Transportation 2050

Langley City Transportation Plan

Langley City
THE PLACE TO BE

TRANSPORTATION
2050

Acknowledgements

Territorial Acknowledgement

Langley City respectfully acknowledges that the land on which we gather is on the traditional territories of the q̓i̓c̓əy̓ (Katzie), qʷɑ:nƛ̓ə́n̓ (Kwantlen), Mathxwí (Matsqui), and SEMYOME (Semiahmoo) First Nations.

Community Acknowledgement

Many members of the Langley City community participated in the Transportation 2050 planning 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.

Contents

1. Introduction

1.1 Purpose of the Plan

Langley City 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 and region will soon welcome the Surrey Langley SkyTrain extension. 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. Transportation 2050 outlines the City's transportation priorities, with a focus on ensuring that community members have safe and convenient transportation options to access their daily needs. In addition to the City's needs and priorities, the Plan recognizes and balances this with the City's role as a Regional City Centre and the importance of providing connections to neighbouring municipalities and the region.

The purpose of Transportation 2050 is to provide a multi-modal 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 the 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 Winter 2026 (**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.

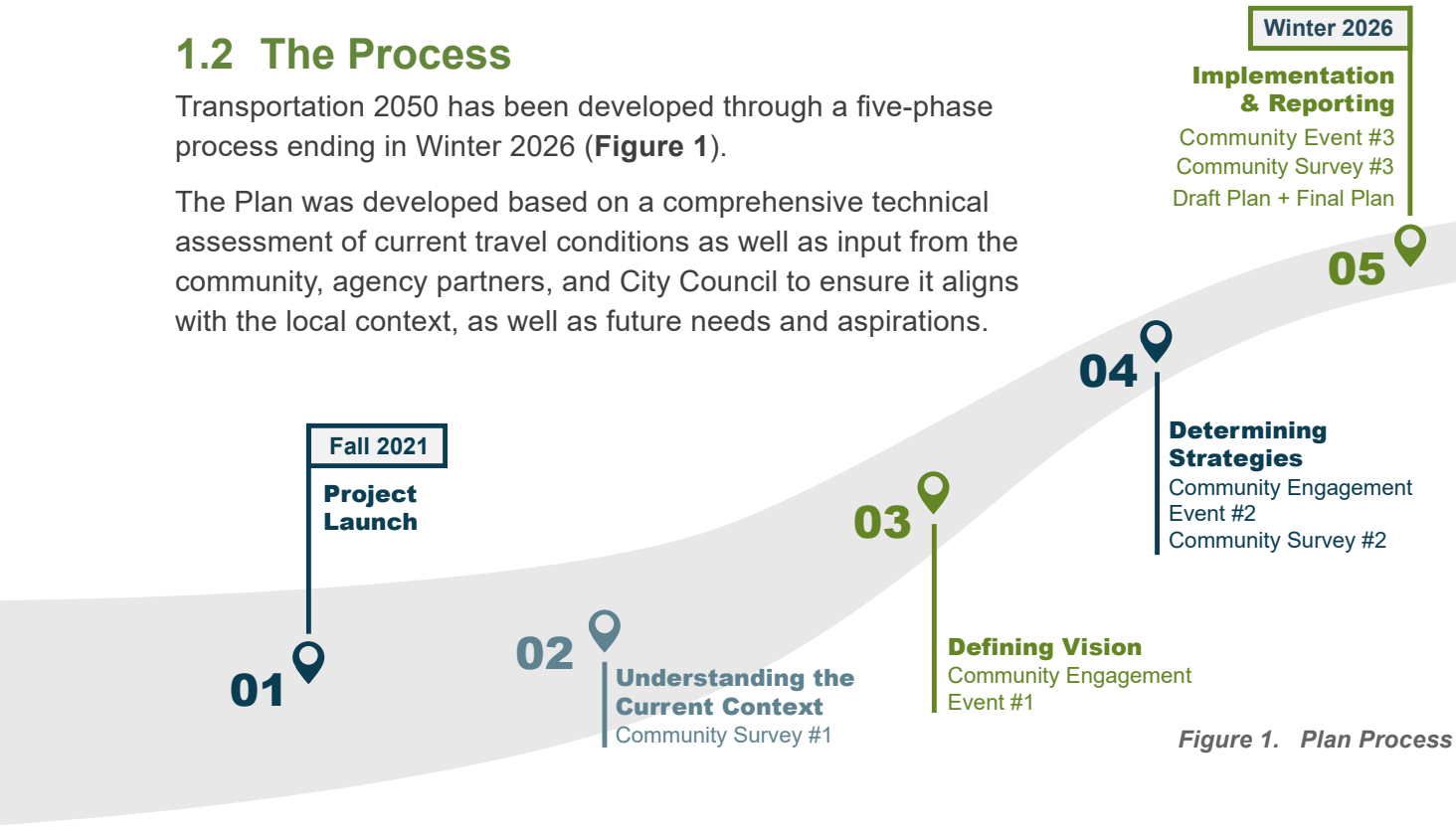


Figure 1. Plan Process

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 multiple rounds of community and stakeholder 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 was designed to share the draft Plan before finalizing the document. Additional feedback was received from community members, stakeholders, and agency partners aligning the Plan with regional and inter-municipal plans and initiatives. Round 3 engagement included:

- Online Community Survey #3 (110 responses) - September 5 to October 5, 2024
- Open House Event (50+ interactions) - September 10, 2024

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

2. Current Conditions and Planning Context

2.1 City Profile

Langley City is a compact community with a unique small-town character, and a population of approximately 35,300. 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.

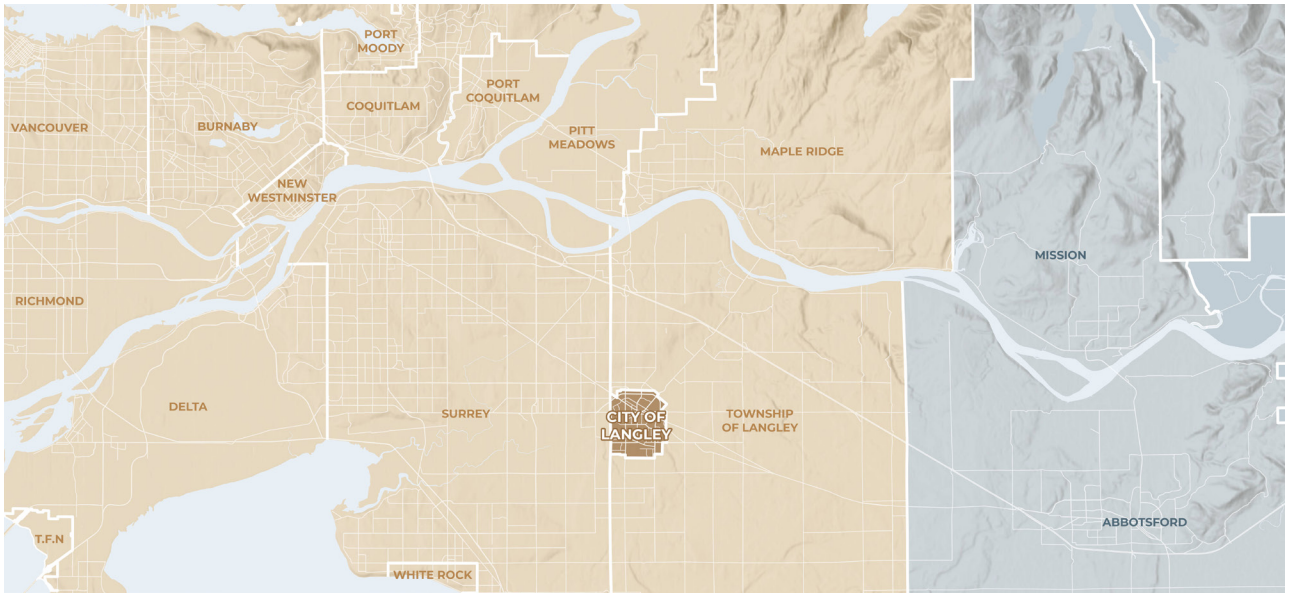


Figure 2. Regional Context

The City 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.

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. Many of the key destinations in the City are located north of the Nicomekl River. There are six 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 and 200 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 legislation 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 within 800 metres of rapid transit station or bus exchange.

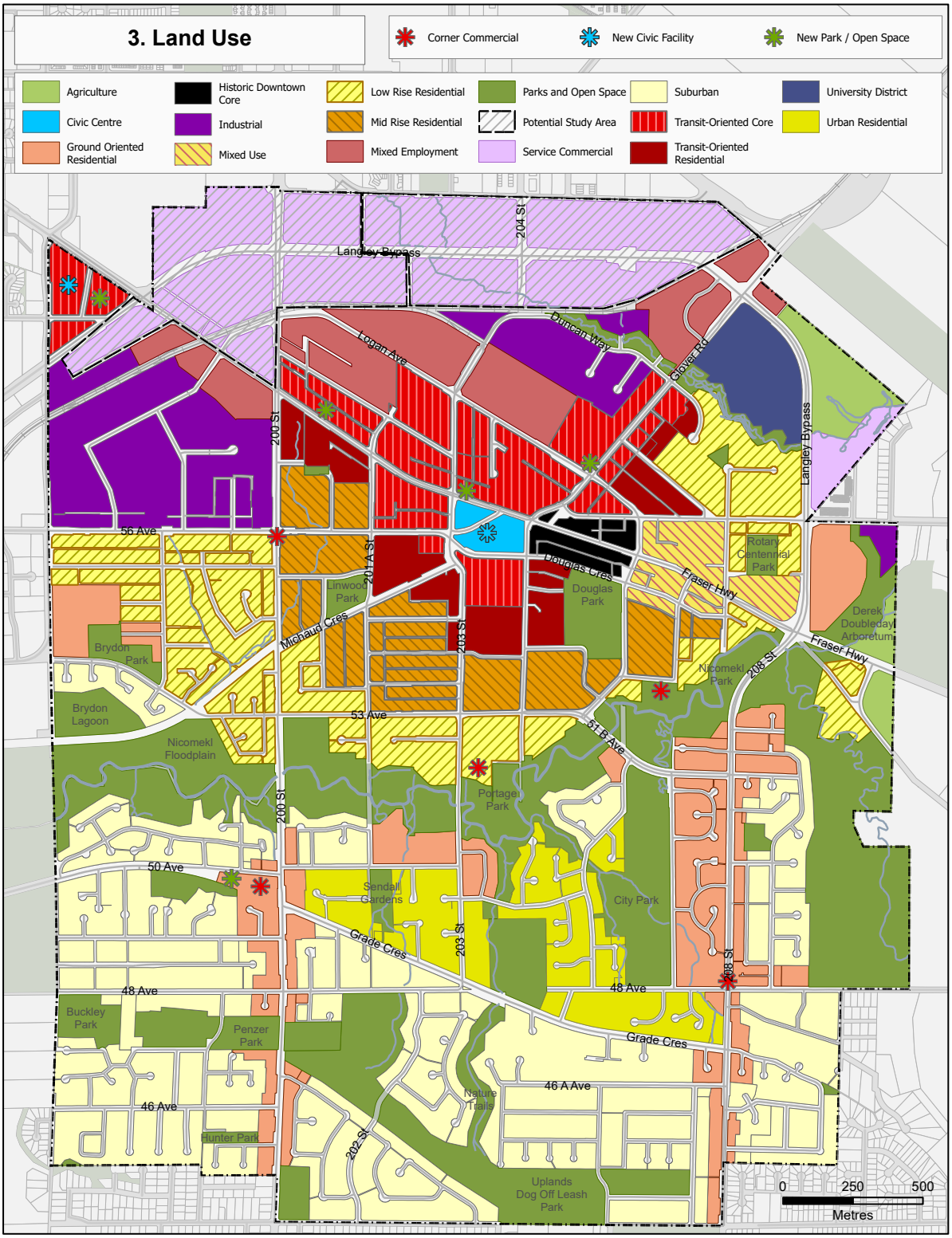


Figure 3. Official Community Plan Land Use Map
Source: Langley City Official Community Plan

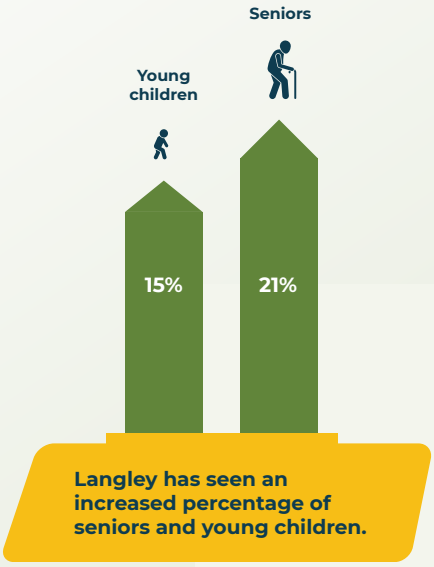
2.3 Demographics and Diversity

Between 2021 and 2024, the City's population increased from 28,963 to 35,316 – an increase of 22%. 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 based on 2021 Statistics Canada Census data:

- A higher percentage of seniors (21%) and young children (15%) highlights a need for infrastructure for people of all ages and abilities.
- The City has a lower percentage of low income residents compared to the Province and the region.
- 31% of the population are new immigrants.

