

# **Transportation 2045: City of Langley Transportation Plan**

**Round 2 Engagement Summary Report**  
**July 2022**

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## SECTION 1: INTRODUCTION

The City of Langley is developing **Transportation 2045**, an updated city-wide transportation plan. The updated Plan will guide the City in creating a multi-modal transportation network that provides safe, sustainable, and efficient movement of people and goods by all modes over the next 25 years.

**Transportation 2045** is being developed over five phases:



*Figure 1: Transportation 2045 Planning Process*

The Transportation 2045 engagement activities have included multiple opportunities for both public and stakeholder engagement. Figure 2 shows how stakeholders and community members have been able to get involved to date.



*Figure 2: Transportation 2045 Engagement Activities*

The second round of engagement (Round 2) focused on presenting the draft strategies, actions, and network recommendations (infrastructure projects) to community members and stakeholders and collect input on priorities. The information collected through this round will help the project team ensure the plan is supported by community members and help to refine the implementation plan. Round 2 engagement activities included the following:

- An online survey hosted on Survey Monkey and advertised on the City’s website and social media channels.
- An in-person booth at the City of Langley’s Community Day on June 18, 2022.
- An online stakeholder meeting hosted via Zoom. Attendees were invited based on identified core community stakeholder groups.

The following sections provide an overview of these activities and what was heard about the draft Transportation Pan.

## **SECTION 2: ONLINE SURVEY**

An online survey was available to the public from June 6<sup>th</sup> to July 1<sup>st</sup>, 2022. The survey was designed to share the draft plan strategies and actions, and gauge the community’s level of support for the plan.

The survey was advertised on the City’s website and social media pages, and received 247 responses. This section presents the questions as asked to survey respondents and highlights the responses that were received. Where applicable, the graphs represent responses by both the number and percentage of respondents.

## Transportation 2045: Vision and Goals

As part of Transportation 2045, a vision and goals have been developed to guide the recommendations of the plan. To achieve the vision and goals a series of strategies and actions have also been identified. The following survey questions were specific to Transportation 2045’s draft vision and goals and some of the strategies and actions that have been identified to help active the vision and goal.

The proposed vision is:

***Langley City is a complete and connected community where residents, visitors, and goods travel safely and efficiently to their various destinations. This is achieved through a people-first, forward-thinking, sustainable transportation network that is built around rapid transit.***

### ***Q. How well do you feel the proposed vision aligns with your views on the future of transportation in Langley City?***

50% of respondents agree that the proposed vision aligns with their views on the future of transportation in Langley City (responding that the vision was ‘excellent’ or ‘good’) with another 22% noting that it was ‘fair’. 21% of respondents feel that the proposed vision does not align with their views (responding that the vision was ‘poor’ or ‘very bad’).

Respondents were able to provide comments. The most common themes from the comments provided were a desire to prioritize driving (7 responses) and feeling that more information was needed to provide feedback (5 responses). Other comments said that the vision is ambitious (1 responses), they support the SkyTrain (1 response), and that the vision felt meaningless (1 response).

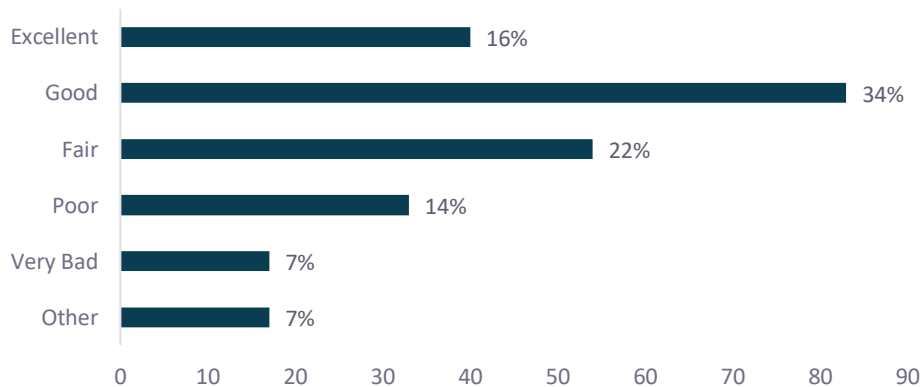


Figure 3: How Well the Vision Aligns with Respondents Views on the Future of Transportation in Langley City (n=244)

Based on what was heard through the previous round of community engagement, four strategic directions were drafted to support Transportation 2045. The strategic directions include:

**Safe**

- Create people-first streets that are safe for all users while working towards achieving Vision Zero – having zero fatalities and severe injuries among users.
- Encourage a safe transportation system by tracking maintenance needs and addressing maintenance all year round

**Inclusive and Accessible**

- Ensure that people of all ages and abilities can travel comfortably within the City
- Create a welcoming environment for all groups of people

**Sustainable and Healthy**

- Align land use and transportation, making active transportation and transit the convenient choice
- Encourage the use of active transportation and transit through programs, education, incentives, and campaigns

**Efficient, Innovative & Forward Thinking**

- Work with regional partners to address transportation issues within the City and region
- Plan proactively for new technologies and travel modes

**Q. What are your thoughts on the proposed goals?)**

Overall, 75% respondents support the strategic directions (strongly or slightly), and 18% oppose.

Respondents were able to provide additional comments. The most common themes from these comments was a desire to see action to achieve these goals (4 responses). Other comments included:

- Need to improve safety
- Need to consider affordability
- Need to focus on improving Fraser Highway and Highway 10
- Need to establish more homeless shelters
- Need to prioritize driving and the road network
- Need to prioritize transit and active transportation infrastructure.

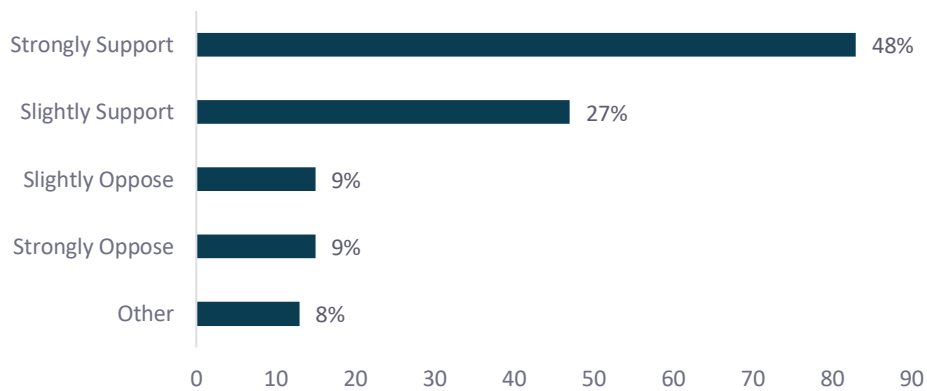


Figure 4: Respondents Level of Support for the Proposed Goals (n=173)

**Q. What are your priorities for improving safety in Langley City?**

Survey respondents were asked to prioritize the actions related to improving safety. A list of four actions were provided for participants to rank from 1 (most important) to 4 (least important).

**Enhancing and maintaining transportation infrastructure in a state of good repair** was identified as the highest priority among respondents, followed by **providing road space that created safe and protected spaces for vulnerable users, transit, and high occupancy vehicles**. **Reducing vehicle speeds on local streets by reducing posted speed limits and/or traffic calming measures** was identified as the lowest priority among respondents.

