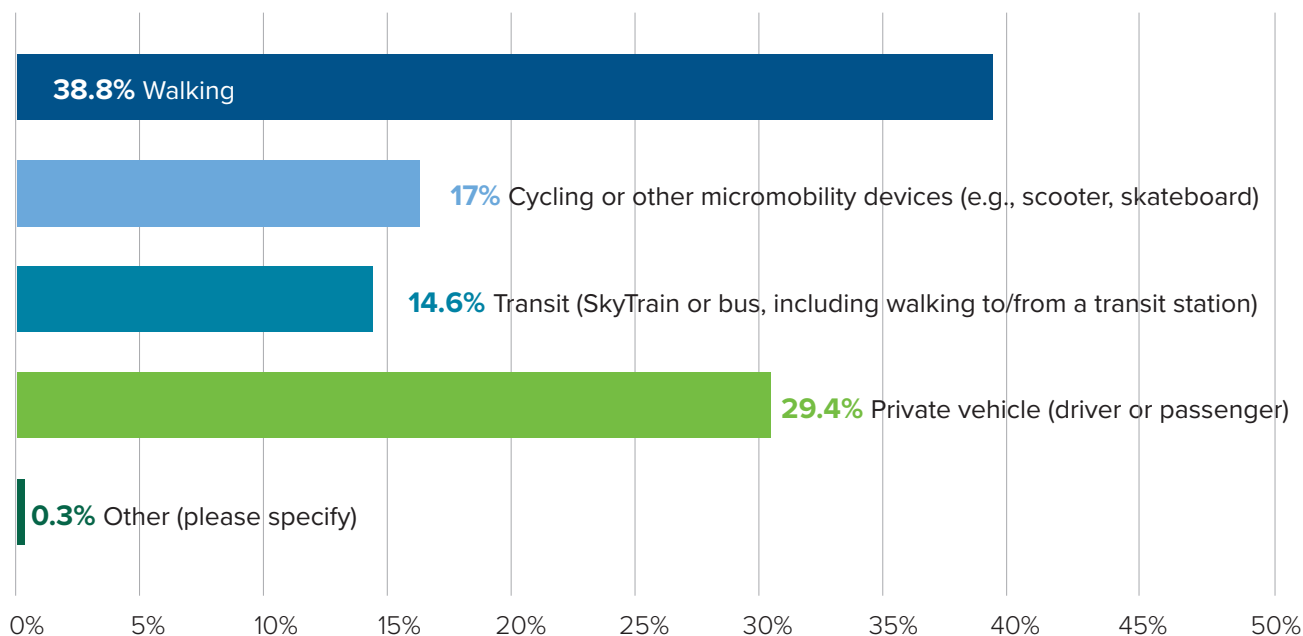
Question 1. How often do you travel in or through Brentwood?

Participants were asked to share how often they spend time in or interact with Brentwood. Nearly 90% of all participants spend time in Brentwood at least once a week. A total of 727 (out of 733) unique responses were received.



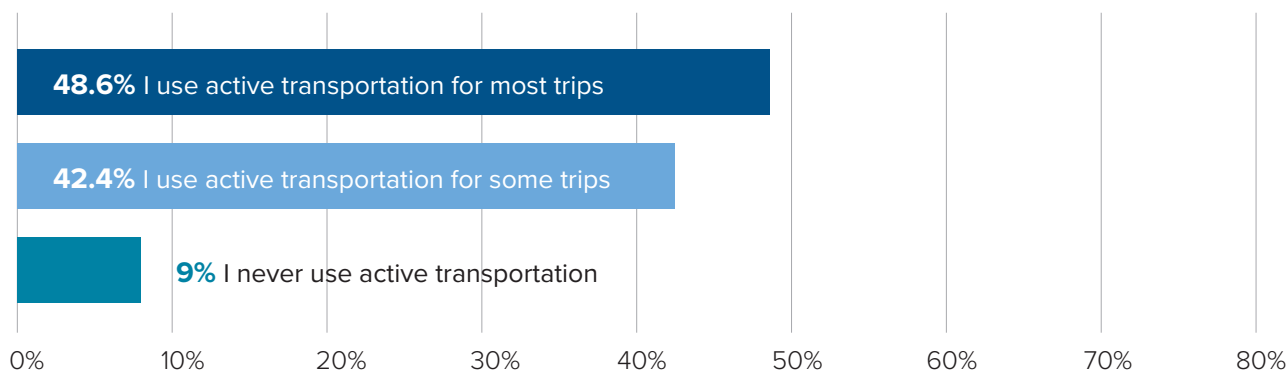
Question 2. What is your primary mode of transportation in Brentwood?

Participants were asked to share how often they spend time in or interact with Brentwood. Nearly 90% of all participants spend time in Brentwood at least once a week. A total of 727 (out of 733) unique responses were received.



Question 3. How often do you use active transportation (walking, cycling or other micromobility devices for trips in Brentwood)?

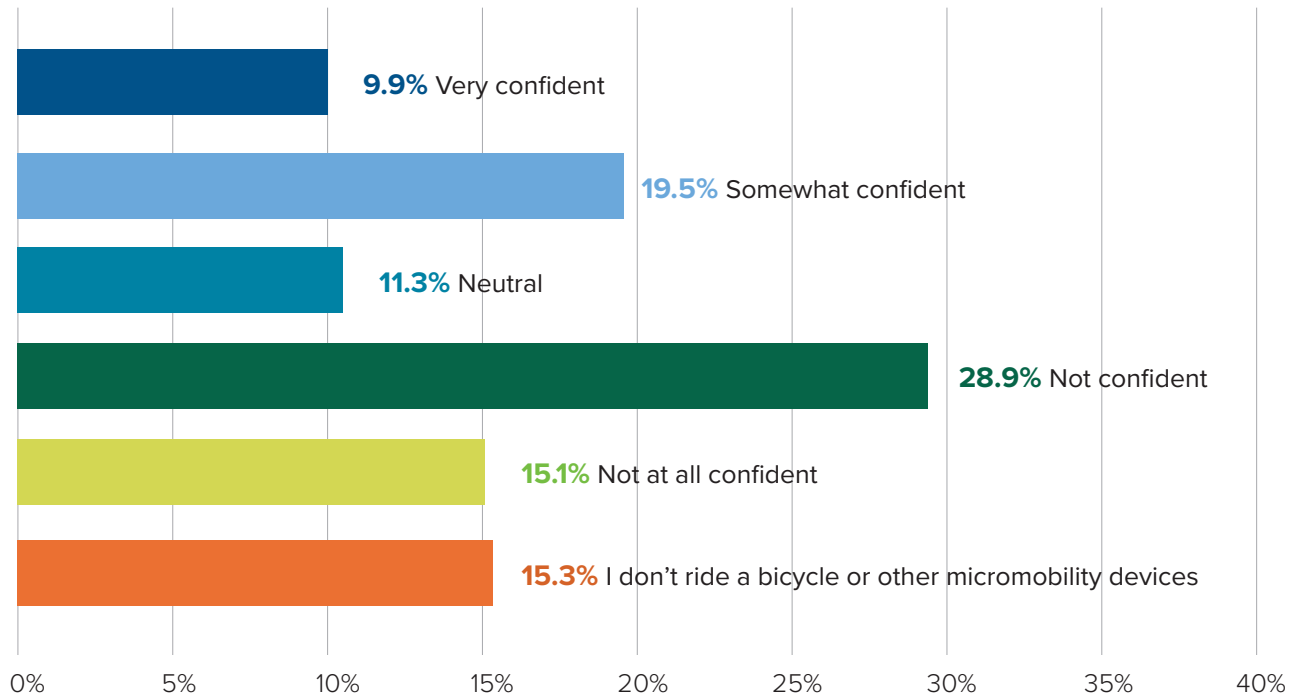
Nearly all participants (91%) indicated that they use active transportation including walking, cycling or other micromobility devices, to complete at least some trips in Brentwood. A total of 720 (out of 733) unique responses were received.



