REGULAR MEETING OF TOWNSHIP COUNCIL AGENDA

Monday, March 9, 2026 at 1:30pm
Fraser River Presentation Theatre
4th Floor, 20338 – 65 Avenue, Langley, BC

ACKNOWLEDGEMENT OF THE TRADITIONAL TERRITORIES OF THE COAST SALISH PEOPLES

A. ADOPTION AND RECEIPT OF AGENDA ITEMS

1. Regular Council Meeting – March 9, 2026

That Council adopt the agenda and receive all agenda items of the Regular Council meeting held March 9, 2026.

B. ADOPTION OF MINUTES

1. Regular Council Meeting – February 23, 2026

That Council adopt the minutes of the Regular Council meeting held February 23, 2026.

C. DELEGATIONS

1. Michael Morgan
Langley School District
File 0550-07

Request by Michael Morgan, Langley School District, to appear before Council to request a letter of support for Project Black Feather.

Clerk's Note: Please refer to item E.3

2. Bryn Jones
Langley Bee Club
File 0550-07

Request by Bryn Jones, Langley Bee Club, to appear before Council to present a certificate recognizing the Township of Langley as a Bee Friendly Community.

D. PRESENTATIONS

E. REPORTS TO COUNCIL

Items E. 1 and E.2 were deferred at the February 23, 2026 Regular Council Meeting:

1. Utility Statement Due Date Options
Report 26-18
File ENG 1610-01

Moved by Councillor Richter,
Seconded by Councillor Martens,
That Council set the annual due date for the 2027 Flat Rate Utility Statement, and for all subsequent years, on July 2.

That Council direct staff to bring forward a new Council Policy for consideration that implements the selected due date for future Flat Rate Utility Statements, beginning in 2027.

2. Draft Transportation and Mobility Strategy
Report 26-16
File ENG 8330-20-003

Moved by Councillor Pratt,
Seconded by Councillor Baillie,
That Council direct staff to conduct the fourth and final round of community engagement and seek public feedback on the draft Transportation and Mobility Strategy.

That Council direct staff to bring back the final Transportation and Mobility Strategy for adoption following completion of the final round of community engagement.

3. Project Black Feather
Report 26-23
File CPP LSP00004

That Council authorize the Mayor to send a letter to Public Safety Canada and related Federal and Provincial Ministries requesting ongoing annual funding in the amount of $200,000 to support Project Black Feather.

4. Tenant Relocation Policy
Report 26-24
File CPP LSP00004

That Council endorse the draft Tenant Relocation Policy presented substantially in the form provided as Attachment A to this report.

E. REPORTS TO COUNCIL

5. Telecommunication Tower Application No. 000022
(Rogers / Cypress Land Services / 5100 Block of 248 Street)
Report 26-25
File CD 11-02-0072

That Council consider Cypress Land Services' application to Innovation, Science and Economic Development Canada regarding a proposed 15.05 m (50.85 ft) high telecommunication tower and accessory compound in the 5100 Block of 248 Street and adopt one of the following resolutions:

a) That Council advise Innovation, Science and Economic Development Canada that it does not object to Cypress Land Services's application to construct a 15.05 m (50.85 ft) high telecommunication tower and accessory compound in the 5100 Block of 248 Street.

or

b) That Council advise Innovation, Science and Economic Development Canada that it objects to Cypress Land Services's application to construct a 15.05 m (50.85 ft) high telecommunication tower and accessory compound in the 5100 Block of 248 Street.

F. BYLAWS FOR FIRST AND SECOND READING

1. Official Community Plan Amendment and
Rezoning Application No. 100310
(Marziale / Zaitsoff / 8080 and 8126 – 197 Street)
Bylaw No. 6194
Bylaw No. 6195
Report 26-21
File CD 08-27-0081

That Council give first and second reading to Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Latimer Neighbourhood Plan) Bylaw 2015 No. 5101 Amendment (Marziale / Zaitsoff) Bylaw No. 6194 and Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Marziale / Zaitsoff) Bylaw No. 6195 rezoning 1.6 ha (4.0 ac) of land located at 8080 and 8126 – 197 Street to Comprehensive Development Zone CD-131 to facilitate development of approximately 71 townhouses, subject to the following development prerequisites being satisfied to the acceptance of the Township prior to final reading:

1. A Servicing Agreement being entered into with the Township to secure required road and utility upgrades and extensions in accordance with the Township's Subdivision and Development Servicing Bylaw including Water Sustainability Act (WSA) approval as required.

F. BYLAWS FOR FIRST AND SECOND READING

2. Provision of road dedications, widenings and necessary traffic improvements in accordance with the Township's Master Transportation Plan, Subdivision and Development Servicing Bylaw and the Latimer Neighbourhood Plan.
3. Submission of an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw.
4. Provision of a final tree management plan incorporating tree retention, replacement, protection details, and security in compliance with the Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection).
5. Final approval of the of the Streamside Protection and Enhancement Area report, including acceptance of the streamside enhancement plans, fencing, signage and security.
6. Registration of restrictive covenants acceptable to the Township:
    a. restricting development until a Development Permit is issued for the site
    b. restricting development until identification of area for on-site storm water detention facility providing volume and release rate to the acceptance of the Township
    c. prohibiting clearing of the site (with the exception of servicing access areas) until such time as a final tree management plan incorporating tree retention replacement, protection details, and security in compliance with the Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection) is accepted by the Township
    d. identifying the units (5% of townhouse units) required in accordance with Schedule 2 – Adaptable Housing Requirements of the Township's Official Community Plan
    e. establishing and protecting Streamside Protection and Enhancement Areas in accordance with Schedule 3 of the Township's Official Community Plan and the Latimer Neighbourhood Plan
    f. prohibiting parking on internal strata roadways (other than in clearly identified parking spaces).
7. Registration of an access easement over 8080 and 8126 – 197 Street for the purpose of future access for 8042 – 197 Street to 197 Street.
8. Compliance with the Willoughby Greenway Amenity Policy and 5% Neighbourhood Park Land Acquisition Policy.
9. As per the applicant's proposal in support of the proposed community and neighbourhood plan amendments and rezoning applications, provision of $2,324,464 as a voluntary amenity contribution.
10. Payment of applicable Neighbourhood Planning Administration fees, supplemental Rezoning fees, Development Engineering and Green Infrastructure Services administration fees, Development Works Agreement (DWA) and Latecomer charges.

F. BYLAWS FOR FIRST AND SECOND READING

That Council consider that Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw No. 1998 No. 3800 Amendment (Latimer Neighbourhood Plan) Bylaw 2015 No. 5101 Amendment (Marziale / Zaitsoff) Bylaw No. 6194 and Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Marziale / Zaitsoff) Bylaw No. 6195 is consistent with the Township's Five Year Financial Plan as updated annually and with Metro Vancouver's Integrated Liquid Waste Resource Management Plan and Integrated Solid Waste Resource Management Plan, Housing Needs Report and with the consultation requirement of Official Community Plan Consultation Policy (07-160).

That Council authorize staff to schedule the required Public Hearing for Bylaws No. 6194 and 6195.

Explanation – Bylaw No. 6194

Bylaw No. 6194 amends the Willoughby Community Plan by redesignating the properties located at 8080 and 8126 – 197 Street from Suburban Residential to Multi Family. Bylaw No. 6194 also amends the Latimer Neighbourhood Plan by redesignating the properties located at 8080 and 8126 – 197 Street from Single Family (1 UPA) to Rowhouse/Townhouse (22 UPA).

Explanation – Bylaw No. 6195

Bylaw No. 6195 rezones land located at 8080 and 8126 – 197 Street to Comprehensive Development Zone CD-131 to permit development of approximately 71 townhouse units.

2. Small-Scale Multi-Unit Housing (SSMUH) Development Permit Area
Bylaw No. 6116
Bylaw No. 6117
Report 26-26
File CPP LRP00026

That Council give first and second reading to Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Small-Scale Multi-Unit Housing (SSMUH) Development Permit Area Designation) Bylaw No. 6116.

That Council authorize staff to schedule the required Public Hearing for Bylaw No. 6116.

That Council give first, second and third reading to Development Permit Delegation Bylaw 2016 No. 5246 Amendment (Small-Scale Multi-Unit Housing (SSMUH) Development Permit Delegation) Bylaw No. 6117.

F. BYLAWS FOR FIRST AND SECOND READING

Explanation – Bylaw No. 6116

Bylaw No. 6116 amends: (1) Langley Official Community Plan Bylaw 1979 No. 1842 by adding Schedule 4 - Development Permit Area: Form and Character Guidelines for Small-Scale Multi-Unit Housing (SSMUH) as Schedule 4 of Schedule A; (2) Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Brookswood-Fernridge Community Plan) Bylaw 2017 No. 5300 by distinguishing which forms of development are subject to the Form and Character Guidelines for Small-Scale Multi-Unit Housing (SSMUH); and (3) Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Murrayville Community Plan) Bylaw 1988 No. 2661 and (4) Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Fort Langley Community Plan) Bylaw 1987 No. 2527 by referencing the Form and Character Guidelines for Small-Scale Multi-Unit Housing.

Explanation – Bylaw No. 6117

Bylaw No. 6117 amends Development Permit Delegation Bylaw 2016 No. 5246 to delegate Council powers to Township officers and employees to issue development permits for development subject to the Form and Character Guidelines for small-scale multi-unit housing (SSMUH).

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

1. Langley 2026-2030 Five-Year Financial Plan Bylaw and Development Cost Charge Reserve Fund Expenditure Bylaw
Bylaw No. 6207
Bylaw No. 6206
Report 26-22
File FIN 1700-80

That Council give first, second, and third reading to the Langley 2026 – 2030 Five-Year Financial Plan Bylaw No. 6207.

That Council give first, second, and third reading to the Development Cost Charge Reserve Fund Expenditure Bylaw No. 6206.

Explanation – Bylaw No. 6207

The Langley 2026 - 2030 Five-Year Financial Plan Bylaw No. 6207 authorizes the expenditure of funds for the Municipality. The Langley 2026 - 2030 Five-Year Financial Plan Bylaw No. 6207 is prepared pursuant to Section 165 of the *Community Charter* and is required to be adopted by Council prior to the Tax Rates Bylaw and May 15, 2026.

An expenditure that is not provided for in the 2026 - 2030 Five-Year Financial Plan is not lawful.

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

Explanation – Bylaw No. 6206

Bylaw No. 6206 provides for the 2026 Capital Expenditure Program (and related debt) from the Development Cost Charge Reserve Fund as provided by the 2026 – 2030 Five Year Financial Plan. The projects are for roads, drainage, sewer, water services and for parkland acquisition and development.

Expenditures have been included in the DCC Expenditure Bylaw, even when it looks like there are not enough funds available, in the event that enough DCC funds are received during the year. Projects will only proceed when sufficient funds are available.

Funds that become available in the Parkland Acquisition and Development DCC Reserve, Water DCC Reserve, Sewer DCC Reserve, Drainage DCC Reserve, and Roads DCC Reserve are first directed towards payment of the annual debt.

Presently, there are estimated expenditures under the bylaw in the amount of $129,122,428 which include capital carry-forwards from prior years, current debt payments and new capital projects for 2026.

Should any of the above-noted monies remain unexpended at the end of a project; the unexpended balance will be returned to the credit of the reserve fund.

H. BYLAWS FOR THIRD READING

Item H.1 was rescheduled at the January 26, 2026 Regular Council Meeting:

1. **Amenity Cost Charges Bylaw**
   Bylaw No. 6115
   Report 26-207
   File CPP LSP00007

   That Council give third reading to the revised Amenity Cost Charges Bylaw No. 6115.

   Explanation – Bylaw No. 6115

   Bylaw No. 6115 establishes an Amenity Cost Charges Bylaw.

I. BYLAWS FOR FINAL ADOPTION

1. Official Community Plan Amendment and Rezoning Application No. 100246 and Development Permit Application No. 101460 and Development Variance Permit Application No. 100156 (Qualico Communities / 20565, 20577, 20593, 20605 – 74B Avenue and 20560, 20572, 20596, 20608 - 76 Avenue)
Bylaw No. 5957
Bylaw No. 5958
Report 24-212
File CD 08-23-0220

That Council give final reading to Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Yorkson Neighbourhood Plan) Bylaw 2001 No. 4030 Amendment (Qualico Communities) Bylaw No. 5957, and

Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Qualico Communities) Bylaw No. 5958.

Explanation – Bylaw No. 5957

Bylaw No. 5957 amends the Willoughby Community Plan for land located at 20565, 20577, 20593 - 74B Avenue and 20572, 20596, 20560 - 76 Avenue to change the land use designation from Mixed Residential to Multi Family.

Bylaw No. 5957 also amends the Yorkson Neighbourhood Plan to designate the northwest portion of the site to Townhouse (22 UPA) and to amend Table 4.1 requirements for Single Family Mixed Residential.

Explanation – Bylaw No. 5958

Bylaw No. 5958 rezones a 4.0 ha (9.6 ac) site located at 20565, 20577, 20593, 20605 - 74B Avenue and 20560, 20572, 20596, and 20608 - 76 Avenue to Comprehensive Development Zone CD-208, Residential Zone R-1A, and Residential Compact Lot Zones R-CL(SD), and R-CL(RH) to facilitate development of approximately 52 lots (one townhouse lot, two single family lots, 17 rowhouse lots, and 32 semi-detached lots).

Development Permit No. 101460

That Council authorize issuance of Development Permit No. 101460 (Qualico Communities / 20565, 20577, 20593, 20605 – 74B Avenue and 20560, 20572, 20596, 20608 - 76 Avenue) in accordance with Attachment B subject to the following conditions:

a. Township acceptance of a submission addressing information requirements outlined in Section 4.20 of Schedule 3 of Langley Official Community Plan Bylaw 1979 No. 1842.

I. BYLAWS FOR FINAL ADOPTION

b. Protection of Streamside Protection and Enhancement Development Permit Areas (SPEAs) as shown on "Schedule B" to the acceptance of the Township.
c. Written designation of an Environmental Monitor for the project acknowledging the Environmental Monitor has the authority to stop any work(s) that, in the Environmental Monitor's opinion, have the potential to impact on SPEAs.
d. Obtainment of relevant senior government environmental regulatory agency approvals and/or submission of notifications and provisions of copies of approval/submissions to the Township.
e. Commencement of accepted streamside enhancement and restoration works within 30 days of SPEA disturbance.

Development Variance Permit No. 101156

That Council authorize issuance of Development Variance Permit No. 101156 (Qualico Communities / 20565, 20577, 20593, 20605 – 74B Avenue and 20560, 20572, 20596, 20608 - 76 Avenue) in accordance with Attachment C subject to the following conditions:

a. Section 401.5 (3) – Siting of Buildings and Structures of Township of Langley Zoning Bylaw No. 2500 is hereby varied to reduce the minimum side lot line setback requirement for a detached garage abutting a lane from 1.5 m to 1.2 m on proposed Lots 31 and 32, indicated on "Schedule A".
b. Section 401.8 – Subdivision Requirements (rear loaded lot) of Township of Langley Zoning Bylaw No. 2500 is hereby varied to reduce the minimum lot depth requirement on proposed Lot 31 from 28.0 m to 26.4 m, indicated on "Schedule A".

Clerk's Note: Please note that all development prerequisites listed in the Community Development Division report to Council of October 21, 2024 attached to the Bylaw have been satisfactorily addressed. The Public Hearing for the Bylaws was held on November 4, 2024 with third reading given on November 4, 2024.

J. ITEMS FROM PRIOR MEETINGS

Item J.1 was deferred at the February 23, 2026 Regular Council Meeting:

1. Long-Term Fiscal Responsibility Plan

MOTION
Moved by Councillor Whitmarsh,
Seconded by Councillor Richter,
That staff be directed to develop a long-term fiscal responsibility plan to include:

- debt reduction targets and timelines,
- reserve replenishment schedule,
- revenue diversification plan, and
- a contingency plan for if development slows.

K. MAYOR AND COUNCIL REPORT

L. METRO VANCOUVER AND OTHER REGIONAL COMMITTEE REPRESENTATIVES REPORT

M. ITEMS BROUGHT FORWARD FOR PUBLIC INFORMATION FROM CLOSED MEETINGS

N. FOR INFORMATION

1. Wi-Fi and Monitor for the Derek Doubleday Arboretum
Memorandum – Information Technology Division
File 0710-01

2. Aldergrove Community Centre Annual Pool Maintenance Shutdown
Memorandum – Recreation, Arts and Culture Division
File 7900-30

3. Joint School District No. 35 / Municipal Liaison Committee
Minutes – January 28, 2026
File 0540-20

4. Recreation, Culture and Parks Advisory Committee
Minutes – February 11, 2026
File 0540-20

N. FOR INFORMATION

5. Seniors Advisory Committee
Minutes – February 18, 2026
File 0540-20

In an effort to make the community aware, the following proclamation has been requested:

6. World Parkinson's Day
File 0630-01

Email received from Larry Gifford, President and Cofounder, PD Avengers, requesting the Township of Langley participate in "Spark the Night" on April 11, 2026 in recognition of World Parkinson's Day.

Clerk's Note: Policy No. 01-021 approved by Council, September 18, 2000: No vote or action to be taken on proclamation requests.

O. MOTIONS ARISING FROM INFORMATION

P. OTHER BUSINESS

Mayor Woodward provided the following Notice of Motion within the deadlines according the Council's policy:

1. Field Washrooms at Aldergrove Athletic Park Synthetic Fields

That Council directs staff to remove the existing "one pit latrine" between the existing synthetic fields at Aldergrove Athletic Park; and

That staff replace it with one or more portable washrooms at the southern end of the eastern field until such time as the replacement accessible washrooms outlined within Report to Council 25-142 are completed.

Q. MOTION TO RESOLVE INTO CLOSED MEETING

That Council now resolve into a Closed Meeting for discussion of the following items, in accordance with and as identified under Section 90 of the *Community Charter*:

Item A.1	-	Section 90(1) (n) Consideration
Item E.1	-	Section 90(1) (e) Property
	-	Section 90(1) (k) Negotiations
Item E.2	-	Section 90(1) (e) Property
Item G.1	-	Section 90(1) (k) Negotiations
Item I.1	-	Section 90(2) (c) Ombudsperson
Item I.2	-	Section 90(1) (k) Negotiations
Item I.3	-	Section 90(1) (k) Negotiations
Item I.4	-	Section 90(1) (e) Property

R. TERMINATE

REGULAR MEETING OF TOWNSHIP COUNCIL MINUTES

Monday, February 23, 2026 at 1:30pm
Fraser River Presentation Theatre
4th Floor, 20338 – 65 Avenue, Langley, BC

PRESENT: Mayor E. Woodward

Councillors T. Baillie, S. Ferguson, M. Kunst, B. Martens, M. Pratt, K. Richter, R. Rindt, and B. Whitmarsh

C. Kooner, W. Bauer, J. de Roy. K. Mahil, R. Ng, S. Richardson, S. Ruff, A. Ruhl, K. Strand and J. Winslade

V. Burnett

ACKNOWLEDGEMENT OF THE TRADITIONAL TERRITORIES OF THE COAST SALISH PEOPLES

Mayor Woodward acknowledged the Traditional Territories of the Coast Salish Peoples.

A moment of silence was observed to recognize the recent tragedy that occurred in Tumbler Ridge.

A. ADOPTION AND RECEIPT OF AGENDA ITEMS

1. Regular Council Meeting – February 23, 2026

Moved by Mayor Woodward,
Seconded by Councillor Ferguson,
That Council adopt the agenda and receive all agenda items of the Regular Council meeting held February 23, 2026.

AMENDMENT
Moved by Councillor Richter,
Seconded Councillor Kunst,
That item I.2 under section Q be removed from the agenda.
DEFEATED

Mayor Woodward and Councillors Baillie, Ferguson, Pratt, and Rindt opposed

A. ADOPTION AND RECEIPT OF AGENDA ITEMS

AMENDMENT
Moved by Councillor Richter,
Seconded by Councillor Kunst,
That Item E.5 be rescheduled to the March 9, 2026 Regular Council Meeting.
DEFEATED

Mayor Woodward and Councillors Baillie, Ferguson, Pratt, and Rindt opposed

MAIN MOTION
The question was called on the Main Motion, and it was
CARRIED

Councillor Richter opposed

B. ADOPTION OF MINUTES

1. Regular Council Meeting – February 9, 2026

Moved by Councillor Rindt,
Seconded by Councillor Baillie,
That Council adopt the minutes of the Regular Council meeting held February 9, 2026.
CARRIED

C. DELEGATIONS

1. Cheryl Wiens
File 0550-07

Cheryl Wiens appeared before Council to discuss the risks of relying exclusively on surface-fed water sources for much of the Township's water supply.

The Township's Annual Water Quality Report noted the decommissioning of eight municipal wells throughout Fort Langley, Willoughby, Murrayville, and Brookswood. She reported that this has left the Township to be reliant on purchased water from Metro Vancouver. Once decommissioned, reactivation is not legally or technically feasible under B.C.'s Groundwater Protection Regulation.

She noted that there are alternative methods that can be used to protect aquifers, including incentives for rainwater harvesting systems, daylighting streams, reducing parking minimums, and expanding environmental development areas.

C. DELEGATIONS

She stated that the non-financial impacts of relying on purchased water include loss of important skilled water operators, climate related vulnerabilities, pressure being difficult to maintain during periods of high use, and seismic vulnerability.

She expressed support for the following areas of motion P.1:

- Staff report on costs and timelines to re-establish groundwater supply for northwest and southwest systems.
- Staff report on a public education and engagement plan on the topic.
- Publish an updated Water Emergency Response Plan.

2. Ron and Terri-Lou Trainor
BC Bats
File 0550-07

Ron Trainor appeared before Council to present a certificate recognizing the Township of Langley as a Bat Friendly Community. He congratulated the community for the achievement, presented a certificate, and a photo was taken with Mayor Woodward.

3. Sunny Hundal
AKSH Solutions Inc.
File 0550-07

Sunny Hundal, AKSH Solutions, appeared before Council to discuss the Soil Deposit Application for 4262 – 224 Street. He discussed the following regarding the application:

- Importing clean soil to raise the land, fix the drainage, and use the land for farming.
- To transition 4262 – 224 Street into a blueberry farm and an equestrian school.
- The land will not be used for industrial purposes.

He acknowledged that they have addressed public concerns by the community and that they are being taken seriously. 60,000 cubic metres of soil and approximately 8,700 trucks are expected to be used.

He noted that strict guidelines have been established for truck traffic to maintain compliance with local regulations. Trucks will operate only on weekdays from 8:00am-4:00pm, no weekends or holidays. They will only run on 234 Street, 40 Ave, 232 Street, and 216 Street. Crew will ensure safety and traffic guidelines are being followed. Any debris or dust from the trucks will be removed regularly. A plan has been established with neighbours that will be followed closely.

D. PRESENTATIONS

1. Groundwater Management

Stephanie Hunter, Authorizations Specialist Groundwater, for the Ministry of Water, Land, and Resource Stewardship, gave a presentation regarding groundwater quality and quantity in the Township of Langley.

She provided a brief explanation of aquifers and aquitards, and a map of their locations in the Township. She reported that there are 21 mapped aquifers overlapping with the Township's municipal boundary. Common issues seen with these aquifers include declining water levels, and contamination. She brought attention to four aquifers including Aquifer 33, Aquifer 27, Aquifer 50, and Aquifer 1144.

She noted that there is a moderate to high demand of water in the Township from agricultural and commercial use. Some issues that are faced include unauthorized use and climate change. Private domestic use is high, which does not require a water license.

She recommended the following:

- To ensure adequate water quantity, apply for a water license, register your domestic well, and conserve water.
- To ensure water quality, decommission old unused wells to reduce contamination.
- In the long term, continue to develop the Township's Water Sustainability Plan for future water resource planning.

E. REPORTS TO COUNCIL

1. Adopt-A-Program Policy
Report 26-15
File PW 5370-25-001

Moved by Mayor Woodward,
Seconded by Councillor Pratt,
That Council adopt the new Adopt-a-Program Policy, as presented in Attachment A.
CARRIED

2. Appointment of Chief and Deputy Chief Election Officers 2026 General Local Government Election
Report 26-20
File MA 4200-29

Moved by Councillor Rindt,
Seconded by Councillor Baillie,
That Council appoint Chanpreet Kooner, Chief Administrative Officer, as the Chief Election Officer for the 2026 General Local Government Election.

E. REPORTS TO COUNCIL

That Council appoint Wendy Bauer, Township Clerk, and Kim Stepto, Deputy Township Clerk, as Deputy Chief Election Officers for the 2026 General Local Government Election.
CARRIED

3. Utility Statement Due Date Options
Report 26-18
File ENG 1610-01

Moved by Councillor Richter,
Seconded by Councillor Martens,
That Council set the annual due date for the 2027 Flat Rate Utility Statement, and for all subsequent years, on July 2.

That Council direct staff to bring forward a new Council Policy for consideration that implements the selected due date for future Flat Rate Utility Statements, beginning in 2027.

DEFERRAL
Moved by Mayor Woodward,
Seconded by Councillor Ferguson,
That item E.3 be deferred to the March 9, 2026 Regular Council Meeting.
CARRIED

Councillors Richter and Whitmarsh opposed

4. Draft Transportation and Mobility Strategy
Report 26-16
File ENG 8330-20-003

Moved by Councillor Pratt,
Seconded by Councillor Baillie,
That Council direct staff to conduct the fourth and final round of community engagement and seek public feedback on the draft Transportation and Mobility Strategy.

That Council direct staff to bring back the final Transportation and Mobility Strategy for adoption following completion of the final round of community engagement.

DEFERRAL
Moved by Councillor Pratt,
Seconded by Mayor Woodward,
That item E.4 be deferred to March 9, 2026 Regular Council Meeting.
CARRIED

Councillors Kunst, Martens, Richter, and Whitmarsh opposed

E. REPORTS TO COUNCIL

MEETING RECESSED
The meeting recessed at 2:56pm.

MEETING RECONVENED
The meeting reconvened at 3:04pm.

5. Draft 2026-2030 Capital and Universal Operating Financial Plan Report 26-14
File FIN 1700-80

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council endorse the Draft 2026-2030 Universal Services Operating, Library Services, and Capital Financial Plans for further consideration, discussion, and approval, as received or amended.

That Council direct staff to prepare the Five-Year Financial Plan bylaw and Development Cost Charge Expenditure bylaw for approval.

That Council direct staff to change the funding source of the preapproved project for improvements to the Bell Park playground in the amount of $235,000, from Capital Projects Reserve to the Community Partners in Film Reserve.

That Council direct staff to transfer $1,000,000 from the LAS Reserve fund to the Capital Projects Reserve Fund.

That Council direct staff to change the funding of $250,000 for a Bedford Channel dredging reserve contribution from Universal Services Operating Budget to Prior Year Surplus funding. For a 2026 total funding of $500,000 to the Bedford Channel dredging reserve from Prior Year Surplus.

That Council direct staff to fund $15,660,000 from the CAC Reserve and to internally borrow $52,200,000 from the Neighbourhood Parkland Reserve, $25,000,000 from the Sewer Capital Works Reserve and $1,850,000 from the Public Works Equipment Replacement reserve for the outstanding project funding required for the Smith Athletic Park and the Ice and Dry Arenas Projects to be repaid by CAC and/or General Revenue within a maximum of 30 years at an interest rate of 4.69%.

AMENDMENT
Moved by Councillor Martens,
Seconded by Councillor Kunst,
That Council direct staff to add one Fire Life Safety Educator for fire prevention and public education to the 2026 Budget.
CARRIED

Councillor Baillie opposed

E. REPORTS TO COUNCIL

AMENDMENT
Moved by Councillor Martens,
Seconded by Councillor Richter,
That a public open house be scheduled for the 2026 budget prior to the bylaw being brought forward for first reading.
DEFEATED

Mayor Woodward and Councillors Baillie, Ferguson, Pratt, and Rindt opposed

MEETING RECESSED
The meeting recessed at 5:02pm

MEETING RECONVENED
The meeting reconvened at 5:08pm

MAIN MOTION, AS AMENDED
The question was called on the Main Motion, as amended, and it was
CARRIED

Councillors Kunst, Martens, Richter, and Whitmarsh opposed

MOTION
Moved by Councillor Whitmarsh,
Seconded by Councillor Richter,
That staff be directed to develop a long-term fiscal responsibility plan to include:
- debt reduction targets and timelines,
- reserve replenishment schedule,
- revenue diversification plan, and
- a contingency plan for if development slows.

AMENDMENT
Moved by Councillor Martens,
Seconded by Councillor Richter,
That the first line be amended to read:

That staff be directed to develop a debt reduction and financial stability plan to include:
- debt reduction targets and timelines,
- reserve replenishment schedule,
- revenue diversification plan, and
- a contingency plan for if development slows.

DEFEATED

Mayor Woodward and Councillors Baillie, Ferguson, Pratt, and Rindt opposed

E. REPORTS TO COUNCIL

DEFERRAL
Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That the motion be deferred to the March 9, 2026 Regular Council Meeting.
CARRIED

Councillor Kunst, Martens, and Richter opposed

6. 2026 Transit Related Road Infrastructure Program Grant Application
Report 26-19
File ENG 1855-60

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council approve a grant application to Coast Mountain Bus Company for $63,000 toward completing the 2026 Transit Improvements, and if successful, authorize $63,000 from a combination of existing Township carry forward funding and project funding within the 2026 Capital Budget process.
CARRIED

7. 4262 – 224 Street Soil Deposit Application
Report 26-17
File ENG SO2700

Moved by Councillor Richter,
Seconded by Councillor Whitmarsh,
That Council direct staff not to refer the Soil Deposit Application for 4262 – 224 Street to the Agricultural Land Commission and not process the Application further.
CARRIED

F. BYLAWS FOR FIRST AND SECOND READING

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

1. Rezoning Application No. 100777
(4250079 Canada Inc. / Jim Pattison Developments / 3228 and 3258 – 200 Street)
Bylaw No. 6185
Report 26-13
File CD 07-26-0131

Moved by Councillor Rindt,
Seconded by Councillor Baillie,

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

That Council give first, second and third reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (4250079 Canada Inc.) Bylaw No. 6185 rezoning 3.67 ha (9.08 ac) of land located at 3228 and 3258 – 200 Street to Comprehensive Development Zone CD-184 to facilitate the development of approximately 452 apartments and 12,476.88 m² (134,300 ft²) of commercial and office space, subject to the following development prerequisites being satisfied to the acceptance of the Township prior to final reading:

1. In accordance with the Booth Neighbourhood Plan requirements:
    a. provision of confirmation from the School District that there is sufficient school capacity for the Booth Neighbourhood or at least the Brookswood-Fernridge community
    b. secure a community stormwater detention site to serve the storm catchment area
    c. accommodate one local-serving grocery store in the Commercial Village designation with a maximum size of 4,500 m² within a mixed-use commercial/residential building, provided that at least half of the minimum total floor area for office uses are built in advance of or in conjunction with the grocery store use
    d. provide a “shell” space for a satellite Recreation Centre to the acceptance of the Township of Langley, subject to other provisions of this Plan, along with the rezoning of any lands designated as Commercial Village, before any development may occur in this Phasing Area
    e. provide a public square of a minimum size of 4,050 m² (43,593.84 ft²) that is central to the Commercial Village at the northeast corner of the new intersection at 201 Street and the new “Main Street” road.
2. A Servicing Agreement being entered into with the Township to secure required road, greenway, utility upgrades and extensions, pedestrian connections and tie-ins extended to the nearest road intersection(s) or road improvement and groundwater protection and management information in accordance with the Township’s Subdivision and Development Servicing Bylaw, Brookswood-Fernridge Community Plan, Booth Neighbourhood Plan and Brookswood-Fernridge Engineering Services Plan.
3. Completion of a subdivision to create the lots.
4. Provision of road dedications, widenings and necessary traffic improvements including dedication along 200 Street (including greenway), 201 Street, 32 Avenue (including greenway) and internal “Main Street” in accordance with the Township’s Master Transportation Plan, Subdivision and Development Servicing Bylaw and Booth Neighbourhood Plan.
5. Dedication and construction of a 4.5 metre wide street greenway on the east side of 200 Street and north side of 32 Avenue, including final acceptance of the greenway landscape design plans, sidewalk/trail alignment, signage, landscape details and security.

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

6. Submission of an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw.
7. Provision of a final tree management plan incorporating tree retention, replacement, protection details and security in compliance with the Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection).
8. Registration of restrictive covenants acceptable to the Township:
    a. restricting development and subdivision until a Development Permit is issued for development Permit Areas 'B' – Commercial and Mixed Use and 'D' – Neighbourhood Forest Fire Hazard Conditions and policies for the Booth Town Centre included in the Booth Neighbourhood Plan have been satisfied
    b. prohibiting clearing of the site (with the exception of servicing access areas) until such time as a final tree management plan incorporating tree retention replacement, protection details and security in compliance with the Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection) is accepted by the Township
    c. identifying the units (10% of apartment units) required in accordance with the Schedule 2 – Adaptable Housing Requirements of the Township's Official Community Plan
    d. restricting construction of the grocery store until 2,115 m² (22,765.67 ft²) of office space is constructed or is developed in conjunction with the grocery store.
9. Compliance with the requirements of the Brookswood-Fernridge Greenway Amenity Policy, Brookswood-Fernridge Arterial Road Completion Policy and the Township's 5% Neighbourhood Park Land Acquisition Policy.
10. As per the applicant's proposal in support of the proposed rezoning application, provision of $4,721,798 as a voluntary amenity contribution.
11. Payment of applicable Neighbourhood Planning Administration fees, supplemental Rezoning fees, Development Engineering and Green Infrastructure Services administration fees, Development Works Agreement (DWA) and Latecomer charges.

CARRIED

Councillor Richter opposed

H. BYLAWS FOR THIRD READING

I. BYLAWS FOR FINAL ADOPTION

J. ITEMS FROM PRIOR MEETINGS

1. RECONSIDERATION
RV Tenant Protection

Moved by Councillor Pratt,
Seconded by Councillor Ferguson,
That the following motion be forwarded to the Lower Mainland Local Government Association for submission in the 2026 Conference resolutions:

Whereas:

1. As a result of British Columbia's worsening cost-of-living crisis, more people are finding the most affordable home in which to reside is a Recreational Vehicle (RV) which are only permitted to remain on-location at RV Parks for a short period of time, in most cases a maximum of 6-months, and have no permanent structures or fixtures, and;
2. RV owners are not able to sign tenancy agreements with their landlords, only License to Occupy agreements, which do not afford them the same protections or rights as they would be entitled to under the Manufactured Home Park Tenancy Act and only the Province of British Columbia has the authority to create any legal protection for these RV owners during the ongoing cost-of-living crisis;

Therefore be it resolved that the UBCM call on the Government of British Columbia to examine policy changes to provide rental protection to long-term RV-based tenants in RV and Mobile Home Parks across British Columbia.
CARRIED

K. MAYOR AND COUNCIL REPORT

Councillor Pratt congratulated the Brookswood junior boys basketball team for playing in the semi-finals of the BC Provincial Championships. He also congratulated the Brookswood girls junior basketball team for placing fifth in the province in a recent tournament.

Councillor Ferguson noted that there are 158 teams at the BC Provincial Championship event.

Councillor Martens reported that she participated in the Langley Seniors in Action meeting and attended a presentation on the Bus Rapid Transit project. She congratulated Meals on Wheels for receiving a leadership award at the SFU Gerontology meeting. She attended a Langley School District Foundation donor reception, she noted that she is helping the foundation distribute backpacks with meals to children. She also attended the LAPS fundraiser event which raised over $30,000 in donations.

K. MAYOR AND COUNCIL REPORT

Councillor Baillie reported that Vancouver FC played recently at a Township facility, as well as a prospect game for the WHL at the Langley Events Centre. Township facilities also hosted BC Minor Lacrosse provincials.

Councillor Kunst attended the Langley Heritage Society Tea, she heard from representatives of the Canadian Northern Railway Station in Fort Langley, as well as the Men's Shed Organization. She also attended a LAPS fundraiser event. She reported that she attended the Aldergrove Skating Club synchronized skating event.

Councillor Richter congratulated the LAPS foundation's fundraising event, she was able to attend.

Councillor Whitmarsh commented on the winter Olympics and the three medalists from Langley. He attended the Pacific Asian Network Gala put on by the Langley Chamber of Commerce. He also attended the LAPS fundraiser. He noted that on March 14-15, 2026 a women's volleyball event will be held at the Langley Events Centre.

L. METRO VANCOUVER AND OTHER REGIONAL COMMITTEE REPRESENTATIVES REPORT

Councillor Pratt attended the latest committee of Metro Vancouver event and heard discussions about a new format for proceeding with long term financial projections.

M. ITEMS BROUGHT FORWARD FOR PUBLIC INFORMATION FROM CLOSED MEETINGS

N. FOR INFORMATION

1. **Service Level Improvements with Replacement Fire Hall No. 5**
   Memorandum – Protective Services Division - Fire
   File 7200-01

2. **Heritage Advisory Committee**
   Minutes – February 4, 2026
   File 0540-20

3. **World Primary Immunodeficiency Week**
   File 0630-01

   Email received from A. Nemeth, ImmUnity Canada, requesting the week of April 22-29, 2026 be proclaimed as World Primary Immunodeficiency Week.

O. MOTIONS ARISING FROM INFORMATION

P. OTHER BUSINESS

1. Water Resilience and Emergency Preparedness

Moved by Councillor Kunst,
Seconded by Councillor Whitmarsh,
Whereas recent upgrades to critical infrastructure, including pressure reducing valve (PRV) stations, reservoirs and booster stations, are commendable steps that strengthen the Township's water distribution system and demonstrate Council's commitment to proactive risk management;

Whereas decommissioning of eight municipal wells has meant significant portions of the Township of Langley now exclusively rely on purchased water from Metro Vancouver, presenting significant risks to public safety, operational continuity, and fire suppression capacity;

Whereas best practices in neighbouring jurisdictions, including the City of Delta, demonstrate the feasibility of maintaining local wells as both emergency back-up supply and supplementary sources during peak demand periods;

Therefore be it resolved that Council direct staff to:

1. Report back on the costs and timelines associated with drilling and commissioning new wells in Fort Langley and Brookswood to restore emergency and supplementary water capacity to the northwest and southwest water systems;
2. Report back with a public communication and engagement plan detailing key risks, system benefits, and decision options associated with future municipal water system configurations as it relates to item 1; and
3. Publish an updated Water Emergency Response Plan (WERP) to ensure transparency, community safety, and public confidence in the Township's readiness level.

Be it further resolved that Council formally recognize and commend staff and leadership for the successful completion of PRV and booster station upgrades, while affirming the importance of continued investment to strengthen system resilience, operational continuity, and fire suppression capability.

P. OTHER BUSINESS

DEFERRAL
Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That item P.1 be deferred to the November 16, 2026 Regular Council Meeting.
CARRIED

Councillor Kunst, Martens, Richter, and Whitmarsh opposed

MOTION
Moved by Mayor Woodward,
Seconded by Councillor Pratt,
That staff Report to Council on the status of the ongoing update to the Potable Water Emergency Response Plan and the transition from a Water Management Plan (2009) to an updated Water Sustainability Plan, as previously directed by Council.

That a Report to Council consider the feasibility and additional capital and operating costs required to potentially utilize Ponder Park, Brown Park and Williams Park for emergency purposes, with other options it may be appropriate for Council to consider.

DEFERRAL
Moved by Councillor Richter,
Seconded by Councillor Whitmarsh,
That the motion be deferred to the November 16, 2026 Regular Council Meeting.
DEFEATED

Mayor Woodward and Councillors Baillie, Ferguson, Kunst, Martens, Pratt, Rindt, and Whitmarsh opposed

MAIN MOTION
The question on the Main Motion was called, and it was
CARRIED

2. 272 Street Urban Upgrades in Aldergrove

Moved by Mayor Woodward,
Seconded by Councillor Pratt,
That Council directs staff to consider and add to the Report to Council regarding the potential pedestrian connection upgrade(s) to 272nd Street from 24 Avenue and 28 Avenues, including the potential completion of finished sidewalk(s), lighting and other applicable upgrades as it may be appropriate for Council to consider.
CARRIED

P. OTHER BUSINESS

3. Funding Request for the Aldergrove Seniors Centre Roof Replacement

Moved by Councillor Ferguson,
Seconded by Councillor Pratt,
That council authorize $10,000 from Council Contingency for the Aldergrove Seniors and Veterans Society Hall campaign for a new roof.
CARRIED

Q. MOTION TO RESOLVE INTO CLOSED MEETING

Moved by Councillor Rindt,
Seconded by Councillor Baillie,
That Council now resolve into a Closed Meeting for discussion of the following items, in accordance with and as identified under Section 90 of the *Community Charter*:

Item A.1 - Section 90(1) (n) Consideration
Item G.1 - Section 90(1) (g) Legal
Item G.2 - Section 90(1) (m) Another Enactment
Item I.1 - Section 90(1) (e) Property
Item I.2 - Section 90(1) (g) Legal
Item I.3 - Section 90(1) (a) Personnel
Item I.4 - Section 90(2) (b) Intergovernmental
CARRIED

R. TERMINATE

Moved by Councillor Pratt,
Seconded by Councillor Baillie,
That the meeting terminate at 7:59pm
CARRIED

CERTIFIED CORRECT:

_____
Mayor

_____
Township Clerk

From: do_not_reply@notifications.tol.ca
To: legservicesinfo
Subject: Delegation Requests by Michael Morgan
Date: Tuesday, February 24, 2026 11:17:30 AM

Please note the following response to Delegation Requests has been submitted at Tuesday February 24th 2026 11:15 AM.

- **I/we would like to appear as a delegation at the Council meeting on (at the 1:30pm Regular Meeting)**
  3/9/2026
- **Name of delegate or organization wishing to appear**
  Langley School District
- **Topic**
  Project Black Feather Evaluation Reports
- **Purpose of presentation**
  Request letter of support
- **Full name**
  Michael Morgan
- **Email address**
  mmorgan@sd35.bc.ca
- **Address**
  4875 222nd Langley BC
- **Primary Phone**
  FOIPPA s.22(1)

[This is an automated email notification -- please do not respond]

From: do_not_reply@notifications.tol.ca
To: legservicesinfo
Subject: Delegation Requests by Bryn Jones
Date: Tuesday, February 24, 2026 2:57:32 PM

Please note the following response to Delegation Requests has been submitted at Tuesday February 24th 2026 2:52 PM.

- **I/we would like to appear as a delegation at the Council meeting on (at the 1:30pm Regular Meeting)**
  3/9/2026
- **Name of delegate or organization wishing to appear**
  Bryn Jones, Langley Bee Club
- **Topic**
  presentation of Bee City Certificate to Township of Langley, currently in possesion of Mr Ryan Brayfield, TOL, Parks Department
- **Purpose of presentation**
  Other
- **for other, describe here:**
  photo op
- **Desired resolution**
  present the certificate and take a photo
- **Full name**
  Bryn Jones
- **Email address**
  FOIPPA s.22(1)
- **Address**
  FOIPPA s.22(1)
- **Primary Phone**
  FOIPPA s.22(1)
- **Alternate Phone**

Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	FEBRUARY 23, 2026 - REGULAR MEETING	**REPORT:**	26-18
FROM:	ENGINEERING DIVISION	**FILE:**	1610-01
SUBJECT:	UTILITY STATEMENT DUE DATE OPTIONS		

RECOMMENDATIONS:

That Council set the annual due date for the 2027 Flat Rate Utility Statement, and for all subsequent years, on:

- March 15 of the year; **OR**
- March 31 of the year; **OR**
- April 30 of the year.

That Council direct staff to bring forward a new Council Policy for consideration that implements the selected due date for future Flat Rate Utility Statements, beginning in 2027.

EXECUTIVE SUMMARY:

During consideration of the 2026 Utility Budgets and Rate Bylaw, Council provided direction on February 9, 2026, to implement set billing and due dates to be implemented for 2027 and subsequent years. In response to Council's direction, staff have proposed three potential dates that Flat Rate Utility bills could be set to on an annual basis.

No Bylaw amendments are required to enact this change, but staff are recommending that a Council policy be brought forward for Council's consideration to formalize the chosen date.

For 2026, Utility Statements will be due by July 2 as per Council's February 9 direction.

PURPOSE:

To seek Council Direction on setting 2027 and subsequent year, flat rate utility statement due dates.

BACKGROUND/HISTORY:

At the February 9, 2026, Regular Meeting, Council adopted the following motion:

> *That for 2026 the spring Utilities Statement due date for Flat Annual Rate Utilities be July 2, 2026, with set billing and due dates implemented starting in 2027, and with any necessary bylaw amendments advanced to Council at its next Regular Meeting of Council.*

DISCUSSION/ANALYSIS:

Currently, the Langley Waterworks Regulation Bylaw No. 6074 under 9.1.2 notes:

> *All Water System charges shown in the Utility Rate Bylaw shall be billed by the Municipality on a schedule established by the Municipality and are payable within 30 days of the billing date. Accounts remaining unpaid after 30 days shall be assessed a ten percent (10%) penalty.*

Similar wording is in place in the Langley Sewerworks Regulation Bylaw No. 5367 and the Solid Waste Management Bylaw 2016 No. 5200.

Staff have confirmed that with this wording, no bylaw amendments are necessary to fulfill Council's direction for a fixed due date for annual statements. Staff are proposing that a Council Policy be brought forward for adoption to provide additional clarity and transparency once a preferred date for the annual Flat Rate Utility Statement is selected.

To fulfill Council's direction, staff have proposed three options that could be adopted for the annual Utility Flat Rate Statement due date.

Option	Due Date	Pros	Cons
1	March 15	• Avoids due date falling during Easter and minimizes conflicts with Spring Break • Allows for due date and reminder bill separation from property taxes	• Utility Rate bylaw updates would need to be adopted by February 1 annually
2	March 31	• Allows for one additional Council meeting for annual Utility Rate bylaw updates to be adopted	• Potential conflicts with Spring Break or Easter
3	April 30	• Allows for most time for annual Utility Rate bylaws to be adopted	• Billing period conflicts with Property Tax bills

For 2026, Utility Statements will be due by July 2 as per Council's February 9 direction.

Respectfully submitted,

Ryan Chapman
MANAGER, ADMINISTRATION & BUSINESS SERVICES
for
ENGINEERING DIVISION

This report has been prepared in consultation with the following listed departments.

CONCURRENCES	
Division / Department	**Name**
FINANCE DIVISION	S. Ruff

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	FEBRUARY 23, 2026 - REGULAR MEETING	**REPORT:**	26-16
FROM:	ENGINEERING DIVISION	**FILE:**	8330-20-003
SUBJECT:	DRAFT TRANSPORTATION AND MOBILITY STRATEGY		

RECOMMENDATIONS:

That Council direct staff to conduct the fourth and final round of community engagement and seek public feedback on the draft Transportation and Mobility Strategy.

That Council direct staff to bring back the final Transportation and Mobility Strategy for adoption following completion of the final round of community engagement.

EXECUTIVE SUMMARY:

Major changes have occurred since the Township's Master Transportation Plan (MTP) was adopted in 2009. The plan predates the Surrey–Langley SkyTrain and Langley to Haney Place Bus Rapid Transit projects, significant population growth, and provincial legislative and policy changes including Small-Scale Multi-Unit Housing and Transit-Oriented Areas requirements. The 2009 MTP is largely automobile-focused and provides limited direction on transit integration, walking and cycling networks, goods movement, and complete-streets design. Related plans, including the 2015 Cycling Plan, also require updates to align with current design guidelines and best practices.

A scoping study for the Transportation and Mobility Strategy (TMS) was undertaken, and Terms of Reference were developed and endorsed by Council. The TMS Study was awarded to a qualified consultant, Urban Systems Limited (USL), in August 2023. Since September 2023, Staff have been working with the consultant team on developing a comprehensive TMS. Updates and workshops with Council were completed at various milestones, with feedback incorporated into the TMS.

The draft TMS has been developed through a five-phase process that began in the fall of 2023 and is anticipated to conclude in 2026. The five phases are: Laying the Foundations, Deeper Dive, Looking Forward, Planning for Tomorrow, and Moving Forward. The study is currently in Phase 5 (Moving Forward). The TMS also includes four rounds of community engagement, with the first three rounds completed, and Round 4 Engagement planned as part of the current phase.

As directed by Council at the October 6, 2025, Regular Afternoon Meeting, the draft TMS is provided as Attachment A. Subject to Council approval, Round 4 Engagement is tentatively scheduled for March 2026, including a virtual open house and online feedback. The public feedback received will be incorporated into the final TMS for Council's consideration.

PURPOSE:

The purpose of this report is to present the draft Transportation and Mobility Strategy (TMS) and seek Council's direction to conduct the fourth round of community engagement.

BACKGROUND/HISTORY:

The Township of Langley is one of the fastest-growing municipalities in Metro Vancouver and the Fraser Valley. The population has increased by over 13% between 2016 and 2021 and is projected to more than double from over 150,000 residents today to approximately 350,000 residents by 2050. The Township's 2009 Master Transportation Plan (MTP) and 2015 Cycling Plan no longer reflect transportation needs in the Township and provides limited guidance on active and sustainable modes of transportation. The 2009 MTP does not consider the arrival of the Surrey–Langley SkyTrain (SLS) and the Langley–Haney Place Bus Rapid Transit (LHP BRT) projects, or more recent provincial land use changes including Small-Scale Multi-Unit Housing (SSMUH) and Transit-Oriented Areas (TOA) requirements, which will influence growth patterns and travel demand in the Township and neighbouring municipalities.

In late 2022, a Solicitation of Qualifications (SOQ) for a Transportation and Mobility Strategy (TMS) was issued on BC Bid, resulting in a Request for Proposal (RFP) being issued to a short list of consultants. Following review of the RFP's received, Urban Systems Limited (USL) was awarded the project in August 2023. Since September 2023, Staff have been working with the consultant team on developing a comprehensive TMS. Updates and workshops with Council were completed at various milestones, with feedback incorporated into the TMS.

At the Regular Afternoon Meeting on October 6, 2025, Council passed the following motion:

> *That Council directs staff to Report to Council with the draft Transportation and Mobility Strategy for its consideration prior to any additional public consultation.*

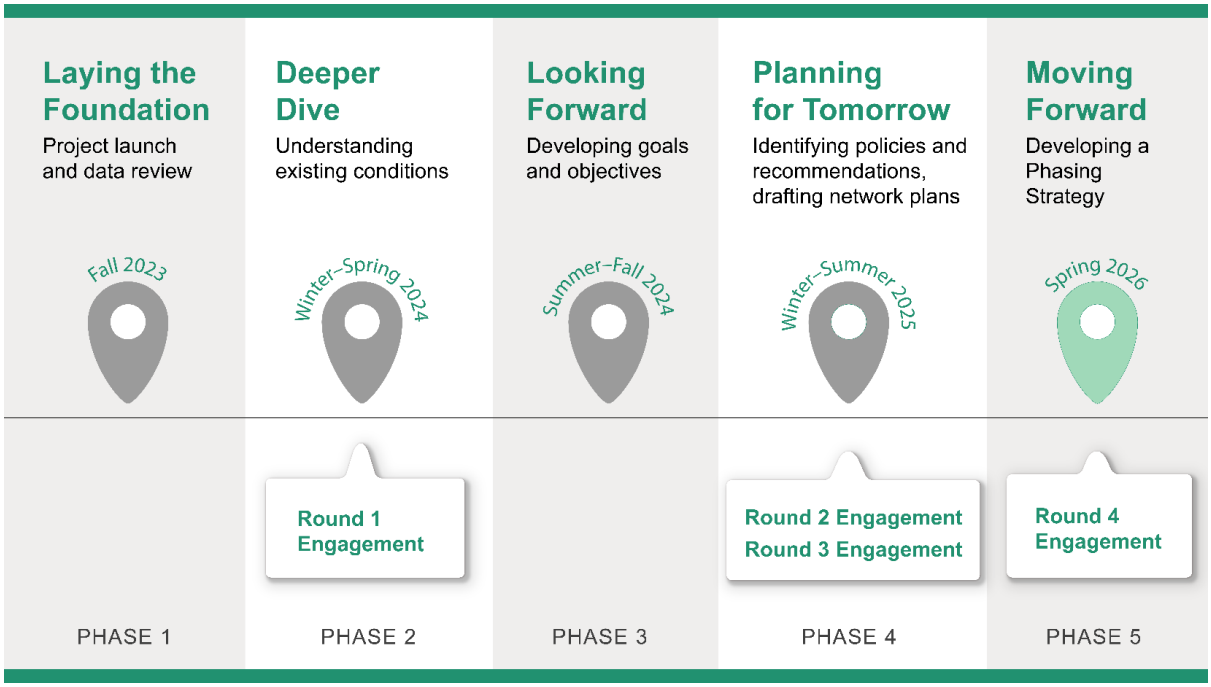
DISCUSSION/ANALYSIS:

The TMS is a long-term strategic planning document that identifies the vision, goals, and targets for transportation in the Township for the next 25 years. It incorporates items such as the Vision Zero principles, complete streets, slow streets, active transportation, rapid transit, transit-oriented development (TOD), emerging mobility modes, goods movement, transportation demand management (TDM), parking and curbside management, social equity goals, and climate action goals. It reviews current policies, guidelines and standards related to transportation and recommends policies, programs, and initiatives to encourage safer, accessible, and sustainable transportation.

As a key component of the TMS, a Road Safety Strategy (RSS) was developed in parallel to the TMS and is incorporated into the TMS. The RSS provides a path forward for improving transportation safety for all modes of transportation with the ultimate objective of eliminating fatalities and serious injuries on the Township's roads. As part of the development of the RSS, the Township has incorporated Vision Zero principles and the Safe System Approach framework for achieving this goal.

Project Approach:

The TMS has been developed through a five-phase process that began in fall 2023 and is anticipated to conclude in spring 2026, as shown below. The strategy has been informed by a combination of technical analyses grounded in industry best practices, along with careful alignment to existing Township, regional, and provincial policies and plans.



TMS Timeline

Phase 1: Laying the Foundations: September 2023 to November 2023 (completed):

Phase 1 of the project involved setting the framework for the TMS to set the project up for success. The consultant team and Township staff organized project meetings to clarify project goals and objectives, and reviewed relevant background information such as reports, studies, and planning documents. An internal Working Group was formed, consisting of representatives from 12 internal Township departments. Staff also conducted an extensive data collection process, including GIS-based data, traffic speeds and volumes, intersection turning movement counts, and collision data from both the RCMP and ICBC. In addition, a comprehensive Communications and Engagement Plan was developed to include four rounds of community engagement.

Phase 2: Deeper Dive: December 2023 to June 2024 (completed):

Phase 2 documented current issues and challenges with the Township's existing transportation system and identified opportunities and challenges to meet transportation needs and goals over the next 25 years and beyond. Staff worked with the Internal Working Group to obtain the land use assumptions (population and employment) for the horizon year of 2050. Staff also worked with the consultant team on the following tasks:

- developing a Travel Demand Model
- analyzing traffic operations of 100 study intersections
- assessing existing conditions
- developing a community profile, including an equity analysis
- reviewing the Township's current road safety practice
- developing a vision and guiding principles for a Road Safety Strategy (RSS)
- undertaking collision data review and network screening for the RSS
- identifying transportation issues and opportunities
- summarizing best practices and emerging trends in mobility
- conducting the first round of community engagement
- identifying Township priorities
- presenting the engagement results to Mayor and Council (June 24, 2024).

Phase 3: Looking Forward: July 2024 to November 2024 (completed):

Phase 3 began envisioning the future of the Township's transportation system. This included developing a vision for the transportation system that is consistent with local, regional, and provincial plans and strategies, along with supporting goals and Key Performance Indicators (KPIs) to guide the plan and targets to monitor progress. This was done through a review of existing Township planning and policy documents that identify a vision and goals for the community and based on input collected during the first round of engagement for the TMS.

A workshop with Mayor and Council was held on September 23, 2024 to seek input on the draft TMS vision and goals and to discuss potential targets.

Phase 4: Planning for Tomorrow: Planning for Tomorrow: December 2024 to June 2025 (completed):

Phase 4 is the 'what' of the TMS, with the purpose of exploring the possibilities for each mode, network, or element within the Township individually before developing an integrated plan that reflects the aspirations and directions for each mode. Staff and the consultant team collaboratively completed the following tasks:

- identifying network and infrastructure gaps
- assessing the travel demand and market potential for each transportation mode
- updating the Road Classification Map and categories
- developing urban and rural road cross sections
- identifying support programs and policies
- developing strategies, actions, implementation plan, and monitoring plan for the RSS
- identifying recommendations and feedback on the land use plan
- developing long-term network maps for transit, cycling, walking, and driving
- identifying candidate infrastructure projects
- conducting the second and third rounds of community engagement
- preparing a memo summarizing the engagement results to Mayor and Council (September 15, 2025).

Phase 5: Moving Forward: July 2025 to April 2026 (in progress):

The purpose of Phase 5 is to provide the Township with the 'how' to implement the projects identified to meet the vision and goals. Key activities in this phase include:

- refining 2050 road network maps for transit, cycling, walking, and driving
- updating road design standards
- creating a Road Infrastructure Map with cross sections for arterial and collector roads
- providing high-level cost estimates for proposed transportation infrastructure projects
- identifying funding sources and Development Cost Charge (DCC) eligible projects
- creating an implementation and monitoring plan
- drafting the Road Safety Strategy (RSS)
- conducting the fourth round of community engagement
- finalizing the TMS document.

A second Council workshop was held on September 29, 2025, to confirm the direction of the TMS strategies, actions, and network recommendations and to discuss the approach to prioritization.

Community Engagement:

Community engagement is crucial for the development of the TMS. Staff strive to conduct innovative, meaningful, and inclusive engagement that builds capacity and generates value for the communities we serve. Mayor and Council, community members, stakeholders, and agency partners were invited to be part of creating the TMS through four rounds of community engagement.

Round 1 Engagement: March to May 2024 (completed):

The purpose of Round 1 Engagement was to inform community members about the project and collect broad input on transportation needs, challenges, and opportunities. Engagement activities completed included the following:

- one community survey (1,210 respondents)
- three pop-up events (226 people engaged)
- one Road Safety Strategy workshop (31 attendees)
- two open houses (38 attendees)
- three interest group roundtables (51 attendees)
- one agency meeting (36 attendees)
- one Trinity Western University event
- one presentation to the Agricultural Advisory Committee.

A total of 1,615 interactions were received as of May 1, 2024.

Round 2 and 3 Engagement: March to May 2025 (completed):

The purpose of the Rounds 2 and 3 Engagement was to collect feedback on the proposed planning approach and preliminary recommendations. The following engagement activities were conducted:

- one community survey (1,897 respondents)
- two pop-up events (200 people engaged)
- one Road Safety Strategy workshop (28 attendees)
- one open house (20 attendees)
- two interest group roundtables (39 attendees)
- one agency meeting (29 attendees)
- three presentations to advisory committee meetings.

A total of 2,254 interactions were received as of June 6, 2025.

Round 4 Engagement: March 2026 (upcoming):

The purpose of Round 4 Engagement is to collect feedback on the draft TMS and outline what has changed since the previous round of engagement. A virtual open house and an online public feedback form are tentatively planned for this final round of engagement in March 2026, subject to Council direction.

First Nations Engagement (ongoing):

Throughout the development of the TMS, staff emailed, sent, and hand-delivered letters to the leadership of q̓ʷɑ:n̓ƛ̓ən̓, (Kwantlen), q̓iċəy̓(Katzie), Máthxwi (Matsqui) and Se'mya'me (Semiahmoo) First Nations, providing information on the project scope and the proposed opportunities for participation and engagement. The Township will continue to engage, as needed, with First Nations as the projects and programs identified in the TMS move toward implementation.

Respectfully submitted,

PAUL CORDEIRO
MANAGER, TRANSPORTATION ENGINEERING
for
ENGINEERING DIVISION

ATTACHMENT A Draft Transportation and Mobility Strategy



Transportation and Mobility Strategy

Draft

Township of Langley
Est. 1873

February 2026

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DRAFT

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1 Introduction

The Township of Langley (Township) is a vibrant, diverse, and rapidly growing community located at the eastern boundary of Metro Vancouver adjacent Fraser Valley in southwest British Columbia. The Township plays an essential role in the broader region with important regional transportation connections via Highway 1 and Fraser Highway. The Township is known for having ample recreational opportunities, increasing employment opportunities, lower housing costs than many other communities, and a high quality of life.

The Township is one of the fastest growing municipalities in Metro Vancouver and the Fraser Valley, as it grew by over 13% between 2016 and 2021 and is expected to more than double in population from over 150,000 residents today to approximately 350,000 residents by 2050, based on municipal planning projections. Neighbouring municipalities such as the City of Langley, Surrey, Maple Ridge, and Abbotsford, are also expected to continue to grow rapidly. Combined, this local and regional population growth is putting increasing pressures on the Township's transportation network, resulting in the need for the Township to update its priorities and plans for investment.

This new Transportation and Mobility Strategy (TMS) has been developed to reflect the reality of transportation and land use in the Township and to provide a refreshed transportation vision for the community. The TMS is well timed to respond to significant changes in the local and regional transportation landscape, including the Surrey Langley SkyTrain (SLS) project, Langley to Haney Place Bus Rapid Transit (LHP BRT) project, Provincial initiatives to create transit-oriented developments and increase small-scale multi-unit housing, and the Fraser Valley Highway 1 Corridor Improvement Program. The TMS will also help the Township achieve its broader goals and aspirations related to climate change and environmental sustainability, safety, and livability.

The TMS considers all modes of transportation in the community today and strategically guides the transportation network and community growth to 2050. This document outlines a transportation framework that will guide informed, equitable, and sustainable decision-making based on best practices for years to come. It is a long-term strategic planning document that identifies an approach for multi-modal transportation planning in the Township based on information and the data that was available during the planning process. It identifies policy and programming recommendations, infrastructure projects, and provides a plan for implementation.

It is important to recognize that the implementation of the TMS will require significant investment and resources, as well as a shift to prioritize walking, cycling, and transit to meet the vision and goals of the TMS. The TMS includes significant investments in new infrastructure, upgrades to existing infrastructure, resources for the development of new standards and policies, funding for new programming and public education, maintenance of new infrastructure, and staff resources. It will require ongoing support from the Township and its partners, along with sustained investment in all transportation modes. As the TMS is a long-term, strategic document, it is anticipated that additional projects will emerge over time to reflect changing priorities. The TMS will be updated within five to ten years to reflect the current trends and conditions to re-confirm and identify new priorities.

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1.1 Plan Process and Timeline

The TMS has been developed through a five-phase process. The planning process started in the Fall of 2023 is anticipated to conclude in the Spring of 2026, as shown in **Figure 1**. The TMS was developed through a combination of technical analyses based on industry best practices and ensuring alignment with existing Township, regional, and provincial policies and plans. Community members, interest groups, and agency partners were invited to be part of creating the TMS through four rounds of engagement.

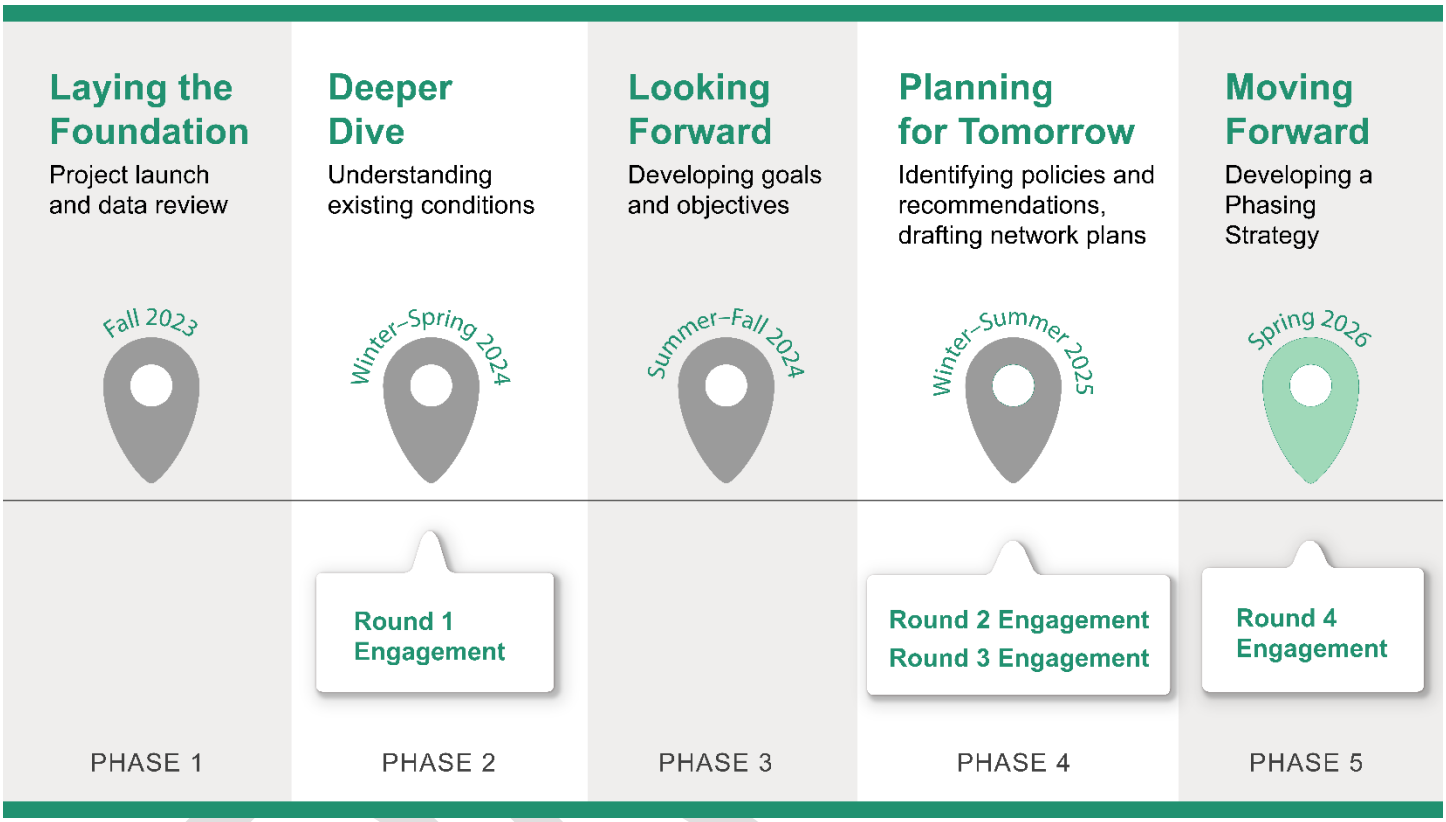


Figure 1: TMS Project Process

1.2 Community Engagement

Throughout the development of the TMS, Mayor and Council, community members, and agency partners were engaged to provide direction and input on various aspects of the TMS. The process included four rounds of engagement, as summarized in **Table 1**. Throughout the process, the Township raised awareness about the project and collected information on transportation in the Township by engaging with thousands of people representing a wide variety of agencies, perspectives, and interests.

Table 1: Summary of Engagement Activities

Round 1 Engagement	Round 2 and 3 Engagement	Round 4 Engagement
Purpose: To inform community members about the project and collect broad input on transportation needs, challenges, and opportunities.	**Purpose:** To collect feedback on the proposed planning approach and preliminary recommendations.	**Purpose:** To collect feedback on the draft TMS and what has changed since the previous round of engagement.
Activities: • 1 community survey (1,210 respondents) • 3 pop-up events (226 people engaged) • 1 Road Safety Strategy workshop (31 attendees) • 2 open houses (38 attendees) • 3 interest group roundtables (51 attendees) • 1 agency meeting (36 attendees) • 1 Trinity Western University event • 1 presentation to the Agricultural Advisory Committee	**Activities:** • 1 community survey (1,897 respondents) • 2 pop-up events (200 attendees) • 1 Road Safety Strategy workshop (28 attendees) • 1 open house (20 attendees) • 2 interest group roundtables (39 attendees) • 1 agency meeting (29 attendees) • 3 presentations to advisory committee meetings • 2 Council workshops*	**Activities:** • virtual open house unless otherwise directed • online public feedback form *To be completed – Early 2026*
More than 1,600 interactions.	**More than 2,250 total interactions**	

*A workshop with Mayor and Council was held on September 23, 2024, to seek input on the draft TMS vision and goals and to discuss potential targets. A second Council workshop was held on September 29, 2025, to confirm direction of the TMS strategies, actions, and network recommendations and to discuss the approach to prioritization.

During each round of engagement, engagement activities were communicated through several channels.

- Township website
- Press releases
- Social media campaigns
- Newspaper advertisements
- Community signs
- Rack cards (informational pamphlets)
- Direct outreach to interested groups
- Direct outreach to agencies
- Direct outreach to community centres, libraries, and coffee shops
- E-newsletters

1.3 First Nations Engagement

Throughout the development of the TMS, the Township emailed, sent, and dropped off letters to leadership of q̓ʷɑ:ṅƛ̓əṅ, (Kwantlen), q̓iċəy̓(Katzie), Máthxwi (Matsqui) and Se'mya'me (Semiahmoo) First Nations providing information of the scope of the project and the proposed opportunities for participation and engagement. The Township will continue to engage with First Nations as projects and programs identified in the TMS move towards implementation.

