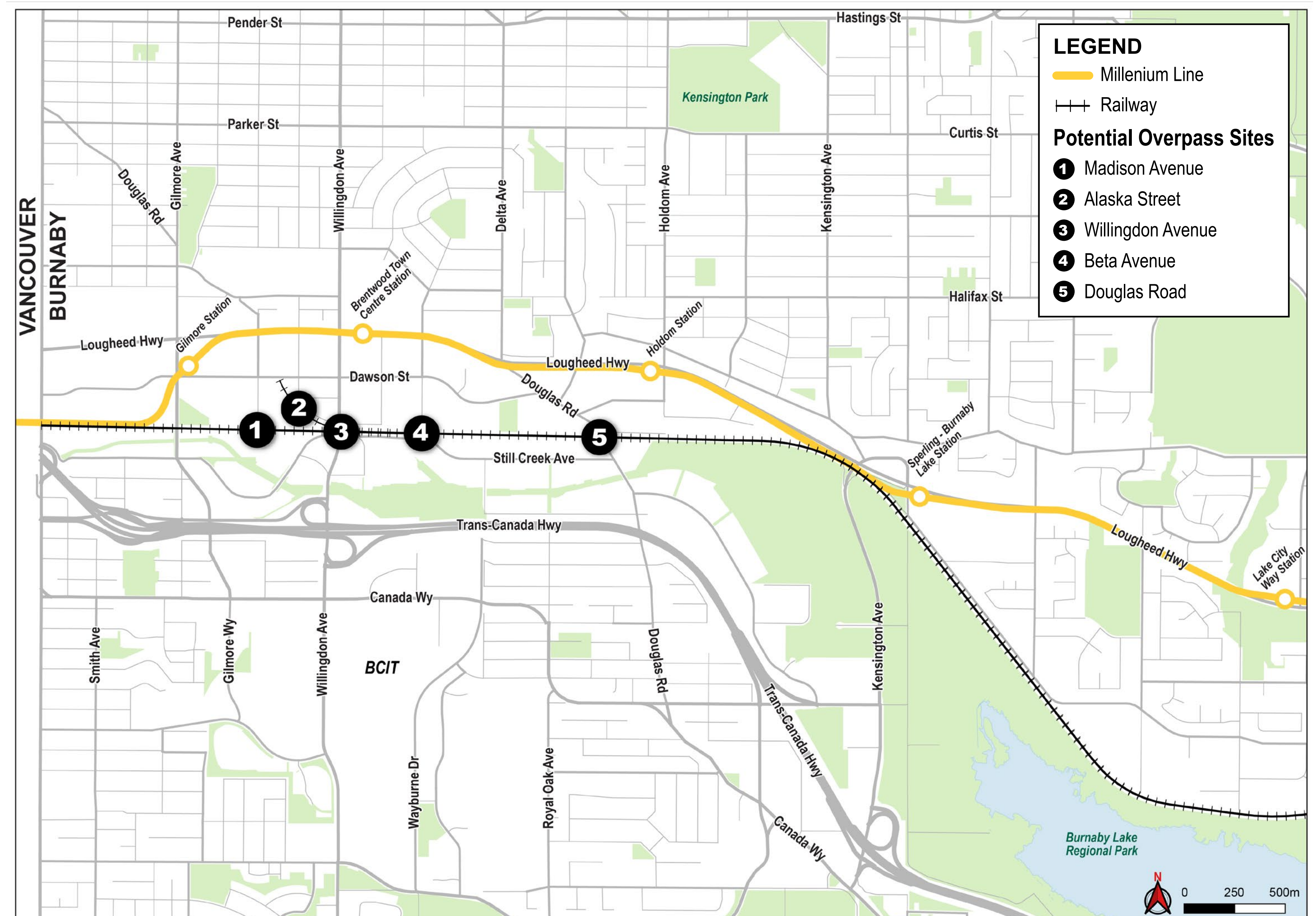


Brentwood Pedestrian And Cyclist Overpass Feasibility Study

What's happening?

The City of Burnaby is exploring five potential locations for a pedestrian and cyclist overpass across the active railway in the Brentwood neighbourhood.

We want to hear from you about your experience and priorities for improvements at these locations!



Brentwood Today

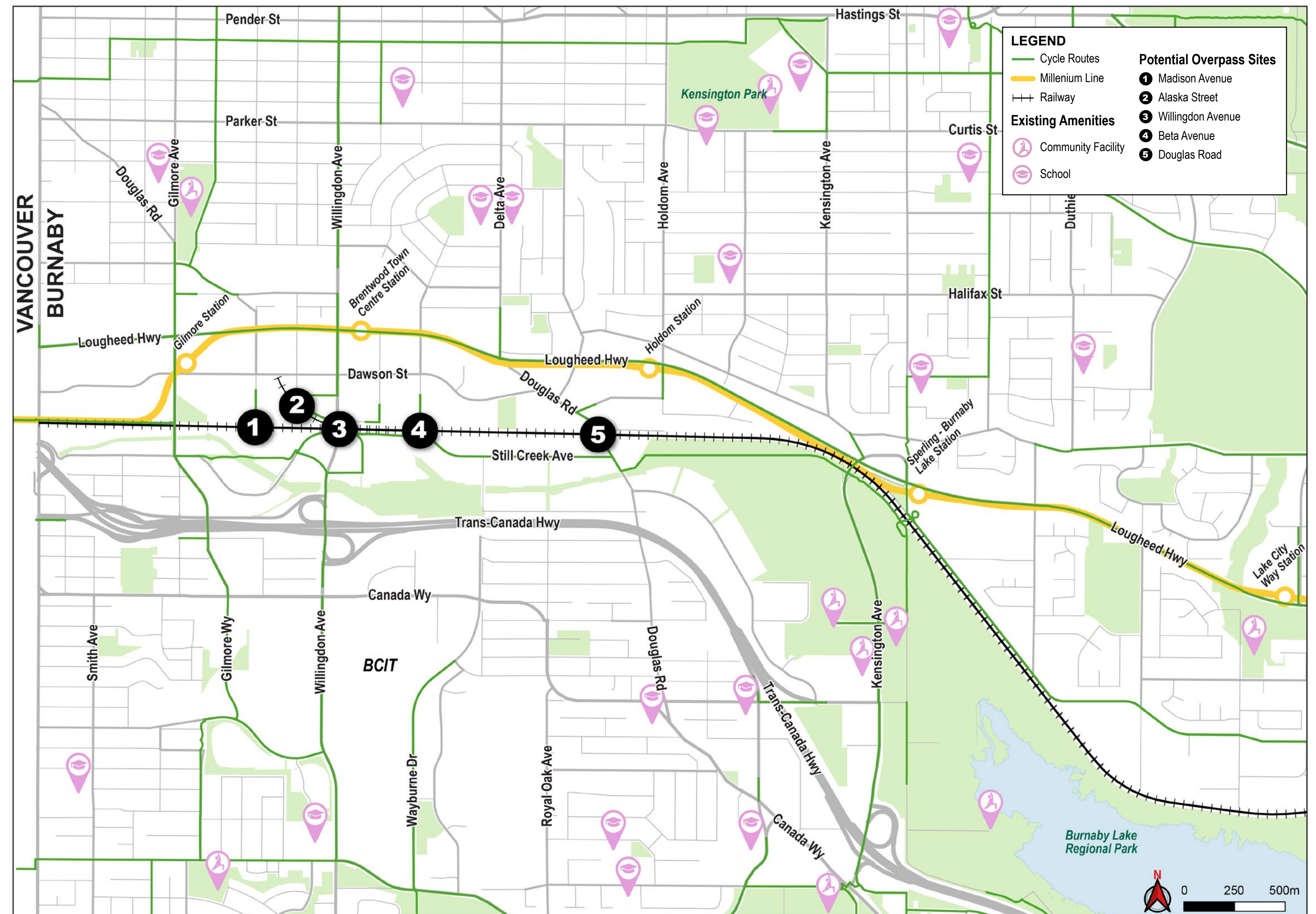
Meeting the growing needs at Brentwood

The Brentwood area is changing quickly, with new homes, shops, and transit making it one of Burnaby's most active neighbourhoods.

