TRANSPORTATION 2050

CITY OF LANGLEY

TRANSPORTATION PLAN

DRAFT
August 1, 2024

Langley City
THE PLACE TO BE

Acknowledgements

Territorial Acknowledgement

The City of Langley is located within the traditional and unceded territories of the Katzie, Kwantlen, Matsqui and Semiahmoo First Nations.

Community Acknowledgement

Many members of the City of Langley community participated in the Transportation Plan update process. We appreciate your contribution. This work was inspired by the community's passion and commitment to improve the City, making it the Place to Be.

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1. Introduction

1.1 Purpose of the Plan

The City of Langley is a Regional City Centre with a rich heritage and character. The City has a unique transportation context as the nexus between Metro Vancouver and the Fraser Valley, serving a large visitor base and a rapidly growing and changing population.

The City will soon welcome the Surrey Langley SkyTrain extension and Bus Rapid Transit (BRT) Service. Transportation 2050 is designed to support the community's goals and aspirations to provide sustainable transportation solutions that consider population growth and density, rapid transit, and proactively address future transportation issues and opportunities.

The purpose of Transportation 2050 is to provide a multimodal transportation strategy to guide transportation policy and investments over the next 25 years. The Plan envisions a complete transportation system for all users that ensures safe and efficient movement of people and goods locally and regionally.

1.2 The Process

Transportation 2050 has been developed through a five-phase process ending in Fall 2024 (**Figure 1**).

The Plan was developed based on a comprehensive technical assessment of current travel conditions as well as input from the community, agency partners, and City Council to ensure it aligns with the local context, as well as future needs and aspirations.

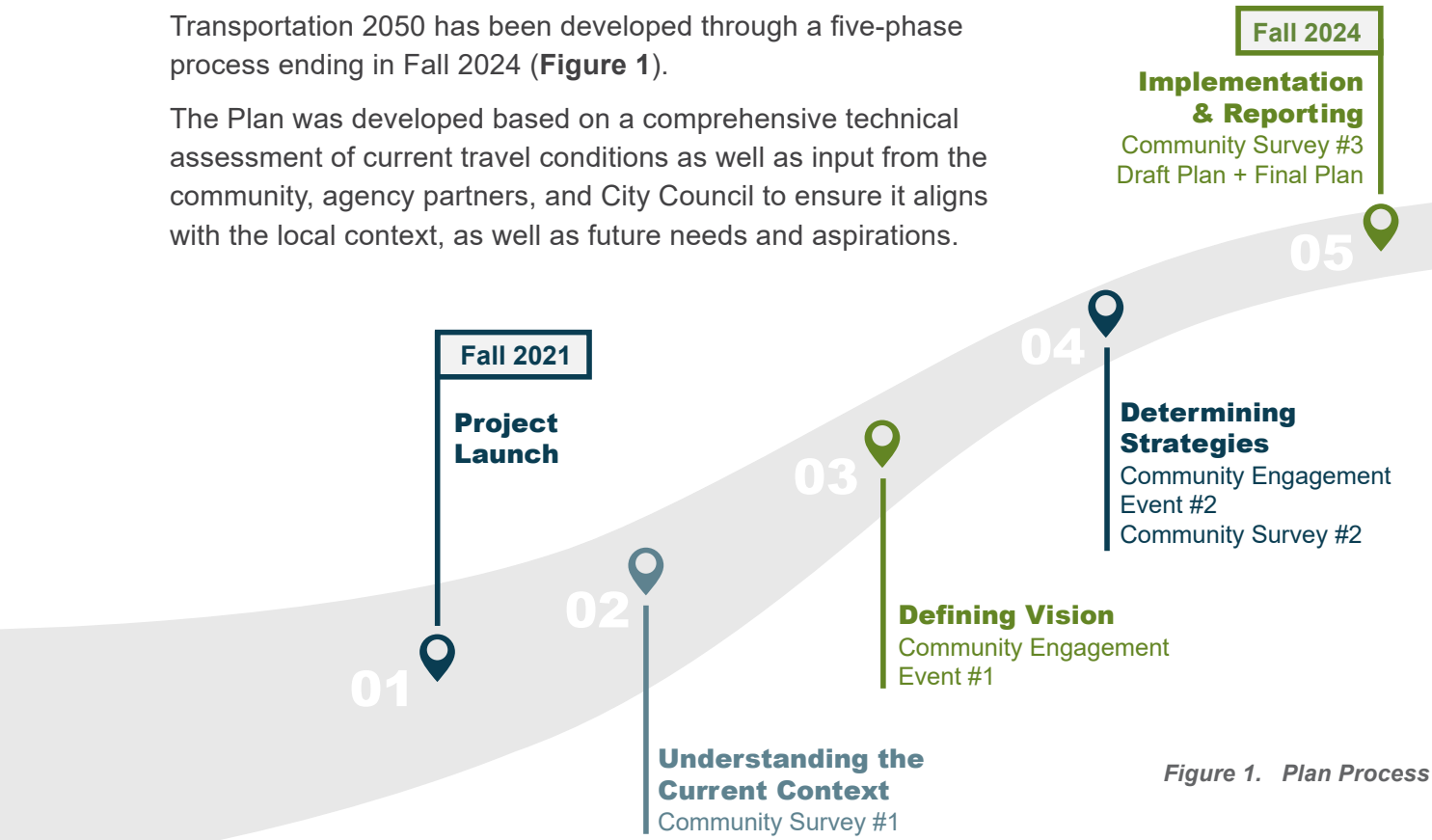


Figure 1. Plan Process

1.3 Engaging Community and Council

An important component of developing Transportation 2050 was engaging with community members, agency partners, interest groups, City Council, and staff. There were three rounds of engagement throughout the planning process and several methods used to raise awareness about the project. This included updates on the City website, posts on social media, and newsletter articles.

Engagement Round 1 – Issues and Opportunities (Fall 2021)

The information collected during Engagement Round 1 indicated the community's needs and priorities for transportation in the City today, and formed the basis for the vision, goals, and direction of the Plan. Round 1 engagement included:

- Online Community Survey #1 (426 responses) – October 29 to November 30, 2021
- Virtual Open Houses (2 events and 10 attendees) – December 2, 2021
- Virtual Stakeholder Meeting (14 attendees) – December 9, 2021

Meeting with Council – Vision & Goals – March 21, 2022

Engagement Round 2 – Draft Strategies, Actions and Network Recommendations (Spring 2022)

The preliminary ideas and recommendations of the Plan were presented during Engagement Round 2. Based on the feedback collected, recommendations were refined and incorporated into the draft Plan. Round 2 engagement included:

- Online Community Survey #2 (247 responses) – June 6 to June 29, 2022
- Community Day Pop-up (100+ interactions) – June 18, 2022
- Virtual Stakeholder Meeting (17 attendees) – June 29, 2022

Engagement Round 3 – Draft Plan (Summer 2024)

The final round of engagement has been designed to share the draft Plan before finalizing the document. Additional feedback will be received from the community, stakeholders, and agency partners. This will seek to align the Plan with regional and inter-municipal plans and initiatives. Round 3 engagement will include:

- Online Community Survey #3 (to be conducted)
- Open House Event – September 2024 (to be conducted)

Meeting with Council – Project Update and Draft Plan – July 22, 2024

2. Current Conditions and Planning Context

2.1 City Profile

The City of Langley is a compact community with a unique small-town character, and a population of nearly 29,000. The City covers a land area of 10.2 square kilometres with a variety of land uses, including residential, agricultural and park lands, a historic downtown core, industrial, and commercial businesses. This relatively compact area means that most residents are within a short distance, by any mode of transportation, to their day-to-day needs.

The City's location within Metro Vancouver, proximity to the Fraser Valley, and being bordered by the Township of Langley and the City of Surrey, places it in a unique transportation situation (**Figure 2**). The northern portion of the City, along with a portion of the Township, is designated as a Regional City Centre by Metro Vancouver (Metro 2050). Regional Centres have a greater proportion of employment, services, higher density housing, commercial land use, cultural, entertainment, institutional, and mixed uses, as well as transit service. As a result, the City has become a regional hub for employment, shopping, recreation, good transit service, and a destination for many visitors.

The City has updated its Official Community Plan (OCP) in 2021. The OCP identifies the opportunity for the City to become the “Nexus of Community”, where it connects the Fraser Valley and Metro Vancouver, strengthening the quality of life. The OCP is centred on four key themes: community, experiences, connection, and integration. An important component of this vision is ensuring the community is compact, walkable, and cycling friendly.

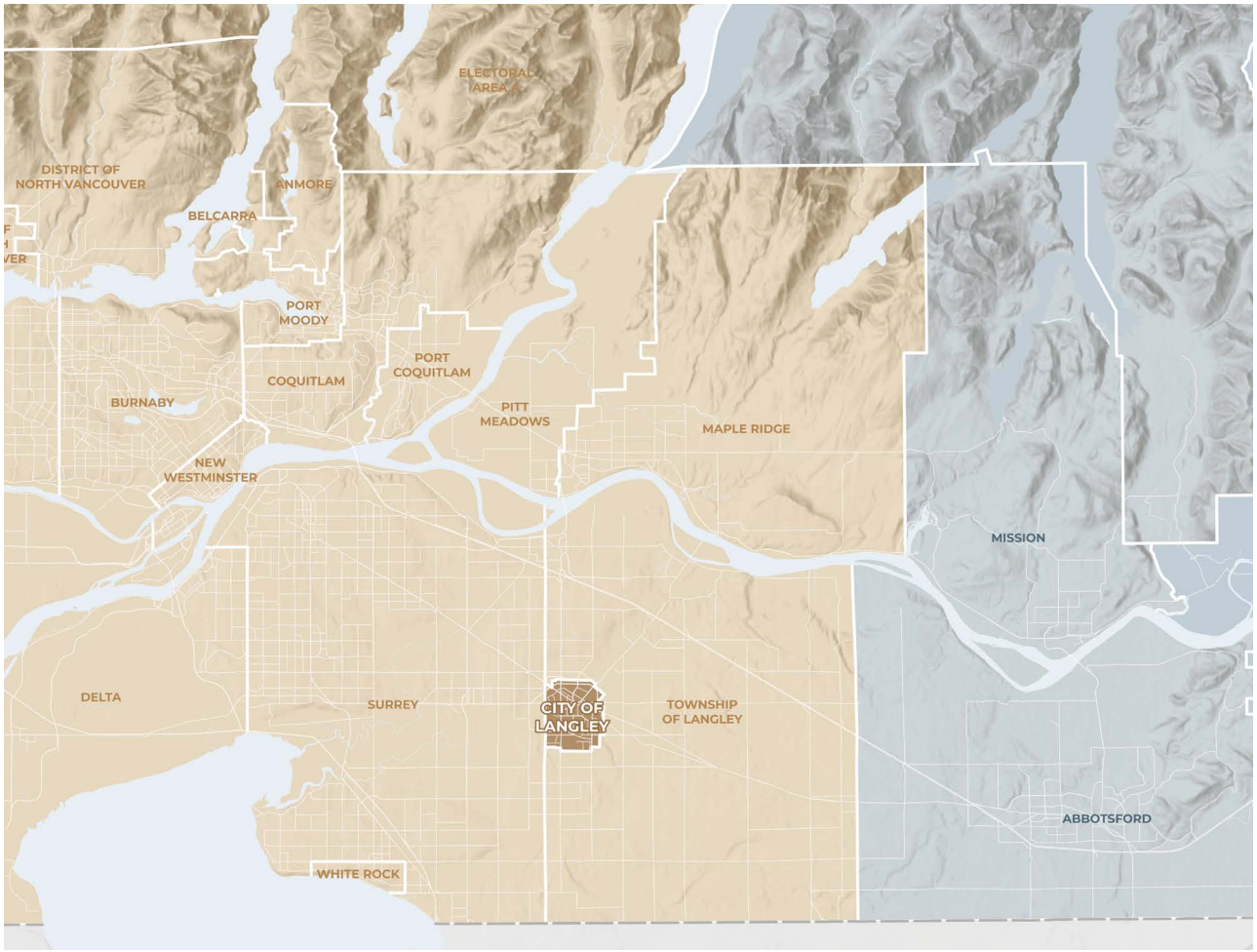


Figure 2. Regional Context

2.2 Land Use Patterns

The existing land uses in the City include the historic downtown core, civic centre, the transit-oriented core, industrial, and mixed employment areas. The City's forward-thinking land use plan emphasizes the missing middle and multifamily housing types, the need for mixed-use nodes to create walkable and complete neighbourhoods, and the presence of existing employment lands that are ready to be densified.

Some of the major destinations within the City include several senior centres, community and recreation centres, the library, Kwantlen University – Langley Campus, the trail network along the Nicomekl River, and the current transit exchange on Logan Avenue. The key destinations in the City are located north of the Nicomekl River. There are five elementary schools in the City, one middle school and one multi-level school. Secondary school students attend school in the Township of Langley.

The OCP envisions transit-oriented land uses around the proposed SkyTrain stations at 203 Street (Langley City Centre Station) and 196 Street (Willowbrook Station), as well as densification along major road corridors (208 Street, 200 Street, and at 196 Street). These land use plans highlight the important role transit will play in shaping growth and development. Linking transportation and land use with active transportation modes are essential to reducing vehicle travel and enhancing connectivity in the City.

In late 2023, the Province introduced legislations designed to increase housing supply. This will also have an impact on trip generation and travel patterns for the City and its surrounding areas.

Bill 44, often referred to as the Small-Scale Multi-Unit Housing Initiative, requires local governments to update zoning bylaws to allow either a minimum of one secondary suite or detached accessory dwelling unit, a minimum of three to four dwelling units, or a minimum of six dwelling units in selected areas near bus stops with frequent transit service. Through Bill 47, transit-oriented area (TOA) requirements have been established which prescribe the minimum allowable densities and restricts local governments' ability to mandate residential parking in these areas.

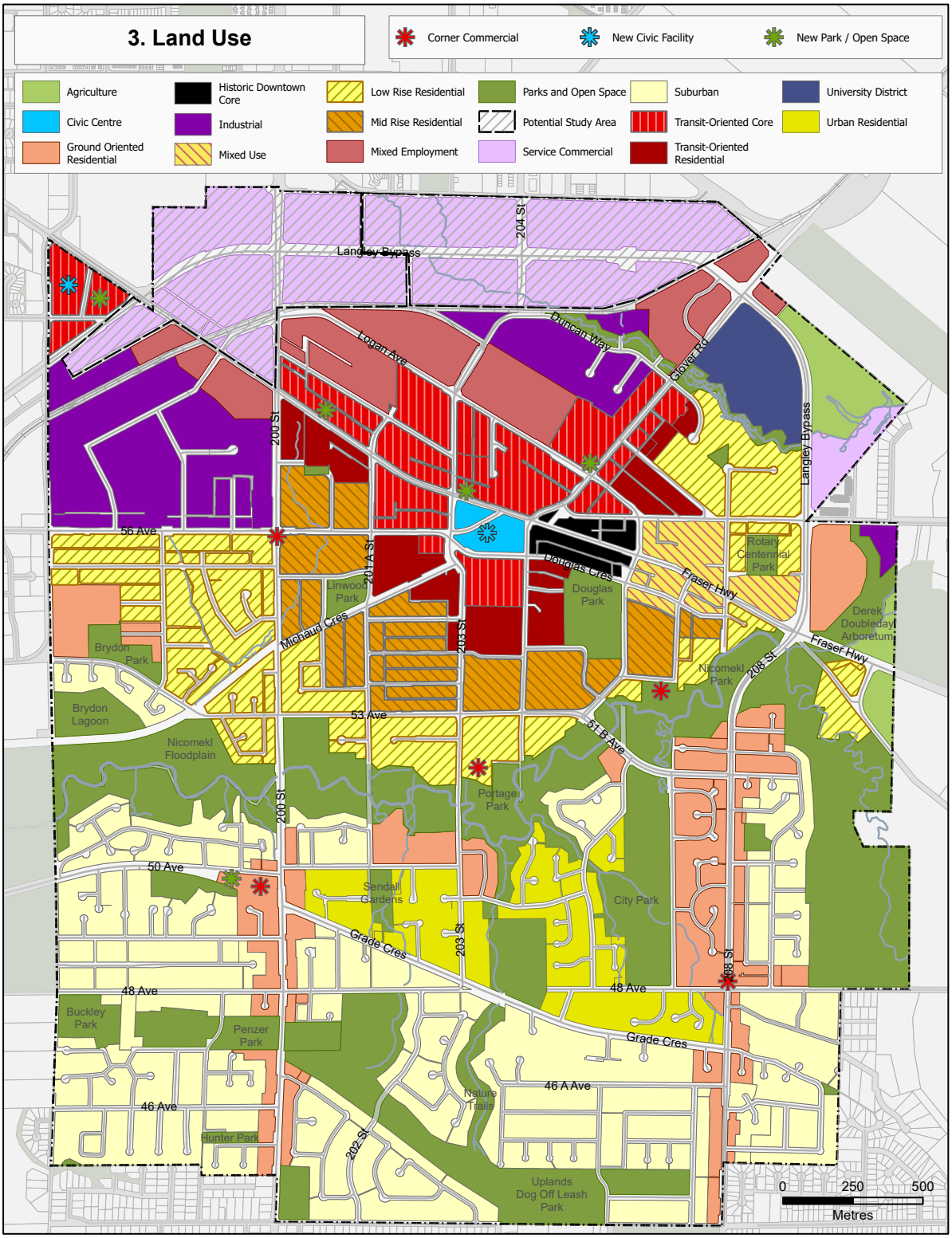


Figure 3. Official Community Plan Land Use Map
Source: Langley City Official Community Plan

2.3 Demographics and Diversity

Between 2016 and 2020, the City's population increased from 25,888 to 28,963 – an increase of nearly 12%. During this same period, the number of jobs in the City has also increased.

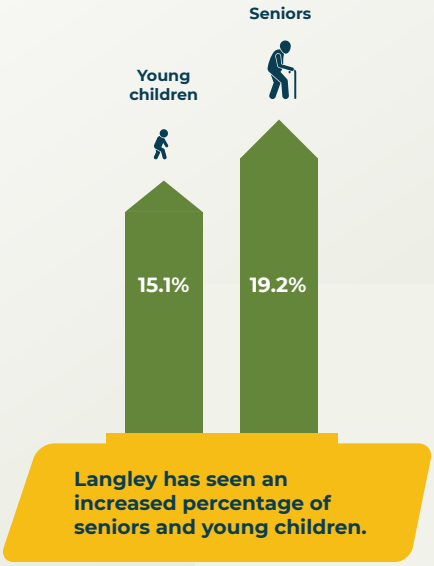
Some insights on the composition and characteristics of the City's population are summarized below:

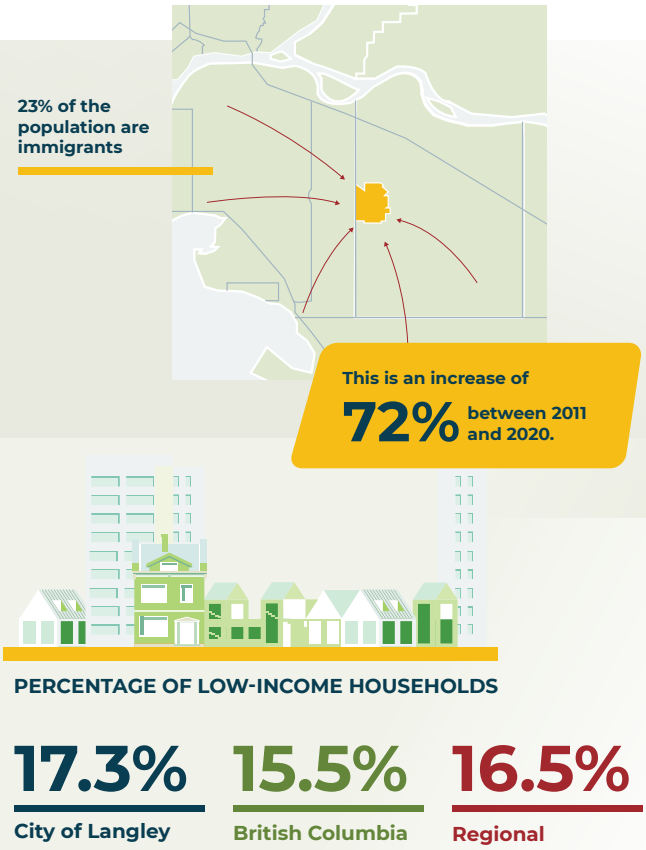
- A higher percentage of seniors (19.2%) and young children (15.1%) highlights a need for infrastructure for people of all ages and abilities.
- A slightly higher percentage of low-income household (17.3%) compared to the provincial average in B.C. (15.5%) and compared to the regional average (16.5%).
- 23% of the population are new immigrants. Census data indicates an increase of 72% between 2011 and 2020.