1.4 TMS Framework

As shown in **Figure 2**, the TMS includes:

- **1 vision** for the future of transportation;
- **4 goals** and supporting objectives to support the vision;
- **3 targets** to monitor progress towards achieving the goals; and
- **6 themes,** each of which includes a number of strategies and actions.

The TMS also includes an implementation and monitoring plan that identifies short-, medium-, and long-term priorities along with implementation approaches and funding sources.

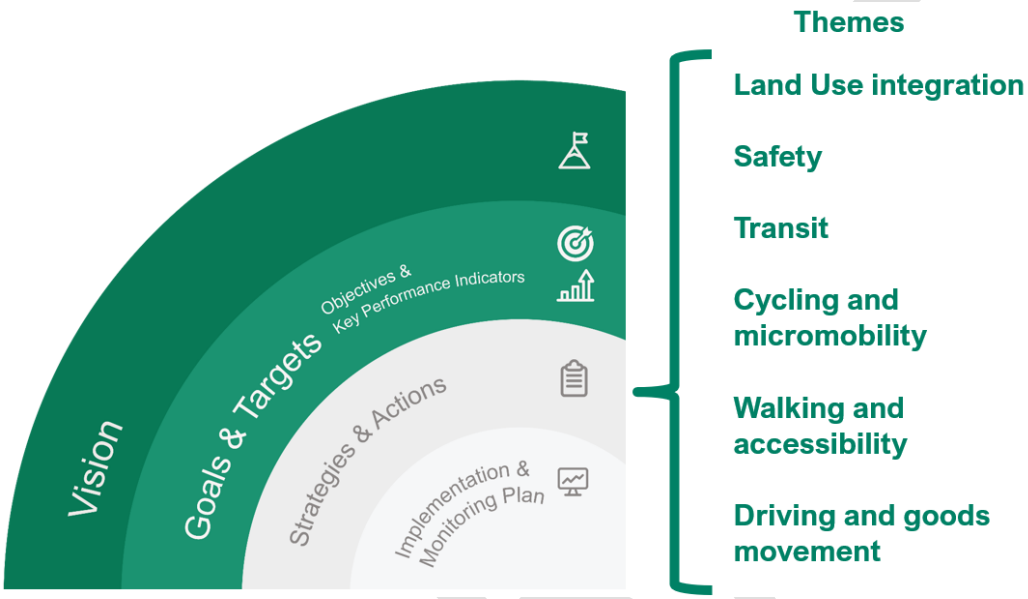


Figure 2: TMS Framework

1.5 TMS Overview

The TMS summarizes key findings from each phase of the project process and presents the strategies and actions, as well as the implementation plan. The strategies and actions include projects, policies, studies, and partnerships that will move the Township towards the vision and goals. The implementation plan speaks to how the Township can prioritize and fund the identified projects, policies, studies, and partnerships. The TMS is made up of the following sections:

- **Section1: Introduction** introduces the TMS by providing background and context, it outlines the planning process, as well as the engagement approach.
- **Section 2: Setting the Stage** summarizes the existing conditions in the Township today, including influencing policies, the community's profile, transportation patterns, and key transportation issues and opportunities.
- **Section 3: Planning for the Future** documents the TMS vision, goals, targets, and the themes which the strategies and actions are organized.
- **Section 4: Strategies and Actions** outlines the strategies and actions the Township will work to implement over the long-term.
- **Section 5: Implementation Plan** summarizes how the Township will implement the strategies and actions, including the staff resources and capital funding required.

The TMS also has the following appendices:

- Appendix A: Maps
- Appendix B: Road Safety Strategy
- Appendix C: Infrastructure Map and Road Cross Sections

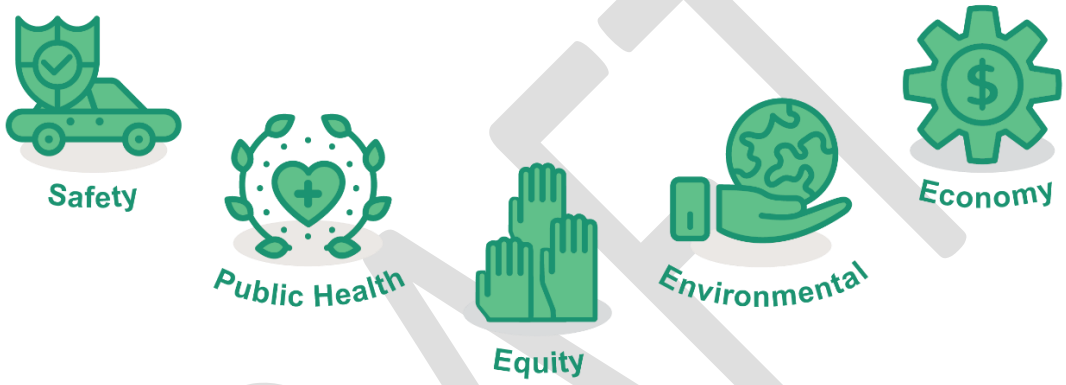
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2 Setting the Stage

The Township's transportation system is shaped by many local and regional factors, including land use and demographics, policy context, current and historic mobility trends, and key issues that have been identified by the community. This section summarizes the key factors that shape mobility patterns in the Township.

2.1 Why Mobility Matters

Mobility and transportation are important elements in our everyday lives and directly impact how safe, affordable, and equitable the Township is. Creating a mobility system that prioritizes people and sustainability can address a wide range of broader societal objectives, shaping our communities and everyday lives. Creating a safe and sustainable mobility system is a key priority for the Township. The TMS is being developed through the following five core lenses:



Safety: High automobile speeds and traffic volumes contribute to traffic-related injuries and fatalities for pedestrians, cyclists, and motorists. Safe street design improves safety for all road users and addresses people's perception of community and road safety.

Public Health: Transportation and urban planning policies can effectively encourage physical activity. With more active transportation and transit options and enhanced walkable communities, people can be healthier and more social. Being more physically active improves people's overall physical and mental health. It can reduce chronic disease and premature death rates, subsequently reducing strain on the public health system.

Equity: Affordable and equitable transportation can enable residents of all ages, abilities, races, genders, and lived experiences to access necessary amenities and services that are critical components to people's well-being. The cost of owning a vehicle (such as car payments, insurance, maintenance, and fuel) is significant and rapidly increasing. This also disproportionately impacts lower-income individuals and families.

Environmental: Transportation-related air pollutants and noise contribute to poor air quality. Poor air quality and excessive greenhouse gas (GHG) emissions negatively affect quality of life, public health, and contribute to climate change. Supporting sustainable transportation options, such as walking, rolling, cycling, and transit use, will help the Township to meet its goals of reducing GHG emissions and make communities more people friendly through reduced traffic noise and air pollution.

Economy: An efficient transportation and mobility network benefits more than just commuting employees – goods are easily delivered, customers can access shops more frequently, and the community becomes a sought-after destination for new businesses. Housing and transportation costs, often the two largest household expenditures, are barriers for many. Affordable housing options need to be provided where households have access to sustainable, cost-effective transportation options, particularly transit and proximity to places of employment and daily needs.

2.2 Opportunities and Challenges

The TMS addresses several opportunities and challenges facing the Township, including:

Accommodating All Modes of Transportation, Including Emerging Transportation Technologies
The TMS accommodates all modes, including walking, cycling, rolling, transit, electric vehicles (EVs) ,goods movement, and private vehicle travel. Planning for emerging transportation technologies such as micromobility devices, shared-vehicle services, EVs, Intelligent Transportation Systems (ITS), and Autonomous Vehicle technology is an opportunity to diversify the mobility system to be sustainable, convenient, and equitable for more people. However, these innovations pose challenges to regulation, safety, cost, maintenance, and implementation.

What are micromobility devices: Micromobility includes a variety of personal or shared mobility devices, including bicycles, e-bikes, skateboards, kick scooters (electric and manual), rollerblades, etc.

Safe Mobility
The TMS aims to improve safety for all modes of transportation. This includes adopting Vision Zero principles and incorporating the recommendations of the Road Safety Strategy (RSS), which was developed in parallel to the TMS. The TMS integrates complete street principles, slow streets, All Ages and Abilities (AAA) cycling facilities, and traffic calming measures. AAA facilities are often described as cycling facilities that are comfortable for most people. They are safe and comfortable for people who are experienced cyclists and those who are trying cycling for the first time.

Some of the concerns identified through the TMS process regarding mobility safety include intersection safety, excessive speeding, and a lack of active transportation facilities.

Complete Streets
Existing congestion, limited parking capacity, a lack of transit service, disconnected pedestrian and cycling infrastructure, and a high volume and speed of vehicle traffic were identified as challenges across the Township. The Township's population and employment is projected to continue to grow, further increasing the demand on the road network. To accommodate this growth, the Township will need to continue to strengthen the relationship between transportation and land use and plan for a cultural shift away from personal motor vehicle dependence. The TMS explores the concept of complete streets to ensure that road infrastructure enables this shift. However, it is important to note that implementing complete streets and more active transportation infrastructure can become challenging at some locations. This is due to factors such as constrained rights-of-way, the Agricultural Land Reserve (ALR), and the presence of ditches and watercourses, to name a few.

Environmental Action
To meet the Township's, regional, and provincial goals of reducing GHG emissions, immediate action is needed. Reducing emissions associated with transportation, which currently account for 54% of greenhouse gas (GHG) emissions, may be the Township's most significant opportunity. Currently, 87% of all trips to work or school are made by motor vehicles, a non-sustainable mode of travel. The TMS advances the mobility actions related to the environment by accelerating the implementation of pedestrian infrastructure, improving the cycling and micromobility network, and enhancing transit.

Rapid Transit and Transit-Oriented Development
The Township is nearing a significant increase in transit service. The SLS, planned Langley-Haney Place Bus Rapid Transit (LHP BRT) service along the 200 Street corridor, and increased transit services on Highway 1, may fundamentally shift how residents and visitors approach mobility. These projects are expected to increase the convenience of transit as a mode of transportation.

These significant investments in transit infrastructure will be supported by higher density developments near transit stations. These developments will create Transit-Oriented Areas (TOAs) that facilitate sustainable travel and access to daily needs and services. Additionally, the development of TOAs will increase opportunities for active transportation as they cluster destinations with employment, commercial, institutional, recreation, and residential uses, shortening the required distance for residents to access daily needs and the Frequent Transit Network (FTN).

TransLink, in conjunction with the Township, will need to create a bus integration plan to ensure transit connectivity as the SLS and LHP BRT projects launch. Additionally, there will be opportunities to work with TransLink, BC Transit, local businesses, and developers to promote and encourage Transportation Demand Management (TDM) initiatives and incentives for residents and employees.

Integrating Transportation and Land Use
The Township is in a state of transition from predominantly vehicle-oriented rural and suburban neighbourhoods to vibrant urban communities oriented around transit and mixed-use nodes. Since 2006, the proportion of single family detached homes to denser multi-family developments have decreased by 14%, a trend that is expected to accelerate.

The Township's communities such as Fort Langley, Brookswood/Fernridge, Aldergrove, and Murrayville are separated by lands in the ALR which accounts for approximately 75% of the land in the Township. This land use structure can make it challenging to create a connected mobility system. Proactive planning for and integrating sustainable and active mobility networks within and between evolving communities can reduce vehicle dependency and create complete communities.

2.3 An Equity-Informed Plan

The Township's communities are becoming increasingly diverse and municipal planning and decision-making processes benefit from promoting the values of equity, diversity, and inclusion (EDI). EDI initiatives are supported by the Township's *2021 to 2030 Social Sustainability Strategy* as it includes actions aimed at addressing inherent injustices and biases that create barriers for some people while benefiting others. The strategies, actions, and outcomes of the TMS will serve all, particularly traditionally underserved populations.

Equity is an important consideration in transportation and mobility. For example, some equity-deserving populations may not have access to a vehicle, or even a motorized scooter. For these populations, access to transit and to safe cycling and walking facilities is particularly important as a result.

Developing an equity-informed plan means considering and serving equity-deserving groups. Equity-deserving groups are those that identify barriers to equal access, opportunities, and resources due to disadvantage and discrimination and actively seek social justice. Equity deserving groups experience significant collective barriers in participating in society. This could include attitudinal, historic, social, and environmental barriers based on age, ethnicity, disability, economic status, gender, nationality, race, sexual orientation, and transgender status, etc.

As part of the development of the TMS a GIS-based equity analysis was used to identify areas of the Township where there are higher concentrations of equity-deserving populations. The analysis had limitations due to the smaller sample size in rural areas but can be considered as a tool for the Township as part of its future planning and decision-making. The TMS identifies strategies and actions that favour equity-deserving people and neighbourhoods to ensure investments in time and infrastructure support the Township's commitment to improving community equity.

2.4 Policy Context

The TMS is closely linked to several other plans and policies at the local, regional, and provincial levels. These documents set the overarching vision and goals for land use, transportation, and other key long-term planning considerations in the Township and beyond.

Local Plans and Policies

To ensure the TMS accurately reflects the Township's current policy and regulatory framework, the TMS integrates recommendations identified in recent Community and Neighbourhood Plans, Engineering Services Plans (ESPs), policy initiatives, and provincial guidelines. Integrating the interdisciplinary work done since the existing Township 2009 Master Transportation Plan (MTP) will allow the TMS to support and advance already established goals, targets, objectives, and projects. Other municipal documents incorporated into the TMS include the Sustainability Charter, Official Community Plan (OCP), Housing Action Plan, Age- and Dementia-friendly Action Plan, Low Carbon Mobility Plan, 2026 Township Wide Parking Study and Bylaw Review, 2015 Cycling Plan, Climate Action Strategy, and other technical studies. The TMS was developed based on the data and information available at the time of planning, it is intended to reflect current conditions as best as possible with the information available.

External Plans and Policies

Over the past several years, TransLink, Metro Vancouver, the Province, and the Federal Government have developed plans, guidelines, and associated targets to combat climate change and increase sustainable transportation modes.

Under climate action, both the provincial and federal governments had established bold targets to reduce GHG emissions. Canada had set a target to cut its GHG emissions by 40-45% below 2005 levels by 2030, while the Province's *CleanBC plan* included targets to reduce GHG emissions to 40% below 2007 levels by 2030, 60% by 2040, and 80% by 2050.

To foster the building of complete communities, the Province has made several changes to the *Local Government Act* that act to increase residential density in existing neighbourhoods and near frequent transit.

These legislative changes were adopted through Bill 44-2023, Small-Scale Multi-Unit Housing (SSMUH), and Bill 47-2023, Transit-Oriented Areas.

Bill 44 aims to moderately increase density in historically single-family neighbourhoods by permitting appropriately sized parcels to allow for four to six dwelling units. Bill 47 requires municipalities to permit high residential densities near rapid transit stations and bus exchanges. For the Township, these new changes mean that existing neighbourhoods outside of the ALR will see significant densification, especially where frequent transit exists or is planned. These emerging TOAs will need significant investment in active transportation infrastructure to create well-connected and healthy neighbourhoods where people can have the option to walk and bike to nearby destinations if they are able.

The Province also recently amended the *Local Government Act* via Bill 16, which provides municipalities with new tools to require land and off-site improvements for infrastructure. This includes expanded powers to Works and Services Bylaws and road dedication. Bill16 provides local governments the authority to enact bylaws that require developers to contribute, through either direct improvement or cash-in-lieu, to transportation demand facilities, such as micromobility parking, EV charging, end-of-trip facilities, and more.

In 2019, the Province released *Move. Commute. Connect. — B.C.'s Active Transportation Strategy*. The strategy sets bold targets to double the percentage of trips taken with active transportation modes by 2030 as a way to help the Province meet its GHG emissions targets. In 2019, the Province also released the *British Columbia Active Transportation Design Guide* to establish best practices in facility design. The Province also administers the *Active Transportation Infrastructure Grant* to support active transportation investments across British Columbia.

At the regional level, TransLink adopted *Transport 2050*, Metro Vancouver's updated Regional Transportation Strategy, which outlines a new long-range vision with over 100 actions or strategies to make transportation options more convenient, reliable, affordable, safe, comfortable, and environmentally sustainable. The *Transport 2050* strategy has a target for walking, cycling and transit to account for at least half of all passenger trips by 2050. Transport 2050 identified the SLS as a 10-year priority. The LHP BRT project between the Township and Maple Ridge is also identified. The route for the LHP BRT includes the Golden Ears Bridge, 201 Street /199A Street /202 Street connecting to the Carvolth Transit Exchange, then 86 Avenue to 200 Street south to Willowbrook Drive, connecting to the Willowbrook SkyTrain Station.

The proposed Fast & Reliable Transit Network in Transport 2050 also identifies extending the Major Transit Network south into the Township over the long-term. Continuing along the 200 Street corridor connecting to Campbell Heights in Surrey and Maple Ridge.

Additionally, TransLink manages several municipal funding programs including Bicycle Infrastructure Capital Cost Sharing Program (BICCS), Walking Infrastructure to Transit (WITT), Bus Speed and Reliability (BSR), and Major Road Network & Bike Cost Share (MRNB) programs on an annual basis. They can also provide funding for implementing the Major Bikeway Network and Major Road Network structures, operations, maintenance, and rehabilitation. Coast Mountain Bus Company manages the Transit Related Road Infrastructure Program (TRRIP) to support smaller localized pedestrian improvements related to transit, which can be implemented within a short timeframe.

These initiatives represent new partnership opportunities to help finance transformational active transportation infrastructure programs for communities with shovel-ready projects that meet the goals of making active transportation safe, comfortable, and connected.

2.5 Community Context

The Township is the sixth largest municipality and has the fastest percentage of growth of all municipalities in Metro Vancouver. The Township is made up of several communities and neighbourhoods. It contains a high diversity of land uses, and approximately three-quarters of its land base is part of the ALR. The combination of rural and urban lands creates a diverse landscape of denser suburban and urban communities, such as Willoughby, Willowbrook, Walnut Grove, Brookswood/Fernridge, Murrayville, Fort Langley, and Aldergrove, among others, often surrounded by the ALR. The rapid growth experienced in some of these communities will continue to transform the Township, especially over the next two decades, as Transit-Oriented Development occurs in Willowbrook, and along portions of the 200 Street part of the LHP BRT corridor. Additionally, the Township has several important industrial and employment and economic areas that are daily destinations for both residents and people commuting to the Township for work and goods movement.

Geography and Land Use

- The Township is located on the eastern border of the Metro Vancouver region, directly adjacent to the Fraser Valley Regional District (FVRD).
- The stretch of Highway 1 that travels through the Township facilitates the movement of people and the movement of goods from Asia to North America. Highway 13 connects Highway 1 to the US border crossing and Highway 10 connects Highway 1 to other areas of the Township, the City of Langley, and Surrey.
- Recent provincial legislative changes around Small-Scale Multi-Unit Housing (Bill 44 - 2023) and Transit-Oriented Areas (Bill 47 - 2023) will result in significant densification near frequent transit infrastructure and over the long-term the remainder of the Township's urban areas.
- The future SLS and LHP BRT will significantly change how these new residents travel locally and regionally.
- The Township's scenic terrain creates an advantageous landscape for increasing active transportation but does make it challenging to provide connections between communities separated by distance and the ALR.

Demographics

- The Township is the sixth largest municipality in Metro Vancouver, with a population of over 150,000 residents.
- The Township is the fastest growing municipality in Metro Vancouver on a percentage basis. From 2016 to 2021, the Township experienced the highest percentage growth rate (13%) of any Metro Vancouver or Fraser Valley community (Statistics Canada Census).
- The Township is projected to grow at an even faster rate in the future, reaching approximately 350,000 by 2050, an increase of approximately 230,000 residents compared to 2021 (Metro Vancouver).
- Regional growth will continue to place demand on the local mobility system. The Township's neighbouring communities, being Surrey, City of Langley, Maple Ridge, and Abbotsford, grew by 21% or approximately 145,000 new residents between 2011 and 2021 (Statistics Canada Census).
- Most of the growth is anticipated to occur in existing urban areas, with particular focus near rapid and frequent transit, such as the Willowbrook and Willoughby communities, particularly along sections of 200 Street corridor that are part of the LHP BRT corridor and near the future Willowbrook SLS Station and Transit Exchange. The SLS and LHP BRT, combined with updated requirements for TOAs, will bring more people to the Township and the eastern region of Metro Vancouver.

- Employment opportunities are expected to significantly increase in conjunction with the increase in residential, office, and commercial density related to growth in TOAs and other neighbourhoods.
- The Township has the third lowest population density (432/km^2) in Metro Vancouver for jurisdictions with a population greater than 5,000 (Statistics Canada Census). This is primarily due to approximately 75% of the Township's land base being designated as part of the ALR.

Travel Patterns

TransLink conducted a Trip Diary Survey between September and December 2023. The Trip Diary Survey provides a snapshot of travel patterns made by residents throughout Metro Vancouver, including the Township. This section summarizes key findings for the Township from the Trip Diary:

- **Mode Share:** 87% of trips made by Township residents are by motor vehicle, while approximately 12% are made by sustainable transportation, including walking (8%), transit (3%), and cycling (less than 1%) (**Figure 3**). Sustainable transportation has increased in the Township in recent years, from approximately 8% of all trips in 2011 and 2017 to approximately 12% in 2023 (**Figure 4**).
- **Number of Trips:** Nearly half a million trips (467,900) are made by Township residents every day, resulting in 3.43 million kilometres driven by Township residents each day. Over 56,000 of these trips are made by walking, transit, or cycling. In total, Township residents make an average of 3.16 trips per day.
- **Trip Distance:** The average distance of trips made by Township residents is approximately 10km, although this varies significantly by mode of transportation. Transit has by far the longest average trip distance (20.9km) followed by auto driver (10.9km) or auto passenger (9.4km). The shortest average trip distances are for cycling (2.6km) and walking (0.6km). Many vehicle trips are also relatively short and could potentially be replaced by cycling or walking trips.
- **Trip Destination:** Most trips (86%) either stay within the Township or are to adjacent municipalities of Surrey (17%) or City of Langley (12%). In addition, about 2% of trips are to Burnaby, and 2% to Maple Ridge, while all other municipalities have less than 1% of daily trips. Approximately 3% of trips are to the FVRD.
- **Trip Purpose:** The most common purpose of trips made by Township residents is shopping or personal business, which accounts for nearly a third (31%) of all trips, followed by commuting to work (28% of all trips), and social, recreational, or dining purposes (18%).
- **Time of Day:** Most trips are made during peak periods, with one quarter of all trips (25%) made during the PM Peak (3:00 – 6:00pm) and 18% during the AM Peak (6:00 – 9:00am). Over a third of all trips (34%) are made during mid-day periods (9:00am – 3:00pm).
- **Typical Commute Patterns:** 80% of Township residents indicated that they commute regularly, compared to 20% who regularly work from home.

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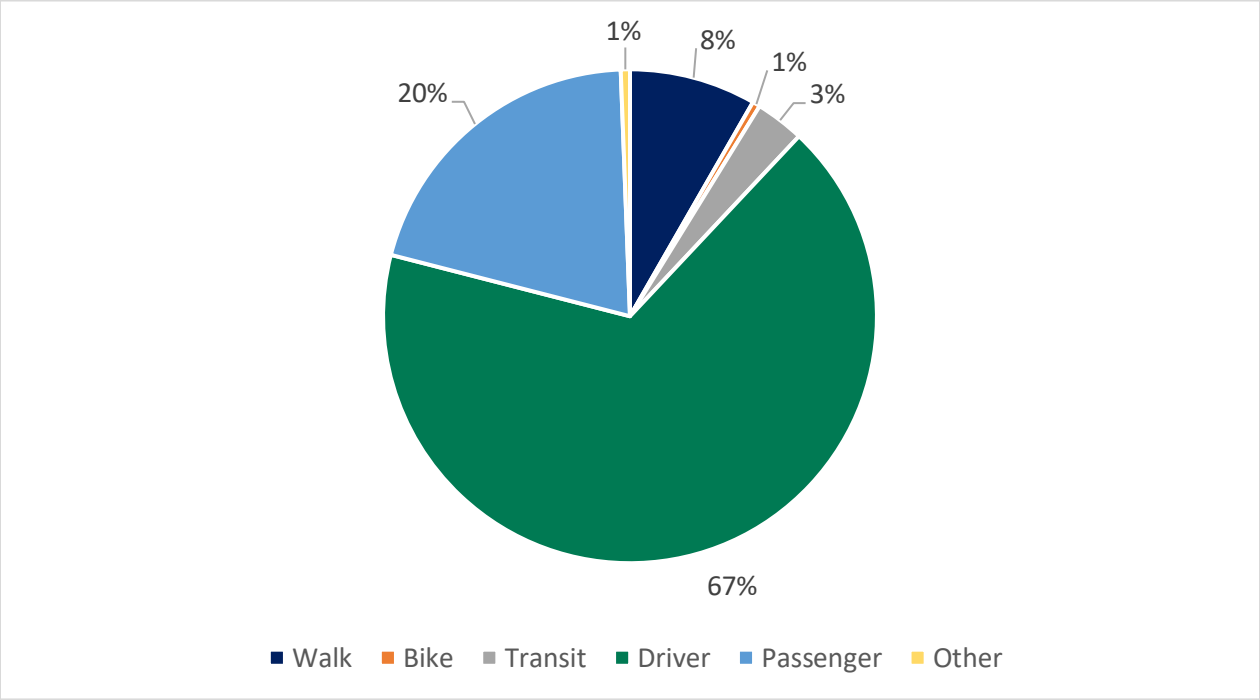


Figure 3: Mode Share (Source: TransLink, 2023 Trip Diary Survey)

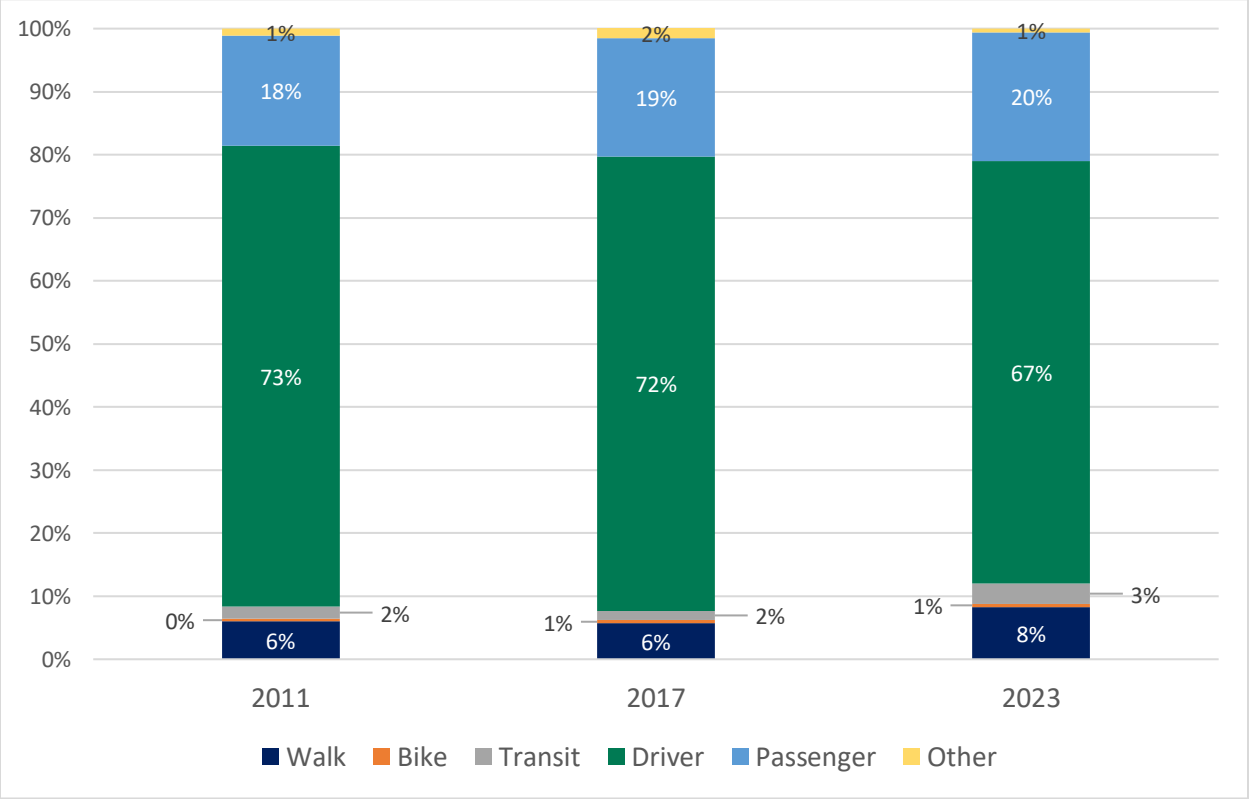


Figure 4: Mode Share by Year (Source: TransLink, 2023 Trip Diary Survey)

3 Planning for the Future

Much has changed in the Township in recent years that requires a new approach for planning transportation in the future. The Township's existing 2009 MTP does not reflect current practices in transportation planning, design, and safety. It places a large focus on motor vehicles and does not consider the importance of integrating transportation and land use planning, making it harder to design complete communities.

The following factors, based on the current community context, have been considered as part of a new approach to transportation planning for the TMS:

- Population growth and new Provincial land use requirements will strain the transportation network, causing more congestion and delays.
- Growth cannot be accommodated by motor vehicle trips alone (it is not feasible or affordable to widen or build as many new streets as would be needed to meet demand).
- The TMS needs to identify actions and an approach that will provide people with more options to get around. To do this, a new multi-modal approach to transportation planning is a guiding principle for the TMS. This multi-modal approach focuses on providing diverse, safe, and reliable transportation options that meet the needs of the community (**Figure 5**).

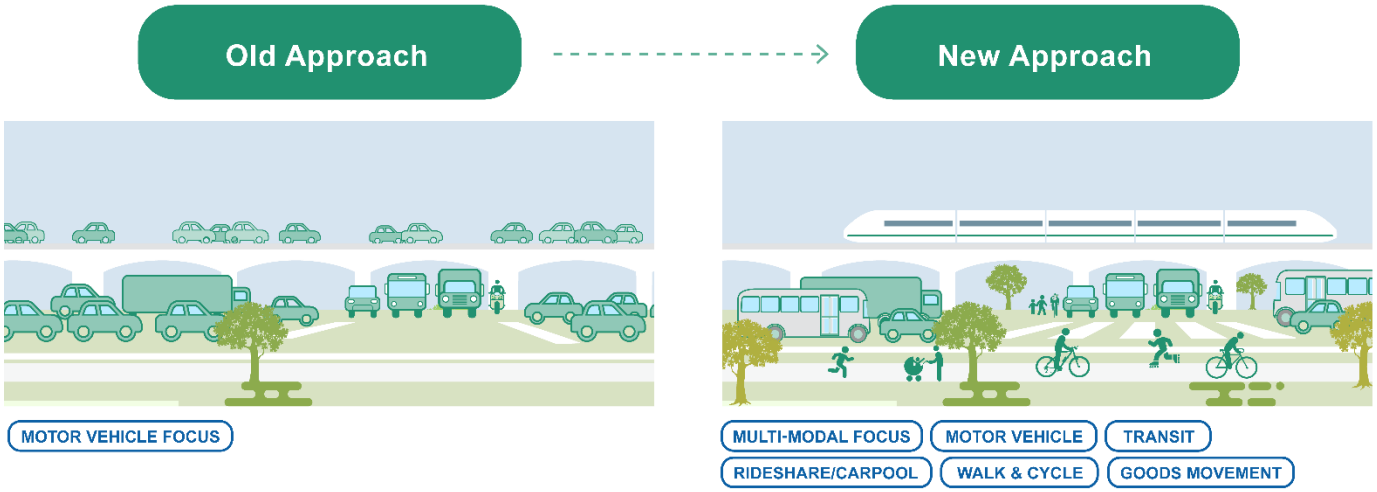


Figure 5: Township of Langley Planning Context (Previous Transportation Plan compared to the new TMS)

3.1 Vision, Goals, and Targets

An overarching vision along with supporting goals and targets were developed to guide the future of transportation decision-making in the Township. The proposed vision, goals, and targets shape the overall direction of the TMS and serve as a basis from which improvements and investments (strategies and actions) are identified and prioritized.

Vision

The vision statement outlines the broad aspirations for the future of transportation in the Township. It is meant to be inspiring and to guide the goals and actions included in the TMS and implemented in the years to come.

TMS Vision

The Township's transportation system is **integrated**, **people-oriented**, **adaptive** to **environmental** conditions, and supports the **economy** ensuring that **people and goods** can travel **safely** and **reliably** to any destination.

Goals

Goals are more developed ideas to help achieve the vision. The goals are intended to be specific, measurable, attainable, relevant, and time-based to ensure the implementation of the TMS is successful. The TMS includes four goals:

- **Adaptive and Efficient.** Provide an adaptive transportation network that ensures the efficient and reliable movement of people and goods.
- **Connected and Integrated.** Provide a connected community, with both connected infrastructure and enhanced social connections.
- **Safe and Inclusive.** Make transportation safer, more inclusive, socially equitable, and work towards achieving Vision Zero.
- **Sustainable and Healthy.** Create a transportation system that helps to reduce climate change and supports the well-being of community members

Targets

Targets were developed to ensure the Township can monitor, measure, and evaluate progress over time. They will support the prioritization of the policies and actions identified in the TMS and how the Township implements the TMS in the years to come. Targets can also be used to track how well the Township is working to achieve regional and provincial targets.

Three targets were developed to serve as benchmarks to monitor, measure and evaluate progress implementing the TMS and working towards achieving the vision and targets.

- **Target: Sustainable Transportation Mode Share**
  Increase mode share of trips by active transportation and public transit.

  The Township has existing planning documents and strategies that include targets to increase the number of trips made by sustainable modes of transportation. In addition, TransLink has set a target that at least half (50%) of all trips in Metro Vancouver be made by sustainable transportation by 2050. Sustainable modes of transportation are typically defined as walking, cycling, micromobility, and taking transit.

  Through discussions with Township staff and communications with Council, a review of the Township's current mode share and land use patterns within the Township, and a desire to align with the 50% regional sustainable transportation mode share goal identified in TransLink's Transport 2050, a 30-50% sustainable transportation mode share was selected as the preferred target for the TMS, as seen in **Figure 6.**

  A range was selected recognizing the Township's existing land use and the fact that a significant proportion of the municipality is rural in nature and included as part of the ALR. It also recognizes that significant investment in transit, which is outside of the Township's jurisdiction, will be required to achieve these targets.

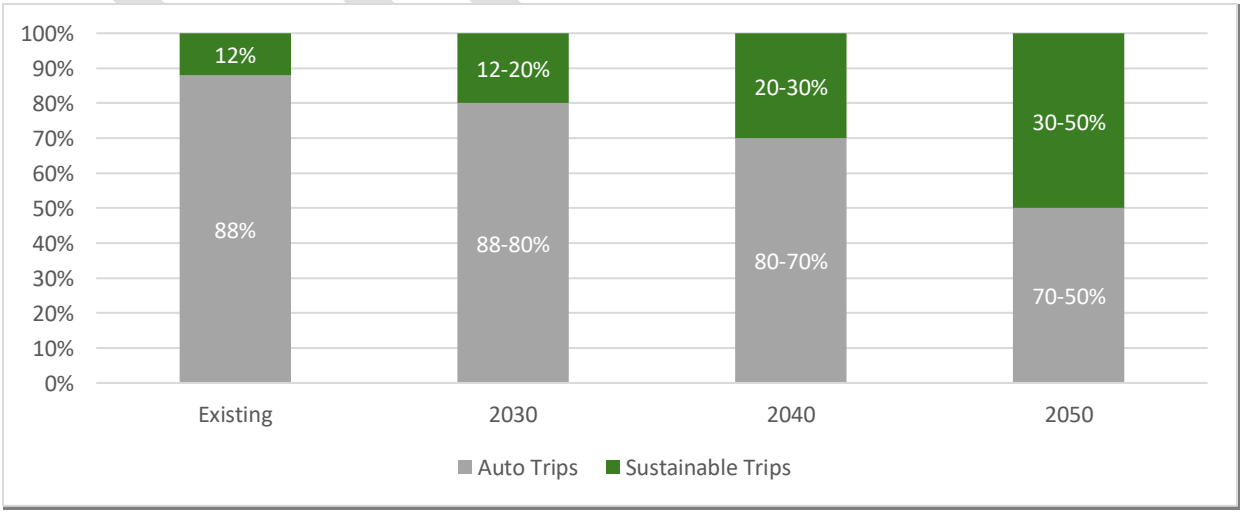


Figure 6: Sustainable Transportation Mode Share Targets (All Trip Purposes)
Source: Existing 2023 TransLink Trip Diary

The TMS recognizes that the Township is made up of communities with a range of contexts, including existing and planned areas with varied urban land use designations, dwelling types, and development potential. There are communities in the Township that will see rapidly growing higher-density TOAs around the new SLS station (Willowbrook SkyTrain Station) and along future LHP BRT corridors (portions of Willowbrook Drive, 200 Street, 86 Avenue, 202 Street, and 201 Street). These communities, including Willowbrook and Willoughby, are expected to see the highest mode share shift in the next 25 years. Other communities, including Aldergrove, Brookswood/Fernridge, Fort Langley, Gloucester, Northwest Langley, Murrayville, and Walnut Grove, are expected to see a moderate mode share shift as land uses continue to densify, but at a lower unit density. Lastly, there are rural areas of the Township that will likely see minimal to no shift in mode share due to low density land uses and longer travel distances.

Based on this, to achieve the mode share targets identified, there will need to be a higher shift in some communities of the Township, like Willowbrook and Willoughby, to make up for the minimal shift in rural areas of the community.

- **Target: Reduce Serious Traffic Injuries and Fatalities**
  Work towards zero serious injuries and fatalities.

  Vision Zero is a guiding philosophy that originated in Sweden and broadly states that deaths and serious (life altering) injuries resulting from crashes are unacceptable and aims to eliminate them. It emphasizes the prioritization of human life and the idea that deaths and serious injuries are preventable. The TMS includes a target of zero serious traffic injuries and fatalities by 2050.

  The Township will monitor this target by tracking the number of total reported collisions per year resulting in an injury or fatality and the percentage of total reported collisions resulting in an injury or fatality based upon ICBC and RCMP collision data.

  The strategies and actions identified in the TMS and RSS were developed with this goal in mind and equip the Township and agency partners with guidance on how to work towards this target.

- **Target: Reducing Transportation-related GHG Emissions**
  Work towards zero transportation GHG emissions.

  The Township already has planning documents and strategies in place that identify reducing overall GHG emissions. Recognizing that transportation accounts for approximately 54% of all GHG emissions in the Township, there are opportunities within the TMS to outline strategies to reach the target of reducing transportation-related GHG emissions.

  A shift to active and sustainable modes of transportation, as reflected in the Township's mode share, and an increased prevalence of electric vehicles owned and operated by the Township as an organization, residents, and businesses will help to indicate how well the Township is working towards this target.

4 Strategies and Actions

This section presents the six themes that present the strategic directions and long-term networks of the TMS. Each of the themes contains several strategies and actions that outline the steps to be taken by the Township to work towards the TMS vision, goals, and targets. Key input to the development of these themes, strategies, and actions include existing policy, input from the community members, agency and community partners, and Council. The six themes are to be advanced in service of the goals of a safe, connected, adaptive, and sustainable transportation system in the Township of Langley.

The six themes of the TMS are:

- Land Use Integration
- Safety
- Transit
- Cycling and Micromobility
- Walking and Accessibility
- Driving and Goods Movement

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Theme 1 Land Use Integration

Land use and transportation are interconnected, shaping how people access services, engage with their community, and interact with the environment. Many transportation challenges can be addressed through coordination with land use planning and decision-making.

The Township's existing planning documents, including the OCP , community plans, neighbourhood plans, and corridor plans recognize the important relationship between land use and transportation planning. The TMS is an opportunity to reiterate and strengthen actions to ensure that as the Township grows in population, the transportation network can support growth by providing more transportation options. It can also help to ensure that growth occurs in a way that supports rapid transit and make active transportation a convenient option.

Current Context

- Some neighbourhoods are transitioning away from vehicle-oriented (rural/suburban) neighbourhoods to transit-oriented (urban) communities with more mixed land uses.
- Several Township and regional plans and policies already call for enhanced integration of land use and transportation, and the TMS is an opportunity to strengthen that integration and highlight its importance.
- Many Township communities are separated by agricultural and rural lands that are within the ALR. This land use structure can make it challenging to create a connected mobility system.
- Population growth (in and around the Township) will continue to put pressure on the transportation network and increase congestion for motor vehicles, particularly if other modes of transportation are not safe and convenient options.
- Through community engagement it was noted that there is a desire to better connect new and existing neighbourhoods and developments to the transit, pedestrian, and cycling networks.

Strategies and Actions

Under the theme of Land Use Integration there are two strategies and a total of 8 actions:

- **LU1** – Integrate land use and transportation planning.
- **LU2** – Align existing and future plans and strategies with the TMS.

The following outlines the actions that fall under each of these strategies.

LU1- Integrate Land Use and Transportation Planning.

Transportation planning will play a key role in alleviating strain on the Township's transportation system as population continues to grow. Providing complete and connected community hubs that are supported by multi-modal transportation options will help to reduce travel distances and provide more transportation options beyond driving. Transportation investments in higher density, mixed use locations like community hubs are likely to see higher use, making them more cost-effective transportation investments. The actions under this strategy focus on providing multi-modal transportation options in locations with the most people and destinations. These locations are referred to as community hubs; the hierarchy of community hubs is described in more detail below.

- **Action LU1.1: Develop multi-modal transportation options in and between community hubs.** Community hubs, as illustrated in **Figure 7**, are areas of the Township that are planned to be denser, more populated areas, and/or community employment centres. They have been identified based on existing and current updates to the Township's planning documents and land use designations.

  Multi-modal transportation infrastructure will be prioritized within and provide connections between community hubs. Within community hubs, individuals will be able to easily access transit, pedestrian, and cycling networks. The mixed-use development and densification, ensuring current and future transit service passes through or terminates at community hubs, and high-quality active transportation infrastructure will help shift travel patterns towards more sustainable transportation choices and active travel modes in these areas. It will also ensure people throughout the Township will have better access to community hubs and their daily needs.

  Community hubs are referenced throughout the TMS document and there are specific actions and recommendations for community hubs. The following is a description of the different types of community hubs.

  - **Willowbrook Regional Centre** – Metro Vancouver's Regional Growth Strategy identifies the Willowbrook area as a Regional Centre. Regional Centres are identified as "transit-oriented communities with diverse populations, a range of employment opportunities, public spaces, and lively cultural and entertainment amenities. These characteristics make urban centres ideal locations to accommodate growth."[1] This designation also supports high and medium density housing, mixed use forms of development, institutional and entertainment activities, and community amenities.
  - **Rapid Transit Corridor** – With the planned implementation of the LHP BRT route including portions of 200 Street, the Township will have a new rapid transit route and direct connection to Maple Ridge. The corridor is expected to see significant growth and redevelopment in alignment with provincial legislation for neighbourhoods near frequent transit. The Township will continue to work to develop specific guidelines for transit corridors.
  - **Town Centre –** As identified in the Township's OCP and Metro Vancouver's Regional Growth Strategy, Town Centres provide commercial (retail and office), institutional, entertainment activities, and community amenities at a scale to best serve those communities. Town Centres are designated to promote high- and medium-density housing.
  - **Community Centre -** As identified in the Township's OCP, they focus points of development and provide a similar function to Town Centres. In the case of Fort Langley, they also provide tourism-related activities.
  - **Neighbourhood Centre -** As identified in neighbourhood and community plans, they are smaller hubs that serve the adjacent neighbourhood. They consist of a limited number of commercial establishments to serve the day-to-day needs of residents and provide lower-density forms of multi-family housing as defined in neighbourhood plans.

  It is critical to also highlight the importance of the Township's rural land use and transportation considerations within rural areas. The rural land use designations are Agriculture, Rural, Rural Commercial Centre, and Conservation and Recreation. While these areas are not identified as

[1] Metro Vancouver. https://metrovancouver.org/services/regional-planning/urban-centres

community hubs, there are important transportation considerations for rural areas of the Township particularly when considering transportation safety and facilitating agricultural activities and goods movement. Connecting rural areas of the Township to community hubs has been considered through the network planning approach. The recommendations of the TMS will be integrated into an update of the Rural Plan.

As part of this action to develop multi-modal transportation options in and between community hubs the Township will work to implement the next steps listed below.

- Plan higher population and employment densities in community hubs. The scale of these densities will vary based on the type of community hub with the highest densities in regional centres and along rapid transit corridors.
- Work with TransLink to connect community hubs with transit routes and services (additional details are included in **Theme 3: Transit**). This includes ensuring that all community hubs have access to transit services. Regional Centres and Rapid Transit Corridors will have access to rapid transit options (future SLS and LHP BRT), and Town Centres will have access to frequent transit networks.
- Work to ensure community hubs have continuous and connected active transportation networks (additional details are included in **Theme 4: Cycling and Micromobility** and **Theme 5: Walking and Accessibility**). Below are some of the key actions identified under these themes specific to community hubs.
    - Provide a denser network of cycling routes and pedestrian facilities within community hubs.
    - Community hubs are also locations where wider sidewalks, and a higher density of pedestrian cut-throughs (walkways), and designated crossing opportunities.
    - Ensure transit, pedestrian, and cycling and micromobility networks converge at community hubs and provide clear wayfinding to help people navigate the transportation network and multi-modal options.
    - Enhance lighting, where appropriate, on roads, greenways and trails within community hubs.
- When implementing shared mobility services, start with providing services within community hubs, including car-sharing (**Action D3.2**) and shared electric and micromobility services options (**Strategy C2**).
- Encourage the use of smaller goods movement vehicles within community hubs, particularly the regional centre, the rapid transit corridor, and town centres (**Action D2.4**).
- Parking and curb space management considerations for community hubs have been identified in the 2026 Township Wide Parking Study and Bylaw Review (**Action D1.6**). The study recognizes demands for curb space is different in community hubs when compared to other areas of the Township.

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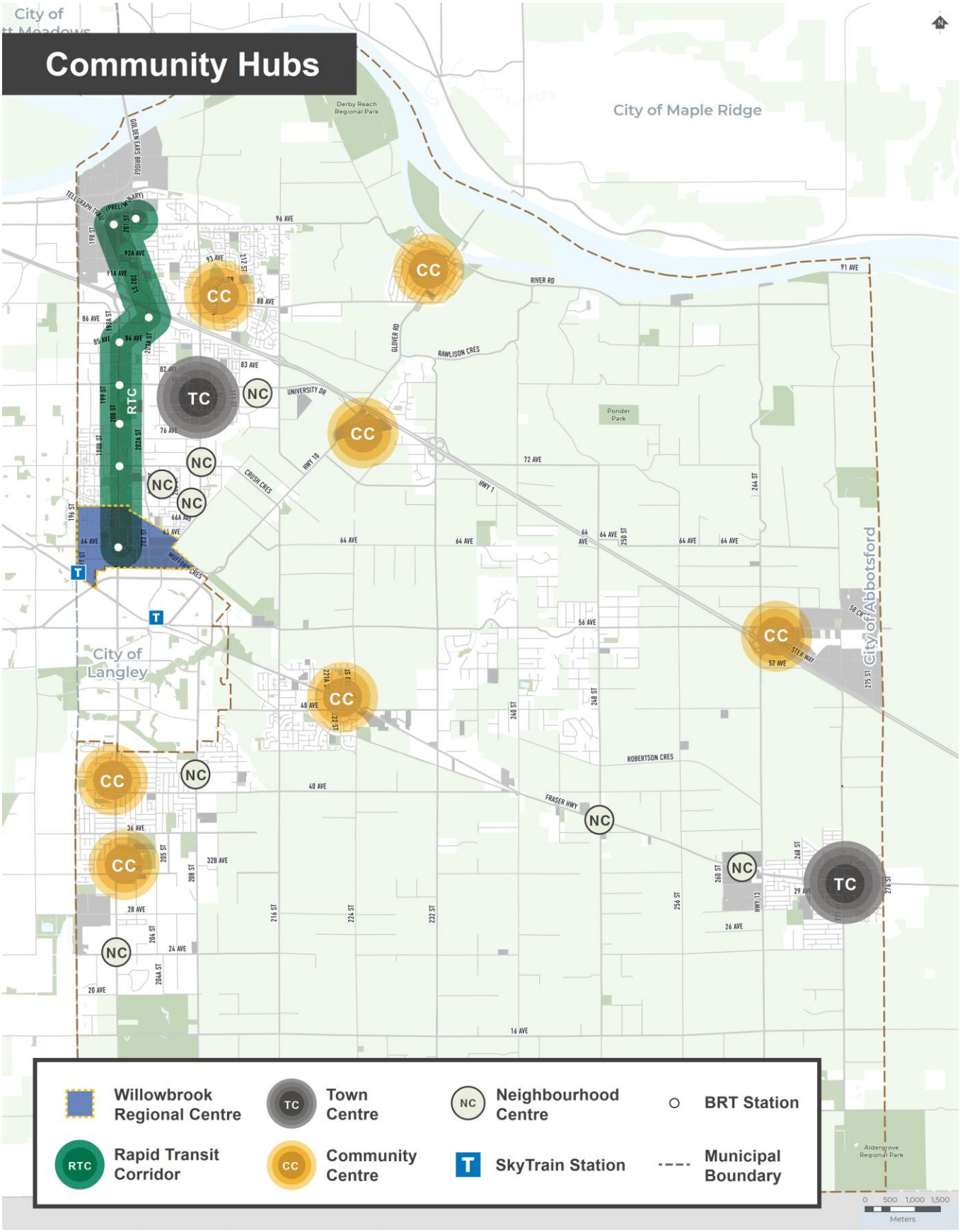


Figure 7: Township Community Hubs

- **Action LU1.2: Concentrate population and employment growth near future rapid and frequent transit routes, and within community hubs.**
  The planned implementation of the SLS and the LHP BRT route will enhance the Township's access to rapid and frequent transit. The Province defines TOAs as the area within 800 metres of a rapid transit station (e.g., SkyTrain station) and 400 metres of a bus exchange and West Coast Express that the Province has listed in regulations. These areas will see increased mixed-use growth and development.

  As new frequent transit routes are implemented the Township will continue to concentrate population and employment in these areas ensuring that employment and highly populated areas are within a 5-minute (400 metres) walk of frequent transit and 10 minutes (800 metres) of rapid transit.

  Additionally, TransLink considers existing and future population and employment densities as part of the transit service planning process when determining the frequency and coverage of the transit network. By planning population and employment growth strategically within community hubs, the Township is in a better position to advocate for more frequent service and more routes to key destinations. More information about this is discussed in **Theme 4: Transit**.

  In support of this action, along with the Township's existing planning documents and provincial legislation, the Township will continue to concentrate population and employment growth near future rapid and frequent transit routes and within community hubs to provide land use conditions that support an enhanced transit network.

- **Action LU1.3: Support the development of affordable residential housing in areas with access to existing and planned sustainable transportation options.**
  The Township's OCP outlines actions that include providing a mix of housing types to offer a wide variety of housing units that meet the needs of all members of the community. Metro Vancouver is experiencing an affordability crisis and there is a clear desire for residents to have affordable residential housing options, and an affordable transportation network. With more affordable housing options near transit routes and community destinations, the Township can reduce the need for a personal vehicle (a financial expense) and reduce the amount of driving needed to access an individual's daily needs.

  In support of this action, the Township will continue to support the direction in the OCP to develop a mix of housing types, including affordable housing options, in areas with access to existing and planned active transportation routes, transit routes, and community destinations.

- **Action LU1.4: Create safe, welcoming, and comfortable spaces that attract people and make the Township's streets an enjoyable place to be.**
  The Township's OCP includes policies that highlight the importance of public spaces and amenities to create more comfortable and attractive spaces for community members. Street beautification and public art are also highlighted as opportunities to contribute to the cultural and heritage character of neighbourhoods. Providing supportive amenities along active transportation and transit routes can help create more enjoyable and lively public spaces.

  The Township's Subdivision and Development Servicing Bylaw sets out the requirements for developers as they deliver new buildings and neighbourhoods. This bylaw includes typical cross sections and transportation design guidelines for new neighbourhoods, for frontages along the

boundaries of development, and is often used to inform the design of other transportation projects. This Bylaw outlines the transportation facilities to be delivered through development.

In support of this action, the Township can move forward with the following next steps.

- Develop guidelines for the installation of public amenities through capital projects and development. These guidelines should cover the design, placement, and installation of public amenities such as seating, garbage receptacles, recycling bins, and public art.
- Establish a public art policy to encourage the creation and installation of public art, as outlined in the OCP. This could include a formula for funding contributions for both private and public landowners.
- Apply Crime Prevention Through Environmental Design (CPTED) principles in the design and development of public and shared spaces.
- Update the Subdivision and Development Servicing Bylaw to align with current design guidelines. Additional details about these proposed updates can be found in **Action S2.1.**

- **Action LU1.5: When new development occurs and creates a gap in the pedestrian and cycling network, ensure a temporary connection or transition to the roadway is provided.**
  As new residential and commercial building development occurs in the Township, new transportation infrastructure is also implemented. Guidance regarding the design and location of new infrastructure is outlined in the Subdivision and Development Servicing Bylaw. The Township, like many other municipalities in the region, have seen gaps in transportation infrastructure form as infill and subdivision development occurs in phases. This can impact the continuity of the road, pedestrian, and cycling networks. These gaps are often a result of the timing of property sales and development opportunities. This can create discontinuous facilities, particularly for people walking and cycling, that end midblock. In some cases, there is no alterative facility beyond transitioning into the roadway which may not be safe or accessible.

  In support of this action, the Township will ensure that when gaps in the active transportation network are created due to development that transitions from facilities , a temporary facility is provided to connect routes and fill gaps in the short-term. The Township will create a policy to work with developers to improve transitions between new infrastructure and the roadway to ensure infrastructure is accessible.

  The Township will consider developing an investment program to fill in gaps where no future development is planned. Additional details about rapid implementation techniques and how this can be achieved are outlined in the implementation chapter.

- **Action LU1.6: Integrate high-quality landscaping and other green infrastructure in transportation projects to increase overall tree canopy coverage and natural aesthetics.**
  Green infrastructure provides significant environmental, social, and economic benefits. Green infrastructure includes natural vegetation, soils, and bioengineered solutions that mimic natural systems. In the context of active transportation, green infrastructure refers to the integration of natural elements and sustainable design such as providing tree-lined active transportation corridors and implementing green buffers or bioswales to capture, filter, and reduce stormwater. Incorporating green infrastructure can help support climate change mitigation and resilience, create more inviting and attractive environments, and save costs in stormwater management.

In support of this action, the Township can move forward with the following next steps.

- Seek opportunities to incorporate green infrastructure, retain existing trees, and plant new trees during the planning and design of transportation projects where possible.
- In rural areas, the Township will continue to limit the impact of the transportation network on agricultural areas, natural ecosystem systems, and ecologically sensitive areas.
- Update the Subdivision and Development Servicing Bylaw to align with current design guidelines on green infrastructure. Additional details about these proposed updates can be found in **Action S2.1.**

LU2- Align existing and future plans and strategies with the TMS.

The actions under this strategy focus on ensuring Township planning and policy documents, including community and neighbourhood plans, bylaws, and other guiding documents align with the TMS. It also identifies new policy and planning documents that could be developed to support the implementation of the TMS. Additionally, there is an action that focuses on how the recommendations of the TMS can be incorporated into the plans and projects of neighbouring municipalities, TransLink, Metro Vancouver, the FVRD, and Ministry of Transportation and Transit (MOTT).

- **Action LU2.1: Update existing and develop new Township of Langley planning and policy documents with the recommendations outlined in the TMS.**
  One important outcome of the TMS was integrating recommendations outlined in existing Township planning and policy documents into the TMS, to ensure it accurately reflected current transportation plans and strategies. The TMS also identifies new strategies and actions that recommend updating existing documents to align with current planning and design practices. Below is a summary of the updates to existing Township documents that may be considered to ensure alignment with the TMS. In support of this action, the potential next steps for the Township include.
  - Updating the OCP to reflect the infrastructure recommendations and actions outlined in the TMS. Updates may also include incorporating the concept of community hubs and new Provincial legislation on housing.
  - Updating Community and Neighbourhood Plans to reflect infrastructure recommendations and actions outlined in the TMS.
  - Updating the Subdivision and Development Servicing Bylaw with updated street cross sections to align with TMS recommendations, as described in **Action S2.1**.
  - Updating the Zoning Bylaw with additional guidance on bicycle parking and end-of-trip facilities (**Action C3.1**), opportunities to designate car share parking locations, new vehicle parking and loading requirements, accessible parking, TDM requirements, shared parking provisions in mixed-use, and EV charging infrastructure as part of new developments (**Action D1.5**).
  - Reviewing and updating the Township's Traffic Calming Policy as needed to align with the recommendations of the TMS particularly when implementing actions to manage speeds on Township roads (**Strategy S2**) and when adding traffic calming when implementing new infrastructure projects.
  - Updating the Highway and Traffic Bylaw as needed based on provincial guidance regarding micromobility devices (e-bikes, scooters, etc.)
  - Integrating the recommendations of the TMS into an updated Rural Plan.
  - Reviewing and updating other Township documents. While the existing documents listed above have the strongest relationship with the TMS, other documents including the Climate Action

Strategy, Age-and Dementia-friendly Action Plan, Accessibility Plan, and others may also be updated based on the TMS.

- In addition to updating existing documents, the Township will also develop a TDM Plan. The purpose of this plan would be to identify non-infrastructure approaches, including programming and promotions, to support active and sustainable transportation. This can include the following.
    - Programs and events that reduce private vehicle trips and incentivize active transportation, transit, and car share memberships.
    - Public campaigns that promote active and sustainable transportation.
    - Working with employers to encourage multi-modal transportation options to and from work or remote/hybrid options.
    - Encouraging developers to prioritize active transportation and transit and allow developments to reduce the amount of automobile parking constructed.

- **Action LU2.2: Advocate for TMS recommendations to be incorporated into external plans and strategies.**
  The TMS identifies potential projects involving roads and services that are outside of the Township's jurisdiction. These projects would need to be planned, designed, and implemented by external agencies. These agencies include TransLink, MOTT, Metro Vancouver, FVRD, BC Transit, neighbouring municipalities, and other provincial and regional agencies. As a result, the Township will advocate to have the TMS recommendations incorporated into plans, strategies, and projects that are developed by other agencies and government bodies.

- For example, TransLink is responsible for transit service and operations within the Township and the Metro Vancouver region, in 2025 they initiated the developed of the South of Fraser East Area Transport Plan (SOFE ATP). The findings of the TMS, including technical analysis and input from community members and interest groups, have been shared with the TransLink team working on the (SOFE ATP). The MOTT has jurisdiction over roads that travel through the Township (Highway 1, Highway 10/Glover Road, and Highway 13/264 Street). Any potential projects identified on these corridors are to be explored with other agencies.

  Throughout the TMS document, actions and projects that have been identified based on technical analysis and community input that are not within the Township's jurisdiction will be noted within the description of the action.

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Theme 2 Safety

Every day, people travel for various reasons to fulfill their daily needs on the Township's transportation network, whether by driving, walking, cycling, motorcycling, taking transit, or using micromobility devices. The Township aims to ensure that roads are safe for everyone – no matter who they are, where they are going, or how they are getting there. Unfortunately, this is not always the case and within the Township (based on 2018-2022 ICBC data):

- every two hours a collision occurs
- every five hours a collision injures someone
- every three months a collision kills someone

Transportation-related collisions have significant impacts on people's lives, especially those that cause fatalities or serious injuries. Collisions are traumatic events for those involved and tragic events for families and communities affected.

The Township is committed to providing a transportation network that is safe and efficient for people of all ages and abilities using a Vision Zero approach with the goal of preventing all injuries and deaths from motor vehicle collisions. As part of the TMS planning process, the Township developed a Road Safety Strategy (RSS). The RSS recognizes that everyone has the right to travel safely, regardless of how they chose to get around. Improving safety for people walking, cycling, and other vulnerable road users is essential, as they face the greatest risk of serious injury or death in a collision.

The RSS provides a path forward for improving transportation safety for all modes of transportation with the ultimate objective of eliminating fatalities and serious injuries on the Township's roads. To maximize the chances of success, the Township has adopted Vision Zero principles in the development of the RSS, and the Safe System Approach framework (**Figure 8**) for achieving this goal. The objectives of the RSS are to:

- articulate a vision for safe mobility in the Township
- capture local trends and concerns (both rural and urban areas), with a focus on recommendations based on data and evidence
- apply industry best practices
- provide a list of potential actions aimed at reducing fatalities and injuries
- empower the Township, its partners, stakeholders, and the public towards a positive change in safety culture
- interface with and inform the overall Transportation and Mobility Strategy

The RSS was informed by an analysis of data, input from community members, key partners, and stakeholders, and a review of best practices in other jurisdictions. This led to the identification of strategies and actions outlined in this document.

To understand collision trends in the Township, Collision data was provided by the ICBC based on claims submitted to them during the 5-year period between 2018 and 2022. The records included all collisions that occurred on both Township roads and on roads under provincial jurisdiction (MOTT). In addition to ICBC data, RCMP data has also been reviewed and presented throughout the document. It is important to note that the different data sets provide different types of information and are recorded/reported at different times. Both have their benefits and limitations and can differ in the results. Information from both data sources has been presented throughout this chapter.

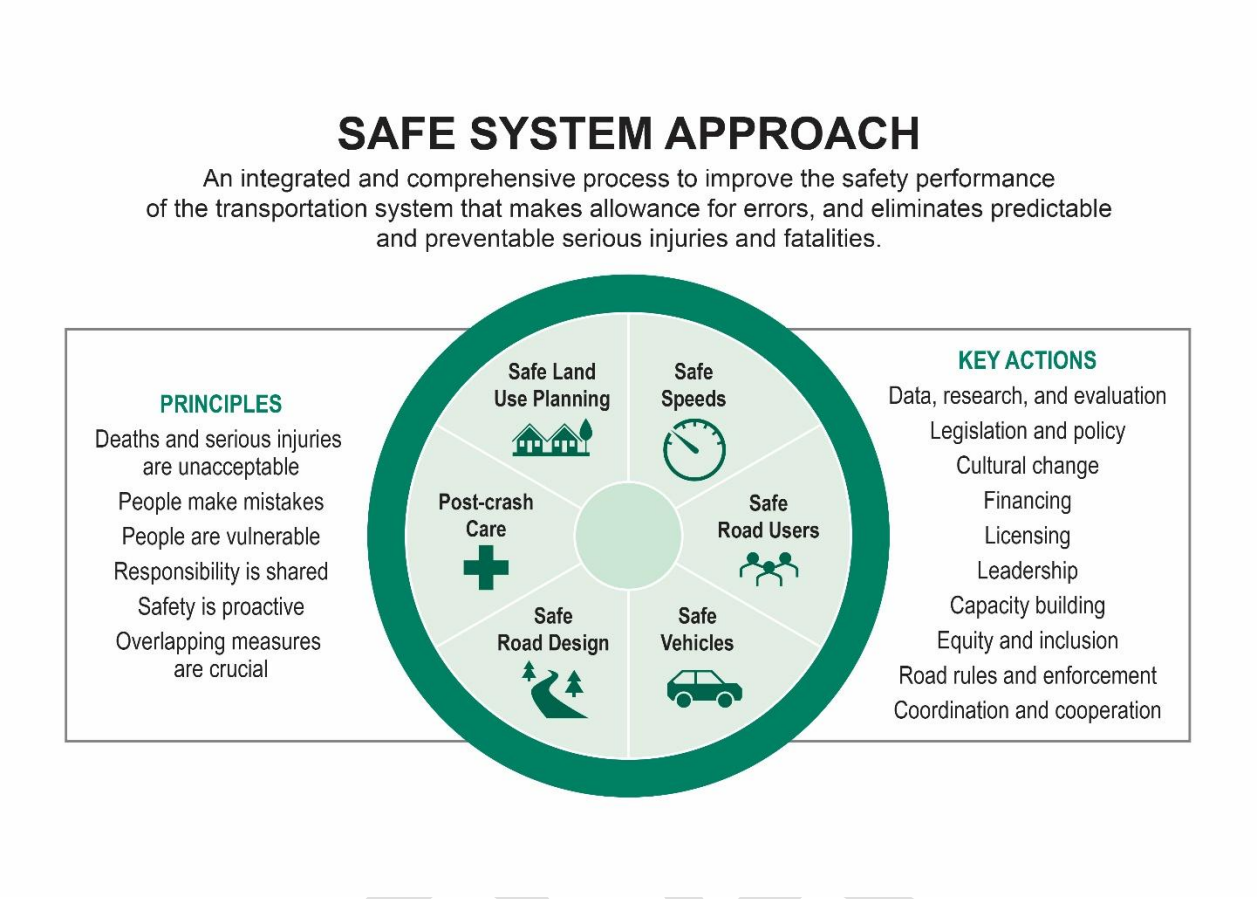


Figure 8: Safe System Approach Framework
(Source: Adapted from TAC - https://www.tac-atc.ca/en/vz-ss-primer-canada)

The RSS, and the actions outlined in this section of the TMS, are intended to identify both engineering treatments and programing initiatives that have been proven to address transportation safety issues and support a shift in culture and behaviours of community members, Township staff, and decision makers. The RSS is a guiding document that responds to transportation safety issues and focuses on providing effective and implementable actions and initiatives that will make the Township a safer place to be.

This section of the TMS (**Theme 2: Safety**) is based on the recommendations included in the RSS document. For additional information and more details about the RSS, how it was developed, the safety analysis completed, examples from elsewhere, and each action included under this theme, please refer to the RSS document in **Appendix B**.

Current Context

- Nearly one half of all collisions in the Township result in injury (ICBC data).
- The overall annual average fatal and injury (casualty) collisions is 1,177 on Township roads. Based on a population of 132,603 (2021 Census), the annual baseline rate is 8.9 casualty collisions per 1,000 people.
- RCMP data was used to understand collision locations in relationship to land use. More than one-third of the reported injury and fatality collisions occurred in rural/industrial areas, as identified by reviewing available RCMP data (2013-2022).
- There were 326 collisions involving vulnerable road users (pedestrians, cyclists and motorcyclists), accounting for a combined 6% of casualty collisions.
- The most predominant casualty collision type in the Township is rear end, accounting for about half of the total, followed by side impact collisions (20%), conflicted (11%), and single vehicle collisions (8%).
- To improve road safety, the Township will need to work with other governments and agencies.
- Based on community engagement, improving transportation safety was identified as one of the most important outcomes of the TMS, as identified by survey respondents (TMS community survey #1).
- The following is a list of the common themes identified through community engagement.
    - More enforcement of traffic laws, particularly related to speeding, distracted driving, and parking.
    - Improve safety at intersections.
    - Make streets safer for cyclists and pedestrians.
    - Lower motor vehicle speeds.

Strategies and Actions

Through the development of the RSS which included a review of collision data, community feedback, and best practices, six strategies were identified. The recommendations for each strategy are meant to improve safety for everyone—whether they are walking, cycling, driving, or taking transit.

Under the theme of Safety there are six strategies and a total of 21 actions:

- **S1** – Refine and enhance the Township's safety management system.
- **S2** – Manage speeds on Township roads.
- **S3** – Enhance safety at urban intersections.
- **S4** – Enhance safety at rural intersections.
- **S5** – Protect vulnerable road users.
- **S6** – Facilitate a culture of transportation safety.

The following outlines the actions that fall under each of these strategies.

S1 – Refine and enhance the Township's road safety management system.

A road safety management system is an essential part of any road agency's transportation safety program. It requires that appropriate data is identified and used for all safety management activities. Safety management activities include screening the road network for collision-prone locations, conducting In-Service Road Safety Reviews, and implementing safety enhancements. The Township currently carries out some of these activities with the assistance of ICBC and external consultants. Implementing a broader road safety management

system may enable the Township to seek annual funding for improving safety throughout the Township more consistently and systematically.

- **Action S1.1: Work with partners to develop a safety data management strategy and address gaps in the data available for the Township.**

  Accurate data is essential for the identification of transportation safety issues, the development of mitigation strategies, and for monitoring the success of the implemented measures. Collision data is the most critical source of data available. However, other sources of safety information can include road user behaviour data from ICBC and/or the RCMP, demographic data, travel patterns, traffic volumes, information about the infrastructure, enforcement data, conflict data, and injury data (hospital/ambulance data) can be helpful to understand safety issues and opportunities.

  The Township receives collision data annually from ICBC and analyzes collision data in response to requests or in support of specific projects. There are challenges with the data sources. Most notably, ICBC data does not specify injury severity, and RCMP data covers only a subset of the collisions. Additionally, information about injury severity from RCMP reports does not always accurately reflect eventual outcomes. Both datasets may under-represent the active transportation user injuries. Overcoming these issues will require improvements to data at the provincial level (RCMP, ICBC, Fraser Health, etc.), beyond the Township's jurisdiction. The next steps for the Township to advance this action are listed below.