The active railway acts as a barrier for people walking or cycling between nearby destinations, neighbourhoods, and existing and planned community amenities.

Today, there are limited places to cross the tracks safely with Gilmore Avenue as the only continuous north–south bike route. Cyclists may require a detour to reach destinations or use busy streets like Willingdon Avenue.

This makes it harder to reach destinations including SkyTrain, schools, parks, and shops on foot or by bike — even when they're close by.



Promoting Active Transportation

Planning for the future

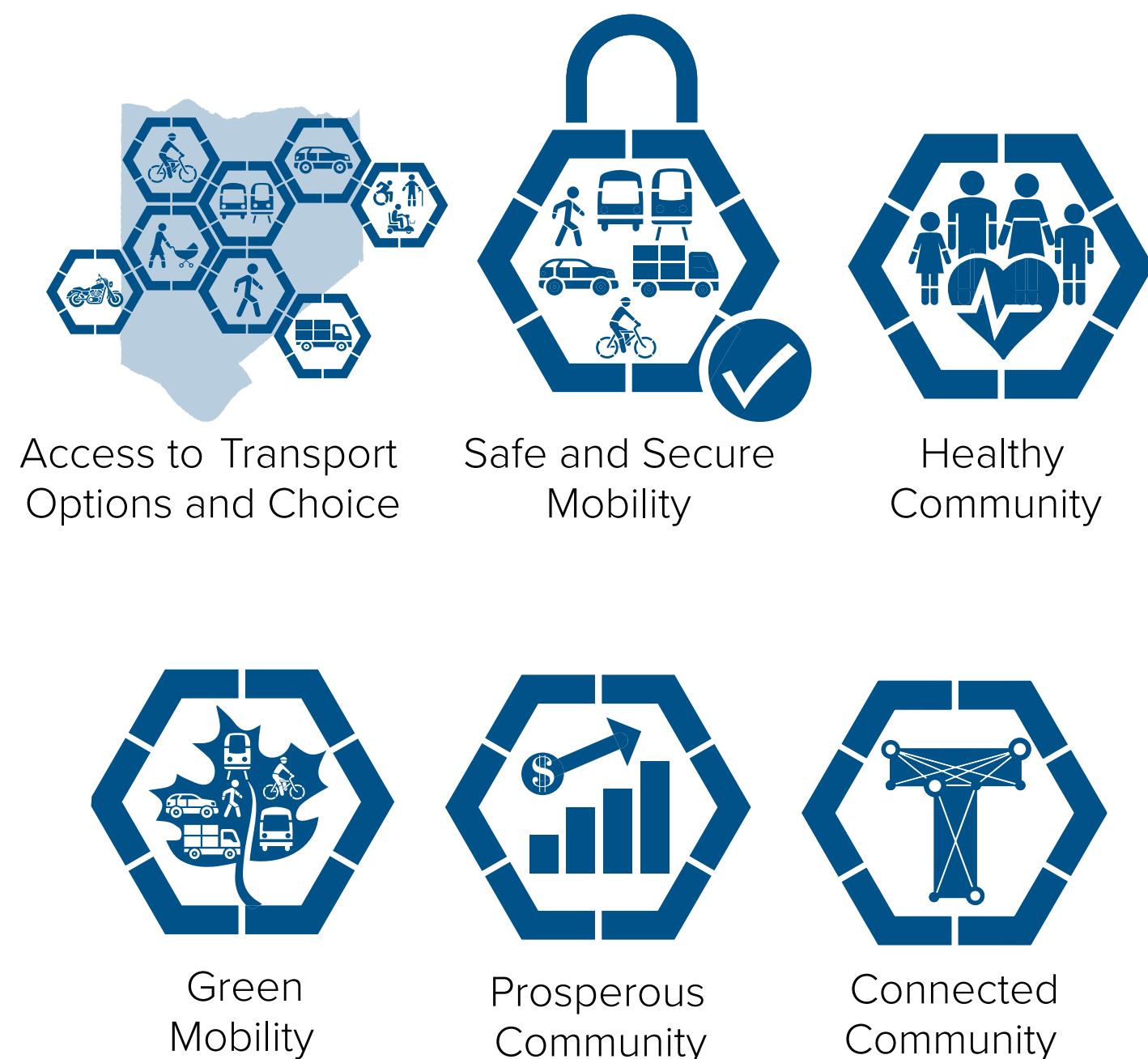
A new pedestrian and cyclist crossing would make it easier and safer for people to move between the north and south sides of the neighbourhood.

This project would support Burnaby's broader transportation goals as outlined in *Connecting Burnaby*, Burnaby's Transportation Plan.