Note: Respondents who indicated that they use active transportation in Question 3 were asked to respond to Questions 4a and 4b. Those who indicated they do not use active transportation were directed to Question 4c.

Question 4a. How confident are you when riding a bicycle or other micromobility device (e.g. skateboard, scooter) near traffic within Brentwood?

Of respondents who ride a bicycle or other micromobility device, 44% indicated they do not feel confident traveling near traffic within Brentwood. A total of 655 (out of 733) unique responses were received.



Question 4b. What are the biggest challenges you face when using active transportation in Brentwood?

Participants were asked to share the biggest challenges they face when using active transportation in Brentwood (up to 3). Of those who answered, road safety concerns and missing network links were the biggest challenges, experienced by at least 75% of participants. A total of 1,693 responses were collected from 650 (out of 733) unique respondents.

86.3%

Road safety concerns
(e.g. busy intersections,
high vehicle speeds,
truck traffic)

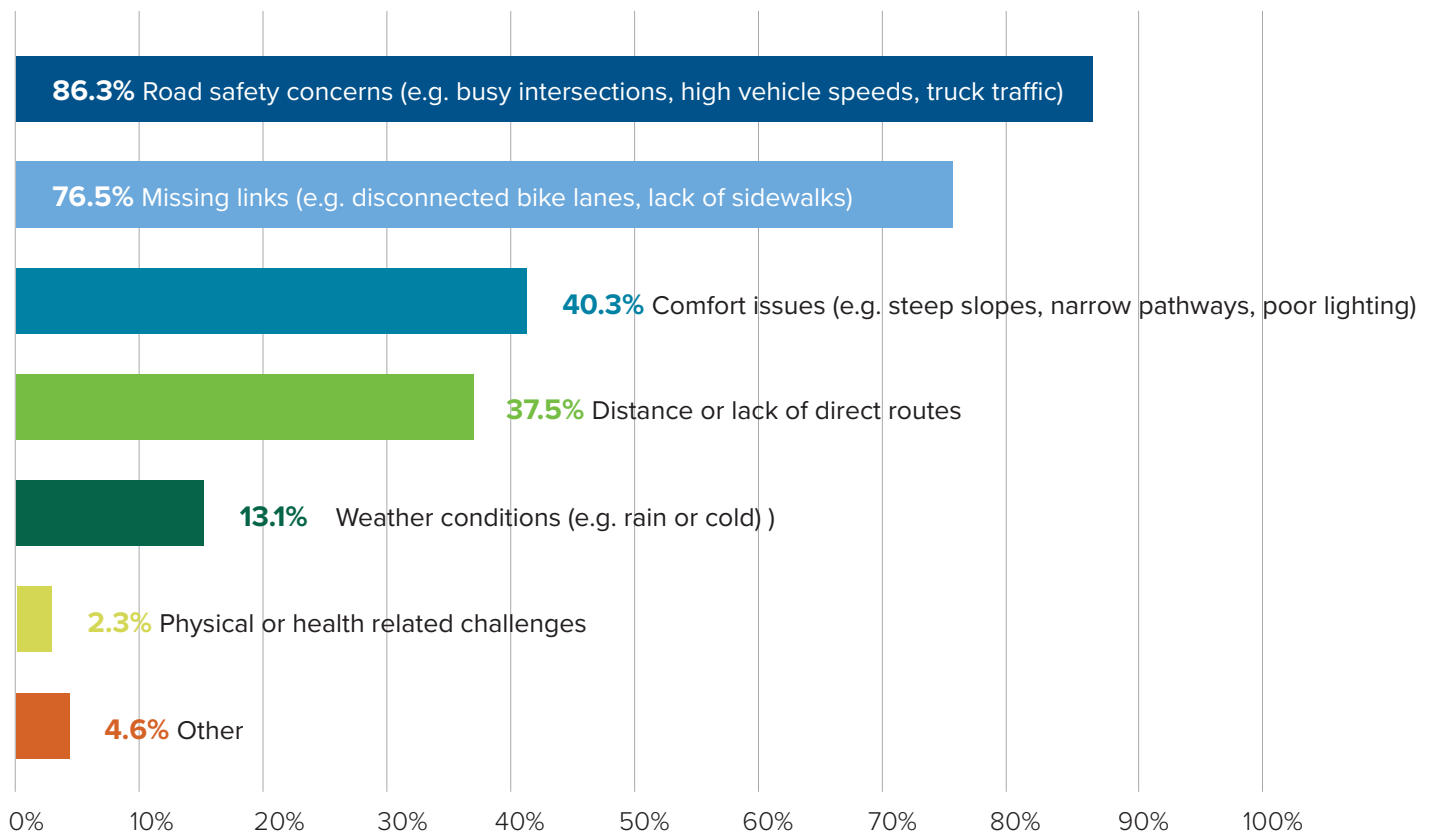
76.5%

Missing links
(e.g. disconnected bike
lanes, lack of sidewalks)

40.3%

Comfort issues
(e.g. steep slopes,
narrow pathways,
poor lighting)

Top three responses are shown. Other options were selected in smaller numbers. The percentage reflects the number of participants who chose the selected option out of total number of participants who answered the question.



Question 4c. What are the main reasons you choose NOT to walk or cycle in Brentwood?

Respondents who do not use active transportation were asked to identify the main reasons why. Over 60% cited road safety concerns, including busy intersections and proximity to high-speed vehicles and trucks. A total of 122 responses were collected from 64 (out of 733) unique respondents

62.5%

Road safety concerns
(e.g. busy intersections,
high vehicle speeds,
truck traffic)