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



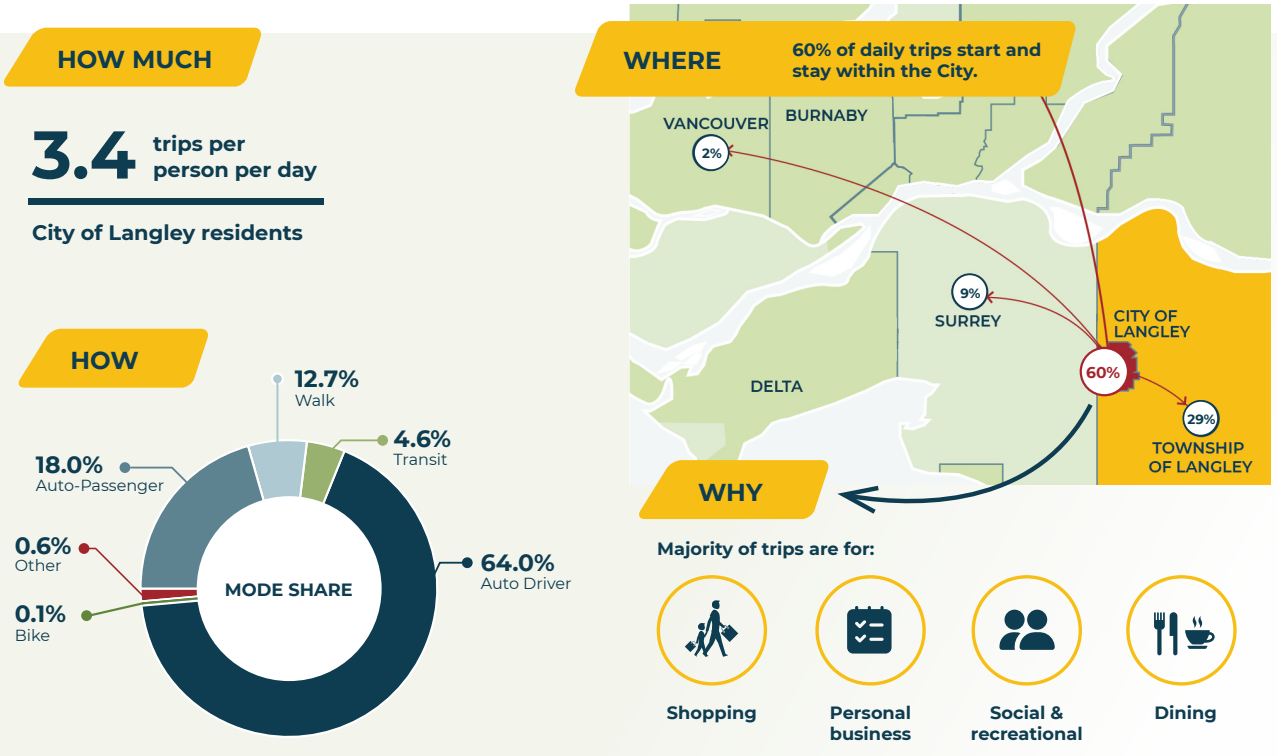
*based on low-income cut-offs, after tax (LICO-AT) (Census 2021)

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 (2023) indicates characteristics of trips generated in the community as summarized below:

- **How often people travel.** Based on TransLink's 2023 Trip Diary, Langley City residents make approximately 3.4 trips per person per day.
- **Where people travel.** Most daily trips (60%) start and stay within the City. Approximately 40% of trips originating in the City are to neighbouring municipalities, with 29% 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 82% of daily trips are made by motor vehicles (64% driver and 18% passenger), 13% on foot and 5% by transit. In 2017, the City's Vehicle Kilometres Traveled (VKT) was nearly 23 km per person per day.

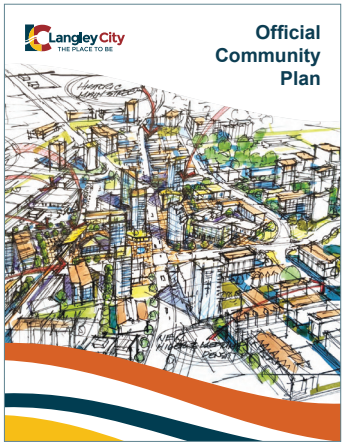
This information highlights that more trips are generated, and longer distances are travelled, per day than the regional averages. Most of these trips are being made by motor vehicles. However, as most trips that stay within the City are relatively short distance trips, there is an opportunity to create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

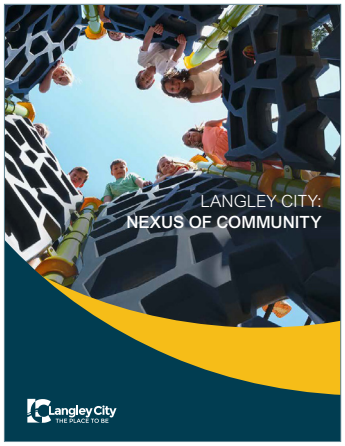


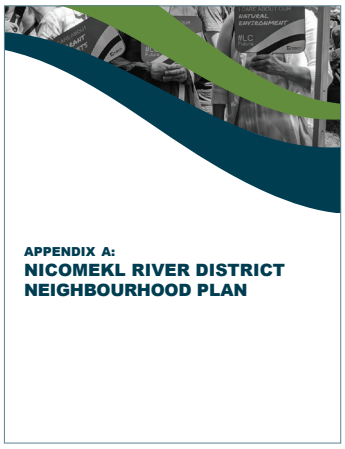
Source: TransLink Trip Diary, 2023

Current Policies and Directions

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







Local Policy Context

2026–2031 Strategic Plan. The Strategic Plan focuses on cultivating an inclusive community. From a transportation perspective, the Plan notes providing accessible multi-modal and active transportation facilities to improve connectivity within Langley City and offer seamless transitions to regional networks outside of Langley.

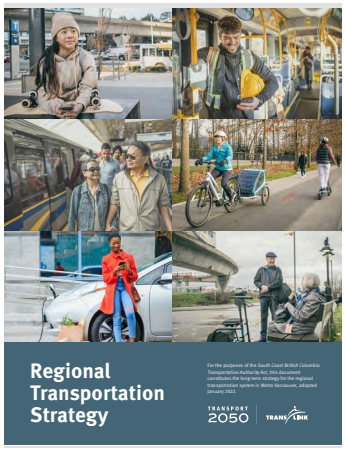
Official Community Plan & Zoning Bylaw (2021). The OCP and Bylaw provide important directions centred on improving housing and transportation. The OCP highlights the aspiration and need for a highly-connected City aligned with rapid transit.

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 human-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 while recognizing the significant changes that now include the SkyTrain and BRT services in this part of the region.

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 Transit (Ministry) and TransLink share ownership and responsibility for elements of the City's transportation network. Relevant plans and policies influencing the City's Transportation 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 the elimination of transportation related carbon by 2050.

Access for Everyone, TransLink. The 10-year regional transit priorities from Transport 2050 include:

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

Additionally, the completion of 75% of the Major Bikeway Network, completion of bikeway networks in all Urban Centres, and the completion of over 60% of the sidewalk network are identified as priorities.

CleanBC, BC Ministry of Transportation and Transit. 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. Portions of the Langley City and Willowbrook within the Township of Langley are considered a Regional City Centre.

2.5 Transportation Network

This section highlights existing 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 pathways, trails, walkways, accessible pedestrian signals, street lighting, and crosswalks with wheelchair ramps. **Figure 4** illustrates the coverage of pedestrian facilities (sidewalks and multi-use pathways) across Langley and the walkshed of the key pedestrian generators (approximately 200 metre or a 3-minute walk).

Overall, 77% of the streets in Langley 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. Most of the streets without sidewalks are located on local roads in residential areas. This reflects that standards that were in place at the time of development. Consistent with current policies, most of the core areas within Langley City have sidewalks on both sides of the street. This is also true within 800m (or a 12 to 15-minute walk) of the future Langley City Centre Station, except for Logan Avenue, 203 A Street, and Industrial Avenue. A larger catchment area around the future Skytrain station was assigned based on the assumption people would be willing to walk a longer distance to access rapid transit.

In addition to within the City's urban core area, well-connected and wheelchair accessible facilities should 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; a small portion of 46 Avenue; 196 Street; and Langley Bypass (Provincial/Ministry jurisdiction)).

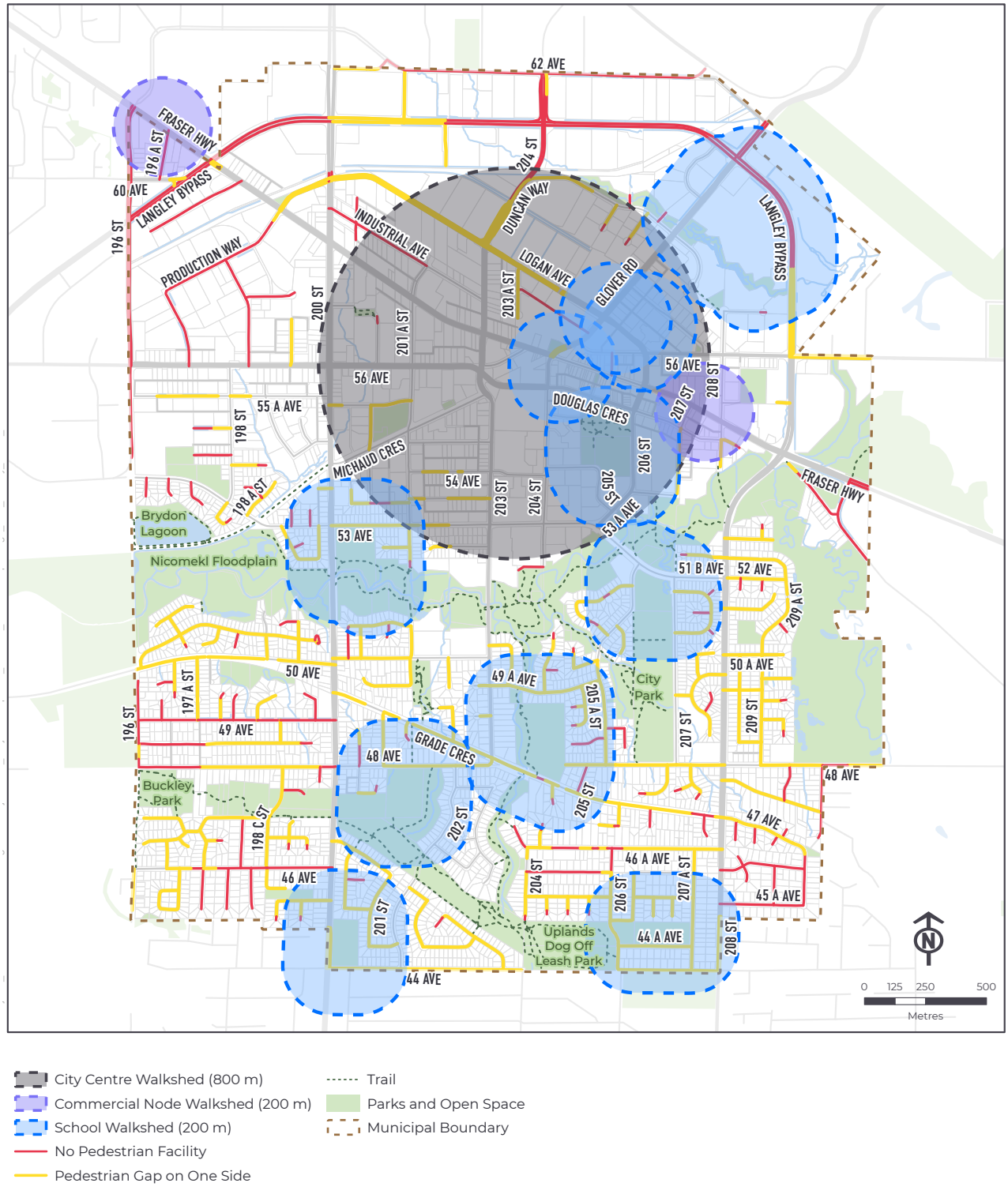


Figure 4. Existing Pedestrian Network Gaps

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. These locations will be evaluated to determine if additional crossings are warranted. Additionally, 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 as 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. The increased popularity of e-bikes has made cycling a more accessible and convenient option. E-bikes can make cycling more practical for people with reduced mobility and anyone travelling longer distances or in areas with steeper topography.

Within the City, 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, wayfinding, and network amenities to support broader goals and aspirations. These align with sustainability goals and regional mode share 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 Langley City run along 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.

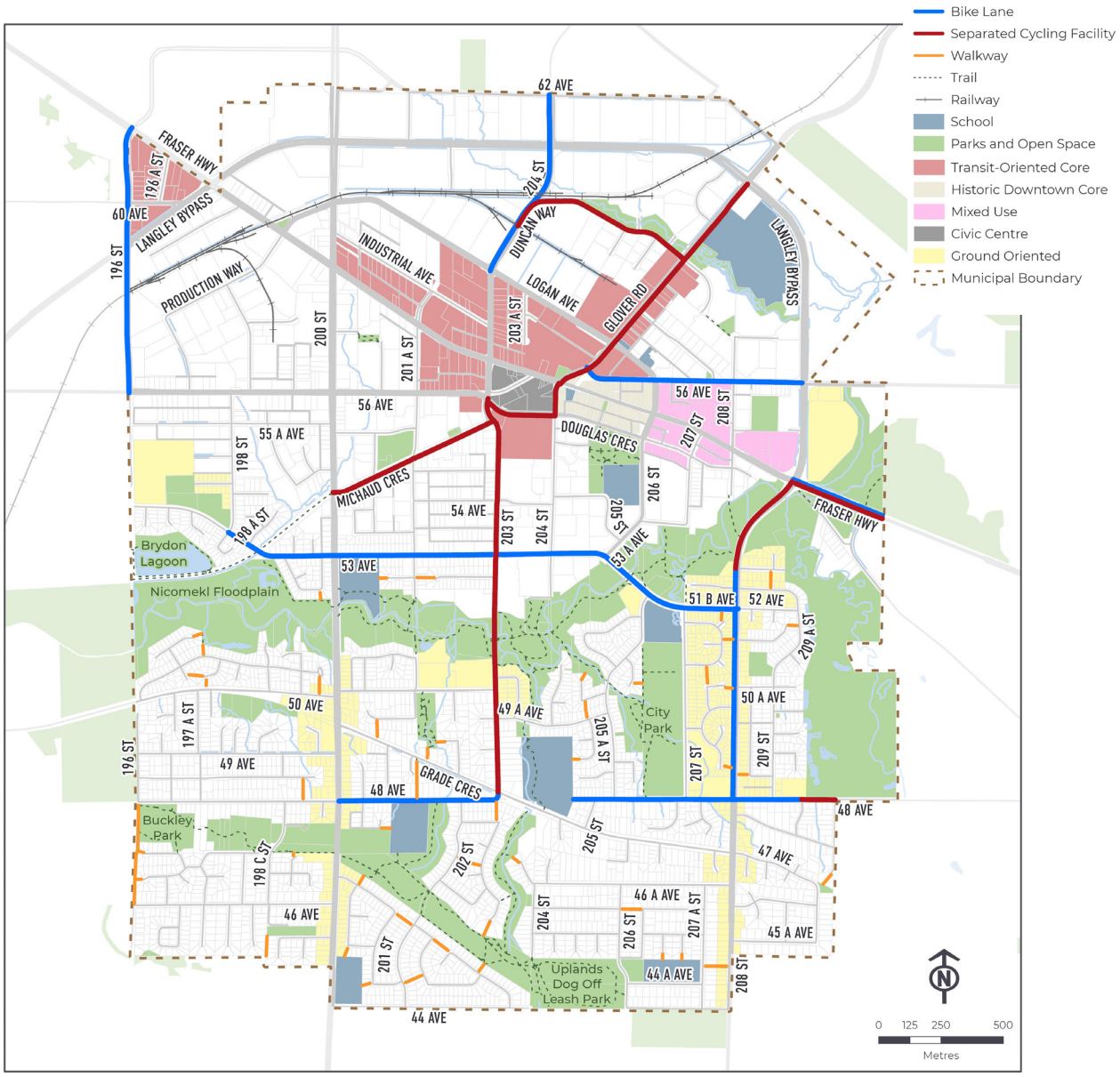


Figure 5. Existing Cycling Network

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 for all users – including novice and expert users, children, 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. Due to historical City development, addressing gaps in the network can be challenging as road right-of-way space can be constrained.