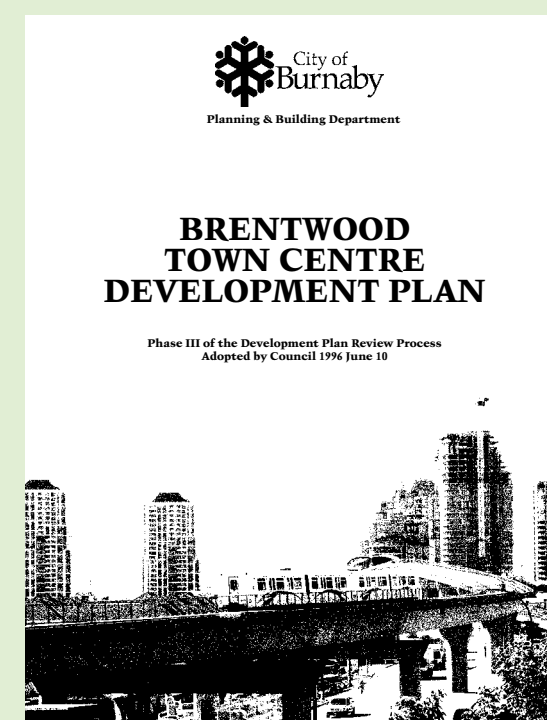


Overpass example near Griffiths Drive & 14th Avenue, Burnaby

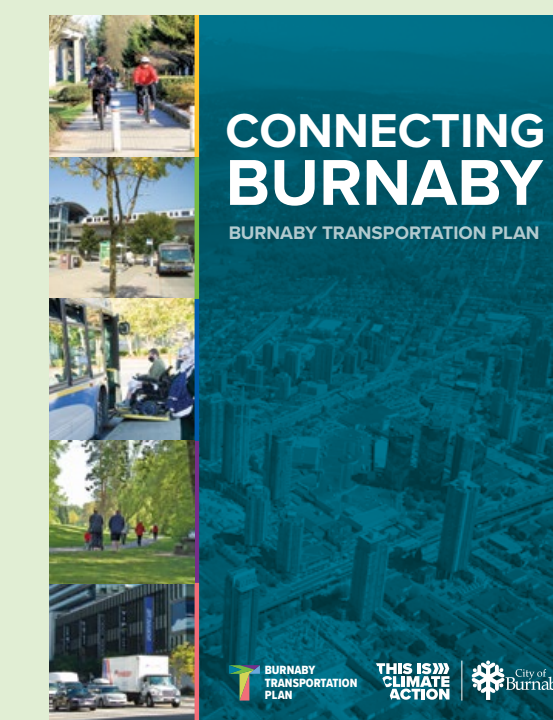
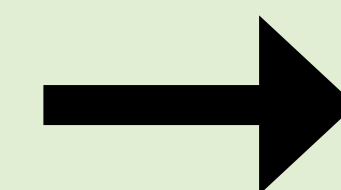
Burnaby Transportation Plan: 6 Goals



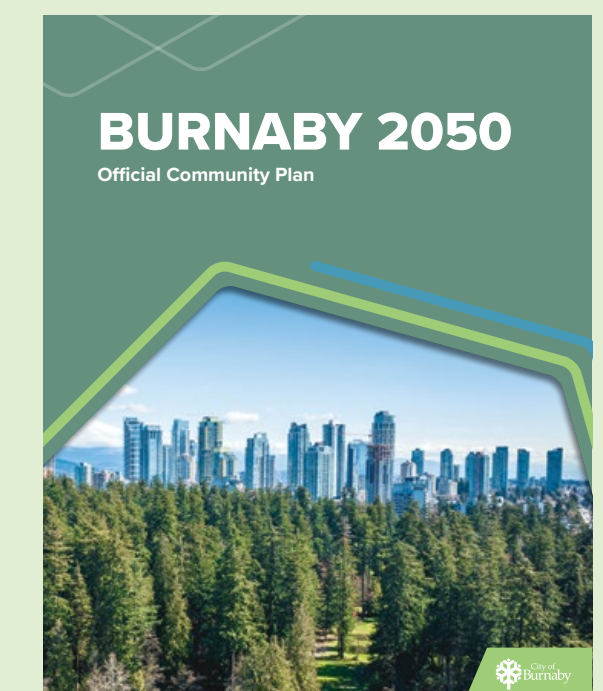
How did we get here?



Brentwood Town Centre Plan (1996)
The idea for a crossing first took root in 1996 which embraced a pedestrian-oriented village concept and identified the need for crossings over the railway.

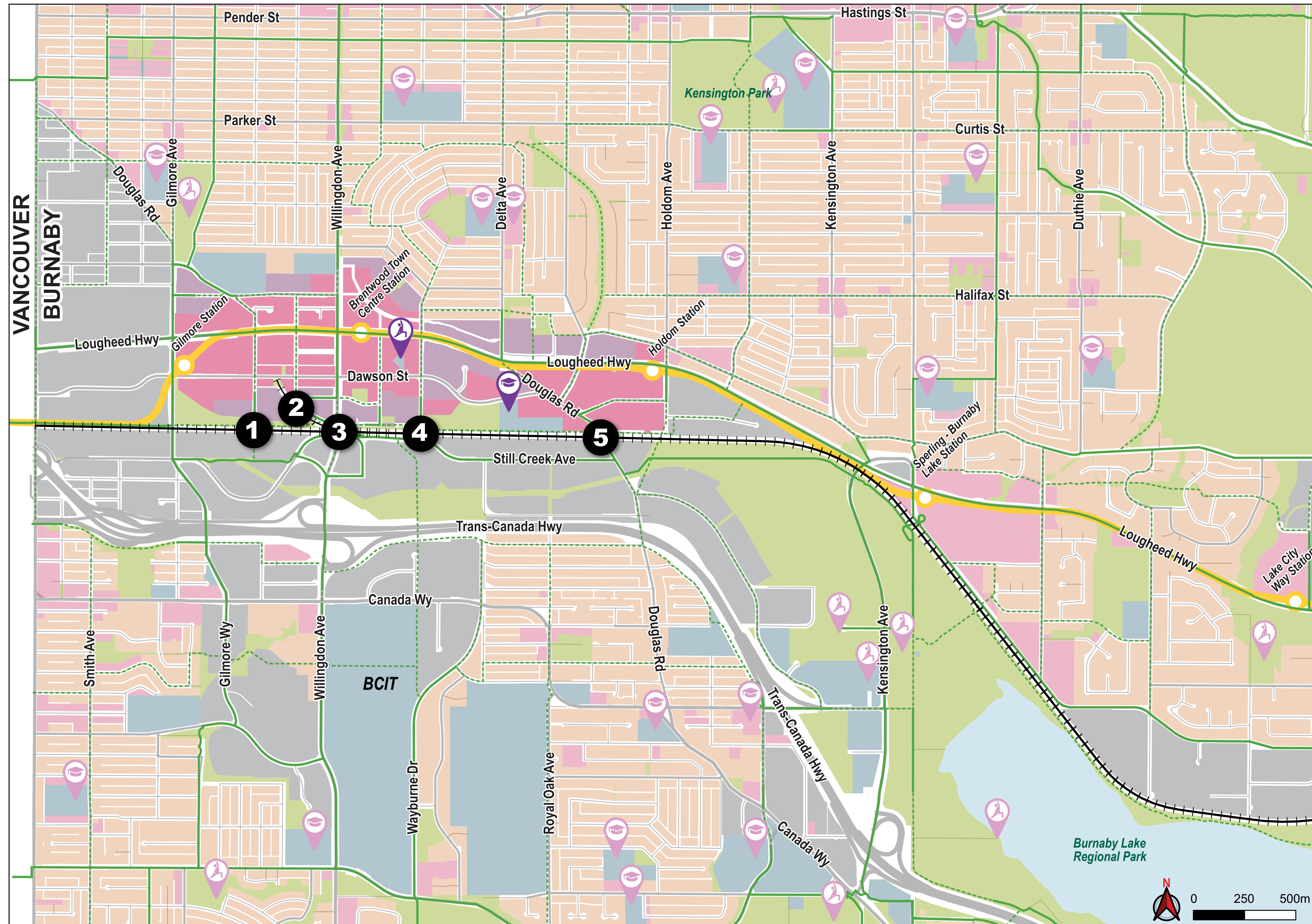


Connecting Burnaby (2021)
The overpass locations were identified in Burnaby's Transportation Plan as part of the 10-year Priority Active Transportation Network.



2050 Official Community Plan (2025)
The OCP further confirmed Brentwood as a major town centre and the need to meet the growing population was further confirmed.