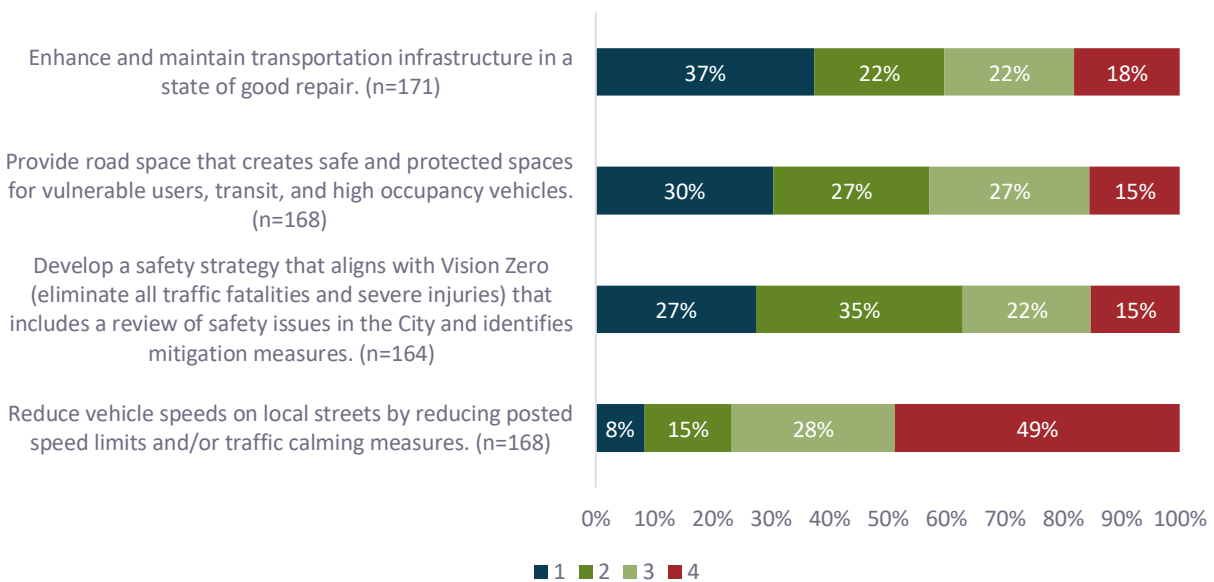


Figure 5: Priorities for Improving Safety in Langley City



**Q. What are your priorities for improving inclusivity and accessibility in Langley City?**

Survey respondents were asked to prioritize the actions related to improving inclusivity and accessibility. A list of four actions were provided for participants to rank from 1 (most important) to 4 (least important).

**Ensuring new and improved streets and crossings meet current accessibility standards** was the highest priority among respondents, closely followed by **providing enhanced lighting and other improvements to make it more comfortable to travel around the city**. **Creating opportunities where people of all backgrounds and abilities can comfortably engage with the City on transportation improvements and programs** was identified as the lowest priority among respondents.

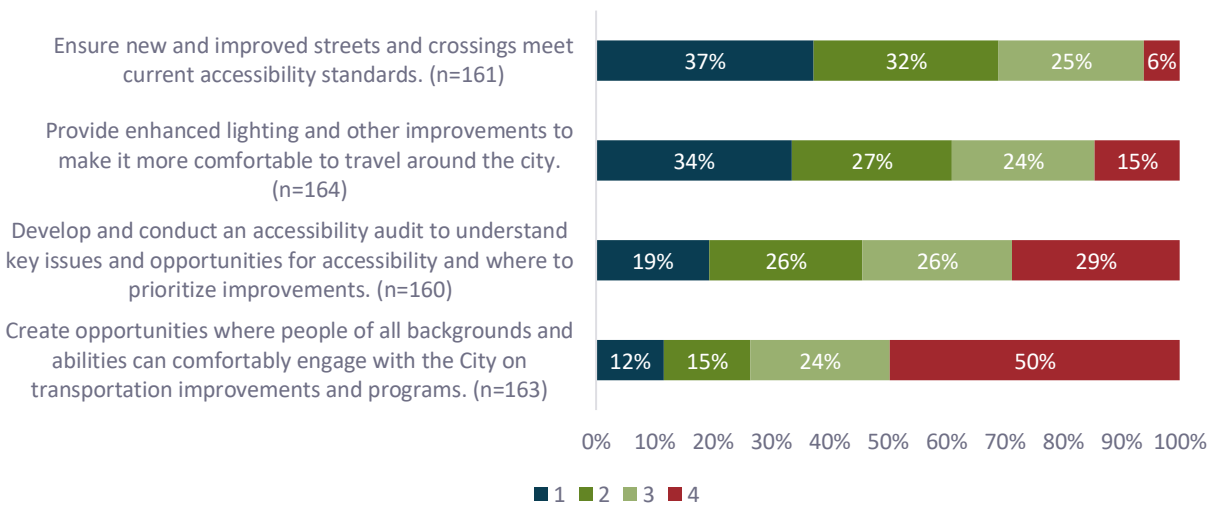


Figure 6: Priorities for Improving Inclusivity and Accessibility in Langley City

**Q. What are your priorities for improving transportation sustainability in Langley City?**

Survey respondents were asked to prioritize the actions related to improving transportation sustainability. A list of five actions were provided for participants to rank from 1 (most important) to 5 (least important).

**Ensuring land uses that encourage a range of housing types are well served by frequent transit service and the active transportation network** was ranked the highest among respondents, closely followed by **investing in transportation projects that help move the most people in an efficient manner**. **Encouraging youth active travel through municipal and provincial programming** was identified as the lowest priority among respondents.

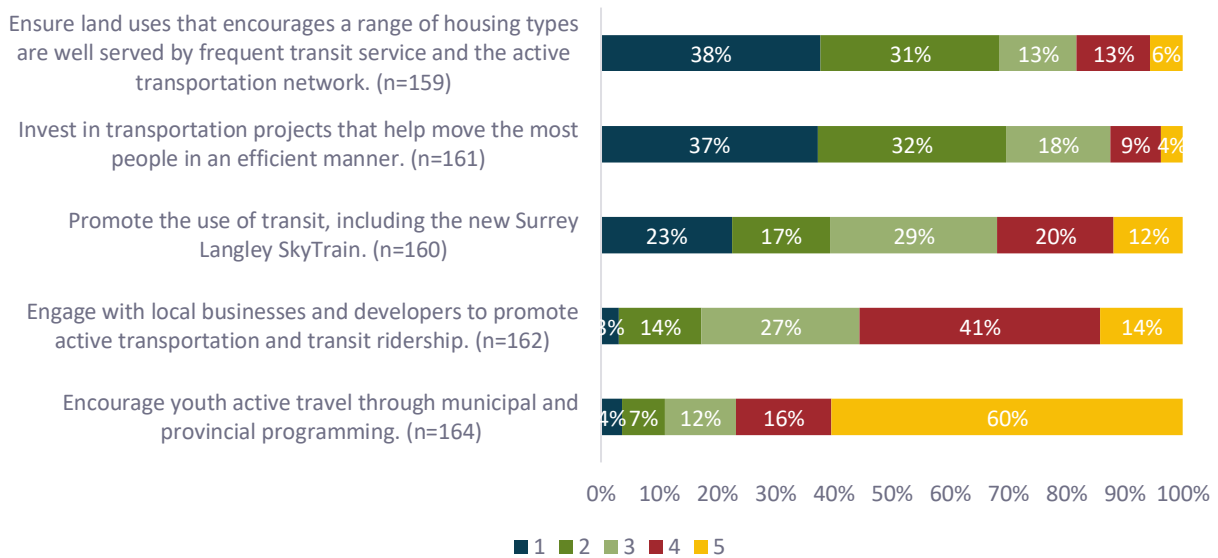


Figure 7: Priorities for Improving Transportation Sustainability in Langley City

**Q. What are your priorities for creating a more efficient, innovative, and forward-thinking Langley City?**

Survey respondents were asked to prioritize the actions related to creating a more efficient, innovative, and forward-thinking community. A list of six actions were provided for participants to rank from 1 (most important) to 6 (least important).

**Providing seamless connections from SkyTrain stations to other transportation networks** was the highest ranked priority, followed by **improving efficiency and reducing congestion through the use of intelligent transportation systems and road network improvements**. **Conducting a study to plan for mobility services and devices that can increase sustainable mode share and equity** and **collaborating with community organizations to provide safety education programs** were ranked the lowest by respondents.