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 or comfortable for everyone.

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 and 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 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 the TravelSmart4Kids Strategy and 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.

Shared Mobility Options. There are currently no shared bicycle or micromobility services in the City. There is a growing number of municipalities implementing privately operated shared mobility services including bikes, e-bikes, and electric kick scooters (e-scooters). With the popularity of such devices increasing, there is a desire for more Provincial guidance and regulation. This includes sharing the results and recommendations of the e-scooter pilot that other municipalities have participated in and refining guidance in the B.C. Motor Vehicle Act.

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, the regional transportation authority, plans, designs, and provides transit service across Metro Vancouver that includes buses, SkyTrain, HandyDART, SeaBus, 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 works with TransLink on the planning for transit services and 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 important 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) - Access for Everyone

In addition to the Surrey Langley SkyTrain extension, Transport 2050 illustrates that the transit network is expected to introduce an east-west express/interregional transit line to the South of the Fraser, as well as two north-south Major Transit Network routes. *Access for Everyone* identifies moving forward with a planning study for the following routes.

- BRT: Langley – Haney Place 200 Street Bus Rapid Transit (0-5 years)
- RapidBus: Langley – White Rock Rapid Bus Service (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. Following the pandemic, transit ridership in the Southeast region rebounded faster than the rest of the region, showing the highest recovery in Metro Vancouver.

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

Transit in Langley is expected to undergo significant change in the coming years with the introduction of SkyTrain. Additionally, planning work is underway for Bus Rapid Transit (BRT) service between Maple Ridge and Willowbrook Station. As defined by TransLink, BRT is a form of bus-based rapid transit that will provide fast, frequent, and reliable service using dedicated lanes with transit signal priority. While the BRT route currently being planned will not enter into Langley City, it will result in more frequent transit and a review of transit routes (Bus Integration Plan) in this part of the region.

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. TransLink also prepares Area Transport Plans for the region. An updated South of Fraser Transport Plan is expected to be completed in 2027 and will capture the SkyTrain extension, Bus Rapid Transit, and bus transit integration. Langley City's Transportation 2050 Plan will help provide guidance to the updated Area Transport Plan.

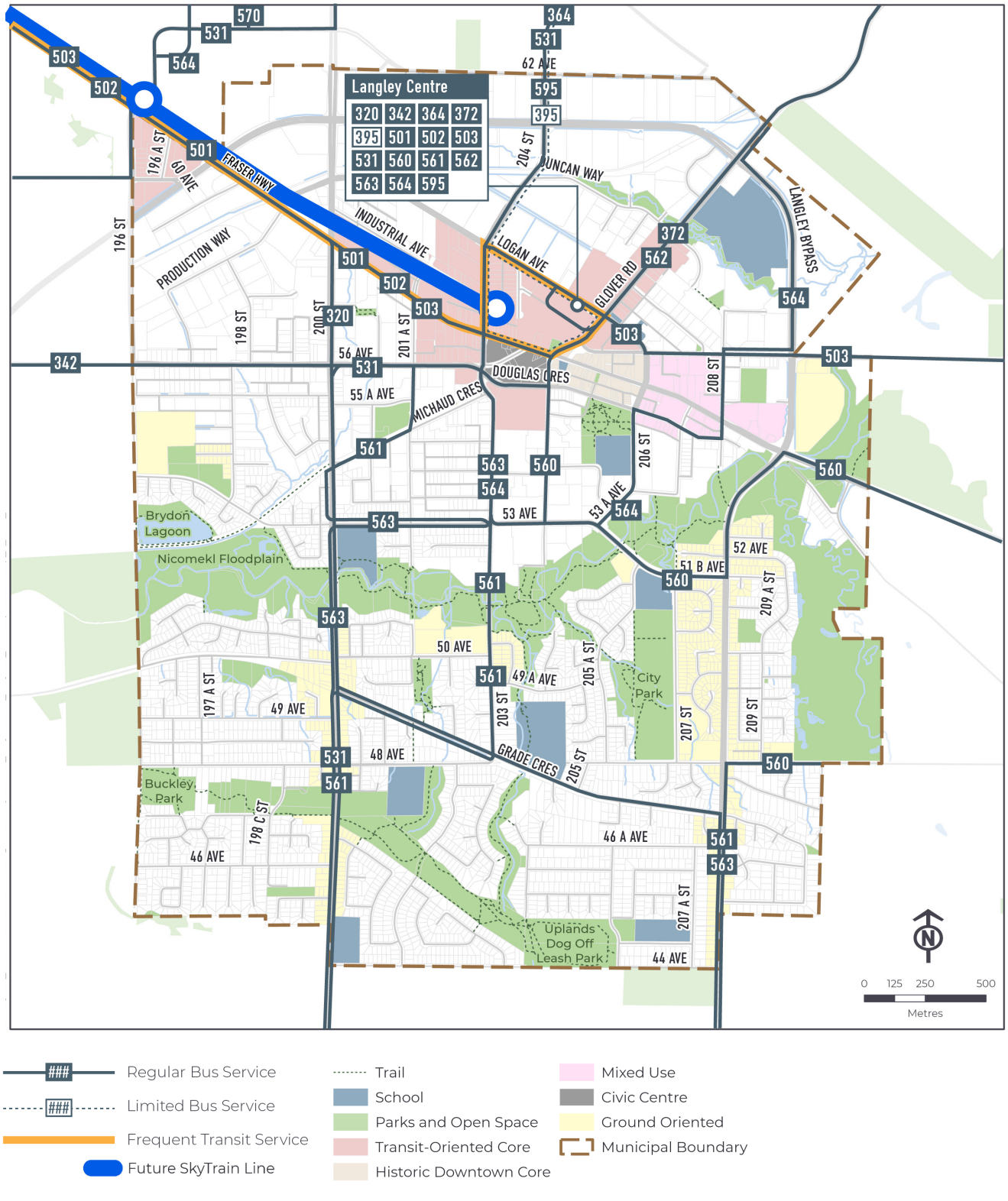


Figure 6. Existing Transit Network

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. Community members identified that infrequent service during the day, evening, and weekends is a major barrier to taking transit.

Enhanced Transit Bus Service. Currently, there is Frequent Transit Service on Fraser Highway (west of Glover Road). The remaining routes within the City range from 15 minute to 1 hour service during peak periods. By increasing both peak and off-peak frequency, transit can become a more attractive option for local and regional trips. Work is currently underway to plan for a BRT service providing a high-quality connection between Langley City and Maple Ridge. This has been envisioned in both Transportation 2050 and TransLink's BRT Program as a priority. The planned BRT service will terminate at the Willowbrook Station located in the Township of Langley and does not travel through Langley City. Despite this, it will provide more enhanced bus service to this part of the region.

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. Additionally, ongoing coordination and discussions with interest groups and agency partners will be needed to balance the needs of the local road network and transit priorities. In 2024, TransLink released a Bus Priority Vision for the region which identified 200 Street as one of 20 priority corridors for new bus speed and reliability measures.

Bus Stop Accessibility and Amenities. Approximately 98% 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.

Streets and Goods Movement

The City streets also serve 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 Langley 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.

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.

Existing Conditions

The City's existing road 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 co-manages and funds the Major Road Network with TransLink. As with other municipalities, the City is required to obtain TransLink's approval for any road alternations that would reduce the capacity of any part of the MRN to move people.

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.

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 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.

Congestion. The streets with the highest vehicle volumes are primarily located in the downtown area and the north side of Langley. Overall, the current level of service (average delays experienced by motorists at an intersection) is considered good except for a few intersections on Langley Bypass, 56 Avenue, and Fraser Highway (**Figure 8**). When looking at future level of service (**Figure 9**), the average delays are expected to increase slightly along the same corridors. Within both the City and Township of Langley, 200 Street and 208 Street serve a high volume of commuter traffic.

Safety. Langley 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**). Between 2011 and 2020, 25% of all collisions in Langley City

resulted in injury or fatality. While congestion was identified as an issue on portions of 200 Street and 208 Street during non-peak periods when there is no congestion, speeding was also identified as an issue on both corridors. For example, south of 53 Avenue, median travel speeds 12 km/hr (25%) higher than the posted speed were recorded.

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 Langley Bypass create considerable delays for motor vehicles and transit.

Parking. Within the City there are very few on-street parking restrictions except within the downtown. With the introduction of SkyTrain and planned growth of the City Centre, it is expected that on-street parking demand will increase, especially for commuters looking to access transit. At the time of finalizing Transportation 2050, the development of a Parking Strategy was underway.

Emerging Trends and New Mobility. New and emerging forms of mobility are important to consider and understand when planning transportation. Understanding trends within the region and 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 car share, in the City. With increasing population densities and planned rapid transit options, the City is creating conditions that are well suited and attractive for car share service providers.
- As electric vehicles are becoming more prevalent, electric vehicle charging stations are being implemented through development and commercial parking lots (malls and shopping centres).

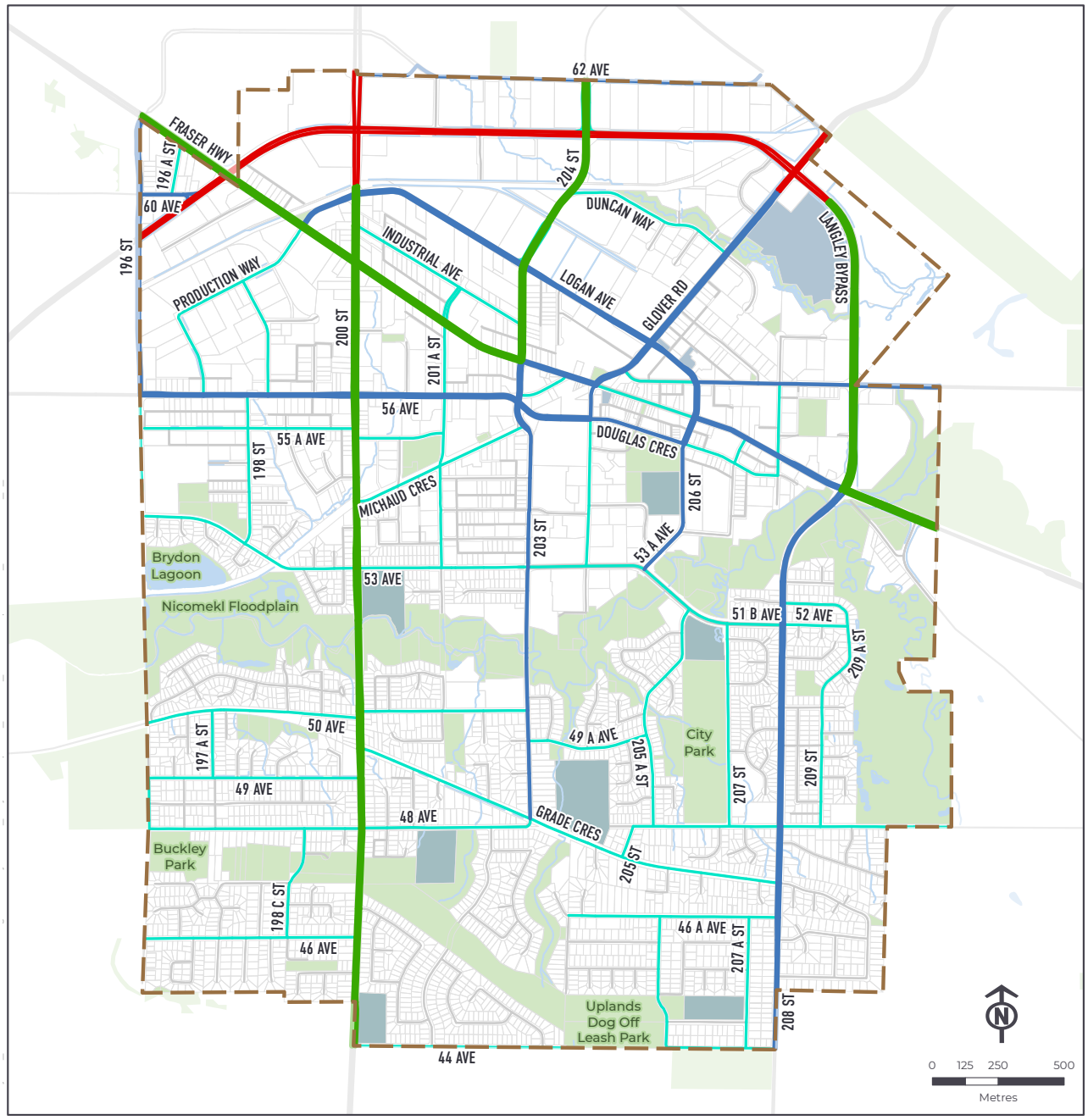
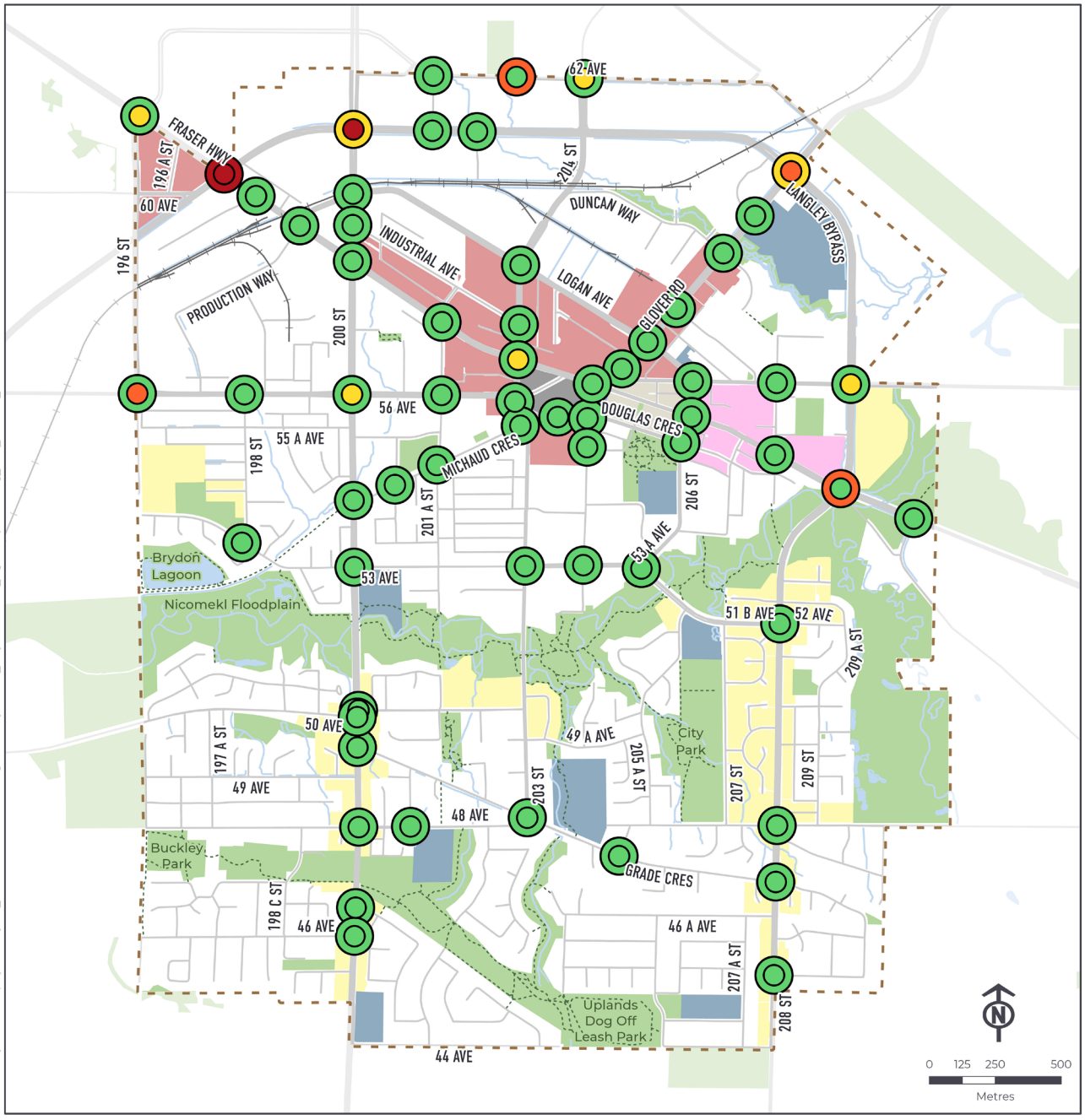