Brentwood Tomorrow



LEGEND

- Cycle Routes
- Millenium Line
- Railway

Existing Amenities

- Community Facility
- School

Future Amenities

- Community Facility
- School

Potential Overpass Sites

- 1 Madison Avenue
- 2 Alaska Street
- 3 Willingdon Avenue
- 4 Beta Avenue
- 5 Douglas Road

Burnaby 2050 OCP Land Uses

- Residential
- High Density Residential
- Mixed Use
- High Density Mixed Use
- Institutional
- Industrial/Employment
- Commercial
- Parks

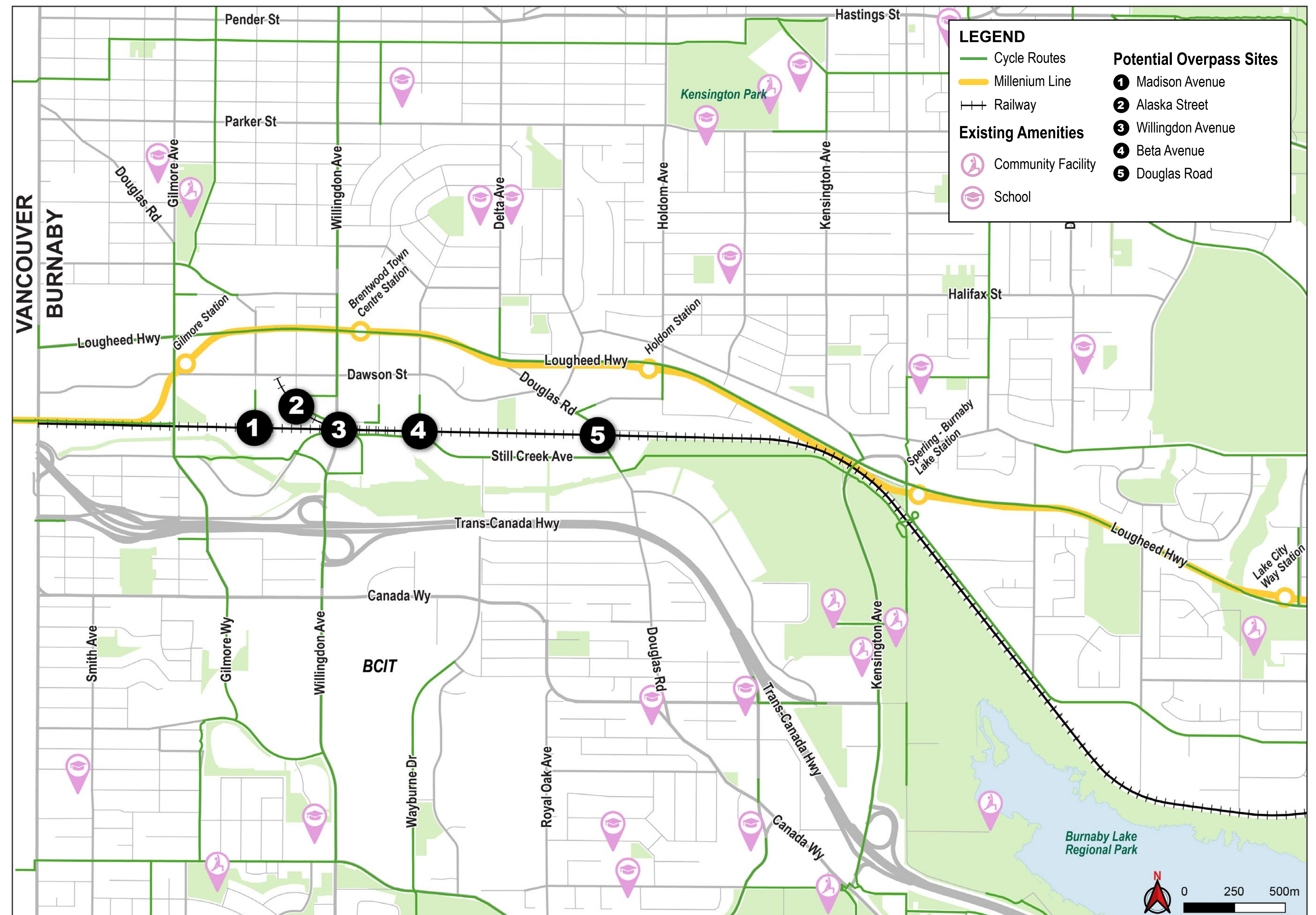
Destinations

Tell us where you go
and how you get there!

Place up to **three dots** on the map
to show your key destinations and
your primary way of getting there.

*Your primary mode is the one you
use for most of the trip.*

-  **Private vehicle** (as a driver or passenger)
-  **Bicycle or other micromobility device**
(e.g. e-scooter, skateboard)
-  **Transit** (SkyTrain or bus, including any
walking involved)
-  **Walking** (entire trip on foot)



Evaluation Criteria

Which factors matter most when choosing an overpass location?

Place up to three dots next to the factors that are most important to you.

Any other considerations?



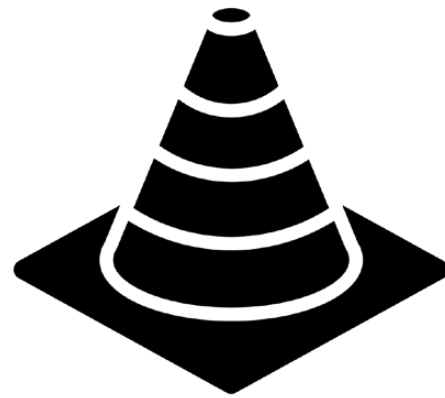
Pedestrian Infrastructure
Sidewalks or pathways on both sides of the crossing.



Cycling Infrastructure
Bike lanes or pathways on both sides of the crossing.



Directness
How efficiently the crossing helps people walking or cycling reach key existing and future destinations.



Comfort & Safety
Pedestrian and cycling experience accessing the crossing (e.g. how pleasant, stressful or risky the journey is).



Environmental & Geotechnical Considerations
How the crossing affects ecosystems, vegetation, water resources, soil & ground conditions, and other natural areas.

Location 1: Madison Avenue

Key considerations & constraints



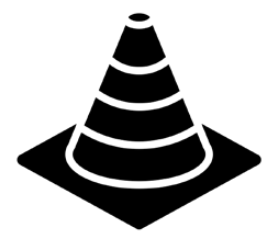
Pedestrian Infrastructure: Discontinuous sidewalks to the north and the Central Valley Greenway to the south.



Cycling Infrastructure: Discontinuous cycle tracks to the north and the Central Valley Greenway to the south.