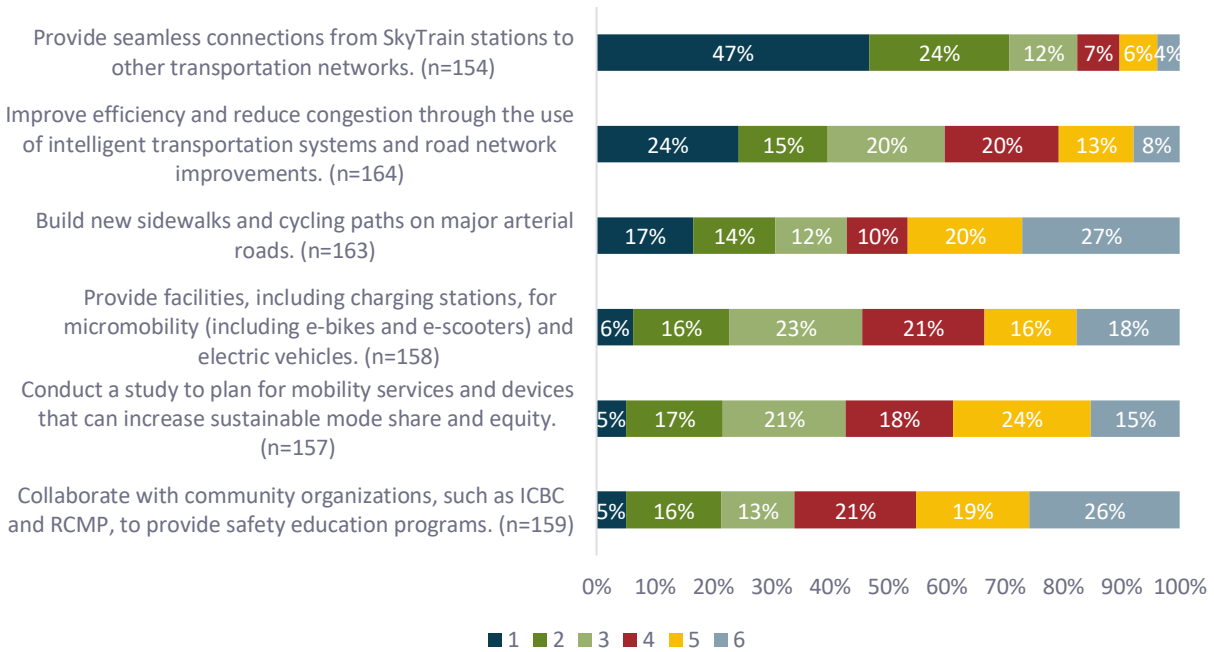


Figure 8: Priorities for Creating a more Efficient, Innovative, and Forward-thinking Langley City

***Q. Are there any priorities related to the goals that you believe have been missed?***

73 respondents provided comments on additional priorities. These comments were reviewed in detail and key themes were identified, as shown below:

- Concerned about personal safety (9 responses)
  - Feel unsafe in the downtown core
  - Experience increase crime around SkyTrain stations and transit hubs
  - Unsafe driver behaviours
- Prioritize driving (9 responses)
- Collaborate more with the Township of Langley (4 responses)
- Improve the road network to reduce congestion (4 responses)
- Install car parks near transit hubs (3 responses)
- Expand transit service (routes and frequency) (3 responses)
- Improve pedestrian safety at crosswalks and intersections (3 responses)
- Prioritize transit and active transportation infrastructure (3 responses)
- Need to prioritize affordability (2 responses)
- Improve amenities at bus stops (2 responses)
- Prioritize maintaining current infrastructure (2 responses)
- Limit bicycle lanes (2 responses)
- Prioritize accessibility for seniors and those with diverse abilities (2 responses)
- Provide more EV charging stations (2 responses)

Other comments included:

- Complete the cycling and pedestrian networks (1 response)
- Connect existing transit routes to SkyTrain stations (1 response)
- Provide free parking near key destinations and in new developments (1 response)
- Make the cycling network accessible for riders of all ages and abilities (1 response)
- Maintain the community feeling in Langley City (1 response)
- Want to see action (1 response)
- Improve maintenance at transit hubs and bus stops (1 response)
- Invest in more programs for helping those experiencing homelessness (1 response)
- Regulate micromobility use (1 response)
- Turn Langley City into a 15-minute city (1 response)
- Review speed limits near schools (1 response)
- Install more roundabouts (1 response)

## Key Themes

Transportation 2045 will include specific recommendations addressing the following 4 themes:

- Walking and Accessibility
- Cycling and Rolling
- Transit
- Driving and Goods Movement

Based on what we heard in our initial round of engagement, strategic directions were developed for each of these themes. The survey asked survey respondents if they supported the strategic directions and to identify what they would prioritize. These directions include:

### **Walking and Accessibility**

- Complete and enhance the sidewalk network with high quality infrastructure, ensuring it is accessible for people of all ages and abilities
- Make walking an enjoyable experience for all pedestrians with places to rest and interesting places to visit, while prioritizing people-first streets through lowering traffic volumes and speeds
- Integrate new active transportation routes with the existing trail network

### **Cycling and Rolling**

- Develop a complete, connected, well-maintained, comfortable, and safe cycling network for people of all ages and abilities.
- Provide support amenities and facilities that make cycling the preferred choice for long distance trips.

### **Transit**

- Partner with TransLink to improve bus speed and reliability, working towards transit service that is a convenient and accessible option for all.
- Enhance transit user experience with bus stop amenities and accessibility improvements.
- Continue to create a Transit-Oriented Community where land use promotes transit use.

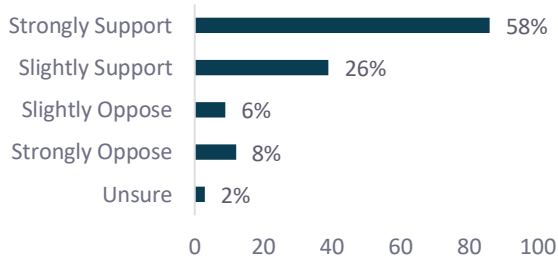
### **Driving and Goods Movement**

- Partner with TransLink to improve bus speed and reliability, working towards transit service that is a convenient and accessible option for all.
- Enhance transit user experience with bus stop amenities and accessibility improvements.
- Continue to create a Transit-Oriented Community where land use promotes transit use.

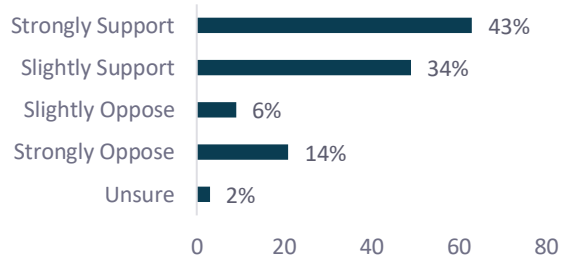
**Q. What are your thoughts on the proposed strategic directions?**

Overall, majority of respondents support the proposed strategic directions for all of the key themes. Strategic directions for **driving and goods movement** received the highest support, closely followed by **walking and accessibility** and **transit**.

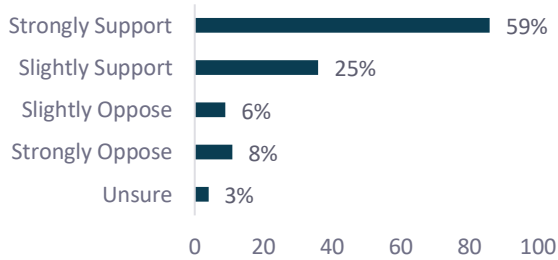
**Walking and Accessibility (n=149)**



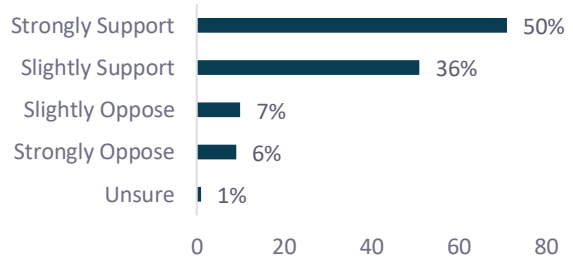
**Cycling and Rolling (n=145)**



**Transit (n=146)**



**Driving and Goods Movement (n=142)**



*Figure 9: Level of Support for the Strategic Directions*

In addition to gauging their support for the strategic directions, respondents were also asked to rank the proposed actions for each of the key themes. Below are the respondents rankings.