Youth and seniors, lower income households and newcomers benefit from investments in affordable transportation modes such as walking, cycling, and transit.

2.4 Travel Characteristics

In addition to demographics, understanding how, where, and why people travel is important for planning a transportation system that supports current needs and shapes future choices.





TransLink's Regional Trip Diary Survey (2017)[1] indicates characteristics of trips generated in the community as summarized below:

- **How often people travel.** Based on TransLink's 2017 Trip Diary, City of Langley residents make approximately 3.4 trips per person per day, which is slightly higher than the Metro Vancouver average of 3.1 trips per person per day.
- **Where people travel.** Most daily trips (55%) start and stay within the City. Approximately 30% of trips originating in the City are to neighbouring municipalities, with 26% to the Township of Langley and 9% to the City of Surrey.
- **Why people travel.** The majority (55%) of trips are for shopping, personal business, social, recreational, or dining purposes. Less than one third (27%) of all trips made by City residents are for work or school.
- **How people travel.** Approximately 88% of daily trips are made by motor vehicles (67.5% driver and 20.6% passenger), 6.3% on foot, 4.1% by transit, 0.2% by bicycle, and 1.2% by other modes. In 2017, the City's Vehicle Kilometres Traveled (VKT) was 21.1 km per person per day, which is slightly above the Metro Vancouver average of 18.1 km per person per day.

This information highlights that more trips are generated, and longer distances are travelled, per day than the regional averages. Most of these trips are being made by motor vehicles. As most trips that stay within the City are relatively short distance trips, there is an opportunity to create conditions to encourage residents to travel by walking, cycling, and transit and reduce the use of motor vehicles.

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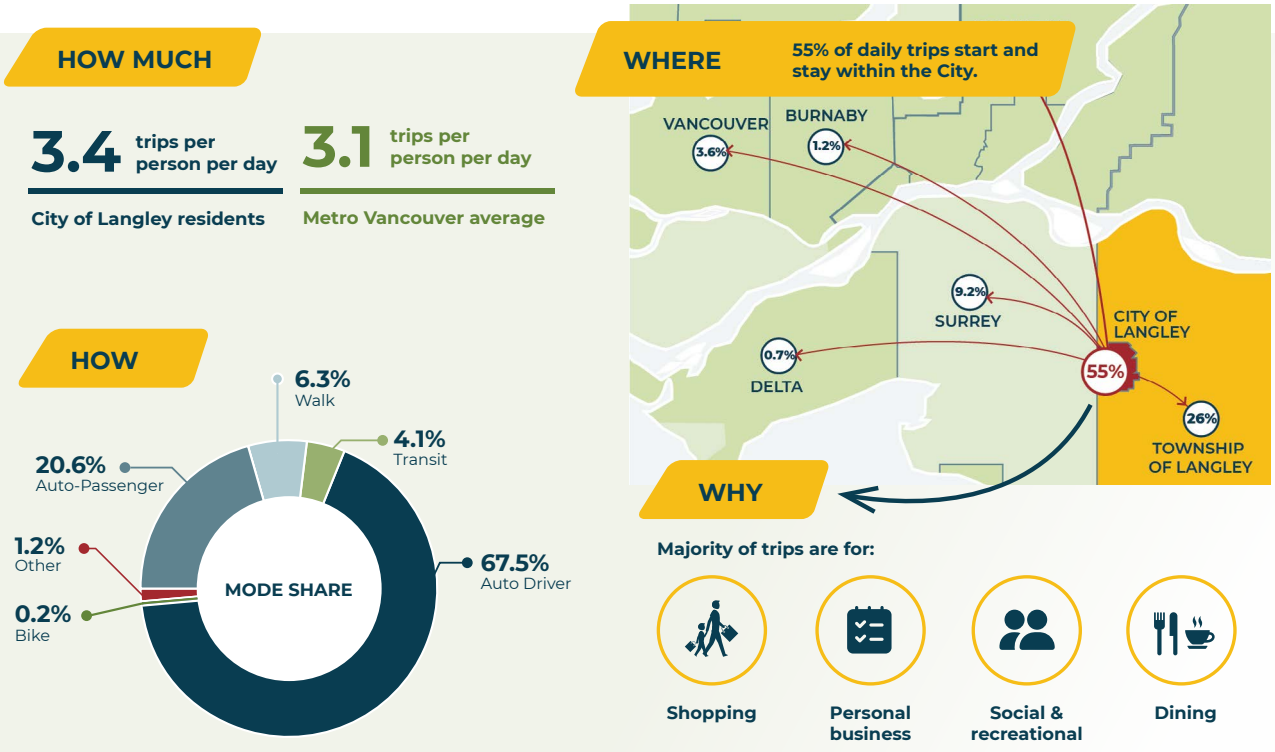
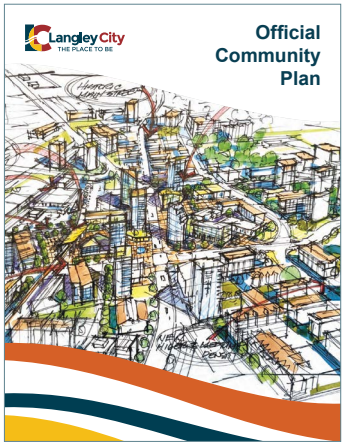
1 *TransLink conducted a more recent Trip Diary survey in 2023, but data from this survey was not publicly available at the time of preparing the Transportation Plan.*

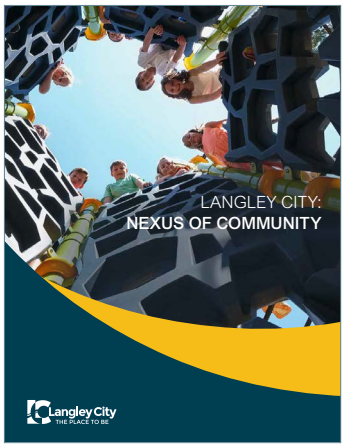


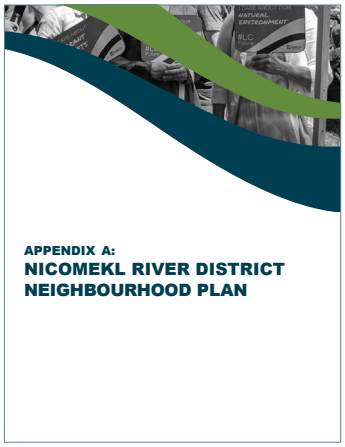
Source: TransLink Trip Diary, 2017

Current Policies and Directions

Transportation 2050 is guided by several official policies, strategies, and plans, summarized as follows:







Local Policy Context

Council Strategic Plan (2023-2028). The Council Strategic Plan identifies several related themes and actions that highlight the need to improve connectivity within the City with accessible and multi-modal transportation facilities that transition seamlessly to regional networks beyond the City limits.

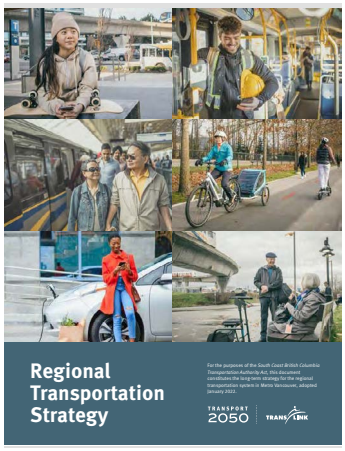
Official Community Plan & Zoning Bylaw (2021). The OCP and Bylaw provide important directions centred on improving housing and transportation. The OCP highlights the aspiration and need for a highly-connected City aligned with rapid transit.

Nexus of Community (2018). Capitalizing on the introduction of SkyTrain to Langley, the Plan highlights a commitment to work with Metro Vancouver to support increases in population and employment growth, and to create pedestrian-scale spaces that promote livability with low and mid-rise density.

Master Transportation Plan (2014). The 2014 Master Transportation Plan provided historical context for growth and investment in transportation within the City recognizing the significant changes that now include the SkyTrain and BRT services.

Other Related Documents:

- **Parks, Recreation, and Culture Plan (2023)**
- **Design Criteria Manual (DCM) (2022)**
- **Nicomekl River District Neighbourhood Plan (2021)**
- **Financial Plan (2024-2028)**
- **Downtown Master Plan (2007-2009)**



Regional & Provincial Policy Context

The Ministry of Transportation and Infrastructure (Ministry) and TransLink share ownership and responsibility for elements of the City's transportation network. Relevant plans and policies influencing the Plan are briefly highlighted.

Transport 2050, TransLink. The regional transportation network goals are centred on convenience, reliability, affordability, safety and comfort, and sustainability (carbon-free). Transport 2050 targets include: 50% of all trips are by sustainable modes; 20% less time in congestion; housing and transportation costs a maximum of 45% of household income; serious traffic injuries and fatalities are reduced by 5% annually to reach zero by 2050; and eliminating transportation related carbon by 2050.

Transport 2050: 10-year Priorities, TransLink. The 10-Year regional priorities include:

- Surrey-Langley SkyTrain Implementation (0-5 years)
- RapidBus: Langley – Haney Place Langley Centre Rapid Bus Service (0-5 years)
- RapidBus: Langley Centre - White Rock (6-10 years)

CleanBC, BC Ministry of Transportation and Infrastructure. CleanBC is the provincial plan to lower emissions related to climate change. The CleanBC Roadmap to 2023 outlines a target to increase the share of trips (e.g., commuting for work and personal activities) made by walking, cycling, transit to 30% by 2030, 40% by 2040 and 50% by 2050.

Metro 2050, Metro Vancouver. This strategy aims to support the development of compact, complete, and transit-oriented communities, focusing 16% of all residential growth and 19% of employment growth in Regional City Centres such as the City of Langley.

2.5 Transportation Network

This section highlights mode-specific policies and networks across the City as well as the core challenges and opportunities for transportation.

Walking

Walking is the most fundamental form of transportation, it can connect people with other transportation modes, or it can be used for an entire trip. Walking trips include people travelling to school, work, transit, and to run errands. When referenced in Transportation 2050, walking includes people using mobility devices such as wheelchairs, mobility scooters, walkers, and strollers. With a walkable and compact environment served by a complete and inter-connected sidewalk and walkway network, walking can become the preferred and easiest choice for people.

Supporting Plans & Policies

Several City plans and policies call for enhanced walking infrastructure to support broader aspirations. The key themes are highlighted below.

Official Community Plan

- Complete and enhance the sidewalk network including recommendations to connect sidewalks with paths and trails.
- Give pedestrians priority through adjustments to signal timings, including leading pedestrian signals.
- Investments in walking are to be prioritized in the core and shoulder areas of the planned SkyTrain stations, and around schools and parks.

Nicomekl River District Neighbourhood Plan

- Creating a pedestrian-oriented complete neighbourhood with attractive and diverse experiences and features within a 10-minute walk of downtown and SkyTrain.

Nexus of the Community

- Provide enhanced public realm infrastructure like patios and wide sidewalks for outdoor gathering.
- Use the City's grid of roads, rivers, and trails to create a walkable web of small-scale commerce in communities throughout the City.

Existing Conditions

The City's walking network includes sidewalks, multi-use paths, trails, walkways, accessible pedestrian signals, street lighting, and crosswalks with wheelchair ramps. **Figure 4** illustrates the coverage of sidewalks across the city and the walkshed of the key pedestrian generators (approximately 200 metre or a 5-minute walk).

Overall, 77% of the streets in the city have sidewalks on one or both sides of the street. Conversely, approximately 23% of the streets (accounting for about 25 km) do not have a sidewalk today. Consistent with current policies, most of the core areas within Langley have sidewalks on both sides of the streets. This is also true within 800m (or a 10-minute walk) of the future Langley City Centre Station except for Logan Avenue, 203 A Street, and Industrial Avenue.

In addition to the Pedestrian Priority Area in the City's urban core area, well-connected and wheelchair accessible facilities need to be prioritized within 200m of schools, commercial nodes, and bus routes. Currently, there are gaps in the pedestrian network mostly on local roads as well as some major arterial and collector roads (e.g. 53 Avenue; Grade Crescent; 48 Avenue; 46 Avenue; 196 Street; and Langley Bypass (Provincial jurisdiction)).

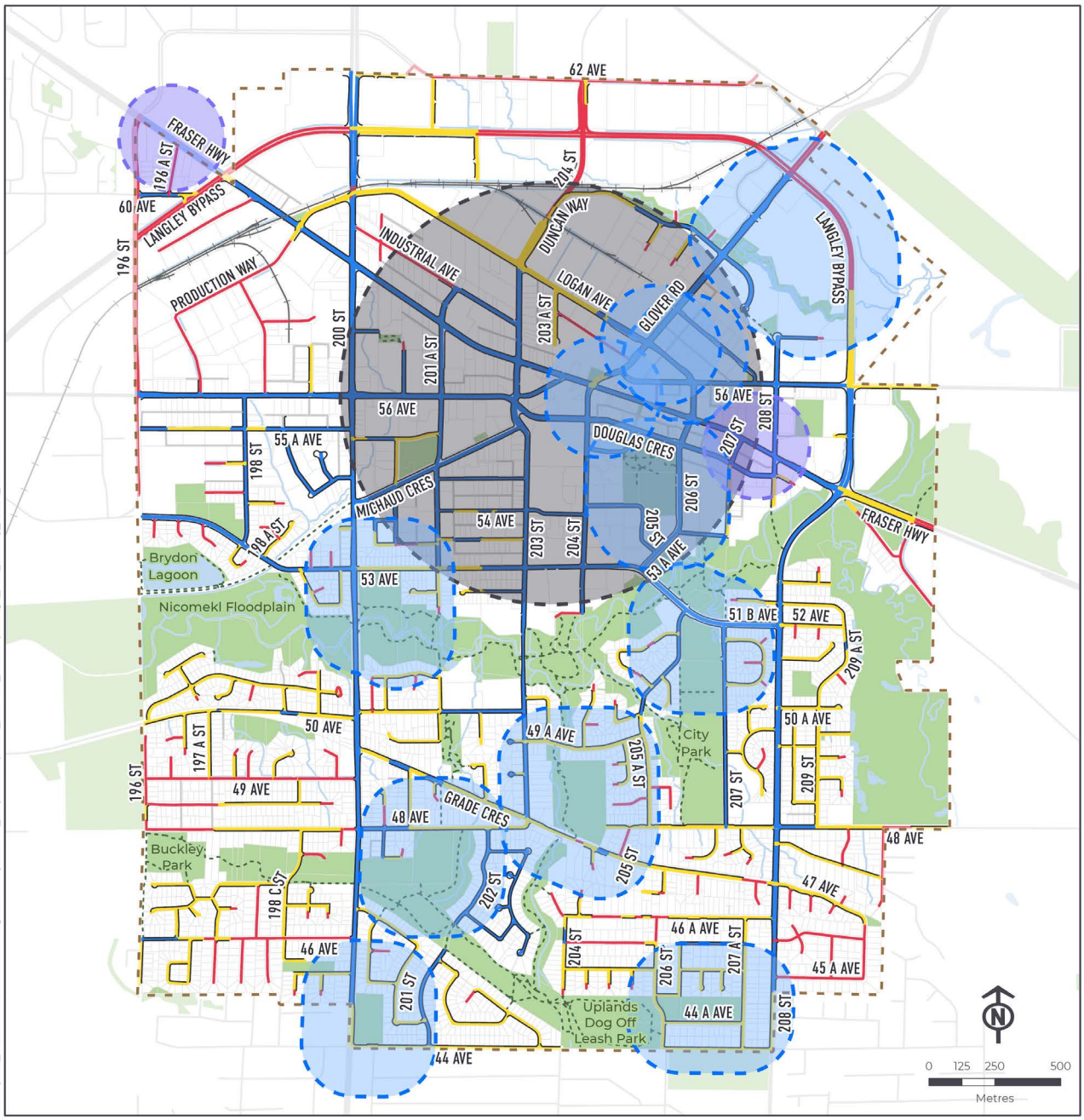


Figure 4. Existing Pedestrian Network Gaps

Core Challenges and Opportunities for the Plan

The core challenges to walking in Langley and opportunities considered in Transportation 2050 are summarized below.

Pedestrian Network Coverage. Gaps in the pedestrian network create accessibility and safety issues and make walking uncomfortable and undesirable. Existing pedestrian network gaps include portions of Logan Avenue, 203 A Street, 53 Avenue, Grade Crescent, and 48 Avenue.

Intersection and Street Crossings. The design and lack of crosswalks in busier pedestrian areas can affect comfort and safety of walking. Community stakeholders identified the need for additional crossings along corridors such as 200 Street, 208 Street, Grade Crescent, Langley Bypass, and Fraser Highway. In some cases, curb extensions would reduce crossing distances and signal timing could be extended at existing crosswalks to improve pedestrian comfort and safety.

Accessibility Barriers. Currently, there are intersections and other locations where wheelchair ramps from sidewalks to the road or crosswalk are missing or do not meet current standards. Some notable locations include Fraser Highway, Logan Avenue, and Douglas Crescent.

Sidewalk Width and Surface Condition. The City has locations where sidewalks are narrow due to obstructions or old standards, and the surface is uneven due to age and deterioration. Locations identified include portions of Fraser Highway, 56 Avenue, 53 Avenue, 204 Street, and 208 Street.

Cycling

Cycling refers to the use of a bicycle or electric bicycles (e-bikes). Other wheeled and micromobility devices such e-scooters, rollerblades, and skateboards are often included under cycling, as they often use the same infrastructure as cyclists.

Cycling trips service daily travel needs (e.g. travelling to school, work, transit and to run errands) as well as recreational trips. With the rapid growth in e-bikes for personal transportation and goods movement has opened new markets for active transportation. E-bikes can make cycling more practical for seniors, older adults, people with reduced mobility, and anyone travelling longer distances or in areas with steeper topography.

Within the City of Langley, cycling can offer a competitive alternative to driving for trips under 5 kilometres that is affordable, convenient, fun, and healthy.

Supporting Plans & Policies

A number of City plans and policies call for attractive cycling facilities to support broader goals and aspirations. These align with climate action on sustainability goals and regional mode split targets.

Official Community Plan

- Develop and maintain a bicycle network. The network should connect as many residents as possible to key community destinations such as major employment, education, and amenity and service centres.
- Provide amenities to support cycling. Providing safe, secure, weather protected, and conveniently located bicycle parking at key destinations throughout the community is a priority, especially at major transit locations, including future SkyTrain stations.
- Ensure comfort. Provide infrastructure that is comfortable for people of all ages and abilities.

Nicomekl River District Neighbourhood Plan

- Developing a cycling-friendly neighbourhood is identified as a secondary goal of the Plan.

Nexus of the Community

- The proposed Major Bikeway Network corridors in the City of Langley run along 196 Street, Fraser Highway, 200 Street, 203 Street (south of Fraser Highway), Glover Road, 56 Avenue, and along the Nicomekl River.

Existing Conditions

The City's existing cycling network includes over 30 kilometres of on- and off-street routes (**Figure 5**). The City has a variety of cycling facilities such as painted bicycle lanes, trails, and separated cycling facilities. Separated cycling facilities include protected bicycle lanes, and multi-use pathways.