  - Initiate discussions with ICBC and the RCMP regarding the existing data issues to address gaps and quality, including a more accurate understanding of injury severity and other contributing factors, and agree on ways to address these issues.
  - Identify other data sources of transportation related injuries (including serious injury) in the absence of reliable collision data, including ongoing discussions with Fraser Health and other data providers.
  - Review other safety data that can be used to reflect safety performance, such as speeds, violations, and conflicts.
  - Conduct a pilot project with Fraser Health on the use of hospitalization data as a primary source of information on serious injuries. This is something that has been also been initiated by other communities.

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- **Action S1.2: Conduct regular network screening and safety reviews.**

  Network screening refers to the analysis of a transportation network to identify locations (corridors, intersections, and other locations) where the greatest concentrations of collisions occur. The end goal is to identify where additional analysis is needed and to develop solutions to improve safe mobility. There are existing guidelines and established methodologies for conducting network screening and safety reviews.

  The Township has predominantly conducted In-Service Road Safety Reviews based on specific projects and/or when requested. In-Service Road Safety Reviews can be done at the intersection and at the corridor scale. These safety reviews may be partially funded with support from agencies such as ICBC and completing them can assist with requests for funding for implementing identified mitigation measures. The next steps for the Township to advance this action are listed below.

  - Seek annual funding for regular screening, safety reviews, and a dedicated staff member to oversee these tasks.
  - Conduct a network screening every 3-5 years and based on the results, identify 3-5 injury-collision prone intersections (or corridors containing several intersections) to review.
  - Complete 3-5 intersection safety reviews (or one major corridor review) per year, using a Safe System Approach. Ensure reviews include “before” data collection, such as conflicts, speeds or violations.
  - Implement improvements at the injury-collision prone locations.
  - Conduct an evaluation of the effectiveness of improvements every 3-5 years using collision data, or more frequently using other metrics.

- **Action S1.3: Conduct planning and design stage road safety audits on major projects.**

  A Road Safety Audit (RSA) is a formal examination of a transportation project, from a safety perspective, it is done during the planning or design stage. It has been recognized that the earlier RSAs are conducted, the greater impact they can have on the overall safety performance of the project. Additionally, it is more cost effective to address safety issues before construction rather than after. The Transportation Association of Canada (TAC) Canadian Road Safety Audit Guide is the most relevant reference document for conducting RSAs. Safe System Assessments (SSAs) have recently emerged as an alternative to RSA, more aligned with Safe System principles and more explicitly considering speeds, each type of road user and management of conflict points.

  The Township has conducted RSAs in the past, with the support of ICBC staff. However, a formal policy for conducting and funding RSAs is not in place. The next steps for the Township to advance this action are listed below.

  - Consider developing a policy for conducting an RSA and/or SSA based on the Safe Systems Approach (types of projects and at what stages).
  - Train Township staff on how to conduct or oversee an RSA and SSA.
  - Pilot SSAs and evaluate outcomes.

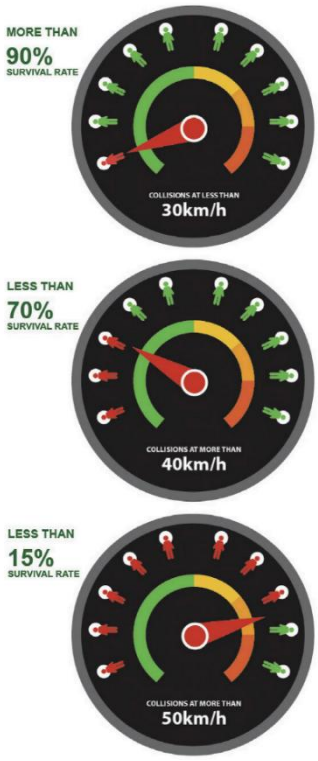
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S2 – Manage speeds on Township roads.

The relationship between speed and collision severity is well-documented. The higher the vehicle speed involved in a collision, the more likely it is to result in serious injury or fatality. Effective speed management can both prevent collisions and make them less severe.

Available ICBC collision data (2018- 2022) shows that 50% of reported collisions in the Township resulted in injury, which suggests that speed was likely a primary or secondary factor. Community members shared that they were concerned with speeding on Township roads.

Speed data reviewed as part of the TMS planning process indicated that several corridors have recorded motor vehicle speed that are higher than the posted speed limit. In the urban areas, high speeds combined with higher volumes of road users can result in injury-causing rear end collisions. High-speed right turning geometry at intersections and roads without designated walking and cycling facilities can compromise the safety of crossing pedestrians and cyclists.



Relationship between motor vehicle speed and pedestrian facility risk in a collision.
(BC Active Transportation Design Guide)

The most sustainable way to achieve safer speeds is not by only changing speed limits, but by modifying roadway design features to make it more natural for drivers to travel at the target speeds and then posting speeds that are consistent with these designs. An effective speed management strategy consists of:

- developing design standards and cross sections that would result in lower operational speeds
- posting clear speed limits that reflect target speeds
- educating the public about the dangers of speeding
- alerting motorists of their speeds in real time
- conducting manual or automated speed enforcement if the information and warnings noted above are disregarded

Enhancing intersection treatments, including updating intersection designs and/or adjusting signal timing to manage corridor speeds can also be considered. Intersection considerations are discussed more in **S3** and **S4.**

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- **Action S2.1: Update and implement the road cross sections and design standards included in the Subdivision and Development Servicing Bylaw.**
  As part of the TMS planning process, updated cross sections were developed with the intent that they will be included in the next update to the Subdivision and Development Servicing Bylaw. The Bylaw regulates and sets out the requirements for the provision of works and services that are needed as part of the subdivision and development of land. The new cross sections were developed to align with current engineering design standards and reflect current best practices and trends within the region. Key updates to the cross sections are listed below.
    - Updating the cross sections to reflect the Township's updated road classes and existing and planned land use.
    - Active transportation infrastructure that aligns with current design guidance including:
        - More cycling facility options on arterial roads, including a cycle track (grade separated) and protected bicycle lane (at grade with motor vehicles) options.
        - Space for active transportation users on all new roads.
        - Wider pedestrian facilities (sidewalks and multi-use pathways).
        - A reduced width for motor vehicle lanes on arterial and collector roads, except when required to accommodate transit buses, goods movement (truck routes), and emergency vehicles.
    - Additional boulevard space for trees and vegetation.
    - Lighting on all new roads with additional pedestrian scale lighting on wider roads and boulevards.

Why are communities reducing the width of motor vehicle lanes?

The TAC Geometric Design Guide for Canadian Roads recommends a lower end of 3.0 metres for motor vehicle lanes not expected to be occupied by trucks or buses. The most sustainable way to achieve safer speeds is not by only changing speed limits, but by modifying roadway design features to make it more natural for drivers to travel at the target speeds.

Reducing lane widths especially along collector and local roads and all roads where the speed limit is 50 km/h or less has the potential reduce vehicle speeds and make more room available for bicycle lanes, sidewalks, and for a wider buffer or raised separation between vehicle and bicycle lanes.

The updated cross sections can be found in **Appendix C**. These proposed cross sections will be incorporated into the next update to the Subdivision and Development Servicing Bylaw. A road infrastructure map has been prepared and included in **Appendix C.** This map identifies the recommended ultimate cross sections for collector and arterial roads throughout the Township, reflecting the updated cross sections and standards. In some circumstances, the ultimate road cross section may only be achievable in the long term through future redevelopment of the adjacent properties. This envisions future updates to existing established neighbourhoods with redevelopment to higher density, in the long term. Identifying these road cross sections allows for the Township to secure future property requirements through a development process.

The Township will implement the updated cross sections on new projects and prioritize corridors for retrofits to align with the new standards. In the future, the Township will continue to further refine design standards to improve safety.

- **Action S2.2: Pilot Safe System speed limits.**
  Safe System (or "survivability-based") speed limits represent a new philosophy towards setting speed limits that is consistent with moving towards zero deaths and serious injuries. Several municipalities across Canada have modified their approach to speed limits to consider survivability including Victoria, Saanich, and Rossland. Treatments on collector and minor arterial roads such as creating narrowings, speed tables, and signal coordination have been implemented to achieve further reductions.

  Reduced speed limits are much more likely to be effective when implemented in conjunction with design changes along the roadways or at intersections along the corridor. The next steps for the Township to pilot Safe System speed limits on urban and rural roads are listed below.
  - Conduct a Township-wide speed limit review. Identify arterial and collector roadways for speed limit changes.
  - Implement design changes that will support a 50 km/h speed limit on arterial and collector roads where appropriate.
  - Evaluate effectiveness of design changes.
  - Identify additional roadways for similar treatments and implement changes.

- **Action S2.3: Pilot slow streets.**
  "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 being at a significant risk of a collision with a vehicle.

  In 2020, the City of Vancouver started implementing 30 km/h speed limits in 25 neighbourhoods and was supported by a speed hump program to further reduce speeds and other temporary and permanent traffic calming measures. The program received strong community support and was further expanded. In neighbouring Surrey, a Slow Streets Pilot was implemented in several residential communities in 2021, but its success was limited due to the lack of physical changes implemented.

  Traffic calming is an effective tool used to reduce vehicle speeds and lower traffic volumes, contributing to safer and more livable neighbourhoods. The Township has an existing Council approved Neighbourhood Traffic Calming Policy. Traffic calming measures are selected based on the TAC Canadian Guide to Traffic Calming, and includes tools such as speed humps, speed cushions, raised crosswalks, raised intersections, curb extensions, chicanes, traffic circles, lane narrowing, signage and pavement markings, education, and enforcement.

  The next steps for the Township to pilot slow streets are listed below.
  - Pilot a slow street project in residential areas. This can include some 30 km/h and some 40 km/h zones, along with supporting infrastructure changes where operating speeds are not already within these limits.
  - Review and update (as needed) the Township's Traffic Calming Policy.
  - Implement improvements for active transportation users, to benefit from the slower vehicle speeds.
  - Evaluate effectiveness of pilot programs.
  - Identify additional roadways and implement changes.

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- **Action S2.4: Enhance speed enforcement.**
  Speed enforcement aims to prevent drivers from exceeding the speed limit by penalizing those who do. This not only affects speed violators who get caught, but also those who see or hear that enforcement is occurring. The role of speed enforcement is sometimes controversial but has been shown to support safety outcomes. While safe and appropriate speed limits and self-regulatory tools such as narrower lanes or traffic calming can be effective and reduce our reliance on speed enforcement, enforcement remains essential where these physical measures are absent. There are different speed enforcement strategies for road corridors in urban and rural areas of a community.

  On urban roads, speed enforcement can be more focused on corridor segments where a higher frequency or proportion of serious injuries and fatalities occur. Safe speeds are particularly important at the approaches to intersections. As a result, Intersection Safety Camera enforcement can have a significant impact on intersection safety. To help reduce the number of collisions at intersections, RCMP, the provincial government, and ICBC have partnered together to operate the Intersection Safety Camera Program.

  On rural roads, it is more challenging to enforce speeds across a vast network. Therefore, automated speed enforcement such as “average speed limits” – which are currently being piloted by the Province – may be considered. These measure speeds over a distance rather than at a specific point. Intersection Safety Cameras are discussed again in **S3** specific to intersection safety. However,, this type of enforcement measure is only possible on roads with limited intersections and driveways.

  The next steps for the Township to work with partners to enhance speed enforcement are listed below.
  - Share network screening results with RCMP to focus enforcement efforts where injuries resulting from specific behaviours are more frequent.
  - Work with the Province and ICBC to implement more speed enforcement at locations in the form of Intersection Safety Cameras
  - Advocate for automated speed enforcement camera installations at non-signalized intersections and at mid-block locations.
  - Follow the average speed limit technology pilot in BC, and if successful, advocate for the installation along injury-prone high-speed limited-access rural roadways in the Township.

S3 – Enhance safety at urban intersections.

Data indicates that approximately 64% of collisions in the Township are on urban roads, based on RCMP data between 2013 and 2022. Of these, 80% are rear-end, right angle, and left-turn oncoming collision types, which suggests that they are taking place at intersections. Safety strategies and measures at intersections seek to:

- separate critical movements in time
- separate critical movements in space
- increase compliance with the prevailing traffic control
- warn users of the presence of the intersection and other users
- slow traffic to safer speeds on the approaches and through intersections

Intersection treatments can be relatively cost-effective due to their limited footprint when compared to corridors treatments. They can target commonly seen collisions involving movements at each approach, including:

- Through vehicle collisions – right-angle collisions typically involve red light violations; rear end collisions typically occur due to high approach speeds, inattention, congestion, and lane changing.
- Left-turn collisions – these typically involve sight constraints, making the turn when the gap is inadequate, risky movements during the intergreen period, or inadequate attention to crossing pedestrians.
- Right-turn collisions – these are typically related to right-turn speeds, and divided attention at red lights between oncoming traffic from the left and pedestrians on the right. They also often occur within channelized right-turn roadways.

While there are other contributing factors to these collision types, the following actions have been developed to address the typical contributing causes.

It is important to note that there are additional actions under **Strategy 4** (rural intersections) and **Strategy 5** (vulnerable road users) that identify other intersection treatments that can also improve safety at urban intersections. While the actions have been broken down by strategy area, treatments identified at urban intersections may be considered at rural signalized intersections and vice versa. Intersection treatments identified to enhance safety for vulnerable road users (**Strategy 5**) can be considered at intersections throughout the Township.

- **Action S3.1: Enhance left-turn treatments.**
  Left-turn related collisions are one of the top collision types in the Township, this includes reported left-turn collisions involving a pedestrian. There are several proven treatments that can address these collision patterns at urban signalized intersections, including protected only left turns (left turning vehicles proceed only when the traffic in the opposite direction is stopped), left-turn calming (requires drivers to make a wider and slower turn), and providing left-turn lanes (or extending the length of existing lanes). Please note providing protected only left turns may increase vehicle queues in the left turn lane, and in some cases, may require lengthening left turn bays to prevent the left turn queue from backing into the adjacent through travel lane.

  The next steps for the Township to enhance left-turn treatments at intersections are listed below.
  - Review and update (as needed) the Township's current process for installing protected-only phasing.
  - Screen the network for other candidate locations to provide protected-only phasing.
  - Implement left-turn treatments at a selection of candidate locations.
  - Evaluate the effectiveness of the treatments by conducting a before-and-after study of locations in the Township where protected-only left-turn phasing, or other treatments, have been installed.
  - Develop a program and secure funding to implement left-turn treatments annually, at the locations with the highest potential for improvement.

- **Action S3.2: Enhance right-turn treatments.**
  Rear-end collisions represent the most common injury collision type in the Township. Typically, a proportion of rear-end collisions occur at channelized right-turning lanes, when vehicles stop to turn right and following vehicles collide with stopped vehicles. These incidents are an indicator of the right turn geometry being incompatible with the traffic control, for example, yield control for wide turning geometry. In addition, right-turn movements are the most common turning movement involved in collisions with pedestrians and cyclists. Drivers of a right-turning vehicle proceeding on a red signal are often pre-

occupied with looking to the left for traffic and may be accelerating to accept a gap while a pedestrian is crossing.

Some of the treatments that have been shown to reduce right-turn speeds and conflicts between motor vehicles and pedestrians include the following.

- Reconfiguration or removal of channelized right-turn lanes. Removing right-turn channels with a reduction in corner radius can improve safety for people walking and cycling by reducing vehicle turning speeds and the number of conflict points with vulnerable road users. A “smart” right-turn channel, is a channelized right turn with a more compact right-turn island, results in reduced right-turn speeds, and improved sight lines. This can be considered when removal is not feasible. Design of the intersection should also ensure truck turn movements on roads designated as truck routes, and accommodate turning movements for transit buses and emergency vehicles at all intersections.
- Protected intersections include design features that minimize conflicts between drivers and vulnerable road users (additional details about protected intersections can be found in **Action S5.2**).
- Right turn-on-red restrictions can eliminate conflicts with pedestrians.
- Leading pedestrian intervals can address collisions with right-turning vehicles when they have a green light. (additional details about leading pedestrian intervals can be found in **Action S5.1**).

The next steps for the Township to enhance right-turn treatments at intersections are listed below.

- Screening the road network for locations where right-turn injury collisions (involving vehicles or pedestrians) are most common.
- Develop and adopt a “channelized right-turn removal or reconfiguration” policy and design that enhances safety, while accommodating trucks along truck routes and being fully accessible.
- Develop a warrant system for the application of the right-turn treatments.
- Pilot the application of a “smart channel”.
- Evaluate the effectiveness of right-turn treatments.
- Implement right-turn treatments at a few locations each year, subject to funding approval for design and construction.

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- **Action S3.3: Expand intersection safety enforcement.**
  The RCMP, provincial government, and ICBC have partnered together to operate the Intersection Safety Camera program. Through this program, there are currently 140 cameras in 26 communities across the Province to deter drivers from running a red light. The cameras are placed at intersections based on the type, severity, and frequency of crashes at that location. Intersection Safety Cameras that issue tickets for red-light violations are a proven countermeasure, with some studies claiming a 30% reduction in injury or fatalities in right-angle collisions at signalized intersections.

  While there are currently four cameras in the Township, there may be opportunities for the Township to work more closely with its partners to justify the installation of additional cameras in the Township, particularly where collisions are resulting in serious injuries and fatalities. The next steps for the Township to expand intersection safety enforcement at intersections are listed below.
  - Screen and review the network for locations with a high frequency of side-impact or right-angle injury collisions at signalized intersections and identify possible causes of right-angle collisions.
  - Initiate formal discussions with ICBC and the Province for the installation of additional Intersection Safety Cameras on Township roads, including the ability to enforce speed on green where speeds are also an issue.
  - Work with partners to identify locations for the installation of Intersection Safety Cameras and work with ICBC to conduct before-and-after studies.
  - Continue to screen the network for locations with right-angle casualty collisions and advocate for additional Intersection Safety Cameras locations.
  - Work with partners to develop an annual program for Intersection Safety Camera installations and agree on criteria for the removal of existing cameras.

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S4 – Enhance safety at rural intersections.

Approximately, 30% of casualty collisions in the Township occur in rural areas. A significant proportion of the collisions in rural areas occur at intersections and involve vehicles at stop-controlled approaches crossing a roadway with higher speed traffic. However, the intersection traffic control may also be more wide-ranging, from uncontrolled to signalized, or roundabout controlled.

Observations at rural and suburban intersections revealed wide intersection geometries at several locations, higher motor vehicle speeds, a mixture of different types of traffic control along the same corridor, and poor stop compliance (primarily rolling stops). The recommendations under this strategy focus on mitigating the safety issues identified at rural and suburban intersections.

- **Action S4.1: Prepare a traffic control toolkit for rural intersections.**
  In rural areas, distances between intersections are typically longer compared to urban areas, and there is a lower level of expectation of each intersection. Therefore, it is critical that traffic controls are provided that align with expectation, support high rates of stop compliance, and require safe speeds. The Township primarily uses the TAC Manual of Uniform Traffic Control Devices for Canada for guidance regarding the use of stop control configuration and the deployment of flashing beacons. It is suggested this practice be supplemented by considering the following.
    - If there is a significant number or proportion or right-angle or side-impact collisions at an intersection and if traffic volumes are the same order of magnitude on perpendicular approaches, a four-way stop may be considered, if warranted. Research suggests that four-way stops are associated with a much lower risk of severe collision than two-way stops. This is because it is much less likely for a driver at a four-way stop to run a stop sign than it is for a driver at a two-way stop to accept an inadequate gap.
    - Overhead flashing beacons can be used as a proactive device rather than a reactive device. They should be installed consistently, where the intersection may be less visible or on the approach where there is a lower expectation of stopping.
    - Other devices that are much more conspicuous (such as signs with LED borders or reflective posts) or directly within the driver's view (such as median-mounted stop signs) or stop control enforcement can be considered where traditional tools have not addressed crossing collision patterns.

  The next steps for the Township are listed below.
  - Review and identify a range of stop-control treatments for rural intersections based on the Manual of Uniform Traffic Control Devices for Canada and other guides. Identify treatments for use in the Township and a consistent approach for location identification.
  - Develop a hierarchy for levels of stop-control treatments based on collision history and safe system principles.
  - Test all-way stop-control conversions and enhancements at collision-prone locations and evaluate effectiveness. This would only be considered at locations where the collision history and types of collisions are likely to be mitigated through this type of measure.
  - Depending on the results of the test applications, consider expanding the use of the most effective stop-control options and devices at more locations. This may also include advocating for additional intersection safety cameras at non-signalized or mid-block locations.

- **Action S4.2: Explore opportunities to implement roundabouts where feasible.**
  The Township has implemented two roundabouts in rural areas on its roads and has coordinated with the Province on additional highway installations. As roundabouts have fewer conflict points and traffic speeds are slower than within a traditional intersection, roundabouts tend to be a safer intersection treatment. The benefits of multi-lane roundabouts are slightly less pronounced than single-lane roundabouts.

  The Township does not have an official policy (such as a "roundabout-first" policy) on the conversion of stop-controlled or signalized intersections to roundabouts. The appropriateness of a roundabout is reviewed on a case-by-case basis. Roundabouts are a very good option where other stop-control enhancements (**Action S4.1**) have not had the desired impact.

  Public education regarding the use of roundabouts will be required as part of their implementation. While roundabouts may be new for some road users, they typically become accustomed to them relatively quickly and start realizing the safety benefits.

  The next steps for the Township are listed below.
  - Review the safety and operational impacts of the existing roundabouts in the Township.
  - Consider developing a roundabout first policy when considering upgrades from stop-controlled intersections of two two-lane roads and a process for the systematic consideration of roundabouts vs traffic signalization at rural intersections. Such a policy should consider the factors where roundabouts may or may not be appropriate based on industry leading guidance.
  - Screen and identify candidate intersections or corridors for roundabout conversions (or a system of roundabouts in the case of corridors).
  - When reviewing and upgrading existing intersections, review roundabout feasibility.
  - Implement roundabouts at collision-prone intersection locations, where feasible.

  Why Implementing Roundabouts Can Sometimes Be Challenging.

  It is understood that roundabouts typically have a larger footprint and may require land acquisition and Agricultural Land Commission approval. They may also require environmental review and mitigation, underground utility improvements, and drainage and stormwater improvements. They can also create challenges for trucks, emergency vehicles, pedestrians, cyclists, and people with disabilities including sight loss; however, effective designs can mitigate several of these issues. Finally, intersection operations need to be reviewed to ensure that queueing on some approaches does not extend to other conflict points or increase the rear-end collision risk. If these issues and their significant costs can be overcome, roundabouts can offer significant safety benefits.

  Note that very few multi-lane roundabouts have been implemented in BC as the safety benefits of a roundabout diminishes and the land implications and costs increased. A roundabout first policy may be appropriate for single lane roundabouts where the two intersecting roads only have or are only planned to have two lanes.

- **Action S4.3: Implement access management and alternative designs.**
  At some unsignalized intersections and driveways, it was observed that drivers are undertaking high-risk maneuvers to cross oncoming traffic. This can result in severe side-impact collisions, particularly along

high-speed roads or at intersections where adequate sight distance is not provided or movements from a cross-street are unexpected. In these cases, safety can be improved by:

- addressing sight line issues
- providing right-in/right-out access
- consolidating driveways

Reducing or consolidating existing access points and driveways would require consultation with residents or business owners that may be impacted. Also, in some cases an alternate route may need to be identified to provide safer access to and from the property or neighbourhood. The next steps for the Township are listed below.

- Identify collision-prone unsignalized intersections and conduct SSAs.
- Update access management hierarchy - from restricting only the riskiest movements to providing alternative designs, a full closure, or consolidation with other access points.
- Work with landowners to address issues and discuss alternative access.
- For new developments, enforce bylaws that limit left-turn and through movements to/from driveways across major roadways, implement signage, and consider physical infrastructure treatments such as raised medians.

S5 – Protect vulnerable road users.

Vulnerable road users – including people walking, cycling, motorcycling, or using another type of small micromobility device – are more likely to be killed or seriously injured when a collision occurs. Vulnerable road users not only lack the protection that drivers and passengers in an automobile enjoy but take longer to reach their destination and subject to falling.

In the Township, according to ICBC, collisions involving vulnerable road users accounted for 6% of the total collisions. The majority of vulnerable road user collisions involved pedestrians. The proportion of users involving scooters and other mobility devices was not evident from collision data reviewed and would require a detailed review of police narrative descriptions. However, the Township also receives complaints of incidents in which e-scooter (electric kick scooter) and e-bike users operating on multi-use pathways and sidewalks at high speeds coming into conflict with pedestrians and other users.

Vulnerable road user safety strategies aim to:

- Provide protected signal phasing for vulnerable road users
- Provide safer facilities for vulnerable road users
- Provide greater warning to both vulnerable road users and drivers in advance of conflict points
- Accommodate mobility, sensory and cognitive limitations (i.e. full accessibility)
- Lower vehicle speeds in the vicinity of vulnerable road user facilities

The Township has undertaken several initiatives to support vulnerable road user safety, including:

- Extending crossing times at signalized intersections
- Providing leading pedestrian intervals
- Filling in gaps in the sidewalk network
- Providing Pedestrian Countdown timers
- Installing Rectangular Rapid Flashing Beacons (RRFBs)
- Providing protected bicycle lanes

The following section identifies actions that can supplement current efforts in enhancing safety for vulnerable road users. Additional actions regarding enhancing the transportation network for people taking transit (**Theme 3**), people cycling and using micromobility devices (**Theme 4**), and people walking (**Theme 5**) can be found in other sections of the TMS document.

- **Action S5.1: Provide leading pedestrian intervals.**
  Based on ICBC data, approximately 3% of casualty reported collisions in the Township involve pedestrians. Most of these occur at signalized intersections and specifically involve left-turn or right-turn vehicle movements.

  Leading pedestrian intervals can help to reduce conflicts between turning vehicles and pedestrians or cyclists crossing the intersection. They do so by allowing pedestrians to begin their crossing before vehicles are permitted to enter the intersection. This increases their visibility because they are already in the intersection when drivers begin to move. It also reduces conflicts with pedestrians crossing turning vehicles.

  The Township has implemented leading pedestrian intervals around some schools and shopping centres. The next steps for the Township are listed below.
  - Evaluate the impact of leading pedestrian intervals at all locations where they have been installed.
  - Adopt or develop criteria for the installation of leading pedestrian intervals, which should include collisions, pedestrian volumes, and vehicle turning volumes.
  - Identify signalized intersections with a high frequency of collisions between turning vehicles and pedestrians.
  - Implement leading pedestrian intervals at select locations.
  - Evaluate effectiveness of all new leading pedestrian interval installations and consider additional installations.

  Leading pedestrian intervals are typically implemented at intersections where there is no left turn signal. In locations where there are permissive signals is to convert the signal to a fully protected left turn signal.

- **Action S5.2: Provide protected intersections.**
  A protected intersection is designed to make it safer for vulnerable road users in the approach to and when crossing an intersection. This is achieved by shortening crossing distances, reducing exposure, increasing visibility, and improving yielding behaviour by motor vehicle drivers. Protected intersections consist of several interacting design elements, the most important are listed below.
  - Crossride setback, or the lateral offset from the motor vehicle lane to the bicycle crossride, which enables better sightlines and allows more time for drivers to stop for pedestrians and people on bicycles.
  - Forward stop bar, which places people on bicycles who are waiting further ahead than motor vehicles, improving the visibility of people on bicycles and reducing potential for conflicts at the start of the signal phase.
  - Corner safety island, which separates and protects the bicycle and pedestrian space from the roadway at the corner.
  - Integrated accessibility features to facilitate safe crossing by vulnerable road users.

There are other elements that can be present at protected intersections but that are not required, such as bicycle signals.

The next steps for the Township are listed below.

- Identify candidate locations for piloting a protected intersection (new or retrofit projects).
- Conduct an in-service review of the candidate location(s) to fully understand the use by different modes, operations at all conflict points, and the collision history.
- Design and construct protected intersections as part of cycling and active transportation projects, where feasible.

- **Action S5.3: Enhance motorcycle safety.**
  Motorcycles are inherently the most high-risk form of travel. This is due to a combination of their high speeds, the lack of protection in the event of a collision, and their visibility to other road users. There were 5 ICBC reported fatal collisions between 2018 and 2022 involving motorcyclists on Township roads. Collisions involving motorcyclists are more likely to lead to fatalities and serious injuries than other modes.

  The Township currently has no specific programs or activities related to motorcycle safety, but partners such as ICBC and the RCMP do have targeted education and enforcement campaigns throughout the province. While the issues around motorcycle safety cannot be fully addressed given the inherent risks, they can be alleviated with a combination of more education, enforcement, engagement, and more explicit consideration in engineering studies. The next steps for the Township are listed below.
  - Screen the network for collisions and conduct reviews where there is a concentration of collisions involving motorcyclists.
  - Engage with ICBC, the RCMP, Fraser Health, and other partners regarding education and engagement activities, and provide support.
  - Research online resources and identify specific programs or products to provide to motorcyclists.
  - With the development of motorcycle safety programs in other cities, review successes in other jurisdictions and identify programs the Township could adopt.
  - When collisions involving motorcyclists result in serious injuries or fatalities, conduct post-collision reviews of the location.

- **Action S5.4: Encourage more transit use.**
  Public transit is a critical part of the Township's existing and future transportation system and provides an affordable, safer and more equitable transportation choice. Research has consistently shown that public transit is the safest form of travel. While bus transit services in the Township are managed by TransLink and operated by the Coast Mountain Bus Company (CMBC), the Township is responsible for providing connections to and amenities at bus stops. The Township can also advocate for transit service changes and transit priority measures that can ensure transit buses travel efficiently on the Township's roads.

  Increasing transit ridership can significantly reduce collisions and injuries in the Township, as long as:
  - connections to transit (such as improved sidewalks, bikeways, crosswalk locations, park and ride facilities) are safe, and
  - transit reliability and priority measures (such as increased service, dedicated bus lanes and traffic signal priority) can be expanded.

Encouraging more transit use is a major theme of the TMS and a transportation priority in the region. The Township will continue to encourage more transit use by implementing the actions outlined in the TMS, particularly under **Theme 3** (Transit). This includes continuing to upgrade bus stop accessibility and amenities, ensuring that transit is fast and reliable, and that routes are frequent and convenient connecting people to community and regional destinations.

- **Action S5.5: Monitor safety of electric micromobility devices.**
  Micromobility includes a variety of personal or shared mobility devices, including e-bikes, skateboards, scooters (electric and manual), rollerblades, etc. Electric micromobility devices, also referred to as e-micromobility devices, include electric kick scooters (e-scooters) and electric bicycles (e-bikes).

  According to research, e-micromobility mode share in Metro Vancouver quadrupled between 2019 and 2023, driven by the growing presence of personal and shared e-bikes and e-scooters.[2] The study also found that the average speeds on off-street cycling facilities and multi-use pathways increased by 2 km/h during this period. The combination of the presence of more e-micromobility devices introduces new road safety challenges mentioned below.
  - Comfortable passing widths and speeds on infrastructure: Due to the varied sizes and speeds of e-micromobility devices, there may be infrastructure design challenges when considering comfortable passing and side-by-side riding.
  - A lack of collision and injury data: Despite the uptake in e-micromobility, there is a significant gap in collision and injury data involving e-micromobility devices due to a lack of complete, consistent, and reliable data, underreporting in hospital charting, and variability in diagnostic coding practices.[3]
  - Rider behaviour and education: As e-micromobility devices are relatively new, riders may be unfamiliar with safe riding practices or municipal traffic bylaws.

  The Township currently has no specific programs or activities related to e-micromobility safety. However, partners such as Fraser Health and community organizations have targeted initiatives. E-micromobility safety can be supported via a combination of more education, enforcement, and more explicit consideration in engineering studies. As e-scooters and other e-micromobility devices continue to involve, there needs to be greater consideration about how to safely integrate them into mobility system and network.
  - Education: More messaging to the public about how to safely operate e-micromobility devices.
  - Engineering: Ensure that road alignment, geometric design, and maintenance practices consider the operational characteristics of e-micromobility devices. The increased presence of e-micromobility devices may also impact preferred facility width and user separation considerations.
  - Enforcement: Target e-micromobility behaviours that may be unsafe such as double-riding, not wearing a helmet, and sidewalk riding.

[2] Bigazzi, A., & Hassanpour, A. (2024). Four-Year Trends of Personal Mobility Devices in Metropolitan Vancouver: The Evolution of Mode Shares, Speeds, and Comfort in Off-Street Paths.
[3] Wong, E. & Yau, B. (2025). Electric micromobility devices: Balancing safety with sustainability.

There are additional details regarding the BC Electric Kick Scooter Pilot Project and other actions related to micromobility usage under **Strategy C2** within **Theme 4: Cycling and Micromobility**. The next steps for the Township specific to monitoring the safety of electric micromobility devices are listed below.

- Partner with Fraser Health, the RCMP, and the Province to support broader micromobility data collection and evaluation, with a focus on e-micromobility devices related to safety and enforcement.
- Engage with partners to explore opportunities to support e-micromobility education campaigns and activities.
- Continue to work with the Province to support legislative changes to accommodate the safe use of micromobility devices.
- With the development of e-micromobility safety programs in other cities, review successes in other jurisdictions and identify programs to adopt for the Township.
- When data is available, for collisions involving e-micromobility that result in serious injuries or fatalities, conduct post-collision reviews of the location.

S6 – Facilitate a culture of transportation safety.

The community engagement for the TMS highlighted common safety related themes including:

- the occurrence of unsafe driving and speeding
- the need for more enforcement and education

The prevalence of such behaviours speaks to an opportunity to nurture and change transportation safety culture in the Township. Safety culture refers to the shared belief system of a group of people, which influences road user behaviors and actions that impact traffic safety. Road user behaviors include actions that influence crash risk and crash severity. The transportation system is a shared system and to achieve a target of zero fatalities and serious injuries, it is necessary to create a culture that prioritizes safety, encourages safe road user behavior, and facilitates cooperation among stakeholders and agency partners.

Changing culture and providing for safe mobility is a shared responsibility, and various organizations work diligently to address road safety within their own mandates, including different Township departments, the Province, RCMP, ICBC, Fraser Health, various advocacy groups, and others. Each partner organization brings specific mandates, expertise, perspectives, and ability to reach different segments of the public. Many partners already have programs in place for addressing various driver behaviours and continue to enhance these efforts.

While changing beliefs is difficult and could take years, it is necessary to start now to start seeing the results within a few years. No municipality is likely to achieve zero serious injuries and fatalities without this cultural transformation. Some efforts have been focused on younger members of the community (children and youth), as it is less challenging to influence beliefs and habits at a younger age. It is important to start these efforts well before driver licensing, since young drivers are over-represented in injury and fatality collisions.

The following section identifies specific actions that can supplement current efforts in building safety culture in the Township.

- **Action S6.1: Work with partners to address unsafe behaviours.**
  Based on research, the most common behaviours that contribute to fatal and injury collisions are as follows:
  - distraction/inattention
  - following too close
  - unsafe lane changes
  - speeding and aggressive driving
  - alcohol or drug Impairment
  - fatigue

  Various partners have programs for each of these behaviours. The Township currently participates in some of these campaigns. However, closer coordination with partners, including the use of injury collision data and community engagement results related to these efforts can help to strengthen these campaigns to have a greater impact on residents and workers in the Township. The next steps for the Township to implement this action are listed below.
  - Discuss existing programs with partners, and how the Township can lend support.
  - Provide/enhance road safety knowledge and communications on Township website.
  - Consider developing a Township specific road safety campaign.

- **Action S6.2: Conduct baseline surveys.**
  The root of many transportation safety issues is cultural in nature. However, it is difficult to get a handle on these issues without first understanding them. Surveys can be conducted to gain an objective understanding of behaviours and what beliefs and attitudes may be contributing to them. They can identify gaps in knowledge, cultural beliefs or behavioural patterns that will facilitate a better understanding and can lead to more informed strategies and public messages.

  Knowledge, Attitude, and Practice (KAP) surveys are often conducted in health sciences and road safety. The results of each of these components (knowledge, attitude, and practice) are then compared to assess the links between them, and where interventions may be most effective. For example, if respondents state that they believe that texting while driving is unsafe, but they recently engaged in such behaviour despite that, then there is a disconnect between beliefs and practices.

  The first surveys that are conducted would represent a baseline understanding of the state of road safety culture in the Township. Future surveys could then be conducted to assess changes in public culture and the effectiveness of the efforts and work underway by the Township and its partners. The next steps to implement this action are listed below.
    - Consult with other road safety partners (ICBC, RCMP, TransLink, MOTT) on the merits and viability of a KAP survey.
    - Assist road safety partners in the following:
      - Identify and adapt a KAP survey and engage the public. Standard samples of these surveys have been developed by organizations such as the Canadian Automobile Association and the Traffic Injury Research Foundation.
      - Based on the results, prepare baseline report and identify key issues and opportunities for interventions to enhance public safety culture.
      - Share the results with agency partners to support the identification of mitigation measures.
    - Conduct follow-up surveys to assess effectiveness, and to monitor changes in public culture over time.

- **Action S6.3: Build a safety culture among children.**
  Children and youth are highly impressionable and start to form habits that they often maintain into adulthood. They are exposed to various road situations for the first time, whether it be riding a bicycle or crossing the street by themselves. Children, due to their size, are harder for drivers to see, and have not fully developed their cognitive abilities. Some youth (e.g., teens) may experience feelings of invulnerability and can be more likely to engage in risk-taking behaviour, while also being less experienced in identifying hazards. As a result, the transportation system needs to be designed to safely accommodate younger users. Children are also generally highly receptive to training and encouragement, and these opportunities should be provided as much as possible through both the school system and other community initiatives. There are several existing programs that have been developed by other agency partners including ICBC, TransLink, and the Province.

  In the past several years, the Township has partnered with Langley School District, Parent Advisory Committees, Fraser Health, ICBC and RCMP to undertake Safter School Travel and School Travel Planning programs in various elementary schools in the Township. Additionally, the Township also partnered with HUB Cycling to deliver cycling education courses and Bike to School Week events to Township schools when funding was available.

  The next steps for the Township to continue to implement this action are listed below.
  - Work with partners to identify safety initiatives and develop educational programs to improve safety among children, youth, and young adults.
  - Allocate resources to implement available programs and initiatives within the Township and advocate for continued support and resources from agency partners.
  - Advocate to the Ministry of Education to make road safety a priority for the classroom by integrating road safety into the curriculum and in professional development opportunities for educators.
  - Ensure all schools have a School Travel/Road Safety Plan, including Walking School Bus and/or Bike Bus programs.
  - Work with the Langley School District to ensure road safety is a key consideration in school siting criteria for new schools. This includes avoiding locations near high-speed, high-volume roads and prioritizing sites with access to safe active transportation routes and networks.

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Theme 3 Transit

Public transit in Metro Vancouver is funded by TransLink and operated by various subsidiary companies. Public transit includes SkyTrain, SeaBus, West Coast Express, Rapid Bus, BRT, HandyDART, conventional transit, including community shuttles, and the Fraser Valley Express (BC Transit).

While bus transit services in the Township are managed by TransLink, the Township is responsible for providing amenities at bus stops such as benches, shelters, and lighting. The Township has contracts in place for the supply, installation and maintenance of shelters and benches at transit stops. Additionally, the Township works with TransLink to suggest changes to improve service coverage and access to transit service.

Public transit has the highest people moving capacity of all modes. Fast, reliable, and convenient transit systems are more likely to attract high levels of ridership. Shifting trips to transit can improve the efficiency of the road network, reducing congestion, collision rates, and emissions, while also increasing affordability, livability, and equity. Land use and population and employment density on frequent transit corridors can help to promote and enhance transit connections for residents and visitors.

Current Context

- The transportation network will be strained and congested without more transit options.
- There is limited transit service in the evening and on weekends and no access to some important destinations and areas of the Township.
- 90% of all transit stops are classified as accessible but there are opportunities to provide more amenities such as shelters and benches at transit stops.
- The extension of the SkyTrain line (SLS) will provide the Township with rapid transit access to the rest of Metro Vancouver.
- Planning work is currently underway for the LHP BRT route.
- TransLink has recently initiated the South of Fraser East Area Transport Plan. Additionally, as part of planning for SLS and LHP BRT a Bus Integration Plan will be prepared in advance of the launch of each project.

Strategies and Actions

Under the theme of Transit there are three strategies and a total of 8 actions:

- T1 – Support the implementation of planned transit projects.
- T2 – Increase transit service coverage and convenience.
- T3 – Enhance access to and amenities at transit stops and exchanges.

The following outlines the actions that fall under each of these strategies.

T1 - Support the implementation of planned transit projects.

The actions under this strategy focus on supporting the implementation of planned transit projects including the SLS, LHP BRT, the Fraser Valley Highway 1 Corridor Improvement Program which includes providing HOV/Bus Lanes and Mobility Hub at the 264 Street interchange, and other major transit projects to help accommodate frequent transit and a multi-modal transportation network. While these projects are being initiated by other agencies the Township has a role to play to support their implementation.

- **Action T1.1: Work with TransLink, BC Transit, and the Ministry of Transportation and Transit to monitor the impact of SkyTrain and other new transit projects on the Township-wide transit network.**
  As new transit projects are planned and implemented by transportation agencies, the Township will continue to work to ensure these projects continue to support the long-term vision for transportation in the Township. This includes work underway to implement SLS and enhanced transit service on Highway 1 better integrating Metro Vancouver's and the Fraser Valley's transit networks.

  In support of this action and planned transit projects, the Township will continue to work with TransLink and other transportation agencies to:
  - Develop the SOFE ATP which will incorporate SLS, LHP BRT, and the Highway 1 bus on shoulder project, along with other planned transit routes including those to Gloucester and Campell Valley Regional Park.
  - Support the development of a Bus Integration Plan as part of the launch of all new transit projects, including SLS. This will be particularly important due to the lack of park and ride facilities at SLS stations to ensure rapid transit can be accessed via conventional transit.
  - Monitor travel patterns and the impact new transit projects have on the Township's transportation network as new projects are implemented. This includes monitoring traffic congestion, demand for multi-modal parking, and active transportation infrastructure in proximity of transit stations and exchanges.
  - Monitor and review rapid transit service frequency and demand.
  - Monitor and review bus speed and reliability within the Township (see also **Action T2.2**).
  - Continue to share community input on transit service and reliability with TransLink, BC Transit, and the MOTT.
  - Support the integration and alignment of TransLink and BC Transit routes and services.

- **Action T1.2: Work with TransLink to implement the Langley-Haney Place BRT.**
  At the time of the development of the TMS, the planning work was underway for the LHP BRT, led by TransLink. The Township undertook a corridor planning process to define the future vision for the transit-oriented corridor, the results of which were incorporated into the OCP Update.

  Within the Township of Langley, the LHP BRT will be located predominantly along portions of the 200 Street corridor with several stations including the terminus station at Willowbrook. Along the LHP BRT corridor, bus priority measures including dedicated bus lanes are proposed. The number of people a bus can move increases if there are dedicated transit lanes compared to when they are mixed with general purpose traffic. By providing dedicated lanes for buses, more people can move per hour. The Township has a finite amount of street space and to use it effectively, transit is a more cost-efficient way to move more people through the community.

  The next steps for the Township to continue to implement this action are listed below.
  - Continue to work with TransLink to plan and design the LHP BRT route.
  - Work with TransLink to develop a Bus Integration Plan for LHP BRT to ensure the transit network supports access and connection to BRT and promotes ridership.
  - Implement the recommendations of the BRT Corridor Plan (200 Street 2040), including improving active transportation connectivity and the quality of the public realm on roadways that intersect with

the BRT corridor. The Township will develop an Operations, Maintenance and Rehabilitation Agreement with TransLink for the LHP BRT as it will be infrastructure on municipal roads.

- **Action T1.3: Work with partners to create mobility hubs and Park and Ride facilities at transit exchanges and stations, particularly at the 216 Street, 232 Street, and 264 Street interchanges.**
  As part of the Fraser Valley Highway 1 Corridor Improvement Program, the Province is working to improve the highway safety, reliability, and capacity between 216 Street in Langley through to Chilliwack by widening the highway. The Highway 1 Corridor project includes specific components focused on improving transit service and reliability along the highway corridor. These Highway 1 improvements include bus-on shoulder lanes along the highway and the construction of mobility hubs. Mobility hubs are intended to integrate different modes of transportation, including transit, active transportation, and include park-and-ride facilities.

  In support of this action, the Township will work with partners to create mobility hubs and park and ride facilities at transit exchanges and stations and ensure they are well integrated into the Township's transportation network. Ensuring there is accessible and connected active transportation, transit, motor vehicle connections to transit exchanges, along with multi-modal parking options.

  A Park and Ride is currently planned for the 264 Street Interchange. However, no such facilities are planned for the 216 Street or 232 Street interchanges. The Township can advocate to the Province for the provision of Park and Ride facilities in the vicinity of 216 Street and 232 Street to promote car-pooling and potential links to future transit routes.

- **Action T1.4: Work with agency partners to continue to explore opportunities for enhanced regional and inter-regional transit connections.**
  In support of this action, the Township will continue to liaise with the MOTT, BC Transit, TransLink, the FVRD, rail companies, and other transportation agencies, and participate in any future studies exploring the feasibility of enhancing inter-regional transit options in the Fraser Valley.

T2 – Increase transit service coverage and convenience.

The actions outlined in this section identify how the Township will work with TransLink to enhance transit service in the Township making transit a reliable and convenient transportation option. When community members were asked which aspect of the transportation system they would consider the highest priority to accommodate the Township's growing transportation and mobility needs, transit was ranked the highest followed closely by driving/carpooling and walking.

Given the Township's planned population growth, transit improvements are very important to move and connect people within the Township and the region by providing more reliable and efficient transportation options. It also helps to relieve pressure and improve the transportation network. Transit service coverage is currently the highest in the Willowbrook, Willoughby, but there is limited service to and within Walnut Grove, Brookswood/Fernridge, Murrayville,, Aldergrove, Northwest Langley, and Fort Langley communities, in addition to rural areas of the Township. With the impending increase in transit frequency and reliability through the planned implementation of SLS and the planning work underway for LHP BRT, this is an opportune time to be exploring opportunities to work with TransLink and other transportation agencies to increase transit service coverage and convenience in the Township in areas that are currently underserved as well as to accommodate the population and employment growth.

- **Action T2.1: Work with TransLink to increase local service coverage and Frequent Transit Network routes connecting to SkyTrain, BRT services, and community hubs.**
  All transit route planning is led by TransLink and CMBC. However, the Township will work with TransLink to suggest changes to improve service coverage and access to transit services. These recommendations are based on the Township's land use plan along with technical analysis completed and community and agency input collected during the TMS planning process.

  The desired long-term transit network concept developed through the TMS process is shown in **Figure 9**. As noted, this is for future discussions with TransLink and is intended to illustrate the desired transit network from the Township's perspective. To plan for increased local transit service coverage and frequency, the proposed long-term transit network intends to achieve the following.
  - Improve connections between community hubs and increase traditional bus service coverage to underserved areas, this also includes increasing service during off-peak hours, and later in the evening.
  - Ensure large scale employment areas and areas with high population density are within a 5-minute walk of transit and 10 minutes of rapid transit (SLS and LHP BRT).
  - Integrate conventional bus routes with new rapid transit projects ensuring that Township residents can access rapid transit routes via conventional transit.
  - Improve transit frequency and reliability to prioritize buses through measures like dedicated bus lanes (along portions of the 200 Street as part of the LHP BRT) or queue jump lanes and other transit priority measures.

  The concept network was developed based on a review of:
  - Origin-destination trip analysis for all modes to understand where people are currently travelling within the Township and to neighbouring communities. Through this process, AM, mid-day, and PM peak patterns were reviewed to identify opportunities to increase transit service between origins and destinations with the greatest number of trips. This included trips within Township neighbourhoods and trips between Township and neighbourhoods in Surrey, Abbotsford, Delta/Richmond, Maple Ridge/Pitt Meadows, and North of the Fraser. The analysis found that there is demand for:
    - Enhanced east/west service on 96 Avenue, 88 Avenue, 80 Avenue, 72 Avenue, 64 Avenue, 40 Avenue, 32 Avenue, and 24 Avenue.
    - Enhanced north/south service along 200 Street, 203/202A/202B Street, 208 Street, Highway 10 including expansion of BRT service south of Willowbrook.
  - 2050 population and employment projections, which highlight high population and employment growth in Willoughby and Willowbrook, particularly along the 200 Street corridor. Other notable areas of population growth are Brookswood/Fernridge and Aldergrove while moderate growth in employment is expected in Gloucester and Northwest Langley.

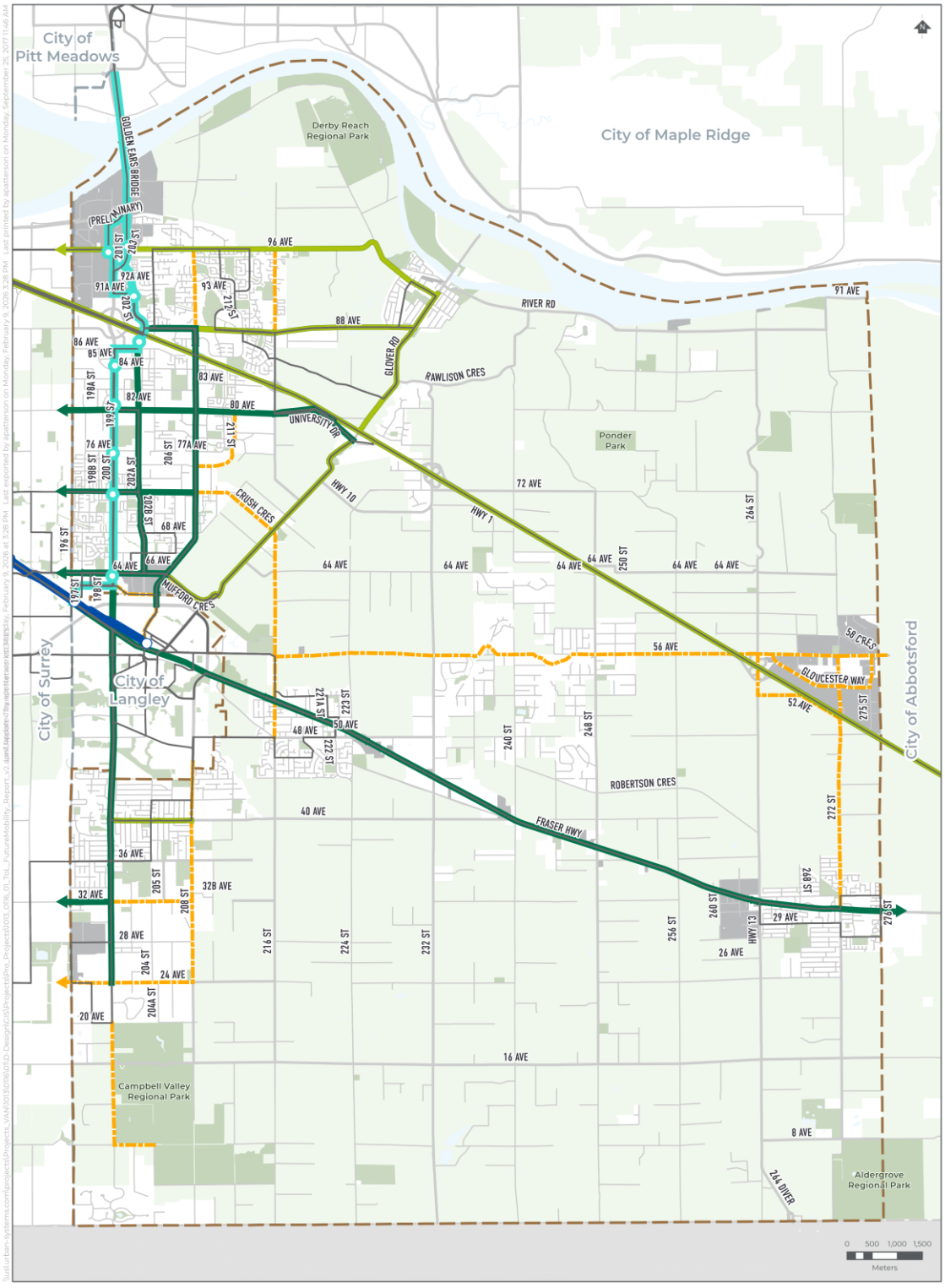
  In support of this action, the Township will work with TransLink, MOTT, and BC Transit and share the recommendations of the TMS and suggest changes to improve service coverage and frequency. Additionally, the Township will work with transit agencies to explore the feasibility of on-demand transit services to provide more convenient options for rural areas. Although specific on-demand services have not been formally launched by TransLink, they continue to explore new mobility and on-demand transit solutions as part of its long-term innovation and planning programs such as *TransLink Tomorrow*, which

include on-demand service concepts and pilots in the future. In the short-term the Township will work to ensure these recommendations are included in the SOFE ATP.

The following components of the long-term transit network concept are shown in **Figure 9**

- **Future SkyTrain:** The SLS extension of the Expo SkyTrain line adjacent to Fraser Highway will provide the Township with rapid transit access to the rest of Metro Vancouver. The future Willowbrook SkyTrain station and transit exchange will be the Township's most significant transit facility. The current anticipated in-service date is late 2029.
- **Future Bus Rapid Transit:** Planning work is underway for the LHP BRT which will connect the Township with Maple Ridge.
- **Proposed New Frequent Transit Network:** Proposed potential routes where service runs at least 15 minutes or less every day.
- **Proposed Improved Transit Service:** Where providing more frequent bus service than currently in place has been proposed.
- **Proposed New Transit Routes:** Proposed potential new transit routes where there is currently no service.

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TRANSIT NETWORK

- Future Bus Rapid Transit Stop
- Future SkyTrain Station
- Future SkyTrain
- Future Bus Rapid Transit - Planned Alignment
- Proposed New Frequent Transit Network (15 minutes or less frequency every day)
- Proposed Improved Transit Service (More frequent bus service than existing)
- Proposed New Transit Routes
- Existing Conventional Bus Route
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley Est. 1873

Figure 9: Desired Long-Term Transit Network Concept

- **Action T2.2: Work with TransLink to identify and implement transit priority measures that improve bus speed and reliability along the existing and future Frequent Transit Network.**
  Reliable and efficient transit service increases ridership and provides better service to residents and businesses. A reliable transit system is vital for promoting public adoption of transit as the preferred mode of transportation. Frequent, reliable, and convenient service fosters trust in the system and positions transit as a viable alternative to driving, thereby decreasing reliance on private motor vehicles, alleviating congestion, and contributing to the development of sustainable, inclusive, and well-connected communities. As new transit routes are implemented within the Township, it will be important to monitor the speed and reliability of these routes and services. Growth and development may lead to traffic congestion, resulting in less reliable and convenient transit service. However, road authorities can improve transit speed and reliability by investing in transit priority measures at congested locations. This relationship is illustrated in **Figure 10**.

  The Township will collaborate with TransLink to monitor bus speeds and reliability and will implement transit priority measures, at minimum, along the Frequent Transit Network whenever necessary and feasible. This work will draw on TransLink's Transit Priority Toolkit to identify and apply context-appropriate tools and treatments. Example measures may include transit signal priority, queue jump lanes, dedicated or bus-only lanes, curb extensions or bus bulbs, and transit-friendly intersection design. Some of these features will be implemented as part of the planned BRT route along 200 Street, which will serve as a key example corridor for transit priority in the Township. TransLink has a bus speed and reliability program where the Township can apply for funds to implement some of these proposed transit improvements.

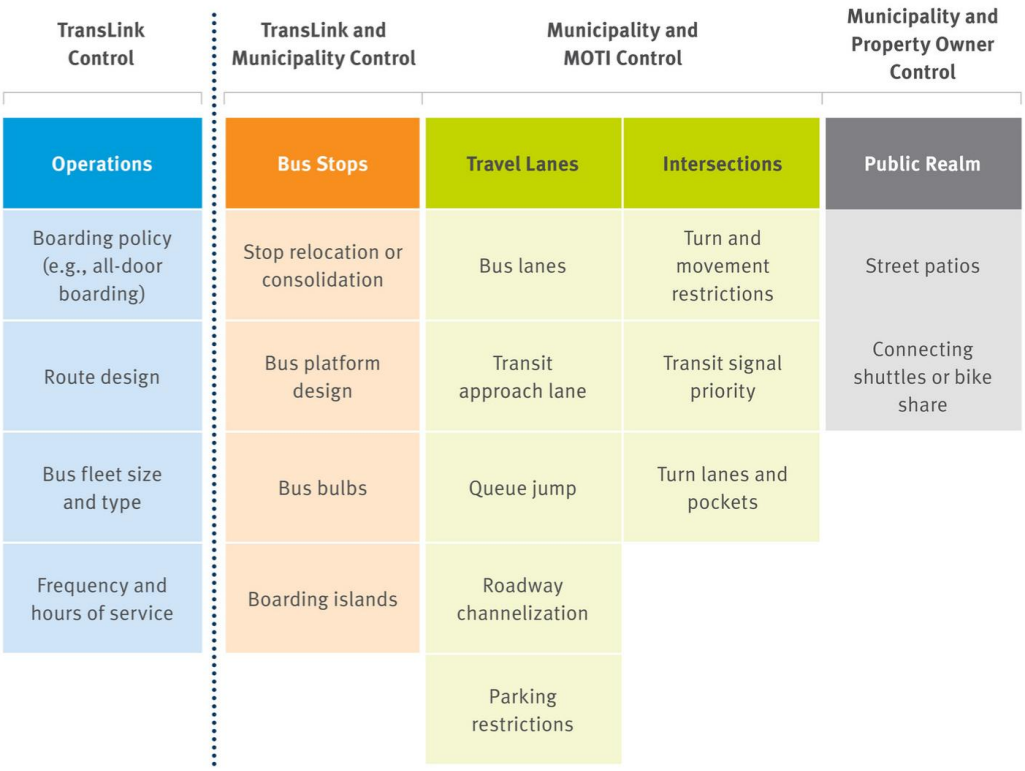


Figure 10: Control of Transit Elements
Source: TransLink 2023 Bus Speed and Reliability Report

T3 – Enhance access to and amenities at transit stops.

While TransLink is responsible for funding, planning, operating, and maintaining transit services throughout Metro Vancouver, the Township works to ensure residents can access transit stops and that there are amenities in place to make their transit experience more comfortable.

Most transit trips begin and end with another mode – people walk, cycle, drive, take a taxi, ride-hail, or use a micro-mobility device to reach transit stops and stations and continue with their trip. A complete and connected network that is oriented towards transit services improves the comfort and attractiveness of transit as a mode of transportation, particularly for longer trips. Many of the actions that improve this connectivity are within municipal jurisdiction, while others require partnership with other agencies and developers. This strategy identifies actions to improve the ease and comfort of transit access.

- **Action T3.1: Plan for the pedestrian network and the cycling and micromobility network to connect to transit stops to encourage and enable multi-modal travel.**
  Many transit riders arrive at transit stops and stations as pedestrians or cyclists. As a result, proximity and access to transit stops, exchanges, and future stations are important considerations when planning and prioritizing the future active transportation networks in the Township as outlined in the TMS.

  As part of this action, the Township will ensure that transit stations, exchanges, and stops are well connected to the active transportation network to encourage seamless mode transfer between walking, cycling, and transit. The Township will prioritize safe, direct, and accessible pedestrian and cycling connections to transit stations, exchanges, and stops. The Township will coordinate with TransLink to ensure bus stop design aligns with adjacent cycling infrastructure in accordance with current design guidelines. The design of active transportation facilities will also consider the operational needs of transit vehicles and passenger comfort, ensuring that improvements enhance overall system efficiency and user experience.

  Additionally, the Township will work with TransLink to ensure that appropriate bike parking is provided at stations and exchanges based on TransLink's bicycle parking at transit guidelines (**Action C3.1)**.

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- **Action T3.2: Increase comfort and safety for people using transit by improving bus stop accessibility and amenities.**
  There are several infrastructure treatments and amenities under municipal jurisdiction that can improve the transit customer experience, including ensuring transit stops provide amenities such as shelters, benches, and lighting. Within the Township, approximately 93% of existing bus stops are considered accessible. Approximately, 23% of bus stops have a shelter, 61% have a bench. In support of this action, the Township will consider the following next steps.
    - Conduct regular updates to the inventory of existing bus stop amenities.
    - Continue to work to provide benches, shelters, and lighting at bus stops where feasible, prioritizing stops with the highest boardings. Using this information, the Township will develop a list of bus stop amenity enhancement projects.
    - Continue to secure rights-of-way for bus shelters, through the development application review process. As development applications are reviewed, the Township will ensure that enough space is allocated for transit facilities such as bus shelters and benches.
    - Provide a passenger landing pad, wheelchair pad, and a continuous sidewalk or pedestrian facility at new and existing bus stops within the Township to improve accessibility and access to all transit stops and exchanges.
    - Work with TransLink to enhance bus stop wayfinding and implement smart technology that provides real time bus information at transit stops.

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Theme 4 Cycling and Micromobility

Cycling refers to the use of a bike or an e-bike. Other wheeled and micromobility devices such as kick scooters, rollerblades, and skateboards are often included under cycling, as they typically use the same infrastructure as cyclists.

While data on electric micromobility adoption in Canada is limited, uptake has been rapidly increasing globally. There is also increasing variety in the types of e-bikes, e-cargo bikes, electric kick scooters, and other devices on the road, which has enabled electric micromobility to serve a wide range of trip types, from running errands and transporting children to school or commercial goods delivery. Micromobility devices can also be used in shared fleets such as e-bike share and electric kick scooter share systems. Shared micromobility is a flexible and convenient transportation option that has grown in popularity over the past decade. There are several shared micromobility systems operating throughout BC.

Cycling and other micromobility devices provide convenient, healthy, and cost-effective modes of travel for people of all ages, abilities, and experiences, particularly for trip distances between five and ten kilometres. By strategically prioritizing cyclist safety and convenience through new or enhanced infrastructure, the Township can create more active, healthy, and sustainable communities.

Current Context

- The Township's cycling facilities fall within the following categories: protected bike lanes, cycle tracks, bike lanes, shared roads, bike accessible shoulders, and multi-use pathways.
- There are several major roads that have cycling facilities, which were built to the design standards in place at the time. But they may not be comfortable for people of all ages and abilities.
- There are gaps in the existing cycling network, creating locations where designated routes end with no alternative route, including along key corridors and greenways.
- Outside of key corridors, especially in less dense areas, there is less existing cycling infrastructure.
- The lack of supporting east-west routes significantly reduces trip flexibility for cyclists.
- Many of the Township's existing Community and Neighbourhood Plans identify future active transportation connections including cycling routes, greenways, and trails.
- Community members noted the desire for better cycling connections to destinations like grocery stores, services, and jobs.
- More secure bike parking and facilities like lockers, showers, and changing rooms, would encourage more people to cycle.
- There are currently no shared micromobility options (carshare, bike share, or electric kick scooter share) in the Township.

What are Greenways and Trails?
Greenways and trails are often used interchangeably as they are both off-street facilities that accommodate active transportation users. In a more formal sense, greenways often refer to the broader public corridor, beyond just the transportation facility. A greenway is usually located in a dedicated lot owned by the Township often adjacent to a roadway or beside a creek or waterbody. They can also have landscaping and site furnishings. Trails tend to be smaller in scale and in many cases are just the transportation facility without any landscaping or site furnishings.

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Strategies and Actions

Under the theme Cycling and Micromobility there are three strategies and 9 actions:

- C1 - Create a complete and connected cycling and micromobility network.
- C2 - Plan for shared and electric micromobility options.
- C3 - Support cycling and micromobility in the Township.

The following outlines the actions that fall under each of these strategies.

C1 - Create a complete and connected cycling and micromobility network.

Providing a complete and connected network of cycling and micromobility routes is critical to supporting cycling and sustainable transportation in the Township. This includes implementing a network of routes that are comfortable for people of All Ages and Abilities (also referred to as facilities that are comfortable for most). Implementing comfortable for most cycling facilities, wherever feasible, can help to increase the number of people cycling and enable the Township to meet the broader goals of the TMS. The actions under this strategy focus on providing a connected network within the Township and to enhance regional connections with high quality facilities that are comfortable for most people regardless of their cycling ability.

- **Action C1.1: Fill in gaps by building new cycling and micromobility routes that provide connections to and between community hubs and other destinations.**
  The design and construction of the Township's long-term cycling and micromobility network will align with best practices, including the B.C. Active Transportation Design Guide. The long-term cycling and micromobility network was developed based on the following network planning principles.
  - Alignment with existing Neighbourhood and Community Plans which identify proposed cycling and greenway routes.
  - Increase cycling network coverage to provide most residents in urban areas with a designated route near their home (within 400 metres) and provide connections within rural areas.
  - Provide a continuous network of safe and comfortable routes for most people regardless of age and ability, including filling gaps in the network and enhancing existing facilities.
  - Connect the on-street network with greenways and trails and other recreational routes.
  - Balance the needs of other modes on our roadways.

  The proposed long-term cycling and micromobility network aims to provide connections to and between community hubs and other destinations that people travel to daily. The intent is to provide a network that is connected, safe, and convenient and provides more transportation options for people beyond their personal motor vehicle.

The following map (**Figure 11**) highlights the proposed long-term cycling and micromobility network in the Township, it includes the following route types.

- **Future Urban Cycling Routes** are proposed new routes located adjacent to or on streets in the Township. They are proposed to be multi-use pathways, protected bike lanes, cycle tracks, and local neighbourhood bikeways. More details about facility types can be found in **Action C1.4**.
- **Future Greenways** will be off-street multi-use pathways as identified in existing Township planning documents, to be implemented through the Green Infrastructure Services department.
- **Future Rural Cycling Routes** are active transportation desire lines in rural areas of the Township. They are expected to be facilities such as bicycle accessible shoulders, multi-use pathways, or off-street greenways and trails.
- **Potential Active Transportation Overpasses** are proposed to enhance network connectivity over major roadways including Highway 1 and Fraser Highway. Exploring the feasibility of potential Highway 1 overpasses will require working with the Province.

It is important to note that many of the routes identified as part of the long-term cycling and micromobility network will also accommodate pedestrians. For example, on-street routes that are multi-use pathways, greenways, bicycle accessible shoulders, and active transportation overpasses are all facilities that are part of the pedestrian network.

In support of this action, the Township will work to fill gaps in the cycling and micromobility network by exploring the feasibility and implementing the proposed routes identified in **Figure 11.** Through strategic partnerships with other agencies the Township will also work to advocate for more active transportation overpasses to reduce barriers and enhance network connectivity. In cases where there are parallel rural routes identified (such as 64 Avenue and 56 Avenue as well as 16 Avenue, 8 Avenue, and 0 Avenue) a feasibility study will be completed to determine the preferred route.

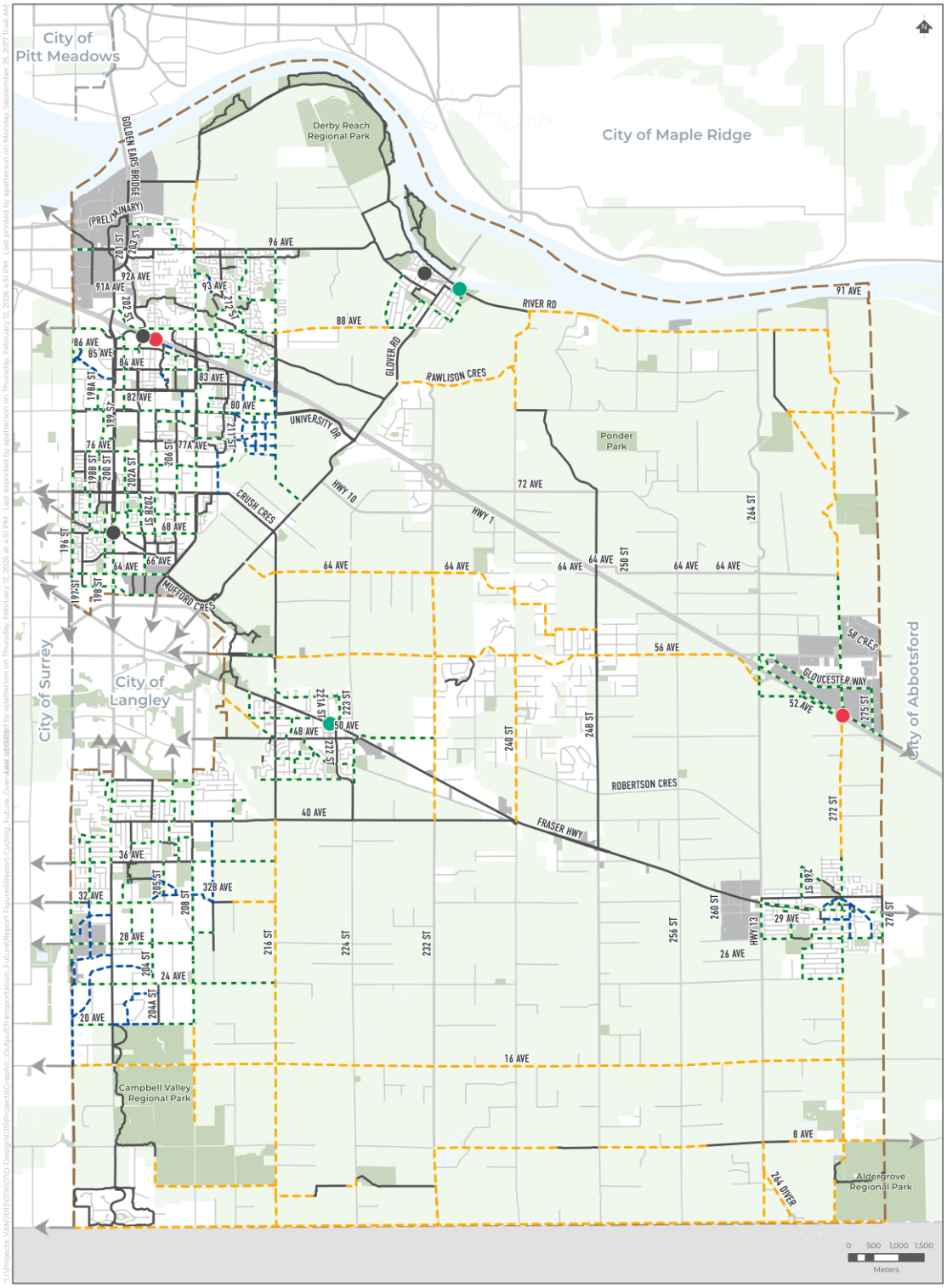
On existing routes, the Township will continue to maintain equestrian access to designated equestrian routes and explore the feasibility of providing new equestrian trail connections with the potential expansion within Campbell Valley Regional Park and within South Langley.