Figure 7. Existing Road Classification



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

AM LOS

PM LOS

Trail

Railway

School

Parks and Open Space

Transit-Oriented Core

Historic Downtown Core

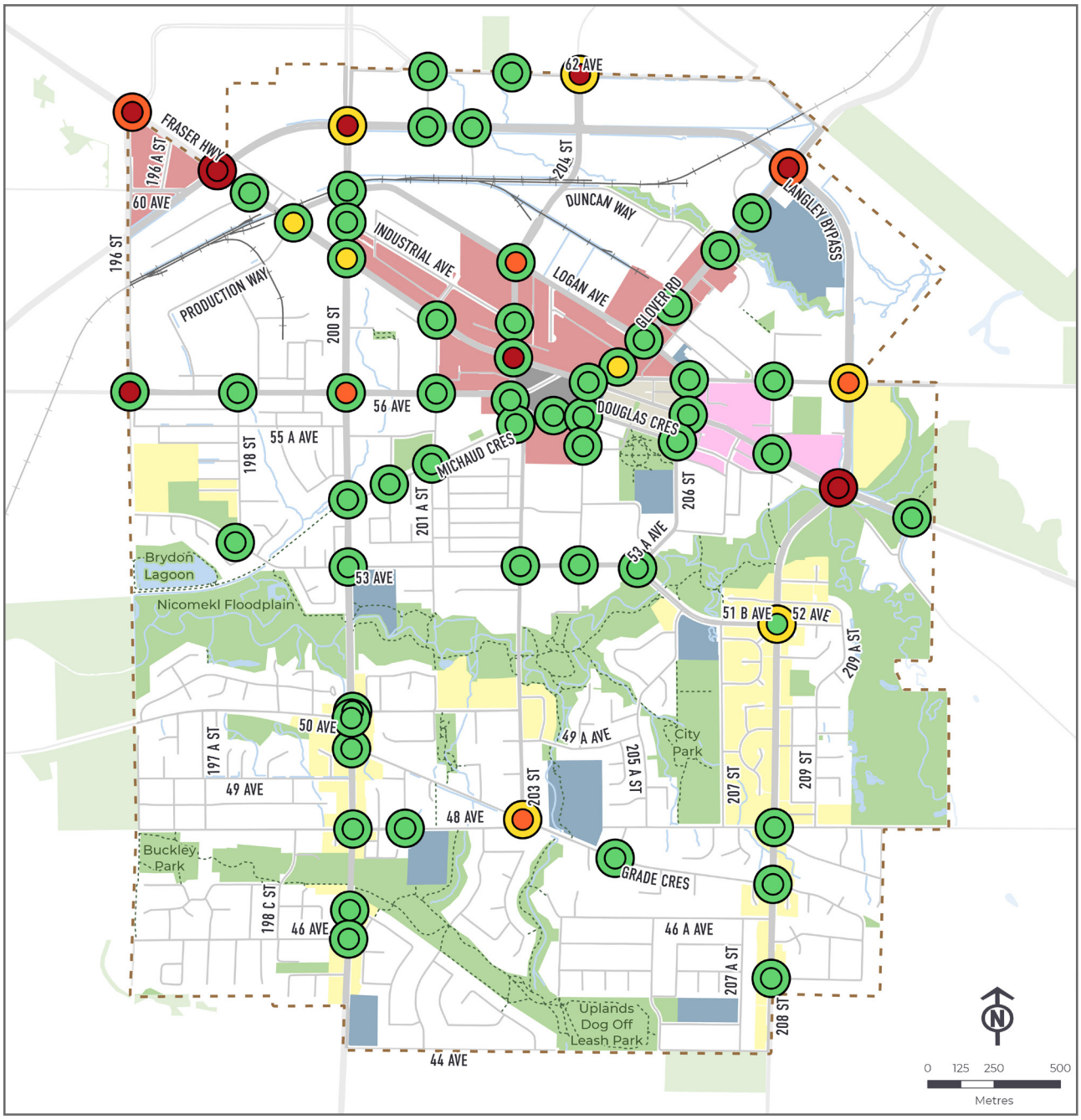
Mixed Use

Civic Centre

Ground Oriented

Municipal Boundary

Figure 8. Existing AM/PM Peak Intersection Performance (Levels of Service)



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. Future (2050) AM/PM Peak Intersection Performance (Level of Service)

Average Collisions Per Year
- ≤ 2
- 2 - 7
- 7 - 16
- 16 - 40
- 40 - 90
- > 90

- Trail
- School
- Parks and Open Space
- Transit-Oriented Core
- Historic Downtown Core
- Mixed Use
- Civic Centre
- Ground Oriented
- Municipal Boundary

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.

Langley City 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. These are based on Council, staff, public, and stakeholder input.

The four goals for Transportation 2050 are to provide a transportation system in the City that is:

Safe

Inclusive and accessible

Healthy and sustainable

Efficient, innovative and forward-thinking

Transportation 2050 Goals		Measures of Success (Monitoring)
Safe	Make transportation safer and more comfortable Work towards reducing fatalities and severe injuries to road users where possible through engineering solutions.	• 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 (pedestrian let-downs, 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 to be made permanent over the longer-term.

3.3 Integrated Land Use and Transportation Themes

Langley 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 Langley will be home to:

- 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.

Metro Vancouver's high growth population projections estimate the City population will be over 48,000 residents by 2051. 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 Transportation 2050 (Safe, Inclusive and Accessible, Efficient, Innovative, and Forward-Thinking), core themes included in Transportation 2050 have been identified to guide the recommendations and support achieving the 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 owning a car.

Based on the OCP and new provincial legislation (Bill 44 and Bill 47), 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 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 walking and cycling routes for all ages and abilities 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. The City's approach to addressing road safety includes implementing strategies that cover both engineering and non-engineering measures such as infrastructure improvements, education, and enforcement.

3.4 Long-Term Plan

Transportation 2050 is organized around core themes and actions for various modes of transportation. These core themes will help to address the challenges and available opportunities described earlier, and thereby meet Transportation 2050's vision and advance the goals.

In addition to summarizing the core themes and actions, this section illustrates how each priority aligns with the goals of Transportation 2050.

Transportion 2050 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 Transportation 2050 long-term 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 that 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 Themes for Walking:

W1.	Fill in the gaps in the pedestrian network
W2.	Improve comfort and accessibility in pedestrian priority areas
W3.	Enhance and provide new pedestrian crossings where warrants are met
W4.	Support and encourage walking in the City

W1. Fill in the gaps in the pedestrian network

- **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. Pedestrian facilities can be sidewalks or multi-use pathways. Proposed multi-use pathways also correspond with the proposed cycling network.

  The City will focus on filling in gaps in the pedestrian network that have the highest levels of pedestrian activity. These locations are identified in **Figure 11** 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); and
  - Network need (is there an existing facility on one side of the street).

- **Provide more off-street trails and walkway connections.** Where pedestrian facilities are discontinuous, the City will explore opportunities to expand trail and walkways to improve pedestrian connections. These improvements will be gradually achieved mostly through redevelopment. A current example of this is along 201A Street between 50 Avenue and 53 Street. Another example are walkways at the end of cul-de-sacs or mid-block locations creating cut-throughs for pedestrians.

Goal Alignment

Safe

Inclusive and accesible

Healthy and sustainable

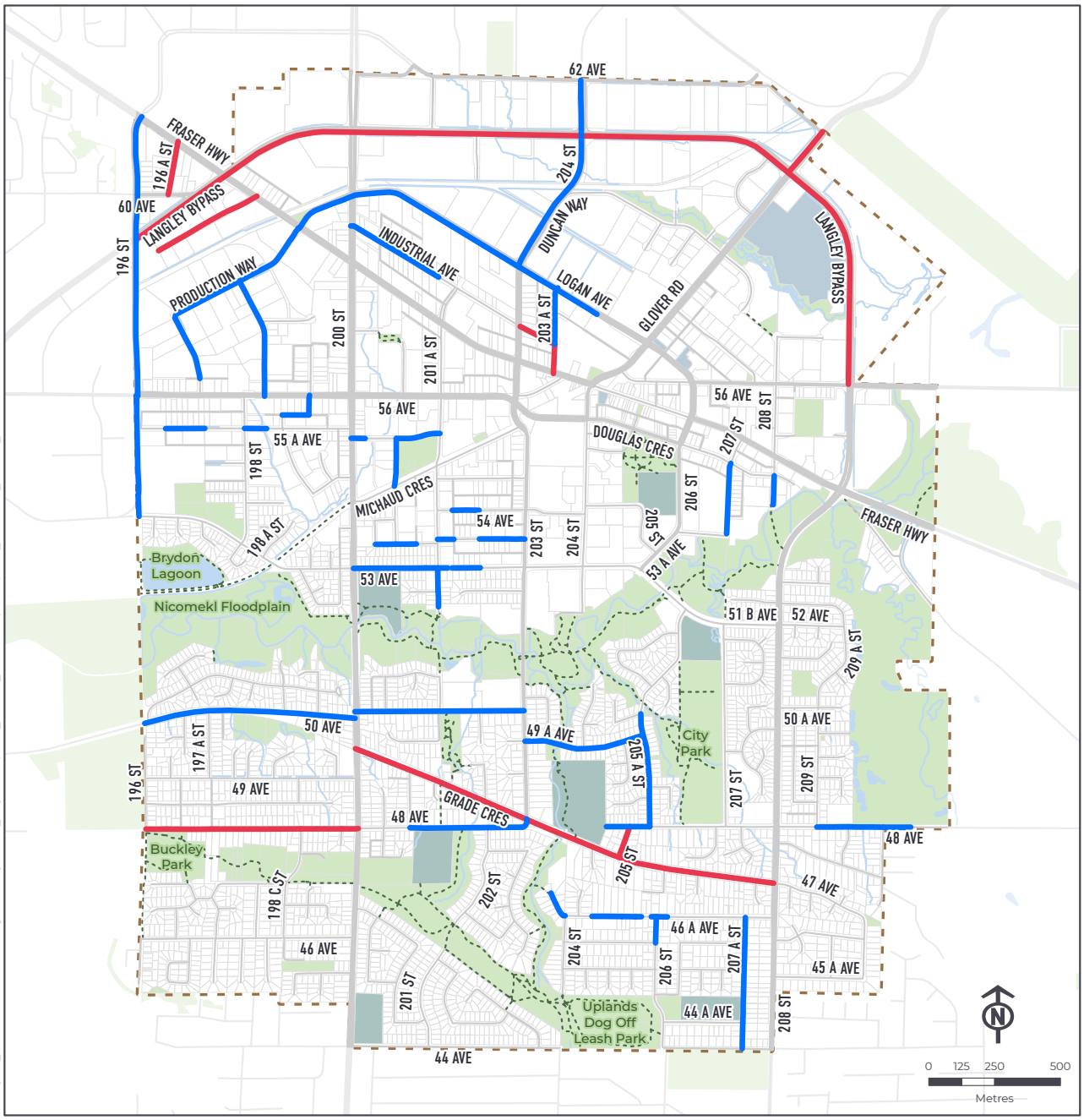


Figure 11. Long-Term Pedestrian Network

W2. Improve comfort and accessibility in pedestrian priority areas

- **Widen and enhance sidewalks and pedestrian facilities.** Through redevelopment, the City will work to enhance the pedestrian experience within the walkshed of SkyTrain stations and downtown. 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.

Goal Alignment

Inclusive and accesible

W3. Enhance and provide new pedestrian crossings where warrants are met

- **Review and consider opportunities to implement new street crossings.** Implement additional pedestrian crossings at mid-block locations where demand warrants to provide safe and accessible places for people walking to cross streets at trail crossings, within the downtown, to access parks and schools, and near bus stops.
- **Follow accessibility best practices.** Apply an accessibility lens when upgrading and providing new crossings to support people of all mobility levels:
  - Follow accessibility best practices for all new and improved infrastructure as outlined in the City's Design Criteria Manual and BC Active Transportation Design Guide and other resources.
  - Provide pedestrian let-downs at all intersections where an existing sidewalk intersects a street.
  - Reduce pedestrian crossing distances by providing curb extensions at crosswalks, where feasible.

Goal Alignment

Safe

Inclusive and accesible

W4. Support and encourage walking in the City

- **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, 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 by updating the existing Wayfinding Strategy with current practices. Based on these updates, the City will continue to 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.

Goal Alignment

Safe

Inclusive and accesible

Healthy and sustainable

Strategic Directions

Cycling

Transportation 2050 recommends initiatives to create a 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 themes and actions to increase cycling, manage micromobility use within Langley, and connect the City's cycling network with other regional routes are described below.