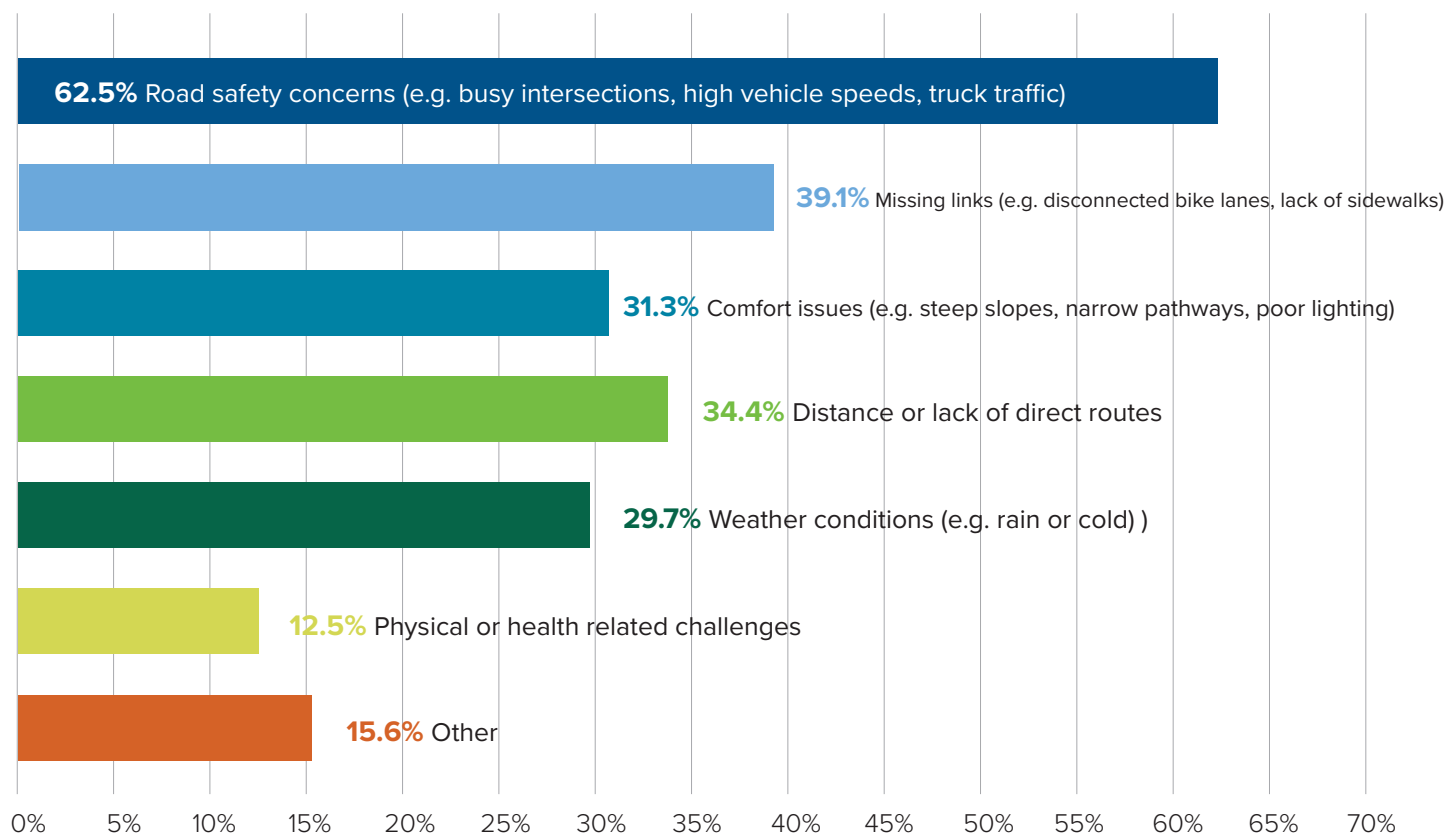
39.1%

Missing links
(e.g. disconnected bike
lanes, lack of sidewalks)

34.4%

Distance or lack of
direct routes

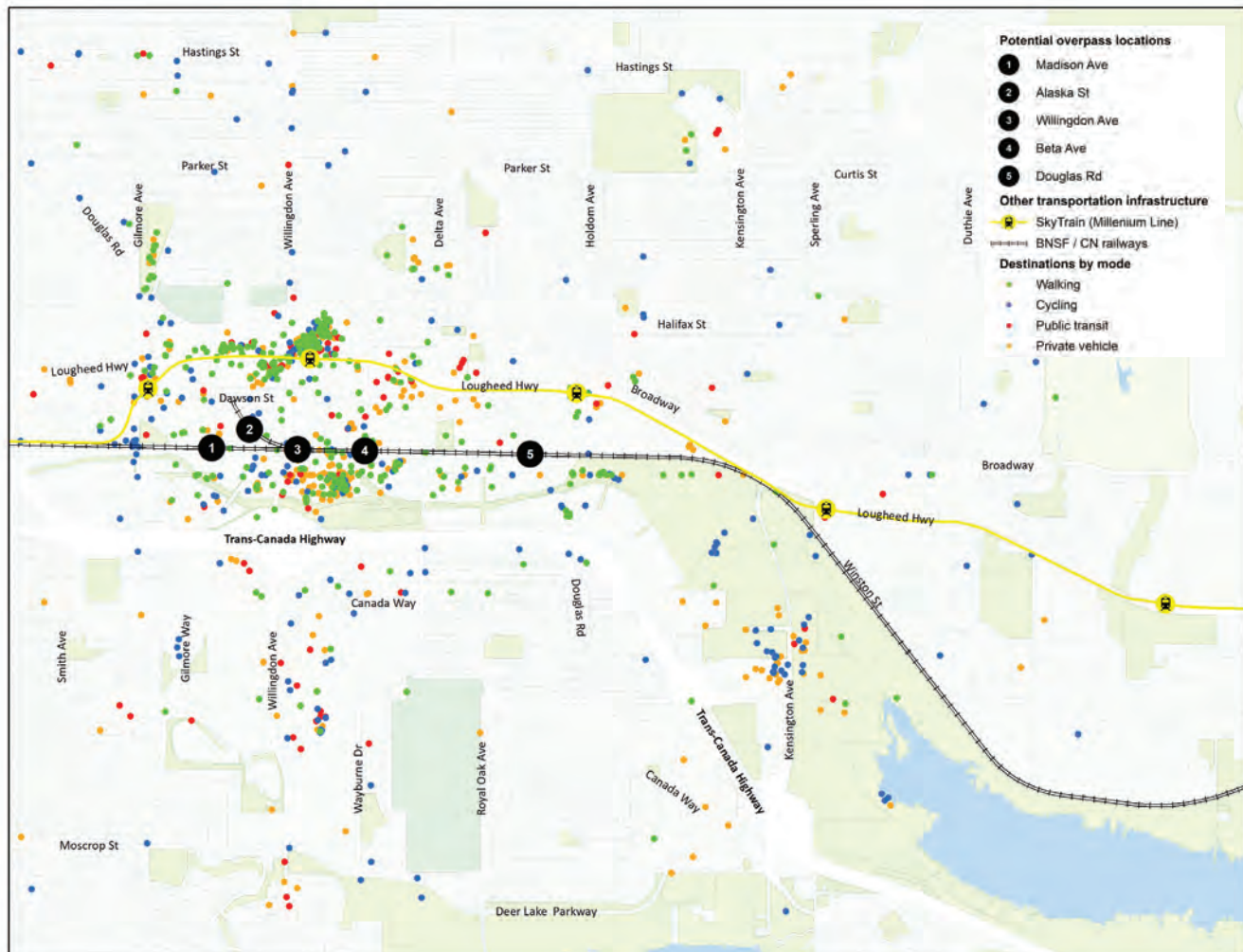
Top three responses are shown. Other options were selected in smaller numbers. The percentage reflects the number of participants who chose the selected option out of total number of participants who answered the question.



Interactive map tool summary

As part of the online engagement on Your Voice Burnaby, participants were invited to use an interactive map to share their travel patterns in Brentwood Town Centre by identifying up to three of their key destinations and indicating how they usually travel to each one.

The map below, centered on Brentwood Town Centre but extending across the City, illustrates where survey respondents travel to and how they get there, offering a snapshot of current mobility patterns. This input helped the project team better understand local travel patterns and the destinations most important to residents, workers and visitors, which in turn helped inform the assessment of the potential overpass locations.



The map input revealed:

- » Walking trips are concentrated around Millennium Line SkyTrain stations and key destinations such as The Amazing Brentwood and Costco.
- » Many people indicated that they walk to destinations south of the railway—feedback that was also heard at the open house. These trips often require a major detour based on the existing crossing options.
- » There are clusters of destinations near Willingdon and Beta, with fewer destinations near Douglas.
- » Cycling and walking trips extend beyond Brentwood Town Centre.

Participants also identified several barriers to using active transportation in the area, notably:

- » A lack of safe infrastructure
- » General concerns about safety, including aggressive drivers and opposition to bike lanes
- » The perception that driving is faster and more convenient
- » Topography with hills and elevation changes making walking and cycling challenging and less practical

Participants shared challenges to use active transportation in the Brentwood area, including:

- » Concerns with coverage and conditions of existing cycling and pedestrian infrastructure
- » Gaps in cycling and pedestrian networks, including lack of rail crossings
- » Conflicts with shared pedestrian and cycling spaces
- » Construction and challenging road conditions
- » Practical barriers, e.g. limited secure bike parking and gaps in supporting transit infrastructure

Participants identified the most important factors in selecting a new overpass location as:

- » Strong connectivity to existing active transportation routes
- » Integration with future active transportation networks and planned development
- » Providing a comfortable and safe travel experience
- » Minimizing impacts on local transit and traffic

Cost and construction impacts were also noted as considerations, and a few participants expressed opposition to building a new overpass.