### Walking and Accessibility

Seven actions were proposed for walking and accessibility, and respondents were asked to rank them from 1 (most important) to 7 (least important). **Building new sidewalks and pathways to fill gaps in the network** was ranked the top priority by respondents, followed by **maintaining, enhancing and widening existing sidewalks and pathways to enhance accessibility**. The remaining five options were closely ranked, with **engaging with the community through welcoming and fun street enhancements** being ranked the lowest by respondents.

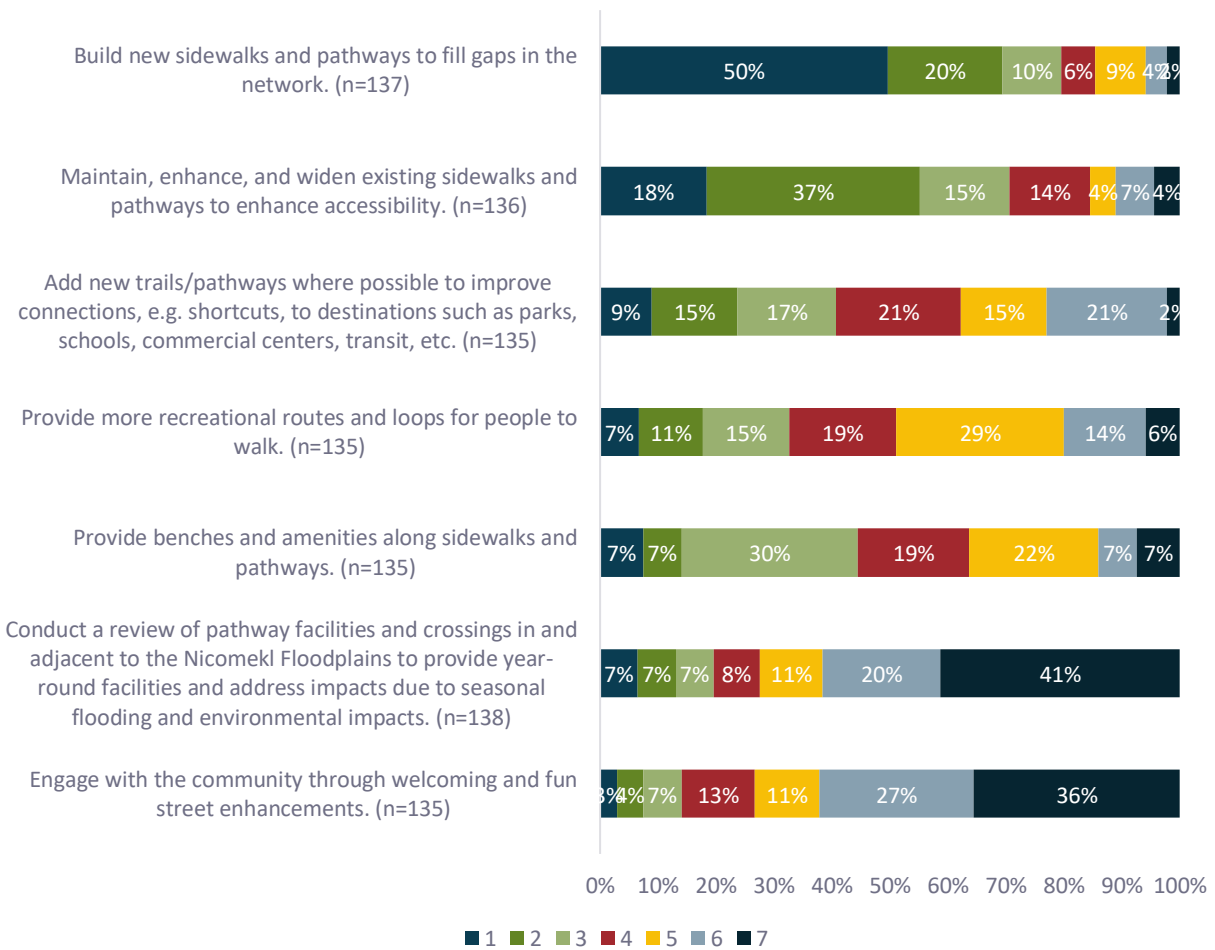


Figure 10: Walking and Accessibility Priority Actions

**Cycling and Rolling**

Four actions were proposed for cycling and rolling, and respondents were asked to rank them from 1 (most important) to 4 (least important). Respondents ranked **build new cycling facilities that are comfortable for riders of all ages and abilities to fill gaps in the network** as the top priority. **Install bike parking, e-charging stations, and end-of-trip facilities such as public changerooms in Langley City at key community destinations** was the lowest ranked priority.

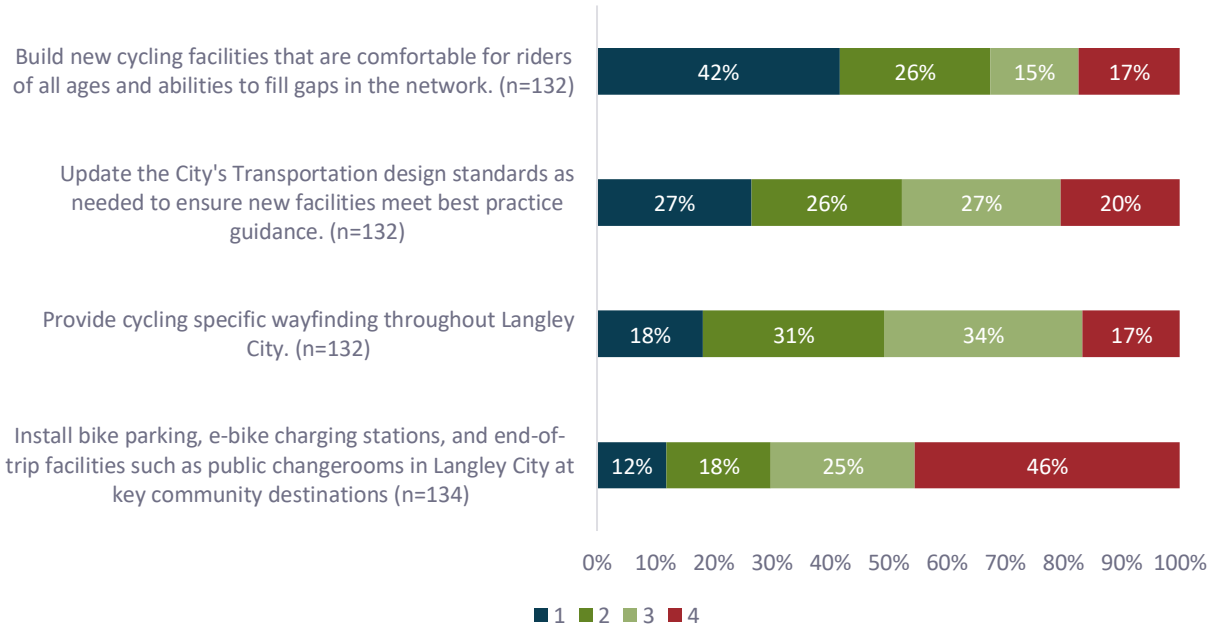


Figure 11: Cycling and Rolling Priority Actions



**Transit**

Survey respondents were asked to prioritize the actions related transit. A list of seven actions were provided for participants to rank from 1 (most important) to 7 (least important). **Increase transit service to connect riders with key community destinations in a more timely manner** was ranked the top priority. **Building new connections from transit hubs to walking and cycling networks** and **enhancing existing bus stops to be accessible for all riders** were the lowest ranked actions.