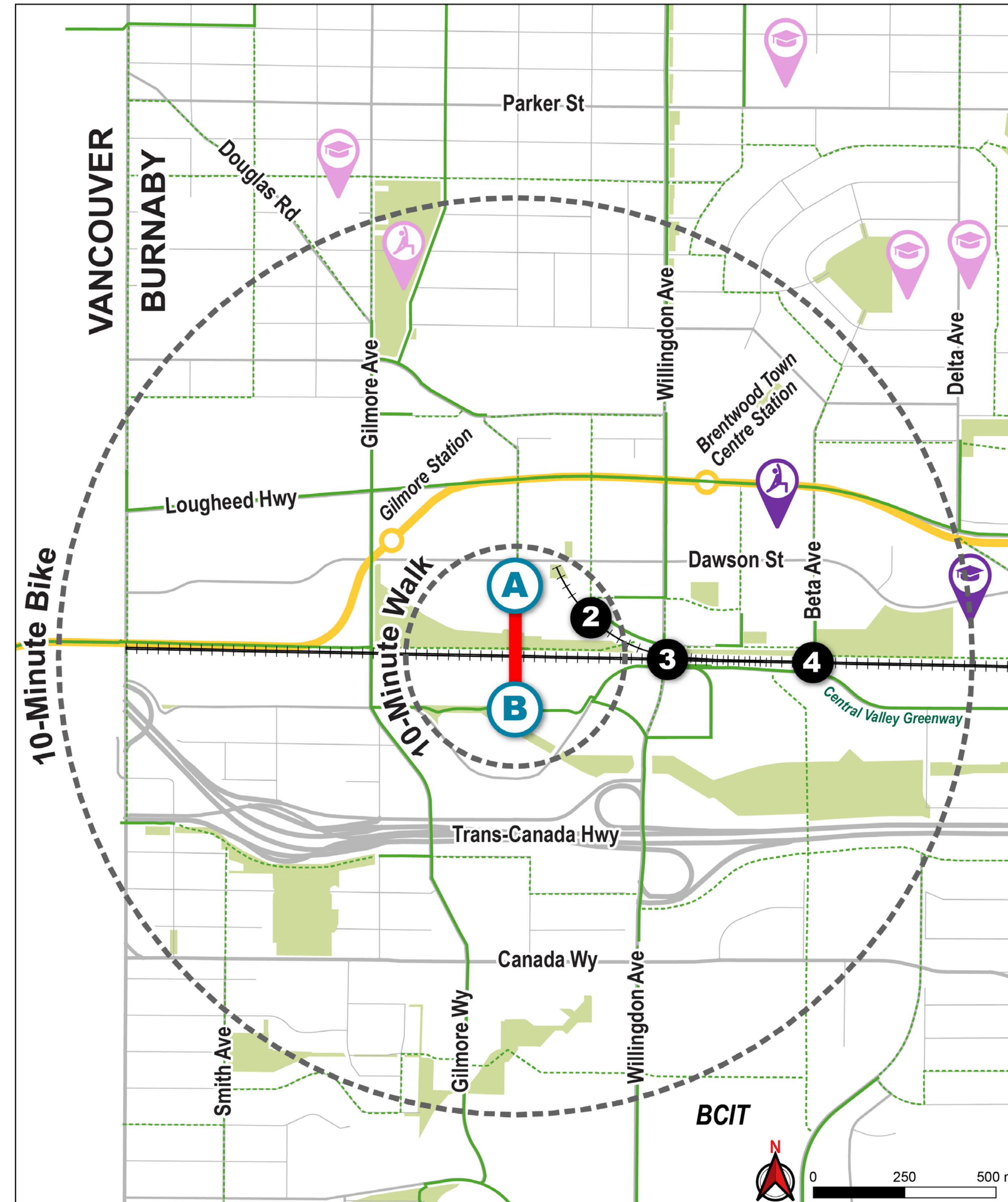
Directness: Connects Gilmore Station, mixed-use areas, and green space to the north and the Central Valley Greenway and employment areas to the south. Active transportation routes planned at both ends of the corridor.



Safety & Comfort: Steep slopes may be required. While connections to low-traffic streets and multi-use facilities are beneficial, vegetation can make it less comfortable if not maintained.



Environmental & Geotechnical Considerations: A preliminary review identified sensitive areas including wetlands (Chub Creek), while highly soft and unstable soil conditions could present construction challenges.



A) Madison Avenue facing south



B) Creek facing south

LEGEND	
Proposed Crossing	Potential Overpass Sites
Future Cycle Routes	2 Alaska Street
Cycle Routes	3 Willingdon Avenue
Millennium Line	4 Beta Avenue
Railway	
Existing Amenities	Future Amenities
Community Facility	Community Facility
School	School

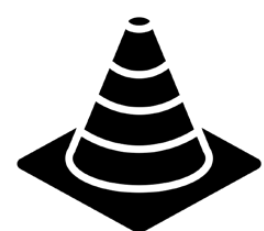
Location 2: Alaska Street

Key considerations & constraints

- 

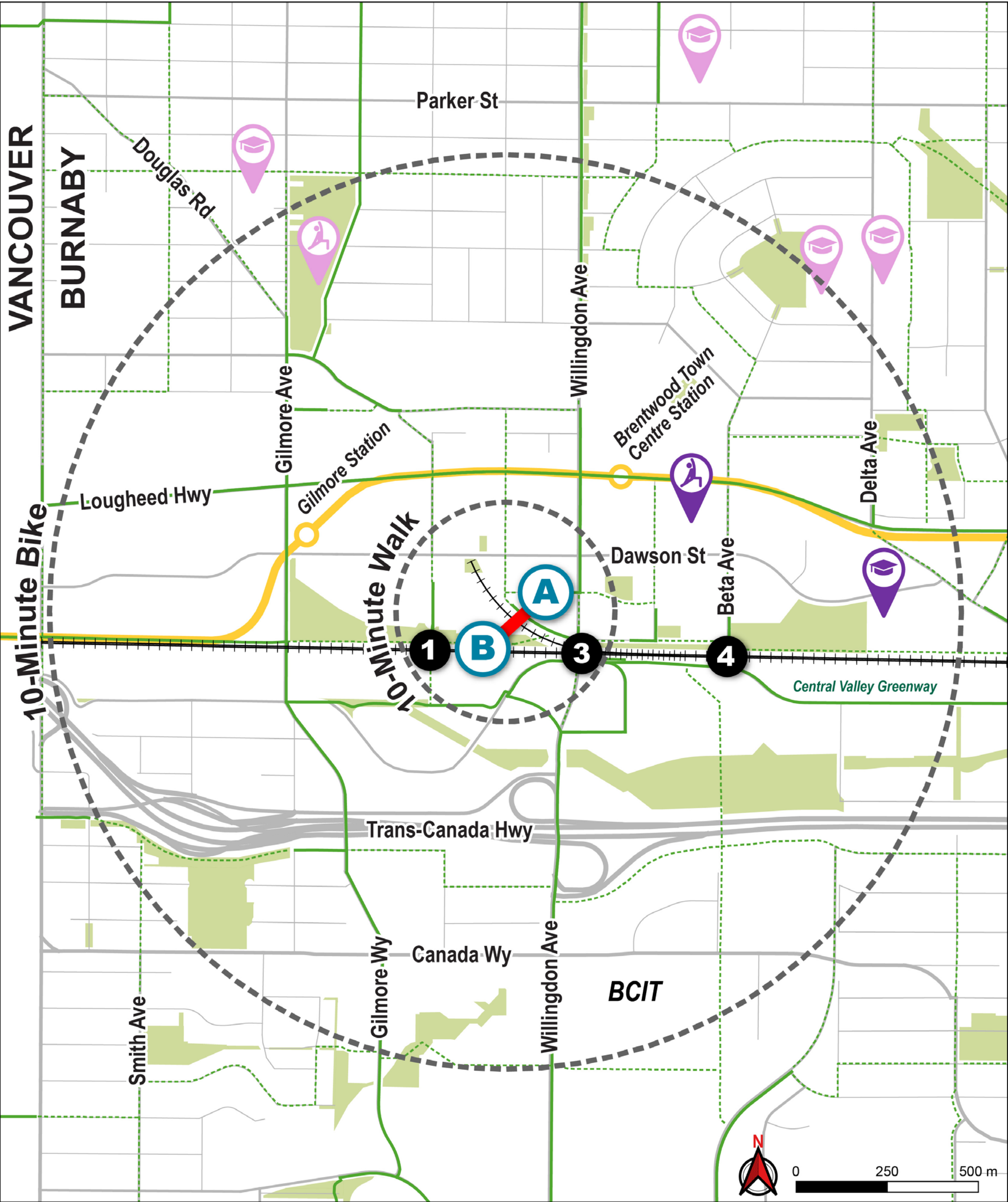
Pedestrian Infrastructure: Discontinuous sidewalks and multi-use facility on Alaska Street. Connects with future development, west of the railway.
- 