We asked community members about factors most important to them in selecting a new overpass location:

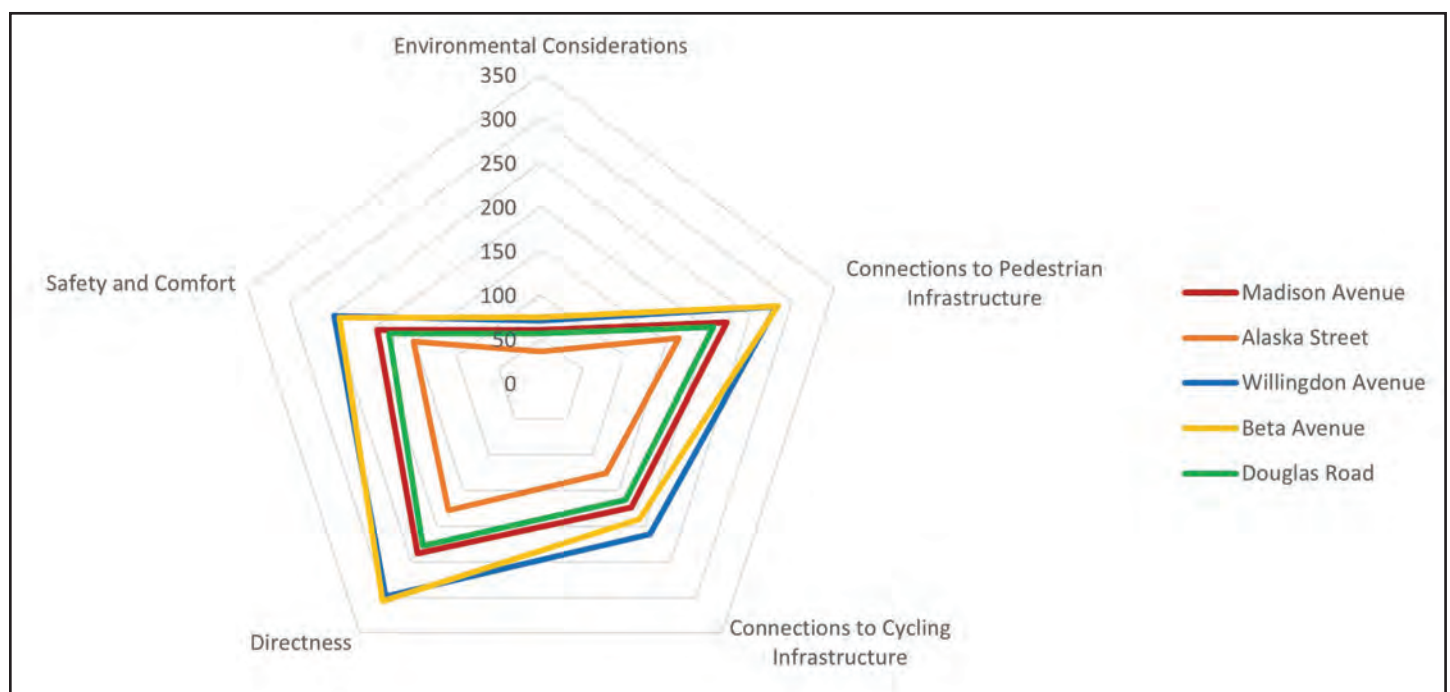
- » Connections to pedestrian infrastructure: sidewalks or pathways on both sides of the crossing
- » Connections to cycling infrastructure: lanes or pathways on both sides of the crossing
- » Directness: how efficiently the crossing helps people walking or cycling reach key destinations
- » Safety and comfort accessing the crossing: how pleasant, stressful or risky the journey feels
- » Environmental and geotechnical considerations: how the crossing affects ecosystems, vegetation, water resources, soil and ground conditions, and other natural areas
- » Other considerations, where participants could share additional factors important to them.

Location-specific input

To gather location-specific input, survey participants were asked to identify which corridor or corridors they wished to comment on: Madison, Alaska, Willingdon, Beta and/or Douglas. They were invited to share their experiences, concerns, and suggestions to help evaluate the potential overpass locations, including identifying challenges, needs and considerations.

Question: Which factors matter most when choosing an overpass location? Select up to 3 factors.

Participants were asked to identify the three most important factors when considering a potential overpass. A total of 1,984 responses were collected from 732 unique respondents. Across all proposed locations, directness was the most frequently selected factor, followed by connections to pedestrian infrastructure, and safety and comfort. Connections to cycling infrastructure and environmental considerations were selected less often.



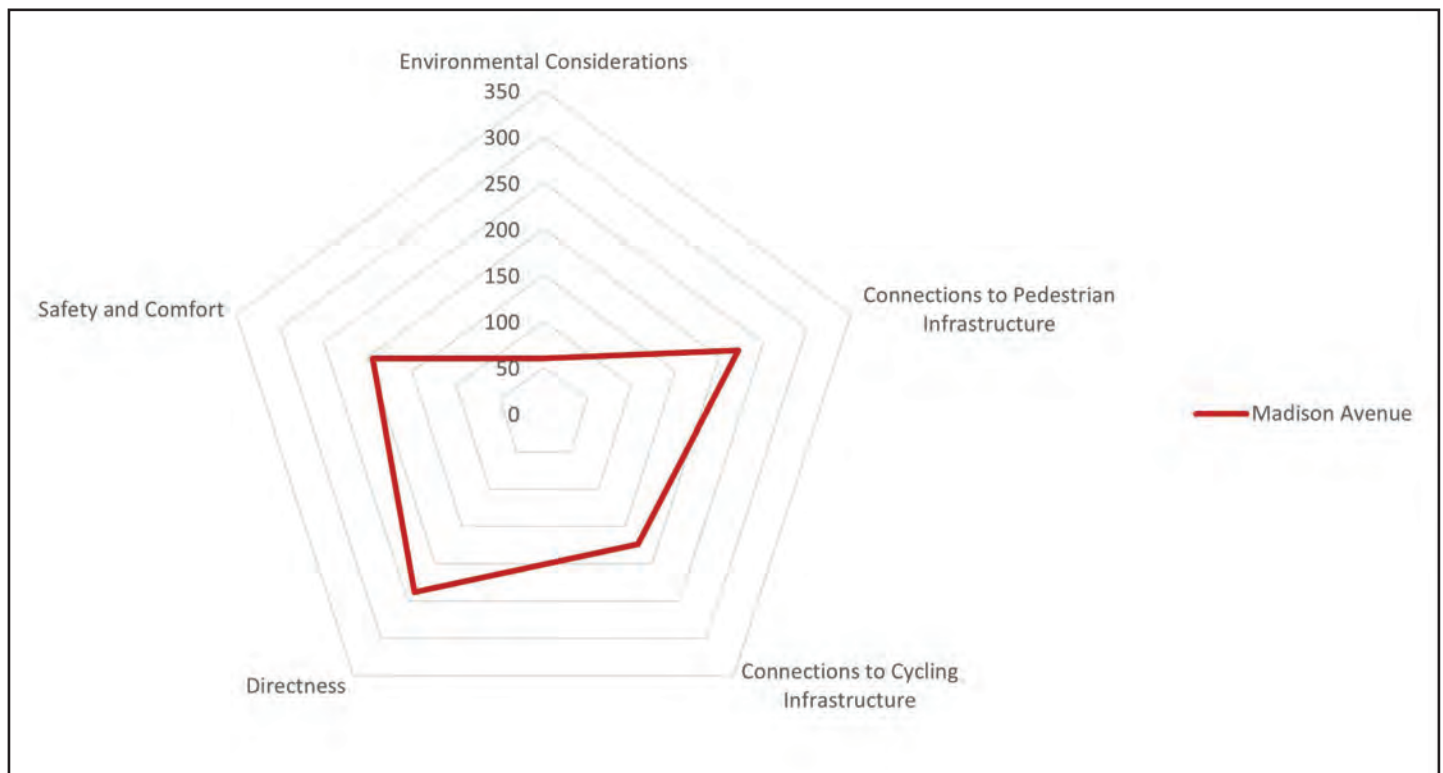
This section provides key takeaways about each of the five overpass locations, including:

- » Overall perception
- » Important destinations near this location
- » What respondents liked
- » Key concerns
- » Key considerations or elements that should be addressed for this location to proceed

Where feedback is related to connectivity, directness, environmental considerations, and/or safety and comfort, it is reflected in the summaries below. Important destinations identified for each location reflect destinations mentioned most by respondents in relation to that option. Some destinations are relevant to multiple potential overpass locations and are therefore noted under more than one location where applicable.