The City has been working to provide more all ages and abilities (AAA) facilities, filling in critical gaps in the network, and providing connections into downtown. AAA facilities are safe and comfortable all users – including novice and expert users, children, women, and seniors. These safe and comfortable facilities include protected bicycle lanes and multi-use pathways that are physically separated from traffic on busy streets, and shared street level facilities along local streets, referred to as neighbourhood bikeways, with low traffic volumes and speeds.

Currently, there are major gaps in the network and limited access to continuous cycling connections and safer separated facilities.

Existing painted bicycle lanes on arterial and collector streets including portions of 196 Street, 53 Avenue, 56 Avenue, 204 Street, and 48 Avenue provide connections to commercial and industrial land uses and schools. However, painted bicycle lanes are not suitable for users of all ages and abilities.

Core Challenges and Opportunities of the Plan

The core challenges to cycling in Langley and opportunities are summarized below.

Cycling Network and Facility Type. To support planned transit-oriented developments and other community destinations, there are opportunities to make the cycling network safer. Focus should be on connections to schools, SkyTrain and bus transit services, downtown, and other amenities. Separated cycling facilities would be suitable for corridors such as Grade Crescent, 53A Avenue/206 Street, 205 A Street, Industrial Way, Fraser Highway, and other major road corridors.

Bicycle Parking and End of Trip Facilities. The City currently has some short-term bicycle parking or bike racks installed along Fraser Highway and Douglas Crescent. Some parking is also available at civic facilities, including City hall and the library, schools, and community centres. With the introduction of SkyTrain, there is an opportunity to integrate SkyTrain and bus routes with cycling facilities. This can be done through the provision of secure bicycle parking and electric bike (e-bike) charging infrastructure.

Education and Encouragement. Educational programs, wayfinding, and route maps can equip people of all ages with the knowledge to safely and confidently use their bicycle. The City can strengthen support for programs such as Safe and Active Routes to School and Cycling without Age, install more bicycle wayfinding on all new cycling routes, and provide a cycling route map to help encourage more cycling.

Micromobility. There are currently no shared bicycle or micromobility services in the city. There is a growing popularity for municipalities to implement privately operated shared micromobility services. Micromobility devices can provide residents with more low-cost and low-carbon mobility options and offer a first and last kilometre solution when paired with transit. With popularity of such devices increasing, there is a desire for more guidance and regulation around use and how to mitigate conflicts with others including people walking and cycling. Planning for micromobility includes providing access to charging at public and privately owned places, and designing bicycle infrastructure to be wide enough to include passing.

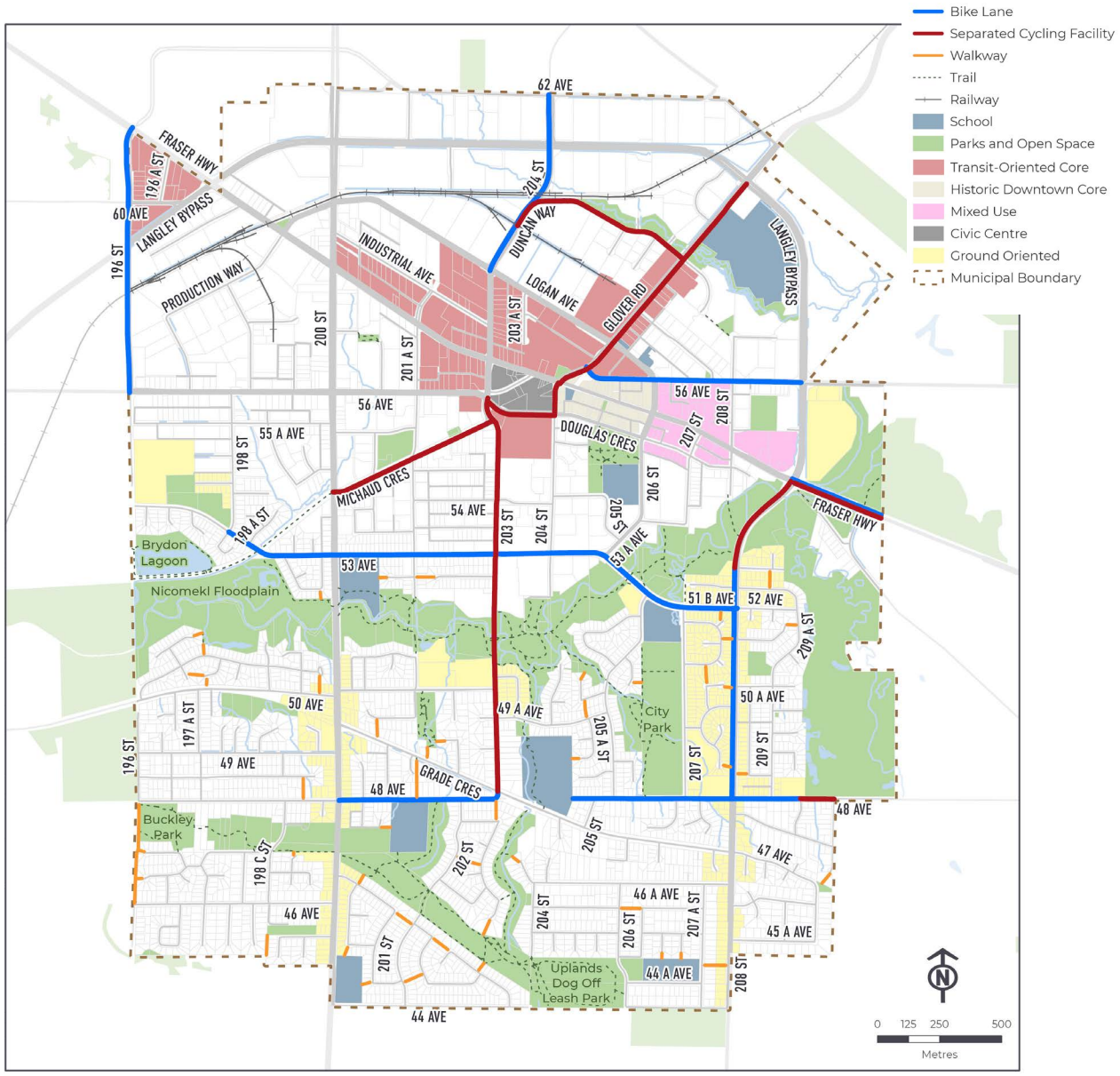


Figure 5. Existing Cycling Network

All Ages and Abilities (AAA) or Comfortable for Most Cycling Infrastructure

Cycling facilities should be comfortable, convenient, safe, and attractive for everyone, regardless of age or ability. This is often referred to as All Ages and Abilities (AAA) infrastructure. Municipalities and regions throughout Metro Vancouver and North America have been moving towards implementing networks of AAA facilities.

AAA facilities are typically physically separated from motor vehicles and include protected or separated bicycle lanes or multi-use pathways. A designated cycling street (shared with motor vehicles) that has low motor vehicle volumes and speeds can also be considered AAA and are often referred to as a local street bikeway or neighbourhood bikeway. Neighbourhood bikeways typically include treatments such as signage, pavement markings, traffic calming to achieve 30km per hour operating speeds, and traffic diversion to prioritize bicycles and make the facility comfortable for people of all ages and abilities.

Transit

TransLink as the regional transportation authority provides transit service across Metro Vancouver that includes buses, SkyTrain, HandyDART, and West Coast Express. When transit is convenient and attractive, it can create a vibrant community and a sustainable and affordable transportation system. Transit provides an efficient and lower emission alternative to automobile use for both local and regional trips.

The City has direct control over the roadway network that buses operate on, land use and development decisions that impact routing and service frequency, and supporting facilities, including bus stops and accessible walking and cycling connections to transit.

Supporting Plans & Policies

City plans and policies have recognized the increasing role transit and expanded rapid transit from across Metro Vancouver into Langley plays in achieving broader community aspirations. Specific transit themes are highlighted to provide guidance on the needs for enhanced transit facilities across the City.

Official Community Plan

The City will work with partners to build a long-term transit network, relocate the transit exchange to the 203 Street SkyTrain Station, focus on transit-oriented development, and support the design of the SkyTrain stations and guideway.

Transport 2050 (TransLink) - Future Transit Projects (10-year priorities)

In addition to the Surrey Langley SkyTrain extension, the transit network is expected to introduce an east-west express/interregional transit line to Langley City, as well as two north-south Major Transit Network routes.

- RapidBus: Langley – Haney Place 200 Street Rapid Bus Service (0-5 years)
- RapidBus: Langley - White Rock (6-10 years)

Existing Conditions

The existing Langley Centre exchange serves as a sub-regional transportation hub for the Langley Regional City Centre. It serves downtown Langley businesses, residents, several key social services and the growing Kwantlen Polytechnic University. Over 7,500 daily boardings are recorded at this exchange where 15 different routes connect. Transit ridership has rebounded in Langley after the pandemic, which was faster than the rest of the region.

TransLink currently operates 15 bus transit routes within the city, with a designated Frequent Transit Network corridor along Fraser Highway (**Figure 6**). The Langley Centre Transit Exchange located on Logan Avenue will later be relocated to Langley City Centre SkyTrain Station at the corner of Industrial Avenue and 203 Street.

Transit in Langley is expected to undergo significant change in the coming years with the introduction of SkyTrain. Additionally, planning work is underway for BRT service between Maple Ridge and Langley Centre. Higher density development is planned around the LCC stations, creating more demand for transit and access to and from the stations and exchange. Similarly, higher density developments are envisioned along 200 Street and 208 Street to utilize future enhanced transit service along these corridors.

Such investments in transit highlight an opportunity to better integrate transit with other modes of transportation and land uses. The City will advocate to TransLink to ensure downtown Langley and the surrounding area is adequately serviced by transit as originally envisioned in Transport 2050 in 2022.

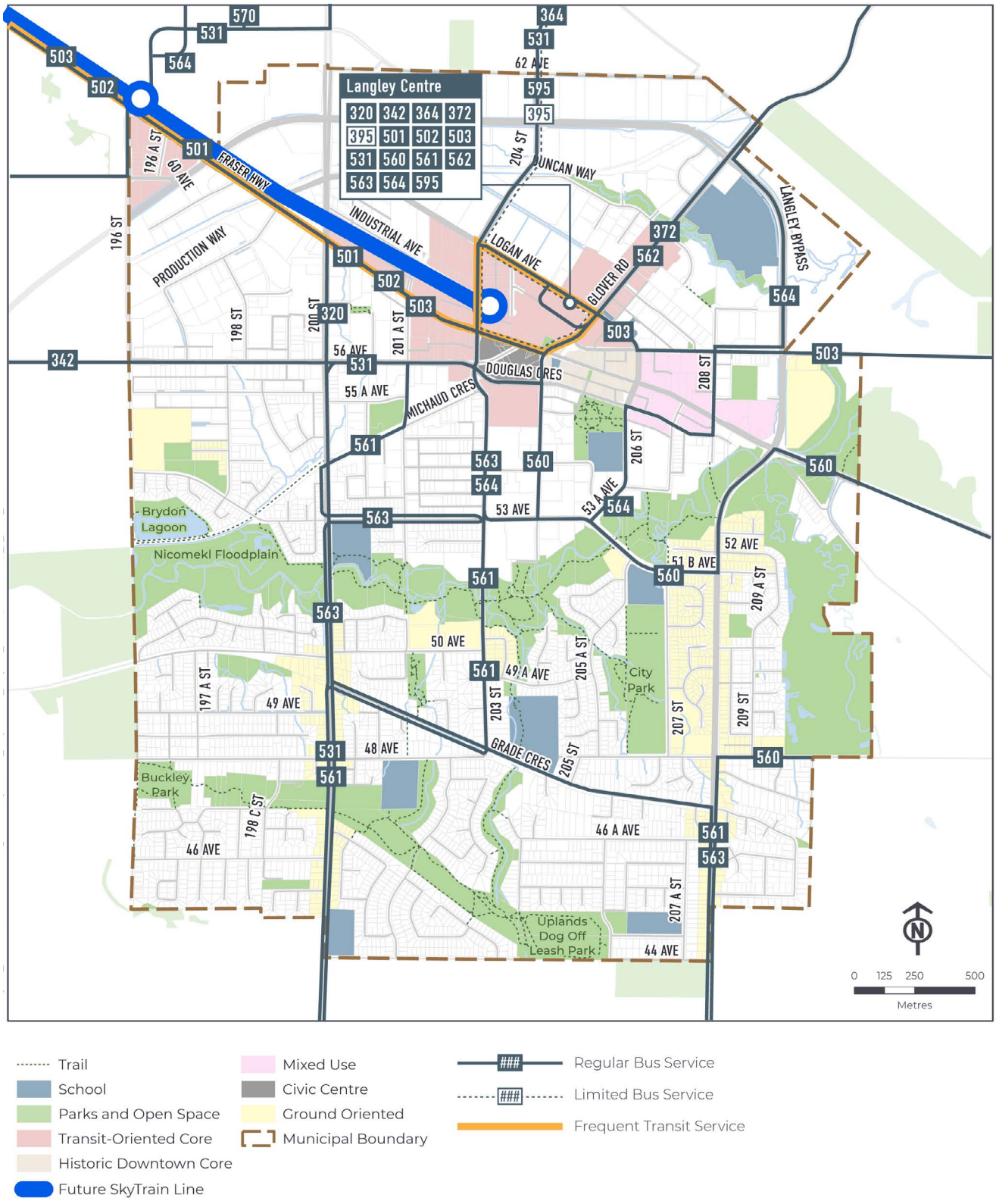


Figure 6. Existing Transit Network

Core Challenges and Opportunities of the Plan:

Based on a technical review of existing conditions and input from the community, the following summarizes the core challenges to greater transit use in Langley and opportunities considered through Transportation 2050.

Service Gaps and Frequency. There are several areas and major road corridors in Langley that do not have bus service. Service gaps were identified along the western and southern border of the City, along Langley Bypass, Logan Avenue, and portions of 208 Street. There is also a limited number of bus routes and bus stops serving Kwantlen Polytechnic University. Community members identified that infrequent service during the day, evening, and weekends is a major barrier to taking transit.

Speed and Reliability. A Bus Speed and Reliability study was undertaken during the development of Transportation 2050. The purpose of this study was to identify key locations for buses facing reliability issues and identify potential improvements. Fraser Highway, 56 Avenue, 200 Street, 203 Street, and Logan Avenue in the downtown are corridors where buses are experiencing the most speed and reliability issues. Traffic congestion and short spacing between traffic signals are the primary causes for these issues. Understanding the long-term plan for all transportation modes will be required to implement features that will improve the speed and reliability of transit service.

Bus Stop Accessibility and Amenities. Approximately 90% of bus stops in Langley have been upgraded to make them wheelchair accessible. Some well-used bus stops within the City, including within the downtown, do not have shelters, benches, lighting, or other amenities to make transit more comfortable and attractive.

Enhanced Transit Bust Bus Service. Work is currently underway to plan for a BRT service providing a high-quality connection between Langley Centre and Maple Ridge. The Langley terminus for the route has been envisioned in Transport 2050 to be at Langley City Centre Station. The City will be working with TransLink to ensure this new route serves the existing and planned population and employment in this core part of the Regional City Centre.

Streets and Goods Movement

The City streets also serves the movement of goods and emergency services. Streets provide space for public parking and passenger loading. Appropriately designed truck routes and inter-connected streets can form an efficient transportation network that serves all modes of transportation including walking, cycling, and other non-vehicular travel.

Beyond the transportation functions, City streets can also provide attractive plaza spaces and a public realm that attracts residents, visitors, shoppers, students, and businesses to shape and define the character of a community.

Supporting Plans & Policies

City plans and policies acknowledge the role of all modes of transportation using streets. Specific policy and plan themes providing additional guidance on the needs for multi-modal streets across the city are briefly highlighted.

Official Community Plan

- Complete road network improvements as per the Transportation and Nicomekl River Neighborhood Plan.
- Develop a public parking strategy with pricing approaches to manage public and on-street parking in the core and shoulder areas.
- Consider a City-owned parkade in the downtown area.

Nicomekl River Neighbourhood Plan

- Promote and maintain maintenance and emergency vehicle access.
- Create safe intersections where pedestrians can safely cross.
- Create a new access for vehicles and pedestrian at identified locations.

TransLink Major Road Network

Specific themes and directions include:

- In Langley, 200 Street, Fraser Highway, 203 Street, 204 Street and Langley Bypass are designated as part of the Major Road Network.
- TransLink provides funding to help keep the Major Road Network in a state of good repair, as well as upgrading road, cycling, and pedestrian infrastructure.