The Township will continue to fill gaps and continue to develop a complete and connected cycling and micromobility network through various methods, including Township led capital projects (road retrofits or new road projects), developer-initiated projects, and by working with community and agency partners (as described in more detail in **Action C1.3)**.

Please note that filling in gaps in the cycling network, particularly in developing areas, will require land acquisition, road construction (including utilities), to ensure the cycling facility is in the ultimate location. Alternatively, a temporary interim facility may be implemented, where feasible.

As new cycling and micromobility projects are implemented, the Township will update their digital inventory of the network and other transportation assets.

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LONG-TERM CYCLING AND MICROMOBILITY NETWORK

- Future Urban Cycling Route
- Future Rural Cycling Route
- Future Greenway
- Existing Cycling Route
- Connection to existing route in neighbouring community
- Existing Active Transportation Overpass
- Explore Active Transportation Overpass Crossing Options with Province
- Proposed Active Transportation Overpass
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley

Figure 11: Long-Term Cycling and Micromobility Network

- **Action C1.2: Work to upgrade existing cycling and micromobility routes to align with current design guidelines.**
  The Township has been making strides in providing more cycling infrastructure throughout the community and **Figure 11** also identifies existing routes within the Township. However, many of the cycling improvements completed since the 2015 Cycling Plan were built to the design guidelines in place at the time, before the BC Active Transportation Design Guidelines and the most recent update to the Transportation Association of Canada (TAC) Geometric Design Guide for Canadian Roads. In some cases, these facilities may not be appropriate for the current road conditions. Moving forward, building out and enhancing the Township's active transportation network to meet the current best practices is critical to providing safe, comfortable for most, and complete facilities. Prior to the development of the TMS, the Township completed an Active Transportation Network Assessment which identifies existing active transportation routes that do not meet current design guidelines. In support of this action, the Township will:
  - develop an investment program focused on upgrading existing cycling and micromobility routes that do not meet current design guidelines, where feasible
  - continue to upgrade existing cycling and micromobility routes as part of development projects, road rehabilitation, and standalone upgrade projects, based on the results of the Active Transportation Network Assessment
  - continue to monitor updates to active transportation design guidelines

- **Action C1.3: Support regional cycling and micromobility connections.**
  TransLink's Transport 2050 proposes a Major Bikeway Network of approximately 850 kilometres, which builds on existing regional cycling networks, and connects urban centres and major destinations. Corridors in Township identified as part of the Major Bikeway Network include 200 Street, Fraser Highway, Highway 10/Glover Road, 216 Street, 96 Avenue, 80 Avenue, 56 Avenue (or a similar corridor), and 272 Street. Other regional cycling related initiatives include the Metro Vancouver Regional Greenway Network, active transportation projects implemented as part of major transportation infrastructure projects including the SLS and the Fraser Valley Highway 1 Corridor Improvement Program, and projects implemented by neighbouring municipalities.

  In support of this action, the Township will continue to work with neighbouring municipalities and transportation agencies to support regional cycling and micromobility connections. The following is a list of next steps for the Township to support this action.
  - Continue to support and advocate for the implementation of active transportation infrastructure as part of major transportation projects and investments, including SLS, LHP BRT, Highway 1 widening, and other future projects.
  - Ensure all regional and provincial projects are designed in accordance with the B.C. Active Transportation Design Guide and TAC guidelines.
  - Advocate for routes and connections on roads that are under MOTT's jurisdiction, but are located within the Township's municipal boundary, to enhance the cycling and micromobility network.
  - Integrate the Township's network with routes within neighbouring municipalities. This includes considerations regarding the location of infrastructure but also the type of facilities being installed. This will be important to ensure seamless integration of facilities between municipalities and avoid routes that end or change dramatically upon crossing a municipal border.

- **Action C1.4: Provide a network of routes that are comfortable for most users.**
  Comfortable for most routes can consist of physically separated facilities, such as multi-use pathways (also included as part of the pedestrian network) and protected bicycle lanes and cycle tracks on streets with high traffic volumes and/or speeds, as well as neighbourhood bikeways. Neighbourhood bikeways are signed bikeways on low volume neighbourhood streets, where cyclists travel on-street with vehicles. These streets have lower speed limits and traffic volumes, and potential traffic calming features implemented by the Township. Cycling and micromobility networks typically also include routes with less comfortable supporting facilities that provide more options for cyclists but may not be suitable for all. This includes bicycle accessible shoulders and painted bicycle lanes (**Figure 12**).



Figure 12: Proposed Facility Types for Cycling and Micromobility

The Township has focused on providing a variety of facility types to accommodate different types of users. For example, this includes providing on-street routes for strong and confident cyclists and people using micromobility devices moving at faster speeds. And then facilities such as multi-use pathways for families and people travelling at slower speeds.

As electric micromobility devices, such as e-bikes and electric kick scooters, have become more prevalent there has been increased consideration regarding the appropriateness of different types of devices on different types of transportation infrastructure. This is discussed in more detail within **Strategy C2**.

From a more general planning and design perspective, 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 e-kick scooters and further encourage the uptake of these modes among interested but concerned segments of the population. Additionally, the Township can consider designing wider facilities (striving for recommended desirable or upper limit facility type widths) to accommodate larger devices and passing.

In support of this action, the Township will work to implement the following.

- Update recommendations for new cycling and micromobility facilities in the Subdivision and Development Servicing Bylaw (**Action S2.1**) to align with current design guidelines.
- Use current design guidelines, including considerations for accommodating micromobility devices, to design all new and upgraded cycling and micromobility routes.
- Continue to update their design practices as guidelines evolves over time when implementing new projects.

Once cycling facilities are installed, it is important to ensure that cycling infrastructure is well maintained on a regular basis, all year-round. Riding surfaces should be kept smooth and free of debris, while pavement markings and signage should be visible for all road users. This includes prioritizing road

maintenance on cycling routes and ensuring that durable pavement markings are used to identify cycling routes. The Township should consider developing and implementing maintenance and cleaning guidelines for cycling routes, prioritizing routes with high ridership.

- **Action C1.5: Improve intersections and crossings for people cycling and using micromobility devices.**
  Improvements to intersections and other crossings can make using the cycling and micromobility transportation network safer and feel more comfortable and convenient. To enhance intersections and crossings for people cycling and using micromobility devices, the Township will take the following steps.
  - Install signage, conflict zone markings, or guiding lines through intersections to help raise awareness to the presence of cycling and micromobility routes and people crossing. This will be done as new routes are implemented and as upgrades to existing routes occur.
  - Consider opportunities to provide bicycle detection and activation at new or upgraded signals along designated cycling and micromobility routes. .
  - Continue to improve crossing treatments where multi-use pathways/greenways intersect with a roadway (also noted in Theme 5 - **Action W2.1**).
  - Continue to explore the removal of barriers (baffle gates) that create obstructions at cut-throughs and multi-use pathway entrances. While it is best practice to remove barriers that impede pathway access, there may be instances where this is not feasible, particularly when there is a steep hill, there is a demonstrated history of motor vehicle encroachment and/or collision history. In these instances, there may be an opportunity to retrofit existing barriers to provide enough space to accommodate the width of mobility devices and cyclists, ensuring that people of all ages and abilities can access a pathway but larger motor vehicles cannot.

    At the time of this report, a Baffle Gates Pilot Project is currently under way to retrofit up to 25 locations on Parry-Evans Trail and surrounding areas in Willoughby.

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C2 - Plan for electric micromobility and shared options.

Electric micromobility devices present an opportunity for increasing accessibility and use of active transportation within the Township. However, electric micromobility devices can present challenges, including safety issues related to travel speeds, helmet usage, and conflicts with other road users. The actions under this strategy focus on identifying an approach to planning for, regulating, and potentially implementing shared and electric micromobility options proactively.

- **Action C2.1: Advocate for more study, guidance, and regulation of electric micromobility devices.**
  This action aims to ensure that new electric mobility technologies (e.g., electric kick scooters, e-bikes, hoverboards, motorized skateboards, segways etc.) are reviewed, considered, and monitored as trends, best practice, and technology changes.

  The Township joined the first provincial pilot project for electric kick scooters in September 2022 and rejoined the BC Electric Kick Scooter Pilot Project in June 2024 after the pilot project was renewed. The pilot is intended to test the limited use of kick-scooters and gather information on their impact on a community, the mobility system, and on users. In support of this action, the next steps for the Township are listed below.
  - Continue to monitor results of the electric kick-scooter pilot and the safety issues associated with electric micromobility devices and advocate to the Province for more clear guidance on the regulation, including if they are permitted, and on which facilities. Based on the results consider revising bylaws and restrictions on use of electric micromobility devices.
  - Ensure the design of new and upgrades to existing cycling and micromobility infrastructure consider comfortable passing widths and speeds on infrastructure. Due to the varied sizes and speeds of e-micromobility devices, there may be infrastructure design challenges when considering comfortable passing and side-by-side riding.
  - Implement the actions identified under Theme 2 – **Action S5.5**, which focus on education campaigns and strategies.

  The Province has recently produced an information pamphlet on the Pilot project and on Buying an Electric Scooter. It includes information on the legal use, including information for parents noting that it is illegal for a person under 16 to operate an electric kick scooter and for a parent or guardian to permit it. Fines are up to $598.

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Electric Kick-scooters

Electric kick-scooters are single occupant vehicles with an integrated battery that have a maximum speed of 25 km/h. At the time of writing, electric kick-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. Nonetheless, e-scooters and other forms of electric micromobility have become an increasingly common sight on streets and pathways throughout the Township, Metro Vancouver, and the rest of the Province. In B.C. you must be 16 years of age or older to ride a kick-scooter.

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

The B.C. Electric Kick Scooter Pilot Project enables the operation of legal e-scooters throughout participating municipalities roadways as follows:

- On roads with a speed limit of 50km/h or less, electric kick scooters must use a designated cycling lane if one is available or stay as far right as practicable.
- On roads with a speed limit above 50km/h, electric kick scooters can only operate in a designated cycling lane.

Safety concerns related to electric kick-scooters have become more prominent. A study conducted by the City of Portland's Bureau of Transportation found that the injury rate for electric kick-scooters appeared to be more than 40 times the rate for motorcycles, although injuries were usually minor and either did not require medical attention or required very little. Helmets are a safety issue to consider with electric kick-scooters. Many jurisdictions have chosen to encourage or require helmet usage in a similar way to bicycle helmets.

Safety concerns have also been identified when are used on sidewalks (which is not a permitted space for use of e-kick scooters). Without proper policies in place for how electric kick-scooters should be used, some users end up on sidewalks, which causes conflicts with pedestrians. electric kick-scooters have a maximum speed of 25 km/h which is much faster than others using the sidewalk, which can present a high risk for pedestrians, especially when approaching corners.

Significant study is underway to better understand the issues and countermeasures associated with electric kick-scooters and if they are appropriate and where. Due to high operating speeds, there have been questions as to whether e-kick scooters and e-bikes be considered a motor vehicle

Additional information:
Provincial Electric Kick-scooter Pilot: https://www2.gov.bc.ca/gov/content/transportation/driving-and-cycling/cycling/personal-mobility-devices/scooter

Safety study: https://www. consumerreports.org/product-safety/e-scooter-ride-share- industry-leaves-injuries-and-angered-cities-in-its-path/

Electric Bikes (e-bikes)

In B.C., e-bikes are currently defined under the B.C. Motor Vehicle Act (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 a 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.

- **ActionC2.2: Work with shared micromobility service providers to pilot service in the Township.** Shared mobility systems allow people to access a network of shared devices that have been spread across a community or portion of a community, as opposed to privately-owned devices or rental companies based in a single location. Shared mobility systems currently include shared motor vehicles (discussed in more detail in **Action D3.2**), shared bicycles and e-bikes (including docked and dockless systems), and shared electric kick scooters. Shared electric kick-scooter systems are permitted in British Columbia, but only within specific communities that have chosen to participate in the provincial Electric Kick Scooter Pilot Project, which the Township is part of.

  In support of this action, the Township can independently or work with neighbouring municipalities to explore the feasibility of the development and operation of a shared micromobility program (may include conventional bikes, e-bikes, and could include electric kick-scooters). The Township can collaborate with service providers to initiate a Shared Micromobility Feasibility Study to analyze the potential for a program to identify system needs (scale, technology) and impacts for the operation of shared micromobility within the Township and neighbouring municipalities.

  In the meantime, the Township can consider exploring the development of a program to incentivize the purchase of an e-bike by community members. This has been explored by other B.C. municipalities including Nelson, the District of Saanich, and West Vancouver to name a few.

C3 - Support cycling and micromobility in the Township.

This strategy includes actions that focus on making cycling and micromobility in the Township more convenient and creating a culture of cycling and active transportation. This can be done by providing education, skills, and confidence there is a safe and secure place to park a device.

- **Action C3.1: Conduct a bicycle parking review and develop a program to provide more secure bicycle parking and end of trip facilities.**
  End of trip facilities such as secure bicycle parking, showers, and change rooms can make cycling and multi-modal trips seamless and convenient. Access to secure bicycle parking reduces the fear of theft or vandalism, providing people with peace of mind. Bicycle parking is essential to encouraging people to cycle as their go-to mode of transportation. Through this action, the Township will work to develop a bicycle parking program to support cycling around the Township. The program can include several components such as those listed below.
  - Conducting an inventory of existing Township-owned bicycle parking. This inventory would include the bicycle parking type, the condition, if the bicycle parking type meets best practice, and if the placement is accessible.
  - Providing more bicycle parking at Township-owned facilities such as at parks, community centres, and other civic facilities.
  - Work with the Langley School District to encourage more bicycle parking on school grounds.
  - Explore opportunities to implement more bicycle parking within the public right-of-way, this can be done using a variety of methods including Bicycle Rack Sponsorship Programs or Bicycle Racks for Businesses Programs.
  - Continuing working with community organizations to provide a bike valet at major events.
  - Continue working with TransLink, the MOTT, and other transportation agencies to provide safe and secure bicycle parking at transit stations, exchanges, and high activity bus stops, where feasible.
  - Update the Zoning Bylaw to include updated bicycle parking and end of trip requirements for new residential, commercial, and employment developments based on the recommendations of the 2026 Township Wide Parking Study and Bylaw Review .
    - Review existing bicycle parking supply rates against best practices and consider further land use differentiation to ensure that bicycle parking supply rates reflect potential demand.
    - Provide greater clarity on expectations relative to the required dimensions, configuration, and location of bicycle parking.
    - Include requirements for non-standard bicycle parking.
    - Establish minimum design guidelines for end of trip facilities (e.g. showers).

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- **Action C3.2: Continue to support active transportation education, promotional programs, and initiatives.**
  To foster a culture of cycling and active transportation, investing in education and awareness initiatives that support active transportation can empower residents of all ages and abilities to walk and cycle more often by building knowledge, encouraging safe practices, and celebrating progress. To support this action, the Township will continue to:
  - Work with TransLink and other community partners to support school-based active transportation programs and initiatives as outlined in the TravelSmart4Kids Strategy and follow-up initiatives.
  - Implement the recommendations outlined under **Action S6.3** under the Safety theme to build safety culture among children.
  - Support programs and initiatives that promote active transportation.
    - Supporting, when feasible, existing programs that raise awareness about active transportation such as promoting Go by Bike Week through the Township's communication channels.
    - Build partnerships with organizations like ICBC and Fraser Health to support the development of tailored road safety and education campaigns for all road users as outlined in **Action S6.1**.
    - Develop communications materials to share active transportation resources and benefits to educate community members and decision-makers on the benefits of active transportation.
    - Host events to celebrate active transportation successes through social media, events, and activations to get people excited about the implementation of new active transportation infrastructure.
  - Develop, publish, and continue to update digital and print-out maps of the Township's existing cycling and micromobility network for community members and visitors. A continually updated inventory of existing and new routes will be required to ensure information if current and reflects the network.

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Theme 5 Walking and Accessibility

Walking is the most fundamental form of transportation. Walking is a part of every trip, whether that trip is made by car, transit, or bicycle. If suitable conditions exist within a community – such as having a complete connected and accessible pedestrian network and major destinations within walking distance – walking can be a convenient alternative to the automobile for almost all short trips. Promoting walking can help reduce automobile dependence and greenhouse gas emissions, improve public health outcomes, and help to create more liveable and vibrant communities.

It is important to note that when referenced in the TMS, walking and pedestrians includes people walking or rolling for a variety of trip purposes, including trips for transportation (travelling to school, work, transit, and running errands) and recreation, including people walking dogs, jogging, and getting exercise. The terms pedestrians and walking also refer to people using mobility devices such as wheelchairs, walkers, and strollers.

This theme includes strategies and actions to create a more walkable and accessible community for people of all ages and abilities, focusing on the areas where people are most likely to walk for transportation.

Current Context

- There are several different facilities that make up the existing pedestrian network including sidewalks, walkways (pedestrian cut throughs typically between streets or within parks and school sites), greenways/trails including multi-use pathways, and designated pedestrian crossings. Multi-use pathways and some trails are also part of the cycling and micromobility network.
- There are some geographic and safety barriers when walking for their daily needs in some areas in Township. These barriers include gaps in the sidewalk network, especially around key destinations, and transit routes. The limitations of building infrastructure in the ALR and the suburban land use structure (where destinations tend to be separated by farther distances) are not always conducive to walking.
- Through engagement, a desire for safer places to walk, more crosswalks, connected routes, better lighting and separation from motor vehicle lanes was noted as a priority for community members.

Strategies and Actions

Under the theme of Walking and Accessibility there are three strategies and a total of 10 actions:

- W1 – Expand and enhance the pedestrian network connecting people to community destinations.
- W2 – Enhance accessibility for people walking.
- W3 – Encourage walking in the Township.

The following outlines the actions that fall under each of these strategies.

W1 - Expand and enhance the pedestrian network connecting people to community destinations.

A connected and continuous pedestrian network of sidewalks and multi-use pathways allows people to comfortably walk or roll to the daily destinations in their neighbourhoods, like schools, parks, shops, and services. The Township is geographically large compared to many other cities in Metro Vancouver with large portions of the community within the ALR where sidewalks may not be appropriate or feasible. Additionally, many of the gaps in the sidewalk network in residential areas can be attributed to neighbourhoods and subdivisions being planned and built to road standards that did not include requirements for sidewalks on both sides of the street. However, as new development occurs, gaps in the network are created where new

sidewalks are installed as part of a development project but end at the property line. There are opportunities to expand and enhance the pedestrian network to provide more safe and comfortable pedestrian connections to community destinations that people are accessing daily. The actions under this strategy focus on filling in gaps in the pedestrian network and providing wider pedestrian facilities in high activity locations through development and capital projects.

- **Action W1.1: Fill in gaps in the pedestrian network by strategically investing in new sidewalks and multi-use pathways in pedestrian priority areas.**
  The Township will work to address connectivity gaps in the sidewalk network by strategically investing in new infrastructure. The intent of this action is to work towards a connected walking network where there is a continuous accessible walking route to community destinations, prioritizing where there is the highest potential for walking based on:
    - proximity to community hubs
    - proximity to transit
    - connections to schools
    - proximity to destinations (parks, community facilities (libraries, recreation centres, etc.))
    - areas with reported collisions involving a pedestrian

  Please note that in many cases, filling in gaps in the pedestrian network may require property acquisition, and construction of the road to the ultimate condition (including utilities) or by providing a temporary facility where feasible.

  New pedestrian connections can be sidewalks, multi-use pathways, and active transportation overpasses that are shared with cyclists and other users. The existing pedestrian network also includes paved shoulders and multi-use paths in rural areas of the Township (**Figure 13**).



Non-separated sidewalks: urban | Separated sidewalks: urban | Multi-use paths: urban and rural | Paved shoulders: rural

Figure 13: Pedestrian Facility Types

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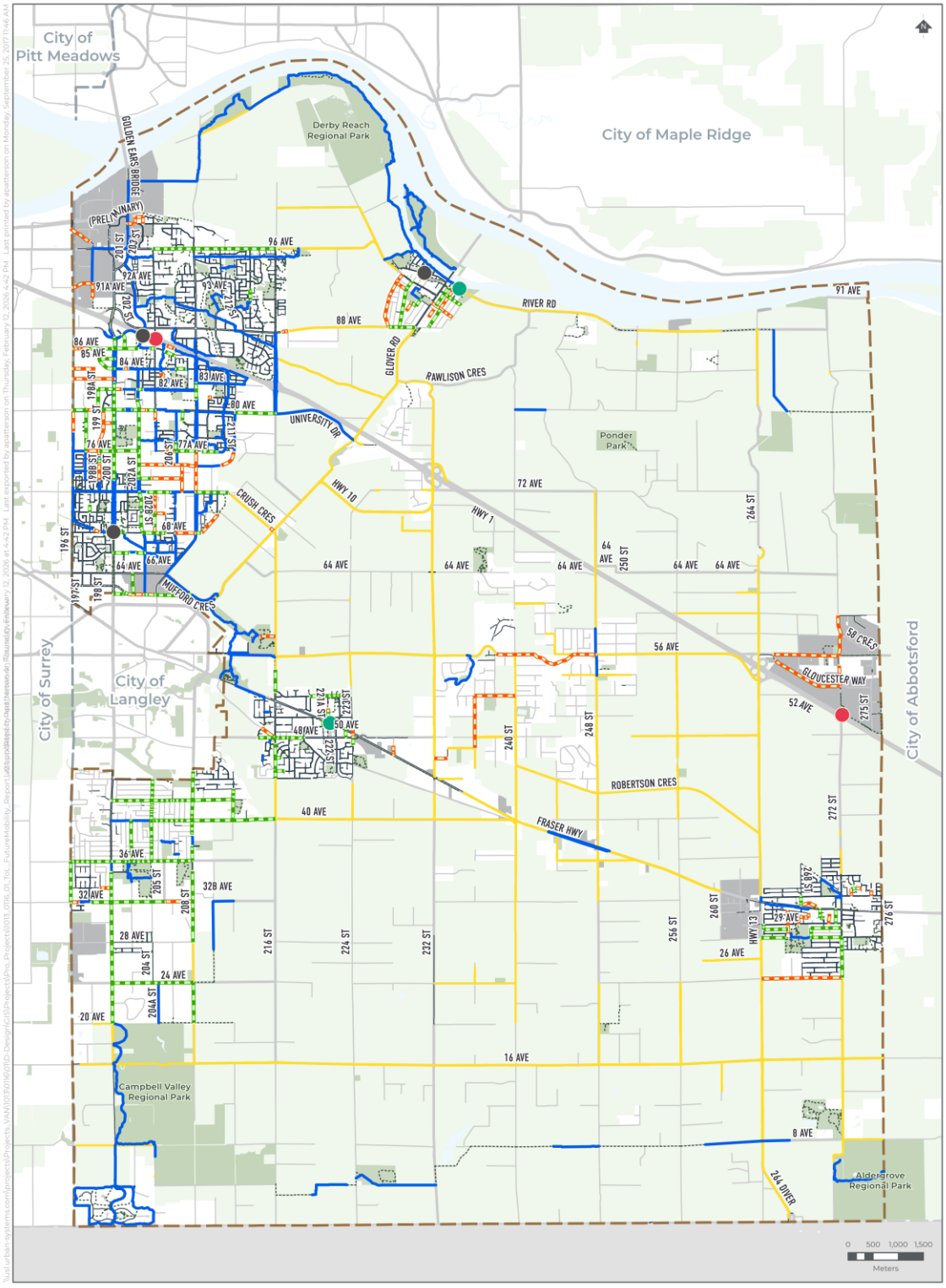
Figure 14 highlights pedestrian network gaps within the Township where there is no pedestrian facility on either side of the street. The map also identifies potential pedestrian improvement projects, these are locations where a pedestrian facility exists on at least one side of the street, but an improvement is needed. Pedestrian facilities can be implemented in five primary ways.

- **Township initiated pedestrian improvements** are delivered by the Township through capital projects. These types of projects may include broader corridor construction, be integrated into other Township and regional infrastructure projects (e.g. stormwater or utility improvements), or be targeted pedestrian infrastructure projects. Investments may be funded by the Township's capital budget, through Development Cost Charges as part of new roadways or road widening, or through grants and partnerships.
- **Developer initiated pedestrian improvements**, these are required through redevelopment as per the Township's Engineering Servicing Plans, Subdivision and Development Servicing Bylaw, relevant development permit guidelines, and other documents as required by the Township. All developments are expected to provide suitable pedestrian facilities along the full frontage of the property – including those not identified in **Figure 14**. As part of the TMS, updates to the Subdivision and Development Servicing Bylaw have been proposed including updated recommendations for pedestrian facilities (**Action S2.1**).
- **MOTT,** pedestrian improvements along infrastructure owned and operated by the Province. These corridors include Highway 10/Glover Road, and Highway 13/264 Street. Additionally, the Township will work with the Province to explore the feasibility of providing more active transportation overpasses to reduce barriers and enhance network connectivity over Highway 1.
- **Resident initiated sidewalks,** where residents can request a sidewalk through the Local Area Service Program. Residents may partner with their neighbours to fund a sidewalk to connect the street they live on to the broader walking network.
- **Temporary sidewalks or multi-use path**, where land, environmental or other factors restrict the ability to provide the ultimate sidewalk or multi-use path, a temporary facility may be constructed, as a Township capital project, subject to priority and funding, where feasible.

In support of this action, the Township will focus on filling gaps in the pedestrian network by strategically investing in new infrastructure to fill priority gaps where development is not anticipated in the next five years.

As new pedestrian infrastructure projects are implemented through any method, the Township will update their digital inventory of the network and other transportation assets.

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PEDESTRIAN NETWORK GAPS AND IMPROVEMENTS - POTENTIAL PROJECTS

- Existing Sidewalk
- Existing Trail
- Existing Paved Shoulder
- Existing Multi-Use Path
- Pedestrian Gap
- Pedestrian Improvement
- Existing Active Transportation Overpass
- Explore Active Transportation Overpass Crossing Options with Province
- Proposed Active Transportation Overpass
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley

Figure 14: Pedestrian Network Gaps and Improvements - Potential Projects

- **Action W1.2: Widen and enhance pedestrian facilities within community hubs and along major streets.**
  The proposed updates to the Township's Subdivision and Development Servicing Bylaw include updated requirements for wider pedestrian facilities in the form of new sidewalks and multi-use pathways, to align with current design guidelines. As existing pedestrian facilities are upgraded and replaced, the Township will work to provide wider pedestrian facilities and include more separation between the pedestrian facility and motor vehicle lane where feasible, particularly in community hubs and along major streets.

- **Action W1.3: Provide more off-street connections and cut-throughs such as walkways.**
  Direct pedestrian connections support a walkable community by making walking trips shorter. The existing road network in the Township includes locations where local roads end in cul-de-sacs and/or crescents and long street blocks where a walkway has been implemented to enhance pedestrian connectivity. For infill areas, new subdivisions, and new institutional sites (e.g. hospital and school sites), developments should continue to provide a dense and connected grid of publicly accessible active transportation connections. In infill areas, this may include dedicated transportation right-of-way to provide an active transportation connection that shortens the travel path between two or more existing roadways. As part of this action, the Township can consider the following next steps.
    - Work with developers to identify active transportation connections, including cut-throughs and walkways that provide the most direct travel path between destinations.
    - Ensure that street frontages and new cut-throughs are accessible, include adequate lighting, and follow CPTED principles.
    - Explore opportunities to partner with agencies, organizations and institutions to:
        - create public easements on institutional land through redevelopment or where new institutions are being constructed.
        - ensure sites are designed and oriented to prioritize walking and meet current design guidelines.
        - improve walking connectivity on, around, and through existing large sites where feasible, secure, and appropriate.
    - Work with developers to ensure new subdivisions feature high intersection density and a connected road network.

- **Action W1.4: Expand and enhance existing greenways and trails, and the on-street connections to them.**
  Trails and some greenways, while sometimes considered recreational facilities can play an important role in the active transportation network. While the Township continues to develop the greenway network, integration with active transportation facilities implemented as part of the road and transportation network is critical. As part of this action, the Township will consider the following next steps.
    - Continue interdepartmental coordination (working with the Township parks and recreation team) to implement recommendations and the proposed greenways identified in Neighbourhood and Community Plans, Services Servicing Plans, the OCP, and the TMS.
    - Through the update to the Rural Plan, the Township will continue to explore opportunities to implement multi-use pathways along utility rights-of-way. The Township will also continue to work with the equestrian community to maintain, and explore potential options to expand, equestrian access and designated equestrian routes in more rural areas of the Township.
    - Work with Metro Vancouver and other organizations to expand the regional trail network.

W2 – Enhance accessibility for people walking.

The following actions have been identified to create a community that is more equitable, universally accessible, and barrier free. There are several existing Township plans that provide guidance and direction to help create a universally accessible and barrier free community. These documents include the Age- and Dementia-friendly Action Plan, Social Sustainability Strategy, and Accessibility Plan (currently under development).

Universal Design Benefits Everyone

Access to transportation is essential for a full and independent life. Barriers to transportation can limit access to daily needs, community participation, and overall quality of life.

Applying barrier-free or universal design principles enhances safety, convenience, and accessibility for all users. This includes people with reduced mobility, vision, hearing, strength, dexterity, comprehension, or those facing cognitive or language barriers.

When active transportation is universally designed, it accommodates everyone without requiring adaptation or specialized features. For example, extending crossing signals benefits not only older adults and those using mobility aids, but also caregivers with strollers, travelers with luggage, and individuals recovering from injury.

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- **Action W2.1: Create new and enhance existing crossings to accommodate people of all ages and abilities, this includes both operational and infrastructure enhancements.**
  Building on the actions identified under the Safety theme related to intersection safety improvements, this action speaks to exploring opportunities to implement new designated crossing opportunities and implementing features at intersections that enhance accessibility for all road users, including people with reduced mobility, vision, hearing, strength, dexterity, and comprehension. In support of this action, the Township will consider the following next steps.
  - Explore the feasibility of implementing new mid-block crossings to ensure there are safe places to cross the street. Additional crossing locations will be explored where demand warrants, providing more safe and accessible crossings at greenways/trails, in community hubs, and access to parks and schools, and near bus stops throughout the community.
  - Enhance safety, accessibility, and network connectivity to new and existing intersections and crosswalks. Potential improvements can include:
    - Following accessibility best practices for all new and improved infrastructure as outlined in the Township's engineering specs, the B.C. Active Transportation Design Guide, and other resources.
    - Ensure that curb ramps transition from sidewalks, multi-use paths, greenways, trails, stairs, and ramps are present at all intersections.
    - Implement detectable warning surfaces and audible pedestrian signals where applicable.
    - Reduce pedestrian crossing distances by providing curb extensions at crosswalks where feasible.
    - Continue to review opportunities for new and upgraded crosswalks on an ongoing basis, by reviewing the current crossing control at crosswalks in community hubs and near other community destinations (parks, schools, recreation centres, etc.) to determine if an upgrade in crossing control is warranted. This includes implementing features such as Rapid Rectangular Flashing Beacons (RRFBs), overhead flashing beacons and pedestrian signals.
    - Continue to improve crossing treatments where multi-use pathways/greenways intersect with a roadway.
    - Implement the intersection recommendations identified in **Theme 2** including installing leading pedestrian intervals and protected intersections.

- **Action W2.2: Use an universal accessibility lens and review current best practice design guidance during the planning, design, construction, and operation of transportation projects.**
  Universal design is a fundamental design principle that ensures the built environment is safe and accessible for all, regardless of age, language, background, or any type of physical or cognitive disability. In support of this action, as new transportation projects are implemented, the Township will follow current design practices outlined in the Province's B.C. Active Transportation Design Guide, guides from TAC, and TransLink.

  The Township will update design criteria outlined in the Subdivision and Development Servicing Bylaw for features such as curb ramps to align with current best practices and design guidelines.

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Additionally, the Township will apply a universal accessibility lens when considering, planning and implementing projects (new infrastructure and infrastructure upgrades) to identify and understand:

- the impact on persons with disabilities.
- potential barriers created within the process and/or the design.
- steps to address potential barriers or remove existing ones.

- **Action W2.3: Enhance lighting, where appropriate, particularly in community hubs and areas with high pedestrian activity.**
  Lighting not only illuminates areas but can provide a sense of personal safety throughout the community. Lighting adjacent to roads is installed in the Township by following the guidance in the Subdivision and Development Servicing Bylaw. In the Bylaw, the provision of lighting is based on road classification and pedestrian activity level. As part of the TMS, the lighting recommendations for the Bylaw have been updated to include additional pedestrian scale lighting based on pedestrian lighting guidelines.

  Additionally, the Township will review existing lighting locations and consider where additional lighting may be warranted on streets, walkways, greenways, and trails located in priority areas. Priority areas include within community hubs, at bus stops, routes that provide connections to community and recreation centres, and mixed-use areas. Implementing lighting can be challenging and is not always feasible due to space constraints and environmental considerations. As noted in the OCP, the placement of lighting needs to consider the nocturnal activities of local wildlife in lighting designs for urban development and design these to minimize negative impacts on wildlife. Additionally, when considering lighting along walkways, trails, and cut-throughs the impacts on neighbouring homes and buildings and resilience to vandalism should be considered.

- **Action W2.4: Implement the transportation recommendations identified in the Township's Accessibility Plan.**
  During the development of the TMS, the Township was in the process of developing an Accessibility Plan. The purpose of the Accessibility Plan is to identify, remove, and prevent barriers to individuals in or interacting with the Township. The Plan is being developed in consultation with the Accessibility Committee and is to be reviewed and updated at least once every three years. The Township will work to implement the transportation recommendations identified in the Accessibility Plan and integrate the recommendations of the TMS into the Accessibility Plan document, where appropriate.

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W3 – Encourage walking in the Township.

This strategy includes actions that focus on encouraging and creating an environment that supports walking in the Township.

- **Action W3.1: Develop a Wayfinding Strategy for active transportation users (for pedestrians, micromobility users, equestrians) and routes.**
  Providing clear and consistent wayfinding, including signage and maps, can provide important information to help people make decisions about how to navigate the community. Wayfinding can provide key information about distances, features, amenities, and route options. There is opportunity for a more consistent approach to wayfinding and signage in the community. Additionally, the Township's Age- and Dementia-friendly Action Plan and OCP both identify actions to enhance wayfinding and signage to support mobility and navigation in the Township. In support of this action, the Township will consider the following next steps.
    - Conduct a wayfinding and signage review to understand existing wayfinding and signage in the community. This review will document information such as the location, type, and information on wayfinding and signage.
    - Based on the wayfinding and signage review, the Township will develop a Wayfinding Strategy to update and implement new wayfinding as the active transportation network is implemented.
    - Consider working with community and agency partners to develop an approach to signage and wayfinding for active transportation routes that cross jurisdictions.
    - Work with community and agency partners to develop maps of the Township's pedestrian and cycling network as new routes are added, identifying key routes and community destinations.

- **Action W3.2: Explore opportunities for open streets/car free days as part of special community events.**
  The Township will continue to work with community partners including community associations, business associations, and others to explore opportunities to identify potential locations for temporary or seasonal pedestrian-only streets (building on the special events where this already occurs). This will require engaging with businesses and community partners on the level of interest and support for such initiatives and looking at other case study examples to understand what has worked in different locations. This would not apply to residential streets or "block parties".

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Theme 6 Driving and Goods Movement

Driving is currently the most common mode of transportation in the Township and the use of the road network for commercial vehicles is important for the regional and local economy. By encouraging a safe, connected, and efficient road network, driving and goods movement trips can avoid long, circuitous routes to their destinations, reducing congestion, greenhouse gas emissions, and the risk of collision. The TMS is prioritizing a shift away from vehicle dependence to more active and sustainable transportation options. However, the Township is expected to continue experiencing rapid growth, and the road network needs to sufficiently accommodate growth to ensure all residents have access to amenities, services, employment opportunities, and recreational areas. Additionally, as the Township's urban communities densify, on-street parking demand will increase and will need to be appropriately managed based on the recommendations outlined in the 2026 Township Wide Parking Study and Bylaw Review.

From a goods movement perspective, the Township is centrally located for goods movement connecting the Vancouver Fraser Port Authority and its associated goods from Asia and abroad to the rest of Canada and North America. The Township also has a border crossing at Highway 13 facilitating cross border traffic and goods movement. Enhancing the Township's strategic role in the movement and logistics of this supply-chain network are key components of the Township's transportation network and economy.

The recommendations for Driving and Goods Movement were developed through an assessment of existing and projected future traffic volumes using TransLink's Regional Travel Demand Model, which had been updated to reflect proposed land uses in the Township and neighbouring communities. The model's findings were utilized to assess projected changes in vehicle volumes across the road network by 2050 and to validate the requirement for new or expanded roadways in accordance with anticipated demand and available roadway capacities.

This theme includes strategies and actions that enhance the road network by creating new connections and improvements to reduce inefficiencies and accommodate growth, improve safety, managing the demand on the road network, and facilitating people and goods movement. Additionally, there are actions that focus on supporting and coordinating the 'electrification' of travel and new mobility.

Current Context

- The future demand on the road network cannot be accommodated by motor vehicle trips alone.
- Currently, most intersections in the Township operate at an acceptable level of delay/congestion in the AM and PM peak periods. However, peak period congestion and delay occurs at several intersections in the Willowbrook, Willoughby, Walnut Grove, and Northwest Langley communities. Congestion and delays are most prevalent during PM peak.
- Growth and development, particularly in underdeveloped urban areas, will require new streets, widened roads, and new road network connections.
- Current land use and spaced-out neighbourhoods means that many community members must travel by motor vehicle to access their daily needs.
- There is an opportunity to widen streets in some areas, but in others, road space is limited, and widening is not feasible.
- Community members expressed concerns about motor vehicle traffic congestion getting worse as new development occurs and the population grows.
- Goods are moved in various ways including trucks, trains, bikes, and even on foot. In recent years, there has been a rise in smaller vehicles. However, large trucks and trains are essential for the Township's economy.

Strategies and Actions

Under the theme of Driving and Good Movement, there are three strategies and a total of 15 actions:

- D1 – Improve the street network to accommodate motor vehicle travel.
- D2 – Facilitate the efficient and safe movement of goods and services.
- D3 – Support and coordinate the 'electrification' of travel and new mobility.

The following outlines the actions that fall under each of these strategies.

D1 – Improve the street network to accommodate motor vehicle travel.

Improve the street network to accommodate motor vehicle travel and goods movement within the Township. This includes building new streets and widening existing streets where feasible.

- **Action D1.1: Update the Township's road classification map.**
  The roadway classification system describes the intended function of the roadway and guides decision making about changes in physical design characteristics, as well as the access characteristics of surrounding land uses. As part of neighbourhood, community, and engineering servicing plans, the Township reviews the road classifications to confirm their appropriateness for the transportation network and the surrounding neighbourhood.

  The updates proposed to the road classification network are based on:
  - a review of function, modal priority (is the corridor a transit route or part of the cycling and micromobility network), and forecasted traffic volumes based on planned population and employment growth
  - simplifying the classification system by removing the major and minor distinction for arterial and collector roads
  - aligning with existing community, neighbourhood, and engineering servicing plans
  - alignment with neighbouring municipalities and surrounding land uses (existing and planned)
  - identifying new arterial and rural roads to be implemented as development occurs

  The future road classification map can be seen in **Figure 15**.

  Road classifications and designations within the Township include:
  - **Provincial Highways** are roadways that are owned and operated by the MOTT and accommodate regional and provincial through traffic. At-grade signalized intersections are widely spaced and posted speeds are typically higher than other municipal roadways. It is important to note that Highway 1 functions differently than Highway 10 and Highway 13.
  - **Arterial Roads** are higher-order municipal streets that provides continuous, longer-distance travel across the Township and connects neighbourhoods to major regional routes, highways, and key destinations. Arterial roads carry large traffic volumes, support goods movement, and typically have limited access points to preserve mobility. They form the primary framework of the road network and serve as the main corridors for transit, cycling, and utilities.
  - **Collector Roads** provide intermediate connections between local streets and arterial roads. Their role is to collect traffic from neighbourhoods and distribute it to the arterial network while also providing access to community destinations such as schools, parks, and small commercial nodes. Collector roads carry moderate traffic volumes and have a balance between mobility and

property access. They often form the internal spine of neighbourhoods and provide important transit and cycling connections.

- **Local Roads** provide direct access to homes, businesses, and community services within a neighbourhood. These streets serve short, low-volume trips and prioritize livability, pedestrian comfort, and access over mobility. Local roads feed into the collector system and generally feature shorter block lengths, lower design speeds, and more frequent property access points.

Additionally, the TransLink Major Road Network (MRN) is a road designation principally composed of municipal arterial roadways that serve a regional function and that accommodate a high volume of general-purpose vehicles, transit passengers, and/or trucks. TransLink partners with municipalities to fund the operation, maintenance, and rehabilitation of the MRN; however, municipalities retain ownership and operational responsibilities for this group of roadways. Changes that reduce the people-moving capacity of an MRN roadway are subject to approval by TransLink. MRN routes are not shown on the road classification map but include Fraser Highway, 16 Avenue, 200 Street, and portions of 216 Street, 232 Street, 88 Avenue, 96 Avenue, 64 Avenue/Mufford Crescent, 32 Avenue, 204 Street, and Golden Ears Way (TransLink owns, operates, and maintains).

A road infrastructure map was developed, bringing together the updated road classifications and road cross sections. This map identifies the recommended ultimate cross sections for collector and arterial roads throughout the Township, reflecting the updated cross sections and standards (**Appendix C**).

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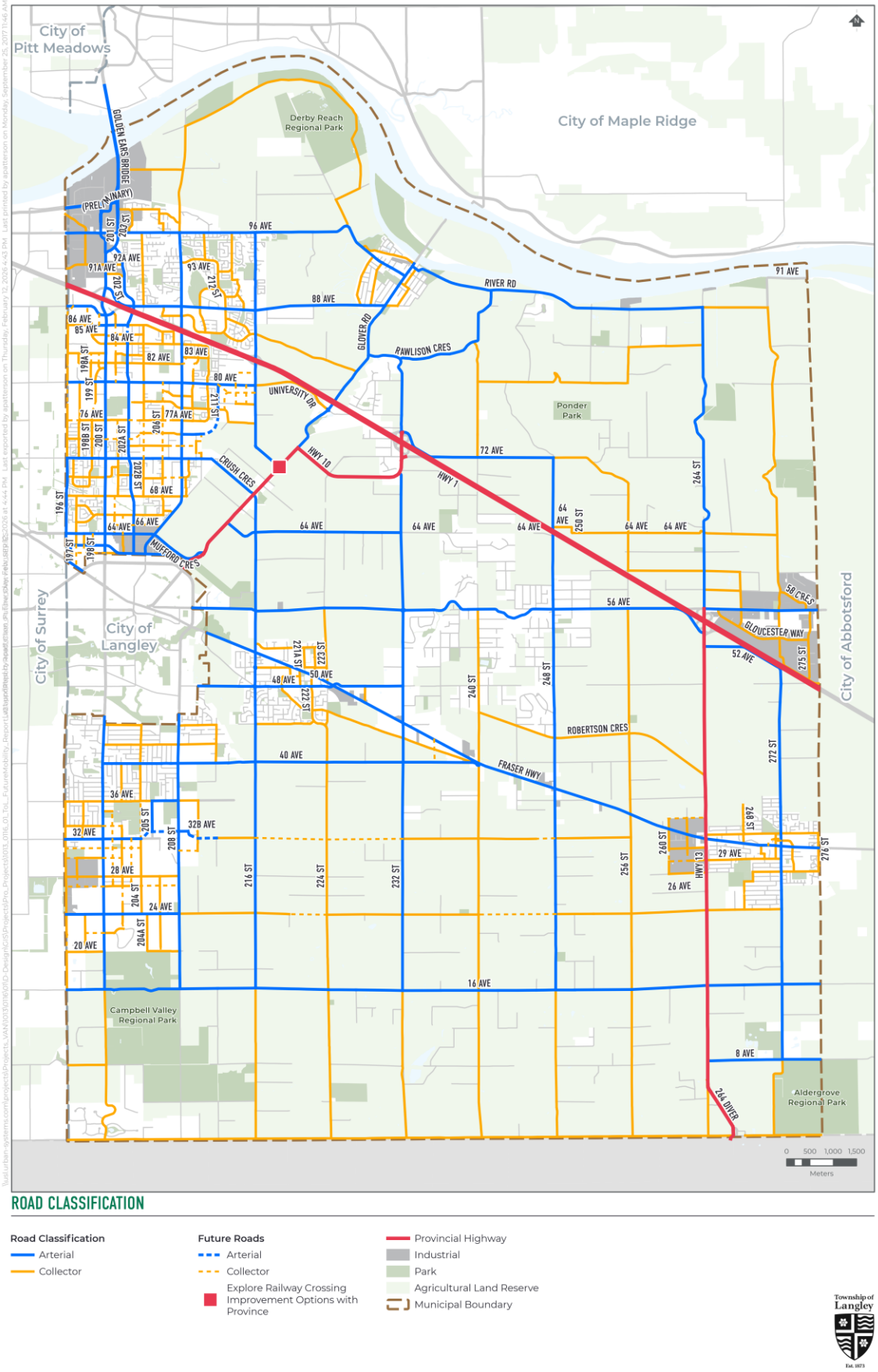


Figure 15: Road Classification

- **Action D1.2: Complete and enhance mobility on the Township's arterial and collector road network.** Future traffic forecasts and growth projections indicate that many of the Township's arterial and collector corridors and intersections will operate beyond acceptable capacity if driving continues to be the primary mode of travel. As a result, continuing to expand driving infrastructure across the network would deliver diminishing returns and is constrained by limited right-of-way, cost, and community impacts. The Township's approach to network planning therefore focuses on completing and enhancing the arterial and collector network in a strategic and targeted manner, directing investments to locations where they deliver the greatest mobility, reliability, and economic benefits.

  At the same time, the network must continue to provide reliable access for those who need to drive and support goods movement to and from the Township. To accommodate projected growth within physical and operational constraints, the Township will plan corridors based on people-moving capacity and introduce attractive alternatives to driving, including transit and active transportation. Given competing demands for space within the right-of-way, projects have been carefully selected and designed to balance vehicle movement, goods movement, transit reliability, and active transportation needs.

  The road network improvement projects, including projects identified on MOTT roads, are shown in **Figure 16** and summarized in **Table 2** were shortlisted using the following approach.
  - Using future traffic forecasts and growth projections to identify priority arterial and collector corridors where targeted improvements provide the greatest network and reliability benefits.
  - Focusing roadway investments on critical connections, missing links, safety improvements, and goods movement corridors rather than broad-based capacity expansion.
  - Preserving reliable driving conditions where it's most needed, particularly for commercial vehicles, limit impacts on agricultural land, and access to employment and industrial areas.
  - Planning and designing arterial and collector corridors using a people-moving lens, integrating transit and active transportation facilities within constrained right-of-way.

  It is important to note that each of these projects will be reviewed in more detail to confirm feasibility and design details. In the case of the recommendations for 32 Avenue, 24 Avenue, and 16 Avenue east of 216 Street, it is not anticipated that all three of these corridors will be upgraded. Instead, a detailed follow up study will be required to review the options for an enhanced east/west connection in south Langley and determine which corridor, or combination of corridors, can be enhanced to address connectivity and congestion challenges in the area.

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Table 2: Summary of Proposed Road Projects

Location	Project Type	Description
96 Avenue *(between 204 Street and 216 Street)*	Future Arterial Road Widening	• Existing: A two-lane arterial roadway with left turn lanes at intersections along most of the corridor west of 210 Street. • Recommendation: Widen to four lanes with two travel lanes in each direction.
86 Avenue *(between 200 Street and 202 Street)*	Future Arterial Road Widening	• Existing: A four-lane arterial roadway between 200 Street and 201 Street, two-lane arterial roadway between 201 Street and 202 Street. • Recommendation: Provide two travel lanes in each direction for general purpose traffic. With the future implementation of the LHP BRT project, one lane in each direction may be converted to a bus only lane.
80 Avenue *(between 196 Street and 216 Street)*	Future Arterial Road Widening	• Existing: A two-lane arterial roadway with a few segments of the corridor with four-lanes. • Recommendation: Widen the remaining segments that are currently two travel lanes to four travel lanes, except for the section between 212 Street and 216 Street, which requires five travel lanes (two eastbound and three westbound) to accommodate higher westbound through volumes. Additional details are outlined in the Williams ESP.
72 Avenue/Crush Crescent *(between 202A Street and Glover Rd)*	Future Arterial Road Widening	• Existing: A two-lane arterial roadway. • Recommendation: Widen to four travel lanes with two lanes in each direction plus left turn lanes.
Willowbrook Drive/62 Avenue *(between Fraser Highway and 62 Avenue and 62 Avenue between Willowbrook Drive and 204 Street)*	Future Arterial Road Widening	• Existing: A four-lane arterial roadway with left turns lanes at all major intersections. • Recommendation: Widen to four travel lanes and two bus lanes between Fraser Highway and 200 Street (more details in the LHP BRT project). Widen to four travel lanes between 200 Street and 204 Street.
Fraser Highway *(between east of 232 Street and Highway 13, 271 Street and 276 Street)*	Future Arterial Road Widening	• Existing: A two-lane arterial roadway with left turns lanes at all major intersections. • Recommendation: Widen existing roadways to 4 lanes with two travel lanes in each direction and maintain turn lanes. There are more details regarding the section between 271 Street and 276 Street in the Aldergrove Core Area ESP.
32 Avenue *(between 196 Street and 256 Street)*	Future Arterial Road Widening and Future New Arterial Road (between 196 Street and 212 Street) Future Rural Road	• Existing: A two-lane arterial roadway between 196 Street and 206 Street. • Recommendation: Widen to four travel lanes between 196 Street and 210 Street. Construct a new two-lane arterial roadway between 210 Street and 212 Street. More details regarding this project are outlined in the Brookswood/Fernridge ESP.

Location	Project Type	Description
	Improvement Corridor and Future New Rural Collector Road (between 212 and 256 Street)	East of 216 Street, a detailed study is needed to determine whether 32 Avenue or 24 Avenue can provide the most feasible east-west connection if 16 Avenue can't be widened to four lanes. If that is the case, either 24 or 32 Avenue would be required to provide extra capacity and enhance network connectivity.
24 Avenue *(between 196 Street and Highway 13)*	Future Arterial Road Widening (between 196 and 208 Street) Future Rural Road Improvement Corridor and Future New Rural Collector Road (between 208 Street and Highway 13)	• Existing; A two-lane arterial roadway. • Recommendation: Widen to four travel lanes between 196 Street and 208 Street. More details about this project can be found in the Brookswood/Fernridge ESP. East of 208 Street, a detailed study is needed to determine whether 32 Avenue or 24 Avenue can provide the most feasible east-west connection if 16 Avenue can't be widened to four lanes. If that is the case, either 24 or 32 Avenue would be required to provide extra capacity and enhance network connectivity.
16 Avenue *(between 196 Street and 276 Street)*	Future Arterial Road Widening	• Existing: A two-lane arterial roadway. • Recommendation: Widen to four travel lanes plus turn lanes between 196 Street and 276 Street. More details regarding the widening between 196 Street and 216 Street can be found in the Brookswood/Fernridge ESP.
200 Street *(between 16 Avenue and 36 Avenue, Willowbrook Drive and 86 Avenue)*	Future Arterial Road Widening	• Existing: Two-lane arterial roadway. • Recommendation: Widen to four travel lanes between 16 Avenue and 36 Avenue. More details about this project can be found in the Brookswood/Fernridge ESP. Between Willowbrook Drive and 64 Avenue, widen to six travel lanes and two bus lanes. Between 64 Avenue and 70 Avenue, widen to four travel lanes and two bus lanes. Between 70 Avenue and 72 Avenue widen to six travel lanes and two bus lanes, between 72 Avenue and 82 Avenue, widen to four travel lanes and two bus lanes, between 82 Avenue and 86 Avenue widen to six travel lanes and two bus lanes. More details about this section of 200 Street can be found in the planning work underway for the LHP BRT project.
196 Street *(between Willowbrook Drive and 72 Avenue)*	Future Arterial Road Widening	• Existing: A two-lane arterial roadway. • Recommendation: Widen to four travel lanes with two lanes in each direction plus turn lanes.
200/202A/202B/203 Street *(between Willowbrook Drive and 86 Avenue)*	Future Arterial Road Widening and Future New Arterial Road	• Existing: A two-lane arterial roadway. • Recommendation: Widen to four travel lanes plus turn lanes with two lanes in each direction plus turn lanes.

Location	Project Type	Description
208 Street *(between 16 Avenue and 45A Avenue, between 72 Avenue and 83 Avenue)*	Future Arterial Road Widening	• Existing: A two-lane arterial roadway. • Recommendation: Widen to four travel lanes between 16 Avenue and 45A Avenue(more details in Brookswood/Fernridge ESP), widen to four travel lanes between 72 Avenue and 83 Avenue, except from 70 Avenue to 76 Avenue which will be widened to six travel lanes.
212 Street / 212 Connector *(between 80 Avenue and 208 Street)*	Future Arterial Road Widening and Future New Arterial Road	• Existing: N/A (new road) • Recommendation: Construct a new four-lane arterial road. This project is part of the 212 Connector Project with work already underway.
216 Street *(between 80 Avenue and Glover Road, between Glover Road and Fraser Highway)*	Future Arterial Road Widening	• Existing: A two-lane arterial roadway. • Recommendation: Widen to four travel lanes plus turn lanes.
202/203 Street *(between 86 Avenue and 88 Avenue)*	Explore Road Improvement Options with the Province	• Existing: A two-lane arterial roadway. • Recommendation: Collaborate with the Province to assess the feasibility of expanding to two general purpose travel lanes and two dedicated bus lanes as part of the LHP BRT project
Glover Road (Hwy 10) *(between 64 Avenue and Highway 10)*	Explore Road Improvement Options with the Province	• Existing: A two-lane arterial roadway. • Recommendation: Collaborate with the Province to assess the feasibility of expanding to four lanes.
Highway 10 *(between Glover Road and Highway 1)*	Explore Road Improvement Options with the Province	• Existing: A two-lane arterial roadway. • Recommendation: Collaborate with the Province to assess the feasibility of expanding to four lanes with a future overpass.
Highway 13 *(between 28 Avenue and 33 Avenue)*	Explore Road Improvement Options with the Province	• Existing: A two-lane highway with left turn lanes at major intersections. • Recommendation: Collaborate with the Province to assess the feasibility of expanding to four lanes.

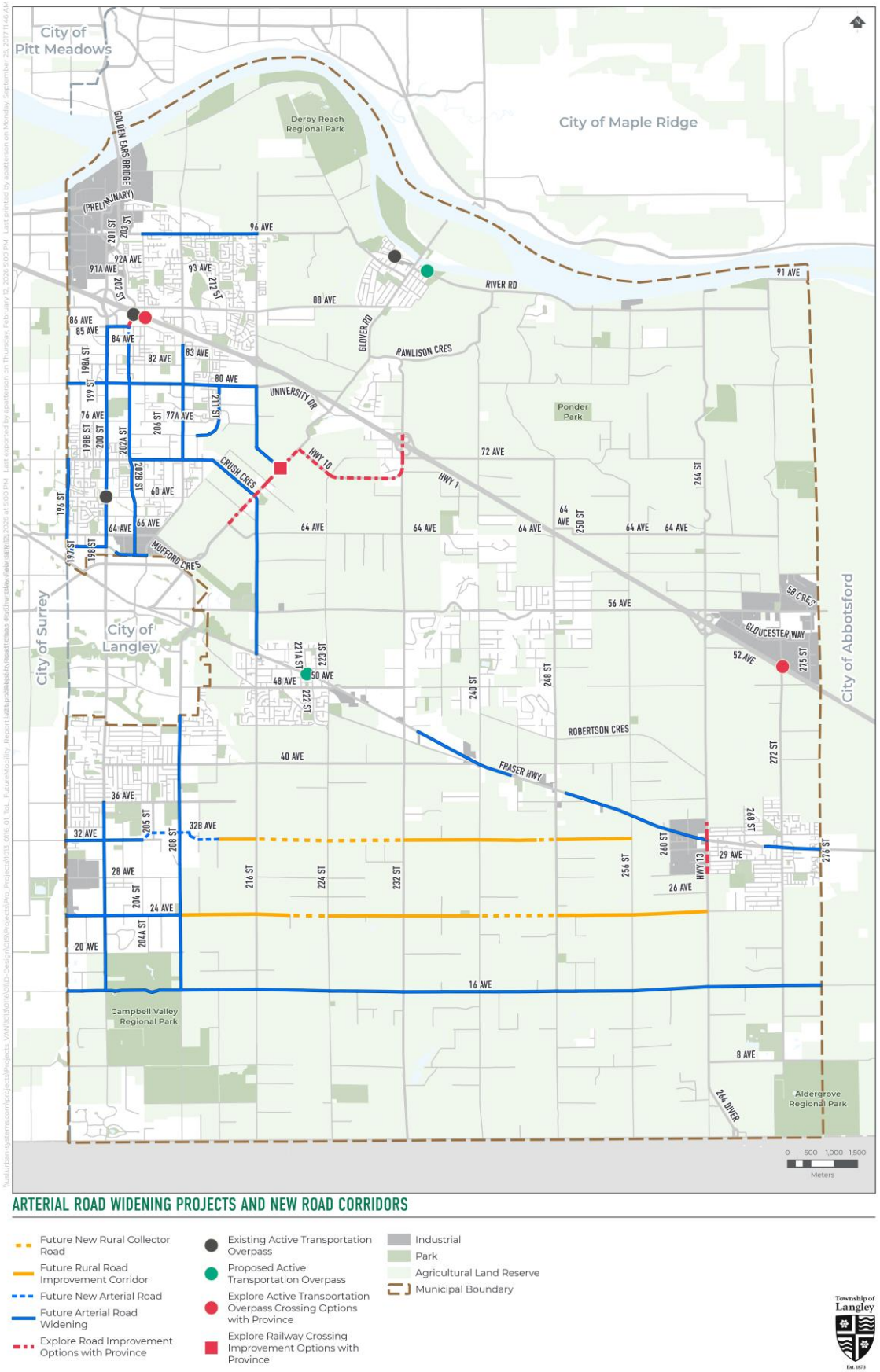


Figure 16: Proposed Road Widening Projects and New Road Corridors

- **Action D1.3: Work with the BC Ministry of Transportation and Transit to explore road improvement options on roads under their jurisdiction.**
  As identified in **Figure 16**, sections of Highway 13, Highway 10, and 202 Street have been identified as opportunities to explore road improvement options with the province. Additionally, the long-term cycling and micromobility network map also identifies projects on roads under provincial jurisdiction.

  The improvements proposed along 202 Street between 86 Avenue and 88 Avenue are associated with the implementation of the LHP BRT and providing additional bus lane and intersection improvements at Carvolth Exchange.

  Potential improvements along Highway 13 and Highway 10 may include exploring opportunities to widen existing roadways and intersection improvements, including considering opportunities for grade separation. The Township will work with MOTT to initiate a study reviewing the feasibility and benefits associated with improvements on Highway 13 and Highway 10. The study will highlight that the travel demand on these corridors cannot be accommodated by improvements on the Township's road network alone.

- **Action D1.4: Continue to monitor motor vehicle delays and identify opportunities to increase overall people-moving capacity through targeted investments in transit reliability and active transportation.**
  While the Township continues to advance roadway improvement projects under **Action D1.2** to enhance mobility on arterial and collector roads, it is important that these investments are supported by ongoing performance monitoring and a broader people-moving perspective. Regular monitoring of motor vehicle delays and corridor performance will help the Township understand where roadway capacity improvements are effective and where congestion persists due to underlying network constraints.

  At the same time, the Township should monitor the network to identify opportunities to increase overall corridor capacity through targeted investments in transit reliability and active transportation, rather than relying solely on additional vehicle capacity. By evaluating roadway performance in terms of people-moving efficiency and working collaboratively with TransLink and BC Transit, the Township can prioritize lower-cost, high-impact solutions such as transit priority measures and active transportation improvements that improve reliability, support mode shift, and make more efficient use of limited road space. In support of this action, the Township will consider the following next steps.
  - Implement a recurring program to monitor motor vehicle delays, travel times, and reliability on key arterial corridors.
  - Access roadway capacity using a people-moving lens, identifying corridors where transit or active transportation could carry a greater share of trips.
  - Consider undertaking a comprehensive examination of the practical applications for Intelligent Transportation Systems (ITS) in the Township, which could include the provision of real time information to drivers, dynamic corridor signal coordination, transit signal prioritization, as well as future oriented applications such as vehicle to infrastructure technology.
    ITS technology is relatively new, it creates a communication link between the various vehicles and road systems including traffic signals, transit vehicles, and all other road users providing drivers (and autonomous vehicles in the future) with advance warning about changing or upcoming travel conditions.
  - Coordinate with TransLink and BC Transit to identify and advance targeted transit reliability measures, such as transit signal priority, queue jumps, or curbside bus lanes (**Action T2.2)**.

- Evaluating and implementing active transportation improvements as capacity solutions, particularly in corridors with short to medium-length trips and strong transit connections (**Action C1.1**).
- Using the monitoring results to inform capital planning and prioritizing investments that improve reliability, increase people-moving capacity, and align with long-term mobility objectives.

- **Action D1.5: Implement the recommendations of the 2016 Township Wide Parking Study and Bylaw Review to manage curb space.**
  The 2026 Township Wide Parking Study and Bylaw Review includes a review of how curbside space is used and managed in the Township. While curbside space has traditionally been dedicated primarily to on-street parking, increasing competition from diverse activities such as short-term loading, passenger pick-up and drop-off, deliveries, accessibility needs, micromobility, and active transportation has significantly altered how the curb functions. As a result, there is a growing need to consider both short- and long-term parking within the broader context of competing curbside demands. As such, Township will work towards implementing the following curbside management recommendations.
  - Continue to prohibit on-street parking for new arterial road construction.
  - Develop and adopt a comprehensive curbside management strategy to support decision-making around curb use.
  - Create, reallocate, or optimize existing curb space to better meet diverse demands beyond long-term parking.
  - Implement informal and lighter-touch on-street parking management methods before introducing more formalized tools like pay parking or resident permit parking.
  - Follow a data-driven approach supported by community engagement to identify the need for pay parking system and Resident Permit Parking program before implementation.
  - Adopt standardized on-street space design (signage, access ramp adjacency), which align with a broader Accessibility Strategy under BC's Accessibility Act.
  - Continue to provide electric vehicle charging infrastructure exclusively in off-street public and private lots while considering the introducing on-street charging facilities in limited areas.
  - Establish a formal application procedure and policy for businesses to request on-street accessible parking spaces.
  - Establish a curbside loading policy framework that outlines when and where on-street loading zones can be designated.
  - Introduce time-limited and time-of-day loading zones to balance competing curbside uses in commercial areas.
  - Explore the implementation of a smart parking reservation system to allow trucks, passenger vehicles, on-demand delivery, or ride hailing vehicles to find and reserve available on-street parking spaces.
  - Expand Automated License Plate Recognition (ALPR) capabilities and available resources for monitoring parking occupancy in addition to enforcement.
  - Develop a Parking Data Management System to support coordinated monitoring, enforcement, and policy decision-making.
  - Introduce targeted enforcement scheduling.

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D2 – Facilitate the efficient and safe movement of goods and services.

Goods movement is a crucial component of the regional and municipal transportation network in the Township, Metro Vancouver, and the Fraser Valley. Goods movement, or freight, is broadly defined as the wide array of activities involved in transporting goods (primary, intermediate, or finished) from producer/supplier to consumer. Goods movement can be accommodated by road, rail, or water. The Township has jurisdiction over designating truck routes in the community and while the Township has rail goods movement facilities, these are not under municipal jurisdiction; however, the Township can continue to work with partners to monitor impacts and advocate for Township residents and road users.

This includes updating the Township's designated truck route network, working with agency partners to monitor the impact of rail freight on the Township's transportation network, and exploring the feasibility of using smaller goods movement vehicles in urban areas.

- **Action D2.1: Update and confirm the Township's truck routes.**
  Goods movement is an important component of a thriving economy as it allows businesses and residents to receive goods. The Township has a rapidly growing population, and to ensure Township's business community continues to thrive, the Township will update its truck routes to promote a more reliable, efficient network by:
    - ensuring alignment with neighbouring municipalities.
    - considering Highway 1 upgrades and interchanges.
    - incorporating the recommendations of the North Langley Truck Route Study which studied truck routing in the Fort Langley area.
    - reduce redundancy.

  It is important to note, any changes to the truck route network would require an amendment to the Township's Highway and Traffic and Council approval (beyond endorsement of the TMS). Additionally, the removal of truck routes will require approval by TransLink. Intersection and geometric design improvements will be required along proposed truck routes.

  Figure 17 illustrates the proposed changes to the Township's designated truck route network. The proposed changes are summarized in **Table 3**.

  Other corridors that were explored and not included at this time, but may be considered in future iterations of the Township's truck route network and when the TMS is updated include:
    - 216 Street between Highway 1 and 88 Avenue
    - A north south route between 80 Avenue and 64 Avenue using the 212 Street Connector, 208 Street, and Willowbrook Connector.

  The Township will continue to monitor truck traffic and the truck route network in the municipality. The Township will also monitor how the implementation of planned road projects including the 216 Street Complete Street Project and the implementation of the 212 Street Connector impact travel patterns in these areas and use this information when considering future truck routes.