² The 'connectivity' category includes comments related to how well each location is connected to nearby pedestrian and cycling infrastructure.

Location 1: Madison



Overall perception:

Participants provided mixed feedback related to connectivity and directness. This location was identified as providing fewer direct connections to nearby destinations compared to Willingdon or Beta. Questions arose about environmental considerations related to Madison's location near environmentally sensitive areas. A total of 124 respondents provided location-specific feedback on Madison Avenue.

Important destinations:

Burnaby Hospital, BC Institute of Technology (BCIT), the Central Valley Greenway (CVG) and Costco.

Opportunities identified:

Respondents appreciated that this route could connect Still Creek employment areas, nearby residential neighbourhoods and the CVG.

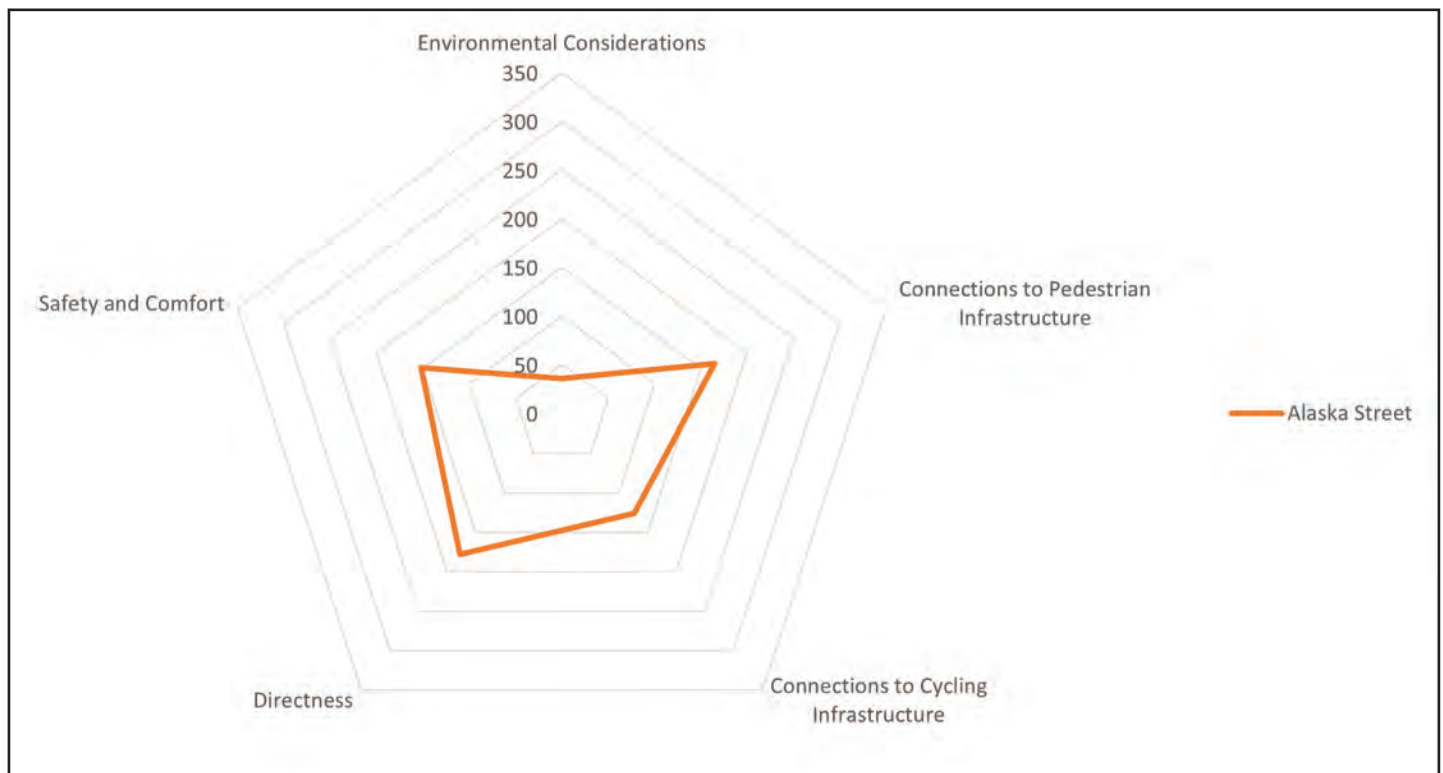
Issues raised:

Key concerns included flooding risks, impacts on environmentally sensitive wetland areas, and potential disruption to wildlife.

Key considerations:

If an overpass at this location were to proceed, respondents mentioned the need for flood-resilient design, ecological mitigation measures, and safe connections between Dawson, Madison and Douglas.

Location 2: Alaska



Overall perception:

Participants provided mixed feedback related to connectivity and directness. While the improvement to east-west connectivity was appreciated, questions and concerns were raised about its utility from a north-south connectivity and overall network perspective, as it would only cross the northern railway spur, rather than the main railway. A total of 85 respondents provided location-specific feedback on Alaska Street.

Important destinations:

Brentwood Town Centre and the CVG.

Opportunities identified:

Respondents appreciated the potential to use the hydro corridor as a continuous, east-west route through the area.

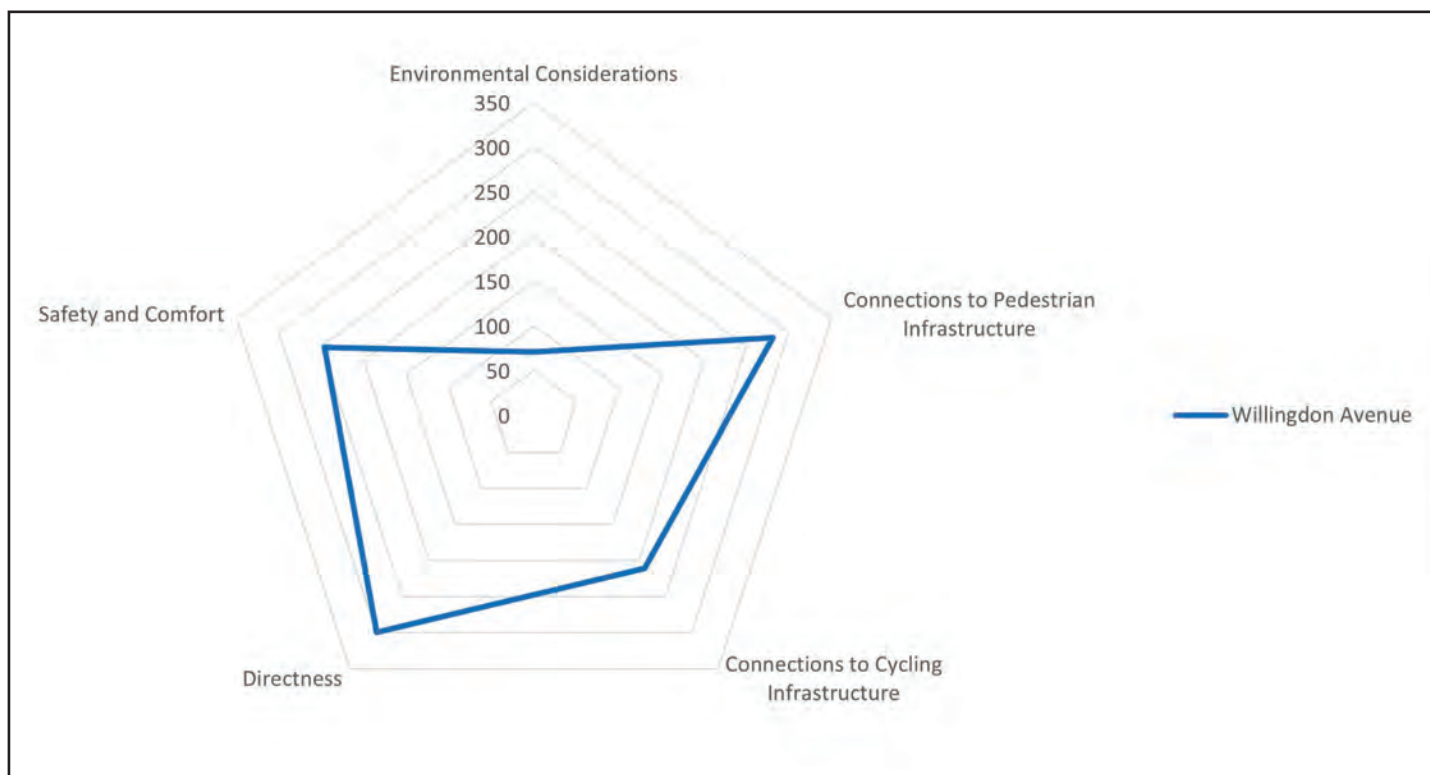
Issues raised:

Uncertainty was expressed about whether this alignment would cross both rail corridors, and it was also noted that missing sidewalks present safety and comfort challenges.