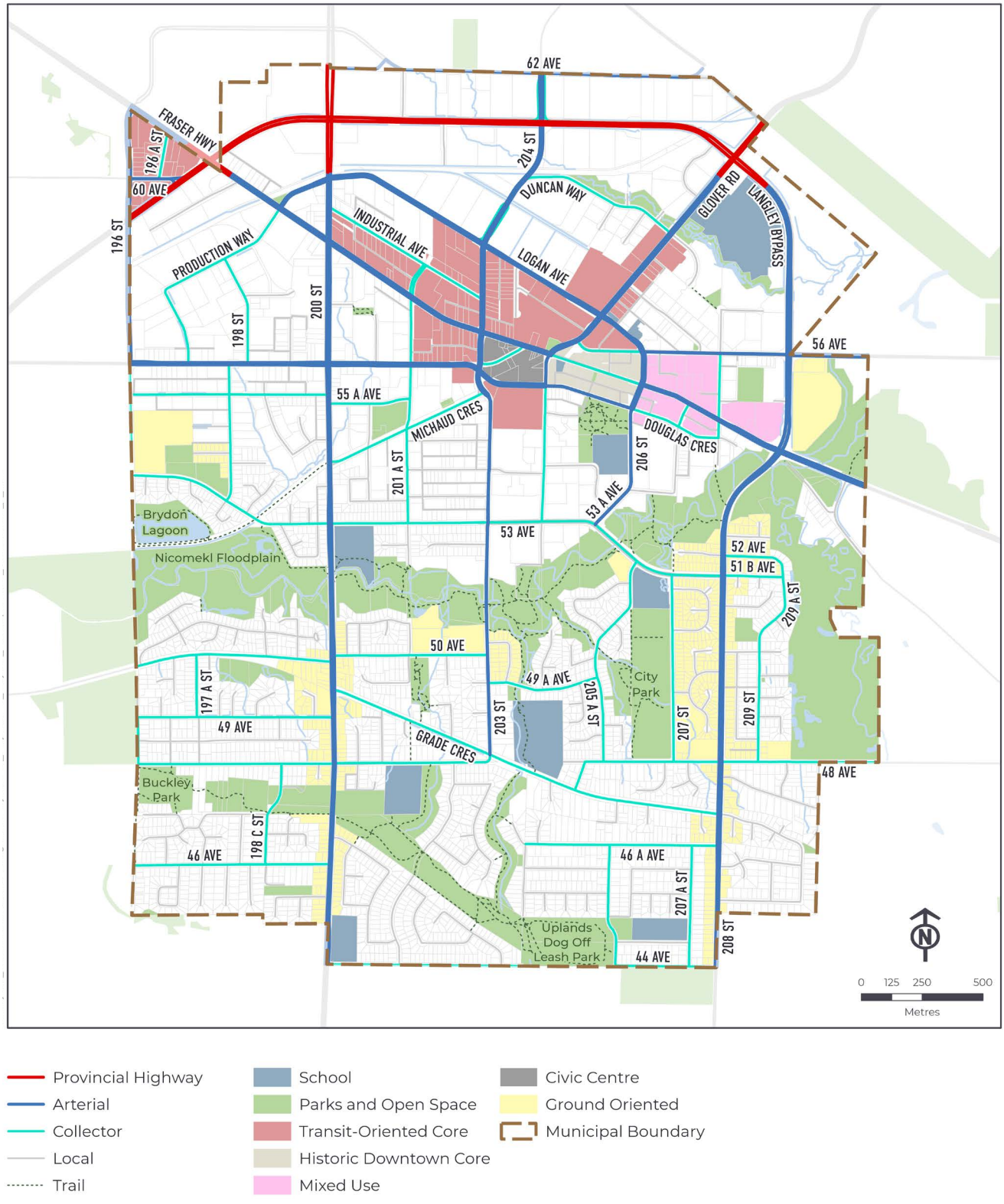
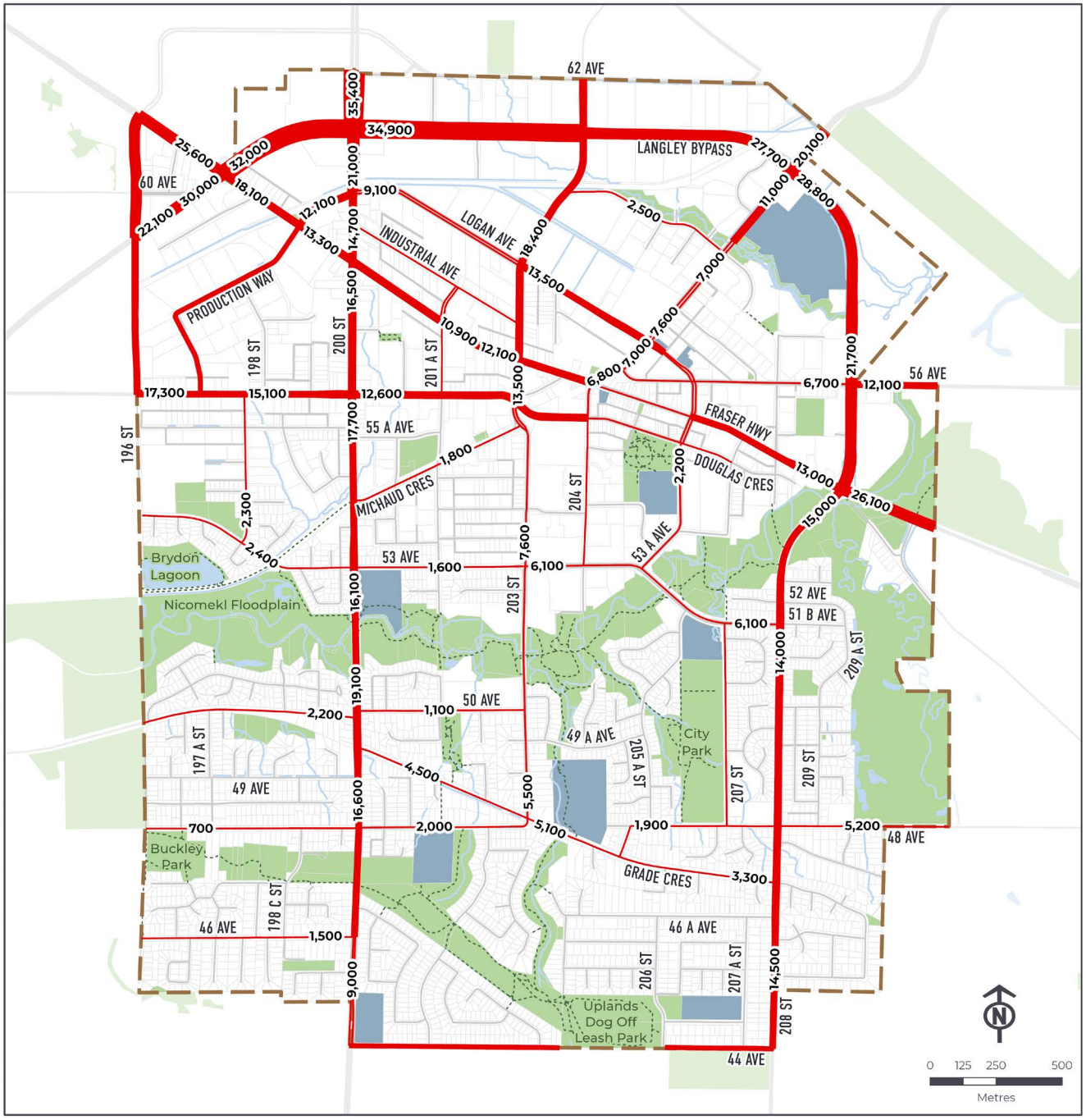


Figure 7. Existing Street Network Classifications



Daily Traffic Volumes (Vehicles / Day)

- ≤ 10,000
- 10,001 - 20,000
- 20,001 - 30,000
- 30,001 +

- Trail
- School
- Parks and Open Space
- Municipal Boundary

Figure 8. Average Daily Traffic Volumes (Existing)

Existing Conditions

The City's existing street classification system illustrated in **Figure 7** is a reflection of the function of each roadway in terms of mixture and volume of traffic as well as land use context. Provincial roadways include the Langley Bypass and portions of 200 Street, Fraser Highway, and Glover Road. The City is jointly responsible with TransLink for the Major Road Network.

The City operates over 50 traffic signals. The Province, Township of Langley, and Surrey also operate and maintain some traffic signals along the City boundary. The three busiest signalized intersections are located along the Langley Bypass at Glover Road, at 200 Street and at Fraser Highway. All of these signals are under the provincial jurisdiction.

Daily traffic volumes are illustrated in **Figure 8**. The Langley Bypass carries the highest daily traffic volumes (up to 35,000 vehicles per day). Among the City's municipal roads, segments of 200 Street, and 203 Street south of the Langley Bypass also carry significant traffic volumes ranging from 18,000 to 21,000 vehicles per day. The sections of Fraser Highway and Logan Avenue through the City urban core area carry approximately 12,000 to 13,500 vehicles per day.

Based on the community input, congestion and difficulty finding parking were the top concerns identified. It was recognized that encouraging more trips by active and sustainable modes could mitigate some of these concerns.

Core Challenges and Opportunities of the Plan

Barriers to the movement of people and goods can include safety concerns, speeding, congestion, and a lack of parking and loading space. Other considerations include the impact of growth and development on the street network and the need to review the existing form and function of streets. Based on a technical review of existing conditions and further input from the community, the following summarizes the core challenges to streets and goods movement in Langley and opportunities that are being addressed through Transportation 2050.

Intersections and Streets. The streets with the highest vehicle volumes are primarily located in the downtown area and the north side of the city. Overall, the level of service (average delays experienced by motorists at an intersection) is considered good expect for a few intersections on Langley Bypass, 56 Avenue, and Fraser Highway (**Figure 9**).

Two key north-south corridors in the city are 200 Street and 208 Street that serve growing volumes of commuter traffic both within the City and the Township. Motor vehicle speeds are an issue on some sections of both streets, with the median speed exceeding the speed limit by 25%.

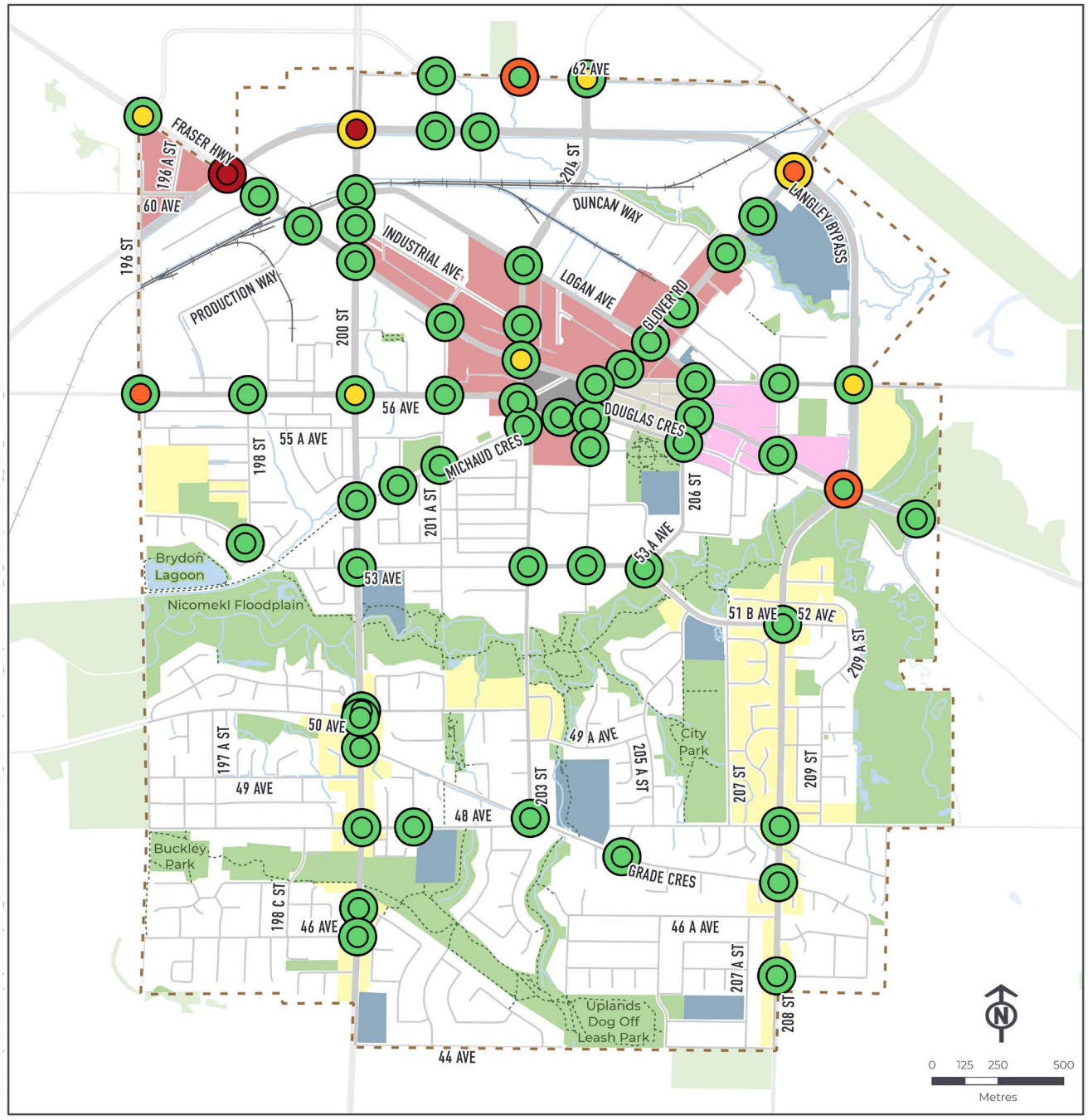
The city averages approximately 1,800 reported collisions involving a motor vehicle a year (ICBC). The streets with the highest vehicle volumes also have the highest number of collisions. The most collisions took place on Fraser Highway, Langley Bypass, and within the downtown core (**Figure 10**).

Goods Movement. The street and transportation network plays an important role in the movement of goods and services. Based on a review, the designated truck routes in the city are appropriate, however, some adjustments can be made to better align with neighbouring municipalities. Rail crossings at Fraser Highway, 200 Street, and Highway 10 (Langley Bypass) create considerable delays for motor vehicles and transit.

Parking. Within the City of Langley there are very few on-street parking restrictions except within the downtown. With the introduction of SkyTrain, it is expected that the City's roads will experience higher demand for parking, especially for commuters looking to park and ride.

Emerging Trends and New Mobility. New and emerging forms of mobility are important to consider and understand when planning transportation. Understanding trends within the city and region and incorporating new regulations and Provincial guidance for the ongoing "pilot" program, will be important to support multi-modal integration. Some of these areas for consideration include:

- Currently, there is limited access to any shared transportation services, including bicycle, micromobility devices, or car share, in the city. With increasing population densities, planned rapid transit options, and new protected cycling facilities, the City is creating conditions that are well suited and attractive for shared mobility service providers.
- As electric vehicles are becoming more prevalent the City has actively been working to install more electric vehicle charging stations.



A,B,C,D,E,F LOS

AM LOS

PM LOS

Trail

Railway

School

Parks and Open Space

Transit-Oriented Core

Historic Downtown Core

Mixed Use

Civic Centre

Ground Oriented

Municipal Boundary

Figure 9. Existing AM/PM Peak Intersection Performance (Levels of Service)

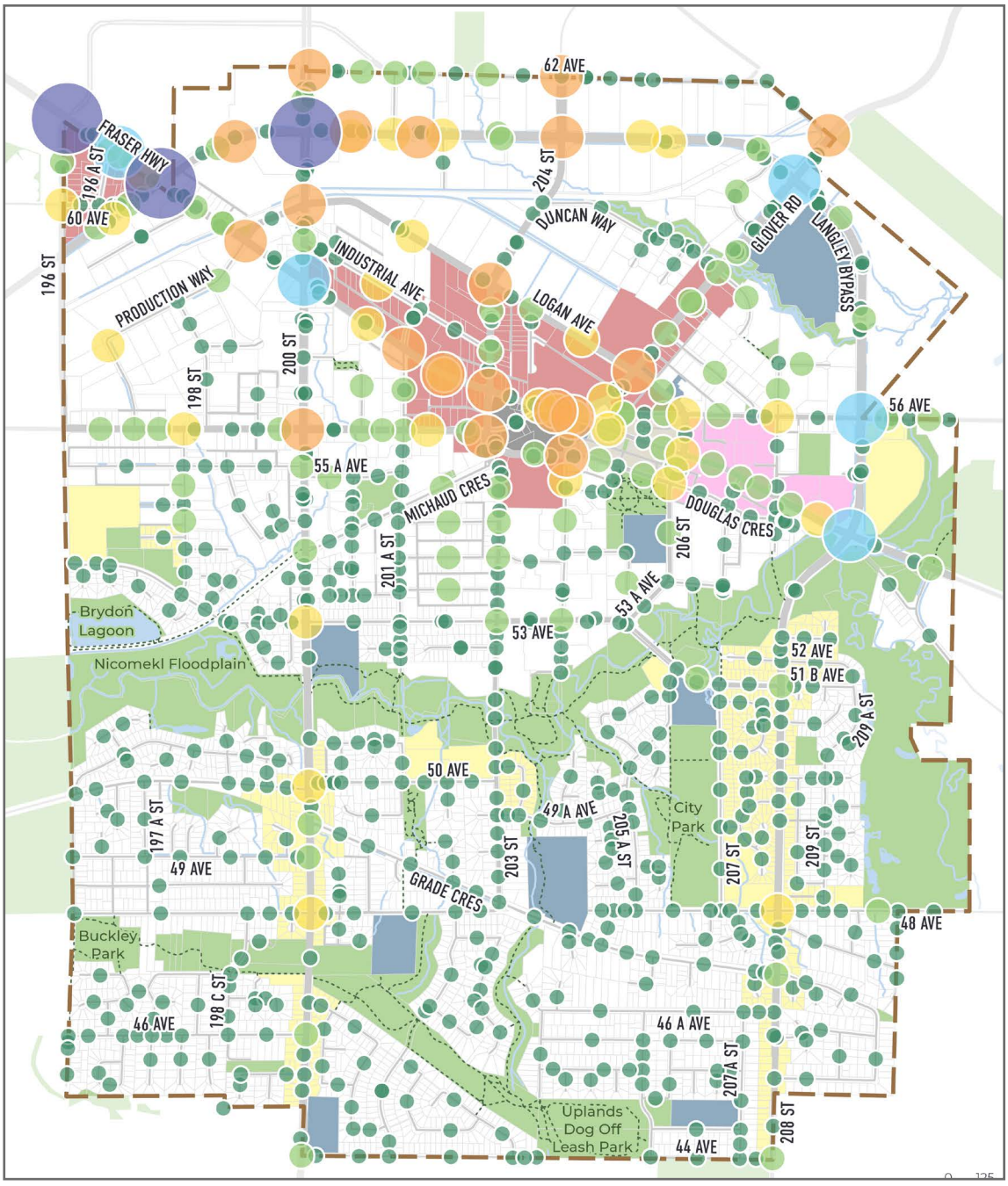


Figure 10. Average Collisions (ICBC 2011-2020)

3. Strategic Directions

3.1 Vision

A clear vision was established at the initial stage of the planning process for Transportation 2050. It reflects the City's current plans and policies, such as the OCP and Strategic Plan, and what was heard through community engagement and meetings with City Council.

The City of Langley is a complete and connected community where residents, visitors, and goods travel safely and efficiently to their destinations.

This is achieved through a people-first, forward-thinking, sustainable transportation system supported by rapid transit.

3.2 Goals and Indicators

Goals provide specific directions guided by the overall vision for Transportation 2050. Four goals that align with the vision were identified to improve transportation for all modes of transportation in the city. These are based on Council, staff, public, and stakeholder input.

The four goals for the Plan are to provide a transportation system in the City that is:

Safe

Inclusive and accessible

Healthy and sustainable

Efficient, innovative and forward-thinking

Strategic Goals		Measures of Success (Monitoring)
Safe	Make transportation safer and more comfortable Work towards achieving Vision Zero – zero fatalities and severe injuries to road users	• Reported ICBC collision data and RCMP data • Feedback from community members
Inclusive and accessible	Build a transportation network that is connected and accessible for all	• Implementing more accessible transportation infrastructure, including sidewalks, intersection improvements (wheelchair ramps, curb extensions, etc.), and all ages and abilities cycling infrastructure • Feedback from community members
Healthy and sustainable	Increase the proportion of trips made by walking, rolling, cycling, and transit to support the health of community members and the environment	• A shift in mode share from motor vehicle trips to transit, walking, and cycling
Efficient, innovative and forward-thinking	Work towards, and advocate for, a transportation system that is resilient and adaptive to change while being cost-effective, efficient, and forward thinking	• The number of Vehicle Kilometres Travelled (VKT) • The reliability of buses travelling through Langley • The number of projects implemented using quick-build techniques

What is Vision Zero?

Vision Zero is an approach to road safety which aims to prioritize human health and safety by eliminating all traffic-related fatalities and serious injuries while providing safe, healthy, and equitable mobility for all road users. This is typically done by using a Safe Systems Approach, which is a framework to guide road safety policies and programs. This approach views safe road networks as holistic systems consisting of six elements:

- Safe Speeds
- Safe Road Users
- Safe Vehicles
- Post-Crash Care
- Safe Roads
- Safe Land Use Planning

Each of these elements contributes to overall safety. The six components do not stand alone, but rather they interact with one another such that progress in one area benefits and supports improvement in the others.

3.3 Integrated Land Use and Transportation Themes

The city is experiencing considerable growth and change. The implementation of SkyTrain, new developments, changing demographics, emerging services and technologies, and challenges such as climate change will continue to influence transportation decisions.

The OCP recognizes that the City is “on the precipice of population and employment growth that will be shaped around rapid transit and the downtown”. The importance of the relationship between land use planning and transportation cannot be overlooked. The guidance provided in the OCP significantly influenced Transportation 2050. As noted in the OCP, by 2050 it is expected the city will be home to:

- 41,438 residents - an increase of 48% or 13,353 residents, from 2019.
- 22,185 jobs - an increase of 36% or 5,892 jobs, from 2019.
- 20,125 households - an increase of 56% or 7,259 households, from 2019.

These projections highlight the need for housing and the inevitable impact growth will have on the transportation network.

These affect livability, community health, environment, and economy. Proactive transportation planning plays an important role in guiding, managing, and responding to the new and growing challenges. To address these challenges and building on existing City, regional, and provincial policy directions as well as the four goals of the plan (Safe, Inclusive and Accessible, Efficient, Innovative, and Forward-Thinking), the following themes have been identified to guide the recommendations of the Plan and support achieving the Plan’s vision and goals.

Create a complete community

There is a strong connection between land use and transportation. They are influenced by each other and must be considered together to create a livable and accessible community. As outlined in the City’s OCP and illustrated in **Figure 3**, the city will have a mix of land uses and a transit-oriented core that will enable residents to access key destinations, services, amenities, and transit within a short journey and without having to depend on a personal motor vehicle.

Based on the OCP and new provincial legislation (Bill 44), the City envisions a range of housing types and densities, businesses and employment options. These areas will need to be well served by frequent transit and active transportation options to create a complete community, safe, inclusive, and accessible community.