Core Themes for Cycling:

C1.	Provide a connected cycling network
C2.	Support and encourage cycling in the City
C3.	Plan for new technologies and shared transportation options

C1. Provide a connected cycling network

- **Implement the long-term cycling network.** The City's long-term cycling network (**Figure 12**) 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 grid network. The proposed cycling network is designed to provide connected and continuous north-south and east-west routes that include on-street cycling facilities such as neighbourhood bikeways, separated bicycle lanes, and multi-use pathway facilities that are shared with pedestrians.

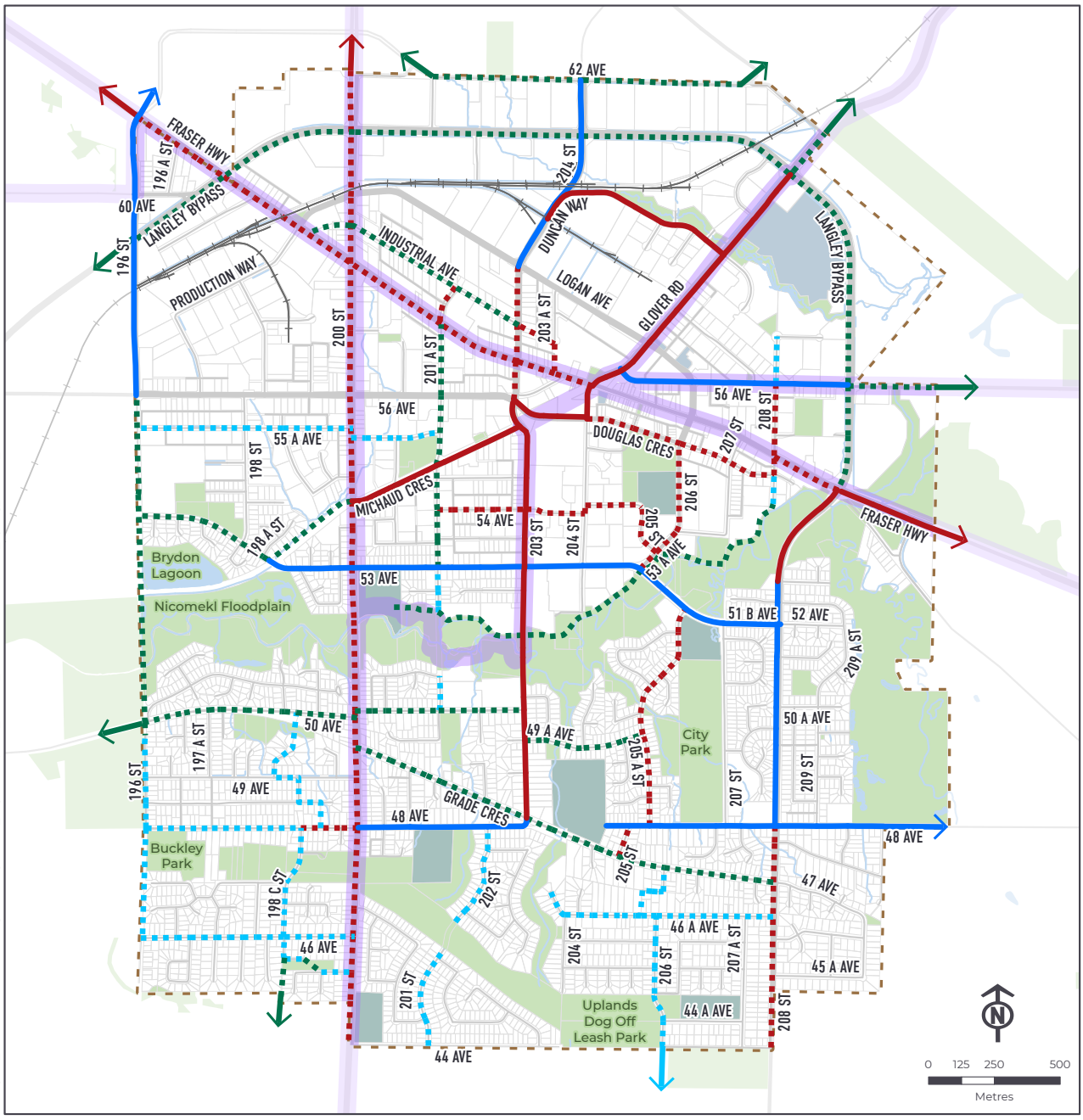
  It is important to note that the City will collaborate with TransLink when working towards the implementation of the Major Bikeway Network on 200 Street and Fraser Highway and the Ministry of Transportation and Transit to implement facilities on Langley Bypass. Implementing facilities on these major arterial routes will likely occur through development due to the need for additional space in the road right-of-way.

Goal Alignment

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

Langley City Transportation 2050 39

- **Enhance regional cycling connections.** The City will work with other agencies – such as the Ministry of Transportation and Transit, City of Surrey, and Township of Langley – to create high quality cycling and rolling connections across the City and between communities.
- **Implement intersection treatments for cyclists.** While implementing the cycling network, the City will consider 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. Intersection treatments and considerations will be based on road classification, cycling facility type, and the volume of motor vehicles and cyclists travelling through the intersection.



Existing

Upgrade or Proposed

- Separated Cycling Facility
- Neighbourhood Bikeway
- Multi-Use Pathway
- Existing Bike Lane Upgrade
- TransLink's Major Bikeway Network
- Railway
- School
- Parks and Open Space
- Municipal Boundary

Figure 12. Long-Term Cycling Network

Proposed Cycling Network Treatments

Neighbourhood Bikeway

Streets with low motor vehicle speeds and less traffic that are comfortable for most people to ride. 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 (City of Vancouver Example)

Separated Bicycle Lanes or Cycle Tracks

A bicycle lane that is physically separated from motor vehicles is considered 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.

Protected Bicycle Lane

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.

C2. Support and encourage cycling in the City

- **Develop a program to install secure bicycle parking.** The City will 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, will help people make decisions about how to navigate the cycling network.

Goal Alignment

Inclusive and accesible

Healthy and sustainable

Rapid Implementation of Cycling Facilties

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. TransLink has developed a Rapid Implementation Design Guide for Bikeways in Metro Vancouver that provides support for communities considering these types of projects.

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. Langley City has implemented cycling facilities using rapid implementation techniques on Douglas Crescent between 203 Street and 204 Street and 204 Street between Fraser Highway and Douglas Crescent. Cycling routes implemented using quick build/rapid implementation techniques will often be made permanent over the long-term as part of other roadworks projects.

C3. Plan for new technologies and shared transportation options

- **Develop a Micromobility Strategy.** The City will develop a strategy to provide more direction regarding where and when micromobility devices can be used. This will include guidance regarding micromobility device classification, the different transportation facilities devices can travel on, other operating rules and regulations, parking, charging considerations, governance, enforcement, and education and awareness. The Strategy will guide the City's approach to planning and designing for different devices.
- **Explore opportunities to provide shared mobility options.** Shared transportation systems enable users to rent a car, bike, or e-scooter 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).
    - The City will work with neighbouring municipalities and private sector partners to explore opportunities for shared cycling options.
    - The City will encourage car share organizations to consider extending service into the City, particularly in the downtown and at the SkyTrain Station.

Goal Alignment

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

Electric Kick Scooters (e-scooters)

E-scooters are single occupant vehicles with an integrated battery that have a maximum speed of 24.9 km/h. While non-motorized scooters have been around for decades, it is only recently that e-scooters have begun to show up in the market in any significant number. At the time of writing, e-scooters (and similar small, one-person electric vehicles such as hoverboards, motorized skateboards, and self balancing electric unicycles) are not permitted on public roadways or sidewalks in B.C. E-scooters may be considered by local governments in non-street applications such as parks and post-secondary institutions, subject to local bylaws and regulations.

The B.C. MVA defines these vehicle types as motor vehicles, but they do not meet provincial equipment safety standards for on-street use. E-scooters and similar vehicle types may only be operated where the B.C. MVA does not apply, such as on private property that does not have public vehicle access, and on trails or pathways (if allowed by municipal bylaw).

Electric Bikes (e-bikes)

In B.C., e-bikes are currently defined under the B.C. MVA as motor assisted cycles. According to the B.C. MVA, a motor assisted cycle means a device to which pedals or hand cranks are attached that will allow for the cycle to be propelled by human power.

E-Bikes, as defined by provincial legislation, encompass a wide-range of vehicle types and can be classed as either *scooter-style e-bikes or bicycle-style e-bikes*. Bicycle-style e-bikes are further divided into *powered (throttle controlled) bicycles* and *power-assisted bicycles (pedelecs)*.

While both vehicle types are governed to a maximum speed of 32 km/h by law, bicycle-style and scooter-style e-bikes have very different appearances, dimensions, and weights, which have implications on where they should be operated. The speed of conventional bicycles depends on several factors, including topography, bicycle model, facility type, and rider ability, with typical adults travelling at average speeds of 15 km/h to 30 km/h on flat level terrain. Although within typical range of cycling speeds, the average speed of e-bikes speed is greater than that of conventional bicycle.

Under the B.C. MVA, e-bikes are currently able to operate anywhere a standard bicycle is legally permitted, unless further restricted by municipal bylaw.

Increasingly, communities are differentiating between scooter-style and bicycle-style e-bikes in their traffic bylaws. For example, Toronto, Ottawa, and Mississauga prohibit scooter-style e-bikes from operating in protected bicycle lanes and multi-use pathways, but permit their operation in conventional bicycle lanes, under the rationale that it is more difficult for scooter-style e-bikes to safely pass slower moving bicycle users in width-restricted facilities but that they can more easily pull out into a motor vehicle lane to pass in a conventional bicycle lane scenario. In the future, further consideration may be required regarding power-assist cargo tricycles and other similar vehicle types.

From a planning and design perspective, general improvements to cycling infrastructure, including the construction of a network of all ages and abilities cycling facilities, will improve safety for people on both standard bicycles and e-bikes and further encourage the uptake of these modes among interested but concerned segment of the population.

Transit Services and Facilities

Although bus transit services in the City are managed by TransLink and operated by the Coast Mountain Bus Company (CMBC), the City works with TransLink advocating for improved service coverage and access to transit service. The City is also responsible for providing amenities at bus stops such as benches, shelters, and lighting. 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 and SkyTrain connecting Langley to other communities in Metro Vancouver. The core themes and actions to enhance access to transit as well as the customer experience are briefly highlighted below.

Core Themes for Transit:

T1. Advance implementation of the Reliable and Fast Transit Network

T2. Enhance Local Frequent Transit Networks in the City connecting to SkyTrain and Bus Rapid Transit services and addressing gaps in service local coverage

T3. Advance implementation of transit priority treatments to improve mobility and reliability for transit customers and operators

T4. Support and encourage transit customers of all ages and levels of mobility to use conventional transit services

T1. Advance implementation of the Reliable and Fast Transit Network

- **The City will leverage the implementation of SkyTrain and new transit connections** between the City and other areas of the region. This includes the planned future BRT route connecting the Township to Maple Ridge and Pitt Meadows and the integrated bus routes that travel through the City. **Figure 14** identifies the potential long-term transit network for the the City that can be shared and advocated for with TransLink.
- **Support other regional and inter-regional express service connections** east through Township of Langley and Abbotsford to support growing travel demands south of the Fraser River.

Goal Alignment

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

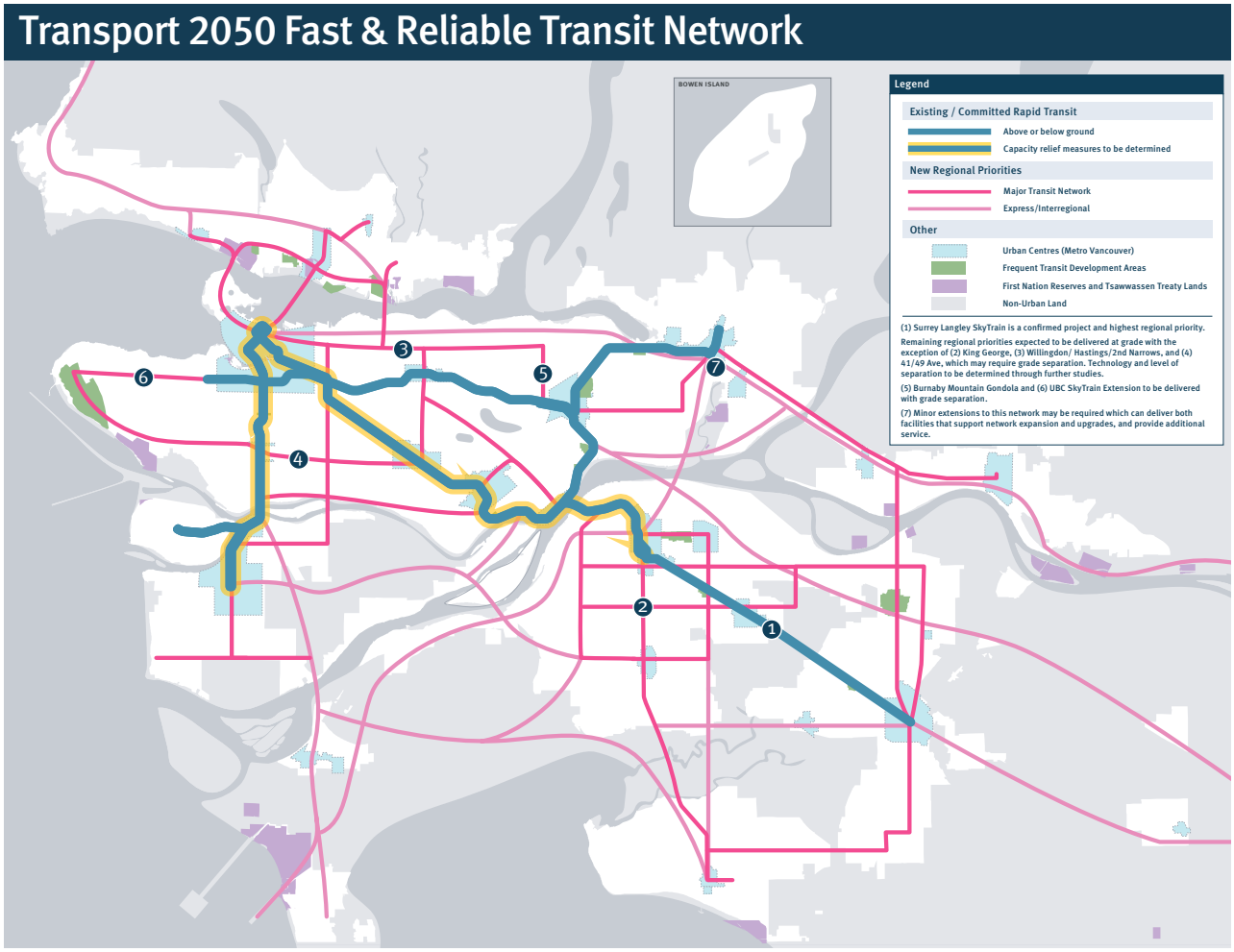


Figure 13. TransLink's 2050 Fast & Reliable Transit Network

Source: https://www.translink.ca/-/media/translink/documents/plans-and-projects/regional-transportation-strategy/transport-2050/transport_2050_summary_document.pdf

T2. Work with TransLink to enhance Local Frequent Transit Networks in the City connecting to SkyTrain and Bus Rapid Transit services and addressing gaps in service local coverage

- **Increase coverage of Frequent Transit corridors** across the City providing attractive, direct connections for local and regional travel (**Figure 14**).
- **Enhance weekday, evening and weekend service levels** across the City to reduce need to drive for local and long distance travel.