Cycling Infrastructure: Discontinuous cycle tracks and multi-use facility on Alaska Street. Connects with future development, west of the railway.
- 

Directness: Provides an east-west connection between Madison Avenue and Alaska Street across the railway spur, linking with planned east-west active transportation routes.
- 

Safety & Comfort: Steep slopes may be required. Connects between low-traffic streets and primarily residential areas.
- 

Environmental & Geotechnical Considerations: Fewer environmental concerns overall, though work is needed to confirm fish habitats and manage invasive plants. Highly soft, unstable soil conditions may present construction challenges.



A) Alaska Avenue facing south-east



B) Looking west across railway

LEGEND	
Proposed Crossing	Potential Overpass Sites
Future Cycle Routes	1 Madison Avenue
Cycle Routes	2 Willingdon Avenue
Millenium Line	3 Beta Avenue
Railway	
Existing Amenities	Future Amenities
Community Facility	Community Facility
School	School

Location 3: Willingdon Avenue

Key considerations & constraints



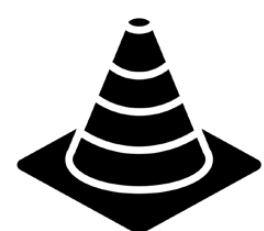
Pedestrian Infrastructure: Continuous sidewalks on both sides of the crossing.



Cycling Infrastructure: Discontinuous southbound cycle track to the north and no cycling facilities to the south. Connects with future development, west of the railway.



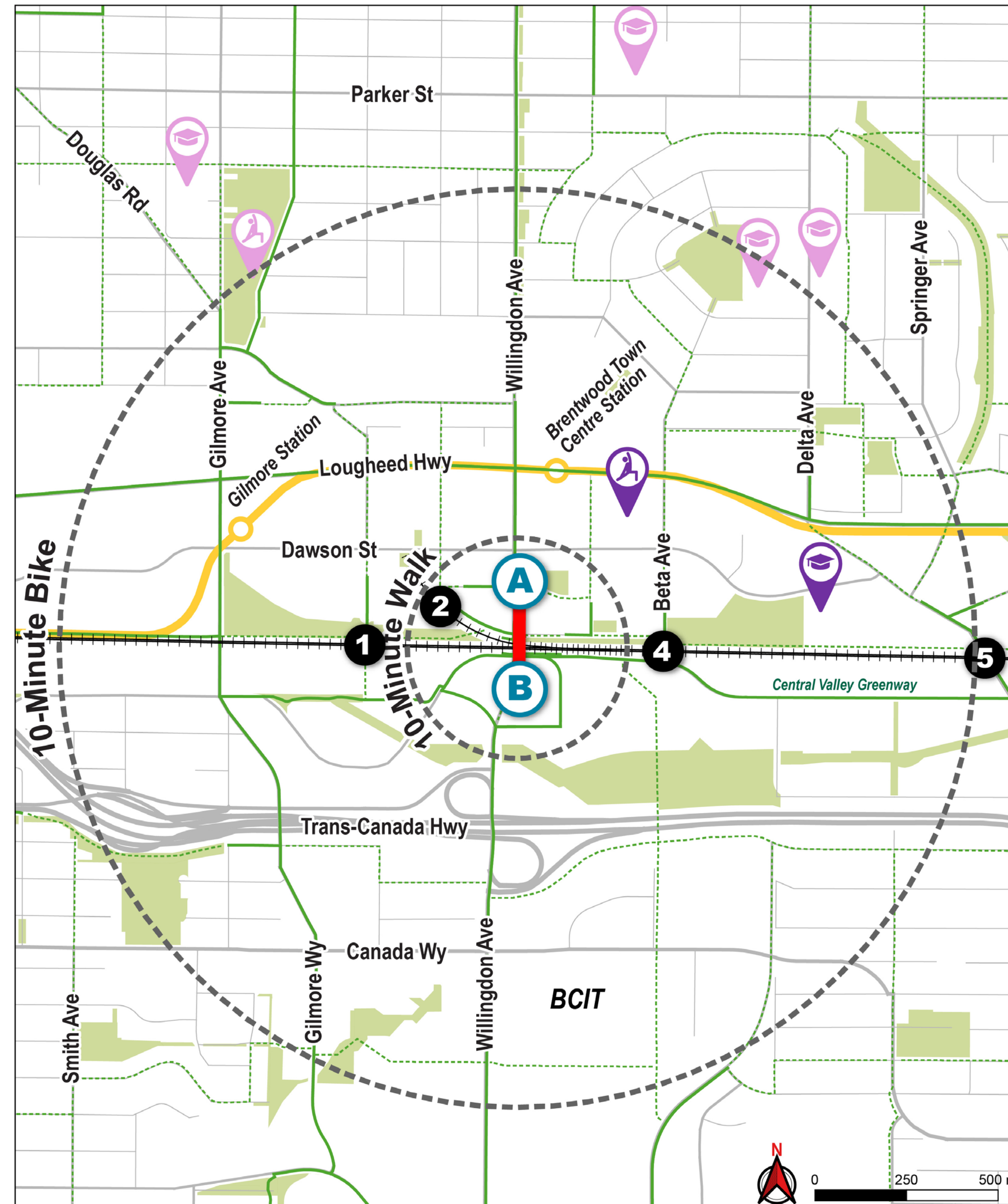
Directness: Connects Brentwood Town Centre Station and mixed-use areas to the north and the Central Valley Greenway and employment areas to the south. Active transportation routes planned at both ends of the corridor.



Safety & Comfort: The route is mostly flat but busy streets and intersections can be uncomfortable for some people.



Environmental & Geotechnical Considerations: Limited wildlife habitat in the area. Construction is likely straightforward if nearby ditches are avoided, though relatively soft and unstable ground conditions could make construction moderately challenging.