Plan for and develop a rapid and frequent transit network

The City will ensure Langley is a highly connected city aligned with, and leveraging investment, in rapid transit. The City will work with TransLink and other partners to ensure residents have access to faster, more efficient, and more frequent public transit service that is attractive, accessible, and affordable. Transit provides a sustainable way to travel to and from neighbouring municipalities and other destinations in the region.

Make active transportation comfortable

Providing a complete and connected network of all ages and abilities walking, cycling, and micromobility routes will ensure residents and visitors can use active and sustainable modes within the City. The City will provide amenities to make it enjoyable and convenient to walk, roll, and cycle prioritizing the downtown core, key destinations including parks, schools, community facilities, and to transit. By supporting emerging modes of travel and shared mobility services, the City will provide more transportation options and an opportunity for stronger multi-modal integration.

Provide a street network that is safe and reliable.

The City will work to provide residents and businesses access to a reliable, safe, well-maintained and efficient road network.

Quality of life, health, wellbeing, and safety of residents is a top priority for the City. The transportation system can be improved to lessen the frequency and severity of crashes. ‘Vision Zero’ policy is based on the narrative that road safety can be improved by implementing strategies that cover both engineering and non-engineering measures such as education and enforcement.

3.4 Long-Term Plan

Transportation 2050 is organized around key priorities for various modes of transportation. These key priorities will help to address the key challenges and available opportunities described earlier, and thereby meet the Plan's vision and advance the goals. Long-term plans and actions are described for each theme to guide future initiatives and collaboration with other agencies.

Each core priority also identifies the Plan goals that align most closely with that priority.

Strategic Plan Goals

Safe

Inclusive and accessible

Healthy and sustainable

Efficient, innovative and forward-thinking

Walking

Walking is part of every trip people make daily. The Plan focuses on creating a more walkable and accessible community for all residents and visitors. Accessible, safe and attractive walking facilities will increase the likelihood people will walk either for the entire trip or to simply connect with other modes, such as transit. The core themes and actions to increase walking are briefly described below.

Core Priorities for Walking:

W1.	Fill in the gaps in the pedestrian network
W2.	Improve comfort and accessibility in pedestrian priority areas
W3.	Provide more and enhance existing pedestrian crossings at intersections
W4.	Support and encourage walking in the city

W1. Fill in the gaps in the pedestrian network

Goal Alignment

- **Implement sidewalks and multi-use pathways on City streets.** Filling in gaps in the pedestrian network will create more continuous and accessible walking routes within Langley. The City has been working to fill in gaps in the pedestrian network through road projects and new development. To identify the areas of highest priority to fill in network gaps, a prioritization criteria was used to identify pedestrian priority locations. The priority walking network gaps and the long-term pedestrian network plan can be seen in **Figure 11**. Through the capital and rehabilitation projects as well as redevelopments, the City will continue to fill pedestrian network gaps.
- **Provide more off-street trails and walkway connections.** The City will formalize trail and walkway connections to achieve shorter blocks and crossing opportunities. These improvements will be gradually achieved through property acquisition and development.

Priority pedestrian routes were identified based on:

- Proximity to transit
- Proximity to schools
- Proximity to other community destinations (library, municipal hall, commercial, retail, etc.)
- Network connectivity (connects to an existing sidewalk or multi-use pathway)
- Network need (is there an existing facility on one side of the street)

Safe

Inclusive and accesible

Healthy and sustainable

Efficient, innovative and forward-thinking

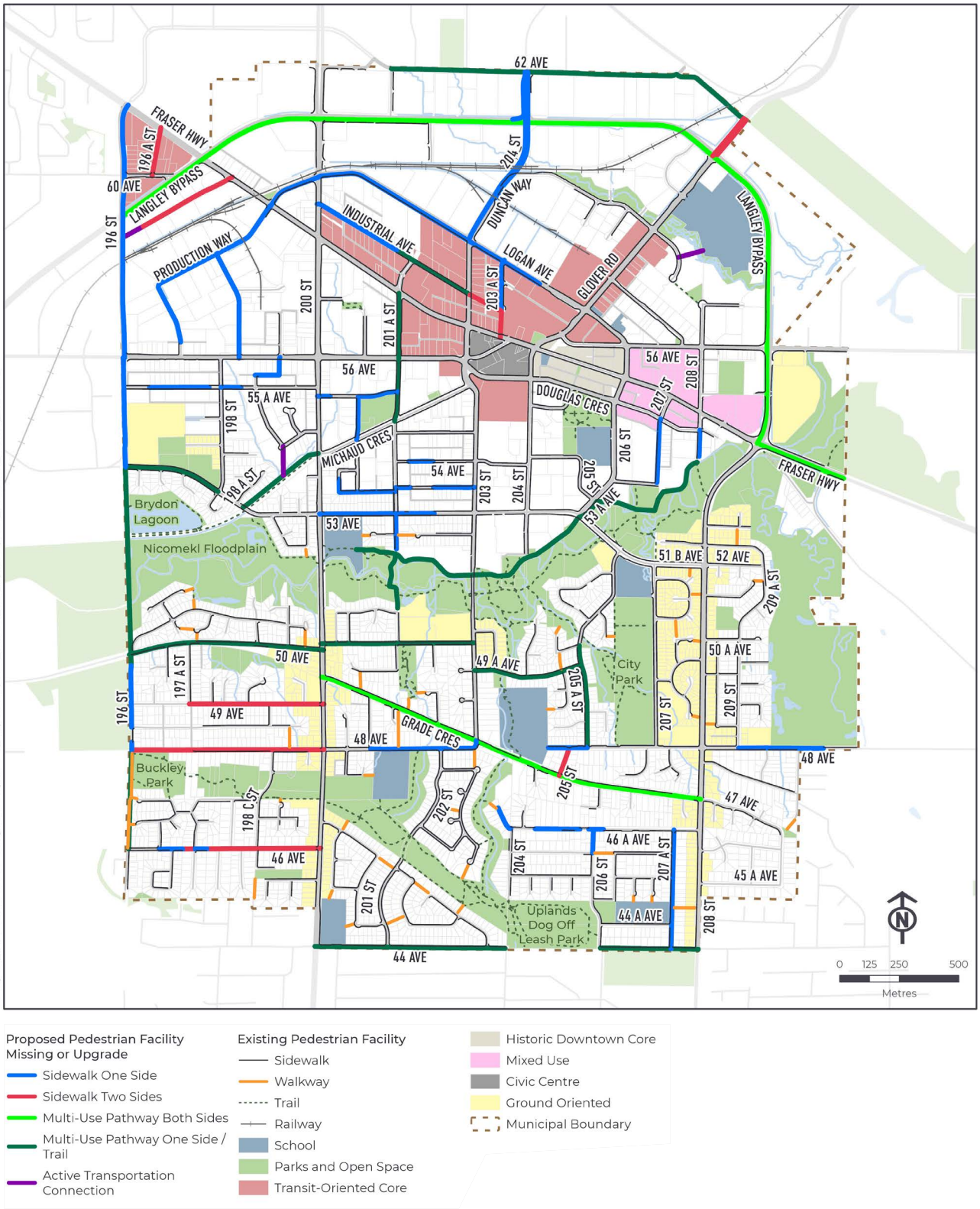


Figure 11. Long-Term Pedestrian Network

W2. Improve comfort and accessibility in pedestrian priority areas

Goal Alignment

- **Widen and enhance sidewalks and pedestrian facilities.** The City will enhance the pedestrian experience within the walkshed of SkyTrain stations and areas of high pedestrian activity (Pedestrian Priority Areas – **Figure 12**). These actions will increase the potential for people to walk and improve multi-modal integration to transit. Pedestrian enhancements include upgrading existing infrastructure with wider sidewalks, buffered areas between sidewalks and vehicle lanes using landscaped boulevards and street trees, street furniture, lighting, placemaking features, and other amenities.

W3. Provide more and enhance existing pedestrian crossings at intersections

Goal Alignment

- **Provide new street crossings.** Provide new pedestrian crossings to ensure that there are safe places to cross busy streets, such as at 200 Street, existing trail crossings, within downtown, near key community destinations like parks and schools, and near bus stops.
- **Follow accessibility best practices.** Apply an accessibility lens when considering, planning and implementing projects (new infrastructure and infrastructure upgrades) to identify and understand:
  - The impacts on persons with disabilities.
  - Potential barriers created within the process and/or the design.
  - Steps to address potential barriers or remove existing ones.
  - Follow accessibility best practices for all new and improved infrastructure as outlined in the City's Design Criteria Manual (DCM) and BC Active Transportation Design Guide and other resources.

Safe

Inclusive and accesible

Healthy and sustainable

Efficient, innovative and forward-thinking

- Provide wheelchair ramps at all intersections where an existing sidewalk intersects a street.
- Reduce pedestrian crossing distances by providing narrower streets and motor vehicle lanes and retrofitting with curb extensions.

W4. Support and encourage walking in the city

Goal Alignment 

- **Increase support for Safe and Active Routes to School Programs.** Work with School District No. 35, ICBC, TransLink, HUB and Parent Advisory Committees to promote child and youth active travel through programing and initiatives.
- **Provide attractive plaza spaces and public realm areas.** Develop a strategy to create new plazas, parklets, school streets, and slow streets and identify areas to implement amenities that encourage more people to walk.
- **Review and update the City's Wayfinding Strategy.** Continue to provide wayfinding for pedestrians and other users and add signage as new developments, transit stations, and active transportation facilities are built, and new community destinations are established.
- **Improve the personal safety and security of all residents and visitors in public spaces.** Develop a strategy to improve the personal safety and security of all residents and visitors that considers elements of Crime Prevention Through Environmental Design (CPTED). This includes providing more lighting and vegetation maintenance.


Safe


Inclusive and accesible


Healthy and sustainable


Efficient, innovative and forward-thinking

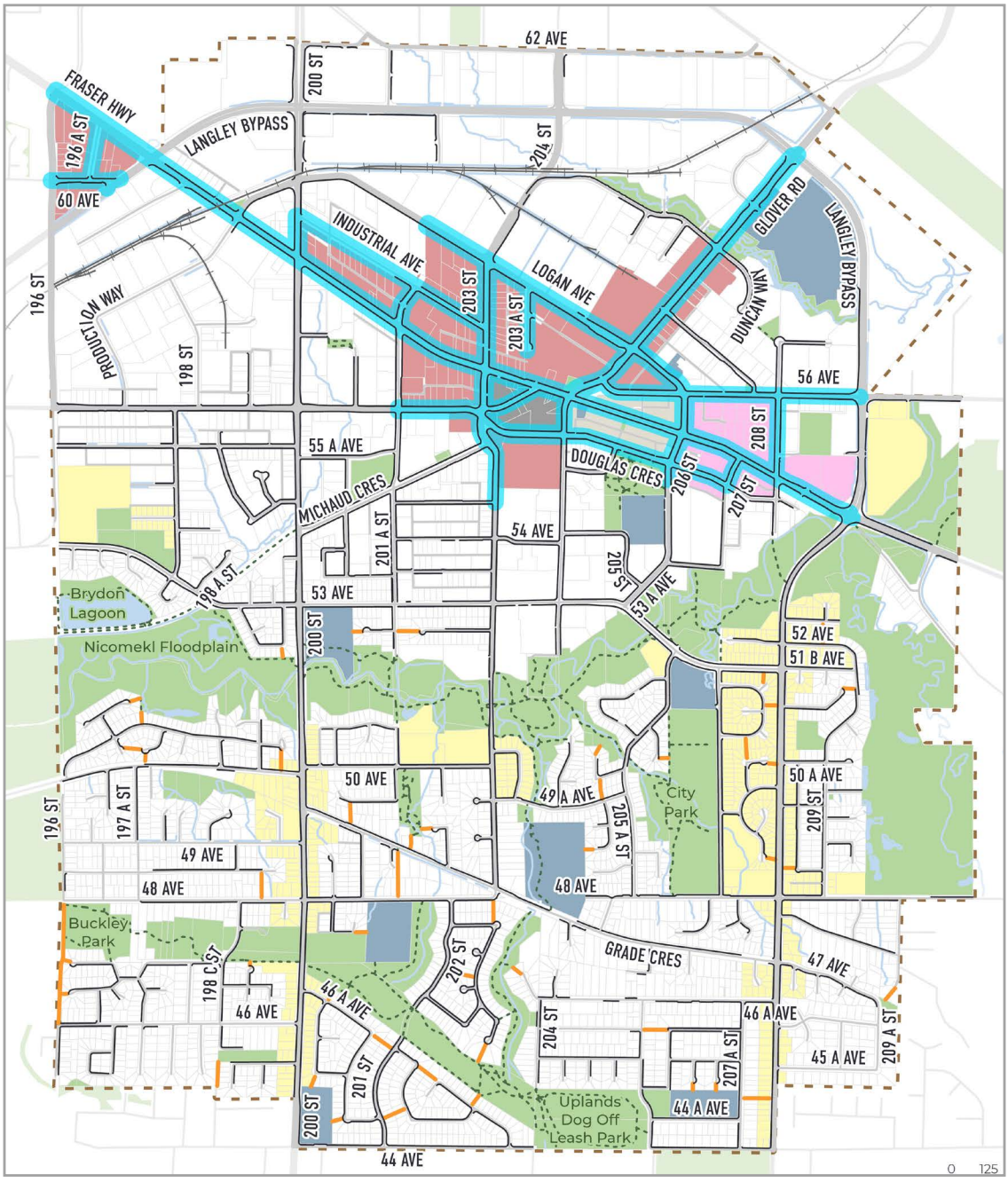


Figure 12. Pedestrian Priority Areas

Cycling

The plan recommends initiatives to create a more bikeable community for people of all ages and abilities, focusing on providing high quality cycling facilities that connect to key destinations within the community. The core priorities and actions to increase cycling and manage micromobility use within Langley and connect the City's cycling network with other regional networks are briefly described below.

Core Priorities for Cycling:

C1.	Provide a connected cycling network
C2.	Provide comfortable routes and intersection crossings
C3.	Support and encourage cycling in the city

Additional priorities for micro and new mobility options can be found in the New Mobility Considerations section later in this chapter.

C1. Provided a connected cycling network

Goal Alignment

- Implement the long-term cycling network. The City's long-term cycling network (**Figure 13**) will connect neighbourhoods to key community destinations such as schools, SkyTrain and transit stations/exchanges, employment centres, community centres and amenities, commercial and retail spaces, and parks forming a close grid network.
- Enhance regional cycling connections. The City will work with other agencies – such as the Ministry of Transportation and Infrastructure, City of Surrey, and Township of Langley – to create high quality cycling and rolling connections across the City and between communities.

Safe

Inclusive and accesible

Healthy and sustainable

Efficient, innovative and forward-thinking

C2. Provide comfortable routes and intersection crossings

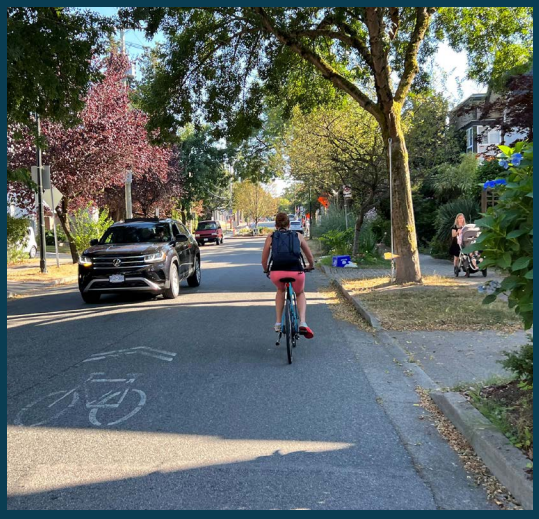
Goal Alignment

- **Provide a network of bicycle routes that are comfortable for all users.** The proposed bicycle network will consist of neighbourhood bikeways and separated bicycle facilities. Separated facilities can include either protected or separated bicycle lanes or multi-use pathways. These are the three types of cycling infrastructure that are most effective in increasing bicycle ridership.
- **Implement intersection treatments for cyclists.** While implementing the cycling network, the City will implement intersection treatments such as signal push-buttons, cross-rides, dedicated bicycle signals, protected intersections, and markings to delineate conflict zones to improve the safety and comfort of cycling at crossing locations.

- **Safe**
- **Inclusive and accesible**
- **Healthy and sustainable**
- **Efficient, innovative and forward-thinking**

Neighbourhood Bikeway

Streets with low motor vehicle speeds and less traffic that are comfortable for most people to ride. In the city, this includes bicycle routes on traffic calmed, local streets. Guidelines suggest that streets with less than 1,000 motor vehicles per day (up to 500 vehicles per day is preferred) and an effective speed limit of 30 km/hour are suitable for a neighbourhood bikeway. Neighbourhood bikeways typically include signage and pavement markings and traffic calming treatments. Intersection treatments are important, particularly where a neighbourhood bikeway intersects with an arterial or collector street.



Neighbourhood bikeway

Separated Bicycle Lanes or Cycle Tracks

A bicycle lane that is physically separated from

motor vehicles is safer and more comfortable. These are also separated from the sidewalk, minimizing interaction and mixing with pedestrians. Separated bicycle lanes may be placed on one or both sides of a street, and they may be designated for one- or two-way travel. There are varying treatments that can be implemented to achieve the physical separation. For example, flexible delineator posts, wheel stops, planter boxes, bike-friendly curbs, raised or landscaped islands, and concrete barriers.

Multi-Use Pathway or Shared Pathways

Multi-use pathways that are physically separated from motor vehicles and shared between people walking, biking, and using other forms of active transportation, like wheelchairs, skateboards, and scooters (if paved). Multi-use pathways can be located adjacent to the street or through parks and other green spaces.

Protected Bicycle Lane

Goal Alignment

- **Conduct a bicycle parking review.** The City will conduct a bicycle parking review to understand the bicycle parking supply and demand issues in the city.
- **Develop a program to install secure bicycle parking.** Based on the bicycle parking review, the City will and develop a program to install secured bicycle parking infrastructure in Downtown Langley, as part of the Surrey-Langley SkyTrain project, and at other high activity areas as the cycling network is implemented.
- **Provide more information about cycling routes.** Providing wayfinding and network information, including signage, pavement markings, and maps, help people make decisions about how to navigate the cycling network.