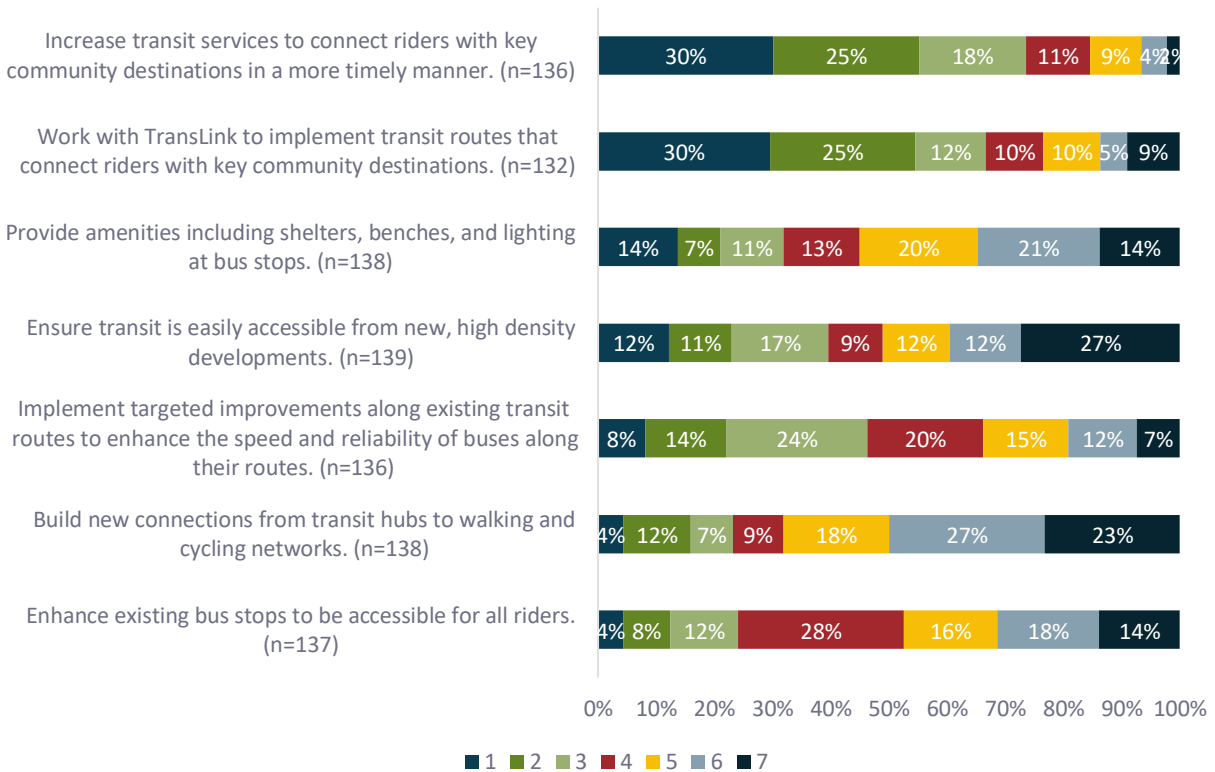


Figure 12: Transit Priority Actions

### Driving and Goods Movement

Respondents were asked to prioritize the six actions related transit, from 1 (most important) to 6 (least important). **Building new road network improvements that provide safe and efficient movement of people and goods** was the top ranked priority, followed by **completing improvements to intersections to improve accessibility, safety, and efficiency for all users**. **Providing adequate space for business loading and pick up/drop off zones** was the lowest ranked priority.

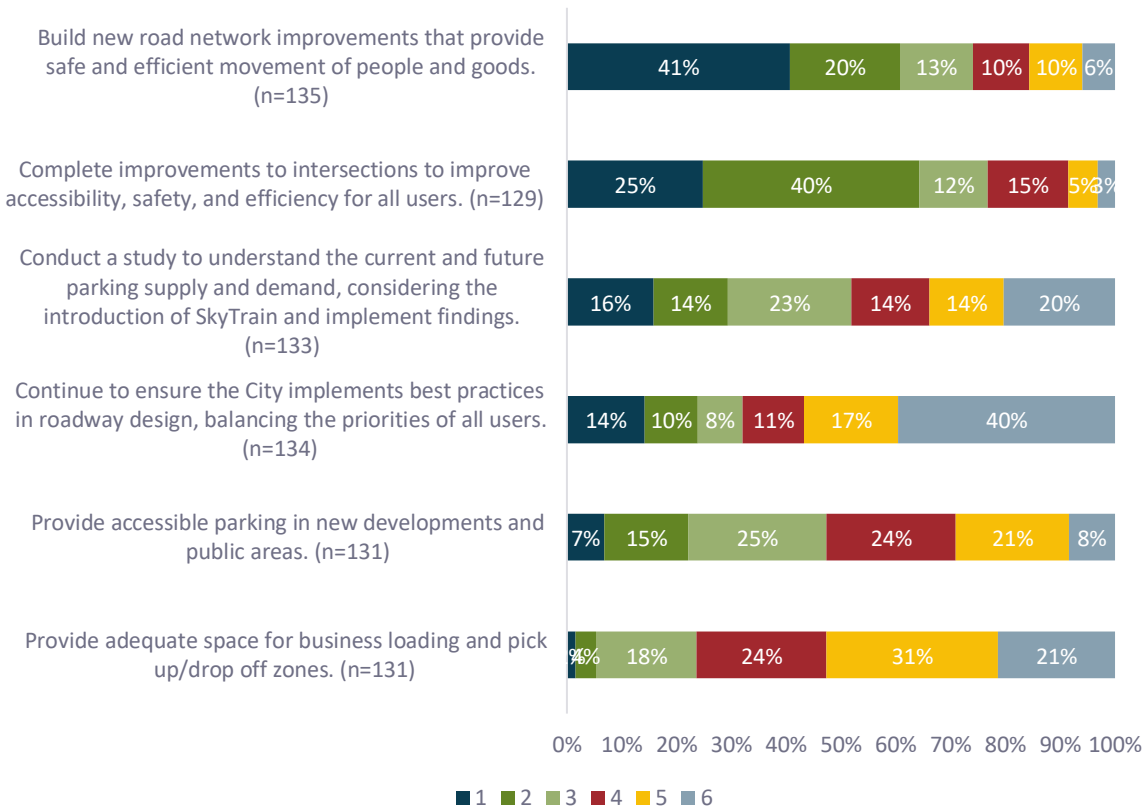


Figure 13: Driving and Goods Movement Priority Actions

***Q. Are there any priorities related to the key themes that you believe are missing?***

44 respondents provided comments on additional priorities. These comments were reviewed in detail and key themes were identified, as shown below:

- Prioritize driving improvements (5 responses)
- Prioritize and improve transit and active transportation infrastructure (5 responses)
- Provide accessible and free public parking near key destinations (3 responses)
- Widen roads in Langley City (3 responses)
- Establish sidewalk, parking, and road standards for new developments (2 responses)
- Expand transit service (routes and frequency) (2 responses)
- Improve pedestrian safety at crosswalks/intersections and in the Downtown core ( 2 responses)
- Provide off-street loading zones and parking for construction/contractors (2 responses)

Other comments included:

- Understand parking needs before SkyTrain is opened
- Address affordability concerns
- Establish RV parking areas
- Improve visibility of road signs
- Keep truck routes out of residential neighbourhoods
- Limit motor vehicle speeds
- Limit street parking to one side of the road
- Partner with local organizations to support active transportation initiatives
- Provide more bicycle capacity on transit
- Install wayfinding around the city

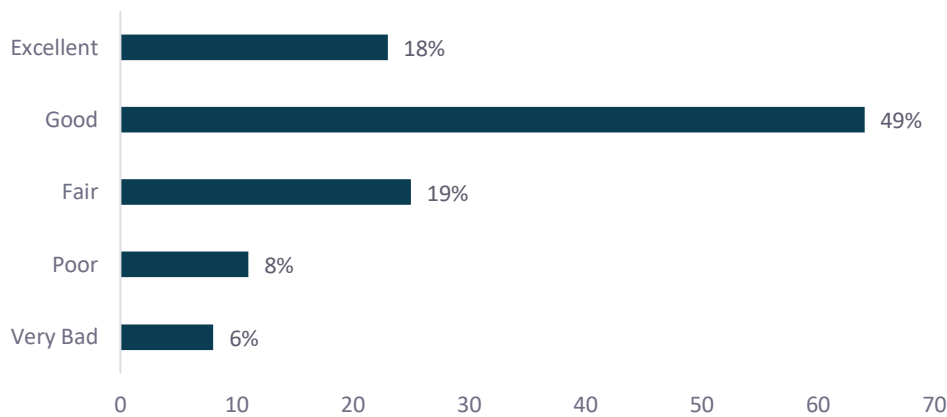
## Network Mapping

Survey respondents were shown the draft network maps that have been developed for each of the four themes. These maps show proposed infrastructure projects that have been identified through the planning process. The maps were included for respondents to review and provide feedback on.