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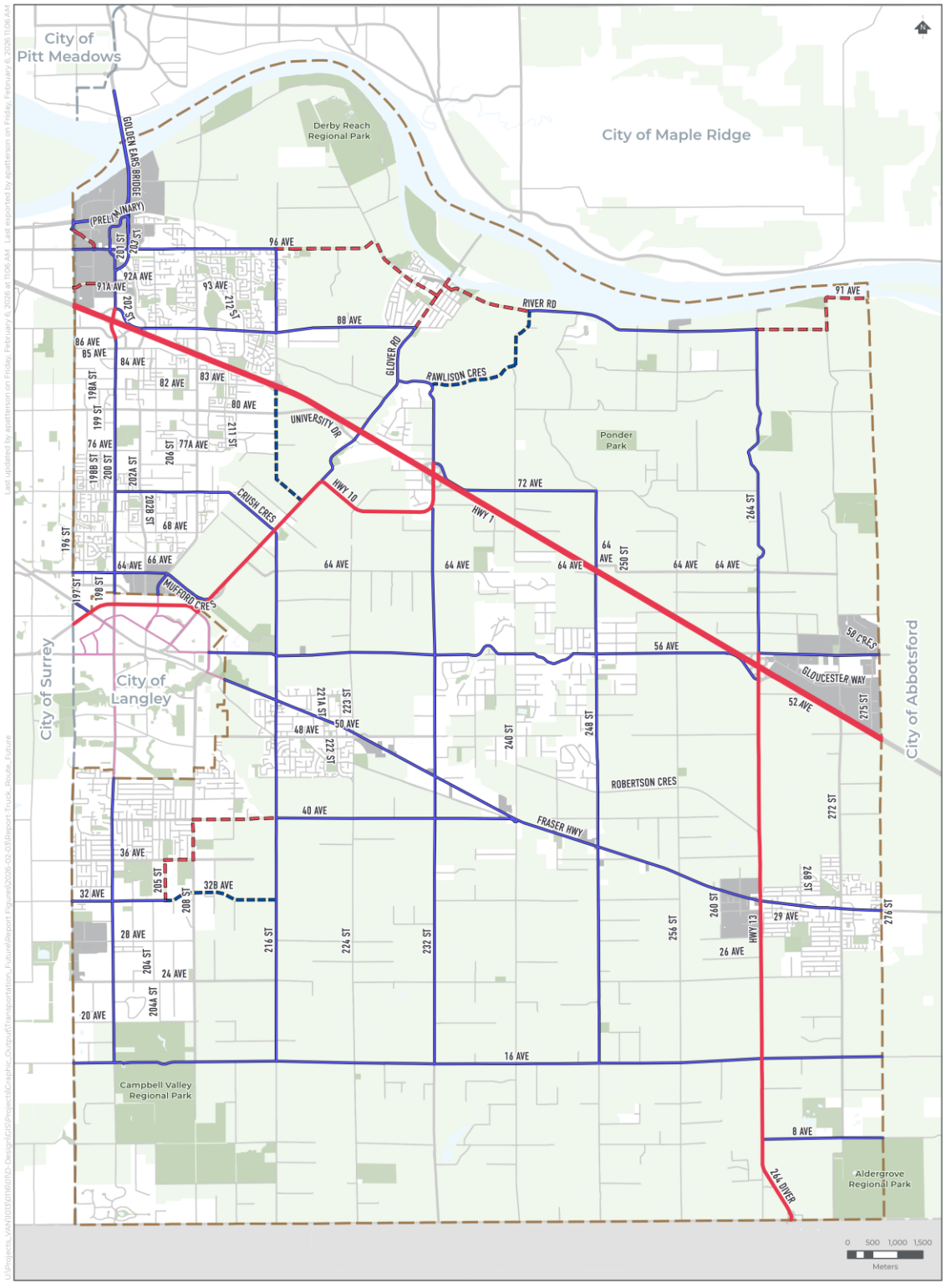


Figure 17: Truck Routes

Table 3: Proposed Truck Route Changes

Location	Proposed Change (Subject to Approval)	Rationale	Notes
Telegraph Trail (between 196 Street and 96 Avenue)	Potential Removal	• Local access only • Parallel truck routes are available	
92 Avenue (between 200 Street and City of Surrey)	Potential Removal	• Does not connect to a truck route in Surrey • Parallel truck routes are available	
96 Avenue (between 216 Street and Glover Road)	Potential Removal	• As identified in the North Langley Truck Route Study • Bypasses the Fort Langley historic and residential area	Subject to improvements identified in the North Langley Truck Route Study
Glover Road (between 88 Avenue and Jacob Haldi Bridge)			
Mavis Avenue/River Road (between Glover Road and 240 Street)			
Rawlison Crescent and 240 Street (between 232 Street and River Road)	Potential Addition	• As identified in the North Langley Truck Route Study • Provides an alternative to Glover Road and bypasses Fort Langley historic and residential area	Geometric design improvements required on Rawlison Crescent and 240 Street
216 Street (between Highway 10 and Highway 1)	Potential Addition	• As identified in the Williams Neighbourhood Plan • Provides a connection between two highway corridors and utilizes the Highway 1 interchange	
88 Avenue/272 Street/River Road (between 264 Street and City of Abbotsford)	Potential Removal	• Does not connect to a truck route in Abbotsford • As identified in the North Langley Truck Route Study	
32 Avenue (between 205 Street and 216 Street)	Potential Addition	• Aligns with the Brookswood/Fernridge ESP • Provides a more direct connection	Requires 32 Avenue extension
205 Street/36 Avenue/208 Street/40 Avenue (between 32 Avenue to 216 Street)	Potential Removal	• Aligns with the Brookswood/Fernridge ESP	Subject to future 32 Avenue extension

- **Action D2.2: Create a Dangerous Goods Route Network.**
  Dangerous goods include a wide range of materials that meet the daily needs of residents and businesses. These goods move in a range of vehicle types, including heavy trucks, light trucks and vans, and cars. Dangerous goods can include flammable liquids (like gasoline intended for retail sale), liquified or compressed gases, corrosive substances (including batteries), or materials destined for laboratories and hospitals (e.g. radioactive or toxic/infectious substances). Provincial Highways such as Highway 1, Highway 10 and Highway 13 are dangerous goods routes.

  Within Metro Vancouver, TransLink has the authority to designate routes and times of travel on the MRN for motor vehicles transporting dangerous goods, subject to municipal consent. TransLink also has the authority to prohibit the movement of dangerous goods in motor vehicles on portions of the MRN or for certain times of travel. At the time the TMS was completed, TransLink was collaborating with municipal and provincial partners to develop a Dangerous Goods Route network along the MRN for the region, which will identify routes for the travel of dangerous goods by motor vehicle in Township. It is the responsibility of each municipality to identify dangerous goods routes that are on non-MRN roads. In the absence of a municipal dangerous goods route, all designated truck routes allow for the movement of dangerous goods. A municipal dangerous goods route designation would allow for restricting dangerous goods to specific routes.

  In support of this action and building on the work completed by TransLink to identify dangerous goods routes on the MRN, the Township will take the following steps.
  - Continue to work with TransLink to confirm dangerous goods routes on the MRN within the Township.
  - Use a similar methodology to explore if any additional non-MRN roads will be added to the dangerous goods route. Any additions would need to be studied in detail and approved by Mayor and Council before being added to the network.

  It is important to note, vehicles carrying dangerous goods must travel along the dangerous goods route network until it is no longer practical to do so to reach their destination. Once they leave the dangerous goods route network, they are encouraged to travel on the highest classification of road and then exit at the closest point to reach their destination.

- **Action D2.3: Continue to work with TransLink to harmonize truck permitting and regulations.**
  TransLink has been leading the development of new regional trucking standards that are intended to streamline the permitting process for commercial traffic supporting the movement of goods in Metro Vancouver. Through TransLink's Commercial Vehicle Working Group the Township will continue to work to participate in discussions to harmonize truck permitting and regulations within the region and advocate for the Township's position within discussions.

- **Action D2.4: Explore opportunities to encourage the use of smaller goods movement vehicles in urban areas and community hubs.**
  Areas of the Township, particularly urban areas and community hubs, are moving towards denser and more compact land uses. With increasing pressure on the curbside space and larger vehicles, the Township can look for opportunities to encourage smaller and lower-emission goods movement vehicles, including smaller trucks and delivery vehicles and cargo e-bikes. The Township will explore opportunities to encourage the smaller goods movement vehicles in urban areas of the Township.

- **Action D2.5: Advocate for and implement trucking safety and operational improvements based on provincial, regional, and municipal studies and guidelines.**
  Safety standards for commercial vehicles and drivers are set at the national level and enforced by the Commercial Vehicle Safety and Enforcement in B.C. The Township will advocate for the implementation of safety and operational improvements including vehicle features such as side guards and enhanced enforcement of standards and regulations in the Township.

  Additionally, the Township will continue to explore commercial truck parking options. This includes reviewing the results of the pilot program to permit truck parking in the Gloucester industrial area and the temporary use permit for commercial truck parking facilities and providing updated recommendations. Additional study will likely be required to confirm recommendations.

- **Action D2.6: Monitor the impact of rail freight on the Township's transportation network.**
  Canadian National, Canadian Pacific Kansas City, and Southern Rail own rail lines that travel within the Township. The Roberts Bank Rail Corridor (RBRC) is an important 70 km stretch of rail network connecting Canada's largest container facility and a major coal terminal at Roberts Bank with the North American rail network. It carries increasing volumes of international freight, particularly containerized freight, through many communities including the Township.

  The Roberts Bank Trade Area Study explored opportunities to upgrade existing at-grade rail crossings, implement grade separated crossings, and implement road corridor improvements in the Township. In support of this action, the Township will continue to monitor the impact of rail freight on the Township's transportation network and advocate for and work with agency partners to upgrade rail crossings. This includes projects along Highway 10/Glover Road identified in the Roberts Bank Trade Area Study, such as a railway overpass in the vicinity of 216 Street, the closure of some existing rail crossings and new road connections to facilitate those rail crossing closures.

D3 – Support and coordinate the 'electrification' of travel and new mobility.

Metro Vancouver's Climate 2050 Strategic Framework estimates that 31% of greenhouse gas emissions in the region are a result of cars and trucks. Moving towards higher adoption of zero emissions vehicles, including electric passenger cars and trucks, is an important component of achieving the Township's Climate Action Strategy, TMS goals, and the recommendations of the Township's Low Carbon Mobility Plan. This strategy builds off the existing guidance included within these documents. As technology changes and actions are implemented the Township will update actions and next steps.

- **Action D3.1: Advocate for a study to plan for and regulate new transportation technologies.**
  New technologies, including connected and autonomous vehicles include a range of self-driving or partially automated vehicles that are connected to infrastructure and each other. Research completed for TransLink's Transport 2050 suggests that Level 4 automation (high automation where a vehicle can drive itself without supervision, in certain conditions like well-mapped urban environments) is likely to be available by 2030 and widespread by 2050.

  This will bring challenges as the region adapts to a mixed fleet of privately owned vehicles with different degrees of automation. A regional approach to regulating and responding to automation will create consistency across different road jurisdictions and across municipal boundaries, improving compliance and allowing for shared approaches to technology and other tools.

The Township will work with regional partners to proactively regulate and respond to the arrival of Autonomous Vehicles. Regional efforts are expected to include continued study and research, allowing for an ongoing evolution of the regional response.

- **Action D3.2: Work with developers and service providers to implement car share in the Township.** Car share companies and cooperatives provide a valuable service to residents and may allow some households to own fewer vehicles. These companies typically locate in areas where their vehicles will be well used, including in denser, mixed-use areas. There are Township and regional plans and initiatives that call for providing more car share services and providing parking and access to EV charging for car share vehicles.

  In support of this action, the Township will work with car share organizations and developers to eliminate the current barriers to extending services into the municipality. Typical barriers include population density (number of potential members and demand for service), and designated parking locations. Additionally, the Township will implement the recommendations of the 2026 Township Wide Parking Study and Bylaw Review which include updating the Zoning Bylaw to provide car share parking spaces (with dedicated electric vehicle charging options), optimizing curb space to provide car share parking, and cash-in-lieu payment options to support car share.

  Types of Car Share Models

  Car-sharing can play an important role in a sustainable transportation system, and can take a few different forms:
  - One-way/free-floating fleets that allow pick-up and drop-off at different locations (e.g. car2go; Evo)
  - Two-way/station-based fleets that require vehicle pick-up and drop-off at the same location (e.g. ZipCar; Modo)
  - Peer-to-peer fleets that allow car sharing between individual owners (e.g. Turo)

  Source: Township's Low Carbon Mobility Plan

- **Action D3.3: Convert the Township's fleet to Zero-Emission vehicles where possible and encourage partner organizations to do so as well.**
  As described in the Township's Low Carbon Mobility Plan, electrifying Township vehicles and equipment is a key opportunity to lead in the transition to electric mobility, reduce corporate GHG emissions, and improve local air and noise pollution. The plan notes that adopting Electric Vehicles (EVs) into the Township's vehicle fleet will require adequate fleet charging infrastructure at Township facilities. As more and larger vehicles electrify, electrical upgrades to facilities may be required, which can present a challenge to cost-effectively transition to EVs.

  In addition to its fleet, the Township can also show leadership by providing "at work" charging for its employees. The Township has installed some EV chargers at both the Civic Facility and the Operations Yard. "At-work" charging is important to encourage drivers to make the switch to EVs – particularly for those with longer commutes or who may not have access to "at-home" charging. Providing Township

employees “at-work” charging will support overall EV adoption across the community, while showcasing EV friendly strategies to other Township employers and businesses.

In support of this action, the Township will continue to explore the feasibility of implementing the recommendations outlined in the Low Carbon Mobility Plan specific to the Township’s fleet as well as advocating for EV leadership from other levels of government and agencies.

- **Action D3.4: Install more EV charging infrastructure.**
  The Township can explore opportunities to encourage the implementation of more EV charging infrastructure that can be found in private and public spaces. Access to EV charging infrastructure is one of the most important factors that influence the decision to choose an EV. The Township’s Low Carbon Mobility Plan and 2026 Township Wide Parking Study and Bylaw Review outline several actions that focus on implementing more EV charging infrastructure including updating the Township’s Zoning Bylaw to require:
    - electric vehicle charging infrastructure in non-residential uses, including both energized electrical outlets and charging stations.
    - all accessible and shared vehicle parking spaces are provided with an energized outlet capable of Level 2 charging.
    - a proportion of visitor parking spaces in residential uses include an energized outlet capable of Level 2 charging.

  Additionally, the Township will continue to provide electric vehicle charging infrastructure exclusively in off-street public and private lots while introducing on-street charging facilities in some areas. The Township can monitor their EV adoption trends and consider introducing on-street public charging facilities in areas with limited opportunity to provide off-street EV charging infrastructure.

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5 Implementation Plan

The strategies and actions included in the TMS will be carried out by the Township over the next 25 years and beyond. To implement the actions as described, the Township will need to increase funding for transportation related projects and secure new and additional sources of funding through local, provincial, and federal partnerships. The Township must also increase staff resources to manage and implement the recommendations of the TMS and RSS. As noted throughout the TMS, the Township will also partner with the private sector, leveraging development to achieve shared objectives for a safe, connected, reliable, and effective transportation system. This chapter provides a framework for advancing the actions, including a phasing strategy for advancing specific transportation infrastructure improvements. The phasing strategy identifies recommended improvements over the short-term (0 – 10 years), medium term (10 – 20 years), and long term (beyond 20 years).

5.1 Implementation Plan Principles

Recognizing that the implementation plan will take significant financial investment and resources over the next 25 years and beyond, there is a need to identify priorities over the short-term, medium-term, and long-term. The implementation plan was developed based on the following guiding principles:

- **The TMS is one step towards implementing the vision for transportation in the Township, but it is just the beginning.** The strategies and actions in the TMS are intended to lay the foundation for implementation over the long term. It is important to recognize that implementation will require significant investment and resources, as well as a shift in priorities to meet the vision, goals, and targets of the TMS. The TMS includes significant investments in new transportation infrastructure, upgrades to existing infrastructure, ongoing maintenance of existing and new facilities, resources for the development of policies and studies (including hiring consultants), funding for new programming and education campaigns, and staff resources. It will require ongoing support from different Township departments and municipal partners, along with sustained investment in all transportation modes.
- **The TMS is a flexible and living document.** For each long-term network, there is some level of flexibility for the specific locations and corridors that are recommended. The TMS presents recommendations based on community input and technical analysis; however, the Township will need to review the feasibility and desirability of each infrastructure project. The Township will continue to refine the recommendations outlined in the TMS through follow-up planning and design studies, including Engineering Servicing Plans, along with Neighbourhood and Community

Integrating an Equity Lens into Planning and Implementation

Equity means striving for a just, free, and fair society where all people have access to opportunities and resources to live a healthy and meaningful life. Addressing structural inequities and ensuring communities are healthy, vibrant, diverse, and inclusive requires prioritizing groups who are underserved and face barriers to participating equally in society – including their access to safe, convenient, and affordable transportation. Applying an intersectional and inclusive equity lens means striving to recognize and mitigate these factors through planning.

An equity lens was applied throughout the TMS and in the implementation plan, where neighbourhood demographics that consider the presence of seniors, youth, and low-income households was used to prioritize pedestrian, cycling, and transit infrastructure needs. Focusing improvements in areas that serve seniors, youth, and low-income populations can make the Township's investments more effective.

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Plans that will further advance the strategies and projects identified. As this TMS is a long-term, strategic document, it is anticipated that additional projects will emerge over time to reflect changing priorities.

- **The Township should monitor, review, and update the TMS on a regular basis, as needed.** As the Township continues to work towards the actions of the TMS, a monitoring and reporting strategy will be needed to measure and communicate progress towards achieving the vision, goals, and targets. Reporting back on the indicators identified in the Monitoring Plan outlined in this document is one of the ways the Township can report on progress made in implementing the TMS.
- **The Township will engage in further public consultation to implement the recommendations included in the TMS.** Many of the initiatives require more detailed input and technical work. The Township should work closely with partners, residents and interest groups to move forward with priorities in the TMS.
- **The Township will confirm the short-term investments and incorporate them into the Township's 5-year Financial Plan.** Following the endorsement of the TMS, Township staff will report to Council to obtain approval of allocated resources and funding for the short-term strategies beginning in the 2027 budget and beyond. This will include additional staff (one in 2027 and two additional in 2028) and resources such as funding for consultant studies and capital funding for improvements. There will also be an annual review as part of the financial planning and municipal budgeting process, with a full review of the TMS recommended every five to ten years.

5.2 Overall TMS Capital Costs

Conceptual order-of-magnitude cost estimates were developed for each of the capital investments identified in the plan to provide a sense of the potential overall future levels of transportation investment for the Township in current (2026) dollars. These order-of-magnitude costs are for comparative and discussion purposes only and are based on a conceptual level of effort that did not involve any design work. The cost estimates are based on typical unit costs and recent pricing in the Township and elsewhere in the region. These estimates may not include property acquisition, utility works, or environmental impacts and compensation costs. Additionally, projects on roads and structures under MOTT jurisdiction have not been included in the cost estimates. The cost estimates have been provided to identify the relative cost for planning purposes but should be refined based on further design work for budgeting purposes. Actual costs for implementation could vary significantly for each initiative as costs change over time and are typically not used for project budgeting purposes. In addition, possible contributions from other agencies and the private sector are not possible to estimate.

The level of investment required to implement the major road projects, cycling and micromobility network, fill the pedestrian network gaps, and implement bus stops on future FTN routes is estimated to be in the range of **$1,885 million** over the next 30 years, as summarized in **Table 4**. Over a 30-year period, this is approximately $62.8 million a year. It should be noted that these cost estimates exclude major costs associated with items such as property costs, environmental mitigation costs, utility relocations, and green infrastructure.

Table 4: Estimated Level of Investments for Capital Improvements

Improvement Type	Level of Investment
Road Network Improvements*	$905M
Cycling and Micromobility Network	$870M
Future Transit Network**	$10M
Pedestrian Network Projects	$100M
Total	**$1,885M**

*Road network improvements include active transportation infrastructure (walking and cycling) improvements along these corridors. Also only includes 16 Avenue improvement costs, as it is the highest among the three southern east/west widening projects (16, 24, or 32 Avenue)

** Future transit costs represent the expected expenses for upgrading bus stops along existing FTN routes and adding new stops as part of future FTN routes

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.

It is important to note that additional study and planning will be required to develop investment programs for filling in gaps in the sidewalk networking and upgrading existing infrastructure, including cycling routes, sidewalks, and existing bus stops, which are discussed in more detail below.

5.3 Infrastructure Improvement Priorities

The transportation improvements identified in the previous sections of the TMS will be implemented in phases over the next 25 years. Based on this approach to phasing, projects were identified for roads and cycling and micromobility to be implemented over the short-term, medium-term, and long-term.

The phasing approach in this section is intended to aid the Township in its future decision-making and capital budget planning. However, it should be noted that there are number of factors that will continually shape and influence the ultimate development of the Township's transportation system over time. Although the implementation of the TMS may be affected by unforeseen changes, the general direction and balance of investments in the transportation system should not be significantly altered. In addition, the priorities are intended to be flexible and can be adjusted based on changing circumstances. For example, in some cases, an initiative with a lower priority may be implemented prior to a one with a higher score if an opportunity presents itself (i.e. as redevelopment or grant opportunities arise). Conversely, a project with a higher priority may be implemented later than one with a lower priority if the costs are prohibitive and if cost-sharing opportunities are not available.

The approach to identifying the timeline for implementing infrastructure projects was based on the following considerations:

- network need (addressing existing and future safety and reliability issues)
- access to community destinations (parks, population density, commercial/retail, employment, schools, transit stops and exchanges, community centres, etc.)
- opportunities to fill gaps in the network
- feasibility (including available rights-of-way and costs)
- piggyback potential with other planned infrastructure projects

Road Network Projects

Road network projects include new arterial and rural roads and road widening projects intended to complete and enhance mobility within the Township. Each of these projects also include enhancements to active transportation facilities including sidewalks and/or multi-use pathways and in some cases protected bicycle lanes or cycle tracks. **Figure 18** presents the phasing plan for the proposed road network. Additionally, cost estimates related to upgrading intersections, which includes installing traffic signals and roundabouts, in addition to geometric changes, have also been included under the road network projects. These were incorporated based on work and projects identified through the Township's Development Cost Charges Bylaw update.

The total long-term cost for the road improvements is **$905 million**. In the short-term, the Township will predominantly focus on completing and enhancing the road network in the Willowbrook and Willoughby communities, and along Fraser Highway. The Willowbrook and Willoughby communities are expected to see the highest levels of development and population and employment growth over the next ten years. Over the medium-term, enhancements in Brookswood, Fernridge, and Aldergrove are anticipated, along with enhancing connections to Highway corridors. The longer-term projects focus on enhancing east/west connectivity in the Township. **Table 5** presents the anticipated level of investment by phase.

In the short-term, the Township will continue work with the Province (MOTT) to explore road improvement options on the roads within the Township that are under the Province's jurisdiction.

Table 5: Road Network Project Level of Investment by Phase

Road Network Projects	Anticipated Level of Investment
Short-term	$340M
Medium-term	$325M
Long-term	$240M
Total	**$905M**

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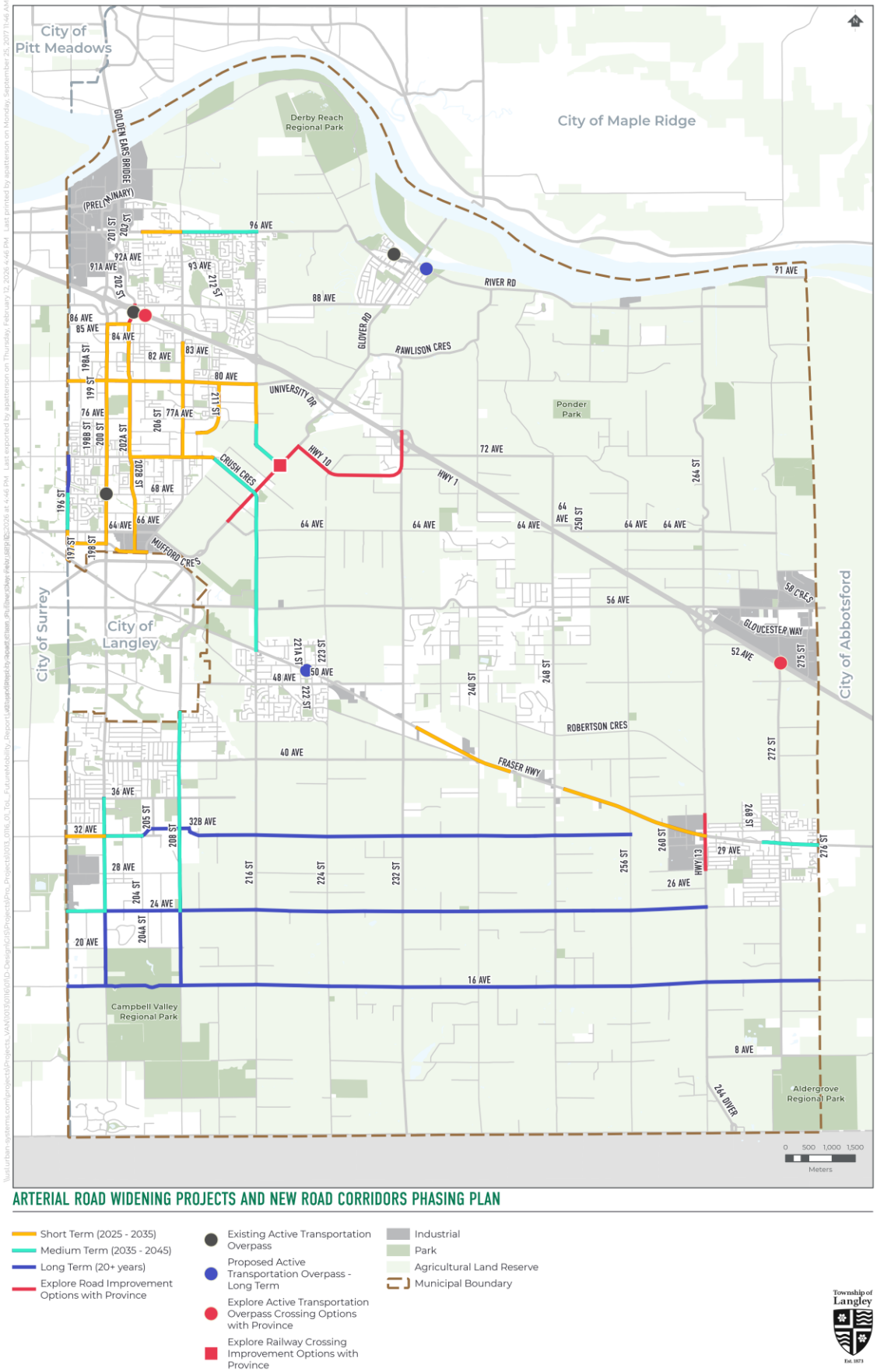


Figure 18: Arterial Road Widening Projects and New Road Corridors Phasing Plan

Cycling and Micromobility Projects

The long-term cycling and micromobility network was developed to enhance network connectivity, safety, and comfort for people traveling within the Township by bike or other types of micromobility devices. It is important to note that in many cases, the potential facility type along these corridors will include a multi-use pathway which can also fill gaps in the pedestrian network. **Figure 19** presents the phasing plan for the proposed cycling and micromobility network.

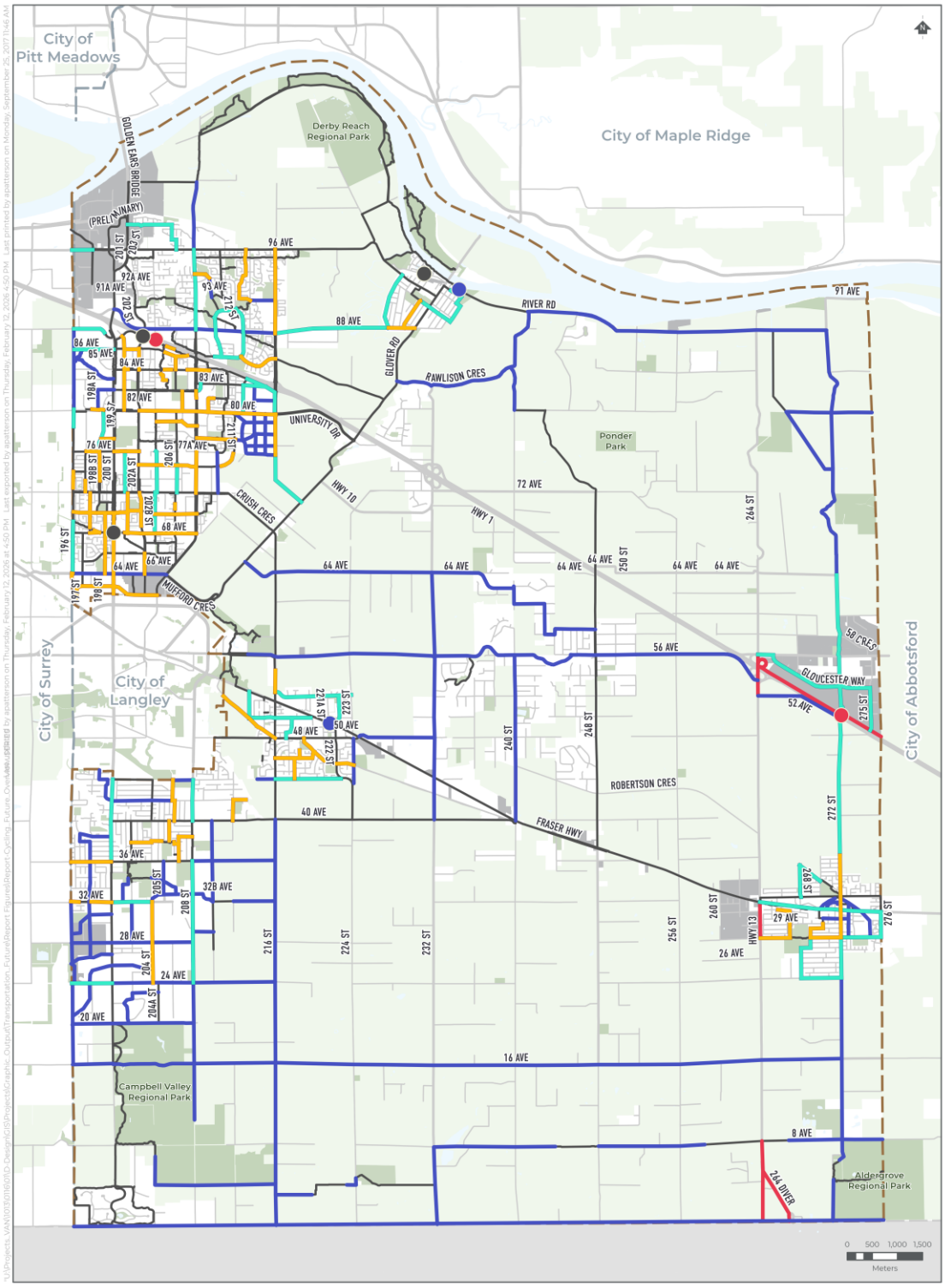
The total long-term cost for the cycling and micromobility network over the long-term is **$870 million**. In the short and medium-term, the Township will focus on filling in gaps in the cycling and micromobility network within community hubs and urban areas. This includes gaps that can be implemented through development and Township led capital projects. Alternatively, a temporary interim facility may be implemented using Quick-build treatments, where feasible. The longer-term projects focus more on connecting community hubs and enhancing recreational routes. **Table 6** presents the anticipated level of investment by phase for cycling and micromobility network projects.

It is important to note that the Township will also develop an investment program focused on upgrading existing cycling and micromobility routes that do not meet current design standards, where feasible. This will ensure that the Township has a program to address routes that are not planned to be upgraded through planned road network improvements or through development projects. These upgrades are expected to cost **$180 million** and are assumed to be completed over the long-term.

Table 6: Cycling and Micromobility Network Level of Investment by Phase

Cycling and Micromobility Projects	Anticipated Level of Investment
Short-term	$165M
Medium-term	$150M
Long-term	$375M
Upgrades (long-term)	$180M
Total	**$870M**

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LONG-TERM CYCLING AND MICROMOBILITY NETWORK PHASING PLAN

- Short Term (2025 - 2035)
- Medium Term (2035 - 2045)
- Long Term (20+ years)
- Explore Cycling Improvement Options with Province
- Existing Cycling Route
- Existing Active Transportation Overpass
- Explore Active Transportation Overpass Crossing Options with Province
- Proposed Active Transportation Overpass - Long Term
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley
Est. 1873

Figure 19: Long-term Cycling and Micromobility Network Phasing Plan

Transit Projects

The TMS emphasizes the need to work closely with TransLink and BC Transit to develop an updated transit network and improved service, including the implementation of SLS, LHP BRT, and Highway 1 bus on shoulder project. Additionally, the Township will work with TransLink to advocate for new FTN routes in the Township to support future demands and enhance access to rapid transit. As part of implementing these new routes TransLink will be responsible for implementing new bus stops, which should be delivered in a coordinated and phased manner consistent with TransLink's *Bus Infrastructure Design Guidelines*. The Township should work with TransLink to identify FTN corridors in advance of service implementation, assess existing stops, and prioritize upgrades or new stops to meet the standards, including accessible landing pads, shelters, seating, lighting, and clear pedestrian connections.

The estimated cost for constructing a new bus stop equipped with accessible landing pads, shelter, and seating along future FTN routes is approximately $60,000. **Table 7** below presents a summary of transit project costs, estimated at approximately **$10 million**, related to upgrading existing bus stops on the current FTN route (Route 503) and implementing new stops along proposed FTN corridors. It should be noted that bus stops along existing Route 501 are excluded from this estimate due to their overlap with the forthcoming LHP BRT. For the purpose of estimating the number of new stops required, it has been assumed that all future FTN corridors will include at least one bus stop every 400 metres.

Table 7: Transit Projects Level of Investment

Service Type	Anticipated Level of Investment
Existing FTN	$3M
Future FTN	$7M
Total	**$10M**

In terms of improvements that are within the Township's jurisdiction, the TMS calls for improving the transit user experience by providing enhanced bus stop amenities, such as shelters and benches. The Township will conduct regular updates to the inventory of existing bus stop amenities. Additionally, the Township will continue to work to provide benches, shelters, and lighting at bus stops where feasible, prioritizing stops with the highest boardings. Using this information, the Township will develop a list of bus stop amenity enhancement projects. The following unit costs can be used to estimate the overall cost of the investment program once an updated inventory is completed.

- Shelter addition - $30,000
- Landing pad addition - $20,000
- Benches addition - $5,000
- Lighting Addition - $5,000

These upgrade costs are standalone and exclude any additional required work. Where possible, upgrades should be coordinated with planned road, utility, and development projects to reduce costs and disruption. The Township should continue to leverage cost-sharing mechanisms to support the delivery of bus stop amenities on both existing and planned transit corridors.

The Township has agreements with private companies who provide and maintain shelters and benches at their own costs. Each year, the Township works with a shelter company to identify two to five bus locations for new bus shelters based on public requests and internal review. The Township reviews shelter designs proposed to

ensure that they meet the Township's and CMBC's standards. The Township also collaborates with a bench company to install benches at bus stops located within the road right-of-way. If the Township receives requests from residents to install a bench at a bus stop, the Township will look into the location and send an installation request to the bench company if needed.

The Township strives to install shelters and/or benches as requested, but there may be some locations where these amenities cannot be accommodated due to space constraints. Some constraints include inadequate road right-of-way, vegetation, fencing, and a lack of space on a standard bus pad without affecting wheelchair users. Over the short-term, it is anticipated that approximately $150,000 per year should be allocated to accessibility upgrades at the existing bus stops, delivered in partnership with CMBC. This funding level typically supports accessibility improvements at eight to ten bus stops per year, enhancing usability for all passengers, including those using wheelchairs and strollers.

Pedestrian Network Projects

For the pedestrian network, gaps and improvements were identified in the areas of the Township in most need of pedestrian network connectivity. These locations were identified based on:

- proximity to community hubs
- proximity to transit
- connections to schools
- proximity to destinations (parks, community facilities (libraries, recreation centres, etc.)
- areas with reported collisions involving a pedestrian

As part of any roadworks project or new development, pedestrian infrastructure improvements are included, additionally, many of the routes identified as part of the long-term cycling and micromobility network include multi-use path facilities that also fill a gap or provide an improvement in the pedestrian network. As a result, several identified pedestrian network projects will be filled through the road and cycling and micromobility projects identified above and through new development.

The estimated cost to address the gaps and improvements not included in the identified road improvements and cycling and micromobility projects and through new development estimated to be $100 million. As a next step to the TMS, the Township will develop a pedestrian facility implementation plan to address the remaining gaps where development is not anticipated in the next 5 years.

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5.4 Prioritizing Actions

This section groups and prioritizes each action identified under the themes of the TMS. Strategies for implementing each of the actions are outlined in **Table 8** to **Table 11** below. These tables provide guidance with respect to:

- **Status.** This column identifies if this action is new to the Township or an enhancement of an approach or work underway. In some cases, actions may be both with new elements and enhancements to the current approach.
- **Horizon.** This column identifies the timeframe for implementation for each action. These are broken down as: *short*, *medium*, *long*, and *all*. *All* refers to actions that are long-term in nature and have components that will be completed in all timeframes, short, medium, and long-term or are outside of the Township's jurisdiction.
- **Frequency.** This column helps to identify if the next steps identified for each action are considered a *one-time* project or initiative, *periodic* (as in something the Township will do on a reoccurring basis), and *ongoing*. Actions that are *ongoing* typically fall under the *all* category in terms of the horizon for implementation.
- **Method of Implementation.** This column identifies how each action will be implemented either as a capital project, study, investment program, and internal approach. Some actions will require multiple methods of implementation. Internal approach assumes that this would be a shift of internal processes, changing polices and approaches.
- **Responsibility.** This column suggests the lead and support responsibility for each action. Most actions require the Township to take the lead. This includes a variety of Township departments. There are several actions identified in the TMS that other organizations can support the Township to implement. These organizations include TransLink, MOTT, RCMP, and Fraser Health - to name a few.
- **Financial.** This column identifies the assumed order of magnitude capital cost for each action with a capital project or investment program identified as the method of implementation. The number of dollar signs indicates a high-level cost assumed for each action:
    - $$$$$ - $25 million+
    - $$$$ - $15 to 20 million
    - $$$ – $10 to 15 million
    - $$ – $5 to 10 million
    - $ – Less than $5 million

Implementation of the TMS will begin immediately and there are already several projects and initiatives underway.

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Table 8: Action Summary Table (Land Use Integration and Safety)

#	Strategy	Action	Status (New, Enhanced)	Horizon (short, medium, long, all)	Frequency (one-time, periodic, ongoing)	Method of Implementation (capital project, study, investment program, internal approach)	Responsibility		Financial
							Lead	Support	Capital Cost
Land Use Integration									
LU1	Integrate land use and transportation planning.	**LU1.1:** Develop multi-modal transportation options in and between community hubs.	Enhanced	All	ongoing	internal approach	Township		
		LU1.2: Concentrate population and employment growth near future rapid and frequent transit routes, and within community hubs.	Enhanced	All	ongoing	internal approach	Township		
		LU1.3: Support the development of affordable residential housing in areas with access to existing and planned sustainable transportation options.	Enhanced	All	ongoing	internal approach	Township		
		LUI.4: Create safe, welcoming, and comfortable spaces that attract people and made the Township's streets an enjoyable place to be.	Enhanced	All	ongoing	investment program	Township		$$$
		LU1.5: When new development occurs and creates a gap in the pedestrian and cycling network, ensure a temporary connection or transition to the roadway is provided.	New	All	ongoing	investment program	Township		$$$
		LU1.6: Integrate high-quality landscaping and other green infrastructure in transportation projects to increase overall tree canopy coverage and natural aesthetics.	Enhanced	All	ongoing	internal approach	Township		
LU2	Align existing and future plans and strategies with the TMS.	**LU2.1:** Update existing and develop new Township of Langley planning and policy documents with the recommendations outlined in the TMS.	New and Enhanced	All	periodic	internal approach, study	Township		
		LU2.2: Advocate for TMS recommendations to be incorporated into external plans and strategies.	Enhanced	All	ongoing	internal approach	Township leads advocating for updates	Other agencies	
Safety									
S1	Refine and enhance the Township's safety road management system.	**S1.1:** Work with partners to develop a safety data management strategy and address gaps in the data available for the Township.	New	Short	periodic	internal approach, study	Township initiating conversations	ICBC, RCMP, Fraser Health, RoadSafetyBC, MOTT, and other partners	
		S1.2: Conduct regular network screening and safety reviews.	New and Enhanced	Medium	periodic	internal approach, study, capital project	Township	ICBC, RCMP, and other partners	$
		S1.3: Conduct planning and design stage road safety audits on major projects.	New and Enhanced	Medium	periodic	internal approach, study	Township	ICBC	
S2	Manage speeds on Township Streets.	**S2.1:** Update and implement the road cross sections and design standards included in the Subdivision and Development Servicing Bylaw.	Enhanced	Short	periodic	internal approach, study, capital project	Township		$$$
		S2.2: Pilot safe system speed limits.	New	Short	periodic	study, capital project	Township	RCMP, Fraser Health	$$$
		S2.3: Pilot slow streets.	New and Enhanced	Short	periodic	study, capital project	Township	RCMP, Fraser Health	$$$
		S2.4: Enhance speed enforcement.	New and Enhanced	Medium	periodic	internal approach, investment program	Township	ICBC, RCMP, MOTT	$$

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#	Strategy	Action	Status (New, Enhanced)	Horizon (short, medium, long, all)	Frequency (one-time, periodic, ongoing)	Method of Implementation (capital project, study, investment program, internal approach)	Responsibility		Financial
							Lead	Support	Capital Cost
Safety									
S3	Enhance safety at urban intersections.	**S3.1:** Enhance left-turn treatments.	Enhanced	Short	periodic	study, investment program	Township		$$
		S3.2: Enhance right-turn treatments.	Enhanced	Medium	periodic	study, internal approach, investment program	Township	Emergency Services, BC Trucking Association, TransLink (Buses)	$$$
		S3.3: Expand intersection safety enforcement.	Enhanced	Medium	periodic	internal approach, study, investment program	Township, ICBC, MOTT		$$
S4	Enhance safety at rural intersections.	**S4.1:** Prepare a traffic control toolkit for rural intersections.	Enhanced	Medium	periodic	study, investment program	Township		$$$
		S4.2: Explore opportunities to implement roundabouts where feasible.	Enhanced	Short	periodic	study, internal approach, capital project	Township	ICBC, Fraser Health	$$$$
		S4.3: Implement access management and alternative designs.	Enhanced	Long	ongoing	study, internal approach	Township		
S5	Protect vulnerable road users.	**S5.1:** Provide leading pedestrian intervals.	Enhanced	Short	ongoing	study, internal approach	Township		
		S5.2: Provide protected intersections.	Enhanced	Short	periodic	study, capital project	Township		$$$$
		S5.3: Enhance motorcycle safety.	Enhanced	Medium	ongoing	internal approach, study	RCMP, ICBC, external organizations including motorcycling clubs	Township	
		S5.4: Encourage more transit use.	Enhanced	All	ongoing	internal approach	TransLink	Township	
		S5.5: Monitor the safety of electric micromobility devices.	New	Short	ongoing	internal approach, study	Township - initiating conversations	Fraser Health, ICBC, RCMP, MOTT, external organizations including HUB Cycling	
S6	Facilitate a culture of transportation safety.	**S6.1:** Work with partners to address unsafe behaviours.	Enhanced	All	ongoing	internal approach, study	Various Partners	Township	
		S6.2: Conduct baseline surveys.	New	Medium	periodic	internal approach, study	Township	BCAA, University/college students, ICBC, Fraser Health	
		S6.3: Build a safety culture among children.	Enhanced	Short	ongoing	internal approach, study, investment program	Township	School District, a school community (Parent Advisory Committees), ICBC, RCMP, TransLink, HUB Cycling, Fraser Health	$$

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Table 9: Action Summary Table (Transit and Cycling and Micromobility)

#	Strategy	Action	Status (New, Enhanced)	Horizon (short, medium, long, all)	Frequency (one-time, periodic, ongoing)	Method of Implementation (capital project, study, investment program, internal approach)	Responsibility		Financial
							Lead	Support	Capital Cost
Transit									
T1	Support the implementation of planned transit projects.	**T1.1:** Work with TransLink, BC Transit, and the Ministry of Transportation and Transit to monitor the impact of SkyTrain and other new transit projects on the Township-wide transit network.	Enhanced	All	ongoing	internal approach	Township	Various Partners	
		T1.2: Work with TransLink to implement the Langley-Haney Place BRT.	Enhanced	Short	one-time	internal approach	Township	TransLink	
		T1.3: Work with partners to create mobility hubs and Park and Ride facilities at transit exchanges and stations, particularly at the 216 Street, 232 Street, and 264 Street interchanges.	Enhanced	Short	one-time	internal approach	Township	MOTT	
		T1.4: Work with agency partners to continue to explore opportunities for enhanced regional and inter-regional transit connections.	Enhanced	All	ongoing	internal approach	Township	Various Partners	
T2	Increase transit service coverage and convenience.	**T2.1:** Work with TransLink to increase local service coverage and Frequent Transit Network routes connecting to SkyTrain, BRT services, and community hubs.	New and Enhanced	All	ongoing	internal approach, study, capital	Township	Various Partners	$$$
		T2.2: Work with TransLink to identify and implement transit priority measures that improve bus speed and reliability along the existing and future Frequent Transit Network.	New and Enhanced	All	periodic	study, investment program	Township	TransLink	$$$
T3	Enhance access to and amenities at transit stops and exchanges.	**T3.1:** Plan for the pedestrian network and the cycling and micromobility network to connect to transit stops to encourage and enable multi-modal travel.	Enhanced	All	ongoing	internal approach, capital project	Township	TransLink	$$$
		T3.2: Increase comfort and safety for people using transit by improving bus stop accessibility and amenities.	Enhanced	Short	ongoing	investment program	Township	TransLink	$$
Cycling and Micromobility									
C1	Create a complete and connected cycling and micromobility network.	**C1.1:** Fill in gaps by building new cycling and micromobility routes that provide connections to and between community hubs and other destinations.	New and Enhanced	All	ongoing	study, capital project	Township		$$$$$
		C1.2: Work to upgrade existing cycling and micromobility routes to align with current design guidelines.	New and Enhanced	Short	ongoing	study, investment program	Township		$$$$
		C1.3: Support regional cycling and micromobility connections.	Enhanced	All	ongoing	internal approach	Township	TransLink, Metro Vancouver, neighbouring municipalities	
		C1.4: Provide a network of routes that are comfortable for most users.	New and Enhanced	All	ongoing	internal approach	Township		
		C1.5: Improve intersections and crossings for people cycling and using micromobility devices.	New and Enhanced	All	ongoing	internal approach, capital project	Township		$$$$
C2	Plan for electric micromobility and shared options.	**C2.1:** Advocate for more study, guidance, and regulation of electric micromobility devices.	New	Short	ongoing	internal approach, study	Township	MOTT, TransLink	
		C2.2: Work with shared micromobility service providers to pilot service in the Township.	New	Medium	ongoing	internal approach, study	Township	Shared mobility organizations	
C3	Support cycling and micromobility in the Township.	**C3.1:** Conduct a bicycle parking review and develop a program to provide more secure bicycle parking and end-of-trip facilities.	New and Enhanced	Medium	ongoing	internal approach, study, capital projects	Township		$$
		C3.2: Continue to support active transportation education, promotional programs, and initiatives.	New and Enhanced	Medium	ongoing	study, capital project (potential)	Township	TransLink, MOTT, other agencies	$

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Table 10: Action Summary Table (Walking and Accessibility)

#	Strategy	Action	Status (New, Enhanced)	Horizon (short, medium, long, all)	Frequency (one-time, periodic, ongoing)	Method of Implementation (capital project, study, investment program, internal approach)	Responsibility		Financial
							Lead	Support	Capital Cost
Walking and Accessibility									
W1	Expand and enhance the pedestrian network connecting people to community destinations.	**W1.1:** Fill in gaps in the pedestrian network by strategically investing in new sidewalks and multi-use pathways in pedestrian priority areas.	New and Enhanced	All	ongoing	capital projects	Township		$$$$$
		W1.2: Widen and enhance pedestrian facilities within community hubs and along major streets.	Enhanced	All	ongoing	internal approach, capital project	Township		$$$
		W1.3: Provide more off-street connections and cut-throughs such as walkways.	Enhanced	All	ongoing	internal approach	Township		
		W1.4: Expand and enhance existing trails and greenways, and the on-street connections to them.	Enhanced	All	periodic	internal approach, capital project	Township		$$$$
W2	Enhance accessibility for people walking.	**W2.1:** Create new and enhance existing crossings to accommodate people of all ages and abilities, this includes both operational and infrastructure enhancements.	Enhanced	All	ongoing	study, investment program, capital project	Township		$$$
		W2.2: Use an universal accessibility lens and review current best practice design guidelines during the planning, design, construction, and operation of transportation projects.	Enhanced	All	ongoing	internal approach	Township		
		W2.3: Enhance lighting, where appropriate, particularly in community hubs and areas with high pedestrian activity.	Enhanced	Medium	periodic	study, capital project	Township		$$$
		W2.4: Implement the transportation recommendations identified in the Township's Accessibility Plan.	Enhanced	Short	ongoing	internal approach	Township		
W3	Encourage walking in the Township.	**W3.1:** Develop a Wayfinding Strategy for active transportation users (for pedestrians, micromobility users, equestrians, and on trails) and routes.	Enhanced	Medium	periodic	study, investment program	Township		$
		W3.2: Explore opportunities for open streets/car free days as part of special community events.	New	Long	periodic	internal approach	Township		

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Table 11: Action Summary Table (Driving and Goods Movement)

#	Strategy	Action	Status (New, Enhanced)	Horizon (short, medium, long, all)	Frequency (one-time, periodic, ongoing)	Method of Implementation (capital project, study, investment program, internal approach)	Responsibility		Financial
							Lead	Support	Capital Cost
Driving and Goods Movement									
D1	Improve the street network to accommodate motor vehicle travel.	**D1.1:** Update the Township's road classification map.	Enhanced	Short	periodic	internal approach	Township		
		D1.2: Complete and enhance mobility on the Township's arterial and collector road network.	Enhanced	All	ongoing	capital projects	Township		$$$$$
		D1.3: Work with the BC Ministry of Transportation and Transit to explore road improvement options on roads under their jurisdiction.	Enhanced	All	ongoing	internal approach	Township	MOTT	
		D1.4: Continue to monitor motor vehicle delays and identify opportunities to increase overall people-moving capacity through targeted investments in transit reliability and active transportation.	Enhanced	All	ongoing	internal approach, study	Township		
		D1.5: Implement the recommendations of the 2016 Township Wide Parking Study and Bylaw Review to manage curb space.	Enhanced and New	Medium	ongoing	internal approach, investment program	Township		$$$
D2	Facilitate the efficient and safe movement of goods and services.	**D2.1:** Update and confirm the Township's truck routes.	Enhanced	Short	one-time	internal approach, capital project	Township	TransLink	$$$$$
		D2.2: Create a Dangerous Goods Route Network.	Enhanced	Medium	one-time	internal approach	Township	TransLink	
		D2.3: Continue to work with TransLink to harmonize truck permitting and regulations.	Enhanced	Long	ongoing	internal approach	Township	TransLink	
		D2.4: Explore opportunities to encourage the use of smaller goods movement vehicles in urban areas and community hubs.	New	Medium	ongoing	internal approach, study	Township		
		D2.5: Advocate for and implement trucking safety and operational improvements based on provincial, regional, and municipal studies and guidelines.	Enhanced	All	periodic	internal approach	Township	Commercial Vehicle Safety and Enforcement	
		D2.6: Monitor the impact of rail freight on the Township's transportation network.	Enhanced	All	periodic	internal approach, study	Township	Rail companies	
D3	Support and coordinate the 'electrification' of travel and new mobility.	**D3.1:** Advocate for a study to plan for and regulate new transportation technologies.	Enhanced	Short	ongoing	internal approach	Township	MOTT, TransLink	
		D3.2: Work with developers and service providers to implement car share in the Township.	New	Short	ongoing	internal approach	Township		
		D3.3: Convert the Township's fleet to Zero-Emission vehicles where possible and encourage partner organizations to do so as well.	Enhanced and New	Medium	periodic	investment program	Township		$$
		D3.4: Install more EV charging infrastructure.	Enhanced and New	Long	periodic	investment program	Township		$

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Short-term Priority Actions

The following table (**Table 12**) includes a list of the priority policy and planning actions identified by TMS theme. The intent is that priority actions will be implemented within the short-term (next 10 years). These actions have been selected based on a variety of factors – community feedback, input we have heard through the project from staff and Council, actions that need to be implemented in the shorter term to make future actions feasible, actions that will have an impact, and alignment with work and projects already underway.

For additional details about each priority action and next steps, refer to **Section 4**.

Table 12: Priority Actions

Theme	Strategy	Next Steps
Land Use Integration	LU1 – Integrate land use and transportation planning.	**All Actions** - Most of the actions tied to integrating land use and transportation planning are already underway in some capacity. - The Township will continue to strengthen planning policy and initiatives focused on providing multi-modal transportation options within and between areas with the highest population and employment densities and where there is a concentration of community destinations (community hubs). - When new development occurs and creates a gap in the pedestrian and cycling network, ensure a temporary connection or transition to the roadway is provided (investment program).
	LU2 – Align existing and future plans and strategies with the TMS.	**Action LU2.1** - Integrate recommendations of the TMS into the OCP, Community Plans, and Neighbourhood Plans. - Update the Township's Subdivision and Development Servicing Bylaw (**Action S2.1**) - Integrate the recommendations of the TMS into the Rural Plan. - Develop a TDM Plan.
Safety	S1 – Refine and enhance the Township's road safety management system.	**Action S1.1** - The highest priority for the Township will be to develop a road safety management program. This will include addressing data issues and selecting the most accurate data source to monitor serious injuries and fatalities.
	S2 – Manage speeds on Township roads.	**Action S2.2** - Conduct a Township-wide speed limit review. Identify arterial and collector roadways for speed limit changes. - Implement design changes that will support a 50 km/h speed limit on arterial and collector roads where appropriate. **Action S2.3** - Pilot a slow street project in residential areas. This can include some 30 km/h and some 40 km/h zones, along with supporting infrastructure changes where operating speeds are not already within these limits.
	S3 - Enhance safety at urban intersections	**Action S3.1** - Review and update (as needed) the Township's current process for installing protected-only phasing. - Screen the network for other candidate locations and implement left-turn treatments at a selection of candidate locations.

Theme	Strategy	Next Steps
	S4 – Enhance safety at rural intersections	**Action S4.2** - Review the safety and operational impacts of the existing roundabouts in the Township. - Consider Develop or adopt a roundabout first policy when considering upgrades from stop-controlled intersections of two two-lane roads and a process for the systematic consideration of roundabouts vs traffic signalization at rural intersections.
	S5 – Protect Vulnerable Road Users	**Action S5.1** - Evaluate impacts on leading pedestrian intervals at all locations where they have been installed. - Adopt or develop criteria for the installation of leading pedestrian intervals, which should include collisions, pedestrian volumes, and vehicle turning volumes. - Identify signalized intersections with a high frequency of collisions between turning vehicles and pedestrians and implement leading pedestrian intervals at select locations.
Transit	T1 - Support the implementation of planned transit projects.	**All Actions** - Most of the actions aimed at supporting the implementation of planned transit projects are already underway in some capacity. - The Township will continue to allocate resources to working with other agencies to ensure the Township's interests are represented in planning studies and transit investments led by other agencies.
	T2 – Increase transit service coverage and convenience	**Action T2.1** - The Township will work with agency partners, share the recommendations of the TMS and suggest changes to improve service coverage and frequency.
	T3 – Enhance access to and amenities at transit stops	**Action T3.2** - Conduct regular updates to the inventory of existing bus stop amenities. - Continue to work to provide benches, shelters, and lighting at bus stops where feasible, prioritizing stops with the highest boardings. Using this information, the Township will develop a list of bus stop amenity enhancement projects and develop an investment program to implement projects annually.
Cycling and Micromobility	C1 - Create a complete and connected cycling and micromobility network.	**Action C1.1** - Continue to fill gaps in the cycling and micromobility network based on the network phasing plan. **Action C1.2** - Upgrade existing cycling routes as part of road improvement projects, redevelopment opportunities. Develop a list of priority upgrades for Township led improvement projects. **Action C1.5** - Continue to explore the removal of barriers (bollards and gates) that create obstructions at cut-throughs and multi-use pathway entrances.
	C2 - Plan for electric micromobility and shared options.	**Action C2.1** - Continue to monitor results of the electric kick-scooter pilot and the safety issues associated with electric micromobility devices and advocate to the Province for clear guidance on the regulation, including if they are permitted, and on which facilities. Based on the

Theme	Strategy	Next Steps
		results consider revising bylaws and restrictions on use of electric micromobility devices.
	C3 - Support cycling and micromobility in the Township.	**Action C3.1** - Conduct an inventory of existing Township-owned bicycle parking. - Providing more bicycle parking at Township-owned facilities such as at parks, community centres, and other civic facilities. - Update the Zoning Bylaw to include updated bicycle parking and end-of-trip requirements for new residential, commercial, and employment developments based on the recommendations of the 2026 Township Wide Parking Study and Bylaw Review.
Walking and Accessibility	W1 – Expand and enhance the pedestrian network connecting people to community destinations.	**Action W1.1** - Develop an implementation plan to fill gaps in the pedestrian network and upgrade existing pedestrian facilities through Township initiated pedestrian improvements and developer initiated pedestrian improvements. **Action W1.4** - Continue interdepartmental coordination (working with the Township parks and recreation team) to implement recommendations and the proposed greenways identified in Neighbourhood, Community, Engineering Servicing Plans, the OCP, and the TMS. - Through the update to the Rural Plan, the Township will continue to explore opportunities to implement trails along utility rights-of-way.
	W2 – Enhance accessibility for people walking	**Action W2.1** • Explore the feasibility of implementing new designated pedestrian crossings mid-block. Additional crossing locations will be explored where demand warrants. • Enhance safety, accessibility, and network connectivity to new and existing intersections and crosswalks. **Action W2.2** • Use an universal accessibility lens and review current best practice design guidelines during the planning, design, construction, and operation of transportation projects **Action W2.4** • Implement the transportation recommendations identified in the Township's Accessibility Plan.
Driving and Goods Movement	D1 – Improve the street network to accommodate motor vehicle travel	**Action D1.1** - Update the Township's road classification map **Action D1.2** - Complete and enhance mobility on the Township's arterial and collector road network based on the network phasing plan. **Action D1.3** - Work with the BC Ministry of Transportation and Transit to explore road improvement options on roads under their jurisdiction. **Action D1.5** - Implement the recommendations of the 2026 Township Wide Parking Study and Bylaw Review to manage curb space.
	D2 – Facilitate the efficient and safe	**Action D2.1** - Update and confirm the Township's truck routes. Implement road network improvements to make the proposed updates feasible. **Action D2.2**

Theme	Strategy	Next Steps
	movement of goods and services	- Create a Dangerous Goods Route Network.
	D3 – Support and coordinate the 'electrification' of travel and new mobility	**Action D3.2** • Work with developers and service providers to implement car share in the Township **Action D3.3** • Convert the Township's fleet to Zero-Emission vehicles where possible and encourage partner organizations to do so as well.

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5.5 Resources and Capacity

Ongoing leadership for the implementation of the TMS will be critical to its success. A critical component will be the sharing of information and being transparent in the development of funding requests, and in the reporting back on the progress and impacts of the TMS. This will generate confidence in a strategic and evidence-based approach and appropriate allocation of resources leading to Council support to develop community "champions" of the TMS.

The TMS 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 Township 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 Township staff time and resources to ensure external planning and designs will protect the interests of the Township and align with the visions and aspirations of the community.

Ensure staff resources are available to implement the TMS.
Implementation of the TMS and RSS will not only require capital investment, 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, such as road safety engineering, data collection, asset management, parking management, emerging signal and communication technologies will play an important role in successfully implementing the TMS. Additionally, it is anticipated that consulting resources will be required to support Township staff to implement several actions and next steps identified in the TMS,

The RSS noted that to oversee the development of a formal Implementation Plan and coordinate the implementation of the various strategies, it is anticipated that at least one full-time staff member would be required at the outset (by 2026) specifically to focus on transportation safety. This individual's role would be to coordinate the efforts across departments, with partners, to report regularly on progress, and oversee the monitoring and evaluation of tasks. The addition of a communications specialist and a data analyst/technologist would help provide the necessary skills and resources to deliver the RSS. For the TMS it is anticipated that at least initially one staff member in 2027 and two additional staff members in 2028 to support implementing the actions outlined in the TMS.

Invest in the equipment needed to adequately maintain facilities in all seasons. Year-round operations and maintenance of the transportation network are 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 when preparing budgets.

5.6 Implementation Strategies

To ensure the successful implementation of the TMS, a variety of implementation techniques and strategies are recommended. Based on a review of each project, and with support from community partners, the Township will determine the appropriate approach to implementation. The following are some techniques to effectively implement the long-term recommendations.

Quick-build treatments.
To provide walking and cycling facilities in the Township in the shorter term, the Township may consider using a "quick-build" process using low cost, temporary materials, such as paint, delineators and planters. However, the trade-off is that quick-build treatments are less durable, less aesthetically appealing, and have a shorter lifespan than sidewalks with concrete curb and gutters.

The Township 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.

Coordinate implementation with other capital infrastructure projects.
The Township will look for opportunities to implement the recommendations of the TMS as part of other infrastructure projects, such as sewer and water line upgrades, or road repaving, that are being completed by either the Township or other government entities to achieve economies of scale.

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

Collaboration with agency and community partners. The Township will need to work with the MOTT, TransLink, BC Transit, Southern Railway of BC ,Canadian National and Canadian Pacific Kansas City, neighbouring municipalities, and others to implement improvements identified in the TMS. Through this collaboration and partnership, there may be opportunities for these organizations to cost share or fund the implementation of projects.

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Pursue funding from a variety of sources. 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 Township will actively be attuned to new funding sources for which transportation projects would qualify. Below outlines some of the current funding streams available.

- Municipal
    - Capital Planning: The Township's capital plans can be used to deliver projects and initiatives identified in this Plan. The Township will incorporate the recommendations from the TMS into its short-, medium-, and long-term budgeting plans to ensure that the projects are accounted for in the capital planning process. To accommodate this, the Township may need to consider including projects in its five year capital plan and future budgets to fund the implementation of the TMS recommendations over the medium- and long-term.
    - Development Cost Charges (DCC): The DCC Bylaw program defines development contributions towards eligible transportation infrastructure to accommodate the anticipated growth in the Township.
    - Local Area Service Program: Through the Local Area Service Program, property owners who want to conduct neighbourhood improvements such as the installation sidewalks or street lighting can petition Council, asking for the Township to undertake the work. The cost of providing the service is recovered through a local service tax placed on all the property owners in the area. To date, there has not been an uptake for the LAS program for sidewalk improvements, but it is an available option.
    - Reserve Fund for Alternative Transportation Infrastructure: Local governments are enabled to create unique reserve funds by bylaw for 'transportation infrastructure that supports walking, bicycling, public transit or other alternative forms of transportation' (LGA 906 (7)). The Township may wish to consider this option to allocate a portion of payment in-lieu of parking to fund alternative transportation improvements. This would create an additional revenue stream to standard levies such as Development Cost Charges that fund capital works for roads, parks, water, storm, and sewer infrastructure.
- Regional, Provincial, and Federal
    - Other agencies including TransLink, the Provincial Government, the Union of BC Municipalities, ICBC, the Federal Government, and Federation of Canadian Municipalities are agencies that have previously or currently have funding programs that support municipalities implementing infrastructure projects or programs.

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5.7 Monitoring and Evaluation

A monitoring strategy is essential to ensure that the TMS is implemented as intended, and to determine whether the plan is achieving its goals. A monitoring program will also enable the Township to confirm expenditures and allocation of resources to implement prioritized initiatives of the TMS. Monitoring also provides a means of identifying changing conditions which would require changes to the TMS.

The monitoring program needs to be meaningful, measurable, and manageable.

- Meaningful. The monitoring strategy should yield meaningful results and point to successes in achieving the vision, goals, and targets of the TMS.
- Measurable. The monitoring program needs to establish criteria that are readily measurable and for which data or information can be readily obtained.
- Manageable. The monitoring program needs to take into account the resource limitations of the Township and will identify measures where information is accessible or data is simple to collect.

The monitoring strategy focuses on two components. The first is the degree of progress towards implementing the TMS, and secondly, the outcomes of the plan, including how well the Township is working towards achieving its targets and goals, as summarized below. It is recommended that the Township of Langley monitor progress in each of these areas every 1-2 years, based on data availability.

It is important to note the RSS has monitoring and evaluation considerations specific to the actions under the theme safety along with considerations for monitoring safety outcomes. Below is a summary of metrics the Township can use to monitor the overall TMS.

Implementation Progress

*Annual Investments**

- Walking ($ and % of Township's total transportation capital investments)
- Cycling and micromobility ($ and % of Township's total transportation capital investments)
- Transit ($ and % of Township's total transportation capital investments)
- Road network widening and new roads ($ and % of Township's total transportation capital investments)

*includes projects implemented to address safety concerns, the Township have a designated investment program specific to transportation safety

Network Development

- Sidewalk network (km of existing facilities, km of sidewalk upgrades)
- Cycling and micromobility network (km of existing facilities, km of upgrades) – Includes multi-use pathways
- Transit network (km of transit routes, km of frequent transit corridors)

*all new roads and road widening projects should include active transportation infrastructure

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Targets and Goals

Sustainable Transportation Mode Share

- Mode share – all trips (TransLink Trip Diary)
  - Walking (%)
  - Cycling (%)
  - Transit (%)

Safety – Serious Injuries and Fatalities

- # of casualty collision per 1,000 people

GHG Emissions

- % of transportation-related GHG emissions (Community Energy and Emissions Inventory (CEEI))

Other potential indicators that can be used to measure how well the Township is working to achieve the goals of the TMS, these are summarized in **Table 13**. It is important to note that it will likely take additional time and resources to compile and collect data to track these indicators.