Safe

Inclusive and accesible

Healthy and sustainable

Efficient, innovative and forward-thinking

Rapid Implementation

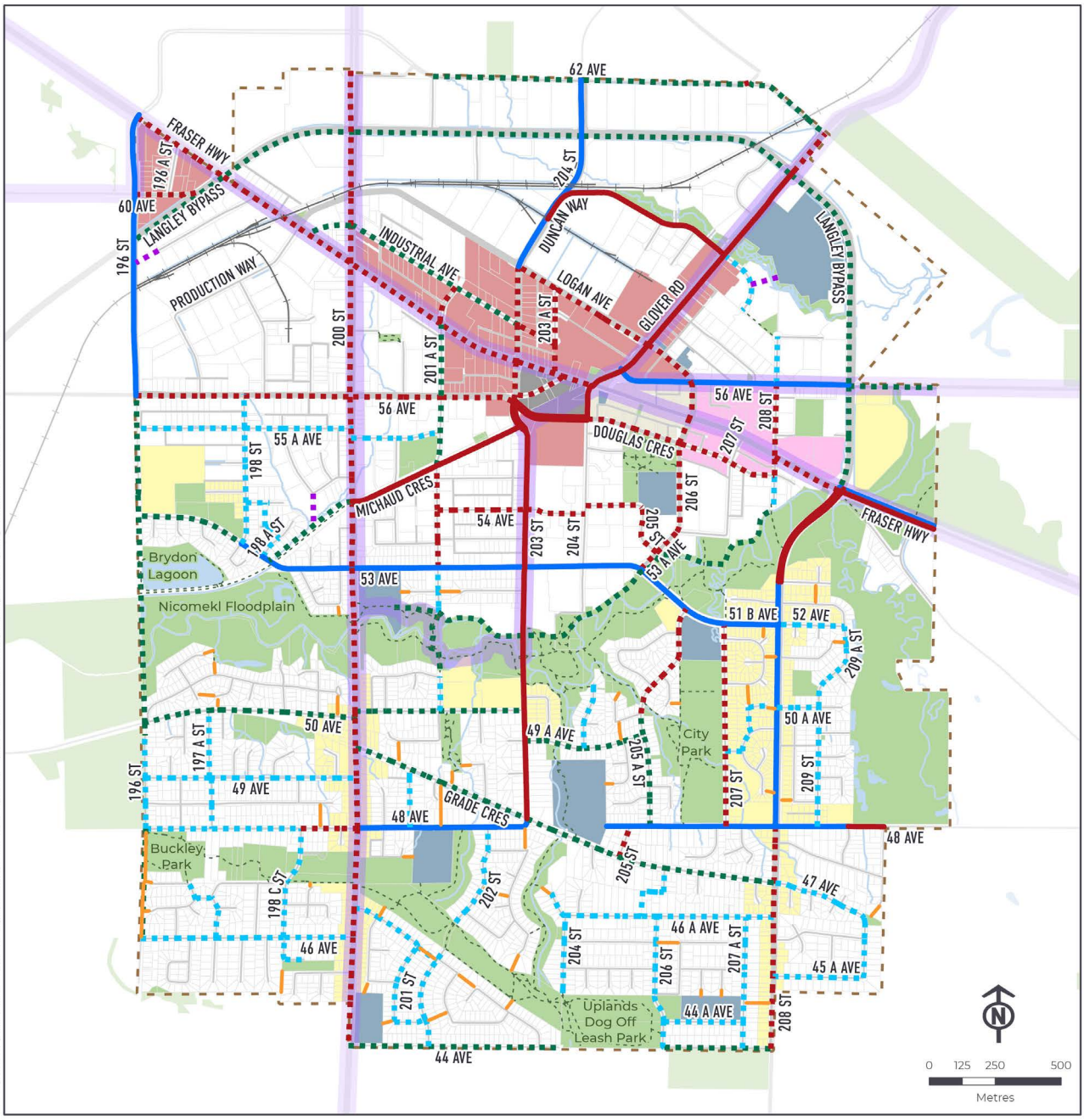


Figure 13. Long-Term Cycling Network

Cities across Canada recognize the value in rapid implementation or quick build approaches to complete their cycling networks in a flexible, fast, and cost-effective way. Cities can build an All Ages and Abilities (AAA) active transportation network minimizing the initial capital cost, land purchase and time it would otherwise take.

Rapid implementation of active transportation infrastructure provides the opportunity to quickly change the function of a street with low-cost, interim, flexible materials, meaning a faster completion of an active transportation route or network. It also allows necessary adjustments, if any, during the pilot deployment prior to implementing the permanent construction. Ultimately, it is another tool for cities to act quickly, leave room to make modifications if needed, and do so in a cost-effective way.

Transit Services and Facilities

The long-term plan includes strategies to enhance access to local and regional transit services planned by TransLink and the Province including the proposed Bus Rapid Transit (BRT) and SkyTrain connecting Langley to other communities in Metro Vancouver. The core priorities and action to enhance access to transit as well as the customer experience are briefly highlighted below.

Core Priorities for Transit:

T1.	Leverage the implementation of the SkyTrain and other priority transit projects
T2.	Improve the speed and reliability of buses in the city
T3.	Support and encourage transit in the city

T1. Leverage the implementation of the SkyTrain and other priority transit proejcts

Goal Alignment

The City will leverage the Implementation of the SkyTrain and other priority transit projects (**Figure 14**), including the new BRT to improve transit service in Langley Centre and integration with other modes.

- **Work with TransLink to ensure that transit service, frequency, and routing in the City of Langley supports and encourages SkyTrain ridership.** As part of planning for the opening of the Surrey Langley SkyTrain extension, the City will work with TransLink to ensure the bus transit network supports the employment and population base in downtown Langley and promotes transit use. This includes advocating for frequent bus transit service along 208 Street and 200 Street to support ground oriented higher density uses, as envisioned in the OCP.

  In addition to TransLink, the City will also work with neighbouring municipalities to enhance transit service and address multi-modal transportation needs.

- **Safe**
- **Inclusive and accesible**
- **Healthy and sustainable**
- **Efficient, innovative and forward-thinking**

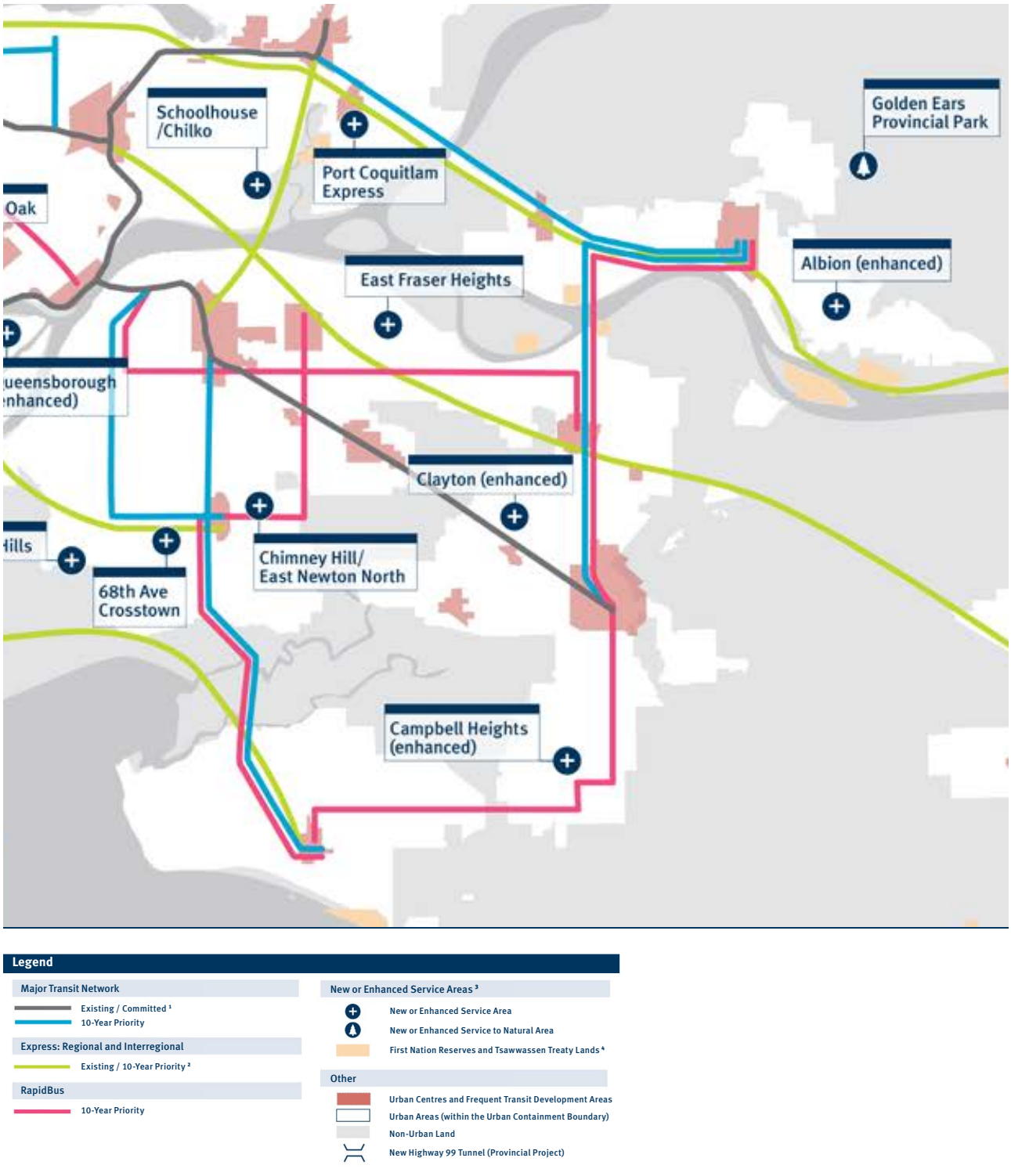


Figure 14. Transport 2050: 10-year Priorities

- **Advance implementation of BRT service between Langley City and Maple Ridge.** The City will work with TransLink to ensure projects identified in TransLink's Transport 2050 and Transport 2050: Ten Year Priorities provide connections to Langley City Centre Station at 203 Street. Highlighting the importance of this connection for the City's transportation network.

  The regional plan refers to these two services.

  - RapidBus: Langley – Haney Place 200 Street Rapid Bus Service (0-5 years)
  - RapidBus: Langley - White Rock (6-10 years)

  The City is currently working with TransLink to facilitate the terminus station at Langley Centre Exchange. Dedicated bus lanes are included in the Financial Plan to support regional and provincial initiatives.

- **Integrate walking, cycling, and micromobility with transit to provide first- and last-kilometre connections.** Use major transit destinations to create mobility hubs that connect multiple modes of transportation including 'new mobility' and active transportation

Safe

Inclusive and accesible

Healthy and sustainable

Efficient, innovative and forward-thinking

T2. Improve the speed and reliability of buses in the city

Goal Alignment

- **Implement the transit priority treatments.** The City will continue to work with TransLink to update the local area transport plan and implement appropriate transit priority measures. Potential measures based on existing services were previously identified in the 2022 Bus Speed and Reliability Study (**Figure 15**).

  Invest in transit priority measures in congested locations. Such measures include active or passive Transit Signal Priority (TSP) measures, dedicated bus lanes, limiting parking, providing bus bulges, boarding islands, floating bus stops, and improved platform designs. Bus stop consolidation in lower demand areas can also improve service times.

  The City will seek to improve transit reliability and efficiency in conjunction with redevelopments. This may include street parking modifications or frontage design to include bus queue jump lanes.

T3. Support and encourage transit in the city

Goal Alignment

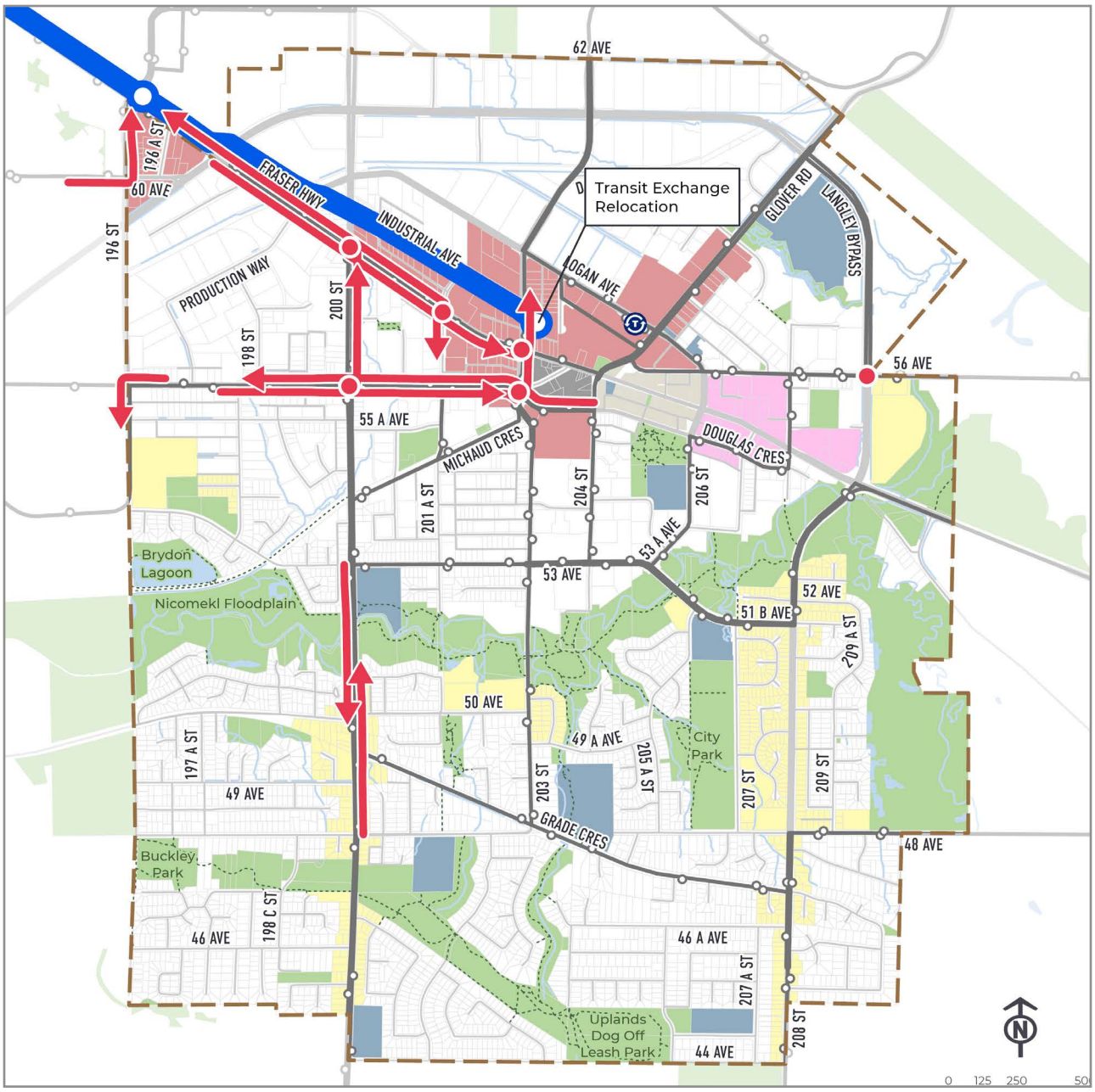
- **Provide accessible bus stops.** The City currently has one of the highest percentages of stops that are accessible. The City will upgrade the remaining bus stops to be accessible based on TransLink's Bus Infrastructure Design Guidelines.
- **Provide more bus passenger amenities** at high activity bus stops, including shelters, benches, lighting and waste receptacles. Continue to secure needed rights-of-way for bus shelters, through the development application review process.
- **Review and implement transit wayfinding,** encouraging TransLink to roll out real-time next bus signs at major stops.
- **Encourage developments that provide a range of housing types and densities and ensure they are well served by frequent transit service and the active transportation network.**
    - As envisioned, and recently legislated by the Province, align land use and transportation, working towards most residents, destinations and businesses being within 400m of the Frequent Transit Network.
    - Encourage new developments around the Langley City Centre Station and Willowbrook Station, ensuring they are compact, high-density, mixed-use buildings.

Safe

Inclusive and accesible

Healthy and sustainable

Efficient, innovative and forward-thinking



Locations for Transit Improvement Projects
Transit Exchange
Future SkyTrain Line
Existing Bus Route
School
Parks and Open Space
Transit-Oriented Core
Historic Downtown Core
Mixed Use
Civic Centre
Ground Oriented
Municipal Boundary

Figure 15. 2022 Potential Bus Speed and Reliability Improvements

Streets and Goods Movement

The City's street network needs to support movement of people by all modes of travel as well as the movement of goods and commercial services for economic prosperity, as well as emergency services. The plan recommends multi-modal investments that can be advanced as either new capital or rehabilitation projects. The City will work with other municipalities, RCMP, ICBC, TransLink and the Ministry to partner to improve streets under the following priorities.

Core Priorities for Streets:

S1.	Implement a connected and efficient street network
S2.	Deter speeding on city streets and improve safety
S3.	Understand parking and loading inventory and demand
S4.	Facilitate the movement of goods

S1. Implement a connected and efficient street network

Goal Alignment

- **Update the City's street classification.** Update the City's Street Classification as identified in **Figure 16** to align with the City's climate action goals and vision for network efficiency and safety.
- **Consider multimodal design elements in all street projects (new and rehabilitation).** Continue to design new streets and retrofit existing streets to incorporate multimodal design aspects as specified in the DCM. Road rehabilitation, redevelopments and other capital projects provide an opportunity to re-imagine a corridor. Several corridors in the City (Grade Crescent, Michaud Crescent, Fraser Highway, 206 Street (Logan Avenue), and 203 Street) have opportunities to reallocate space for active transportation, transit, and to improve safety and mitigate congestion concerns.

Safe

Inclusive and accesible

Healthy and sustainable

Efficient, innovative and forward-thinking

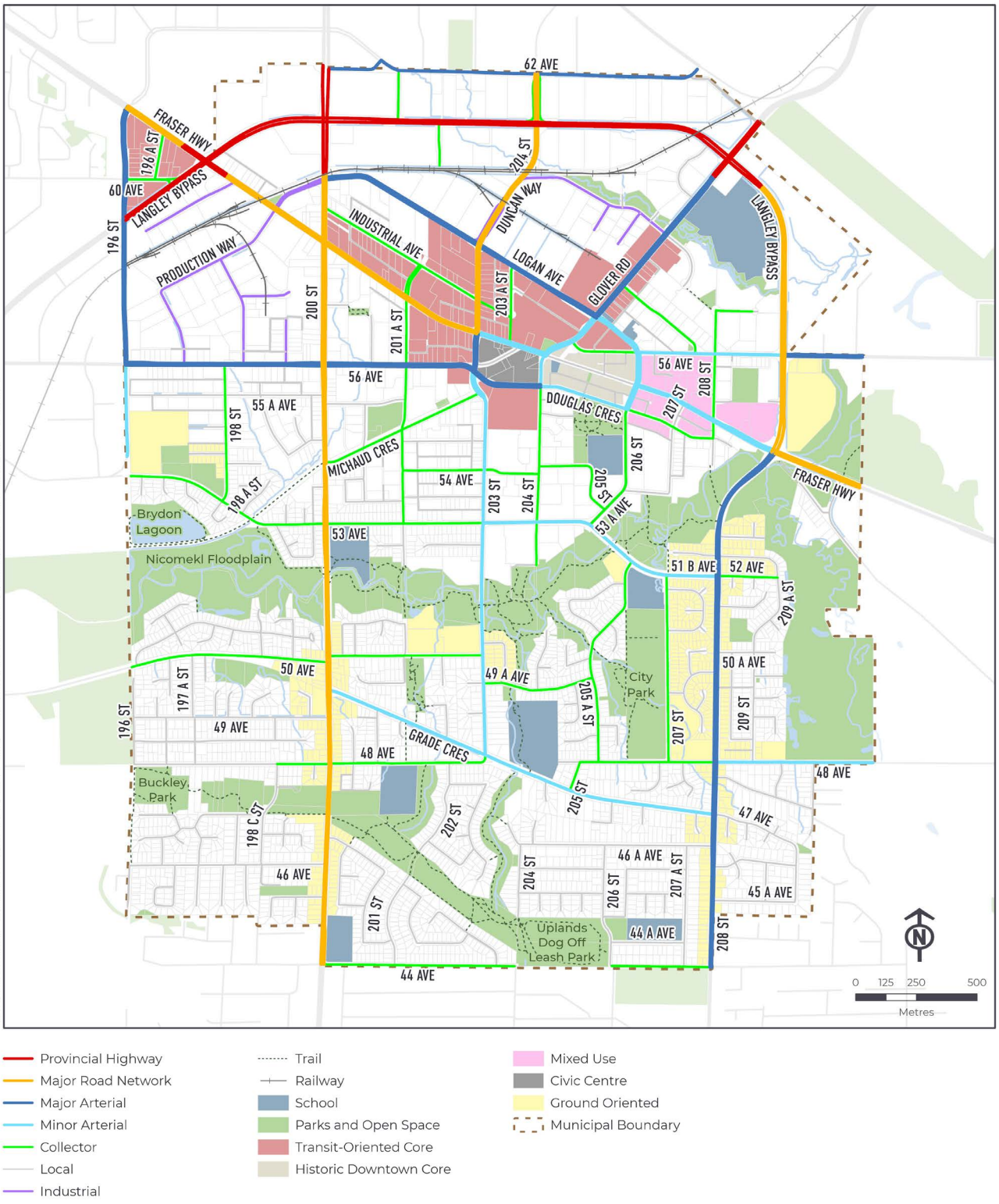


Figure 16. Updated Street Classification

- **Improve safety, capacity, efficiency and accessibility for all modes. Figure 17** and **Appendix A** identifies street and intersection improvement locations based on technical analysis and an understanding of existing and future travel patterns. Locations have been identified where the City can implement:
  - **Intersection safety and capacity upgrades.** These improvements, along street corridors and intersections, together with traffic signal timing coordination and optimization, will address safety issues and congestion. The primary focus is on the major corridors, including 56 Avenue, Fraser Highway, 200 Street, and 208 Street.
  - **Street network and laneway connectivity and access improvements.** New street and laneway connections are recommended to enhance traffic movement, increase permeability and reduce congestion. The City will require rear lane access where ground-oriented developments front onto 208 Street, 200 Street, and developments along Langley Bypass, 62 Avenue, and other major streets.
  - **Street safety improvements.** Improvements throughout the city are recommended to improve safety through a variety of treatments such as, reducing vehicle lane widths to deter speeding, providing improved intersection geometry, or installing center medians.
- **Work with the Ministry of Transportation and Infrastructure to minimize congestion and improve safety for all modes on the Langley Bypass.** The Langley Bypass intersections have the highest levels of congestion and reported collisions within the city. The City recommends a corridor review to address such issues. TransLink has partnered with the City to address safety and congestion issues on the Bypass at 56 Avenue and at Fraser Highway at the eastern perimeter.
- **Prioritize 200 Street corridor improvements.** Conduct a study for the 200 Street corridor to improve the provincial and regional transportation networks and seek external funding for the Roberts Bank Rail Corridor overpass. The 200 Street overpass was not previously included in Transport 2050 (TransLink) due to the construction of another nearby overpass at 204 Street in 207. Several studies are currently underway to

determine the future of the 200 Street corridor north of Fraser Highway. These studies are exploring options for bus rapid transit along the corridor. Given the time required for such a significant project to move from planning to implementation, the City will be seeking to engage external agencies to revisit the Roberts Bank rail corridor grade separation study.