Goal Alignment

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

T3. Advance implementation of transit priority treatments to improve mobility and reliability for transit customers and operator

- **Explore active and passive intersection priority treatments** at signalized intersections along 200 Street, 56 Avenue, and Fraser Highway, including but not limited to transit signal priority, bus bulges, as well as bus queue jump lanes at signalized intersections. Work towards implementing the recommendations of the City's Bus Speed and Reliability Study.

Goal Alignment

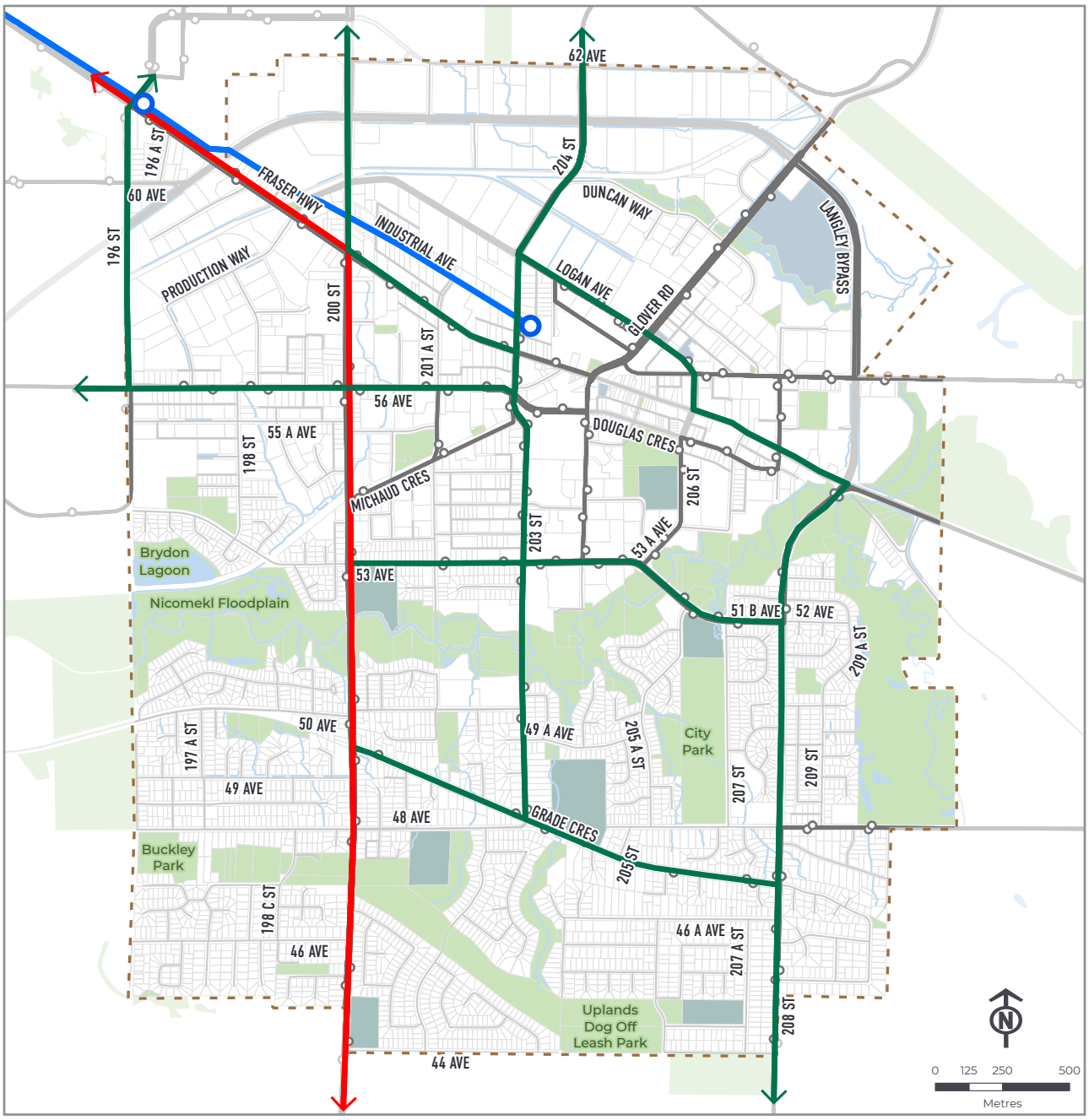
- Inclusive and accesible
- Healthy and sustainable
- Efficient, innovative and forward-thinking

T4. Support and encourage transit customers of all ages and levels of mobility to use conventional transit services

- **Provide accessible bus stops.** The City currently has one of the highest percentages of transit stops that are accessible in the region. The City will look for opportunities to 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.

Goal Alignment

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



Proposed Transit Corridors

- Existing Conventional Bus Route
- Future SkyTrain and Stations
- Potential Frequent Transit Route
- Potential Bus Rapid Transit/Rapid Bus Route
- School
- Parks and Open Space
- Municipal Boundary

Figure 14. Potential Long-term Transit Network

Streets and Goods Movement

The City's street network supports the 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 and partner with other municipalities, RCMP, ICBC, TransLink and the Ministry to partner to improve streets under the following themes.

Core Themes for Streets:

S1.	Implement a connected and efficient street network
S2.	Manage and enhance mobility and safety on the roadway network
S3.	Complete the network of local and collector roads
S4.	Deter speeding on City streets and improve safety
S5.	Understand parking and loading inventory and demand
S6.	Facilitate the movement of goods

S1. Implement a connected and efficient street network

- **Update the City's road classification.** Update the City's road classification as identified in **Figure 15** to incorporate the recommendations outlined in **Appendix 1**. This includes the addition of an Industrial road classification and some changes to the existing classification to better align with existing and planned land uses.
- **Consider multi-modal design elements in all street projects (new and rehabilitation).** Continue to design new and retrofit existing streets to incorporate multi-modal design aspects as specified in the City's Engineering Design Criteria Manual. 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 areas of recurring delay and congestion.

Goal Alignment

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

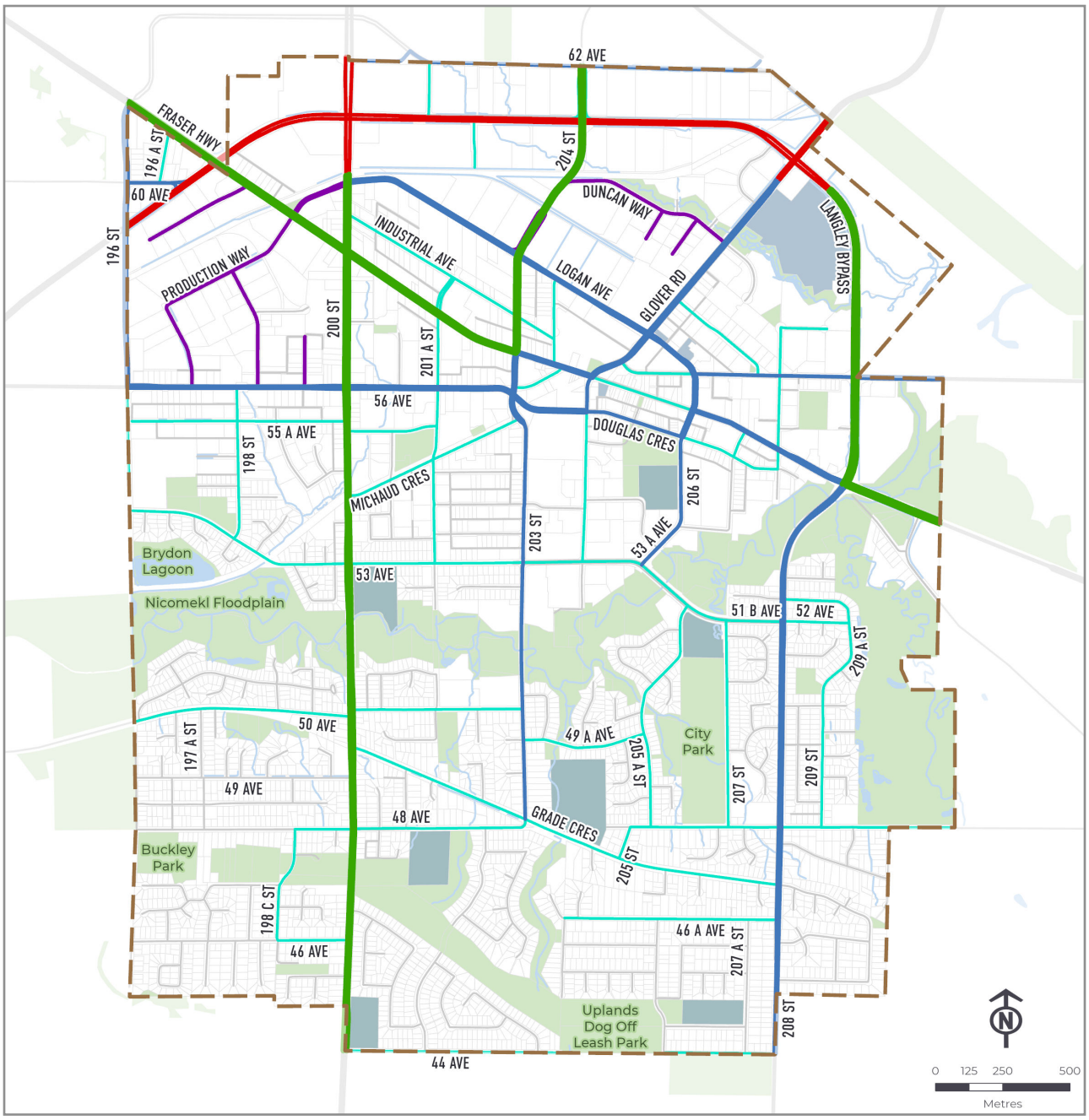


Figure 15. Future Road Classification

S2. Manage and enhance mobility and safety on the roadway network

The primary roadways serving Langley and connecting with surrounding communities include provincial highways, the Major Roadway Network (MRN), as well as arterial roads. Mobility and safety related improvements are designed to address current day conditions and support growth in travel to, from, and within the City. **Figure 16** illustrates the long-term plan for these primary transportation routes.

- **Provincial Highways.** The Langley Bypass intersections have the highest levels of congestion and reported collisions. The City will work with the Ministry of Transportation and Transit to enhance mobility and safety of Langley Bypass and Glover Road across Langley City and connecting Highway 1, Highway 15, and Highway 91. The plan recommends maintaining four travel lanes, adding turn lanes at major intersections (such as Fraser Highway), and advancing opportunities for long-term grade-separation of 200th Street at the Langley Bypass, based on historical plans.
- **Major Roadway Network (MRN).** The roadways identified as part of the MRN are owned by the City and jointly maintained and managed with TransLink to serve regional travel for all modes and goods movement. The City will maintain and maximize major roadway functions to address long-term delays and congestion and to enhance safety. Specific long-term improvements include:
  - **200 Street.** Maintain four travel lanes to address existing challenges and further growth potential south of the City in the Brookswood area, improve major intersections (such as 50 Avenue, 53 Avenue, and Logan Avenue), and implement access management with centre median barriers and control access through redevelopment, where appropriate.
  - **204 Street.** Maintain four travel lanes and add turn lanes at major intersections such as 62 Avenue.

Goal Alignment

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

  - **Fraser Highway West of 200 Street.** Upon the implementation of SkyTrain, confirm if dedicated bus lanes are still required on Fraser Highway. Additionally, implement intersection improvements and reduce driveway access onto Fraser Highway through redevelopment.
  - **Fraser Highway East of 206 Street.** Improve major intersections such as 206 Street, 208 Street, and Langley Bypass.

- **Arterial Road Networks.**
  - **208 Street.** Maintain four travel lanes to support future potential growth south of the City in the Brookswood area and add turn lanes at major intersections such as Grade Crescent, 44 Avenue, and 45A Avenue. The City will continue to monitor traffic volumes on 208 Street. As growth occurs, the City will consider initiating conversations with TransLink to explore adding 208 Street to the MRN.
  - **56 Avenue.** Maintain four travel lanes and implement laning improvements at major intersections such as 198 Street, 200 Street, 201A Street, 206 Street, and 208 Street. As transit services increase, the City can explore opportunities to enhance bus speed and reliability along the corridor.
  - **Logan Avenue.** Provide intersection improvements at various locations such as 204 Street and Glover Road.
  - **62 Avenue.** In coordination with the Township of Langley, widen to four lanes and add turn lanes at major intersections through growth and redevelopment.