### Walking and Accessibility

#### **Q. How well does the proposed network address walking and accessibility issues and gaps in Langley City?**

Majority of respondents (67%) feel the network addresses walking and accessibility issues and gaps, and 14% disagree.



*Figure 14: How well the Proposed Network Address Walking and Accessibility Issues and Gaps (n=131)*

Respondents were able to provide additional comments related to the proposed network. 54 respondents provided comments, and the common themes were:

- Improve safety (10 responses)
  - For pedestrians and cyclists
  - More lighting
  - At crosswalks (2 response)
  - Collaborate with other departments and organizations (1 response)
- Improve and expand active transportation infrastructure (5 responses)
- Improve accessibility (4 responses)
  - Access to active transportation infrastructure and recreation destinations
  - Accessibility at Highway 10 and Fraser Highway
- Address areas vulnerable to flooding (3 responses)
- Widen sidewalks (3 responses)
- Provide sidewalks on every road (3 responses)
- Provide connections between key community destinations (2 responses)

- Improve maintenance of existing infrastructure (2 responses)
- Install pedestrian overpasses (2 responses)
- Provide amenities along sidewalks and pathways, including benches and charging stations for motorized mobility aids (2 responses)

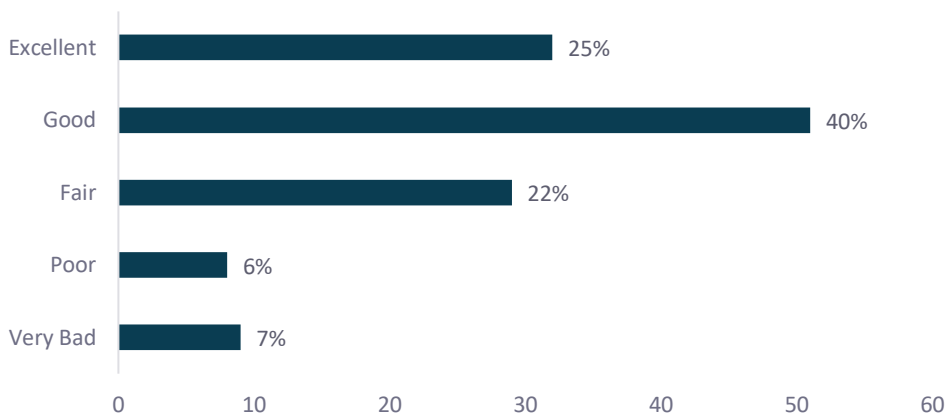
Other comments included:

- Address missing sidewalks in areas with development (1 response)
- Automate all crosswalks (1 response)
- Build active transportation routes away from main roads (1 response)
- Establish a North-South corridor (1 response)
- Focus improvements in areas where people already walk and bicycle (1 response)

## Cycling and Rolling

### *Q. How well does the proposed network address cycling and rolling issues and gaps in Langley City?*

65% of respondents feel the proposed network addresses cycling and rolling issues and gaps, while 13% disagree.



*Figure 15: How well the Proposed Network Address Cycling and Rolling Issues and Gaps (n=129)*

51 respondents provided additional feedback on the network, and the common themes included:

- Do not support bicycle lanes (15 responses)
- Separate bike routes from roadways (4 responses)
- Expand the cycling network (4 responses)
  - Along 200 Street
  - Along Grade Crescent
  - Along Fraser Highway
- Establish a North-South corridor (2 responses)
- Provide education for cyclists sharing the road (2 responses)
- Connect the Langley City bicycle network with the Township of Langley (2 responses)

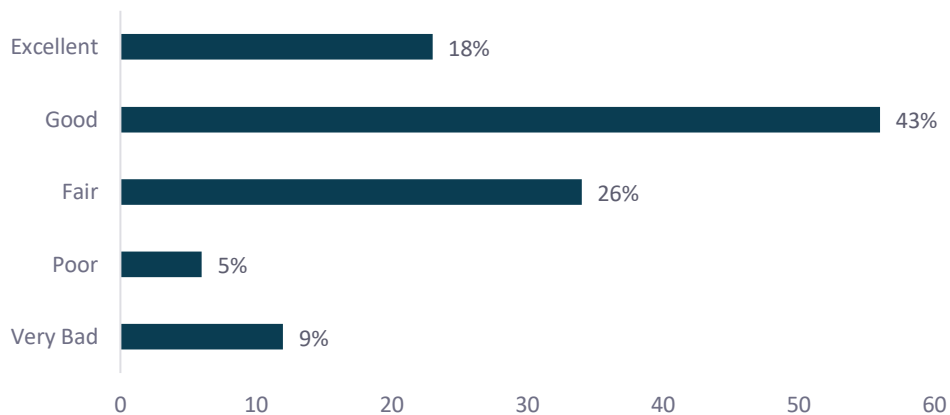
Other comments included:

- Avoid bicycle routes that go through industrial areas (1 response)
- Create more recreational bicycle routes (1 response)
- Enforce separated bicycle and pedestrian lanes (1 response)
- Ensure the network is accessible for all ages and abilities (1 response)
- Establish a greenbelt through the city (1 response)
- Establish car-free streets (1 response)
- Focus improvements along major roadways (1 response)
- Focus improvements in areas with no existing bicycle infrastructure (1 response)
- Improve lighting and safety (1 response)
- Improve maintenance of existing infrastructure (1 response)
- Install bicycle lanes only if widening the roads (1 response)
- Keep bicycle lanes at road level (1 response)
- Keep bicycle lanes off roadways (1 response)
- Establish regulations for micromobility (1 response)
- Prioritize bicycle routes near schools (1 response)
- Provide bicycle amenities, including parking/lockers (1 response)
- Remove bicycle lanes that impede transit access (1 response)

## Transit

### *Q. How well does the proposed network address transit issues and gaps in Langley City?*

61% of respondents feel the proposed network addresses transit issues and gaps, while 14% disagree.