S2. Deter speeding on City streets and improve safety

Goal Alignment 

- **Reduce speed related crashes and crash severity.** The City will work in collaboration with other agencies to identify locations and explore options and techniques to deter speeding. This can be done through targeted enforcement, speed management, traffic calming measures, slow streets, and conducting a review of posted speed limits. The City will work to encourage a regional approach to address safety issues. The City can look to other municipalities such as Vancouver, Victoria, Saanich, etc. that have conducted pilot studies on reduced speed limits for lower street classifications or in neighbourhoods.
- **Update the Traffic Calming Policy** to prioritize traffic calming along neighbourhood bikeways recommended in this plan.
- **Manage speeding issues along arterial streets** where traffic calming options are limited, work with the RCMP detachment, ICBC, and others to apply a multi-faceted approach. Look for opportunities to narrow vehicle lanes or remove excess capacity as an interim measure until future demands are realized.
- **Allocate staff resources to analyze existing conditions** and implement measures to identify the locations of concern based on speed and collision severity. Also, to design projects and implement measures based on thorough consultation and engagement.

Safe

Inclusive and accesible

Healthy and sustainable

Efficient, innovative and forward-thinking

Refer to **Appendix A** for details.

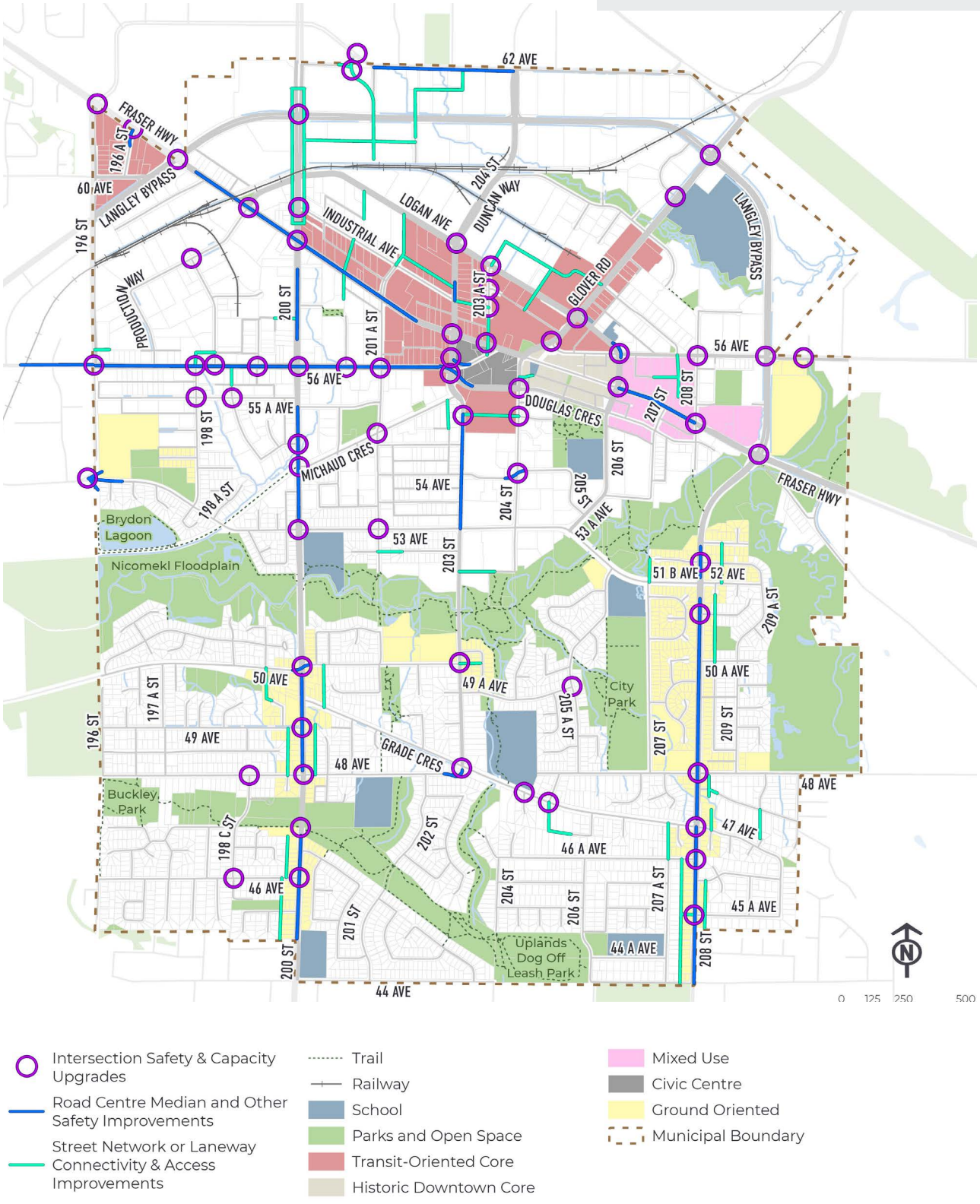


Figure 17. Recommended Street and Intersection Improvements

S3. Manage/Optimize parking and loading inventory and demand

Goal Alignment

- **Conduct a Parking Study** to develop strategies based on a review of current and future parking supply and demands and prepare for SkyTrain and growth in the City. The study will also review and identify locations for passenger loading, and pickup / drop-off zones and consider opportunities for dynamic curb-space management to accommodate new modes and services, bicycle and micromobility parking corrals, and electric vehicle (EV) charging.
- **Ensure parking and loading options in the City are accessible.** The City will review development plans and infrastructure designs to ensure provisions are made for accessible parking in private developments and relevant public areas. EV infrastructure will also be expected in new developments or as retrofits to existing developments.

S4. Facilitate the movement of goods and services

Goal Alignment

- **Update the City's Truck Route Map** to align with neighbouring communities and current best practices. The City will continue to work with other agencies to establish the Dangerous Good Route on Langley Bypass. The updated truck routes map is shown in **Figure 18**.
- **Harmonize truck permitting and regulations** in collaboration with TransLink, the Province, and neighbouring municipalities.
- **Encourage smaller and lower-emission goods movement vehicles** for local deliveries and in the downtown Langley Pedestrian Priority Area.
- **Monitor the impact of rail freight on the City's transportation network.** Work with rail authorities and other agencies to continue to monitor safety and congestion impact due to increased rail freight will has on the City's transportation network and emergency services. An early grade crossing working system needs to be installed at the fire hall.

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Figure 18. Updated Truck Routes

New Mobility Considerations

The strategies identified for new mobility focus on supporting the integration of current and future technologies and trends, ensuring the City is prepared for and understands the opportunities and impact new mobility technologies will have on the transportation network.

Core Priorities for New Mobility

N1.	Plan for new technologies and modes of transportation
N2.	Provide more transportation options

N1. Plan for new technologies and modes of transportation

Goal Alignment

- **Advocate for a regional or provincial study to plan for new mobility services and devices** that can increase sustainable mode share and equity. The City will also encourage provincial/regional regulation of micromobility devices and shared micromobility.
- **Develop an EV Strategy for the City.** The strategy will help the City plan for growing demands for public charging as well as electrification of fleet and employee vehicles.
- **Review the efficacy of Intelligent Transportation Systems (ITS) to make the transportation more efficient.** The City will undertaking a comprehensive examination of the practical applications for ITS which may include the provision of real-time information to drivers, dynamic corridor signal coordination, multi-agency signal synchronization, transit signal prioritization, as well as real time traffic signal communication and engagement system.

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N2. Provide more transportation options

Goal Alignment

- **Provide charging stations for electric vehicles.**
  - Ensure new electric charging infrastructure is a required minimum for new developments.
  - Continue to install and expand electric charging infrastructure at community facilities and other appropriate street locations.
- **Encourage car share organizations to consider extending service to the City of Langley** particularly in the downtown core and at the Surrey-Langley SkyTrain Station.
- **Provide shared micromobility options.** Explore opportunities with the region and private sector partners to implement a shared micromobility service (ebike and/or escooter sharing systems).

Safe

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What are some new ways of travelling?

Micro-mobility is a category of small one-person electric vehicles, such as e-bikes, e-scooters, mopeds, or other devices.

Shared transportation systems enable users to rent a car, bike, or micro-mobility vehicle on a short-term basis. They can be point-to-point (users can pick up the vehicle or device in one location and return in another) or return-to-base (users must pick up or drop off from the same locations).

Ride-hailing systems connect passengers to drivers for hire using smart phone apps.

Connected and autonomous vehicles are a range of self-driving or partially automated vehicles that are connected to infrastructure and each other. They are not yet widely available, but are expected to change the future of transportation over the next five to fifteen years.

Micromobility in BC

Prior to 2021, micromobility devices were unregulated under the Motor Vehicle Act (MVA), making them illegal to operate on public roadways in BC. Nonetheless, e-scooters and other forms of electric micromobility have become an increasingly common sight on streets and pathways throughout Langley, Metro Vancouver, and the rest of the province.

In response, the Province has launched an electric kick scooter pilot project[2] that allows participating municipalities to enact bylaws to allow for use of electric kick scooters (e-scooters) on streets in their communities. The pilot program came into effect on April 5, 2021. In 2024, the pilot was extended for another four years. E-scooters are still illegal to operate in any community that is not participating in the pilot project and in any pilot community that has not yet enacted bylaws for the pilot project. Furthermore, the pilot is limited to e-scooters – other one-person electric micromobility devices were not included and remain illegal to operate on BC streets.

The MVA Electric Kick Scooter Pilot Project Regulation outlines the pilot community bylaw requirements and e-scooter rules and safety.

The Province notes that generally, the rules of cycling in BC apply to the use of e-scooters, and the pilot regulations specify that e-scooters must be operated in accordance with provincial regulation and bylaws of the pilot community. On streets with speed limits of 50km/h or less, e-scooters should use designated lanes for cycling or, where none exist, ride as near as possible to the right side of the street. Where the speed limit is greater than 50km/h, e-scooters must be ridden only in designated bicycle facilities. Sidewalk use is prohibited unless cycling is permitted there by traffic control device or bylaw. Municipalities can dictate whether e-scooters are permitted within municipal parks and lands. Although e-scooters and other forms of micromobility are not currently legally permitted, the City should plan for the possibility that these may become legal options in the future.

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2 *Government of British Columbia (2021). Electric kick scooter pilot project. https://www2.gov.bc.ca/gov/content/transportation/ transportation-environment/active-transportation/policy-legislation/motor-vehicle-act-pilot-projects/scooter*

4. Implementation Priorities and Actions

The primary objective of this strategic plan is to guide policy, planning, and capital investment decisions. As a long-term plan, it also establishes priorities for various recommendations. The plan is to be implemented over the next decade and beyond as resources and service delivery permit.

The strategy therefore identifies general priorities for the recommended capital projects and groups them into high, medium, and lower priority works.

4.1 Infrastructure Projects

Transportation 2050 identifies infrastructure upgrade projects for walking, cycling, roads, and intersections. Recognizing it is a long-term plan and will take time to implement, a set of criteria was developed to guide the prioritization of proposed improvements. The criteria reviewed include:

- Population density
- Origins and destinations
- Gaps in the network
- Access to transit
- Access to schools
- Road safety vision
- Piggyback potential (alignment with other planned projects)
- Development potentials

This approach was used to identify the highest priority projects for implementation. Each variable contains scoreable information, and the results were combined to generate an overall score for the network.

While high, medium, and low priority infrastructure projects are identified, this does not mean that projects must be implemented in that order. If the opportunity is available, through another capital project or redevelopment, to implement a lower priority project sooner, the City will utilize that opportunity to implement a project.

The maps on the following pages highlight the implementation approach for the different networks highlighting the level of priority for each proposed project.

It is important to note that Transportation 2050 is one of several city-wide technical documents that identify priority infrastructure projects including asset management and utility servicing plans. The recommendations of this plan, and others, will be reviewed and prioritized before capital funding is allocated.