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Table 13: Township Goals and Potential Performance Indicators

Goal	Potential Performance Indicators
Adaptive and Efficient. Provide an adaptive transportation network that ensures the efficient and reliable movement of people and goods.	• Bus speed and reliability results (as provided by TransLink) • Road network (km of new roads*, km of road widening projects*) • Intersection Level of Service • # of projects implemented using quick-build techniques • Average peak period observed speeds on major corridors as compared to posted speed limits *all new roads and road widening projects should include active transportation infrastructure
Connected and Integrated. Provide a connected community, with both connected infrastructure and enhanced social connections	• The number of Vehicle Kilometres Travelled (VKT) • Proportion of all trips under 2km made by walking • Proportion of all trips between 2km and 8km made by cycling • Proportion of bus routes with frequent transit service (15-minute service throughout the day) • % of the Township's population within 800 metres of rapid transit • % of the Township's population within 400 metres of transit route • % of Township's population within 400 metres of existing cycling route • Proportion of residents within a 15-minute walking distance (1500 metres) of commercial areas
Safe and Inclusive. Make transportation safer and more inclusive, socially equitable, and work towards achieving Vision Zero.	• Number of total reported collisions per year • Number of reported collisions per year resulting in injury or fatality • Number of reported collisions per year involving pedestrians, cyclists, and motorcyclists • Proportion of bus stops designated as accessible • Proportion of bus stops with shelters and benches
Sustainable and Healthy. Create a transportation system that helps to reduce climate change and supports the well-being of community members.	• Sidewalk network (km of existing facilities, km of sidewalk upgrades) • Cycling and micromobility network (km of existing facilities, km of upgrades) – Includes multi-use pathways • Transit network (km of transit routes, km of frequent transit corridors) • Sustainable mode share by area (requires a Township-wide transportation household survey) – Optional ○ By community or community hub • % of EVs within the Township's fleet of vehicles • # of EV charging stations • EV ownership by Township residents • Shared mobility (e.g. car share, bike/e-scooter share) memberships

Appendix A

Maps

Community Hubs

City of Maple Ridge

City of Langley

City of Abbotsford

Derby Reach Regional Park

Ponder Park

Aldergrove Regional Park

GOLDEN EARS BRIDGE

TELEGRAPH TRAIL (PRELIMINARY)

96 AVE

92A AVE

91A AVE

91 AVE

93 AVE

88 AVE

86 AVE

85 AVE

84 AVE

83 AVE

82 AVE

76 AVE

72 AVE

66A AVE

66 AVE

64 AVE

56 AVE

52 AVE

48 AVE

40 AVE

36 AVE

32B AVE

28 AVE

24 AVE

20 AVE

16 AVE

198 ST

198A ST

198B ST

199 ST

200 ST

201 ST

202 ST

202A ST

203 ST

203A ST

205 ST

208 ST

211 ST

212 ST

216 ST

221A ST

223 ST

224 ST

232 ST

240 ST

248 ST

250 ST

256 ST

260 ST

264 ST

268 ST

272 ST

275 ST

276 ST

196 ST

197 ST

RIVER RD

GLOVER RD

RAWLISON CRES

UNIVERSITY DR

HWY 10

HWY 1

CRUSH CRES

MUFFORD CRES

ROBERTSON CRES

FRASER HWY

HWY 13

58 CRES

GLOUCESTER WAY

RTC

TC

NC

CC

T

Willowbrook Regional Centre

Town Centre

Neighbourhood Centre

BRT Station

Rapid Transit Corridor

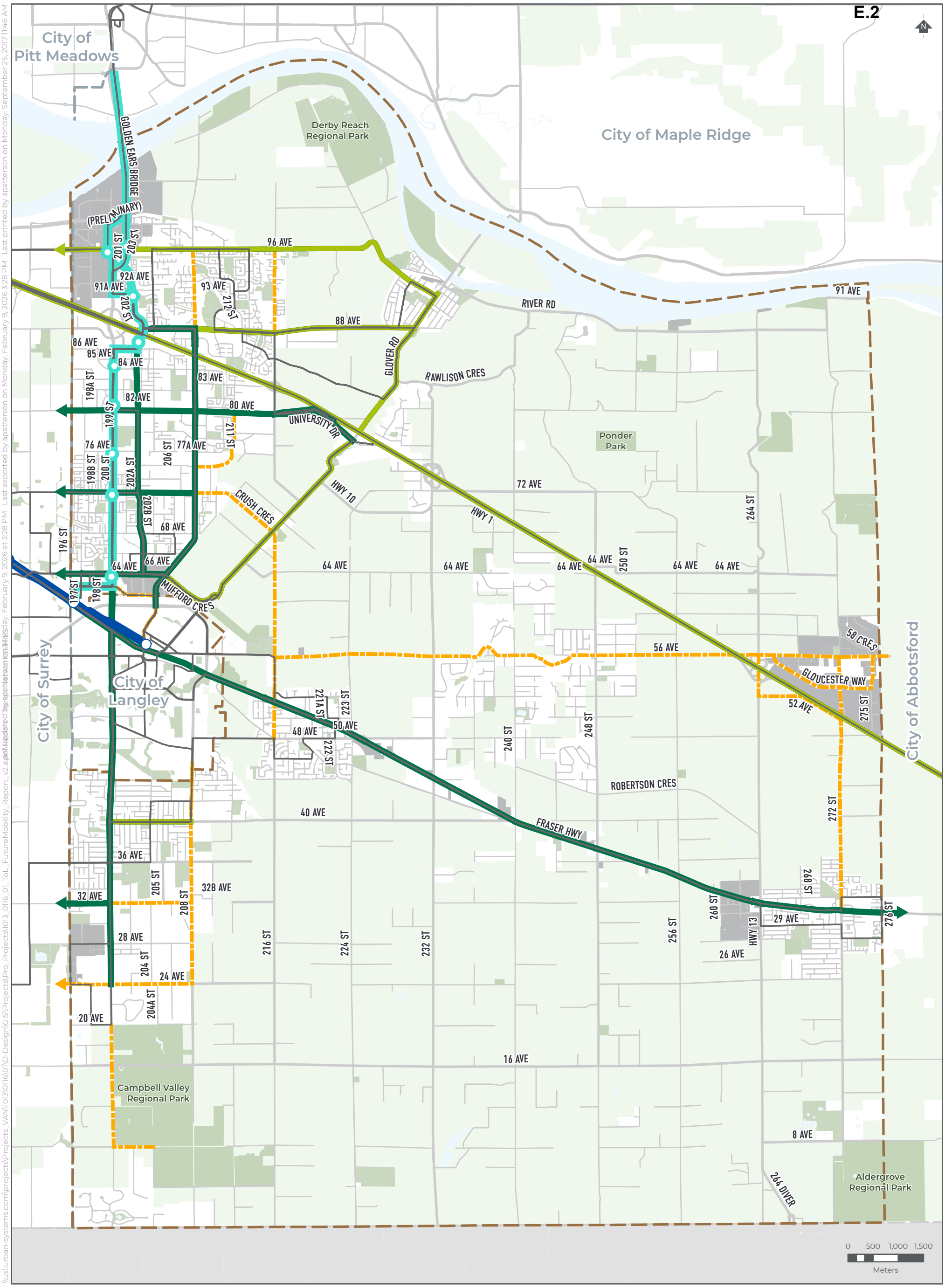
Community Centre

SkyTrain Station

Municipal Boundary

0 500 1,000 1,500

Meters

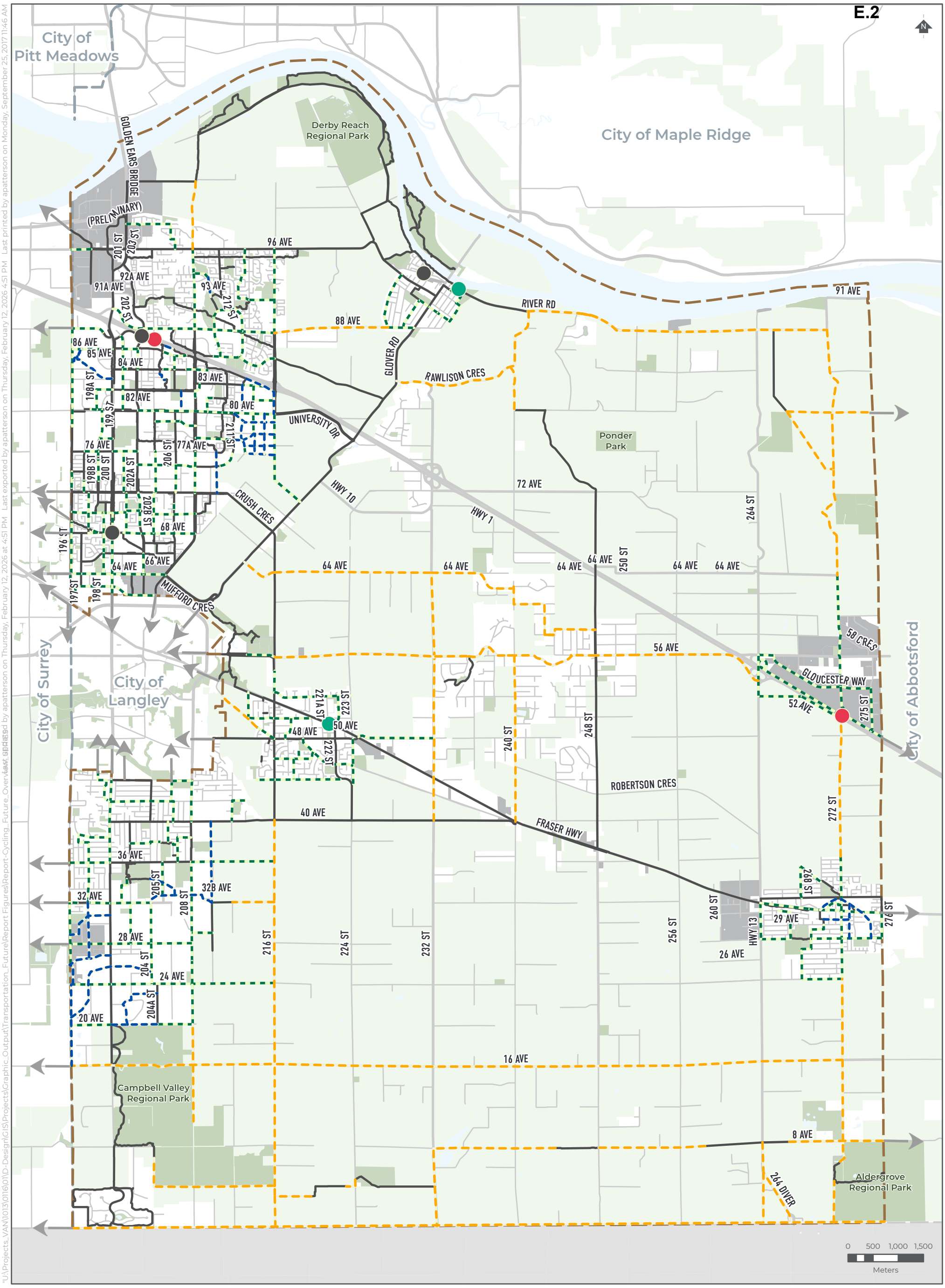


TRANSIT NETWORK

- Future Bus Rapid Transit Stop
- Future SkyTrain Station
- Future SkyTrain
- Future Bus Rapid Transit - Planned Alignment
- Proposed New Frequent Transit Network (15 minutes or less frequency every day)
- Proposed Improved Transit Service (More frequent bus service than existing)
- Proposed New Transit Routes
- Existing Conventional Bus Route
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley Est. 1873

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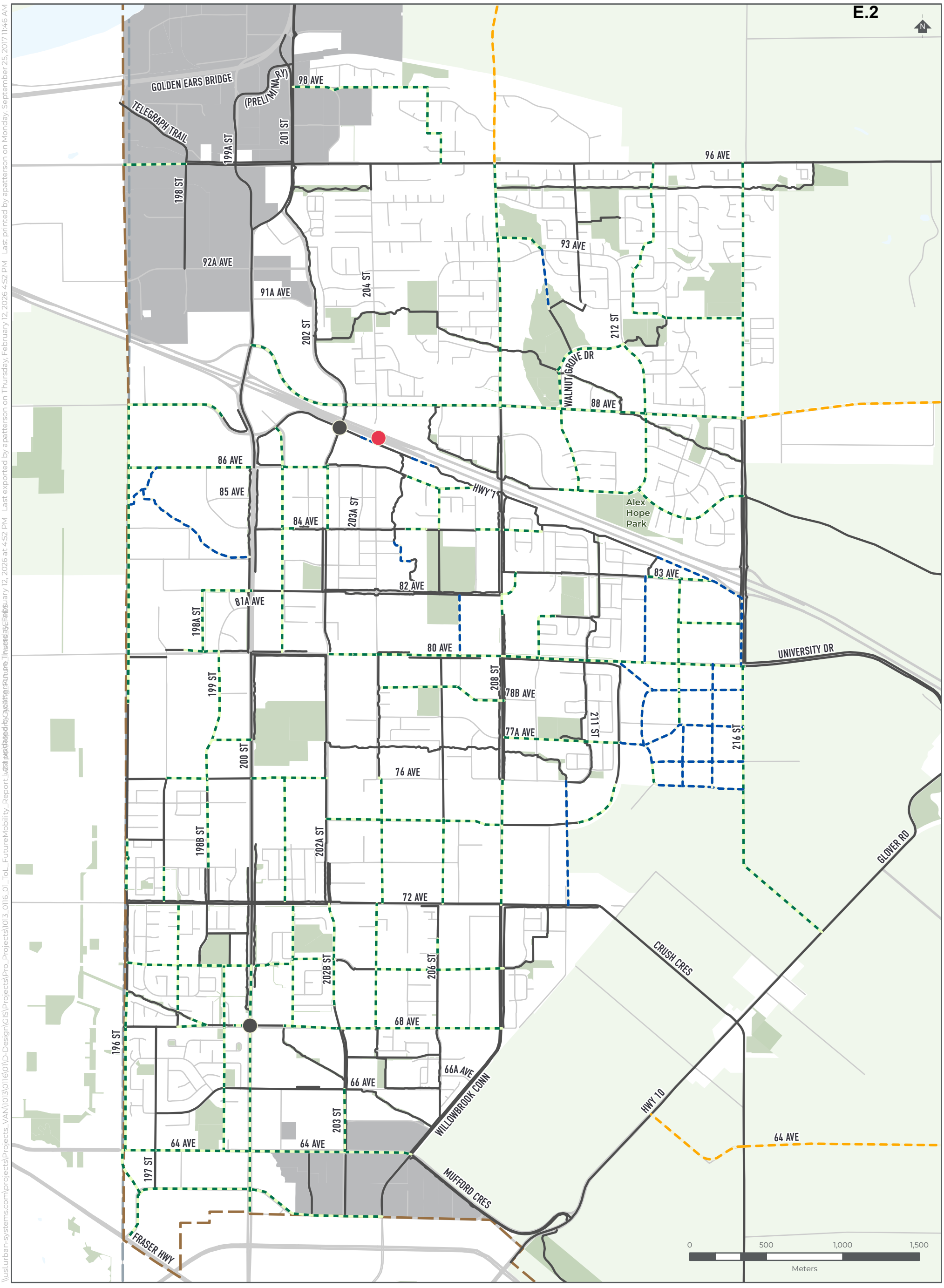


LONG-TERM CYCLING AND MICROMOBILITY NETWORK

- Future Urban Cycling Route
- Future Rural Cycling Route
- Future Greenway
- Existing Cycling Route
- Connection to existing route in neighbouring community
- Existing Active Transportation Overpass
- Explore Active Transportation Overpass Crossing Options with Province
- Proposed Active Transportation Overpass
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley Est. 1873

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LONG-TERM CYCLING AND MICROMOBILITY NETWORK

WILLOUGHBY - WILLOWBROOK

- Future Urban Cycling Route
- Future Rural Cycling Route
- Future Greenway
- Existing Cycling Route
- Existing Active Transportation Overpass
- Explore Active Transportation Overpass Crossing Options with Province
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley
Est. 1873

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Uplands Dog Off Leash Park
40 AVE
Bell Park
36 AVE
Noel Booth Community Park
Dale Ball Passive Park
205 ST
32B AVE
32 AVE
208 ST
197 & 30
200 ST
28 AVE
216 ST
196 ST
204 ST
24 AVE
204A ST
20 AVE
16 AVE
Campbell Valley Regional Park
0 500 1,000 1,500
Meters

LONG-TERM CYCLING AND MICROMOBILITY NETWORK

BROOKSWOOD - FERNRIDGE

- Future Urban Cycling Route
- Future Rural Cycling Route
- Future Greenway
- Existing Cycling Route
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley
Est. 1873

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ROBERTSON CRES

FRASER HWY

260 ST

256 ST

HWY 13

268 ST

32 AVE

Philip Jackman Park

272 ST

276 ST

29 AVE

Aldergrove Athletic Park

26 AVE

24 AVE

16 AVE

0 500 1,000 1,500

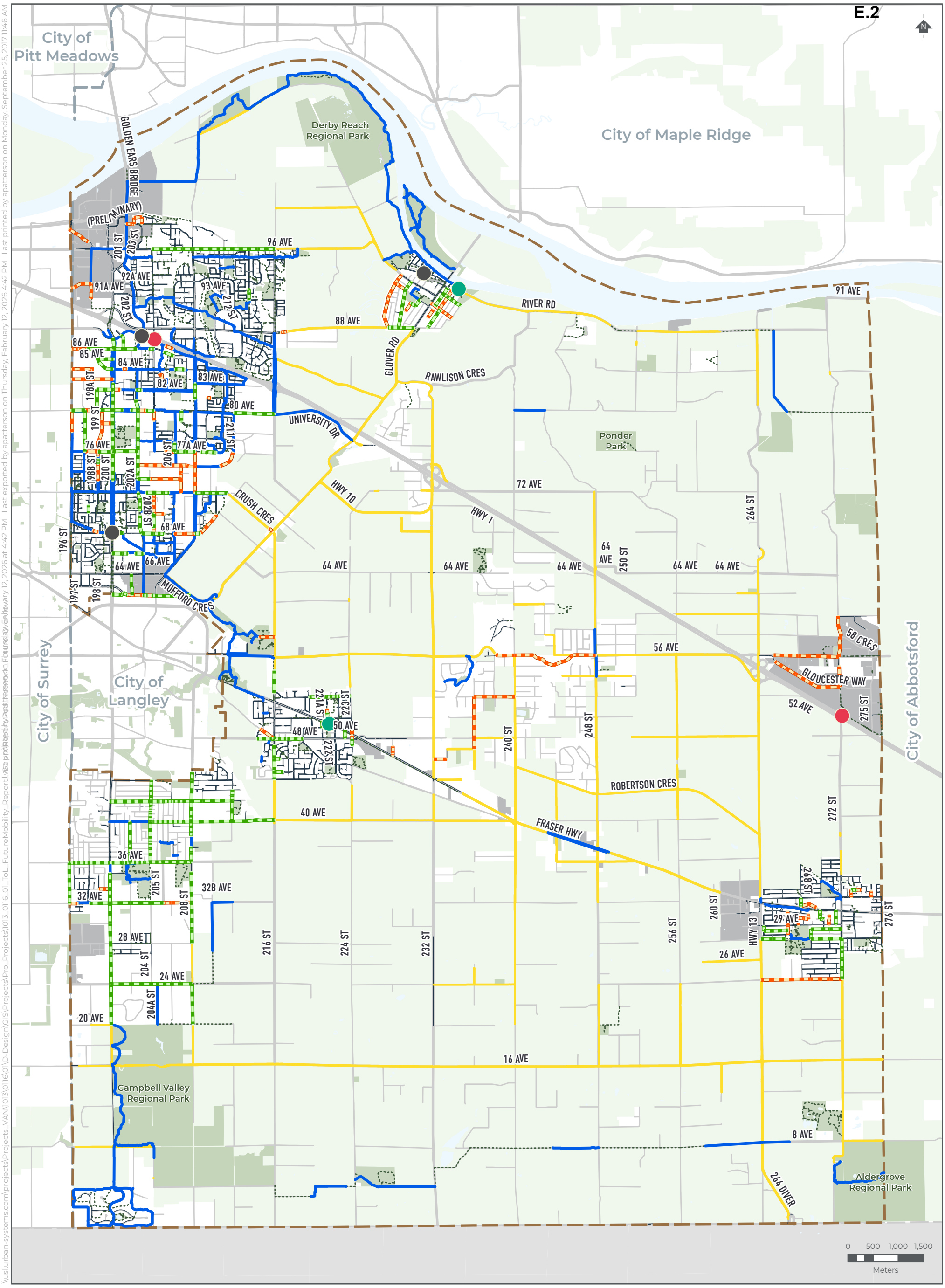
Meters

LONG-TERM CYCLING AND MICROMOBILITY NETWORK

ALDERGROVE

- Future Urban Cycling Route
- Future Rural Cycling Route
- Future Greenway
- Existing Cycling Route
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley
Est. 1873



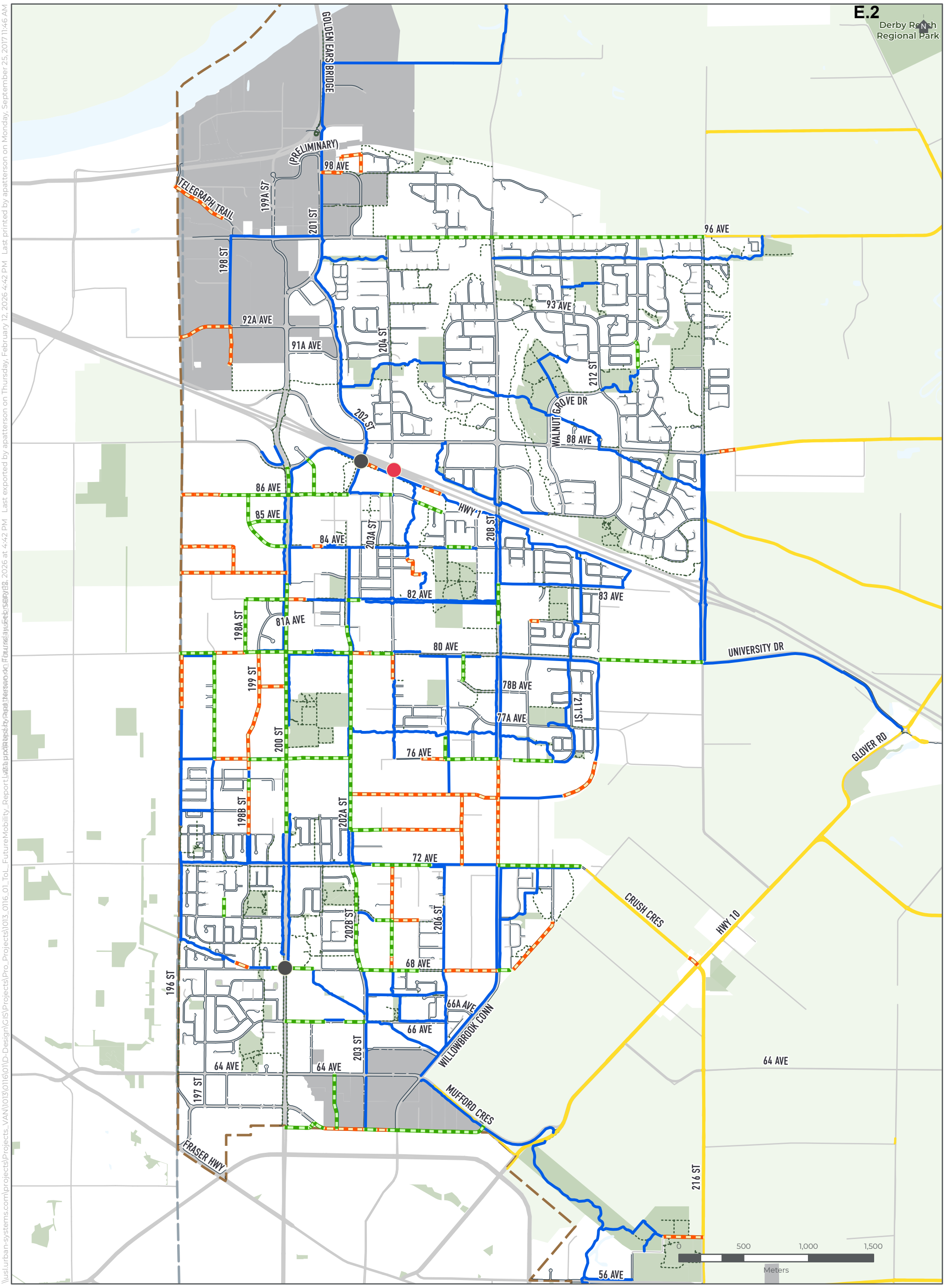
PEDESTRIAN NETWORK GAPS AND IMPROVEMENTS - POTENTIAL PROJECTS

- Existing Sidewalk
- Existing Trail
- Existing Paved Shoulder
- Existing Multi-Use Path
- Pedestrian Gap
- Pedestrian Improvement
- Existing Active Transportation Overpass
- Explore Active Transportation Overpass Crossing Options with Province
- Proposed Active Transportation Overpass
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley Est. 1873

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PEDESTRIAN NETWORK GAPS AND IMPROVEMENTS - POTENTIAL PROJECTS

WILLOUGHBY - WILLOWBROOK

- Existing Sidewalk
- Existing Trail
- Existing Paved Shoulder
- Existing Multi-Use Path
- Pedestrian Gap
- Pedestrian Improvement
- Existing Active Transportation Overpass
- Explore Active Transportation Overpass Crossing Options with Province
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley
Est. 1873

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City Park
Bell Park
Dale Ball Passive Park
Campbell Valley Regional Park
197 & 30
FRASER HWY
50 AVE
48 AVE
40 AVE
36 AVE
32B AVE
32 AVE
28 AVE
24 AVE
20 AVE
16 AVE
223 ST
222 ST
216 ST
208 ST
205 ST
204 ST
204A ST
200 ST
196 ST
0 500 1,000 1,500
Meters

PEDESTRIAN NETWORK GAPS AND IMPROVEMENTS - POTENTIAL PROJECTS

BROOKSWOOD - FERNRIDGE

- Existing Sidewalk
- Existing Trail
- Existing Paved Shoulder
- Existing Multi-Use Path
- Pedestrian Gap
- Pedestrian Improvement
- Proposed Active Transportation Overpass
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley
Est. 1873

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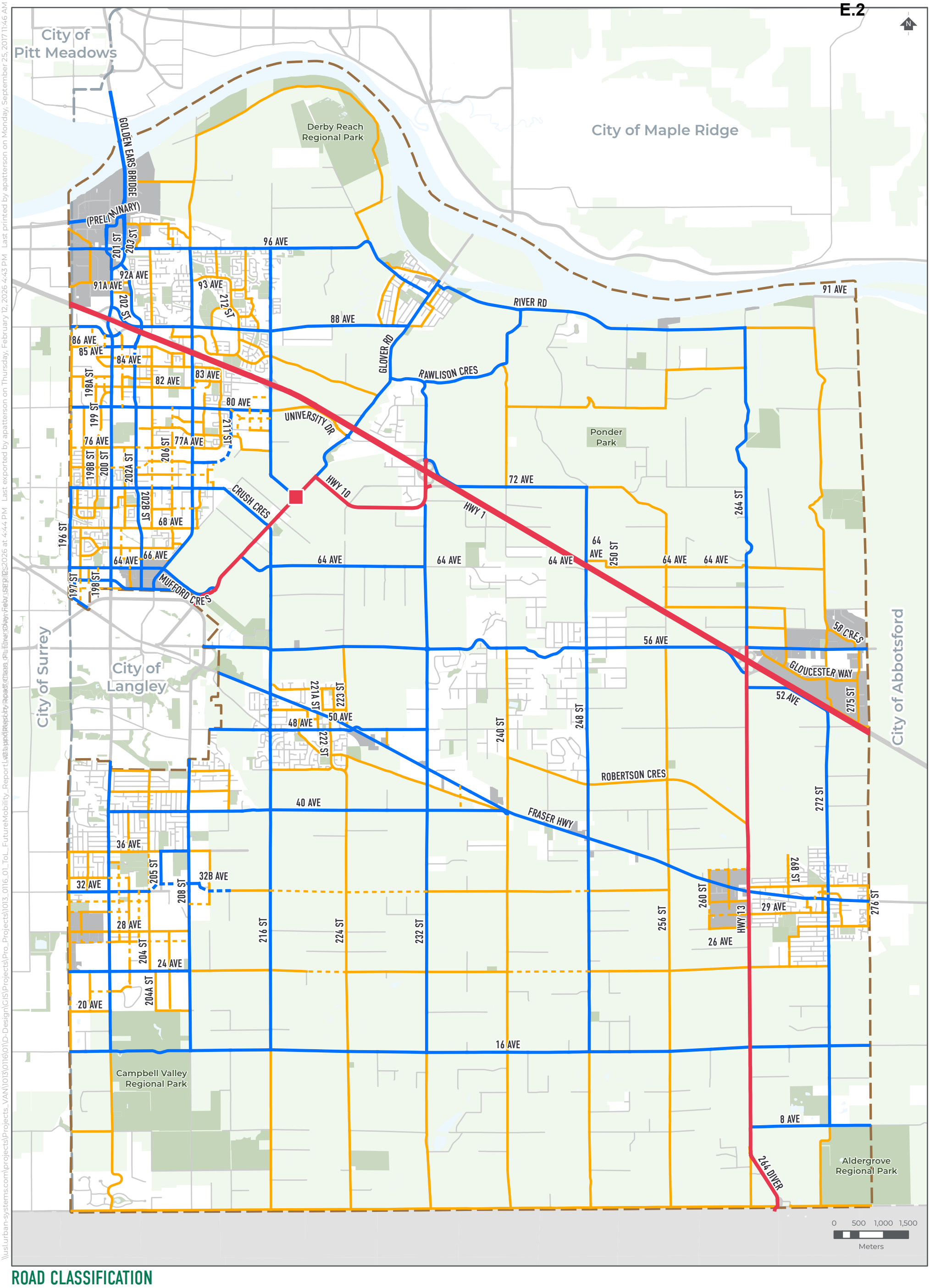
ROBERTSON CRES
48 AVE
275 ST
HWY 1
FRASER HWY
260 ST
256 ST
HWY 13
268 ST
32 AVE
29 AVE
272 ST
276 ST
Aldergrove Athletic Park
26 AVE
24 AVE
16 AVE
Jackman Wetlands Park
0
500
1,000
1,500
Meters

PEDESTRIAN NETWORK GAPS AND IMPROVEMENTS - POTENTIAL PROJECTS

ALDERGROVE

- Existing Sidewalk
- Existing Trail
- Existing Paved Shoulder
- Existing Multi-Use Path
- Pedestrian Gap
- Pedestrian Improvement
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley
Est. 1873



ROAD CLASSIFICATION

Road Classification
- Arterial
- Collector

Future Roads
- Arterial
- Collector
- Explore Railway Crossing Improvement Options with Province

- Provincial Highway
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley
Est. 1873

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GOLDEN EARS BRIDGE
(PREV MINA RY)
98 AVE
TELEGRAPH TRAIL
199A ST
201 ST
96 AVE
198 ST
93 AVE
92A AVE
91A AVE
204 ST
202 ST
212 ST
WALNUT GROVE DR
88 AVE
86 AVE
85 AVE
HWY 1
203A ST
84 AVE
Alex Hope Park
83 AVE
82 AVE
81A AVE
198A ST
80 AVE
UNIVERSITY DR
199 ST
208 ST
78B AVE
211 ST
77A AVE
216 ST
200 ST
76 AVE
198B ST
202A ST
GLOVER RD
72 AVE
CRUSH CRES
202B ST
206 ST
68 AVE
196 ST
66A AVE
66 AVE
WILLOWBROOK CONN
HWY 10
203 ST
64 AVE
64 AVE
64 AVE
197 ST
MUFFORD CRES
FRASER HWY
0 500 1,000 1,500
Meters

ROAD CLASSIFICATION

WILLOUGHBY - WILLOWBROOK

Road Classification
- Arterial
- Collector

Future Roads
- Arterial
- Collector
- Explore Railway Crossing Improvement Options with Province

- Provincial Highway
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley
Est. 1873

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Uplands Dog Off Leash Park
40 AVE
Bell Park
36 AVE
Noel Booth Community Park
Dale Ball Passive Park
205 ST
32B AVE
32 AVE
208 ST
197 & 30
200 ST
28 AVE
216 ST
196 ST
204 ST
24 AVE
204A ST
20 AVE
16 AVE
Campbell Valley Regional Park
0 500 1,000 1,500
Meters

ROAD CLASSIFICATION

BROOKSWOOD - FERNRIDGE

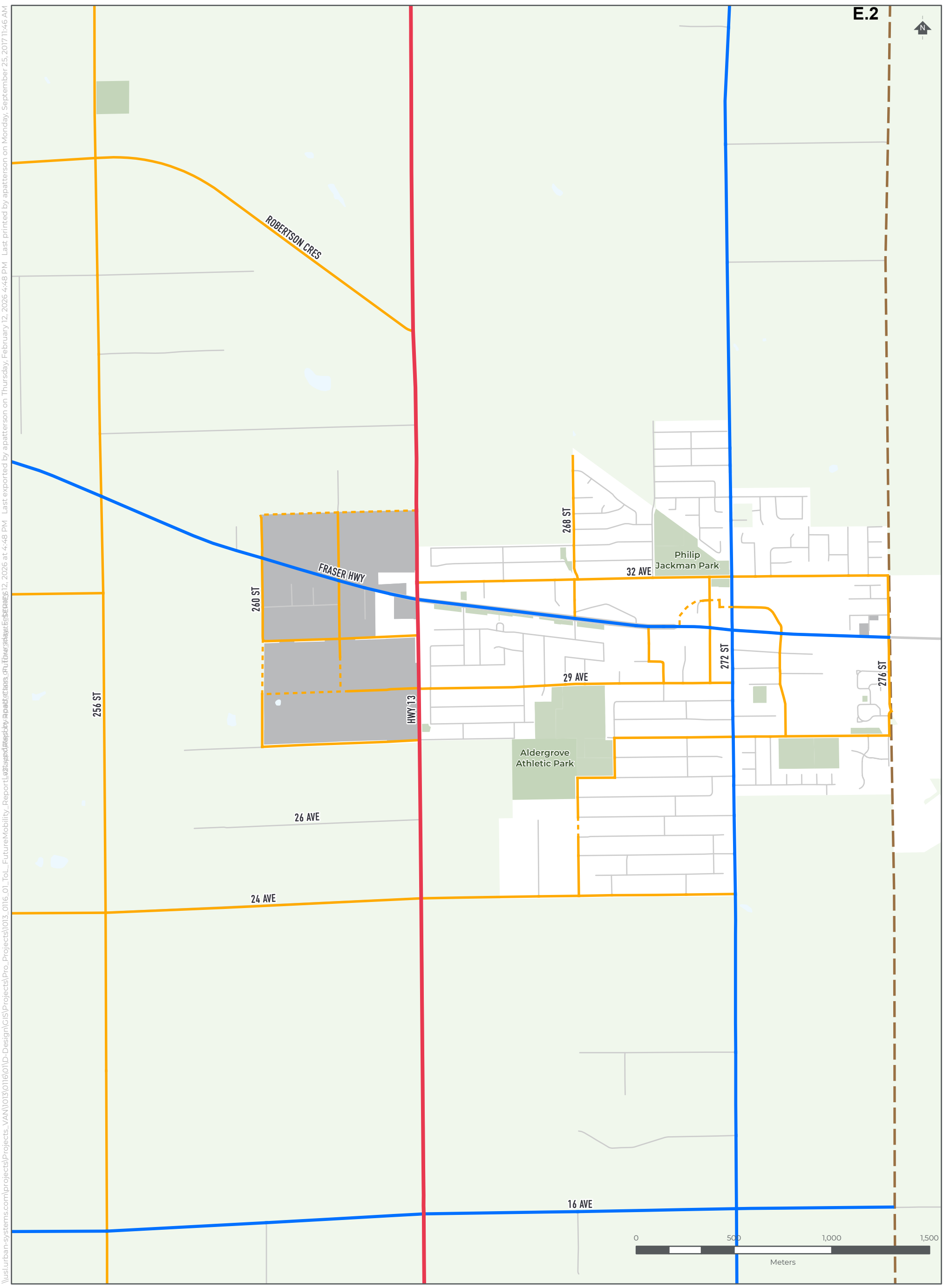
Road Classification
- Arterial
- Collector

Future Roads
- Arterial
- Collector

- Provincial Highway
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley
Est. 1873

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ROAD CLASSIFICATION

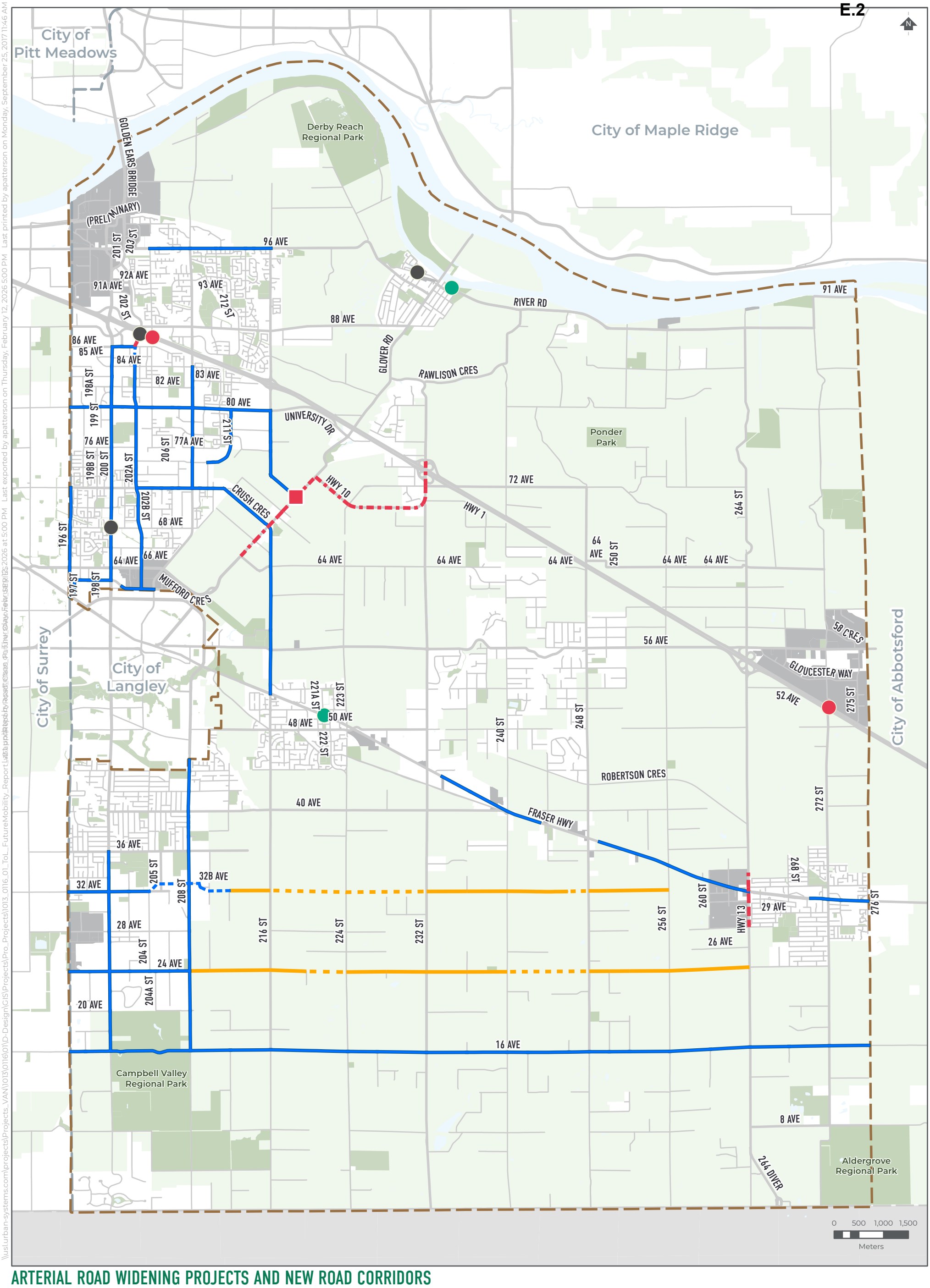
ALDERGROVE

Road Classification
- Arterial
- Collector

Future Roads
- Arterial
- Collector

- Provincial Highway
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley
Est. 1873



ARTERIAL ROAD WIDENING PROJECTS AND NEW ROAD CORRIDORS

- Future New Rural Collector Road
- Future Rural Road Improvement Corridor
- Future New Arterial Road
- Future Arterial Road Widening
- Explore Road Improvement Options with Province
- Existing Active Transportation Overpass
- Proposed Active Transportation Overpass
- Explore Active Transportation Overpass Crossing Options with Province
- Explore Railway Crossing Improvement Options with Province
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

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Township of Langley
Est. 1873

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GOLDEN EARS BRIDGE
(PREL/MINARY)
98 AVE
TELEGRAPH TRAIL
199A ST
201 ST
96 AVE
198 ST
92A AVE
91A AVE
204 ST
93 AVE
202 ST
212 ST
WALNUT GROVE DR
88 AVE
86 AVE
85 AVE
84 AVE
203A ST
HWY 1
Alex Hope Park
83 AVE
82 AVE
81A AVE
198A ST
80 AVE
UNIVERSITY DR
199 ST
208 ST
78B AVE
77A AVE
211 ST
216 ST
200 ST
76 AVE
198B ST
202A ST
72 AVE
GLOVER RD
CRUSH CRES
202B ST
206 ST
68 AVE
196 ST
66A AVE
66 AVE
WILLOWBROOK CONN
HWY 10
203 ST
64 AVE
64 AVE
64 AVE
197 ST
MUFFORD CRES
FRASER HWY
0 500 1,000 1,500
Meters

ARTERIAL ROAD WIDENING PROJECTS AND NEW ROAD CORRIDORS

WILLOUGHBY - WILLOWBROOK

- Future New Arterial Road
- Future Arterial Road Widening
- Explore Road Improvement Options with Province
- Existing Active Transportation Overpass
- Explore Active Transportation Overpass Crossing Options with Province
- Explore Railway Crossing Improvement Options with Province
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley
Est. 1873

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Uplands Dog Off Leash Park
40 AVE
Bell Park
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Noel Booth Community Park
Dale Ball Passive Park
205 ST
32B AVE
32 AVE
208 ST
197 & 30
200 ST
28 AVE
216 ST
204 ST
196 ST
24 AVE
204A ST
20 AVE
16 AVE
Campbell Valley Regional Park
0 500 1,000 1,500
Meters

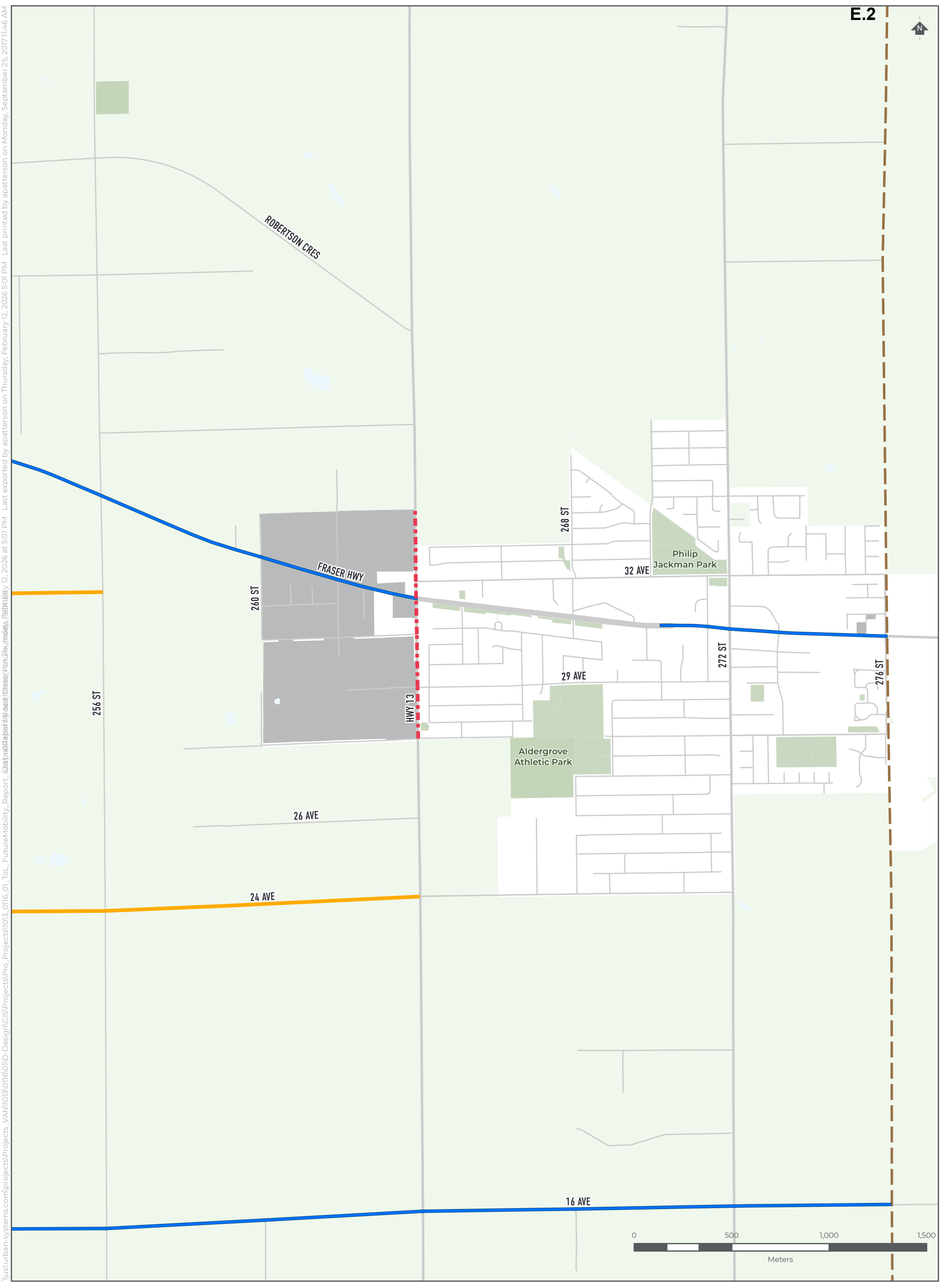
ARTERIAL ROAD WIDENING PROJECTS AND NEW ROAD CORRIDORS

BROOKSWOOD - FERNRIDGE

- Future New Rural Collector Road
- Future Rural Road Improvement Corridor
- Future New Arterial Road
- Future Arterial Road Widening
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley
Est. 1873

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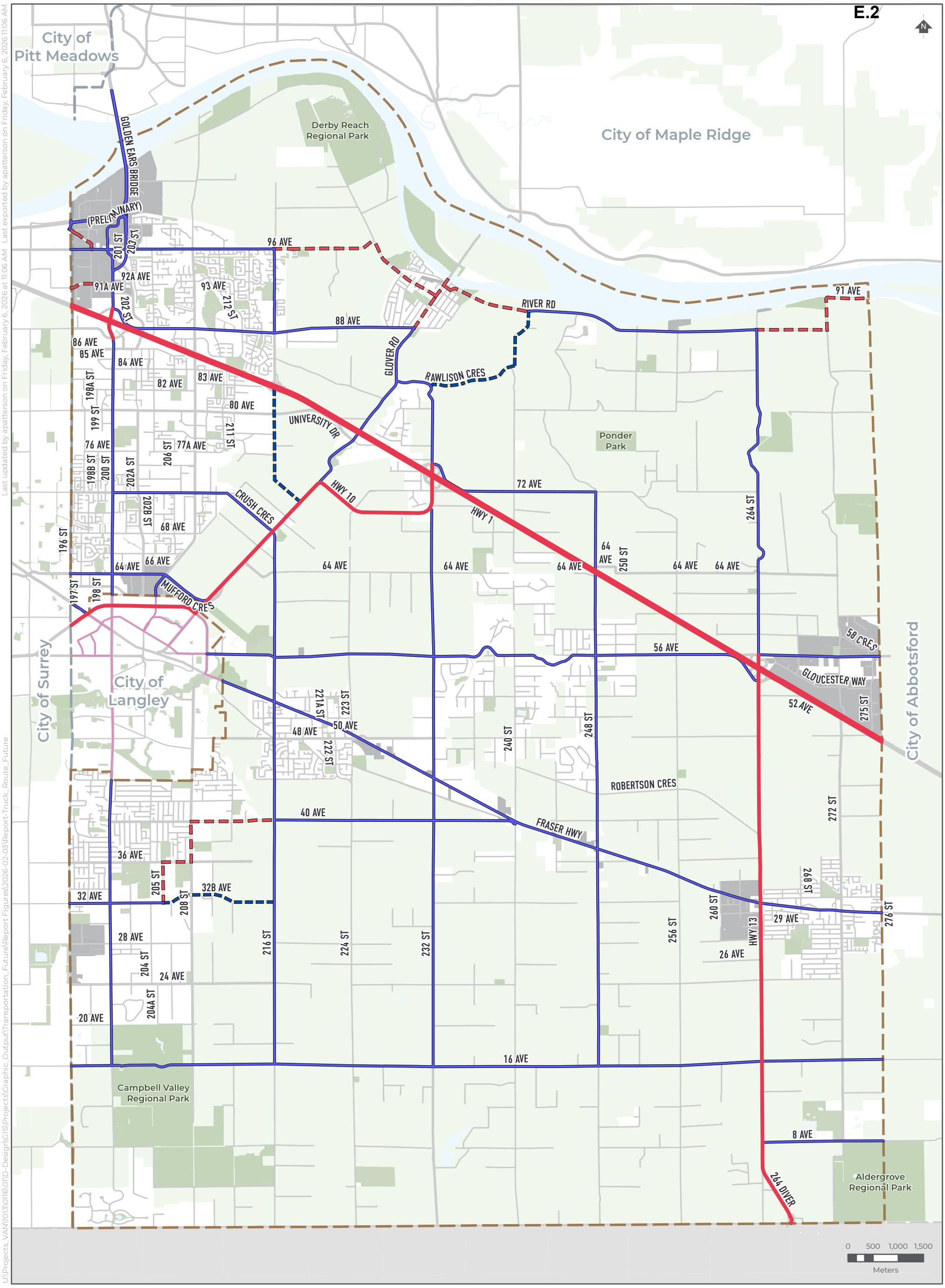


ARTERIAL ROAD WIDENING PROJECTS AND NEW ROAD CORRIDORS

ALDERGROVE

- Future Rural Road Improvement Corridor
- Future Arterial Road Widening
- Explore Road Improvement Options with Province
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley
Est. 1873

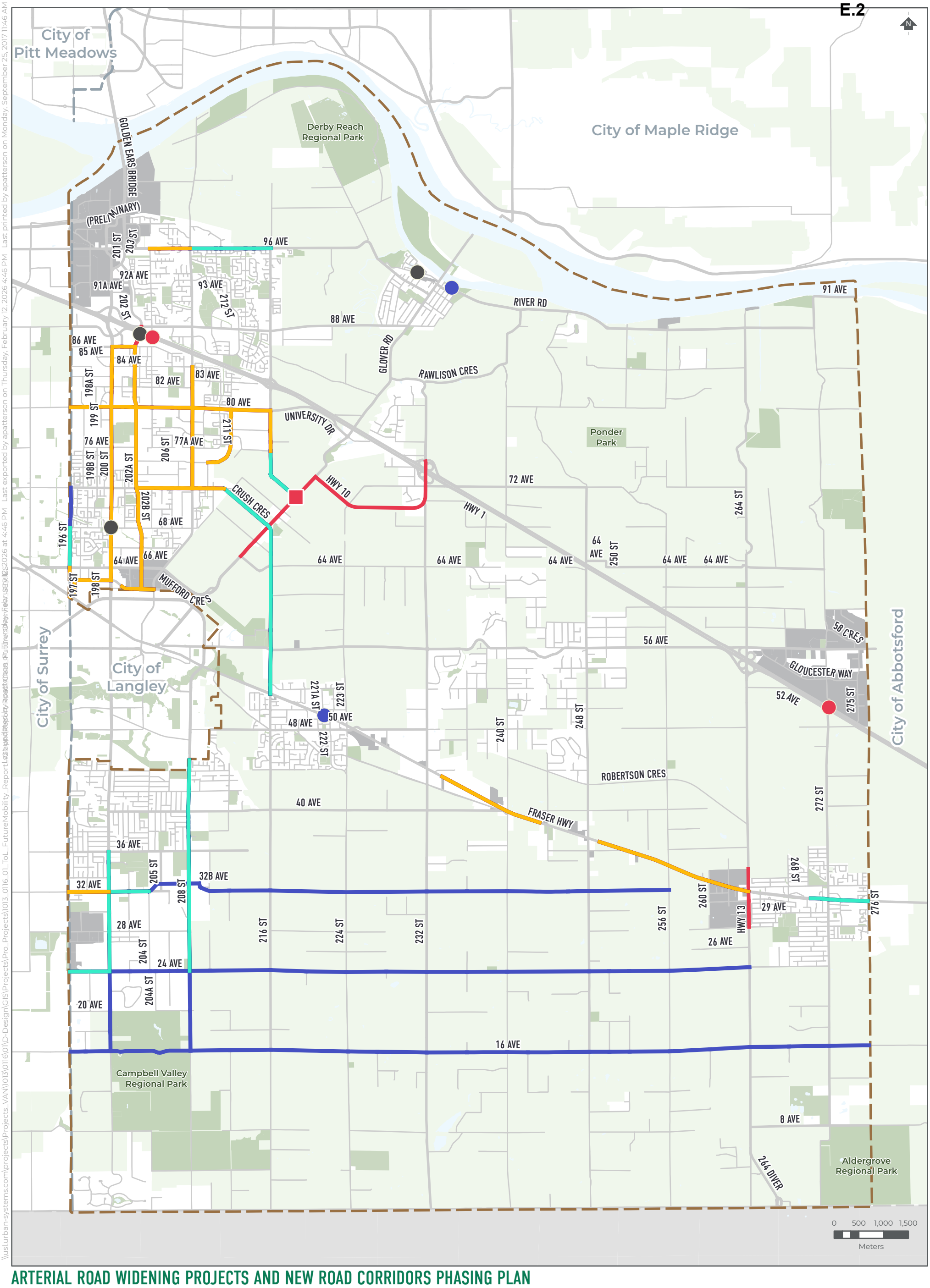


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TRUCK ROUTES

- Provincial Highway
- Township Truck Route
- Potential Addition - Subject to Approval
- Potential Removal - Subject to Approval
- City Truck Route
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley
Est. 1873



ARTERIAL ROAD WIDENING PROJECTS AND NEW ROAD CORRIDORS PHASING PLAN

- Short Term (2025 - 2035)
- Medium Term (2035 - 2045)
- Long Term (20+ years)
- Explore Road Improvement Options with Province
- Existing Active Transportation Overpass
- Proposed Active Transportation Overpass - Long Term
- Explore Active Transportation Overpass Crossing Options with Province
- Explore Railway Crossing Improvement Options with Province
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley
Est. 1873

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GOLDEN EARS BRIDGE
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98 AVE
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198B ST
202A ST
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GLOVER RD
CRUSH CRES
202B ST
206 ST
68 AVE
196 ST
66A AVE
66 AVE
WILLOWBROOK CONN
HWY 10
203 ST
64 AVE
64 AVE
64 AVE
197 ST
MUFFORD CRES
FRASER HWY

0 500 1,000 1,500
Meters

ARTERIAL ROAD WIDENING PROJECTS AND NEW ROAD CORRIDORS PHASING PLAN

WILLOUGHBY - WILLOWBROOK

- Short Term (2025 - 2035)
- Medium Term (2035 - 2045)
- Long Term (20+ years)
- Explore Road Improvement Options with Province
- Existing Active Transportation Overpass
- Explore Active Transportation Overpass Crossing Options with Province
- Explore Railway Crossing Improvement Options with Province
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley
Est. 1873

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Uplands Dog Off Leash Park
40 AVE
Bell Park
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Noel Booth Community Park
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205 ST
32B AVE
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197 & 30
200 ST
28 AVE
216 ST
204 ST
196 ST
24 AVE
204A ST
20 AVE
16 AVE
Campbell Valley Regional Park
0 500 1,000 1,500
Meters

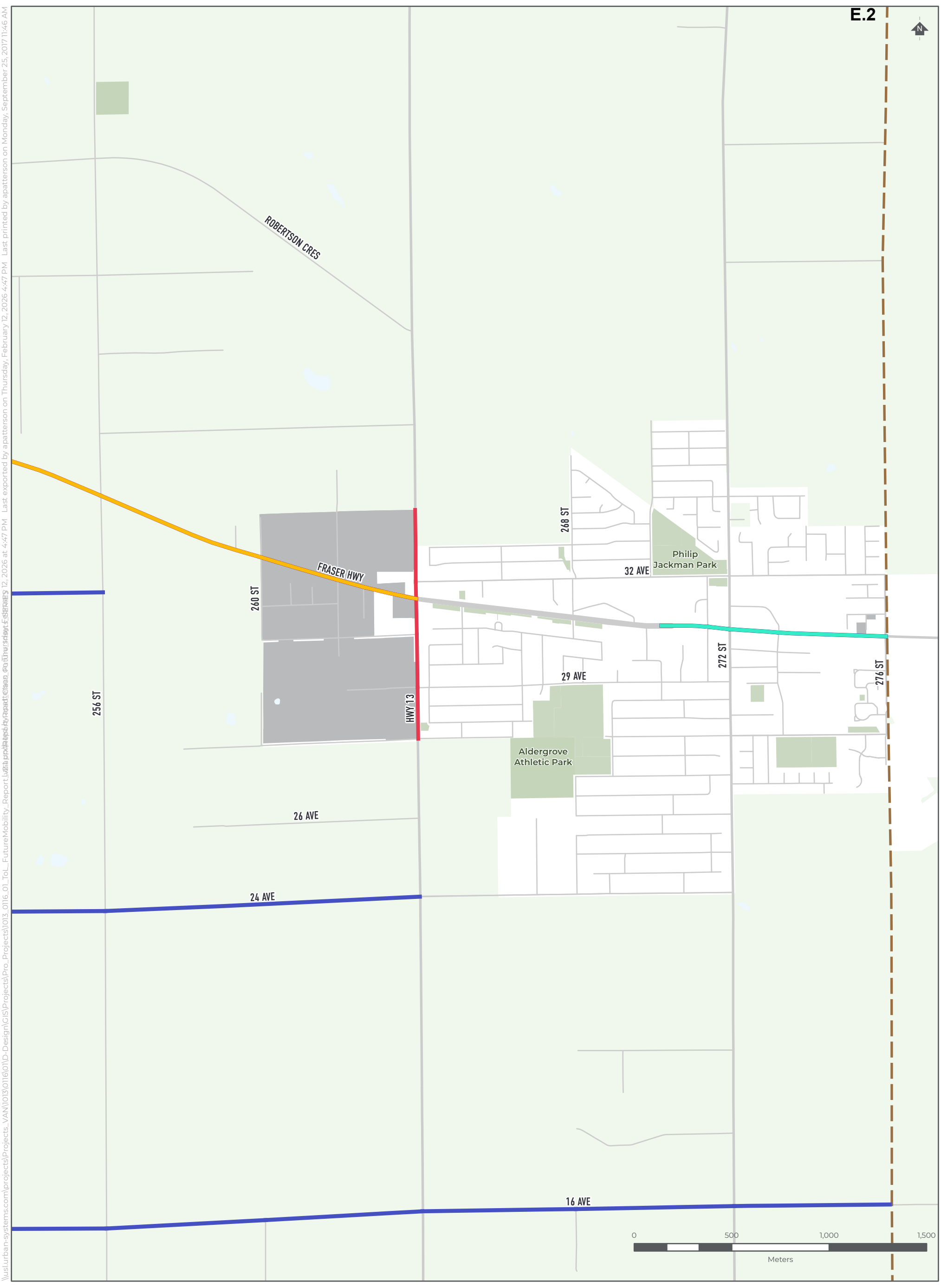
ARTERIAL ROAD WIDENING PROJECTS AND NEW ROAD CORRIDORS PHASING PLAN

BROOKSWOOD - FERNRIDGE

- Short Term (2025 - 2035)
- Medium Term (2035 - 2045)
- Long Term (20+ years)
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley
Est. 1873

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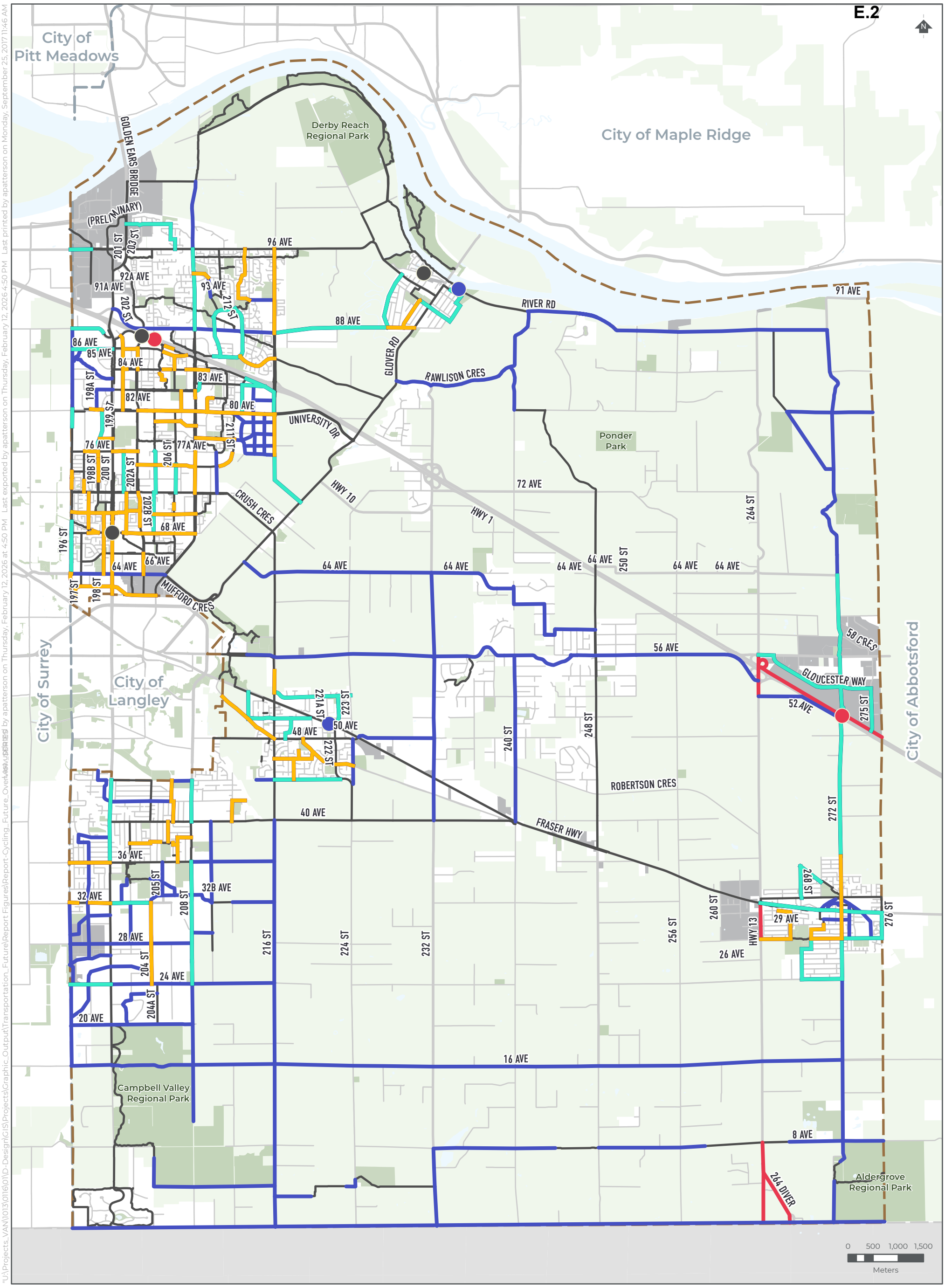


ARTERIAL ROAD WIDENING PROJECTS AND NEW ROAD CORRIDORS PHASING PLAN

ALDERGROVE

- Short Term (2025 - 2035)
- Medium Term (2035 - 2045)
- Long Term (20+ years)
- Explore Road Improvement Options with Province
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley
Est. 1873



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LONG-TERM CYCLING AND MICROMOBILITY NETWORK PHASING PLAN

- Short Term (2025 - 2035)
- Medium Term (2035 - 2045)
- Long Term (20+ years)
- Explore Cycling Improvement Options with Province
- Existing Cycling Route
- Existing Active Transportation Overpass
- Explore Active Transportation Overpass Crossing Options with Province
- Proposed Active Transportation Overpass - Long Term
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley
Est. 1873

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GOLDEN EARS BRIDGE
(PREL/MINARY)
98 AVE
TELEGRAPH TRAIL
199A ST
201 ST
96 AVE
198 ST
92A AVE
91A AVE
204 ST
93 AVE
202 ST
212 ST
WALNUT GROVE DR
88 AVE
86 AVE
85 AVE
HWY 1
203A ST
84 AVE
Alex Hope Park
83 AVE
82 AVE
81A AVE
198A ST
80 AVE
UNIVERSITY DR
199 ST
208 ST
78B AVE
211 ST
77A AVE
216 ST
200 ST
76 AVE
198B ST
202A ST
GLOVER RD
72 AVE
CRUSH CRES
202B ST
206 ST
68 AVE
196 ST
66A AVE
66 AVE
WILLOWBROOK CONN
HWY 10
203 ST
64 AVE
64 AVE
64 AVE
197 ST
MUFFORD CRES
FRASER HWY
0 500 1,000 1,500
Meters

LONG-TERM CYCLING AND MICROMOBILITY NETWORK PHASING PLAN

WILLOUGHBY - WILLOWBROOK

- Short Term (2025 - 2035)
- Medium Term (2035 - 2045)
- Long Term (20+ years)
- Existing Cycling Route
- Existing Active Transportation Overpass
- Explore Active Transportation Overpass Crossing Options with Province
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley
Est. 1873

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Uplands Dog Off Leash Park
40 AVE
Bell Park
36 AVE
Noel Booth Community Park
Dale Ball Passive Park
205 ST
32B AVE
32 AVE
208 ST
197 & 30
200 ST
28 AVE
216 ST
204 ST
196 ST
24 AVE
204A ST
20 AVE
16 AVE
Campbell Valley Regional Park
0 500 1,000 1,500
Meters

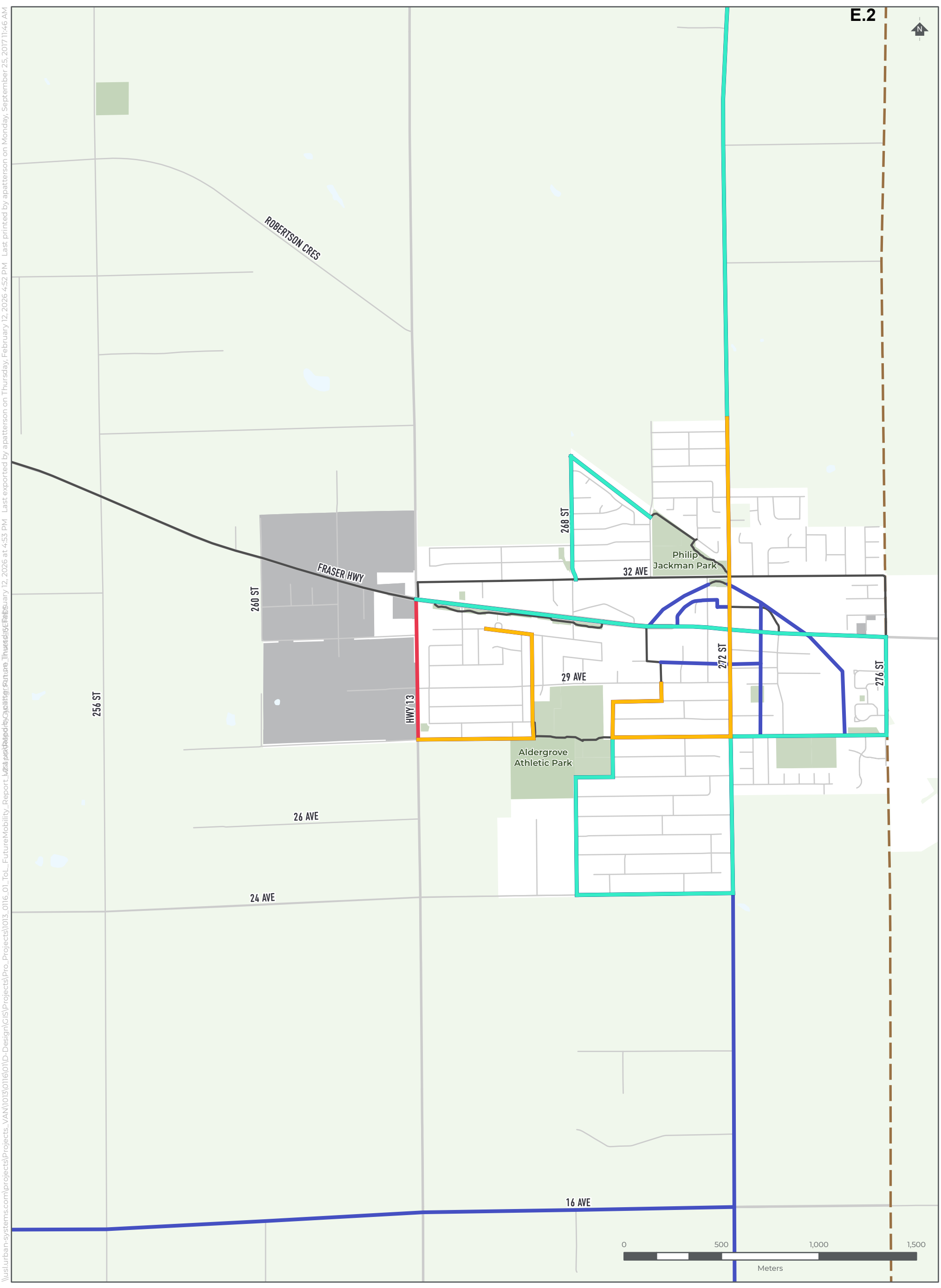
LONG-TERM CYCLING AND MICROMOBILITY NETWORK PHASING PLAN

BROOKSWOOD - FERNRIDGE

- Short Term (2025 - 2035)
- Medium Term (2035 - 2045)
- Long Term (20+ years)
- Existing Cycling Route
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley
Est. 1873

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LONG-TERM CYCLING AND MICROMOBILITY NETWORK PHASING PLAN

ALDERGROVE

- Short Term (2025 - 2035)
- Medium Term (2035 - 2045)
- Long Term (20+ years)
- Explore Cycling Improvement Options with Province
- Existing Cycling Route
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley
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Appendix B

Road Safety Strategy



Road Safety Strategy

Transportation and Mobility Strategy

Township of Langley
Est. 1873

December 2025



Township of Langley Est. 1873

URBAN SYSTEMS

TranSafe Consulting LTD — Road Safety Engineering and Planning



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Road Safety Strategy Vision

Township of Langley is a community that values safe and healthy mobility for all. We will work collaboratively with our partners to strive towards Vision Zero: the elimination of fatalities and serious injuries in our transportation system.

Road Safety Strategy Guiding Principles

1. **Keep safety as a top priority**
2. **Base all decisions on evidence**
3. **Take a proactive approach**
4. **Make the system inclusive and equitable**
5. **Protect the most vulnerable**
6. **Collaborate and partner**
7. **Utilize technology and innovation**
8. **Secure and maintain sustainable funding**



1.0 Introduction

The Township of Langley (Township) is a vibrant and diverse municipality in the south-eastern region of Metro Vancouver located on the traditional territories of the q̓ʷɑ:ƛ̓ən̓ (Kwantlen), q̓ic̓əy̓ (Katzie), Máthxwi (Matsqui) and Se'mya'me' (Semiahmoo) First Nations. The Township is home to over 150,000 people in multiple neighbourhoods that span over 307 km^2 of land area. The Township's transportation network continues to grow as new neighbourhoods develop, and existing neighbourhoods evolve and expand. With a unique rural and urban mix that includes pockets of communities dispersed throughout the agricultural land reserve, there are many opportunities and challenges that come with multi-modal transportation planning and safety.

1.1 Objectives of the Strategy

Transportation safety is a top priority for the Township. As a key component of its Transportation and Mobility Strategy (TMS) a long-term transportation plan for the community, the Township has developed a Road Safety Strategy (RSS). The RSS provides a path forward for improving transportation safety for all modes of transportation with the ultimate objective of eliminating fatalities and serious injuries on the Township's roads. To maximize the chances of success, the Township has adopted Vision Zero principles in the development of the RSS, and the Safe System Approach framework for achieving this goal. **The objectives of the RSS are to:**

- Articulate a vision for safe mobility in the Township
- Capture local trends and concerns (both rural and urban areas), with a focus on recommendations based on data and evidence
- Apply industry best practices
- Provide a list of potential actions aimed at reducing fatalities and injuries
- Empower the Township, its partners, stakeholders, and the public towards a positive change in safety culture
- Interface with and inform the overall Transportation and Mobility Strategy

The RSS was informed by an analysis of data, input from community members, key partners, and stakeholders, and a review of best practices in other jurisdictions. This led to the identification of strategies and actions outlined in this document.

1.2 Road Safety in the Broader Context

Over the past decade, there has been increased recognition that fatalities and serious injuries on our roads can and should be eliminated. This had led to the development of strategies globally and at all levels of government.

- Globally, the United Nations and the World Health Organization proclaimed 2021-2030 as the Decade of Action for Road Safety. The Global Plan for the Decade states a target to reduce road fatalities and serious injuries by 50% (**Figure 1**).
- Nationally, Canada's Road Safety Strategy 2025 provides a national framework for addressing safety, including a year-to-year fatal and serious injury reduction target, an endorsement of the Safe System Approach, and a list of high-risk behaviours and countermeasures. A revised strategy will come into effect in 2026.