Key considerations:

If an overpass at this location were to proceed, respondents highlighted the need for clarity on the rail-crossing alignment, complete and unobstructed sidewalks, lighting and potential traffic-calming features.

Location 3: Willingdon



Overall perception:

Willingdon generated high levels of interest, receiving mixed feedback. Respondents noted its directness to key destinations and connectivity compared to the other options, along with concerns related to challenges with safety and comfort along a busy, high volume arterial road. Participants also requested clarity on the proposed alignment relative to the existing structure. A total of 207 respondents provided location-specific feedback on Willingdon Avenue.

Important destinations:

Brentwood Town Centre, Willingdon Linear Park, Brentwood SkyTrain Station, the CVG, Still Creek and Costco.

Opportunities identified:

Respondents appreciated that this route could provide a direct route to key destinations and transit, while supporting a potential future connection to cycling routes farther south.

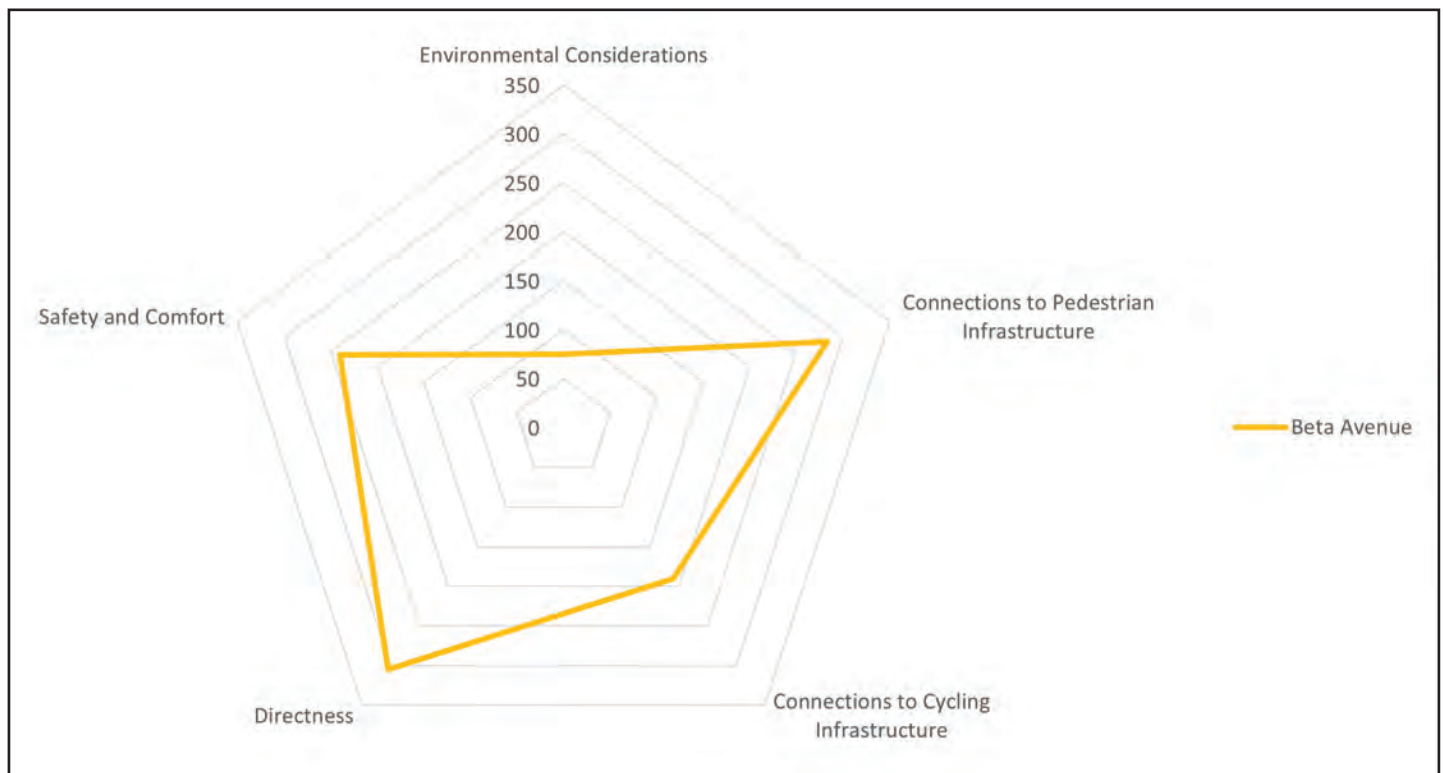
Issues raised:

Key concerns included safety and comfort challenges adjacent to a busy arterial road, as well as uncertainty about whether the proposal for Willingdon would involve upgrading the existing structure or provide a new, parallel facility.

Key considerations:

If an overpass at this location were to proceed, respondents requested the need for clarity on the proposed alignment, physical separation from vehicle traffic, and completion of existing network gaps, including around the Highway 1 ramp.

Location 4: Beta



Overall perception:

Participants provided generally positive feedback related to directness and connectivity, valuing its proximity to major destinations, amenities and existing active transportation infrastructure. Concerns were raised about steep grades and the completeness of the surrounding active transportation network. Some respondents suggested Alpha Avenue as an alternative to explore. A total of 186 respondents provided location-specific feedback on Beta Avenue.

Important destinations:

The CVG, Costco, Concord Oasis and Concord Parkside developments, Brentwood Block, Gilmore Station, the Eco-Centre and Brentwood SkyTrain Station.

Opportunities identified:

Participants appreciated this route would form a direct connection to both Costco and the CVG, while supporting travel between nearby residential neighbourhoods.