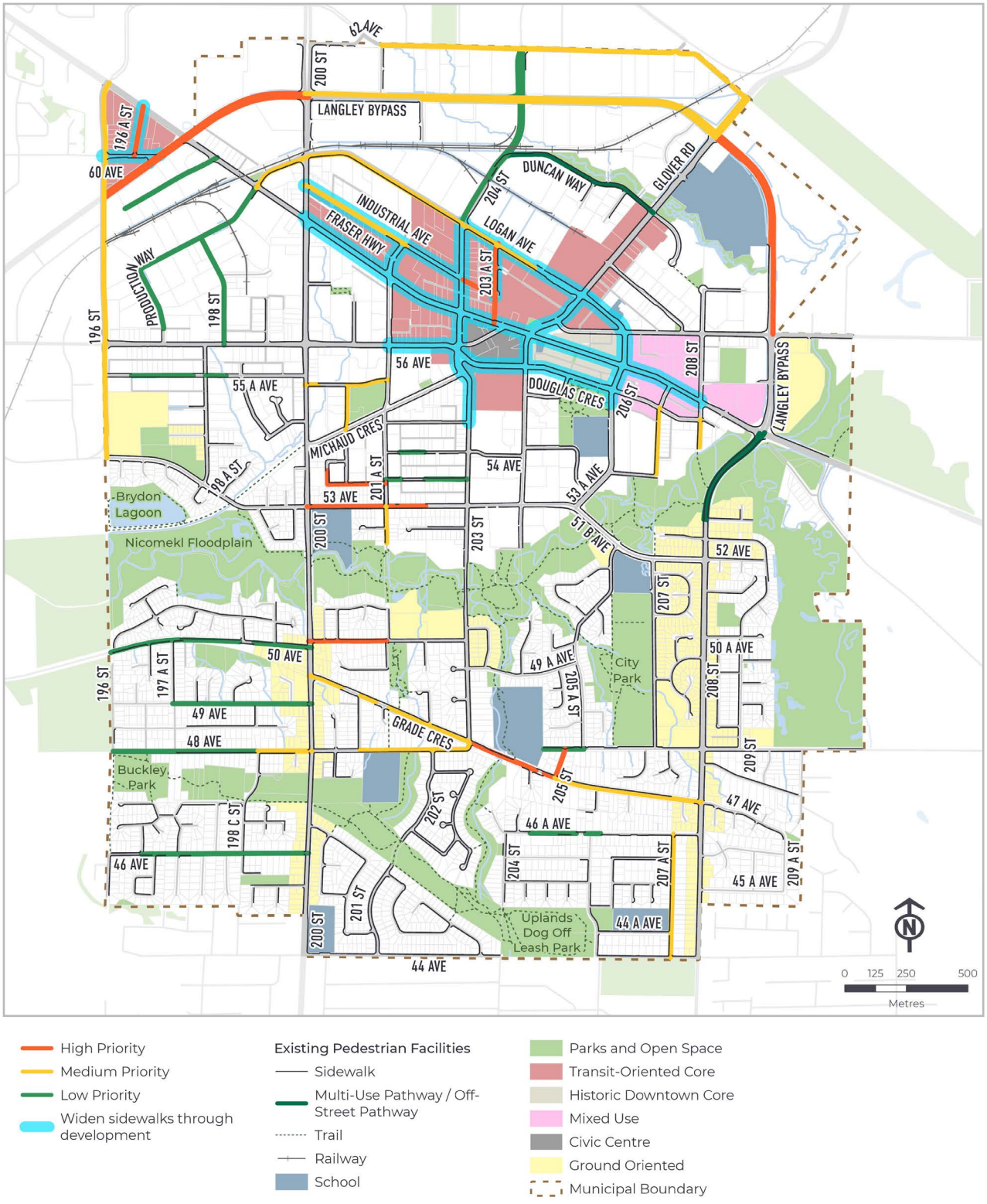

Figure 19. Walking Network Priorities

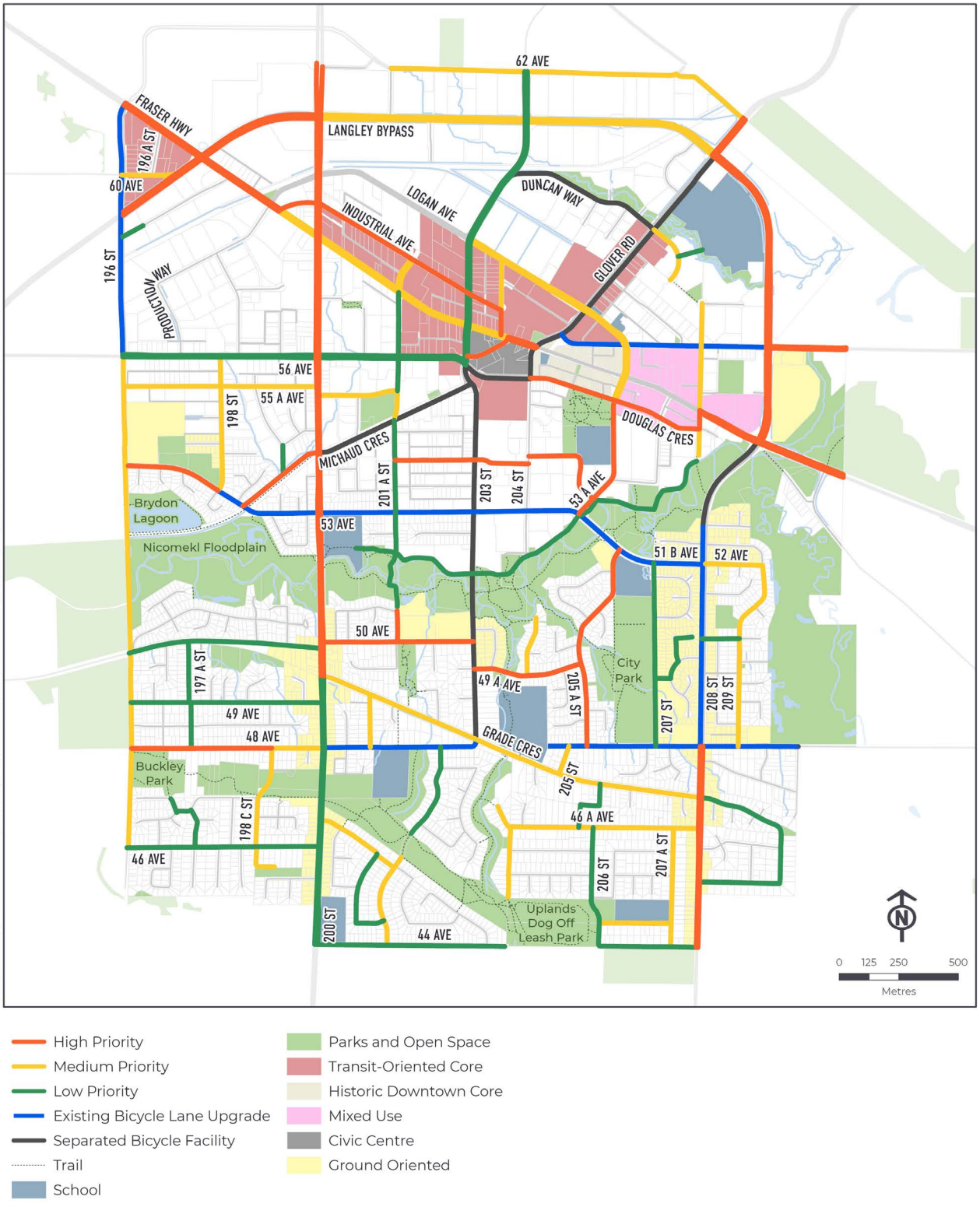

Figure 20. Cycling Network Priorities

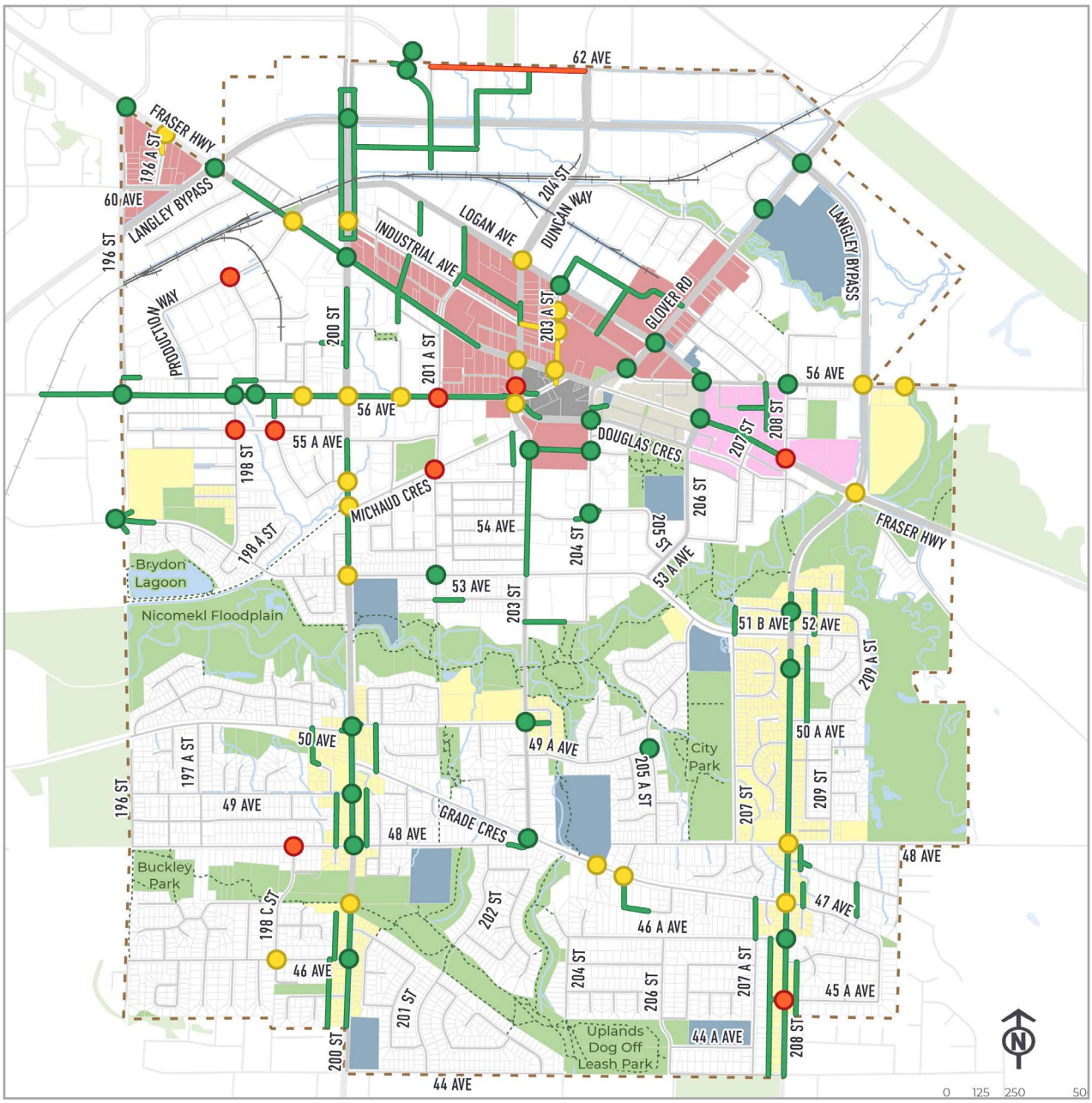

Figure 21. Streets and Intersection Priorities

4.2 Priority Policy and Planning Actions

The following is the list of actions, beyond implementing infrastructure projects identified earlier. These are the priority focus areas to achieve the goals and work towards the broader vision.

Walking

- Widen and enhance sidewalks and pedestrian facilities
- Incorporate accessibility best practices when replacing aging assets
- Provide attractive plaza spaces, street trees, and enhance public realm to promote active transportation
- Improve safety and security of all residents and visitors in public spaces through measures such as safer crosswalks and lighting

Cycling

- Provide well-connected bicycle routes that are comfortable for all users
- Conduct a bicycle parking review
- Develop a program to install secure bicycle parking

Transit

- Advance Implementation of BRT service between Langley City and Maple Ridge.
- Work with TransLink to ensure that transit service, frequency, and routing in the City supports and encourages SkyTrain ridership.
- Enhance bus stops with amenities, sidewalks and lighting
- Implement transit priority treatments at congested intersections along more frequent transit corridors

Streets and Goods Movement

- Implement the City's street classification with rehabilitation and developments
- Consider multimodal facilities in all street projects (new and rehabilitation) as per the DCM
- Prioritize 200 Street corridor improvements and railway grade separation
- Update the Traffic Calming Policy
- Allocate staff resources to collect data and analyze traffic conditions
- Implement recommendations from a Parking Study

New Mobility Considerations

- Advocate for a regional or provincial study to plan for new mobility services and devices
- Develop an EV Strategy for the City
- Encourage car share organizations to consider extending service to the City of Langley

4.3 Investment on Resources

Transportation 2050 outlines numerous planning, project, and programming initiatives. Implementing these initiatives will require significant capital investments and appropriate resources. This includes adequate staffing, tools, and technology required to perform a range of tasks from planning and engineering to project delivery, ongoing management, and maintenance of the transportation system. Preliminary estimates suggest the capital investment will be in the order of $240 million. Given the significant costs, it is necessary to prioritize initiatives and invest in a focused manner, looking for opportunities for efficiency, and apply quick-build techniques where feasible. It may also be necessary to adjust service levels to meet growing demands.

In addition to the City led initiatives, a growing number of projects and programs are being led by external agencies in the region and the province that also require additional City staff time and resources to ensure external planning and designs will protect the interests of the City and align with the visions and aspirations of the community.

Ensure staff resources are available to implement the Transportation Plan. Implementation of the Plan will not only require capital investments, but also additional staff resources to monitor, manage, maintain and perform other recommended actions. Dedicated staff members with local experience and expertise in various areas of traffic and transportation, road safety engineering, data collection, asset management, parking management, emerging signal and communication technologies will play an important role in successfully implementing the Plan.

Invest in the equipment needed to adequately maintain facilities in all seasons. Year-round operations and maintenance of the transportation network is imperative to ensure transportation infrastructure is safe, accessible, aesthetic, and efficient.

To ensure year-round maintenance of the transportation network, particularly active transportation infrastructure, additional equipment will be required. For example, truck-mounted plow blades can work in many applications, including neighbourhood bikeways. However, specially designed, right-sized equipment is also available to sweep and clear protected bicycle lanes and multi-use facilities. Automated license plate readers mounted on bylaw enforcement vehicles are another example of tools needed for a growing community.

It will be important to ensure new infrastructure design and annual budgets take operations and maintenance needs into consideration.

4.4 Implementation Strategy

To implement the Transportation Plan, a variety of implementation techniques and strategies are recommended. Based on a review of each project, and with support from community partners, the City will determine the appropriate approach to implementation. The following are some techniques to cost effectively implement the long term networks.

Quick Build Treatments. To provide walking and cycling facilities in Langley in the shorter term, the City may consider using a "quick-build" process using low cost, temporary materials.

The City will consider the project impact, accessibility, and if longer-term infrastructure projects (development, internal or third-party capital projects) are expected at the location when determining whether to consider quick-build or permanent treatments. Quick build treatments have already been used to implement cycling facilities in the City. They could also be used on 56 Avenue and 208 Street to implement protected cycling infrastructure.

Coordinate Projects with other Capital Infrastructure Projects. The City will look for opportunities to implement the recommendations of the Transportation Plan as part of other infrastructure projects, such as sewer and water line upgrades or road repaving that are being completed by either the City or other government entities to achieve economies of scale.

Coordinate Projects with Land Developments. Where proposed projects front known or anticipated redevelopment sites, the City will request that identified applicable infrastructure improvements will be completed as part of a development applicant's off-site improvements, as required through the City's Subdivision and Development Servicing Bylaw.

Collaboration. The City will need to work with the Ministry of Transportation and Infrastructure, TransLink, Canadian Pacific, neighbouring municipalities, and others to implement improvements identified in the Plan. Through this collaboration and partnership, there may be opportunities for these organizations to cost share or fund the implementation of projects identified in this Plan.

Pursue Funding. There are opportunities to implement projects and actions identified through a variety of funding sources. Funding is available through the federal and provincial governments and TransLink and other agencies. In addition to currently known programs, the City will actively be attuned to new funding sources for which transportation projects would qualify.

Appendix A: Street Improvement Projects

Table 1: Recommended Road Connection Projects

Location	Description	Type
203A Street southerly extension from Industrial Avenue to Fraser Highway	Extend 203A Street south to Fraser Hwy to form a four-leg signalized intersection opposite the realigned 56 Avenue. This will be constructed in conjunction with the SkyTrain project.	New Street Connection
Industrial Avenue easterly extension from 203 Street to 203A Street	Extend Industrial Avenue east from 203 St to 203A Street, to be completed as part of the Surrey Langley SkyTrain project.	New Street Connection
Westerly extension of Park Avenue from 203 Street to 204 Street	New east/west street south of Douglas Crescent in conjunction with mall redevelopment. This will increase permeability in the large block and reduce need for additional lanes on Douglas Crescent and 204 Street.	New Street Connection
57A Avenue extension to Fraser Highway and Industrial Avenue	Extend 57A Avenue north to Fraser Highway and Industrial Avenue with future developments.	New Street Connection
201A Street northerly extension from Industrial to Logan Avenue	Extend 201A Street north to provide a new connection to serve future redevelopments.	New Street Connection
Eastleigh Crescent westerly extension from Glover Road to 203A Street extension	Eastleigh Crescent extension is recommended to serve the future Transit-Oriented Developments near the proposed 203 Street SkyTrain Station.	New Street Connection
51A Avenue from 203 Street to 204 Street	Extend 51A Avenue between 203 Street and 204 Street with future developments	New Street Connection
201A Street from Langley Bypass to 62 Avenue/ WIllowbrook Drive	Realign 201A Street north of Langley Bypass to utilize the proposed new signal at 62 Avenue / Willowbrook Drive. Coordinate with the Township of Langley whether 203 Street is planned to be extended to the existing signal at Langley Bypass /202 Street.	New Street Connection
62 Avenue / 204 Street	In conjunction with future developments, add second eastbound travel lane on 62 Avenue in coordination with the Township on the north side.	Corridor Upgrade
Brydon Crescent from 55A Avenue to 56 Avenue	Extend Brydon Crescent north from 55A Avenue to 56 Avenue to serve developments and reduce traffic on local streets and lanes.	New Street Connection
Fuller Lane westerly extension to 204 Street	Extend Fuller Lane west to serve redevelopments in the Historic Core, will be important for closure of the one-way section of Fraser Hwy. Change Fuller Lane to two-way.	New Street Connection

Table 2: Recommended Intersection Improvements

Location	Description of Improvement
56 Avenue / 196 Street	Add second eastbound lane for buses (coordinate with Surrey)
56 Avenue / 198 Street	Realign north leg, add separate Eastbound/Westbound/Southbound left turn lanes
56 Avenue / 199 Street	Add raised centre median and remove adjacent short WB left into access
56 Avenue / 200 Street	- Add eastbound right turn lane - Extend storage lengths for eastbound / westbound left turn lanes
56 Ave / Douglas Crescent / 203 Street	- Remove channelization islands with considerations for higher volumes of pedestrians and cyclists - Realign 56 Avenue east leg and extend storage for eastbound and southbound left turn lanes
56 Avenue / 201 Street and 56 Avenue from 196 St to 203 Street	- Add centre median to improve traffic flow and reduce turning conflicts - Extend storage length for eastbound left turn lane
56 Avenue / 201A Street	Extend storage length for westbound left turn lane
56 Avenue / 203 Street	Close road or move 56 Avenue to the north to increase corner clearance from the adjacent signal at Douglas Crescent
56 Avenue / 203A Street / Fraser Highway	SkyTrain to upgrade to a full signal. Potential future south leg aligned directly opposite 23 A Street
56 Avenue / Glover Road	Add separate northbound right turn lane on Glover Road
56 Avenue / 206 Street / Logan Avenue	- Improve northbound road alignment - Add separate eastbound/westbound left turn lanes
56 Avenue / 208 Street	Add separate eastbound, westbound, and southbound left turn lanes
56 Avenue / 210A Street	Add separate eastbound left turn lane by reconfiguring second eastbound turn lane (coordinate with Township)
55A Avenue / 198 Street	Monitor for potential upgrade to all-way stop control
55A Avenue / Brydon Crescent	Upgrade to all-way stop control with curb extensions (potential Brydon Crescent extension to 56 Avenue)
Logan Avenue / 203 Street / 204 Street	Add channelized westbound right turn lane and increase EB/WB left turn storage lengths. Implement northbound/southbound signal coordination
Logan Avenue / Glover Road	Add a westbound right turn lane on Logan Avenue
Fraser Highway / Production Way	Reconfigure lane to separate left turn lanes with single northbound and southbound lanes on the south leg, optimize signal timing
Fraser Highway / 203 Street	Add separate westbound right turn lane with bus queue jump and maintain two westbound travel lanes add a short receiving lane. Extend second westbound lane east to 203A Street.
Fraser Highway / 208 Street	Add separate eastbound / westbound left lanes, remove westbound right turn lane, remove southeast corner channelization.
Fraser Highway / 208 St / Langley Bypass	- Add free flow westbound to northbound right turn with a merge lane. - Remove channelization on northwest / southwest corners.
Fraser Highway/ 206 St	Improve northbound lane alignment on the receiving side, change westbound left turn from protected/permissive to protected only signal phase.
Fraser Highway / 200 Street	Add eastbound bus queue jump lane, construct raised centre medians to reduce turning movement conflicts.
Fraser Highway / 196 Street / Willowbrook Drive	Coordinate with Township, Surrey and TransLink to add eastbound bus queue jump lane, westbound bus queue jump receiving lane and northbound right turn lane
54 Avenue / 204 Street	Reconfigure the 204 Street and 54 Avenue offset intersections to align directly opposite at 204 Street.
53 Avenue / 201A Street	Upgrade existing raised crosswalk.

Location	Description of Improvement
52 Avenue / 208 Street	Install a raised centre median on 208 Street to prohibit left turns and improve traffic flow; with rear lane connections.
50 Avenue / 200 Street	Realign 50 Avenue offset intersections to meet directly opposite to each other forming a single signalized intersection to serve future land use.
50 Avenue / 203 Street	Traffic control upgrade to all-way stop control, add east leg to serve land use.
48 Avenue / 208 Street	Add separate eastbound / westbound left turn lanes.
Grade Crescent / 47 Avenue / 208 Street	Install signal with separate left turn lanes. Construct median to prohibit left turns at 46 Avenue and other driveways, add north-south rear lanes to connect 46 to 47 Avenue.
48 Avenue/Grade Crescent/203 Street	Improve alignment, separate left turn lanes.
48 Avenue / 200 Street	Add separate left turn lanes on all four legs, add median on 200 Street to prohibit unsafe left turns.
48 Avenue / 198C Street	Add all-way stop control and upgrade crosswalks.
46 Avenue / 198C Street	Monitor intersection for potential all-way stop control with crosswalks.
49A Avenue / 205A Street	Monitor for long term traffic control / crosswalk upgrade.
53 Avenue / 200 Street	Add separate eastbound / westbound left turn lanes.
56 Avenue / Langley Bypass	Add free flow westbound to northbound right turn and merge, remove channelization from Northwest / southwest corners.
200 Street / Rail Crossing / Langley Bypass	Overpass and north/south frontage roads (Action 17.4).
Michaud Crescent / 201A Street	Install all-way stop, remove westbound channelized right turn.
Michaud Crescent / 200 Street & Brydon Crescent /200 Street	Widen road to add southbound left turn lane, add northbound left turn lane, centre median to prohibit eastbound left out.
62 Avenue / Willowbrook Drive	- Add new traffic signal shared with the Township, - Add second EB / WB travel lanes as redevelopments occur
200 Street / Penzer Park/Power Line Trail	Install signalized crosswalk with pedestrian and bike-activated signal push buttons
Industrial Avenue / 200 Street	- Install signalized crosswalk for multi-use pathway - Channelize northbound right turn with redevelopment - Separate westbound left turn lane
Industrial Avenue / 203A Street	With TOD developments install a new signal with separate left turn lanes.
Logan Avenue / 203A Street	New signal with separate northbound and westbound left turn lanes
Grade Crescent / 205 Street	- Potential all-way stop control at 205 Street - Add left turn lanes on Grade at the school access - Upgrade school crosswalk
51 Avenue / 208 Street	Add 'special' crosswalk, close median gap on 208 Street
45A Avenue / 208 Street	- Install signal with separate left turn lanes - North-South rear lanes to utilize existing signals
Collection Drive/Glover Road	Future development to add separate eastbound left turn lane on Collection
Douglas Crescent / 204 Street	Add separate left turn lanes on north and south legs
Park Avenue / 204 Street	Add separate left turn lanes on all four legs
Production Way/198 Street	Monitor for traffic control, crosswalk upgrade needs
Locke Lane / 203A Street	- Improve intersection angle - Add separate southbound left turn lane
46 Avenue / 200 Street	- Add north-south rear lanes with future ground-oriented land use. - Install median on 200 Street to prohibit unsafe left turns.

Location	Description of Improvement
201A Street / Langley Bypass	- restrict to right-in/right-out/left-in movements - Establish internal road connection on the north and south sides of the bypass to utilize nearby new/ existing signals on 62 Avenue and the bypass
Fraser Highway / 196A Street (Skytrain signal project)	- Realign 196A Street for a more perpendicular intersection angle
Fraser Hwy / Langley Bypass West (MOTI jurisdiction)	- Add a receiving lane for westbound bus queue jump - Change eastbound right turn lane to a eastbound turn lane plus bus queue jump - Add protected bicycle facility / crossings - Enlarge northwest and southeast corner channelization islands, use flushed cut-through in the islands for wheelchair accessibility.
Langley Bypass / 200 Street (MOTI jurisdiction)	- Grade separation to address multiple capacity and safety issues with 200 Street Overpass.
Langley Bypass/ Glover Road (MOTI jurisdiction)	- Change eastbound right lane to third eastbound through merge lane on Langley Bypass. - Reconstruct south leg median to improve southbound through lane alignment. - Add protected bike bicycle facility / crossings, enlarge corner islands with flushed cut-through for accessibility.