A) Willingdon Avenue facing south towards crossing



B) Willingdon Avenue facing north towards crossing

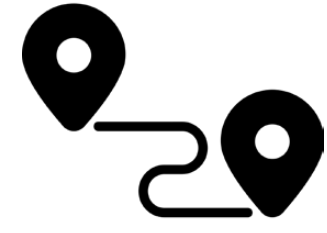
LEGEND	
Proposed Crossing	Potential Overpass Sites
Future Cycle Routes	1 Madison Avenue
Cycle Routes	2 Alaska Street
Millenium Line	3 Beta Avenue
Railway	4 Douglas Road
Existing Amenities	Future Amenities
Community Facility	Community Facility
School	School

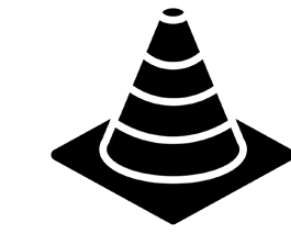
Location 4: Beta Avenue

Key considerations & constraints

- 

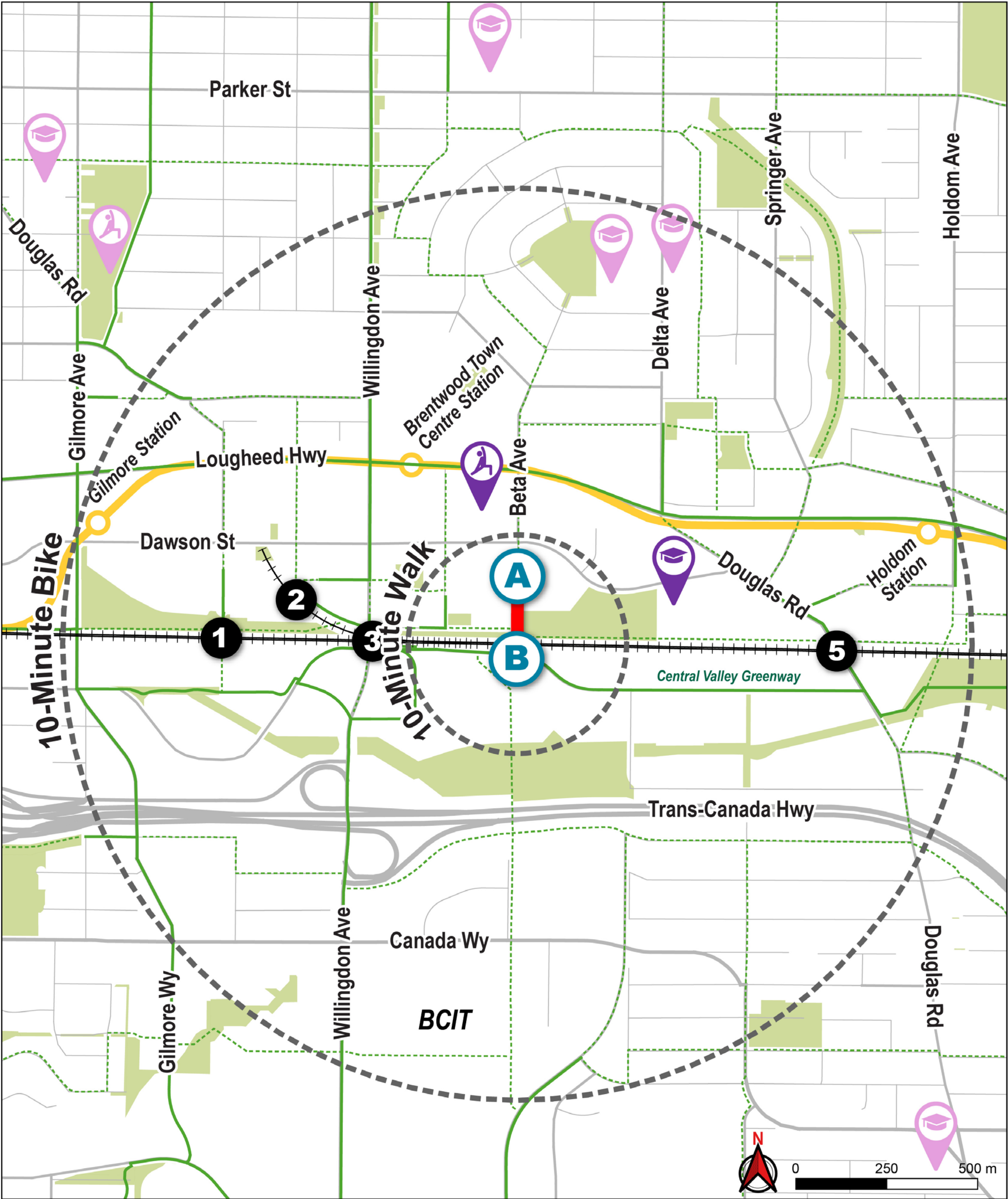
Pedestrian Infrastructure: Discontinuous sidewalks to the north and the Central Valley Greenway to the south.
- 

Cycling Infrastructure: Discontinuous cycle tracks to the north and the Central Valley Greenway to the south.
- 

Directness: Connects Brentwood Town Centre Station, mixed-use areas, and green space to the north and the Central Valley Greenway and industrial areas to the south. Active transportation routes planned at both ends of the corridor.
- 

Safety & Comfort: Connects with low-traffic streets adjacent to planned park and open space.
- 

Environmental & Geotechnical Considerations: Fewer environmental sensitivities with limited wild-life and vegetation. Ground conditions are relatively soft and unstable, which could make construction moderately challenging.



A) Beta Avenue, facing north



B) Central Valley Greenway, facing north

LEGEND	
Proposed Crossing	Potential Overpass Sites
Future Cycle Routes	1 Madison Avenue
Cycle Routes	2 Alaska Street
Millennium Line	3 Willingdon Avenue
Railway	4 Douglas Road
Existing Amenities	Future Amenities
Community Facility	Community Facility
School	School

Location 5: Douglas Road

Key considerations & constraints



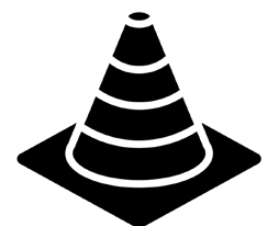
Pedestrian Infrastructure: Multi-use facilities with utility poles on both sides of the railway.



Cycling Infrastructure: Multi-use facilities with utility poles on both sides of the railway.