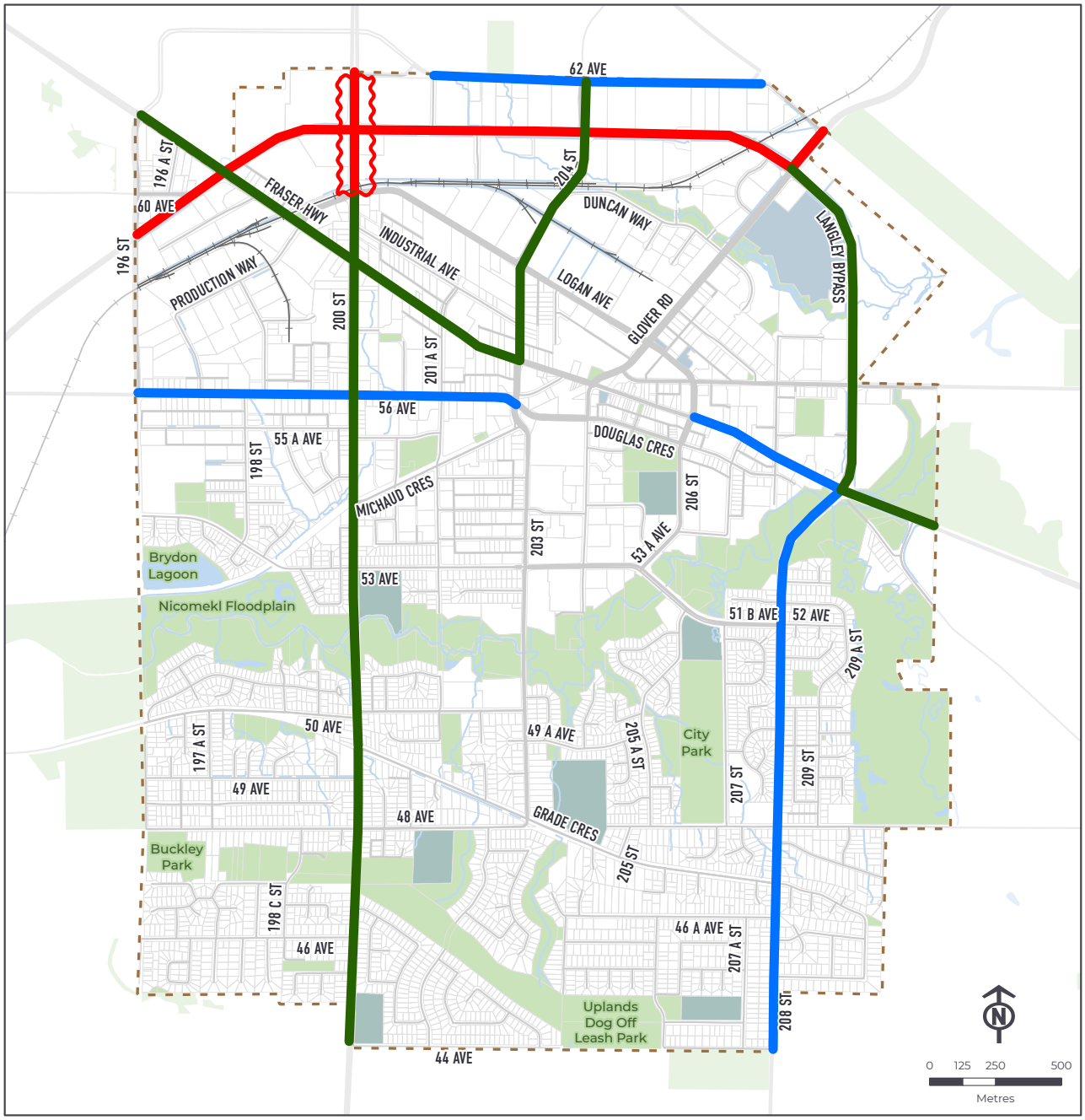


Figure 16. Long-term Road Network Improvements

S3. Complete the network of local and collector roads

Completing the network of local and collector roadways will provide more options entering and leaving neighbourhoods in Langley and create redundancy and choices for getting around by all modes. The City will look for opportunities to create a denser grid network by providing road connections through existing undeveloped road rights-of-way and as re-development occurs.

Examples of potential new street connections include, 203A Street southerly extension from Industrial Avenue to Fraser Highway and Industrial Avenue easterly extension from 203 Street to 203A Street, which will be implemented as part of the Surrey-Langley SkyTrain project. Additionally, as the region continues to grow, the City may review the feasibility (including community benefits and impacts to neighbourhoods in the City of Langley) of a new east-west road connection with the City of Surrey at 53 Avenue and 196 Street.

Goal Alignment

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

S4. Deter speeding on City streets and improve safety

- **Reduce speed related crashes and crash severity by implementing slow streets and traffic calming.** The City will work 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.

  Slow streets refers to reduced speed limits in residential areas that are consistent with speeds that are typically survivable for pedestrians – 30 km/h or 40 km/h. Slow Streets emphasize walking and biking without a significant risk of a collision with a vehicle.

  The City will develop a Slow Streets Program that will support the implementation of neighbourhoods with reduced speeds on residential streets, along with supporting infrastructure changes where additional speed reduction is required. Once implementation occurs the City will evaluate the effectiveness of the program.

  When developing the program the City can look to and monitor the experiences of other communities such Vancouver, Victoria, and Saanich.

Goal Alignment

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

- **Update the Traffic Calming Policy** to provide the City with the ability to implement traffic calming as part of new infrastructure projects, explore expanding the program to include traffic calming on different road classifications, and provide more direction on prioritizing requests from community members.
- **Work with partners to enforce speeding issues along arterial streets** where traffic calming options are limited, work with the RCMP, ICBC, and others to apply a multi-faceted approach.

Goal Alignment

- Inclusive and accesible
- Efficient, innovative and forward-thinking

S5. Manage/optimize parking and loading inventory and demand

- **Complete 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 parking corrals, and electric vehicle (EV) charging. At the time of finalizing Transportation 2050, the development of a Parking Strategy was underway independent of Transportation 2050.
- **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.

Goal Alignment

- Safe
- Efficient, innovative and forward-thinking

S6. Facilitate the movement of goods and services

- **Update the City's Truck Route Map** and work with other agencies to establish the Dangerous Good Route on Langley Bypass. The updated truck routes map is shown in **Figure 17**.
- **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 downtown.
- **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.

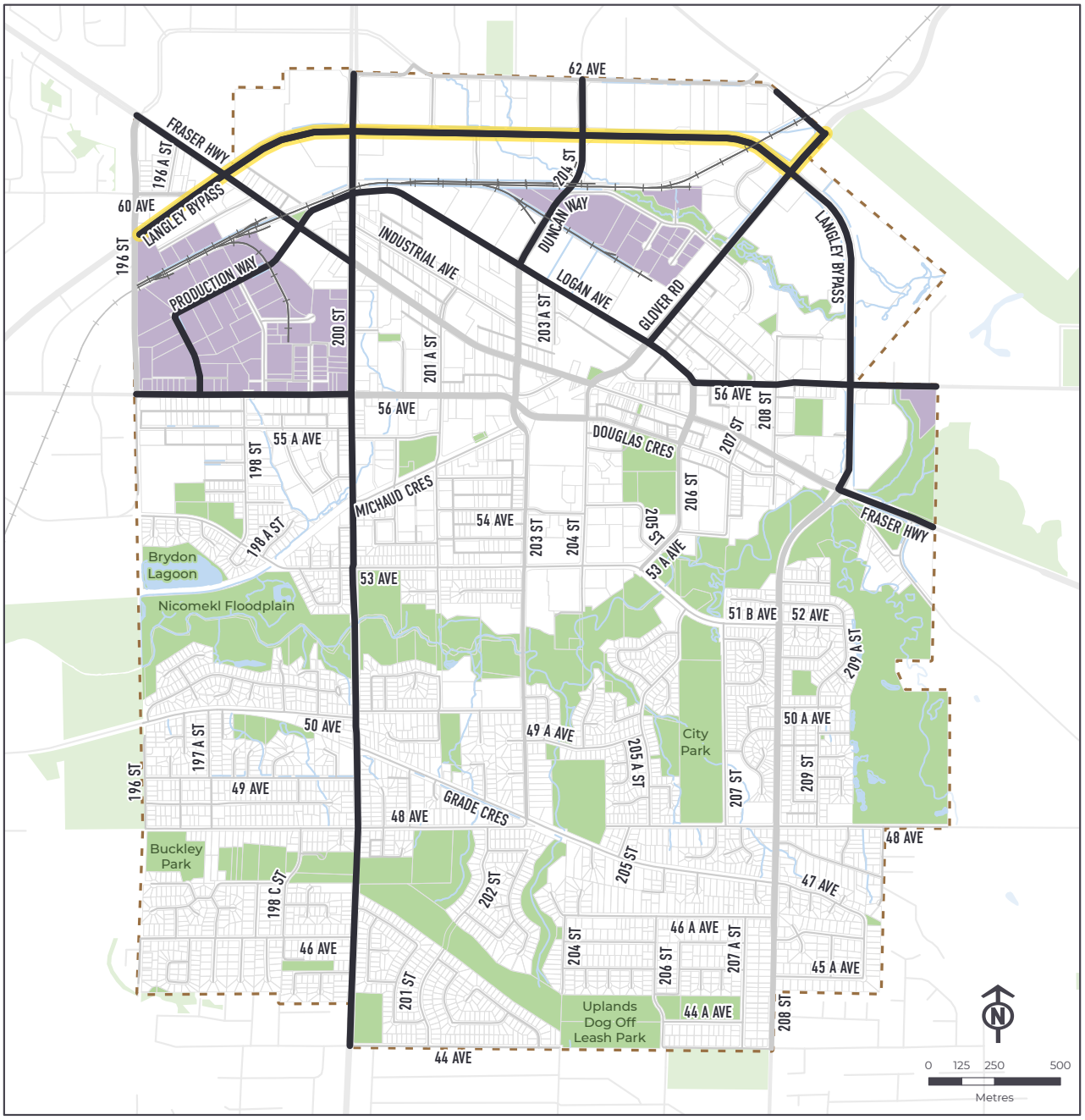


Figure 17. Designated Truck Routes

4. Implementation Priorities and Actions

The recommendations included in Transportation 2050 will be implemented by the City over the next 25 years and beyond. Implementing these initiatives will require significant capital investments and appropriate resources. This includes capital funding provided by the City, while also securing new and additional sources of funding through local, provincial, and federal partnerships and grant opportunities. The City will also partner with the private sector, leveraging development to ensure the transportation network supports the City's growing population and employment needs.

Preliminary estimates suggest the capital investment to implement the recommendations of Transportation 2050 will be in the order of $200 million (2025 dollars). Given the significant costs, it is necessary to prioritize initiatives and invest in a focused manner. The implementation plan in this section outlines how capital projects have been prioritized for implementation within the next 10 years (high priority) and 10-20 years (medium priority). This section also highlights the priority policy and planning actions, additional resources the City will need to implement Transportation 2050, and implementation techniques.

4.1 Infrastructure Improvement Projects

Transportation 2050 identifies infrastructure 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. Each project was reviewed based on the following criteria:

- **Access to key destinations:** does the project connect people to a key community destination (parks, community centre, commercial area, senior facility, etc.)
- **Access to schools:** does the project provide a connection to a school.
- **Access to transit:** does the project provide a connection to an existing or future transit stop or exchange.
- **Gaps in the network:** does the project fill a gap in the transportation network.
- **Safety and reliability:** does the project address a known safety or congestion issue.
- **Feasibility:** is the project feasible within the proposed timeline for implementation. For example, does the City have enough right-of-way (space) to make the improvement.
- **Piggyback potential:** is there an opportunity to align the implementation of the project with other planned projects and developments.

This approach was used to identify the highest priority projects for implementation.

While high and medium 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.

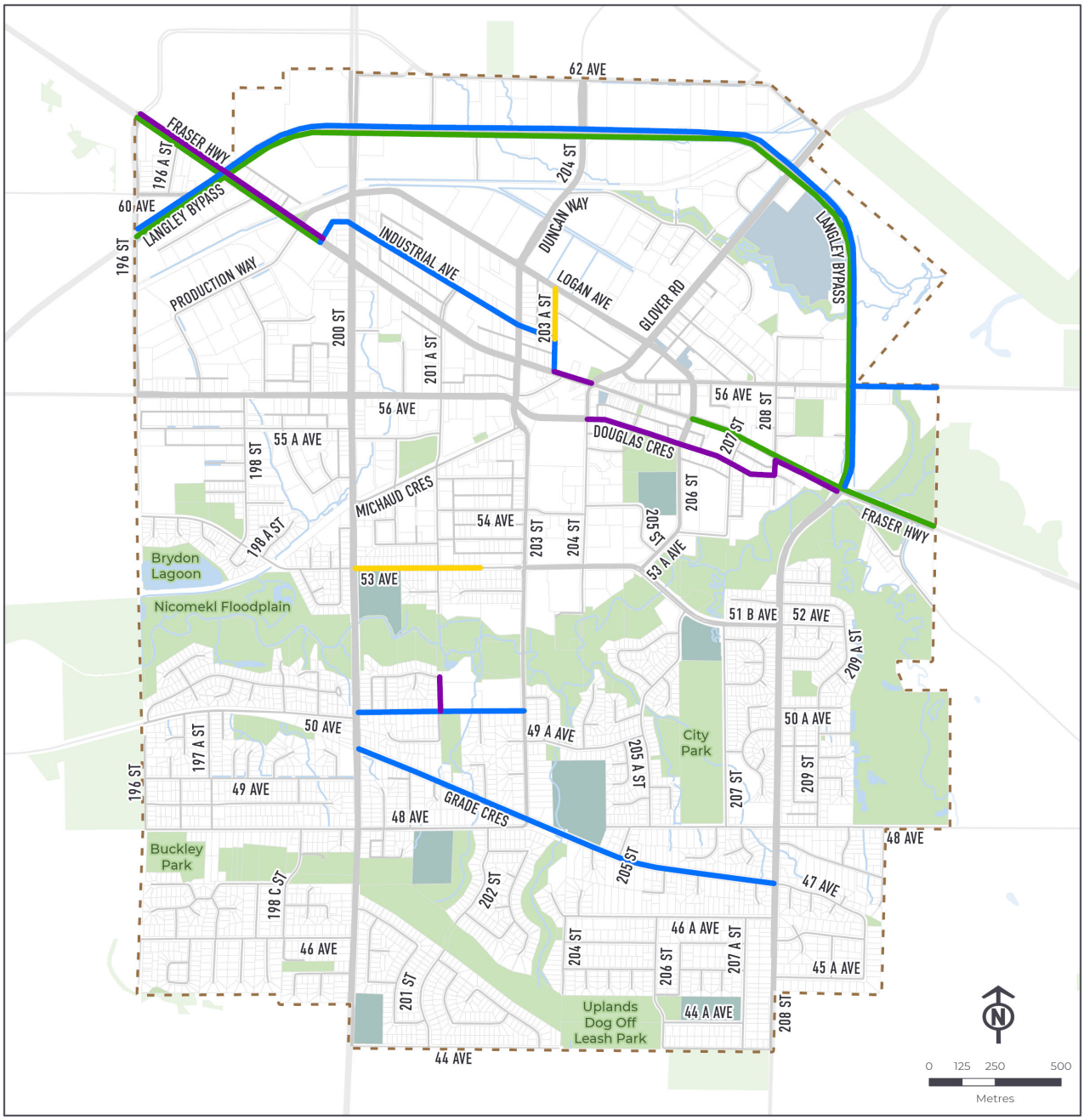
High Priority Improvement Projects

The level of investment required to deliver the improvements identified as high priority, to be implemented over the next 10 years or so, is estimated to be $30 million (2025 dollars). This amount does not include the cost for intersection capacity improvements on Langley Bypass, under the Ministry of Transportation and Transit's jurisdiction. The proposed high priority improvements are illustrated in **Figure 18** and described below.