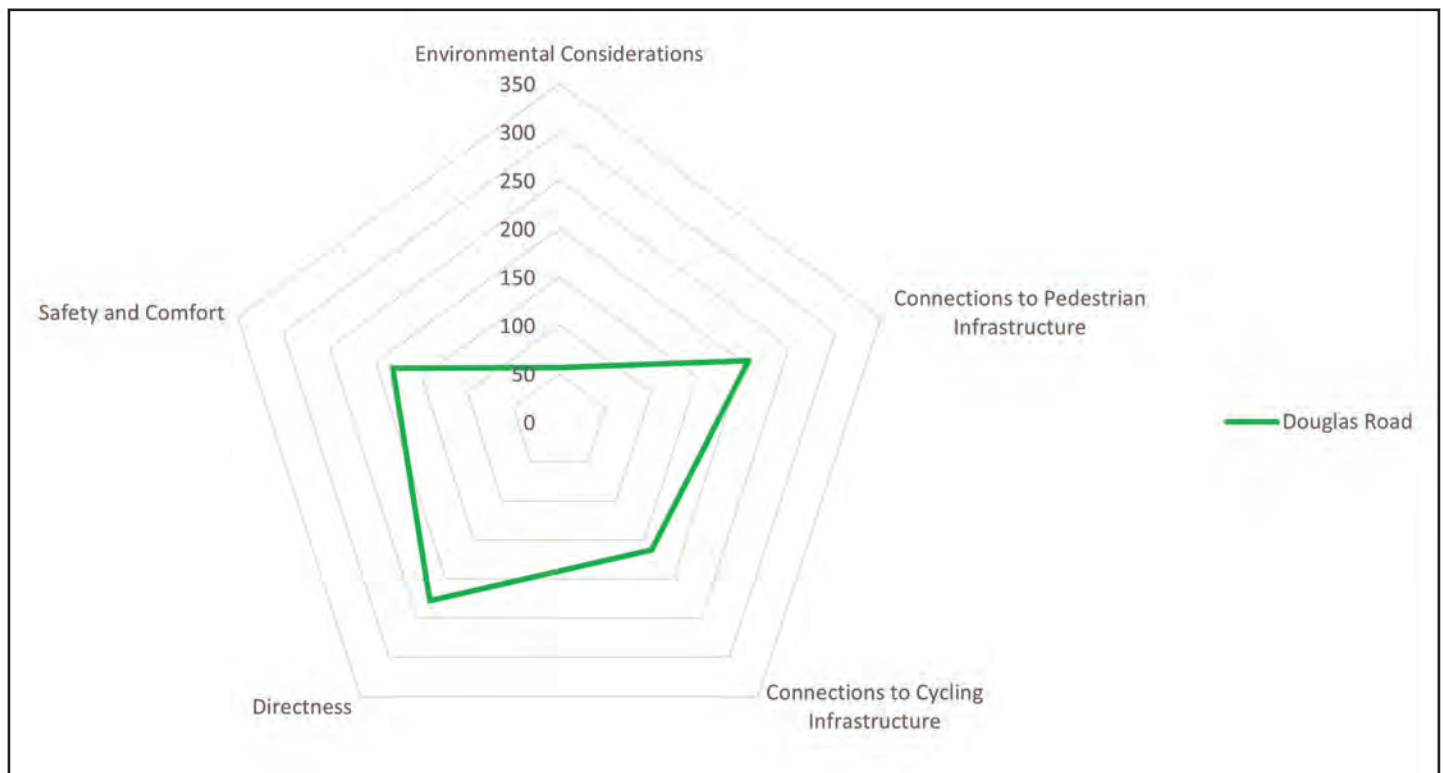
Issues raised:

Key concerns included steep grades, as well as safety and comfort issues along the approach.

Key considerations:

If an overpass at this location were to proceed, respondents mentioned the need for an accessible ramp, improved safety at Dawson and Lougheed connections, clear separation between modes, and improved lighting.

Location 5: Douglas



Overall perception:

Participants provided mixed feedback related to connectivity and directness. Participants generally viewed this location as being farther from key destinations, particularly when compared to Beta. Questions were raised about connectivity, specifically whether an overpass on Douglas would duplicate or replace the existing at-grade crossing. Participants also shared questions and comments about its proximity to the new Holdom overpass, which will include dedicated active transportation facilities. A total of 127 respondents provided location-specific feedback on Douglas Road.

Important destinations:

The CVG, Still Creek and Holdom SkyTrain Station.

Opportunities identified:

If an overpass at this location were to proceed, some respondents noted Douglas could provide another connection to the CVG and nearby active transportation facilities when the existing at-grade crossing is removed upon completion of the Holdom Overpass.

Issues raised:

Other respondents noted potential redundancy if a new connection is provided alongside the new Holdom Overpass. Also noted were safety and comfort issues related to industrial traffic in this area, as well as distance from key destinations.

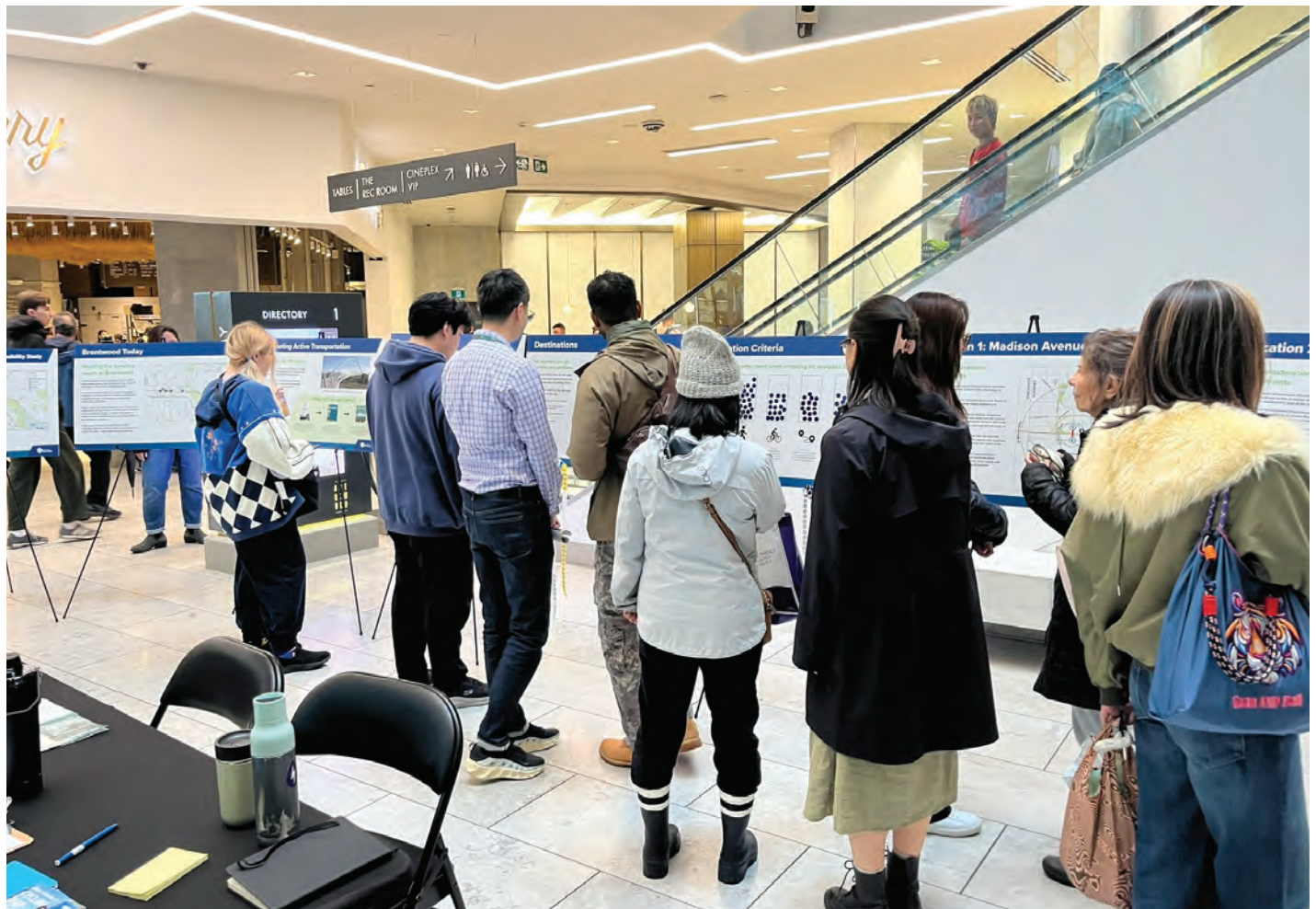
Key considerations:

If an overpass at this location were to proceed, participants requested clarity on how the Holdom Overpass affects this route, more lighting, and the need to address utility pole obstructions on local sidewalks.

Additional concerns and suggestions

The following list includes other questions, comments, and suggestions that did not directly relate to the engagement questions but will still be considered as part of the broader feedback received.