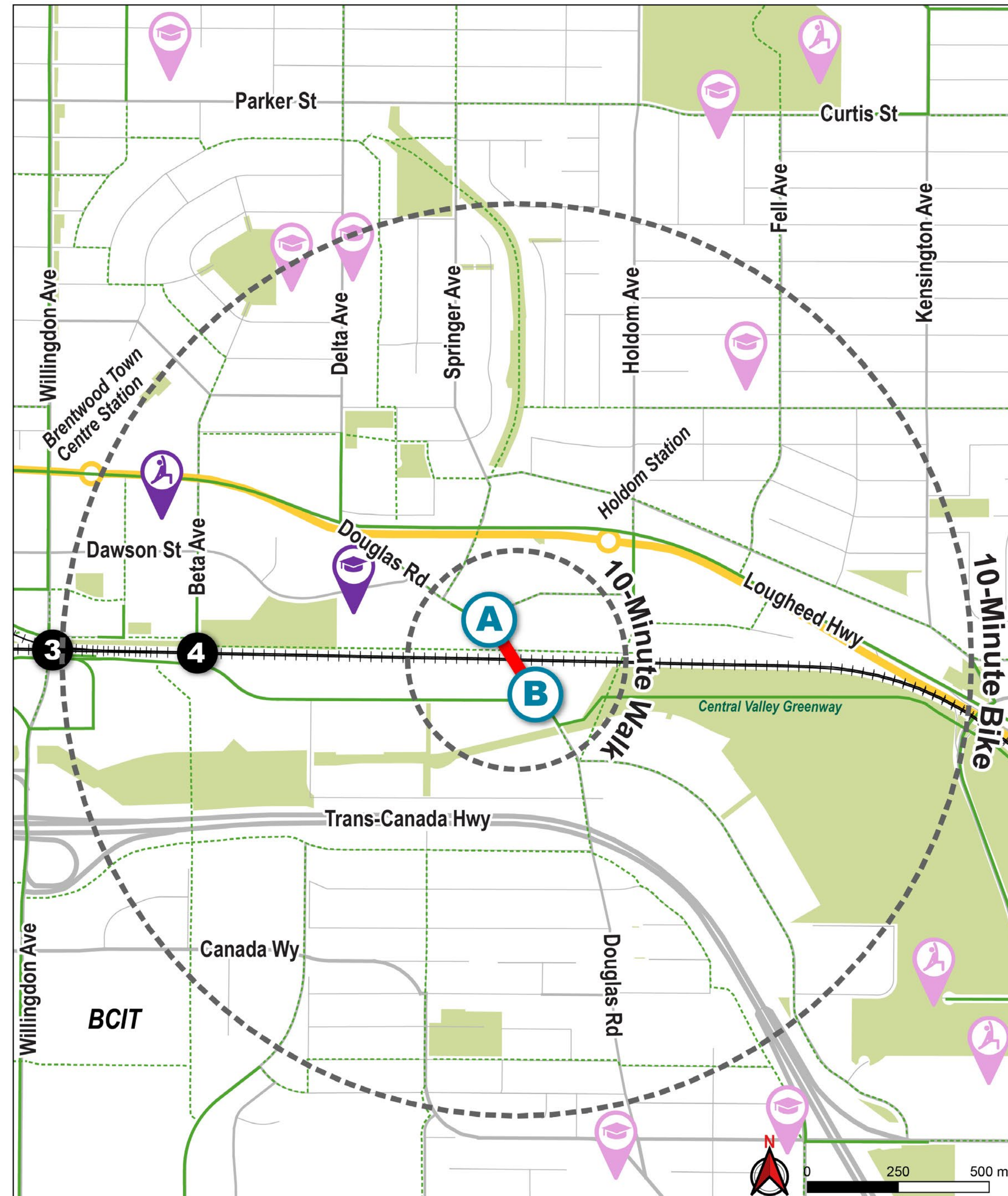
Directness: Connects Holdom Station and mixed-use areas to the north and the Central Valley Greenway and industrial areas to the south. Active transportation routes planned at both ends of the corridor.



Safety & Comfort: Shared active transportation facilities and vehicle volumes leading to the overpass may reduce comfort for some users.



Environmental & Geotechnical Considerations: The crossing passes through an industrial area with protected rare-animal habitats, requiring special studies and careful planning. Highly soft and unstable conditions on the north side and relatively stable conditions on the south may present moderate construction challenges.



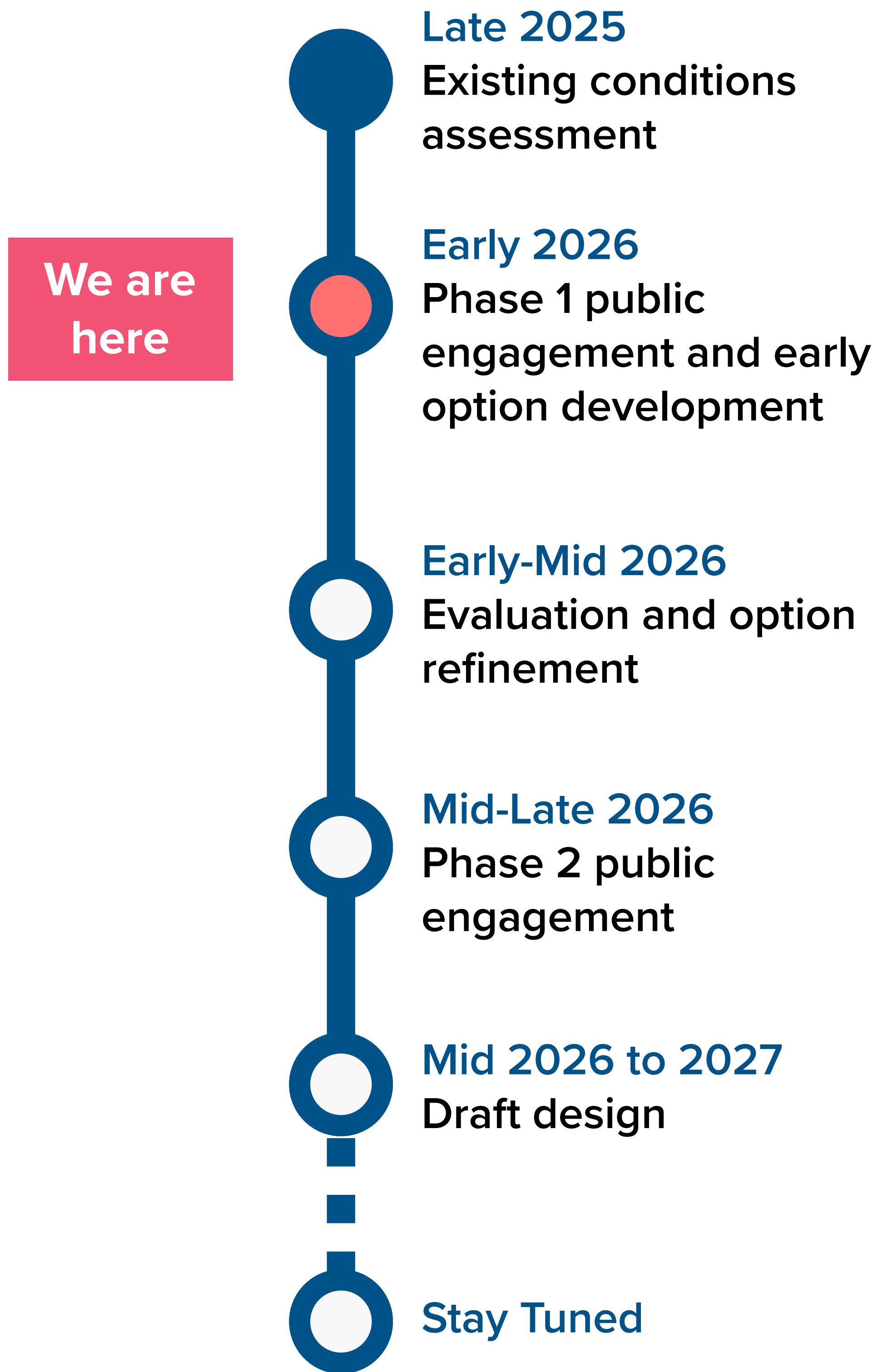
A) Douglas Road facing south towards crossing



B) Douglas Road facing north towards crossing

LEGEND	
Proposed Crossing	Potential Overpass Sites
Future Cycle Routes	Willingdon Avenue
Cycle Routes	Beta Avenue
Millenium Line	
Railway	
Existing Amenities	Future Amenities
Community Facility	Community Facility
School	School

Timeline & Contact



Share your input



Scan the QR Code or visit
Burnaby.ca/BrentwoodOverpass

Deadline
Wednesday, February 4 at 11:59 pm

If you have any questions, please email
BrentwoodOverpass@Burnaby.ca