Figure 1: *Global Plan for the Decade of Action for Road Safety* (Source: World Health Organization)

- Provincially, the BC Government's BC Road Safety Strategy 2025 sets out a collaborative framework for road safety and targets a 50% reduction in road traffic deaths and serious injuries by 2030 (**Figure 2**).
- Regionally, TransLink's Transport 2050 Regional Transportation Strategy sets out a goal of reducing serious traffic injuries and fatalities 5% annually until reaching zero by or before 2050.

These policy documents set the stage for municipalities to develop their own strategies. Alignment with these strategies can potentially leverage as well as contribute to these larger goals.

Several other municipalities in Metro Vancouver have developed strategy documents, including the City of Vancouver's Moving Towards Zero Safety Action Plan (2016), the City of Surrey's Safe Mobility Plan (2019-2023), the City of Burnaby's Vision Zero framework within the Burnaby Transportation Plan 2050 and the City of North Vancouver's Safe Mobility Strategy.



Figure 2: *BC Road Safety Strategy 2025*

1.3 Vision Zero and the Safe System Approach

In recent years, Vision Zero has emerged as a philosophy guiding the management of road safety. It states that nobody should have to die or become seriously injured in a collision, as they are predictable and, therefore, preventable events. The Safe System Approach is an accepted framework for achieving Vision Zero. Both concepts are illustrated in **Figure 3**.

What is Vision Zero?

Vision Zero seeks to eliminate all traffic fatalities and serious injuries while promoting safe, healthy, and equitable mobility for all road users. This includes, but is not limited to, people who walk, ride a bike, use a mobility aid, ride a motorcycle, take the bus, or drive.

It is a recognition that one traffic fatality or serious injury is too many.

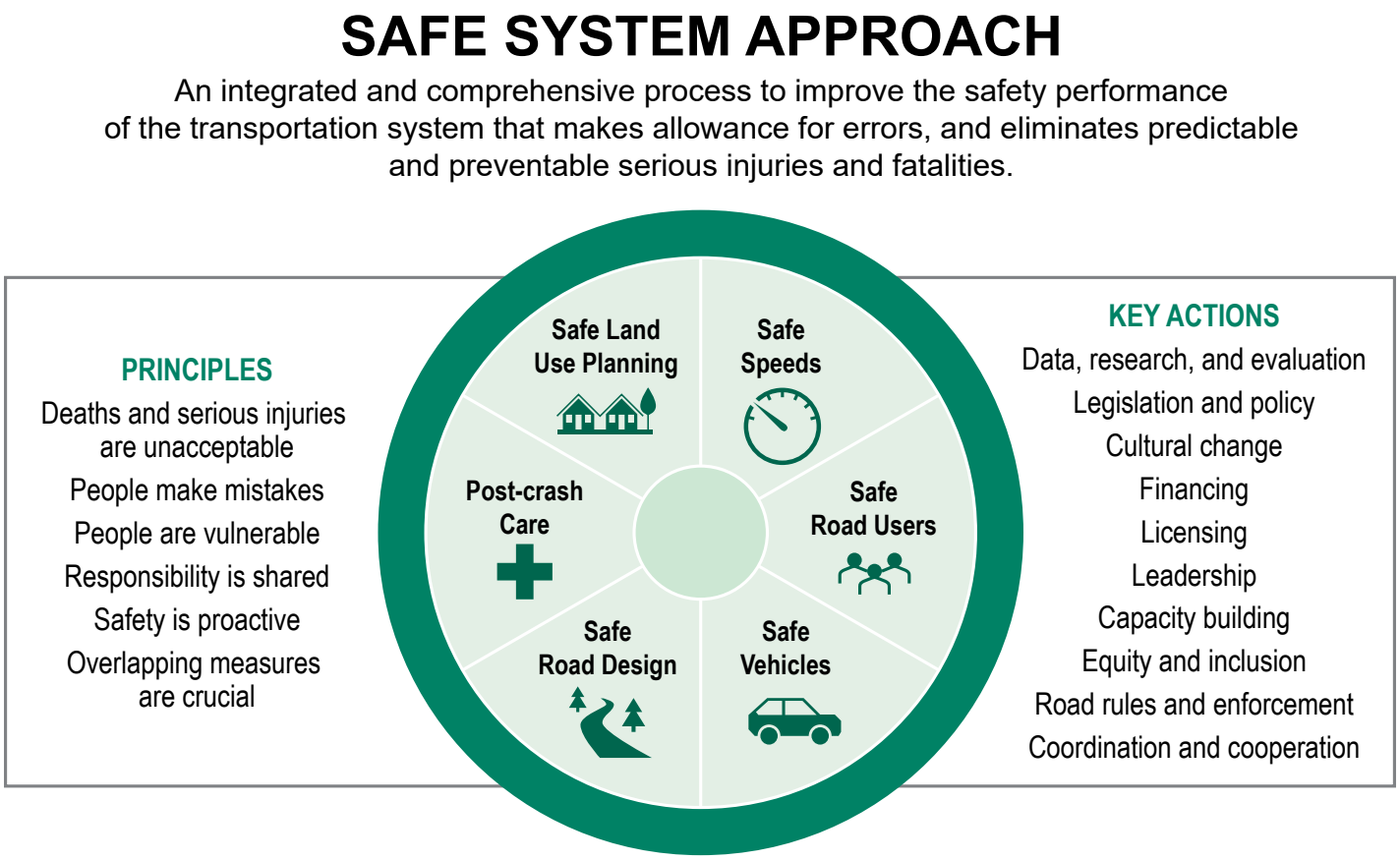


Figure 3: *Safe System Approach Framework (Source: Adapted from TAC - https://www.tac-atc.ca/en/vz-ss-primer-canada)*

1.4 How Engagement Informed the Strategy

The RSS was informed by the analysis of collision data, input from community members and key partners, and a review of best practices in other jurisdictions. This section provides a summary of the engagement that was completed as part of the RSS and TMS, along with some of the key findings related to transportation safety.

Community Engagement

Public input to the RSS was conducted as part of the TMS overall project engagement. During the first round of engagement in the Spring of 2024, input was collected through an online survey, open houses, pop-up events, and roundtable discussions with community and agency partners. The first round of engagement focused on understanding existing transportation related issues and opportunities. In the Spring of 2025, the second and third rounds of engagement occurred which focused on presenting the preliminary recommendations of the TMS and the RSS. This round included another online survey, an open house, pop-up events, and community roundtables. Below is a summary of some of the key takeaways specific to road safety from the TMS engagement.

Improving road safety was selected by respondents as one of the top priorities (see **Figure 4**).

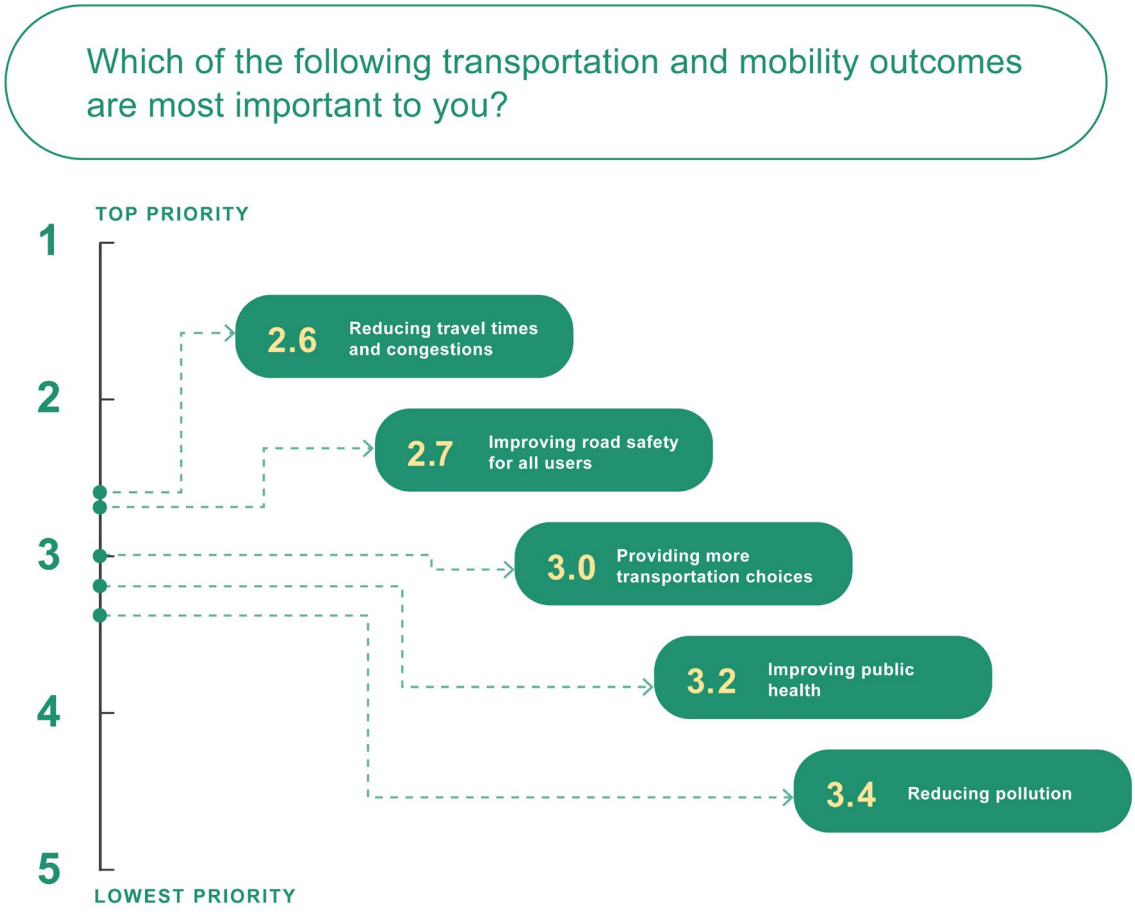


Figure 4: *Community Engagement Survey of Top Priorities for the TMS*

When the preliminary recommendations of the TMS and RSS were shared with community members during the second and third rounds of engagement, there was strong support for the recommendations. Prioritizing safety improvements was a key theme heard throughout the engagement when discussing all modes of transportation and particularly active modes such as walking and cycling. When community members were specifically asked about the proposed RSS actions, the key themes in the comments are summarized below.

- **Providing more enforcement of traffic laws.**
  - Speeding, distracted driving, parking, etc.
- **Improving safety at intersections.**
  - Red light cameras, installing more protected turn lanes and limiting right turns on red lights, converting more intersections into roundabouts, exploring all-way pedestrian movement at intersections, etc.
- **Prioritize overall transportation safety for all road users.**
  - Make streets safer for cyclists and pedestrians, enforce safe passing distance laws, provide more separated bike lanes and protected intersections, prioritize sidewalks over painted lines (shoulders) for pedestrians, etc.
- **Lower motor vehicle speeds.**
  - Lower speed limits in residential zones, install speed humps, narrow roads to calm traffic, improve road design to reduce speeding, etc.
- **Better signage/lighting.**
  - Make signage more visible and clearer, improve lighting, improve pavement markings, etc.



RSS Engagement Events

In addition to the TMS engagement, two special sessions (workshops) were held specifically for the RSS – in March 2024 and February 2025. The events were attended by Township staff from several departments and partners including ICBC, the Ministry of Transportation and Transit (MOTT), TransLink, Fraser Health, RCMP, and other community and agency groups.

The engagement included discussions of safety related trends in the Township, sharing of lived experiences, agency roles, the development of a vision for road safety and supporting guiding principles, and the identification of strategies and actions for the RSS.

Invitations to the workshops were sent to over 50 representatives from different organizations that are contributing to road safety in the Township. The following organizations sent one or more representatives to at least one or both workshops:

- Ministry of Transportation and Transit (MOTT)
- RoadSafetyBC
- Langley RCMP
- BC Trucking Association
- Fraser Health
- Langley Healthier Community Partnership
- TransLink
- Langley Emergency Program
- WorkSafeBC
- Coast Mountain Bus Company
- School District #35
- BC Ambulance Services
- Insurance Corporation of British Columbia (ICBC)
- Township Community and Policy Planning
- Township Development Planning
- Township Parks Design and Development
- Township Green Infrastructure Services
- Township Bylaw Enforcement
- Township Engineering Services
- Township Transportation Engineering
- Township Roads Operations
- Township Fire Operations
- Township Corporate Communications
- Township Engineering Administration and Business Support
- Township Agricultural Advisory Committee
- Township Seniors Advisory Committee

The input collected throughout the development of the TMS and the RSS was used to develop and refine the recommendations included in this strategy document.





2.0 Current State of Road Safety

The current state of road safety in the Township, summarized in this section, was based on community and stakeholder input summarized above, a review of collision data, on-site observations, and an understanding of current practices and policies at the Township.

2.1 Overall Collision Trends

Collision data was provided by the ICBC based on claims submitted to them during the 5-year period between 2018 and 2022. The records included all collisions that occurred on both Township roads and on roads under provincial jurisdiction (MOTT). In addition to ICBC data, RCMP data has also been reviewed and presented throughout the document. It is important to note that the different data sets provide different types of information and are recorded/reported at different times. Both have their benefits and limitations and can differ in the results. The overall frequency of collisions by severity outcome is shown in **Figure 5**. The frequency of fatal and injury collisions is shown separately for municipal roads and highways in **Figure 6**.



Figure 5: *ICBC Collision Frequency and Severity (All Roads and Highways)*

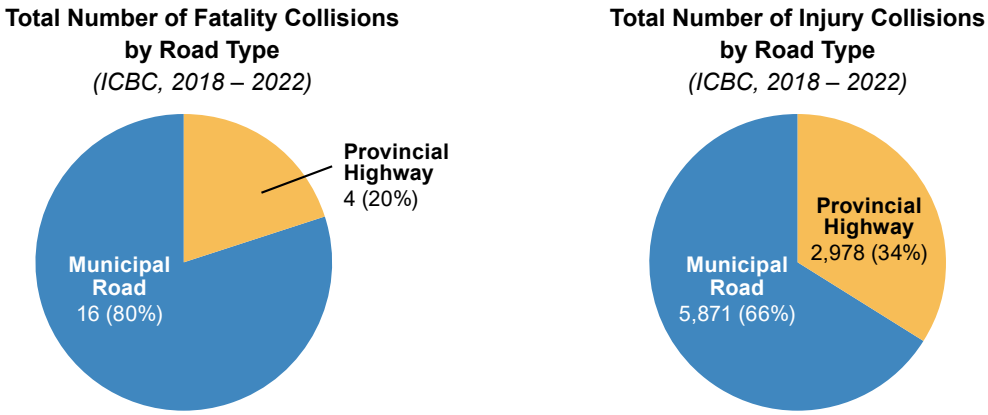


Figure 6: *ICBC Fatal and Injury Collisions Split Between Highways and Municipal Roads*

The overall annual average fatal and injury (casualty) collisions is 1,177 on roads under the Township's jurisdiction (excluding Ministry roads) based on ICBC data. Based on a population of 132,603 (2021 Census), the annual baseline rate is **8.9 casualty collisions per 1,000 people**.

Key trends in casualty collisions on municipal roads are as follows. The annual trend is summarized in **Figure 7**. The modes of transportation involved are shown in **Figure 8**.

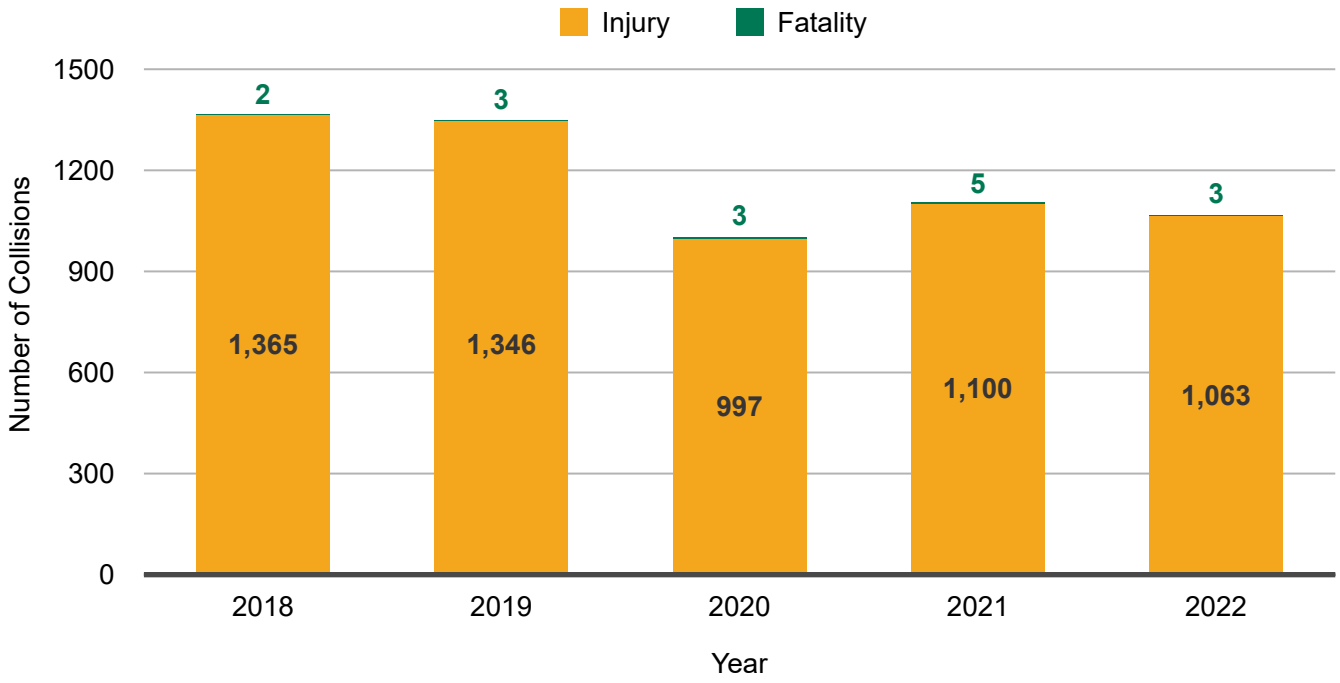


Figure 7: *ICBC Annual Fatal and Injury Collision Trend on Municipal Roads (ICBC, 2018-2022)*

There was a drop in numbers during 2020 which is likely related to the reduced travel during the COVID-19 pandemic. This is similar to the trend observed across other municipalities in Metro Vancouver. The number of fatalities and serious injuries increased since 2020 but remain lower than pre-pandemic levels despite population and employment growth in the Township.

Altogether, there were 326 collisions involving vulnerable road users (pedestrians, cyclists and motorcyclists), accounting for a combined 6% of casualty collisions (**Figure 8**). Trends involving these modes are explored more in **Section 2.2**.

The most predominant casualty collision type in the Township is rear end, accounting for about half of the total, followed by side impact collisions (20%), conflicted (11%), and single vehicle collisions (8%) (**Figure 9**).

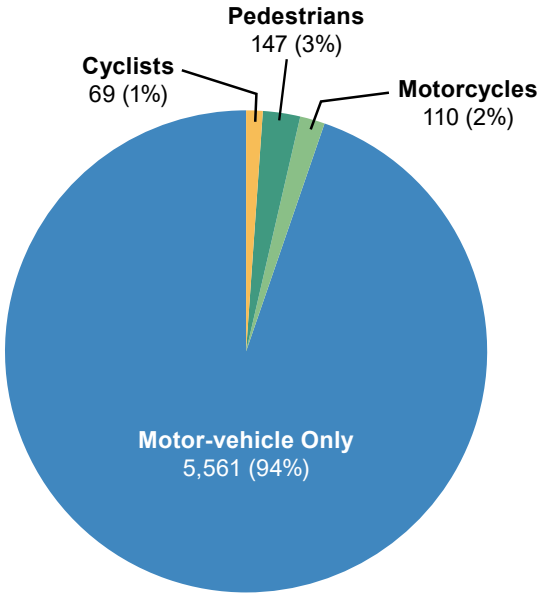


Figure 8: *ICBC Number of Casualty Collisions by Mode of Transportation on Municipal Roads (ICBC, 2018-2022)*

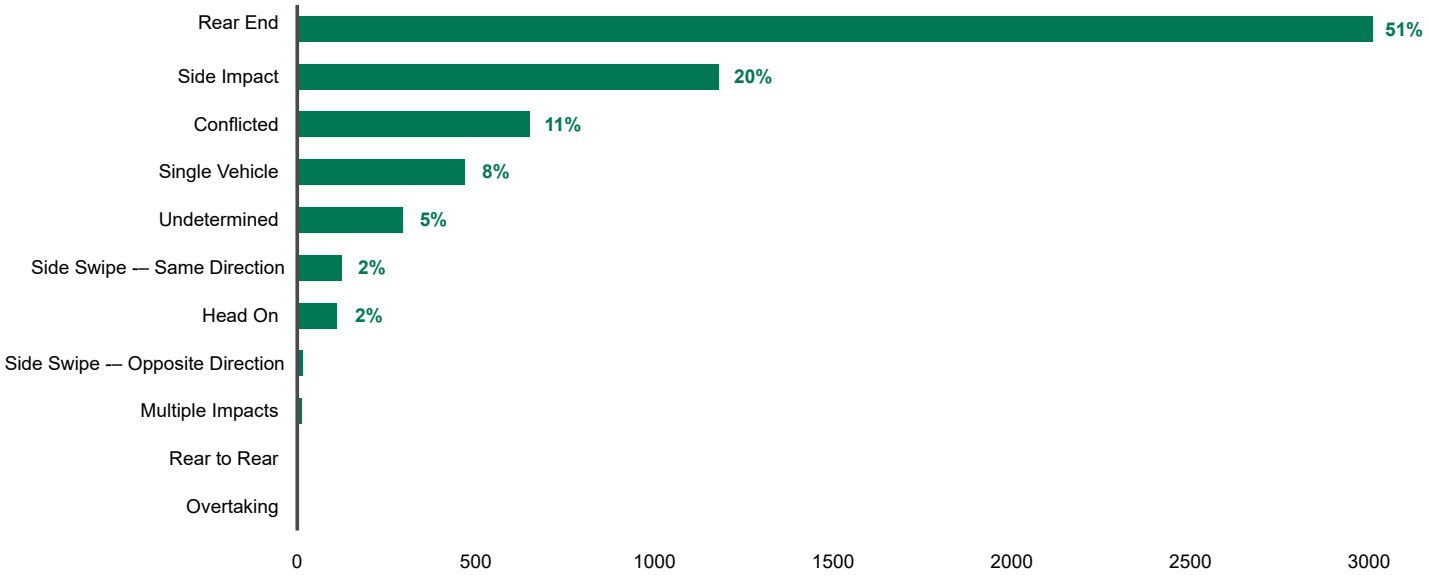


Figure 9: *ICBC Casualty Collisions by Type on Municipal Roads (ICBC, 2018-2022)*

Other key trends in casualty collisions include:

- 30% higher occurrence on weekdays than weekends
- Highest in the afternoon, between 3 and 6pm, with smaller peaks noted between 8 and 9am and between 12 and 1pm

These temporal trends indicate a correlation between casualty collisions and commuting patterns.

The land use distribution of collisions was reviewed using RCMP data from 2013-2022. RCMP data generally includes more severe collisions attended by police. It also includes a more detailed roadway and location description which is not included in ICBC data. Several land use categories were provided. These were consolidated into rural and urban areas, shown in **Figure 10**. Rural includes locations noted by police as rural residential, agricultural/ undeveloped or industrial/manufacturing. More than one-third of the reported injury and fatality collisions occurred in rural/industrial areas, as identified by reviewing the RCMP data.

Land Use for Injury and Fatal Collisions
(RCMP, 2013 – 2022)

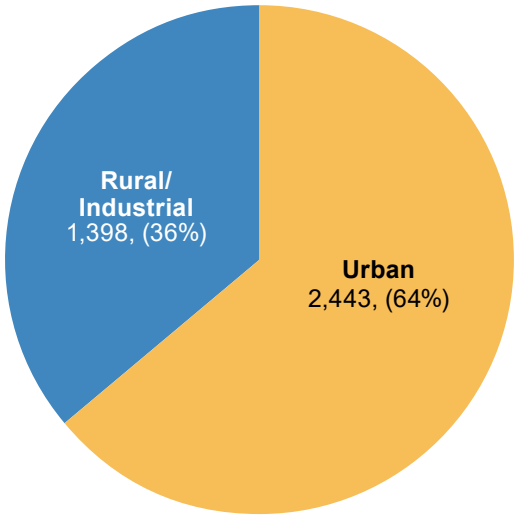


Figure 10: *RCMP Reported Collisions by Land Use Location*

2.2 Trends Involving Vulnerable Road Users

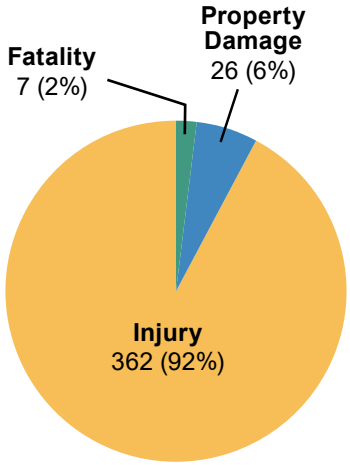
Collisions involving vulnerable road users (pedestrians, cyclists, and motorcycles) are typically more severe than other collisions. However, a significant proportion of them (particularly involving pedestrians and cyclists) are not reported to ICBC. Therefore, an analysis of RCMP-reported collisions over a longer 10-year period between 2013 and 2022 was conducted to gain a better understanding of the frequency and severity of collisions involving these users. This is shown in **Figure 11**.

From the breakdown of pedestrian, cyclist, and pedestrian collisions between 2013 and 2022, there were:

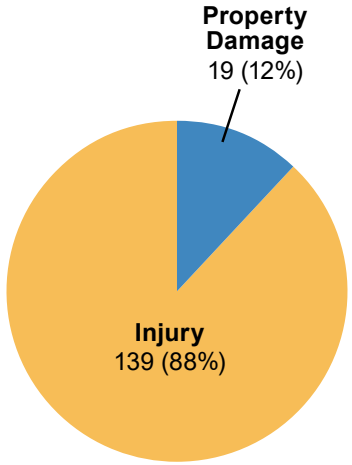
395	158	81
that involved pedestrians	that involved cyclists	that involved motorcycles

Pedestrian collisions were both the most frequent and severe of the vulnerable road user collision types, with 7 fatalities and 362 injuries. None of the collisions were specifically flagged as involving micromobility devices – such as e-scooters; however, it is likely that they will comprise a growing proportion of vulnerable road user collisions in the coming years as these devices gain popularity.

Total Number of Pedestrian Collisions by Severity
(RCMP, 2013 – 2022) Municipal Roads



Total Number of Cyclist Collisions by Severity
(RCMP, 2013 – 2022) Municipal Roads



Total Number of Motorcycle Collisions by Severity
(RCMP, 2013 – 2022) Municipal Roads

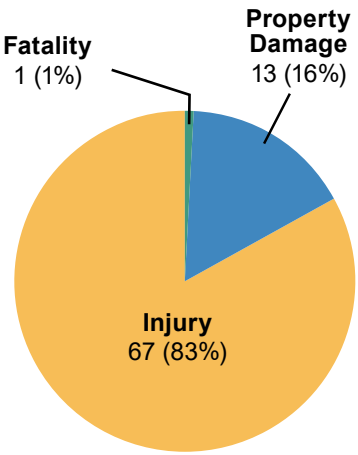


Figure 11: *Frequency and Severity of Vulnerable Road User Collisions (RCMP, 2013-2022)*

2.3 Network Screening Review

Network screening refers to the process of identifying collision-prone locations within the Township's road network. A network screening review was conducted for Township roads, based on location-coded casualty collisions reported to ICBC between 2018 and 2022, including vulnerable road user collisions. The focus was on intersections, as this is where the majority of collisions take place.

Figure 12 shows where all reported casualty collisions were located in the Township. **Figures 13**, **14**, and **15** show where casualty collisions involving pedestrians, cyclists, and motorcycles were reported, respectively. The maps show the frequency of collisions (i.e. the number of collisions) by location. While many of the locations also have high traffic volumes, collisions per traffic volume have not been calculated since the focus is to try to address every casualty collision, regardless of vehicle volume. Key trends are summarized below.



Total Collisions

- More than 112 casualty collisions in 5 years, or an average of more than 22 per year, were recorded at the following Township intersections:
  - 200 Street intersections with 64 Avenue, 72 Avenue and 80 Avenue
  - Fraser Highway and 196 Street (along boundary with City of Surrey and City of Langley)
  - Fraser Highway and Langley Bypass (MOTT Jurisdiction)
  - 56 Avenue and 216 Street
  - 88 Avenue and 208 Street



Pedestrian Collisions

- Two Township intersections were the site of 4 casualty collisions:
  - Fraser Highway and 272 Street
  - 72 Avenue and 201 Street



Cyclist Collisions

- One Township intersection was the site of 4 casualty collisions involving a cyclist: 72 Avenue and 208 Street
- One intersection was the site of 3 casualty collisions: 72 Avenue and 200 Street



Motorcyclist Collisions

- Four locations were the site of 3 collisions each:
  - 96 Avenue and 200 Street
  - 80 Avenue and 200 Street
  - 86 Avenue and 198A Street (unsignalized)
  - 56 Avenue and 224 Street

A customized methodology was developed that assigns a higher priority to locations where fatalities or collisions that involved vulnerable road users occurred. Intersections were classified by land use and traffic control. The locations are listed in **Table 1**.

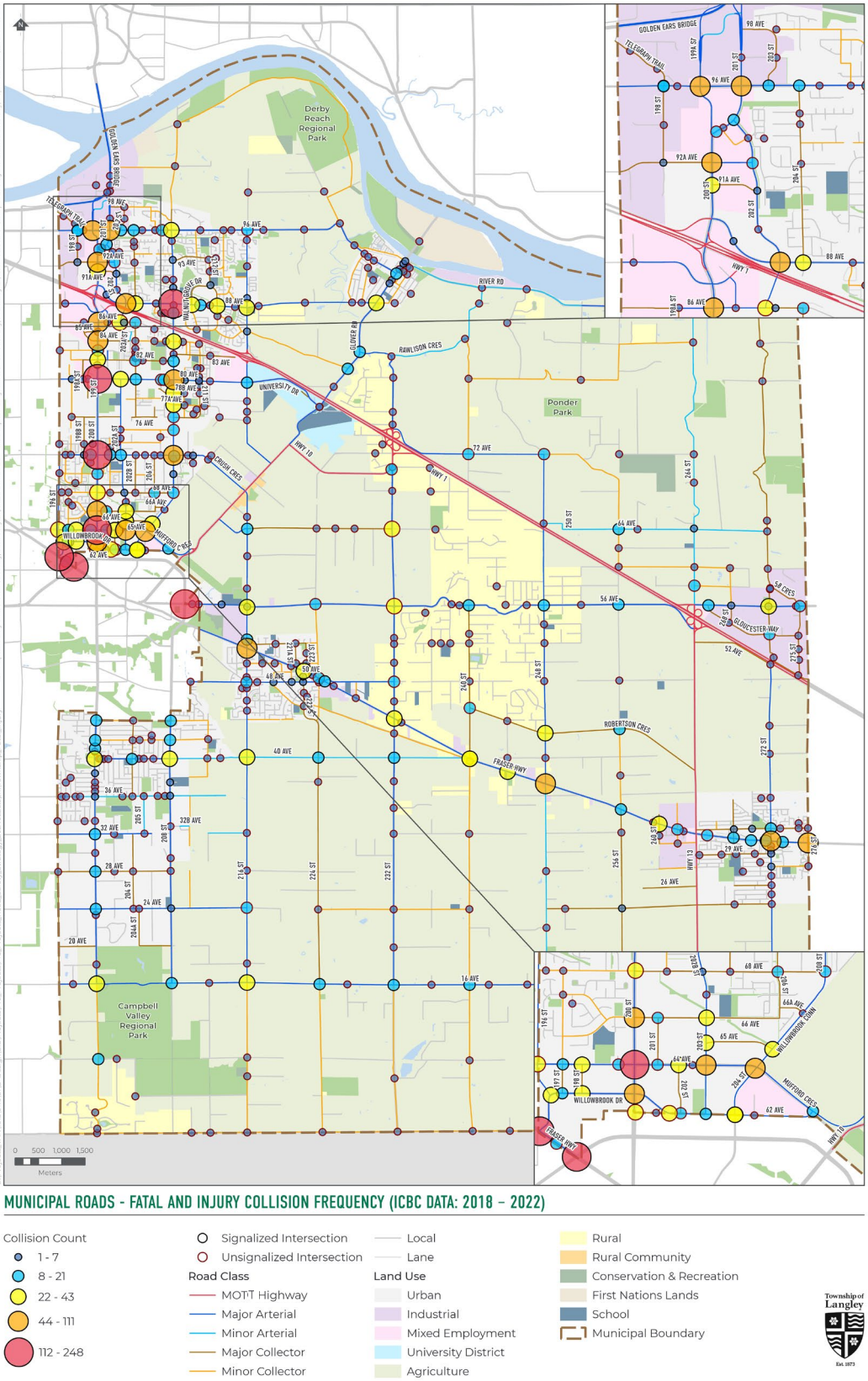


Figure 12: *Total Casualty Collision Frequency by Location (ICBC Data: 2018-2022)*

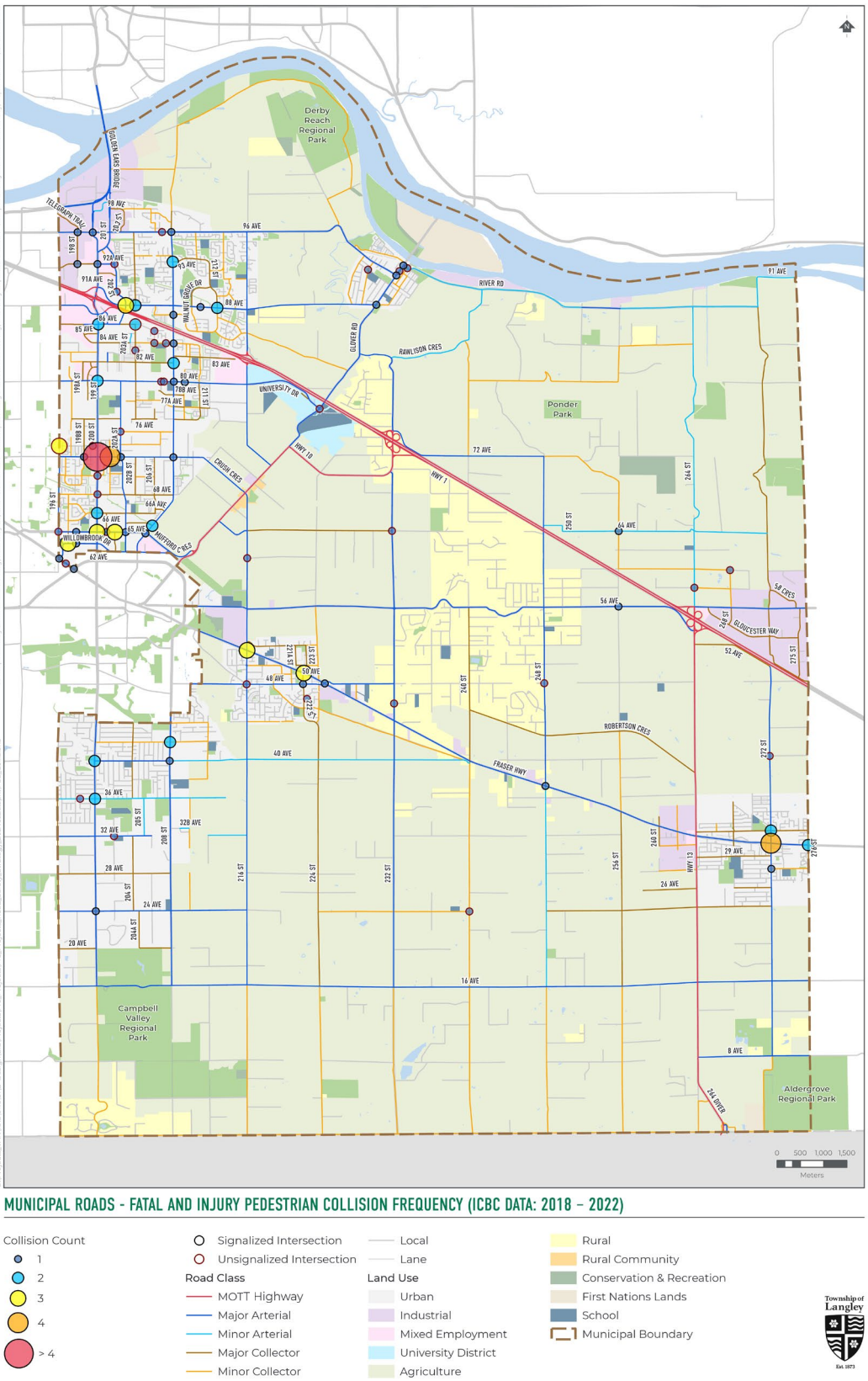
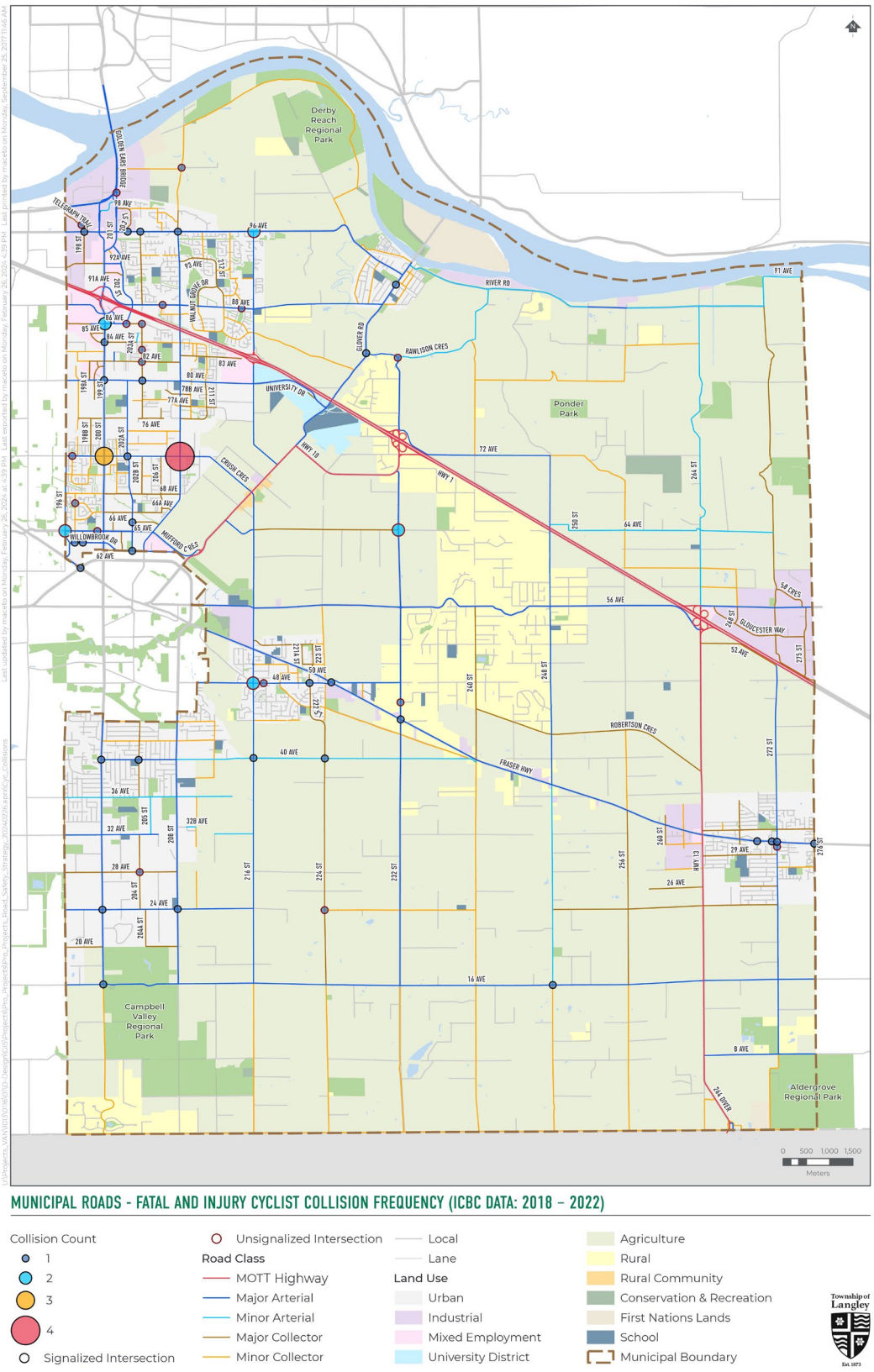


Figure 13: *Pedestrian Casualty Collision Frequency by Location*



MUNICIPAL ROADS - FATAL AND INJURY CYCLIST COLLISION FREQUENCY (ICBC DATA: 2018 – 2022)

Collision Count
- 1
- 2
- 3
- 4
- Signalized Intersection
- Unsignalized Intersection

Road Class
- MOTT Highway
- Major Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local
- Lane

Land Use
- Urban
- Industrial
- Mixed Employment
- University District
- Agriculture
- Rural
- Rural Community
- Conservation & Recreation
- First Nations Lands
- School
- Municipal Boundary

Township of Langley Est. 1873

Figure 14: *Cyclist Casualty Collision Frequency by Location*

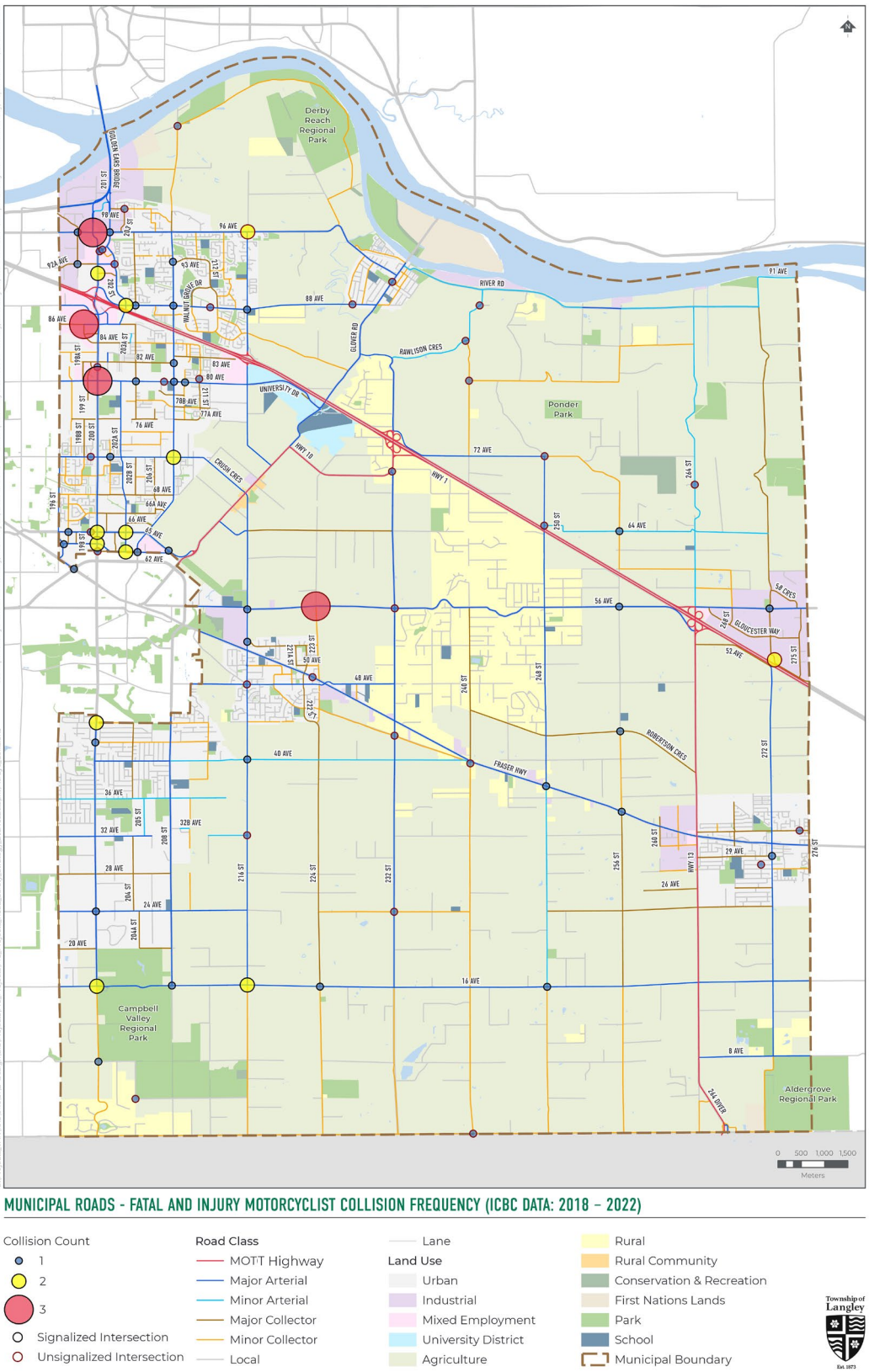


Figure 15: *Motorcyclist Casualty Collision Frequency by Location*

Table 1: *Intersection Ranking by Collision Risk* and Location Type*

Location Type	Intersection	
Urban Signalized	1. 72 Avenue and 200 Street 2. 64 Avenue and 200 Street 3. 80 Avenue and 200 Street 4. Fraser Highway and 196 Street	5. 92A Avenue and 200 Street 6. 66 Avenue and 200 Street 7. Fraser Highway and 276 Street (shared with Abbotsford) 8. 84 Avenue and 200 Street
Urban Unsignalized	1. 68 Avenue and 200 Street 2. 96 Avenue and 216 Street	3. 24 Avenue and 200 Street 4. 86 Avenue and 202 Street
Rural Signalized	1. Fraser Highway and 240 Street 2. 56 Avenue and 216 Street 3. 16 Avenue and 216 Street	4. Fraser Highway and 244 Street 5. 16 Avenue and 200 Street
Rural Unsignalized	1. 64 Avenue and 232 Street 2. 40 Avenue and 216 Street 3. 56 Avenue and 224 Street	4. 64 Avenue and 256 Street 5. 56 Avenue and 256 Street

**Collision risk refers to the risk score based on weighting of collisions, consequence (fatality or injury) and involvement of vulnerable road user modes (pedestrians, cyclists, motorcyclists). The risk score does not consider the vehicle volumes at each location, as a result these locations typically have high motor vehicle volumes.*

As shown in **Table 1**, intersections located in areas with different land use and with different traffic control combinations were included in the network screening intentionally. This was done because the types of treatments and mitigation measures are typically unique based on the combinations. Specific suggestions are provided in the Actions for the range of land use and traffic control combinations.



2.4 Equity Considerations

The Township's communities are becoming increasingly diverse and municipal planning and decision-making processes benefit from promoting the values of equity, diversity, and inclusion (EDI). EDI initiatives are supported by the Township's 2021 to 2030 Social Sustainability Strategy as it includes actions aimed at addressing inherent injustices and biases that create barriers for some people while benefiting others. The strategies, actions, and outcomes of the RSS will serve all, particularly traditionally underserved populations.

Equity is an important consideration in road safety. Both the identification of interventions and the locations where to implement them can be subject to bias by treating all populations the same. In recognition of this potential inequity, the Network Screening conducted for this study gave a higher priority to vulnerable road user collisions; however, this does not account for the range of inequities such as demographics, race and income. For example, some equity-deserving populations may not have access to a vehicle, or a motorized mobility aid (scooter). For these populations, access to transit and to safe cycling and walking facilities is particularly important and should be prioritized in the implementation of the RSS.

As part of the development of the TMS a GIS-based equity analysis was used to identify areas of the Township where there are higher concentrations of equity-deserving populations. The analysis had limitations due to the smaller sample size in rural areas but can be considered a tool for the Township when reviewing collision data and safety trends. The RSS identifies strategies and actions that favour equity-deserving people and neighbourhoods to ensure investments in time and infrastructure support the Township's commitment to improving community equity.



2.5 Infrastructure Review

In addition to the engagement and collision analysis noted above, a high-level infrastructure review was conducted to gain an understanding of the existing roadway conditions, with a focus on the higher-risk intersections. In lieu of conducting formal in-service safety reviews, a site visit was conducted at a representative sample of locations in the Township (i.e. corridors and intersections with different land use, road classification, and traffic control combinations). The locations were reviewed by carrying out drive-throughs and limited site observations. The intent of this review was to better understand current conditions from a safety perspective at various locations in the Township. It was not an extensive review of all safety issues, but an opportunity to observe trends and to help identify strategies and actions that can address some of the common conditions. The locations where observations were conducted are listed in **Table 2**.

Table 2: *Infrastructure Review Locations*

Intersection	Land Use	Minor Road Class	Traffic Control
24 Ave and 200 St	Commercial	Arterial	4-way stop
16 Ave and 200 St	Rural	Collector	Signalized
16 Ave and 216 St	Rural	Collector	Signalized
40 Ave and 216 St	Rural	Arterial	4-way stop
Fraser Hwy and 240 St	Rural	Collector	Signalized
56 Ave and 256 St	Rural	Local	2-way stop
56 Ave and 216 St	Rural/Industrial	Arterial	Signalized
Fraser Hwy and 196 St	Urban	Arterial	Signalized
92A Ave and 200 St	Urban/Industrial	Collector	Signalized
80 Ave and 200 St	Urban	Arterial	Signalized
72 Ave and 200 St	Urban	Arterial	Signalized
68 Ave and 200 St	Urban	Collector	2-way stop

A summary of the common observations at these locations are highlighted below.

General

- High design and operating speeds, combined with:
  - urban: high volumes and queues on arterial roads
  - rural: stop-control on side streets
- Increasing diversity of users, including e-scooters and other micromobility devices.

Urban Locations

- Left-turn queues encroach into through lanes.
- Wide intersections for people to cross and navigate through.
- Wide right-turn geometry, long pedestrian crossing distance.
- Limited protected cycling routes and protections at intersections.

Rural Locations

- Wide approach lanes and narrow shoulders.
- Overhead beacons have been installed at some locations.
- Sight obstructions on corners of some intersections.









2.6 Current Practice Review

The Township has several existing policies, programs, and practices in support of road safety. These include a Neighbourhood Traffic Calming Policy, commercial vehicle safety inspections, Traffic and Transportation Advisory Committee meetings, and School Travel Planning programs and initiatives. The Township currently conducts safety assessments as part of transportation planning processes as needed and safety reviews are typically completed prior to implementing improvements. Additionally, new development applications are required to consider safety impacts. From a data management perspective, the Township receives annual collision data from ICBC. There are limitations with this data, including a lack of distinction between serious injuries and non-serious injury collisions.

The Township proactively initiates and implements safe mobility improvements on an ongoing basis. These improvements include policies, capital projects and retrofits, and education and advocacy initiatives. Various plans identify specific projects to enhance transportation safety, such as neighbourhood plans and the TMS. Some of the infrastructure countermeasures the Township has implemented to enhance safety includes implementing new:

- roundabouts and all-way stops
- protected-only left-turns
- median/roadside barriers
- rumble strips
- gateway treatments
- traffic calming
- speed display devices
- complete streets principles as part of road retrofit projects
- new pedestrian crossings
- protected bike lanes
- leading pedestrian intervals at signals
- accessible curb ramps and pushbuttons

While the Township works to make transportation in the community safer, there are opportunities to enhance and improve existing policies, procedures, and practices to work towards achieving Vision Zero. These actions are outlined in **Section 4** of this RSS. Additionally, there is recognition that more funding and resources are needed to strengthen these efforts and prioritize safety. More details about funding and resources are outlined in **Section 5**.

3.0 Vision for Road Safety

3.1 Vision

Together with its partners, the Township has developed a vision to guide its long-term road safety objectives. It conveys the importance of safe mobility regardless of mode of transportation, the ultimate target of zero fatalities and serious injuries, and the Township's partnership approach to achieve this target.

Township of Langley is a community that values safe and healthy mobility for all. We will work collaboratively to strive towards Vision Zero, the elimination of deaths and serious injuries in our transportation system.

3.2 Guiding Principles

A set of guiding principles was identified to support the stated Vision and support the development of the strategies and actions of the RSS. They will also be used to guide the implementation and future decision making related to road safety in the Township. The following outlines the guiding principles of the RSS.

Keep Safety as the Top Priority	**When decisions are being made about the transportation system, safety—and not capacity, access or economy—is the top consideration.**
Base all Decisions on Evidence	**All decisions are informed by good data—recent, reliable and informative—and by credible research.**
Take a Proactive Approach	**The earlier that safety is considered in the transportation life cycle, the more favourable are the safety performance outcomes. Safety can be considered as early as the land use and transportation planning stages, including transit.**

Make the System Inclusive and Equitable	**Road Safety is about making the system as safe as possible for ALL users, including those with mobility limitations; equity-deserving populations (First Nations and others); and those who may be more vulnerable.**
Protect the Most Vulnerable	**Priority is given to those who are most vulnerable (pedestrians, cyclists, motorcyclists and people using mobility devices) who are the most likely to sustain a serious injury or die in a crash.**
Collaborate and Partner	**Working together, including combining efforts and reducing duplication, can achieve greater results. This is due to the broad range in expertise, diversity and spheres of influence that partnerships can bring.**
Utilize Technology and Innovation	**Technology is used to its full potential, both in the collection and analysis of data, and in the development of solutions; for example, to optimize safety by responding to real-time conditions.**
Secure and Maintain Sustainable Funding	**Road safety is an issue for which priority and funding should not fluctuate based on political or economic cycles. A range of sustainable funding sources and support is required, including both public and private sectors.**

3.3 Road Safety Targets

The Township's TMS has three targets.



- **Sustainable transportation mode share.**
  Increase the mode share of trips by active transportation and public transit by 2050.
- **Reducing serious traffic injuries and fatalities.**
  Work towards zero serious injuries and fatalities by 2050.
- **Reducing transportation-related Greenhouse Gas (GHG) Emissions.**
  Working towards zero transportation GHG emissions by 2050.

In support of Vision Zero, the TMS has an aspirational target of zero fatalities and serious injuries by 2050. An ultimate target of zero is not possible without aiming for interim targets and adjusting strategies along the way. It is anticipated that in the short term, much of the Township's focus will be on establishing programs, testing pilots, and building partnerships to support the implementation of the actions outlined in the RSS. As a result, it may take time to see a significant reduction in serious injuries and fatalities.

As noted in **Section 2.1**, the baseline casualty (injury and fatality) collision frequency is 8.9 collisions per 1,000 people. Due to data limitations, serious injuries could not be distinguished from the non-serious collisions. Most of the actions in the RSS are expected to be more effective in reducing the most severe collisions. Therefore, until these data issues can be resolved, the Township can measure its success based on total casualty collisions. The following targets are recommended:

Short Term

10% reduction in total injuries and fatalities by 2030, per 1,000 people

Medium Term

50% reduction in total injuries and fatalities by 2040, per 1,000 people

Long Term

100% reduction in total injuries and fatalities by 2050, per 1,000 people

The RSS actions have been divided into short, medium and long-term actions. The Implementation Strategy (**Section 4.0**) provides more details on what is required for successful implementation, as well as how progress towards zero serious injuries and fatalities can best be monitored and evaluated.

3.4 Strategies

The strategies in the RSS were identified based on the data, engagement, alignment with guiding principles, and research of best practices. The process is summarized in **Figure 16**.

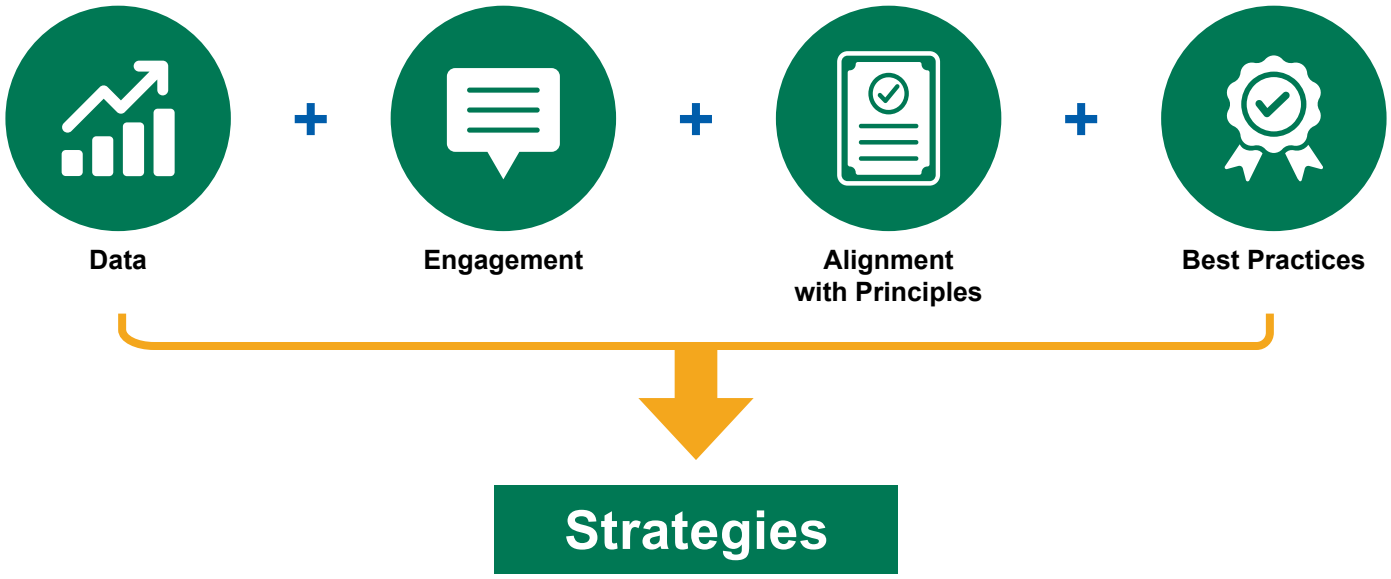


Figure 16: *Evidence-based Approach to the Identification of RSS Strategies*

Working towards achieving Vision Zero and the TMS safety target will require significant investments and changes in priorities and decision making over the next 25 years. The RSS action plan includes six strategies, listed in **Figure 17**. Each strategy has a series of actions for the Township and its partners to implement in the years ahead. The recommendations for each area are meant to improve safety for everyone—whether you're walking, cycling, driving, or taking transit. The strategies and actions are described in more detail in **Section 4**.

Strategy #1
Refine and Enhance the Township's Road Safety Management System

Strategy #2
Manage Speeds on Township Roads

Strategy #3
Enhance Safety at Urban Intersections

Strategy #4
Enhance Safety at Rural Intersections

Strategy #5
Protect Vulnerable Road Users

Strategy #6
Facilitate a Culture of Transportation Safety

Figure 17: *Township RSS Strategies*

4.0 Action Plan

A list of actions and next steps were developed for each of the six strategies. The selection of the strategies reflects that:

- Refining and enhancing the Township's **Road Safety Management System** refers to the data, policies, and processes that are foundational to the success of a road safety program, and critical when applying the Safe System Approach.
- **Managing speeds** on Township roads is an integral part of the Safe System Approach, as slower motor vehicle speeds result in a reduction in collision impact severity.
- Enhancing **intersection safety** for all road users is critical because intersections are the most common collision locations where road safety issues are often observed. They are also the locations with the greatest opportunity for improvement. The context and characteristics of intersections in urban and rural areas are distinct, and each have their own toolbox of treatments.
- Enhancing safety for **vulnerable road users** refers to creating safer conditions for the most injury- and fatality-prone users of the system. This refers to people walking, cycling, and motorcycle users, they are most vulnerable due to their lack of protection and their unique needs.
- Facilitating a **culture of transportation safety** within the Township by changing behaviours is critical to achieving zero fatalities and serious injuries.

Throughout this section and for each strategy, the related evidence – including the collision analysis, engagement input, and best practice approaches – are noted. A series of actions have been identified and described to support each strategy. For each action, a list of potential next steps the Township and/or its partners can take to successfully deliver each action have been included.

Each action includes a recommended timeframe for initiation. It is recognized that many of the actions will be ongoing in nature and may take several years to implement. At a high level, policy updates, exploring partnership opportunities, and initial studies have been identified as short-term actions. This will ensure that the Township has the foundations in place to implement the longer-term actions. The actions are identified for initial implementation in the following timeframes:

- **Short term:** 2026-2030
- **Medium Term:** 2030-2040
- **Long Term:** 2040-2050

Each action also includes recommendations for metrics to measure progress and the agencies that are suggested to be involved in (lead and support) implementation. It is important to note that implementing the strategies and actions identified throughout the RSS will require strong partnerships and internal resources, including staff time and funding. More details about this have been outlined throughout the document and in **Section 5.0**.

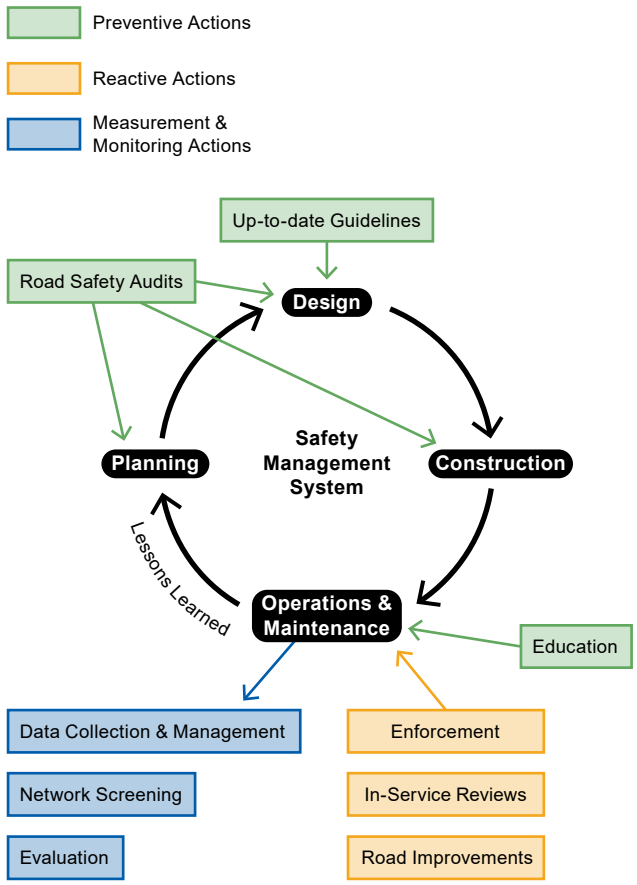
The RSS identifies actions based on an understanding of collision patterns and behaviours on Township roads. There are several roadways within the Township's municipal boundary that are under the Province's (Ministry of Transportation and Transit - MOTT) jurisdiction**.**

The Township will continue to work with the Province on safety improvement on roads under provincial jurisdiction, including Highway interchanges, Highway 10, and Highway 13.

Strategy #1: Refine and Enhance the Township's Road Safety Management System

A road safety management system is an essential part of a road agency's transportation safety program. The road safety management system is depicted in the Transportation Association of Canada (TAC) Canadian Guide to In-Service Road Safety Reviews, 2014. It requires that appropriate data is identified and used for all safety management activities, including screening the road network for collision-prone locations, conducting In-Service Road Safety Reviews, and implementing safety enhancements. This highlights the importance of consistent and reliable data in managing road safety.

Road safety management starts with understanding safety trends, which relies on collision data. However, road safety management does not only pertain to the identification and remediation of collision-prone locations, but it also recognizes that road safety issues are most effectively addressed during the planning and design stages of transportation projects. For example, Road Safety Audits can be conducted on proposed plans for road widening or realignment projects to catch safety issues before the project is built. Having a policy for how and when to conduct road safety reviews, studies, and evaluations can assist planning, design and construction teams to think safety and incorporate it at different stages of projects.



Road Safety Management System (TAC, 2014)

While road agencies strive to prevent severe collisions, when they do occur, they represent an important learning opportunity. When a serious injury or fatality occurs, a process for addressing possible issues at both the site of the collision and other locations that exhibit similar characteristics is extremely valuable. A post-fatality review process helps to facilitate these learnings and changes. By applying lessons learned during these reviews throughout the network, a systemic approach to improving safety can be applied.

The Township currently carries out some of the activities identified as part of a road safety management system, with the assistance of ICBC and external consultants. This includes some corridor reviews and the development of new cross sections and design standards. Implementing a broader road safety management system may enable the Township to seek annual funding for improving safety throughout the Township more consistently and systematically. It would also require additional staff capacity to implement each component of the system, as discussed in **Section 5** Implementation Strategy.

Action 1.1: Work with Partners to Develop a Data Management Strategy and Address Data Gaps

Description

Accurate data is essential for the identification of transportation safety issues and the development of strategies; for monitoring the success of the implemented measures. It is also useful when reporting back to elected officials and community members. Collision data is the most critical source of data; however, other sources of safety-related information include:

- Road user behaviour data, such as distracted driving, aggressive behaviours, seat belt use, and helmet use. This data would likely come from RCMP or ICBC;
- Demographic data (from census data and road user surveys);
- Traffic volume and travel distance data (by mode), from regional (Trip Diary) or local surveys (municipal household travel surveys);
- Infrastructure factors (road class/land use, intersection traffic control, cross-section);
- Enforcement data: traffic infractions (from RCMP);
- Conflict data: types and severity of near-misses (from video-based or expert conflict analysis); and
- Injury data from hospitals (to be provided by Fraser Health).

The Township receives collision data annually from ICBC and analyzes collision data in response to requests or in support of specific projects. There are challenges with the data sources. Most notably, ICBC data does not specify injury severity, and RCMP data covers only a subset of the collisions. Additionally, information about injury severity from RCMP reports does not always accurately reflect eventual outcomes. Both datasets may under-represent the active transportation user injuries, especially off-road or if no vehicle was involved (e.g. pedestrian falls, and collisions involving users of various micromobility devices).

Overcoming these issues will require improvements to data at the provincial level (RCMP, ICBC, Fraser Health, etc.), beyond the Township's jurisdiction. However, the Township can follow up with the data providers on an annual basis to address some of these issues and inform them of how the data is being used. Additionally, opportunities to utilize public health data should continue to be explored. In particular, with the focus on serious injury, trauma centre data may provide a more accurate assessment of injury outcomes. The Township should work with Fraser Health to explore joint initiatives to use health data in support of roadway injury prevention, and address longstanding issues regarding data privacy and compatibility. The cities of Vancouver and Kelowna and their health authorities can be contacted to discuss how they worked through these issues to obtain and make use of ambulance, hospitalization or trauma centre data.

Status		New	Cost
Implementation	Short Term	**Next Steps** • Discuss the existing data issues with ICBC and RCMP to address gaps and quality, including a more accurate understanding of injury severity and other contributing factors, and agree on ways to address these issues. (Ongoing) • Identify other data sources of transportation related injuries (including serious injury) in the absence of reliable collision data, including ongoing discussions with Fraser Health and other data providers. • Review other safety data that can be used to reflect safety performance, such as speeds, violations, and conflicts.	$
	Medium Term	• Conduct a pilot project with Fraser Health on the use of hospitalization data as a primary source of information on serious injuries.	$
Metrics		The adoption of a primary data source for measuring progress towards Vision Zero.The completion of pilot projects using other sources of data, both collisions and other indictors of safety.	
Lead		Township - initiating and continuing conversations.	
Support		ICBC, Police, Fraser Health, RoadSafetyBC, MOTT, and other partners	

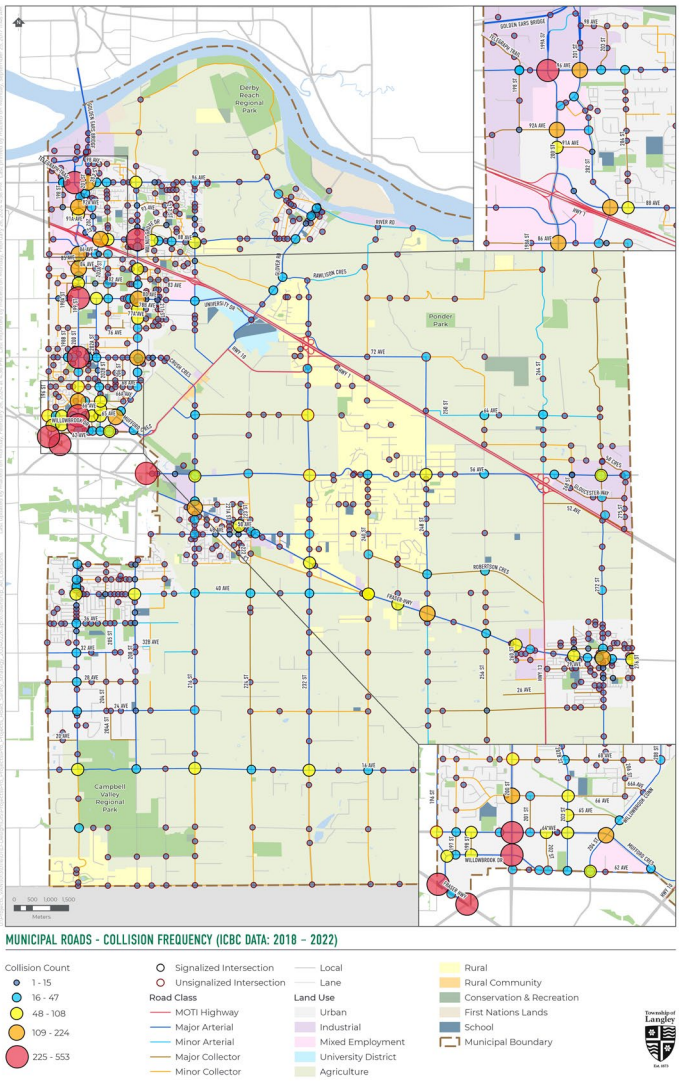
Action 1.2: Conduct Regular Network Screening and Safety Reviews

Description

Network screening refers to the analysis of a transportation network to identify locations (corridors, intersections, and other locations) where the greatest concentrations of collisions occur.