*Figure 16: How well the Proposed Network Address Transit Issues and Gaps (n=131)*

50 respondents provided additional feedback on the network, and the common themes included:

- Expand transit service (additional routes, more frequent service) (14 responses)
- Prioritize transit routes away from high-congestion areas (6 responses)
  - Keep routes off of 203 Street and Grade Avenue
  - Keep routes off of the Langley Bypass
  - Keep routes away from farm land
- Unsupportive of transit and SkyTrain (8 responses)
- Improve safety at transit stops (more police presence, concerns for personal safety) (2 responses)

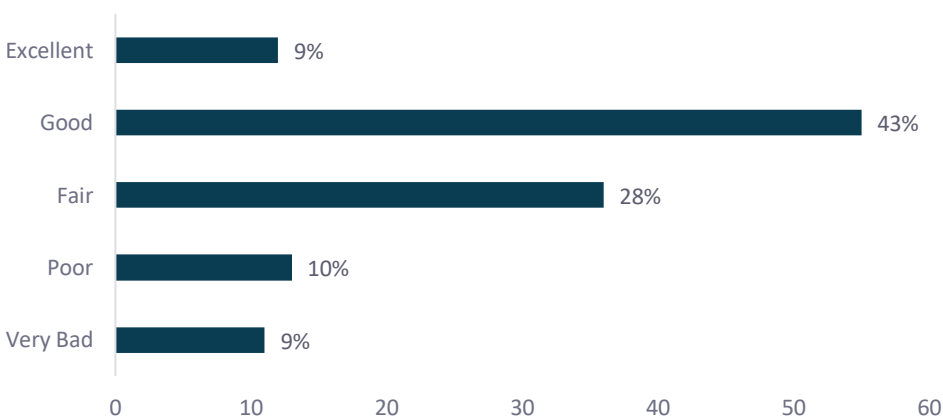
Other comments included:

- Install parkades near transit hubs (1 response)
- Enhance transit accessibility (1 response)
- Open a Langley Transit Depot (1 response)
- Prioritize connections to SkyTrain (1 response)
- Prioritize routes along the Langley Bypass (1 response)
- Provide more residential transit connections (1 response)
- Establish transit only lanes (1 response)
- Improve pedestrian infrastructure around Willowbrook transit stops (1 response)

### Driving and Goods Movement

#### *How well does the proposed network address driving and goods movement issues and gaps in Langley City?*

52% of respondents feel the proposed network addresses transit issues and gaps, while 14% disagree.



*Figure 17: How well the Proposed Network Address Driving and Goods Movement Issues and Gaps (n=127)*

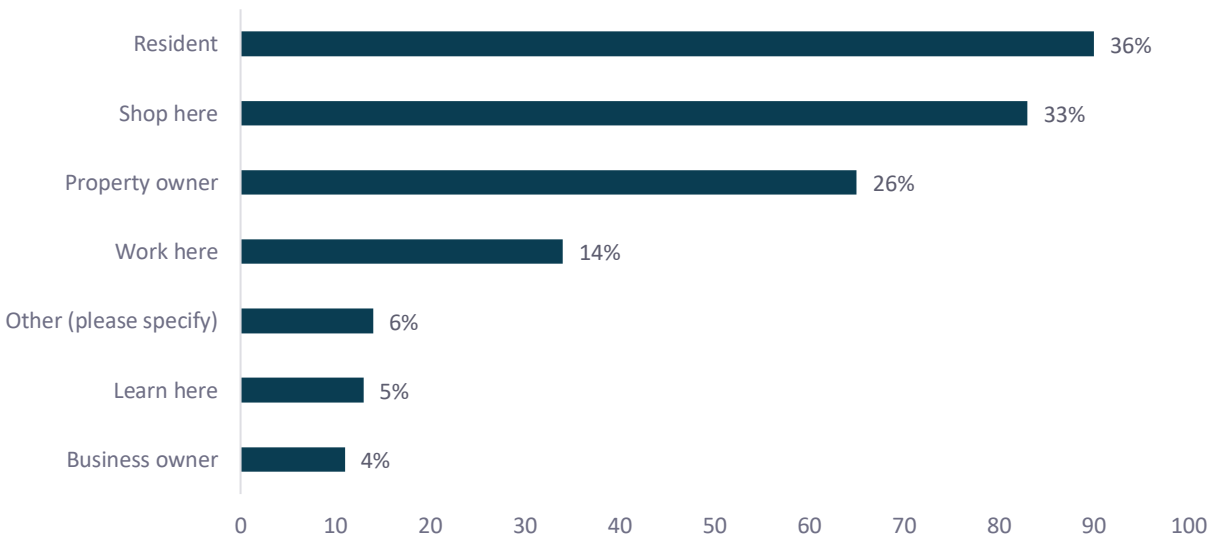
39 respondents provided additional feedback on the network, and the common themes included:

- Limit speed and traffic through residential neighbourhoods (2 responses)
- Install overpasses for driver to avoid trains (2 responses)
- Prioritize active transportation and transit over driving (2 responses)
- Widen high-traffic roads (2 responses)
- Better align traffic signal timing to reduce idling (1 response)
- Complete a traffic study along 200 Street (1 response)
- Establish dedicated loading and drop-off zones for businesses (1 response)
- Establish a direct route in and out of Langley City (1 response)
- Install more EV charging and car sharing stations (1 response)
- Install left turn signal at 203 Street and 53 Avenue (1 response)
- Keep 53 Avenue a dead end (1 response)
- Limit commercial vehicles in the city during the day (1 response)
- Provide more connections from Brookwood to Langley City (1 response)
- Prioritize driving over active transportation (1 response)
- Establish disaster routes (1 response)
- Update parking bylaws in residential areas (1 response)

## Demographics

### *What is your connection Langley City?*

36% of respondents identify as residents of Langley City, and 33% said that they shop here.

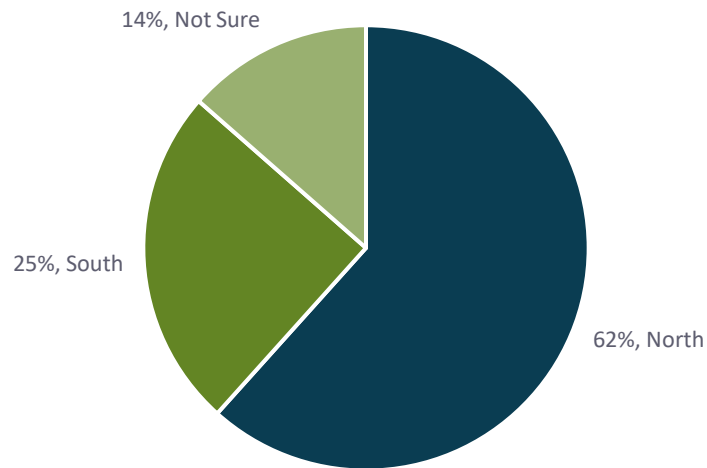


*Figure 18: Respondents Connection with Langley (n=249)*



***Do you live north or south of the Nicomekl River?***

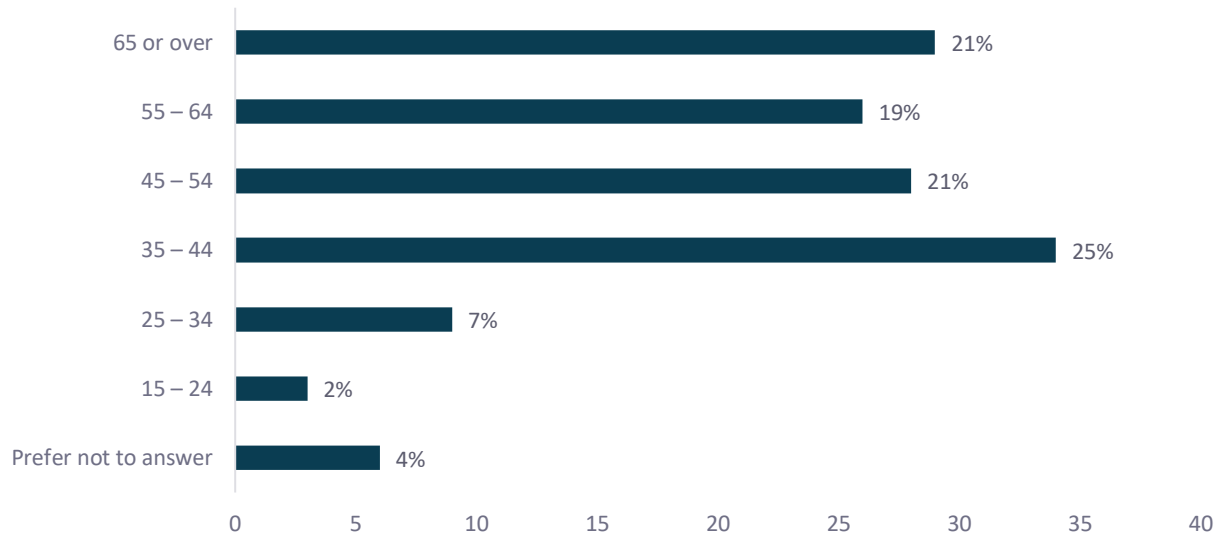
62% of respondents identified that they live north of the Nicomekl River, and 25% said they live south of the Nicomekl River. 14% of respondents were unsure.



