

**From:** [REDACTED]  
**To:** [Mayor](#); [Calendino, Attilio Pietro](#); [Dhaliwal, Satvinder](#); [Gu, Alison](#); [Keithley, Joe](#); [Wang, James](#); [Tetrault, Daniel](#); [Santiago, Maita](#); [Lee, Richard](#)  
**Subject:** Willingdon BRT route  
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Dear Mayor and Council,

The proposal to alter the Willingdon BRT alignment north of Brentwood is deeply troubling and fails to grasp the major problems with altering the route to Boundary rd and is completely disconnected from what is needed and useful to people that would be riding the BRT.

1. The grade on Boundary rd approaching Hastings is **EXTREMELY** steep, with grades around 13%. This is a massive issue, including for basic safety reasons, and quite possibly makes the route infeasible altogether.

- This is steeper than the grades going up Burnaby mountain, so with even a tiny amount of snow/ice, the route would be completely unusable by the BRT, especially with heavily loaded articulated buses (as buses are packed during winter weather).
- Since buses will have to stop on this very steep slope before turning onto Hastings, it will be somewhere between very uncomfortable and extremely **unsafe** for all the passengers on the BRT that would be standing and have to try to hold on while the bus tries to lurch forward from stopped to make it the rest of the way up the very steep grade, and then make the sharp left turn onto Hastings. There will almost certainly be a notable increase in injuries to people riding the BRT if the Boundary routing goes ahead specifically because of the problems with the grade on Boundary approaching Hastings.
- The NACTO(National Association of City Transportation Officials)/APTA(American Public Transit Association) standards guide for designing BRT states the max grade should be 5-8% for short sections, but Boundary rd approaching Hastings massively exceeds these grades [REDACTED]

2. The alterations to the BRT routing include additional turns onto Halifax then onto Boundary, which will slow and delay the BRT compared to continuing straight on Willingdon to Hastings, which is contradictory to the goals of speed and reliability for BRT.

3. The Boundary alteration essentially duplicates the Millennium line between Brentwood and Gilmore and does not serve any significant destinations along Boundary, all while completely missing the key node at Willingdon and Hastings, including all the community amenities at Confederation park (library, community centre, senior's centre, etc) and all of the Heights, which are all major destinations, especially for people that would use the BRT.

4. Bus lanes are already in effect during the busiest hours periods along Hastings st, and there are numerous city-owned parking lots throughout the Heights as well. Making the bus lanes permanent and all day will greatly increase the capacity and number of people able to

move along Hastings st. This will also be beneficial for the stores in the Heights, providing increasing numbers of people visiting shops in the Heights with the accessibility a BRT along Hastings to Willingdon would provide, compared to removing potential customers by making it more difficult to access shops in the Heights if the BRT is routed along Boundary.

- Significant mode-shift to transit and away from cars was included as a key piece of Burnaby's Transportation Plan. The proposal to put BRT on the worse Boundary alignment instead of re-allocating appropriate space for transit is laughable in the face of this council's stated goals around climate and transportation safety. In 2021 (with much lower ridership), Translink's Bus Speed and Reliability Report noted that ~21% of all people moving along Hastings st in the Heights were on transit, as well as 24% of all people on Willingdon north of Brentwood

With bus ridership up ~70-80% since 2021, the percentage of people riding transit along Hastings and Willingdon are likely 30-40% of all road users, and will likely be over 50% with BRT. With transit moving such a high percentage of people along these corridors, it more than supports dedicating lanes for transit, to ensure the majority of people using Hastings and Willingdon are not delayed by cars.

BRT is supposed to be about improving speed, comfort, reliability, and accessibility, but compared to the original Willingdon routing, the Boundary rd proposal utterly fails on all of these measure while also creating unsafe conditions for people that would be riding the BRT.

Thank you,  
Joel Gibbs