- » Engagement process: why public input is being sought to inform the overpass location.
- » Broader Brentwood impacts: neighbourhood, transit and traffic impacts in Brentwood that are not specific to one overpass location.
- » Existing walking and cycling conditions: challenges with safety and comfort, including concerns about high volumes of vehicle traffic.
- » Design suggestions for the new overpass: accessibility measures, lighting and rest areas.
- » General concerns: comments questioning the need for an overpass, expressing a desire not to have an overpass, or raising concerns about the City's priorities and funding decisions.



Open house feedback

Overall summary

Across the two open houses held in early 2026, participants were interested in—and generally supportive—of a new pedestrian and cycling overpass in Brentwood Town Centre. Feedback was broadly consistent with that heard through the online survey, with conversations also focusing on project timelines and the value of being engaged at an early stage.

Some major themes we heard were:

- » A desire for feasible and integrated connections that enhance the existing walking and cycling network.
- » Questions about how the overpass options would tie into surrounding infrastructure, address steep grades, and avoid impacts to nearby commercial areas.
- » The importance of filling network gaps, improving safety and comfort (particularly given high traffic volumes on many local streets), ensuring design is safe for all active modes, and including lighting and rest areas.
- » Broader neighbourhood concerns such as park space, tower development, shading on sidewalks, and navigating busy corridors like Willingdon Avenue.

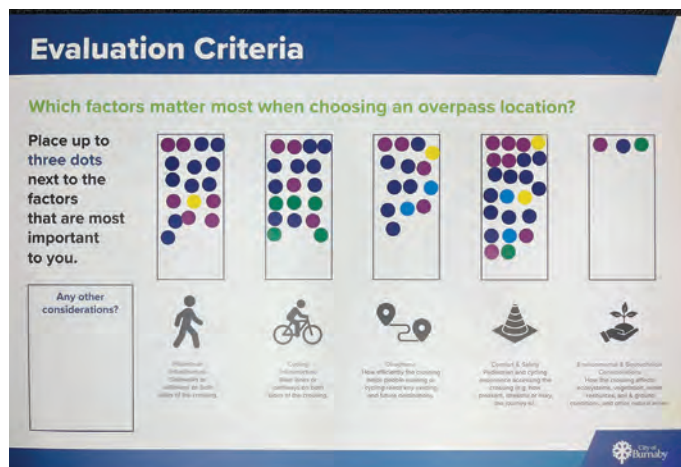
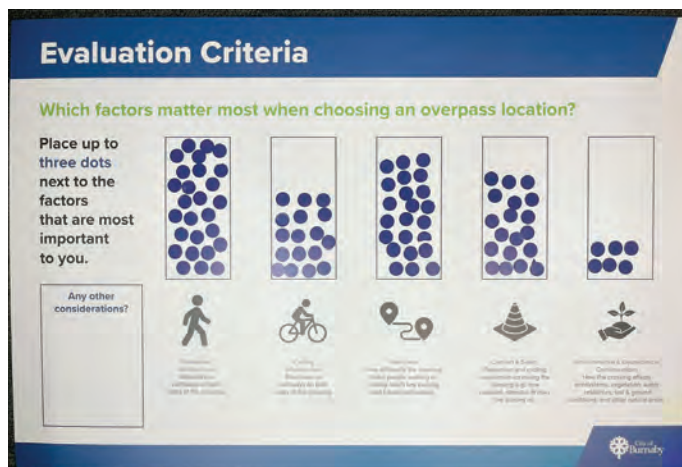
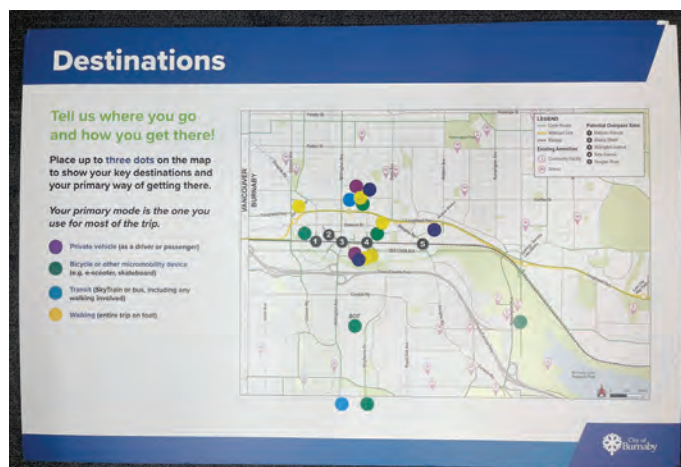
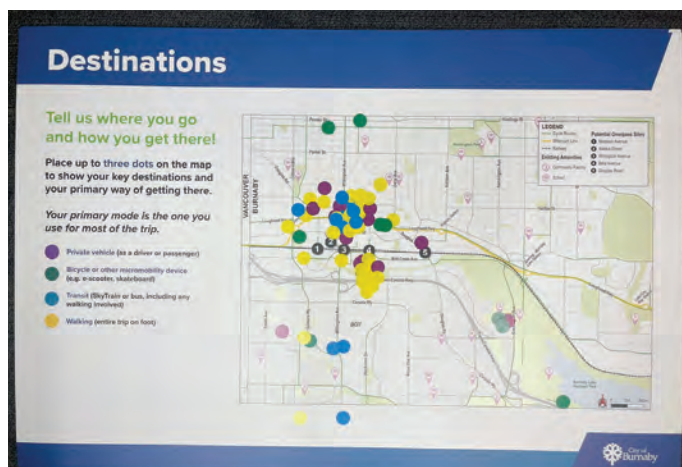
During the open houses, attendees were invited to tell us about:

1. Their key destinations and primary way of getting there.
2. Which factors matter most when choosing an overpass location.

For key destinations, approximately 85 responses were received. Destination clusters were observed at Brentwood Town Centre, Costco (on Still Creek Drive), and along the Millennium Line. Smaller clusters were observed around parks, community facilities, and residential areas near Brentwood Town Centre.

Regarding factors important to choosing an overpass location, 167 responses were received. Of those, respondents identified comfort and safety (25%, 42 responses), pedestrian and cycling connections (26%, 44 responses), and directness (22%, 37 responses) as the most important factors.

Detailed results are shown in the photos from the open houses below.



Requests for clarification or more information were also noted about the following aspects of this project, including:

- » How the new Holdom Overpass relates to the Douglas option;
- » Rationale for providing an overpass at Willingdon, given the existing bridge structure;
- » Rationale for providing an east-west alignment for the Alaska option; and
- » How overpasses support long-term plans to complete gaps in north-south or east-west cycling routes across city.

Open house: location-specific feedback summary

Feedback on the five potential locations varied, with Beta Avenue receiving the highest volume of comments, followed by Douglas Road and Willingdon Avenue.

- » **Madison** attracted mixed perspectives on connectivity and directness, with some appreciating its connection to Gilmore SkyTrain Station and others suggesting it may offer fewer additional network connectivity advantages given nearby active transportation routes (e.g. cycling route on Gilmore).
- » **Alaska** received the fewest comments and generated questions about connectivity. Participants asked how crossing only the northern railway spur would support planned east–west active transportation routes.
- » **Willingdon** was recognized for its direct north–south connectivity and potential to improve connections near Lougheed Highway. Participants also noted that an overpass at this location would need to address safety and comfort, given traffic volumes and construction activity along the corridor.
- » **Beta** generated interest due to its directness, proximity to key destinations, and connections to existing and planned cycling connections.
- » **Douglas** was generally viewed as offering fewer connectivity and directness benefits, particularly when compared with Beta.



Next Steps

The feedback gathered through Phase 1 of engagement will be reviewed alongside ongoing technical studies. Together, these inputs will help the project team evaluate the five potential overpass locations and determine how well each option meets the goals of contributing to a safe, comfortable, and connected walking and cycling network in Brentwood Town Centre.

Insights shared by the public will inform how the options are evaluated as the City moves toward identifying a preferred option and design. In the meantime, questions or additional feedback can be sent to **BrentwoodOverpass@burnaby.ca**.