*Figure 19: Where do you Live in Proximity of the Nicomekl River (n=133)*

*How old are you?*

The majority of respondents (65%) are between the ages of 23 – 64, 21% are above the age of 64, and 11% are below the age of 25.



*Figure 20: Respondents Age (n=135)*

**How many vehicles are registered to your household?**

59% of respondents indicated they have two or more vehicles registered to their household. 6% of respondents do not have any vehicles registered to their household.

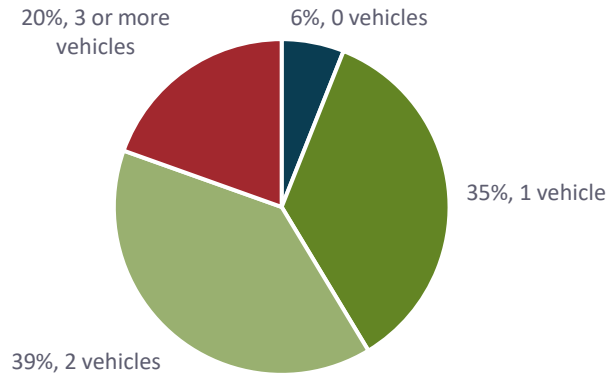


Figure 21: Number of Registered Vehicles per Household (n=133)

**How did you hear about this survey?**

61% of respondents heard about the survey through Langley City's social media channels.

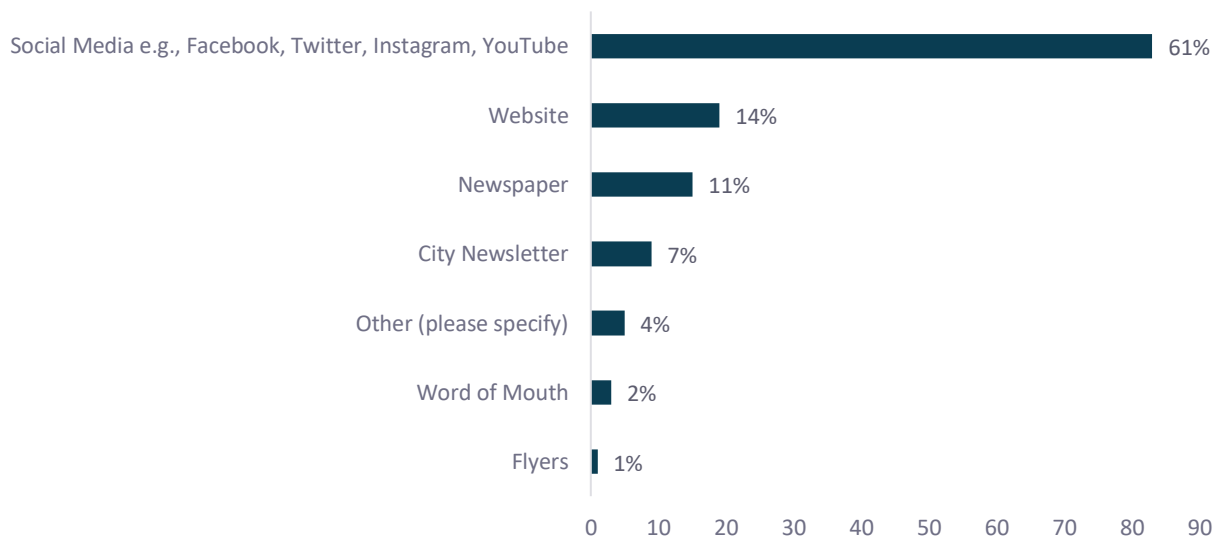


Figure 22: How Respondents Heard About the Survey (n=135)

## SECTION 3: COMMUNITY DAY POP-UP

An in-person event was set up at Langley City Community Day on June 18<sup>th</sup> in Douglas Park. Members of the Transportation 2045 project team were in attendance to inform participants about the project and share the draft strategic directions and proposed networks for walking, cycling, transit, and roads. Participants were also to vote with marbles on which priorities are most important to them. Priorities included:

- sidewalks and pathways;
- cycling routes;
- transit service;
- major road improvements;
- accessibility;
- amenities;
- maintenance;
- parking; and
- other.

### What We Heard

There were five main themes that were brought up by participants. What we heard is summarized below.

#### Community Context

- Concerned about being at bus shelters with those experiencing homelessness.
- Want to see green space maintained in the city
- Would like more public recycling and garbage bins
- Need to address drainage issues on Glover Road
- Need to address affordable housing issues

#### Transit

- Would like more transit security and police presence
- Transit hubs need more amenities, including washrooms and better lighting
- Bus schedules are inconvenient and there are long wait times
- Need more direct routes and more frequent service in the evenings
- If we are promoting transit, we need to make it more reliable and convenient

## Road Network

- Concerns about road conditions and poor maintenance
- Concerns about reallocating road space impacting congestion and emergency vehicle access
- Need to retain space for parking and driving
- Pedestrian safety concerns at specific locations:
  - north east corner of Logan Avenue and 56 Avenue
  - along 200 Street
  - Dangerous left turn at 208 Street and Fraser Highway

## Active Transportation

- Need to be more purposeful with the installation of active transportation infrastructure and make sure the networks are connected
- Develop a bicycle network map that people can use to better navigate through the city.
- Need more cycling end of trip facilities, including bicycle parking and storage
- Sidewalks in the city are inconsistent and not well maintained
- Install more wayfinding throughout the city
- Bicycle lanes are not well maintained and feel unsafe in some areas
- Establish safe walking and cycling routes around schools
- Not opposed to bicycle lanes, but should monitor implementation to assess if they are being used
- Would like to see more micromobility in Langley City (i.e. bike share)
- Need better maintenance of sidewalks and trails (i.e. removing garbage, fixing tree roots and tripping hazards)
- Curb letdowns are inconsistent or not well maintained

## Parking

- Would like to have residential permit parking
- Need to maintain accessible parking along main streets

## SECTION 4: ONLINE STAKEHOLDER MEETING

An online stakeholder meeting was held on Wednesday, June 29<sup>th</sup> at 4pm via Zoom. The session was specifically for community stakeholders and attendance was by initiation. Stakeholder organizations in attendance included:

- Langley Senior Resources
- Greater Langley Chamber of Commerce
- City of Surrey
- Township of Langley
- HUB Langley
- Fraser Health
- TransLink
- Langley Fire
- Langley School District

This meeting was focused on sharing the draft strategies, actions and network recommendations that will be included in the final Plan. The presentation was organized by transportation mode, and after each mode was presented, participants were asked what they liked about the proposed strategies and actions, what they felt was missing or needed to be changed.

The presentation was delivered by the City's Project Manager, Cameron Perkin, and the Consulting Team Lead, Sarah Freigang of Urban Systems Ltd.

### What We Heard

The following is a summary of what we heard from stakeholders through group discussion at the meeting.

#### Walking and Accessibility

- Curious about the implications to local businesses if the one-way portion of Fraser Highway is converted to a pedestrian-only street.
- If on-street parking is removed, what parking alternatives will be available?
- Curious about other areas of the City that could be converted to car-free streets.
- Highlight the importance of the City of Langley and the Township of Langley collaborating.

#### Cycling and Rolling

- Look to best practices from other municipalities to help improve cyclist safety.
- As the cycling network is expanded, the City will need to consider installing end of trip facilities, including bicycle parking, lockers, and showers.

## **Transit**

- Proposed improvements were designed to still be relevant once the SkyTrain has been built.
- Highlight the importance of Langley City collaborating with the neighbouring municipalities and TransLink on proposed transit improvements.

## **Driving and Goods Movement**

- Need to prioritize goods movement and the short-haul, last mile trips.
- Highlight the importance of the City of Langley collaborating with neighbouring municipalities and TransLink.