Table 1. High Priority Improvements

Location	Core Theme	Description of Proposed Improvements
Langley Bypass (Ministry of Transportation and Transit's jurisdiction)	**S2.** Road Mobility & Safety **W1.** Fill in gaps in the pedestrian network **C1.** Connected cycling network	Work with both Provincial and Federal agencies to advocate for: • Road Improvement: maintain four travel lanes, add turn lanes at major intersections, and protecting for long-term grade-separation of 200th Street at the Langley Bypass. • Multi-use Pathway: multi-use pathway on both sides of the street.
Fraser Highway (West) *196 Street to east of Production Way*	**S2.** Road Mobility & Safety **C1.** Connected cycling network	• Road Improvement: maintain four travel lanes with intersection improvements and bus queue jump lanes as well as reduce direct access through redevelopment. • On-street Cycling: a separated bicycle lane on both sides of the street.
Fraser Highway *203A Street to Glover Road*	**C1.** Connected cycling network	• On-street Cycling: a separated bicycle lane on both sides of the street.
Fraser Highway (East) *206 Street to Township of Langley*	**S2.** Road Mobility & Safety **C1.** Connected cycling network	• Road Improvement: improve major intersections such as 206 Street, 208 Street, and at Langley Bypass. • On-street Cycling: a separated bicycle lane on both sides of the street.
Industrial Avenue	**W1.** Fill in gaps in the pedestrian network **C1.** Connected cycling network	• Multi-use Pathway: multi-use pathway on one side of the street.

Location	Core Theme	Description of Proposed Improvements
203A Street *Logan Avenue to Fraser Highway*	**W1.** Fill in gaps in the pedestrian network **C1.** Connected cycling network	• Sidewalk: sidewalk connecting Logan Avenue to the new SkyTrain Station/transit exchange. • Multi-use Pathway: a cycling and pedestrian facility connecting Fraser Highway to the new SkyTrain Station/ transit exchange.
56 Avenue *Langley Bypass to Municipal Boundary* (Multi-jurisdictional and will require coordination and collaboration with the Township of Langley)	**C1.** Connected cycling network	• Work with the Township of Langley to explore opportunities to provide a cycling facility. A multi-use pathway on the south side of the street may be feasible.
Douglas Crescent *Glover Road to 208 Street*	**C1.** Connected cycling network	• On-street Cycling: a separated bicycle lane on both sides of the street.
53 Avenue *200 Street to east of 201A Street*	**W1.** Fill in gaps in the pedestrian network	• Sidewalk: sidewalk on one side of the street.
50 Avenue *200 Street to 203 Street*	**W1.** Fill in gaps in the pedestrian network **C1.** Connected cycling network	• Multi-use Pathway: a multi-use pathway on one side of the street.
201A Street *Nicomekl Trail to 50 Avenue*	**C1.** Connected cycling network	• On-street Cycling: neighbourhood bikeway.
Grade Crescent	**W1.** Fill in gaps in the pedestrian network **C1.** Connected cycling network	• Multi-use Pathway: multi-use pathway on both sides of the street. • Consider implementing with interim implementation techniques.



HIGH PRIORITY PROJECTS (10 YEARS)

- Road Improvement - Motor Vehicle
- Multi-use Pathway (Pedestrians + Cyclists)
- On-street Cycling
- Sidewalk

Implementing the high priority projects will result in approximately:

6 km of new road improvements
8 km of new multi-use pathways
2 km of new on-street cycling infrastructure
1 km of new sidewalks

Figure 18. High Priority Projects (10 years)

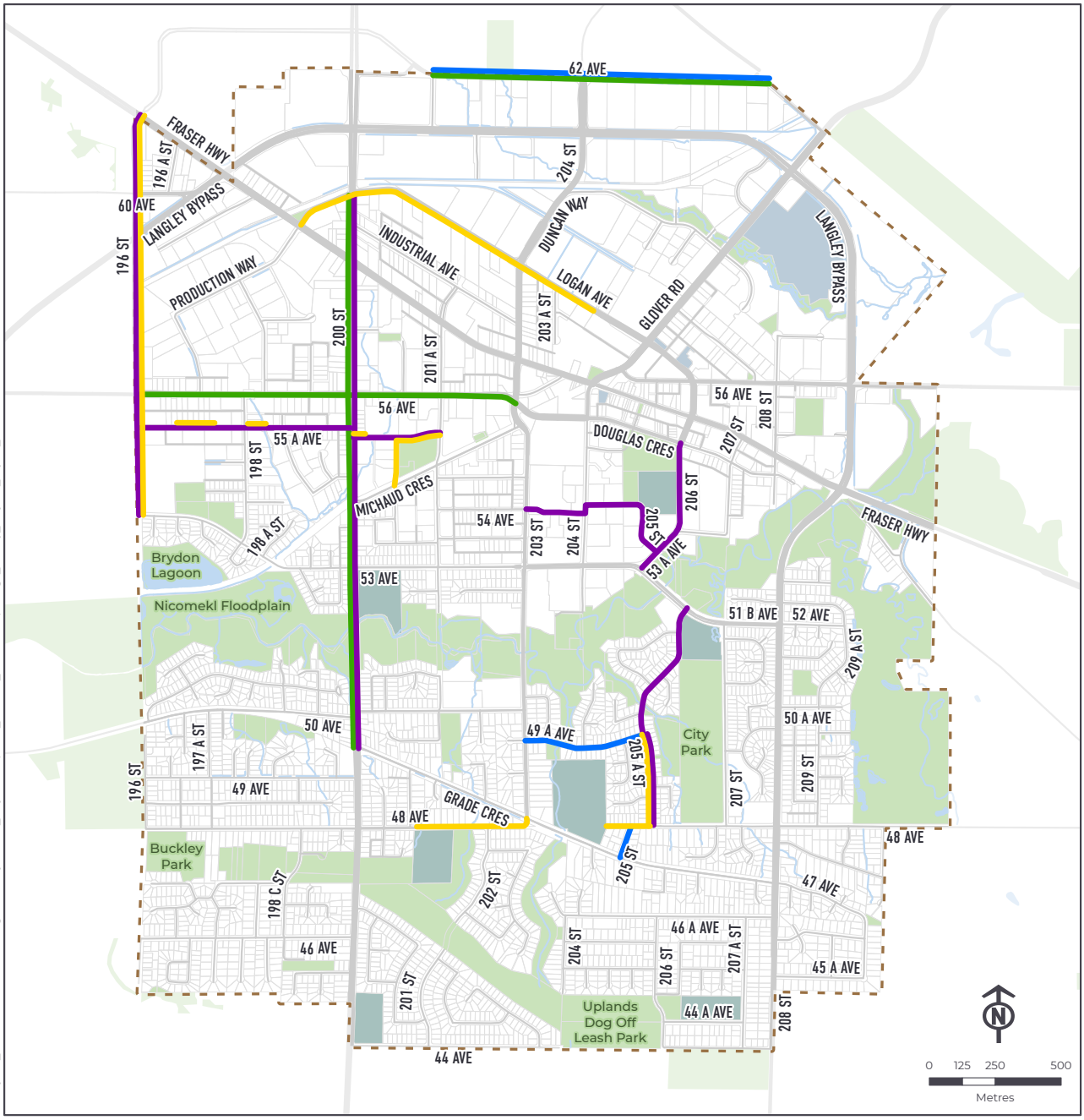
Medium Priority Improvement Projects

The level of investment required to deliver the improvements identified as medium priority, to be implemented within 20 years, is approximately $35 million over ten years (2025 dollars). The proposed medium priority improvements are illustrated in **Figure 19** and described below.

Table 2. Medium Priority Improvements

Location		Description of Proposed Improvements
62 Avenue	**S2.** Road Mobility & Safety **W1.** Fill in gaps in the pedestrian network **C1.** Connected cycling network	• Road Improvement: in coordination with Township of Langley, widen to four lanes and add turn lanes at major intersections through growth and redevelopment. • Multi-use Pathway: multi-use pathway on one side of the street.
Production Way / Logan Avenue *Fraser Highway to west of Glover Road*	**W1.** Fill in gaps in the pedestrian network	• Sidewalk: sidewalk on one side of the street.
196 Street *54 Avenue to Fraser Highway*	**W1.** Fill in gaps in the pedestrian network **C1.** Connected cycling network	• On-street Cycling: upgrade existing bicycle lane with a separated bicycle lane. • Sidewalk: fill gaps in the pedestrian network with a sidewalk on one side of the street.
200 Street *Logan Avenue to Grade Crescent*	**S2.** Road Mobility & Safety **C1.** Connected cycling network	• Road Improvements: maintain in four travel lanes, improve major intersections (such as 50 Avenue, 53 Avenue and Logan Avenue), and implement access management with centre median barriers and limit accesses through redevelopment. • On-street Cycling: separated bicycle lane on both sides of the street.
56 Avenue *196 Street to 203 Street*	**S2.** Road Mobility & Safety	• Road Improvements: Maintain four travel lanes and improvements at major intersections such as 198 Street, 200 Street, 201 Street, 206 Street and 208 Street. Monitor transit bus speed and reliability.
55A Avenue *196 Street to 201A Street*	**W1.** Fill in gaps in the pedestrian network **C1.** Connected cycling network	• On-street Cycling: neighbourhood bikeway. • Sidewalk: fill gaps in the pedestrian network with a sidewalk on one side of the street.

Location		Description of Proposed Improvements
201 Street *55A Avenue to Michaud Crescent*	**W1.** Fill in gaps in the pedestrian network	• Sidewalk: sidewalk on one side of the street.
48 Avenue *201 Street to 203 Street*	**W1.** Fill in gaps in the pedestrian network	• Sidewalk: sidewalk on one side of the street.
54 Avenue *203 Street to 53A Avenue*	**C1.** Connected cycling network	• On-street Cycling: separated bicycle lane on both sides of the street.
206 Street / 53A Avenue *Douglas Crescent to 51B Avenue/53 Avenue*	**C1.** Connected cycling network	• On-street Cycling: separated bicycle lane.
49A Avenue *203 Street to 205A Street*	**W1.** Fill in gaps in the pedestrian network **C1.** Connected cycling network	• Multi-use Pathway: multi-use pathway on one side of the street.
205A Street *51b Avenue to 48 Avenue*	**W1.** Fill in gaps in the pedestrian network **C1.** Connected cycling network	• On-street Cycling: separated bicycle lane. • Sidewalk: on one side of the street between 48 Avenue to 49A Avenue.
205 Street *48 Avenue to Grade Crescent*	**W1.** Fill in gaps in the pedestrian network **C1.** Connected cycling network	• Multi-use Pathway: multi-use pathway on one side of the street.
48 Avenue *HD Stafford Middle School to 205A Street*	**W1.** Fill in gaps in the pedestrian network **C1.** Connected cycling network	• Sidewalk: one side of the street • On-street Cycling: Upgrade existing bicycle lane to a separated bicycle lane.



MEDIUM PRIORITY PROJECTS (10 - 20 YEARS)

- Road Improvement - Motor Vehicle
- Multi-use Pathway (Pedestrians + Cyclists)
- On-street Cycling
- Sidewalk

Implementing the medium priority projects will result in approximately:

5 km of road improvements
2 km of multi-use pathways
7 km of on-street cycling infrastructure
4 km of sidewalks

Figure 19. Medium Priority Improvement Projects

4.2 Priority Policy and Planning Actions

The following is a list of the priority policy and planning actions identified by mode of transportation.

Walking

- Implement sidewalks and multi-use pathways on City streets
- Widen and enhance sidewalks and pedestrian facilities
- Follow accessibility best practices
- Increase support for Safe and Active Routes to School Programs

Cycling

- Implement the long-term cycling network
- Develop a program to install secure bicycle parking
- Develop a Micromobility Strategy

Transit

- Leverage the implementation of SkyTrain and planned transit connections
- Advocate to TransLink to increase coverage of Frequent Transit corridors across the City
- Explore implementing transit priority treatments along 200 Street and Fraser Highway
- Provide more accessible bus stops and bus passenger amenities

Streets and Goods Movement

- Consider multi-modal design elements in all street projects (new and rehabilitation)
- Develop a Slow Streets Program
- Update the Traffic Calming Policy
- Manage speeding issues along arterial streets
- Complete a Parking Study
- Update the City's truck routes

4.3 Investment in Resources

Transportation 2050 outlines numerous planning, project, and programming initiatives. Implementing these initiatives will require not only significant capital investments but also appropriate resources. These resources include adequate staffing, equipment, and technology required to perform a range of tasks from planning and engineering to project delivery, ongoing management, and maintenance of the transportation system.

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 2050 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 recommendations.

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.

Coordinate Projects with other Capital Infrastructure Projects. The City will look for opportunities to implement the recommendations of the Transportation 2050 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 Transit, 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: Proposed Future Road Classification

Road classification proposed changes (summary)

Location	To	From	Existing Classification	Proposed Classification	Adjacent Land Use (OCP)
Landmark Way	Fraser Highway	End of Street	Local	Industrial	Industrial/Service Commercial
Production Way	Fraser Highway	56 Avenue	Collector	Industrial	Industrial/Mixed Employment
198 Street	56 Avenue	Production Way	Collector	Industrial	Industrial
199 Street	56 Avenue	End of Street	Local	Industrial	Industrial
Duncan Way	Logan Avenue	Glover Road	Collector	Industrial	Industrial/ Mixed Employment
205a Street	Duncan Way	End of Street	Local	Industrial	Industrial
206a Street	Duncan Way	End of Street	Local	Industrial	Industrial
201a Street	62 Avenue	Langley Bypass	Local	Collector	Service Commercial
202 Street	Langley Bypass	End	Local	Collector	Service Commercial
208 Street	56 Avenue	57 Avenue	Local	Collector	Low Rise Residential
57 Avenue	208 Street	End	Local	Collector	Low Rise Residential
Eastleigh Crescent	Glover Road	56 Avenue	Local	Collector	Transit-Oriented Residential/Low Rise Residential
203a Street	Logan Avenue	Fraser Highway	Local	Collector	Transit-Oriented Core/SLS Station
New Road / Industrial Avenue Extension	204 Street	203 A Street	NA	Collector	Transit-Oriented Core/SLS Station
197a Street	50 Avenue	49 Avenue	Collector	Local	Suburban
49 Avenue	196 Street	200 Street	Collector	Local	Suburban
196 Street	49 Avenue	48 Avenue	Collector	Local	Suburban
48 Avenue	196 Street	198c Street	Collector	Local	Suburban
46 Avenue	196 Street	198c Street	Collector	Local	Suburban
206 Street	46a Avenue	44 Avenue	Collector	Local	Suburban
207a Street	46a Avenue	44 Avenue	Collector	Local	Suburban