Several approaches may be used to complete this process, including accounting for the number and severity of crashes. The end goal is to identify where additional analysis is needed and to develop solutions to improve safe mobility. The TAC Guidelines for Network Screening of Collision Prone Locations contain best practices regarding network screening procedures. The traditional approach to network screening has focused on all collision-prone locations, regardless of collision severity. In contrast, the RSS and advanced network screening methods place an emphasis on more severe collisions, by converting collision history into risk-based numbers.

The Township has predominantly been conducting In-Service Road Safety Reviews based on specific projects and/or when requested. The Township can now use the results of the network screening analsysis completed as part of the RSS (**Section 2.3**) to idenitfy additional locations where conducting a safety review would be valuable and complete reviews on a more systematic basis. In-Service Road Safety Reviews can be done at the intersection and at the corridor scale. Corridor-level reviews provide more opportunities to identify and address both corridor wide and intersection safety issues and improvement measures. These safety reviews may be partially funded with support from agencies such as ICBC, and completing them can assist with requests for funding for implementing idenified mitagation measures.



ICBC Reported Collisions (2018-2022)

Status		New and Enhanced	Cost
Implementation	Short Term	**Next Steps** • Seek annual funding for regular screening, safety reviews, and a dedicated staff member to oversee these tasks. (Ongoing) • Conduct a network screening every 3-5 years and based on the results, identify 3-5 injury-collision prone intersections (or corridors containing several intersections) to review. (Ongoing) • Complete 3-5 intersection safety reviews (or one major corridor review) per year, using a Safe System Approach. Ensure reviews include “before” data collection, such as conflicts, speeds or violations. (Ongoing)	**$$**
	Medium Term	• Implement improvements at the injury-collision prone locations. (Ongoing) • Conduct an evaluation of the effectiveness of improvements every 3-5 years using collision data, or more frequently using other metrics. (Ongoing)	**$$**
Metrics		Reviews completed. Improvements implemented. Injury and fatality reductions at intersections and along corridors. Other metrics can include reductions in conflicts or speeds.	
Lead		Township	
Support		ICBC, RCMP, and other partners	

Action 1.3:
Conduct Planning and Design Stage Road Safety Audits on Major Projects

Description

A Road Safety Audit (RSA) is a formal examination of a transportation project, from a safety perspective, during the planning or design stage. It has been recognized that the earlier RSAs are conducted, the greater impact they can have on the overall safety performance of the project. Additionally, it is more cost effective to address safety issues before construction rather than after.

Conducting an RSA at the planning or design stage of projects has been adopted by MOTT and several municipalities across BC. Some have developed policies for conducting RSAs on projects of a certain size and complexity. Most RSAs identify several safety enhancements that could be made to the design before it is finalized. The TAC Canadian Road Safety Audit Guide is the most relevant reference document for conducting RSAs.

The Township has conducted RSAs in the past, with the support of ICBC staff. However, a formal policy for conducting and funding RSAs is not in place. Additionally, there are currently no clear Township guidelines listing the types, size, and complexity of projects that require road safety audits, and at what stages.

Safe System Assessments (SSAs) have recently emerged as an alternative to RSA, more aligned with Safe System principles and more explicitly considering speeds, each type of road user and management of conflict points. Information on Safe System Assessments can be obtained from publications of the U.S Federal Highway Administration or Austroads.

The cost of conducting RSAs and SSAs is a very small proportion of the project cost and typically provide significant value. The schedule of these reviews can be arranged such that they do not delay the project, and suggestions to mitigate issues in the design are to be appropriate to the stage of design.

Status		New and Enhanced	Cost
Implementation	Short Term	**Next Steps** • Consider developing a policy for conducting an RSA and/or SSA based on the Safe Systems Approach (types of projects and at what stages). • Train Township staff in how to conduct or oversee an RSA and SSA. (Ongoing) • Pilot SSAs and evaluate outcomes.	**$**
	Medium Term	• Based on the results of the pilot, continue to conduct RSAs or SSAs on projects that meet the identified criteria based on the developed policy. (Ongoing)	**$**
Metrics		Number of RSAs or SSAs completed. Audit suggestions implemented in design. Reduction in casualties along improved intersection or roadway section (if applicable).	
Lead		Township	
Support		ICBC	

Strategy #2:
Manage Speeds on Township Roads

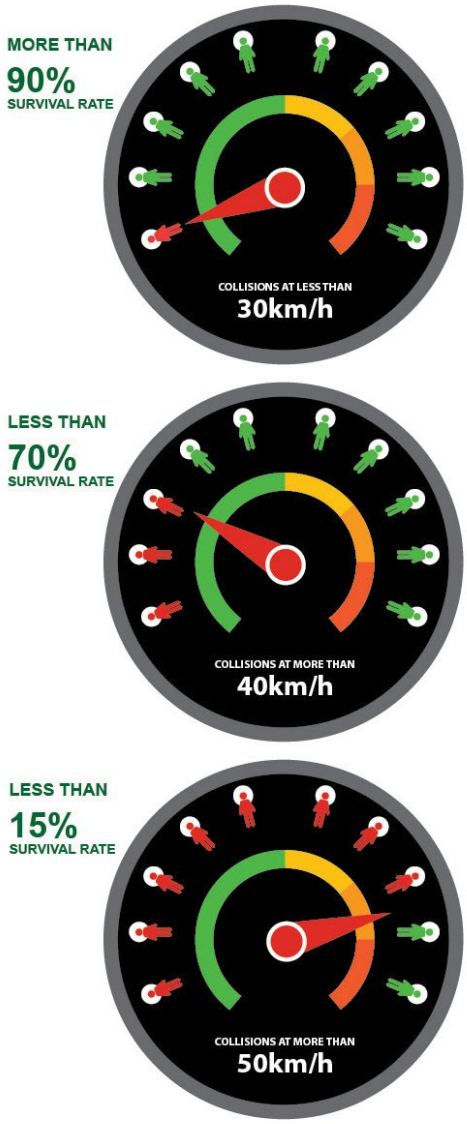
The relationship between speed and collision severity is well-documented. The higher the vehicle speed involved in a collision, the more likely it is to result in serious injury or fatality. Effective speed management can both prevent collisions and make them less severe.

Available ICBC collision data (2018- 2022) shows that 50% of reported collisions in the Township resulted in injury, which suggests that speed was likely a primary or secondary factor. Community members shared that they were concerned with speeding on Township roads.

Some of the Township's roads are flat and straight, the vehicle lanes are relatively wide, there can also be long distances between stoppages. These are factors which naturally result in higher vehicle speeds. Speed data reviewed as part of the TMS planning process indicated that several corridors have recorded motor vehicle speed that are higher than the posted speed limit. In the urban areas, high speeds combined with higher volumes of road users can result in injury-causing rear end collisions. High-speed right turning geometry at intersections and roads without designated walking and cycling facilities can compromise the safety of crossing pedestrians and cyclists.

The most sustainable way to achieve safer speeds is not by only changing speed limits, but by modifying roadway design features to make it more natural for drivers to travel at the target speeds and then posting speeds that are consistent with these designs. An effective speed management strategy consists of:

- Developing design standards that would result in lower operational speeds
- Posting clear speed limits that reflect target speeds
- Educating the public about the dangers of speeding, - such as the relationship between speeds and pedestrians facility risk
- Alerting motorists of their speeds in real time
- Conducting manual or automated speed enforcement if all the information and warnings are disregarded



Relationship between motor vehicle speed and pedestrian facility risk in a collision. (BC Active Transportation Design Guide)

Enhancing intersection treatments, including updating intersection designs and/or adjusting signal timing to manage corridor speeds can also be considered, some of these considerations are discussed more in **Strategy #3** and **#4**.

Action 2.1:
Update Design Standards

Description

Updating design standards to encourage lower speeds can be challenging. This is particularly true along roads that were formerly highways and when considering goods movement. The Township generally follows the design standards published in the TAC Geometric Design Guide for Canadian Roads (GDGCR) and the Province's British Columbia Active Transportation Design Guide (BCATDG). The Township's Subdivision and Development Servicing Bylaw was amended in 2019 to reduce travel lane widths and include improved active transportation infrastructure. Further updates to the Bylaw have been recommended as part of the TMS to further improve safety.

Urban Roads

The GDGCR recommends a lower end of 3.0 metres for motor vehicle lanes not expected to be occupied by trucks or buses. Reducing lane widths especially along collector and local roads and all roads where the speed limit is 50 km/h or less can be further explored, to reduce vehicle speeds and make more room available for bicycle lanes, sidewalks, and for a wider buffer or raised separation between vehicle and bicycle lanes. Additionally, taking opportunities to reduce design speeds to match target speeds along collector roads and some arterial roads can support achieving target speeds. Specific design changes for active transportation infrastructure are suggested in other strategies in the RSS.

Rural Roads

Opportunities to revise design standards in rural areas to improve safety outcomes include:

- Reallocation of space from a motor vehicle travel lane to the shoulder
- Providing roadside clear zones (e.g. utility pole relocation or protection where feasible)
- Use smaller design vehicles (e.g. fire truck or garbage truck) for non-truck routes, except to accommodate transit buses on arterial or collector routes
- Design features for people of all ages and abilities (e.g. ramp design) where curbs are provided

Status		Enhanced	Cost
Implementation	Short Term	**Next Steps** • Consider additional changes to design standards, such as a smaller design vehicle, and additional multi-modal options for each roadway typology. • Implement updated design standards on new projects and prioritize corridors for retrofits to align with the new standards. (Ongoing)	**$$**
	Long Term	• Retrofit corridors to meet new design standards. Further refine design standards to improve safety on new projects. (Ongoing)	**$$$**
Metrics		Completed revisions to design standards. Reduction in serious injury and fatal collisions at modified locations.	
Lead		Township	

Action 2.2:
Pilot Safe System Speed Limits

Description

Safe System (or "survivability-based") speed limits represent a new philosophy towards setting speed limits, that is consistent with moving towards zero deaths and serious injuries. Traditionally, speed limits have been set based on the 85th percentile speeds (i.e. speeds that 85% of traffic was travelling less than or equal to) or using the TAC method (2009). With the Safe System Approach, speed limits consider human survivability, based on kinetic energy transfer.

Several municipalities across Canada have modified their approach to speed limits to consider survivability including Victoria, Saanich, and Rossland. Treatments on collector and minor arterial roads such as creating narrowings, speed tables, and signal coordination have been implemented to achieve further reductions. The City of Edmonton has achieved a 31% reduction in fatal and serious injury collisions on major roads in Edmonton when speed limits were lowered from 50 to 40 km/h. ICBC has found that speeding is the top contributing factor to vehicle crash fatalities in British Columbia.

Reduced speed limits are much more likely to be effective when implemented in conjunction with design changes along the roadways or at intersections along the corridor. In the City of Vancouver, several collector roads and some arterial roads have been reduced from 50 km/h to 40 km/h. Additionally, portions of some arterials in Abbotsford have been reduced from 60 km/h to 50 km/h.

Urban Roads

On urban roadways, pedestrians are likely to be present, particularly along bus routes or locations where there is commercial or recreational land uses such as parks. On higher-speed roads, speeds can be managed for pedestrian safety by providing sufficient crossing opportunities which can also result in slowing/managing speeds along the corridor (slows through traffic).

Rural Roads

On rural roadways, achieving survivable speed limits is more challenging, due to the rural land use and high operating speeds. However, reduced speed limits, supported by cross-sectional changes - can be adjusted where there is a high incidence of injury causing crashes.

Status		New	Cost
Implementation	Short Term	**Next Steps** • Conduct a Township-wide speed limit review. Identify arterial and collector roadways for speed limit changes. (This may be repeated and ongoing)	**$**
	Medium Term	• Implement design changes that will support a 50 km/h speed limit on arterial and collector roads where appropriate. (Ongoing)	**$$**
	Long Term	• Evaluate effectiveness. (Ongoing) • Identify additional roadways and implement changes. (Ongoing)	**$$$**
Metrics		Reduction in vehicle speeds. Reduction in serious injury and fatal collisions.	
Lead		Township	
Support		RCMP, Fraser Health	

Action 2.3:
Pilot Slow Streets

Description

"Slow street" 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. They emphasize walking and biking without being at a significant risk of a collision with a vehicle.

As noted, reduced speed limits are much more likely to be effective when implemented in conjunction with design changes along the roadways or at the intersections along the corridor but can also have limited effectiveness where operating speeds are already low due to narrow widths, on-street parking and/or the presence of some traffic calming.

Traffic calming is an effective tool used to reduce vehicle speeds and lower traffic volumes, contributing to safer and more livable neighbourhoods. The Township has an existing Traffic Calming Policy. Traffic calming measures are selected based on the TAC Canadian Guide to Traffic Calming, and includes tools such as speed humps, speed cushions, raised crosswalks, raised intersections, curb extensions, chicanes, traffic circles, lane narrowing, signage and pavement markings, education, and enforcement.

In 2020, the City of Vancouver started implementing 30 km/h speed limits in 25 neighbourhoods and was supported by a speed hump program to further reduce speeds and other temporary and permanent traffic calming measures. The program received strong community support and was further expanded. In neighbouring Surrey, a Slow Streets Pilot was implemented in several residential communities in 2021, but its success was limited due to the lack of physical changes implemented.

Status		New and Enhanced	Cost
Implementation	Short Term	**Next Steps** • Pilot a slow street project in residential areas. This can include some 30 km/h and some 40 km/h zones, along with supporting infrastructure changes where operating speeds are not already within these limits. • Review and update (as needed) the Townships Traffic Calming Policy. • Implement improvements for active users, to benefit from the slower vehicle speeds	**$**
	Long Term	• Evaluate effectiveness of pilot programs. (Ongoing) • Identify additional roadways and implement changes. (Ongoing)	**$$$**
Metrics		Reduction in vehicle speeds. Reduction in serious injury and fatal collisions. Community support for changes.	
Lead		Township	
Support		RCMP, Fraser Health	

Action 2.4:
Enhance Speed Enforcement

Description

Speed enforcement aims to prevent drivers from exceeding the speed limit by penalizing those who do. This not only affects speed violators who get caught, but also those who see or hear that enforcement is occurring. The role of speed enforcement is sometimes controversial but has been shown to support safety outcomes. While safe and appropriate speed limits and self-regulatory tools such as narrower lanes or traffic calming can be effective and reduce our reliance on speed enforcement, enforcement remains essential where these physical measures are absent.

Urban Roads

On urban roads, speed enforcement can be more focused on corridor segments where a higher frequency or proportion of serious injuries and fatalities occur. Safe speeds are particularly important at the approaches to intersections. As a result, Intersection Safety Camera (ISC) enforcement can have a significant impact on intersection safety. Enforcement efforts can also be focused downstream of speed display devices to increase the effectiveness of these devices.

To help reduce the number of collisions at intersections, the provincial government, RCMP, and ICBC have partnered together to operate the ISC program. Through this program, the cameras help to deter drivers from running a red light. The cameras also can enforce speed limits.

Rural Roads

On rural roads, it is more challenging to enforce speeds across a vast network. Therefore, automated speed enforcement such as “average speed limits” – which are currently being piloted by the Province – may be considered. These measure speeds over a distance rather than at a specific point. ISCs are discussed again in Strategy 3.3 specific to intersection safety. These can be considered for locations with limited access points, intersections, and driveways.



RCMP enforcement

Status		Enhanced	Cost
Implementation	Short Term	**Next Steps** • Share network screening results with RCMP to focus enforcement efforts where injuries resulting from specific behaviours are more frequent. (Ongoing)	**$**
	Medium/ Long Term	• Work with the Province and ICBC to implement more speed enforcement at locations in the form of Intersection Safety Cameras • Advocate for automated speed enforcement camera installations at non-signalized intersections and at mid-block locations. • Follow the average speed limit technology pilot in BC, and if successful, advocate for the installation along injury-prone high-speed limited-access rural roadways in the Township. (Ongoing)	**$$**
Metrics		Reduction in vehicle speeds. Reduction in serious injury and fatal collisions.	
Lead		Township	
Support		ICBC, RCMP, MOTT	

Strategy #3:
Enhance Safety at Urban Intersections

Intersections are the locations in a road network where two roadways meet, where vehicles are turning, and where many of the pedestrian and cyclist crossings are located. This connectivity is vital to the road network but requires that road users approach the same points in time and space, creating situations where they come into conflict with one another.

Data indicates that approximately 64% of collisions in the Township are on urban roads, based on RCMP data between 2013 and 2022. Of these, 80% are rear-end, right angle, and left-turn oncoming collision types, which suggests that they are taking place at intersections. Safety strategies and measures at intersections seek to:

- Separate critical movements in time
- Separate critical movements in space
- Increase compliance with the prevailing traffic control
- Warn users of the presence of the intersection and other users
- Slow traffic to safer speeds on the approaches and through intersections

Intersection treatments can be relatively cost-effective due to their limited footprint when compared to corridors treatments. They can target commonly seen collisions involving movements at each approach, including:

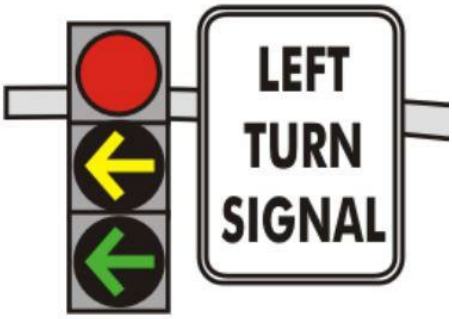
- Through vehicle collisions – right-angle collisions typically involve red light violations; rear end collisions typically occur due to high approach speeds, inattention, congestion, and lane changing.
- Left-turn collisions – these typically involve sight constraints, making the turn when the gap is inadequate, risky movements during the intergreen period, or inadequate attention to crossing pedestrians.
- Right-turn collisions – these are typically related to right-turn speeds, and divided attention at red lights between oncoming traffic from the left and pedestrians on the right. They also often occur within channelized right-turn roadways.

While there are other contributing factors to these collision types (which can be revealed during in-service safety reviews), the following actions have been developed to address the typical contributing causes. It is important to note that there are additional actions under **Strategy 4** (rural intersections) and **Strategy 5** (vulnerable road users) that identify other intersection treatments that can improve safety at urban intersections. While the actions have been broken down by strategy area, treatments identified at urban intersections may be considered at rural signalized intersections and vice versa. Intersection treatments identified to enhance safety for vulnerable road users (**Strategy 5**) can be considered at intersections throughout the Township.

Action 3.1:
Enhance Left-Turn Treatments

Description

Left-turn related collisions are one of the top collision types in the Township, this includes reported left-turn collisions involving a pedestrian. There are several proven treatments that can address these collision patterns at urban signalized intersections.



Protected-only left turn signal



Left-turn calming (City of Toronto)

- Protected-only left-turn (POLT) signal phasing means that left turns proceed only when the opposing stream of traffic is stopped by the intersection signal. This phasing eliminates the need for left-turning drivers to judge gaps in opposing traffic. This phasing is particularly helpful when opposing through-traffic speeds are high and where there are more than two opposing lanes. The Township installs left-turn phasing based on the TAC Manual of Uniform Traffic Control Devices for Canada (MUTCDC). However, with the adoption of Vision Zero, they can be prioritized at locations with a higher frequency of serious injury and fatality collisions. Some municipalities reported injury reductions of over 90% following conversion to POLT. Some implementations may require extending or doubling left-turn lanes.
- Left-turn Calming (sometimes referred to as “centre-line hardening”) is a recent treatment in response to high-speed left turns at wide intersections where drivers are pre-occupied with the high-workload task of judging oncoming traffic in multiple lanes and accelerate during the left-turn before checking for pedestrians crossing the departure leg. Left-turn calming strips on the exit leg can help control both left-turn speeds and their path, while still allowing trucks to move over them if needed. Maintenance requirements and public education should be part of the implementation strategy.

Other left-turn treatments include:

- Providing left-turn lanes where they are absent
- Providing an additional left-turn lane or extending an existing left-turn lane where needed to prevent lane spillage
- Aligning left-turn lanes with a positive offset to enhance visibility of oncoming traffic

Status		Enhanced	Cost
Implementation	Short Term	**Next Steps** • Review and update (as needed) the Township's current process for installing protected-only phasing. • Screen the network for other candidate locations. (Ongoing)	**$**
	Medium Term	• Implement left-turn treatments at a selection of candidate locations. (Ongoing) • Evaluate the effectiveness of the treatments by conducting a before-and-after study of locations in the Township where protected-only left-turn phasing, or other treatments, have been installed. (Ongoing)	**$**
	Long Term	• Develop a program and secure funding to implement left-turn treatments annually, at the locations with the highest potential for improvement.	**$$**
Metrics		Reduction in left-turn serious injury and fatal collisions.	
Lead		Township	
Support		Emergency Services, BC Trucking Association, TransLink	

Action 3.2:
Enhance Right-Turn Treatments

Description

Rear-end collisions represent the most common injury collision type in the Township. Typically, a proportion of rear-end collisions occur at right-turning lanes, when vehicles stop to turn right and following vehicles collide with stopped vehicles. These incidents are an indicator of the right turn geometry being incompatible with the traffic control, for example, yield control for wide turning geometry. In addition, right-turn movements are the most common turning movement involved in collisions with pedestrians. Drivers of a right-turning vehicle proceeding on a red signal are often pre-occupied with looking to the left for traffic and may be accelerating to accept a gap while a pedestrian is crossing.

By reducing the right-turn radius and creating a “smart” right-turn channel with a more compact right-turn island, right-turn speeds are reduced, and sight lines are improved. Pilot projects in the City of Edmonton and other jurisdictions have been found to reduce related collisions by 75%.



Smart right turns (City of Kelowna)

Other treatments to reduce right-turn speeds and conflicts with vehicles and pedestrians include the following.

- **Protected intersections:** Protected intersections include design features that minimize conflicts between drivers and vulnerable road users (additional details about protected intersections can be found in **Action 5.2**.
- **Right-turns-on-red restrictions:** This can eliminate conflicts with pedestrians. Lost capacity for right-turn vehicles can be restored at some locations with a dedicated right-turn signal.
- **Leading Pedestrian Intervals:** As discussed more in **Strategy 5** (**Action 5.1**), this can address collisions with right-turn vehicles on green.
- **Reconfiguration or removal of channelized right-turn lanes:** Removing right-turn channels with a reduction in corner radius can improve safety for people walking and cycling by reducing vehicle turning speeds and the number of conflict points with vulnerable road users. Where removal of the channelized right turn lane is not feasible based on intersection geometry and operational constraints, another option is to redesign the channel as a ‘smart channel’.

Status		Enhanced	Cost
Implementation	Short Term	**Next Steps** • Screening the road network for locations where right-turn injury collisions (involving vehicles or pedestrians) are most common. (Ongoing) • Develop or adopt a “channelized right-turn removal or reconfiguration” policy and design that enhances safety, while accommodating trucks along truck routes and being fully accessible. • Develop a warrant system for the application of the right-turn treatments. • Pilot the application of a “smart channel”.	**$$**
	Medium/ Long Term	• Evaluate the effectiveness of right-turn treatments. (Ongoing) • Implement right-turn treatments at a few locations each year, subject to funding approval for design and construction. (Ongoing)	**$$**
Metrics		Reduction in right-turn injury and fatal collisions. Reduction in right-turn speeds and yielding.	
Lead		Township	
Support		Emergency Services, BC Trucking Association, TransLink	

Action 3.3:
Expand Intersection Safety Enforcement

Description

Side-impact collisions are the second most common injury collision type in the Township, based on ICBC data. This collision configuration consists mostly of through vehicles from perpendicular approaches, i.e. right-angle collisions. These are most common at signalized intersections. While various engineering interventions can be taken, red-light running persists. Some motorists are unwilling to wait for an extra signal cycle, or they are inattentive or distracted from observing the traffic control. Collisions resulting from red-light running often result in injury, including serious injuries and fatalities.

The provincial government, RCMP, and ICBC have partnered together to operate the Intersection Safety Camera (ISC) program. Through this program, there are currently 140 cameras in 26 communities across the province to deter drivers from running a red light. The cameras are placed at intersections based on the type, severity, and frequency of crashes at that location. ISCs that issue tickets for red-light violations are a proven countermeasure, with some studies claiming a 30% reduction in injury or fatalities in right-angle collisions at signalized intersections.

While there are currently four cameras in the Township, there may be opportunities for the Township to work more closely with its partners to justify the installation of additional cameras in the Township, particularly where collisions are resulting in serious injuries and fatalities. Given public sentiments around enforcement, it is also critical to demonstrate the safety benefits of the existing ISC installations in the Township.

Status		Enhanced	Cost
Implementation	Short Term	**Next Steps** • Screen and review the network for locations with a high frequency of side-impact or right-angle injury collisions at signalized intersections and identify possible causes of right-angle collisions. (Ongoing) • Initiate formal discussions with ICBC and the Province for the installation of additional ISCs on Township roads, including the ability to enforce speed on green where speeds are also an issue. • Work with partners to identify 1-2 locations for the installation of ISC, and work with ICBC to conduct before-and-after studies.	**$**
	Medium/ Long Term	• Continue to screen the network every 2-3 years for locations with right-angle casualty collisions and advocate for additional ISC camera locations. (Ongoing) • Work with partners to develop an annual program for ISC installations and agree on criteria for the removal of existing cameras. (Ongoing)	**$$**
Metrics		Reduction in serious injury and fatality right-angle collisions at signalized intersections. Reduction in speeds through intersections.	
Lead		Township, ICBC, MOTT	

Strategy #4:
Enhance Safety at Rural Intersections

Approximately, 30% of casualty collisions in the Township occur in rural areas. A significant proportion of the collisions in rural areas occur at intersections and involve vehicles at stop-controlled approaches crossing a roadway with higher speed traffic. However, the intersection traffic control may also be more wide-ranging, from uncontrolled to signalized, or roundabout controlled. Similar to urban intersections, safety strategies and projects at rural intersections seek to:

- Separate critical movements in space or provide adequate gaps.
- Warn users of the presence of the intersection.
- Provide consistency in the selected traffic control.
- Increase compliance with stop-control.
- Slow traffic to safer speeds on the approaches and through intersections

Site visits to rural and suburban intersections revealed wide intersection geometries at several locations, higher motor vehicle speeds, a mixture of traffic control along the same corridor and poor stop compliance (primarily rolling stops). The recommendations under this strategy focus on mitigating the safety issues identified at rural and suburban intersections.

It is important to note that some of these recommendations can also be considered in the urban context where similar issues exist. The specific treatments recommended will depend on the collision types and findings of reviews and studies. The strategies here have been identified to address the typical contributing causes. The following section identifies specific strategies that can supplement current efforts in enhancing safety on rural roads and intersections.

Action 4.1:
Prepare a Traffic Control Toolbox for Rural Intersections

Description

In rural areas, distances between intersections are typically longer compared to urban areas, and there is a lower level of expectation of each intersection. Therefore, it is critical that traffic controls are provided that align with expectation, support high rates of stop compliance, and require safe speeds. The Township primarily uses the MUTCDC for guidance regarding the use of stop control configuration and the deployment of flashing beacons. It is suggested this practice be supplemented by considering:

- If there is a significant number or proportion or right-angle or side-impact collisions at an intersection and if traffic volumes are the same order of magnitude on perpendicular approaches, a four-way stop may be considered. Research suggests that four-way stops are associated with a much lower risk of severe collision than two-way stops. This is because it is much less likely for a driver at a four-way stop to run a stop sign than it is for a driver at a two-way stop to accept an inadequate gap. A gap availability study could be conducted prior, to confirm that the pattern could be corrected by a four-way stop. Warning measures are needed in advance of a stop-controlled approach that was previously uncontrolled.
- Overhead flashing beacons can be used as a proactive device rather than a reactive device. They should be installed consistently, where the intersection may be less visible or on the approach where there is a lower expectation of stopping.
- Other devices that are much more conspicuous (such as signs with LED borders or reflective posts) or more directly within the driver's view (such as median-mounted stop signs) or stop control enforcement can be considered where traditional tools have not addressed crossing collision patterns.



2 way stop-controlled intersection in the Township of Langley

Status		Enhanced	Cost
Implementation	Short Term	**Next Steps** • Review and identify a range of stop-control treatments for rural intersections based on MUTCDC and other guides. Identify treatments for use in the Township and a consistent approach for location identification. • Develop a hierarchy for levels of stop-control treatment based on collision history and Safe System principles.	**$**
	Medium/ Long Term	• Test all-way stop-control conversions and enhancements at collision-prone locations and evaluate effectiveness. This would only be considered at locations where the collision history and types of collisions may be mitigated through this type of measure. (Ongoing) • Depending on the results of the test applications, consider expanding the use of the most effective stop-control options and devices at more locations. (Ongoing)	**$$**
Metrics		Reduction in serious injury and fatal right-angle collisions at stop-controlled intersections.	
Lead		Township	

Action 4.2:
Explore Opportunities to Implement Roundabouts Where Feasible

Description

A modern roundabout is a circular intersection in which vehicles travel counterclockwise around a central island. Vehicles entering the roundabout yield to traffic circulating within the roundabout. As roundabouts have fewer conflict points and traffic speeds are slower than within a traditional intersection, roundabouts tend to be a safer intersection treatment. The benefits of multi-lane roundabouts are slightly less pronounced than single-lane roundabouts, due to the more frequent conflict points, complexity, and crossing distances.

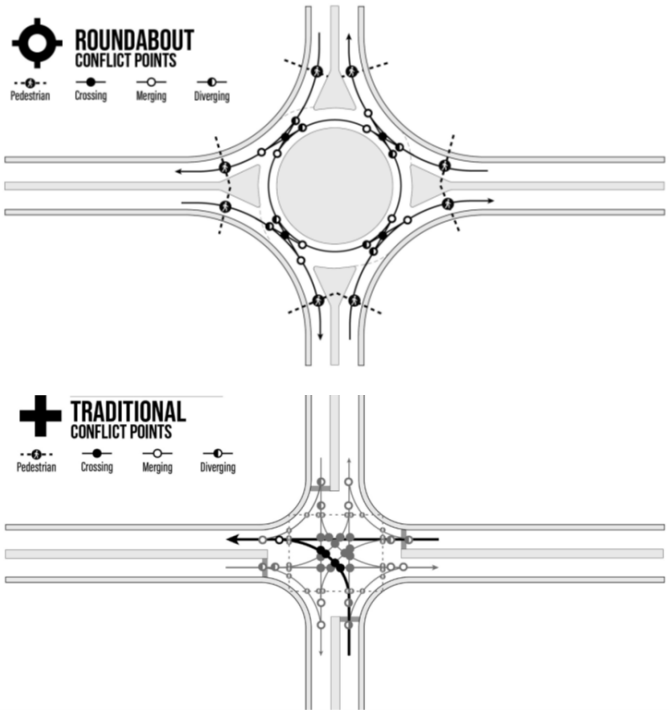
The Township has implemented two roundabouts in rural areas on its roads and has coordinated with the Province on additional highway installations. While the before-and-after safety performance has not been evaluated, anecdotal evidence suggests that both roundabouts have had a positive safety benefit.

The Township does not have an official policy (such as a “roundabout-first” policy) on the conversion of stop-controlled or signalized intersections to roundabouts. The appropriateness of a roundabout is reviewed on a case-by-case basis. Roundabouts are a very good option where other stop-control enhancements (**Action 4.1**) have not had the desired impact.

It is understood that roundabouts typically have a larger footprint and may require land acquisition and Agricultural Land Commission approval. They may also require environmental review and mitigation, underground utility improvements, and drainage and stormwater improvements. They can also create challenges for trucks, emergency vehicles, pedestrians, cyclists, and people with disabilities including sight loss; however, effective designs can mitigate several of these issues. Finally, intersection operations need to be reviewed to ensure that queueing on some approaches does not extend to other conflict points or increase the rear-end collision risk. If these issues and their significant costs can be overcome, roundabouts can offer significant safety benefits.

Note that very few multi-lane roundabouts have been implemented in BC as the safety benefits of a roundabout diminishes and the land implications and costs increased. A roundabout first policy may be appropriate for single lane roundabouts where the two intersecting roads only have or are only planned to have two lanes.

Public education regarding the use of roundabouts will be required as part of their implementation. While roundabouts may be new for some road users, they typically become accustomed to them relatively quickly and start realizing the safety benefits.



Conflict points at a Roundabout vs Traditional Intersection (Source: A Safe System-Based Framework and Analytical Methodology for Assessing Intersections, FHWA, 2021)

Status		Enhanced	Cost
Implementation	Short Term	**Next Steps** • Review the safety and operational impacts of the existing two roundabouts in the Township. • Consider developing a roundabout first policy when considering upgrades from stop-controlled intersections of two two-lane roads and a process for the systematic consideration of roundabouts vs traffic signalization at rural intersections. Such a policy should consider the factors where roundabouts may or may not be appropriate, using industry leading guidance from TAC, the Federal Highway Administration, Austroads, and others. • Screen and identify candidate intersections or corridors for roundabout conversions (or a system of roundabouts in the case of corridors). (Ongoing) • When reviewing and upgrading intersections, review roundabout feasibility. (Ongoing)	**$$**
	Medium/ Long Term	• Implement roundabouts at collision-prone intersection locations, where feasible. (Ongoing)	**$$$**
Metrics		Reduction in serious injury and fatal right-angle collisions at stop-controlled intersections.	
Lead		Township	
Support		ICBC, Fraser Health	

Action 4.3:
Implement Access Management and Alternative Designs

Description

At some unsignalized intersection and driveways, it was observed that drivers are undertaking high-risk maneuvers to cross oncoming traffic. This can result in severe side-impact collisions, particularly along high-speed roads or at intersections where adequate sight distance is not provided or movements from a cross-street are unexpected. In these cases, safety can be improved by:

- Addressing sight line issues
- Providing right-in/right-out access
- Consolidating driveways

Many of these cross-streets are relatively minor and do not warrant traffic signals. Turn restriction signs are generally ineffective as they do not remove problematic conflict points. Therefore, alternative designs options can be considered that physically prevent these movements. This could consist of providing delineation systems, or physically closing driveways or minor cross streets where alternative access is available. Other designs could allow critical movements while restricting other less critical movements.

The Township's Subdivision and Development Servicing Bylaw provides the Township with the authority to require features that can enhance safety, such as acceleration/deceleration lanes, and they can place restrictions on the number of driveways and access points to a development. These treatments can be supplemented by other conflict management features (e.g. restricting crossing movements), speed management features (such as tighter curb radii), and protections for active users.

Reducing or consolidating existing access points and driveways would require consultation with residents or business owners that may be impacted. Also, in some cases an alternate route may need to be identified to provide safer access to and from the property or neighbourhood.



Example of using flexible delineator posts to restrict intersection movements (arlnow.com)

Status		Enhanced	Cost
Implementation	Short Term	**Next Steps** • Identify collision-prone unsignalized intersections and conduct SSAs. (Ongoing) • Update access management hierarchy - from restricting only the riskiest movements to providing alternative designs or a full closure or consolidation with other access points.	**$**
	Medium/ Long Term	• Work with landowners to address issues and discuss alternative access. (Ongoing) • For new developments, enforce bylaws that limit left-turn and through movements to/from driveways across major roadways. (Ongoing)	**$**
Metrics		Reduction in serious injury and fatal collisions at driveways and minor cross-street intersections.	
Lead		Township	

Strategy #5:
Protect Vulnerable Road Users

Vulnerable road users – including people walking, cycling, motorcycling, or using another type of small micromobility device – are more likely to be killed or seriously injured when a collision occurs. Vulnerable road users not only lack the protection that drivers and passengers in an automobile enjoy but take longer to reach their destination and are also subject to falling.

In the Township, according to ICBC, collisions involving vulnerable road users accounted for 6% of the total collisions. The majority of vulnerable road user collisions involved pedestrians. The proportion of users involving scooters and other mobility devices was not evident from the data fields reviewed and would require a detailed review of police narrative descriptions. However, the Township also receives complaints of incidents in which e-scooter (electric kick scooter) and e-bike users operating on multi-use pathways and sidewalks at high speeds coming into conflict with pedestrians and other users.

Vulnerable road user safety strategies aim to:

- Provide protected signal phasing for vulnerable road users.
- Provide safer facilities for vulnerable road users.
- Provide greater warning to both vulnerable road users and drivers in advance of conflict points.
- Accommodate mobility, sensory and cognitive limitations (i.e. full accessibility).
- Lower vehicle speeds in the vicinity of vulnerable road user facilities.
- satisfy the persisting demand for active transportation that increased during the 2021 pandemic.

The Township has undertaken several initiatives to support vulnerable road user safety, including:

- Extending crossing times at signalized intersections
- Providing leading pedestrian intervals
- Filling in gaps in the sidewalk network
- Providing Pedestrian Countdown timers
- Installing Rectangular Rapid Flashing Beacons (RRFBs)
- Providing protected bicycle lanes

The following section identifies actions that can supplement current efforts in enhancing safety for vulnerable road users.

Action 5.1:
Provide Leading Pedestrian Intervals

Description

Based on ICBC data, approximately 3% of casualty reported collisions in the Township involve pedestrians. Most of these occur at signalized intersections and specifically involve left-turn or right-turn vehicle movements.

Leading pedestrian intervals (LPIs) help to reduce conflicts between turning vehicles and pedestrians or cyclists crossing the intersection. They do so by allowing pedestrians to begin their crossing before vehicles are permitted to enter the intersection. This increases their visibility because they are already in the intersection when drivers begin to move. It also reduces conflicts with pedestrians crossing turning vehicles. Research suggests that LPI's can lead to a reduction in pedestrian/turning motor vehicle collisions.

The Township has implemented LPIs around some schools and shopping centres, they have also been considered at other locations.



Example of Pedestrian Location with a Leading Pedestrian Interval (https://polara.com/guide/leading-pedestrian-intervals)

Status		Enhanced	Cost
Implementation	Short Term	**Next Steps** • Evaluate impacts on LPIs at all locations where they have been installed. (Ongoing) • Adopt or develop criteria for the installation of LPI, which should include collisions, pedestrian volumes, and vehicle turning volumes. • Identify signalized intersections with a high frequency of collisions between turning vehicles and pedestrians. (Ongoing) • Implement LPIs at select locations. (Ongoing)	**$**
	Medium/ Long Term	• Evaluate effectiveness of all new LPI installations. (Ongoing) • Consider additional installations. (Ongoing)	**$**
Metrics		Reduction in serious injury and fatal collisions on crosswalks with LPI. Reduction in conflicts on crosswalks with LPI (in the interim).	
Lead		Township	

Action 5.2:
Provide Protected Intersections

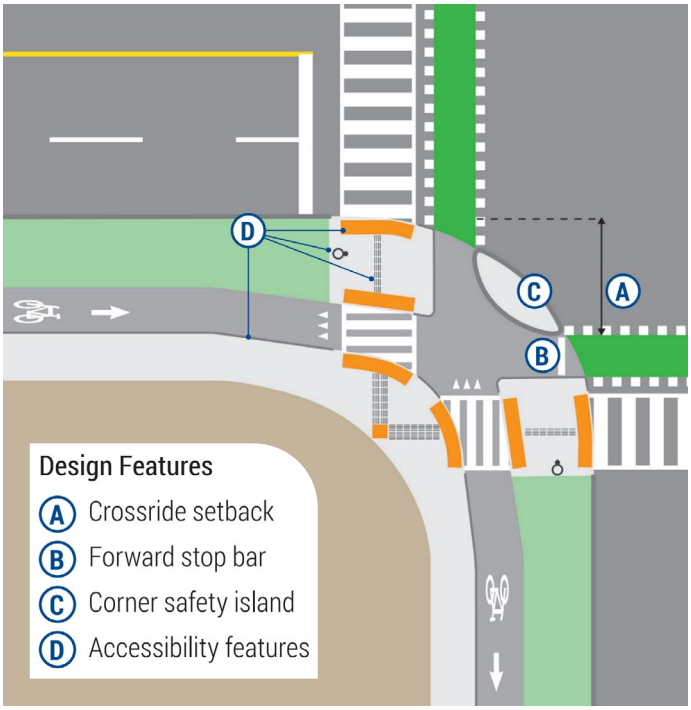
Description

A protected intersection is designed to make it safer for vulnerable road users, which includes people on bicycles and pedestrians, in the approach to and when crossing an intersection. This is achieved by shortening crossing distances, reducing exposure, increasing visibility, and improving yielding behaviour by motor vehicle drivers. Although a protected intersection consists of several interacting design elements, the most important are:

- Crossride setback, or the lateral offset from the motor vehicle lane to the bicycle crossride, which enables better sightlines and allows more time for drivers to stop for pedestrians and people on bicycles.
- Forward stop bar, which places people on bicycles who are waiting further ahead than motor vehicles, improving the visibility of people on bicycles and reducing potential for conflicts at the start of the signal phase.
- Corner safety island, which separates and protects the bicycle and pedestrian space from the roadway at the corner.
- Integrated accessibility features to facilitate safe crossing by vulnerable road users.

The elements of a protected intersection are shown here (from City of Ottawa's *Protected Intersection Design Guide, 2019*). There are other elements that can be present at protected intersections but that are not required, such as bicycle signals.

The Township can consider piloting a protected intersection at one of its intersections along a corridor where pedestrian and cyclist volumes are high, where it can be accommodated with the existing right of way; otherwise, additional road space and redesign may be needed. However, it may require that some left-turn movements be fully protected and that two lanes be provided for left-turn or right-turn movements, to maintain the existing cycle length. Where these cannot be provided, LPIs or right-turn on red restrictions may have to be considered. Large vehicle turning movements can be accommodated using aprons where appropriate.



Example of Protected Intersection (City of Ottawa)

Status		Enhanced	Cost
Implementation	Short Term	**Next Steps** • Identify candidate locations for piloting a protected intersection (new or retrofit projects). • Conduct an in-service review of the candidate location(s) to fully understand the use by different modes, operations at all the conflict points, and the collision history.	**$**
	Medium/ Long Term	• Design and construct, where feasible, protected intersections as part of cycling and active transportation projects. (Ongoing)	**$$$**
Metrics		Reduction in vulnerable road user collisions at the intersection. Reduction in overall casualty collisions at the intersection.	
Lead		Township	

Action 5.3:
Enhance Motorcycle Safety

Description

Motorcycles are inherently the most high-risk form of travel. This is due to a combination of their high speeds, the lack of protection in the event of a collision (e.g. crash crumple zones of vehicles), and their visibility to other road users (difficulty for other road users to see motorcyclists and to judge their approach speeds and distances). There were 5 ICBC reported fatal collisions between 2018 and 2022 involving motorcyclists on Township roads. There was one RCMP reported collision between 2013 and 2022 (Figure 11). Collisions involving motorcyclists are more likely to lead to fatalities and serious injuries than other modes.

The Township currently has no specific programs or activities related to motorcycle safety, but partners such as ICBC and RCMP do have targeted education and enforcement campaigns throughout the province. While the issues around motorcycle safety cannot be fully addressed given the inherent risks, they can be alleviated with a combination of more education, enforcement, engagement, and more explicit consideration in engineering studies.

- **Education:** More messaging to the public regarding the risks of motorcycling, the need to watch out for them on the roads and how to share the road safely with them.
- **Engagement:** Increased engagement with motorcyclists through motorcycle clubs and events and using training resources provided by private companies that work with them. These resources include what to do at the scene of a collision, which supports the “post-crash” element of the Safe System.
- **Enforcement:** Ensure that motorcycle helmets in circulation meet regulatory standards and are being worn properly. Target motorcycle behaviours that may be unsafe, such as speeding and lane splitting.
- **Engineering:** Ensure that road alignment and geometric design consider the visibility, maneuvering and surface condition requirements of motorcyclists, and that roadside treatments do not snag or worsen the impact of loss of control crashes. At locations where there is an over-representation of collisions involving motorcycles, conduct motorcycle safety reviews.

Status		Enhanced	Cost
Implementation	Short Term	**Next Steps** • Consult with other road safety partners (ICBC, RCMP, TransLink, MOTT) on the merits and viability of a KAP survey. • Assist road safety partners in the following: ◦ Identify and adapt a KAP survey and engage the public. Standard samples of these surveys have been developed by organizations such as the Canadian Automobile Association and the Traffic Injury Research Foundation. ◦ Based on the results, prepare baseline report and identify key issues and opportunities for interventions to enhance public safety culture. ◦ Share the results with agency partners to support the identification of mitigation measures.	**$**
	Medium/ Long Term	• With the development of motorcycle safety programs in other cities, review successes in other jurisdictions and identify programs to adopt for the Township. • When collisions involving motorcyclists result in serious injuries or fatalities, conduct post-collision reviews of the location.	**$**
Metrics		Reduction in collisions involving motorcyclists. Reduction in serious injury and fatal collisions involving motorcyclists.	
Lead		RCMP, ICBC, external organizations including motorcycling clubs	
Support		Township	

Action 5.4:
Encourage More Transit Use

Description

Public transit is a critical part meeting the needs of the existing and future Township transportation system and provides an affordable, safer and more equitable transportation choice. Research has consistently shown that public transit is the safest form of travel.[1] While bus transit services in the Township are managed by TransLink and operated by the Coast Mountain Bus Company (CMBC), the Township is responsible for providing amenities at bus stops such as benches, shelters, and lighting. Additionally, the Township works with TransLink and CMBC to advocate for changes to improve service coverage and access to transit services.

There are several bus routes in the Township. However, there are no special transit priority measures – dedicated bus lanes or signal priority through intersections. There is also limited transit service during evenings and weekends and no access to some important destinations. Currently, transit mode share in the Township is approximately 3% (Statistics Canada, 2021). Through the TMS Community Survey #1, transit was identified as the highest priority form of transportation to accommodate the Township's growing transportation and mobility needs.

Increasing transit ridership can significantly reduce collisions and injuries in the Township, as long as:

- Connections to transit (such as improved sidewalks, bikeways, crosswalk locations, park and ride facilities) are safe, and
- Transit reliability and priority measures (such as increased service, dedicated bus lanes and traffic signal priority) can be expanded.

The Township, in conjunction with regional partners, is planning for significant transit initiatives such as the SkyTrain along Fraser Highway and the planned Langley-Haney Place Bus Rapid Transit (BRT) line along Willowbrook Drive, 200 Street Corridor, 86 Avenue, 201 Street and 202 Street. The impending increase in transit frequency and reliability and the proposed densities near transit will significantly change how Township residents are able to travel, live, and access services, amenities, and employment opportunities. The TMS is well timed to proactively plan these areas in a way that creates integrated multi-modal communities.

1 Safer Than You Think! Revising the Transit Safety Narrative. Todd Litman. Victoria Transit Policy Institute, April 8, 2025

Status		Enhanced	Cost
Implementation	Short Term	**Next Steps** • Continue to upgrade bus stop accessibility and amenities and ensure bus stops are connected to the surrounding walking and cycling network. (Ongoing) • Implement transit priority through signalized intersections where buses are significantly delayed. (Ongoing)	**$$**
	Medium/ Long Term	• Advocate for transit services to areas where they are currently lacking, and during times that are currently not covered. • Ensure that adequate connections from Willoughby, Willowbrook, Murrayville, and Brookswood/Fernridge Communities to the new SkyTrain stations at Willowbrook and in Langley City Centre. • Ensure adequate connections in Willoughby, Willowbrook and Walnut Grove to future BRT stations.	**$$**
Metrics		Reduction in total serious injury and fatal collisions.	
Lead		TransLink	
Support		Township	

Action 5.5:
Monitor Safety of Electric Micromobility Devices

Description

Micromobility includes a variety of personal or shared mobility devices, including e-bikes, skateboards, scooters (electric and manual), rollerblades, etc. Electric micromobility devices, also referred to as e-micromobility devices, include electric kick scooters (e-scooters) and electric bicycles (e-bikes).

According to research, e-micromobility mode share in Metro Vancouver quadrupled between 2019 and 2023, driven by the growing presence of personal and shared e-bikes and e-scooters.[2] The study also found that the average speeds on off-street cycling facilities and multi-use pathways increased by 2 km/h during this period. The combination of the presence of more e-micromobility devices introduces new road safety challenges mentioned below.

- **Comfortable passing widths and speeds on infrastructure:** Due to the varied sizes and speeds of e-micromobility devices, there may be infrastructure design challenges when considering comfortable passing and side-by-side riding.
- **A lack of collision and injury data:** Despite the uptake in e-micromobility, there is a significant gap in collision and injury data involving e-micromobility devices due to a lack of complete, consistent, and reliable data, underreporting in hospital charting, and variability in diagnostic coding practices.[3]
- **Rider behaviour and education:** As e-micromobility devices are relatively new, riders may be unfamiliar with safe riding practices or municipal traffic bylaws.

The BC Electric Kick Scooter Pilot Project enables the operation of legal e-scooters throughout participating municipalities:

- On roads with a speed limit of 50km/h or less, electric kick scooters must use a designated cycling lane if one is available or stay as far right as practicable
- On roads with a speed limit above 50km/h, electric kick scooters can only operate in a designated cycling lane

The Township currently has no specific programs or activities related to e-micromobility safety. However, partners such as Fraser Health and community organizations have targeted initiatives. E-micromobility safety can be supported via a combination of more education, enforcement, and more explicit consideration in engineering studies. As e-scooters and other e-micromobility devices continue to involve, there needs to be greater consideration about how to safely integrate them into mobility system and network.

- **Education:** More messaging to the public about how to safely operate e-micromobility devices.
- **Engineering:** Ensure that road alignment and geometric design consider the operational characteristics of e-micromobility devices. The increased presence of e-micromobility devices may also impact preferred facility width and user separation considerations.
- **Enforcement:** Target e-micromobility behaviours that may be unsafe such as double-riding, not wearing a helmet, and sidewalk riding.

2 *Bigazzi, A., & Hassanpour, A. (2024). Four-Year Trends of Personal Mobility Devices in Metropolitan Vancouver: The Evolution of Mode Shares, Speeds, and Comfort in Off-Street Paths.*
3 *Wong, E. & Yau, B. (2025). Electric micromobility devices: Balancing safety with sustainability.*

Status		New	Cost
Implementation	Short Term	**Next Steps** • Partner with Fraser Health, RCMP, and MOTT to support broader micromobility data collection and evaluation, with a focus on e-micromobility devices related to safety and enforcement. • Engage with partners to explore opportunities to support e-micromobility education campaigns and activities. • Continue to work with MOTT to support legislative changes to accommodate the safe use of micromobility devices.	**$**
	Medium/ Long Term	• With the development of e-micromobility safety programs in other cities, review successes in other jurisdictions and identify programs to adopt for the Township. • When data is available, for collisions involving e-micromobility that result in serious injuries or fatalities, conduct post-collision reviews of the location.	**$**
Metrics		Reduction in collisions involving e-micromobility devices (when data is available) based on severity (serious injury and fatal collisions). Number of e-micromobility safety courses delivered and number of participants. Number of citations or warnings issued related to micromobility violations. Change in observed compliance rates (e.g., helmet use, sidewalk riding).	
Lead		Township – initiating conversations	
Support		Fraser Health, ICBC, RCMP, MOTT, external organizations including community groups such as HUB Cycling	

Strategy #6:
Facilitate a Culture of Transportation Safety

The community engagement for the TMS highlighted common safety related themes including:

- The occurrence of unsafe driving and speeding
- The need for more enforcement and education

The prevalence of such behaviours speaks to an opportunity to nurture and change transportation safety culture in the Township. Safety culture refers to the shared belief system of a group of people, which influences road user behaviors and stakeholder actions that impact traffic safety. Road user behaviors include actions that influence crash risk and crash severity. The transportation system is a shared system and to achieve a target of zero fatalities and serious injuries, it is necessary to create a culture that prioritizes safety, encourages safe road user behavior, and facilitates cooperation among stakeholders and agency partners. The way society values transportation safety will determine our ultimate success. Speeding, aggressive driving, impaired driving, distraction, and not wearing a seat belt are leading causes of injury and fatal collisions. Each of these is a deliberate behavior and such decisions can be changed with the right approach.

Changing culture and providing for safe mobility is a shared responsibility, and various organizations work diligently to address road safety within their own mandates, including different Township departments, the Province, RCMP, ICBC, Fraser Health, various advocacy groups, and others. Each partner organization brings specific mandates, expertise, perspectives, and ability to reach different segments of the public. Many partners already have programs in place for addressing various driver behaviours and continue to enhance these efforts. They were also involved in the development of the RSS.

While changing beliefs is difficult and could take years, it is necessary to start now to start seeing the results within a few years. No municipality is likely to achieve zero serious injuries and fatalities without this cultural transformation. Some efforts have been focused on younger members of the community (children and youth), as it is less challenging to influence beliefs and habits at a younger age. It is important to start these efforts well before driver licensing, since young drivers are over-represented in injury and fatality collisions.

The following actions can help build a positive safety culture.

- Work with and support the efforts of partner organizations that develop and deliver road safety campaigns.
- Review the Township's employee policies to ensure that it is continually updated to reflect best practices. Require key partners and vendors to follow similar policies.
- Assess the transportation safety culture among Township residents through a series of surveys and public engagement activities.
- Use survey results to understand the beliefs and attitudes that lead to risky behaviours.
- Develop strategies, including a social marketing campaign, in response to these beliefs and attitudes.

The following section identifies specific strategies that can supplement current efforts in building safety culture in the Township.

Action 6.1:
Work with Partners to Address Unsafe Behaviours

Description

Based on research, the most common behaviours that contribute to fatal and injury collisions are as follows:

- Distraction/inattention
- Following too close
- Unsafe lane changes
- Speeding and aggressive driving
- Alcohol or drug Impairment
- Fatigue

Various partners have programs for each of these behaviours, including ICBC, RoadSafetyBC, RCMP, BCAA, Preventable, Mothers Against Drunk Driving (MADD) and others. The multi-sector road safety BC Road Safety Calendar focuses on public awareness and education for various issues. The Township currently participates in some of these campaigns. Closer coordination with partners, including the use of injury collision data and community engagement results related to these efforts can help to strengthen these campaigns to have a greater impact on residents and workers in the Township.



ICBC Distracted Driving Education Campaign

Status		Enhance	Cost
Implementation	Short Term	**Next Steps** • Discuss existing programs with partners, and how the Township can lend support. (Ongoing) • Provide/enhance road safety knowledge and communications on Township website. (Ongoing) • Consider developing a Township specific road safety campaign.	**$**
Metrics		Reduction in injury and fatal collisions related to each of these behaviours. Reduction in total injury and fatal collisions.	
Lead		Various Partners	
Support		Township	

Action 6.2:
Conduct Baseline Surveys

Description

The root of many transportation safety issues is cultural in nature. However, it is difficult to get a handle on these issues without first understanding them. Surveys can be conducted to gain an objective understanding of behaviours and what beliefs and attitudes may be contributing to them. They can identify gaps in knowledge, cultural beliefs or behavioural patterns that will facilitate a better understanding and can lead to more informed strategies and public messages.

Knowledge, Attitude, and Practice (KAP) surveys are often conducted in health sciences and road safety – to assess knowledge, attitudes and practices:

1. Knowledge: this refers to the level of road safety knowledge, e.g. regulations, rules of the road, and the risks associated with different behaviours.
2. Attitudes: this refers to the beliefs that drive decisions, e.g. what behaviours people consider acceptable for themselves and for other road users.
3. Practices: this refers to the actual behaviours exhibited when using the transportation system, e.g. when was the last time you texted while driving.

The results of each of these components are then compared, to assess the links between them, and where interventions may be most effective. For example, if respondents state that they believe that texting while driving is unsafe, but they recently engaged in such behaviour despite that, then there is a disconnect between beliefs and practices.

The first surveys that are conducted would represent a baseline understanding of the state of road safety culture in the Township. Future surveys could then be conducted to assess changes in public culture and the effectiveness of the efforts and work underway by the Township and its partners.

Status		Enhanced	Cost
Implementation	Short Term	**Next Steps** • Identify and adapt a KAP survey and engage the public. Standard samples of these surveys have been developed by organizations such as the Canadian Automobile Association (CAA) and the Traffic Injury Research Foundation (TIRF). • Based on the results, prepare baseline report and identify key issues and opportunities for interventions to enhance public safety culture. • Share the results with agency partners to support the identification of mitigation measures.	**$$**
	Medium/ Long Term	• Conduct follow-up surveys to assess effectiveness, and to monitor changes in public culture over time. (Ongoing)	**$$**
Metrics		Number of people participating in survey. Transportation safety culture index. Change in transportation safety culture index over time.	
Lead		Township	
Support		BCAA, University/college students, ICBC, Fraser Health	

Action 6.3:
Build Safety Culture Among Children

Description

Children and youth are highly impressionable and start to form habits that they often maintain into adulthood. They are exposed to various road situations for the first time, whether it be riding a bicycle or crossing the street by themselves. Children, due to their size, are harder for drivers to see, and have not fully developed their cognitive abilities. Some youth (e.g., teens) may experience feelings of invulnerability and can be more likely to engage in risk-taking behaviour, while also being less experienced in identifying hazards. As a result, the transportation system needs to be designed to safely accommodate younger users. Children are also generally highly receptive to training and encouragement, and these opportunities should be provided as much as possible through both the school system and other community initiatives. Several programs have been developed that can help build a safety culture at a young age:

- ICBC has developed free learning resources to build road safety skills and awareness among children and youth. The curriculum covers pre-school to Grade 10. A booklet and activity sheets have been developed for each grade. The resources can be found here: https://www.icbc.com/road-safety/teaching/Pages/For-educators.aspx. After driving age, other resources are available from ICBC, such as the Speakers Program. While it may be a challenge to get these covered in the classroom, programs like this can go a long way to help the Township to achieve Vision Zero.
- TransLink's TravelSmart4Kids: A Regional Travel Strategy has been used to pilot programs, initiatives, and resources for municipalities to encourage more children between the ages of 0-12 to travel by active and sustainable modes of transportation safely in Metro Vancouver.
- Other specific programs have been developed in many municipalities to create a safer environment for children walking or cycling to or from school in coordination with health partners and advocacy groups. In Penticton, BC the Safety Village is an example of an interactive facility that is delivered by simulating the road environment within a protected area (containing cars, roadways and traffic control devices), with the key message of safety.
- School Travel Planning programs can also be targeted at children to encourage walking and cycling, to select certain routes and crossing locations, and to use the facilities safely.

Status		Enhanced	Cost
Implementation	Short Term	**Next Steps** • Work with partners to identify safety initiatives and develop educational programs to improve safety among children, youth, and young adults. (Ongoing) • Allocate resources to implement available programs and initiatives within the Township and advocate for continued support and resources from agency partners. (Ongoing) • Advocate to the Ministry of Education to make road safety a priority for the classroom by integrating road safety into the curriculum and in professional development opportunities for educators.	**$**
	Medium/ Long Term	• Ensure all schools have a School Travel/Road Safety Plan, including Walking School Bus and/or Bike Bus programs. (Ongoing) • Work with the Langley School District to ensure road safety is a key consideration in school siting criteria for new schools. This includes avoiding locations near high-speed, high-volume roads and prioritizing sites with access to safe active transportation routes and networks.	**$$**
Metrics		Reduction in injury and fatal collisions among children and youth. Reduction in total injury and fatal collisions.	
Lead		Township	
Support		School District, school community (Parent Advisory Committees), ICBC, RCMP, TransLink, HUB Cycling, Fraser Health	

5.0 Implementation Plan

5.1 Overview and Prioritization of Strategies

The RSS presents a total of 21 actions to address 6 Strategies, as summarized in Table 4. Information about the timeline for implementing the various actions identified was included in Section 4, however, the section below provides some additional guidance on immediate next steps and where to focus investment to lead to the greatest reduction in transportation related fatalities and serious injuries.

Table 4: *Summary of Road Safety Strategies*

Strategy	Actions
1. Refine and Enhance the Township's Road Safety Management System	1.1 Work with Partners to Develop a Data Management Strategy and Address Data Gaps 1.2 Conduct Regular Network Screening and Safety Reviews 1.3 Conduct Planning and Design Stage Road Safety Audits on Major Projects
2. Manage Speeds on Township Roads	2.1 Update Design Standards 2.2 Pilot Safe System Speed Limits 2.3 Pilot Slow Streets 2.4 Enhance Speed Enforcement
3. Enhance Safety at Urban Intersections	3.1 Enhance Left-Turn Treatments 3.2 Enhance Right-Turn Treatments 3.3 Expand Intersection Safety Enforcement
4. Enhance Safety at Rural Intersections	4.1 Prepare a Traffic Control Toolbox for Rural Intersections 4.2 Explore Opportunities to Implement Roundabouts Where Feasible 4.3 Implement Access Management and Alternative Designs
5. Protect Vulnerable Road Users	5.1 Provide Leading Pedestrian Intervals 5.2 Provide Protected Intersections 5.3 Enhance Motorcycle Safety 5.4 Encourage More Transit Use 5.5 Monitor Safety of Electric Micromobility Devices
6. Facilitate a Culture of Transportation Safety	6.1 Work with Partners to Address Unsafe Behaviours 6.2 Conduct Baseline Surveys 6.3 Build Safety Culture Among Children

The following actions are recommended as immediate next steps:

- Development of a formal Implementation Plan, confirming which actions will be pursued and delivered, as well as the partner roles and timelines.
- Reporting to Council to seek endorsement of the RSS and the Implementation Plan and obtain approval of allocated resources and funding for the short-term strategies.

The highest priority for the Township will be to develop a road safety management program (Strategy 1). This will include addressing data issues and selecting the most accurate data source to monitor serious injuries and fatalities.

While the list of actions for Strategies 2 to 5 aim to cover the Safe System Approach to road safety and all have the potential to reduce fatalities and serious injuries, the actions expected to have the greatest impact and are identified as the highest priority include:

- Action 2.1: Update Design Standards
- Action 2.2: Pilot Safe System Speed Limits
- Action 3.1: Enhance Left-turn Treatments
- Action 4.2: Explore Opportunities to Implement Roundabouts Where Feasible
- Action 5.2: Provide Leading Pedestrian Intervals
- Action 5.4: Encourage More Transit Use

While the RSS does not make specific recommendations for locations of implementation, the network screening results, and infrastructure review findings can be consulted to identify locations for priority implementation or for pilot projects. Customized screening will be required for several of the measures, e.g. depending on the prevalence of specific collision types or contributing factors that can be addressed by the identified measures. These screening tasks can be rolled into a larger Network Screening study.



5.2 Working Together with Partners

Partnership with and leadership from partners will be critical to the success of the Township's RSS, due to the wide range of expertise required for effective implementation of the Safe System Approach and recognizing that partners may have several successful initiatives already in place that the Township can build from.

The formation of a working group, separate from the existing Transportation and Traffic Advisory Committee, is recommended to oversee the progress of the implementation of the TMS and the RSS. This should include representation from various Township departments, RCMP, ICBC, Fraser Health, TransLink, MOTT, School District, and others. Partners were highly supportive during the stakeholder workshops, and many are currently already in direct discussions with Township staff. The working group can include a Terms of Reference and a Charter or Memorandum of Understanding, outlining commitments and accountabilities.

Other than the key partners, opportunities may exist to engage with individuals, or organizations that represent individuals, directly impacted by or involved in motor vehicle incidents. Members of the public whose families have suffered because of such tragedy may be empowered to share their stories and reach the broader community in the hopes of influencing behaviours and culture over time.

Coordination with the private sector will help garner support for changes to regulations and processes for new developments. The Township can also encourage safe driving practices within the private sector, especially if they do business with the Township, to build a positive safety culture among companies and employees. If safety is a "requirement" at work, it typically reaps benefits beyond the workplace and reaches families and communities.

Coordination is required between the Township and other levels of government to take advantage of existing programs in Metro Vancouver and in the province.

At the provincial level:

- Follow the unified BC Road Safety Calendar, and resources that have been available from the Province for each month.
- Share input and Township specific experiences to RoadSafetyBC for the new BC Road Safety Strategy, which is currently in development.
- Discuss with ICBC the Township's eligibility for funding, including funding for initiatives that may not be currently funded, but support the objectives of the RSS.
- Participate in special pilot projects related to the use of new technologies. Funding for innovative projects may be available from the Province.
- Liaise with the Ministry of Health to leverage projects and programs that may benefit the Township (for example, related to linking of health and RCMP data).

At the regional level:

- Discuss opportunities with TransLink to fund or support improvements on Major Road Network (MRN) Roads, including those that may lower speeds along certain sections but are expected to significantly improve safety, as well as children and youth related initiatives through the TravelSmart4Kids Strategy.

- Coordinate with neighbouring municipalities of Surrey, City of Langley and Abbotsford, to address issues along jurisdictional boundaries, and to extend the reach of educational messages, since many of their staff and residents work in, regularly visit, or travel through the Township.
- The Township can explore opportunities to partner with interested post-secondary researchers focused on transportation safety related studies.

At the national level, opportunities may also exist for the Township to collaborate with committees or research groups from the Transportation Association of Canada (TAC), the Institute of Transportation Engineers Canada, the Canadian Association of Road Safety Professionals (CARSP), and the Vision Zero Network or other organizations to perform research or testing on new technologies or practices associated with safety innovation.

5.3 Staffing, Training, Funding and Additional Resources

Ongoing leadership for the implementation of the RSS will be critical to its success. A key to this success is that information is shared and transparent in the development of funding requests, and in the reporting back on the progress and impacts of the RSS. This will generate confidence in a strategic and evidence-based approach and appropriate allocation of resources leading to Council support to develop community “champions” of the RSS.

Municipalities that have been successful in developing and implementing RSS’s have allocated direct and necessary resources (human and financial) to lead and monitor the RSS implementation. This is usually through a staged approach of planning and implementation. The paradigm shift that is required to truly support Vision Zero/Safe System begins with accepting that the responsibility for road safety should be shared by the public and the many types of decision makers and elected officials who contribute to the design and management of the system.

To oversee the development of a formal Implementation Plan and coordinate the implementation of the various strategies, it is anticipated that at least one full-time staff member would be required at the outset (by 2026). This individual’s role would be to coordinate the efforts across departments, with partners, to report regularly on progress, and oversee the monitoring and evaluation of tasks (discussed in **Section 5.4**). The addition of a communications specialist and a data analyst/technologist in 2027 would help provide the necessary skills and resources to deliver the RSS. Additional resources will be required though to also implement the actions identified in the TMS.

Road safety training opportunities can help create a baseline of knowledge and support for the RSS, so that safety can be the top priority in daily decision-making regarding transportation. The following opportunities are currently available:

- Online Road Safety training (TAC/ITE Canada): This consists of five courses are offered by TAC in partnership with ITE Canada. They include introductory material for less-experienced practitioners and more complex topics for practitioners with intermediate to advanced experience. As a group, they exceed the material covered by the Road Safety Professional, Level 1 certification exam administered by the Transportation Professional Certification Board. https://www.tac-atc.ca/en/knowledge-centre/training-courses/
- Road Safety Profession Certification (Transportation Professional Certification Board): This certification’s goal is to ensure that those charged with protecting the lives of the travelling public can demonstrate the requisite knowledge of road safety and to serve as a catalyst for greater attention to road safety in university curriculum and through continuing education. There are two levels available (Level 1 and 2), and two disciplines available for Level 2: Infrastructure and Behavioural. https://www.tpcb.org/certification/

- Road Safety Guide for Canada (TAC): This guide, currently in development, will become a flagship document of TAC (together with the Geometric Design Guide and the Manual of Uniform Traffic Control Devices), and the primary source for road safety knowledge in Canada. Once it is released (likely in 2027), Township staff and its consultants should become familiar with the document to promote the use of evidence-based and safe system-based approaches to road safety.

The financing of the recommendations and related road safety management strategy on an ongoing basis and the allocation of appropriate resources to achieve the results will be keys to the success of the RSS. Some strategies may align with existing operational or capital budget submissions and as such may be integrated within existing project charters. Additional operating and capital funding will be required in future years budgets to ensure success of the RSS, particularly the medium- and long-term strategies. The business case for these strategies can capture the societal cost of collisions and the documented benefits of the interventions.

To maximize funding reliability, there should be several streams of funding to avoid over dependency on a single source. In many jurisdictions, government revenues are re-invested in road safety initiatives. These might include fuel taxes; tire/battery disposal/environmental oil, oil filter and containers; motor vehicle licenses (and surcharges from offenders); traffic fines; victims of crime surcharge; and auto insurance premiums. There are many examples within Canada and internationally where the revenue from intersection safety cameras, laser, and photo radar are used to manage traffic enforcement and make roads safer for everyone. These funding sources are beyond the Township's control and would require federal, provincial and regional governments to approve funding for RSS activities, which to date, has not been forthcoming.

5.4 Monitoring and Evaluation

A formalized monitoring and evaluation plan will help the Township and its partners to ensure that progress is being made and that changes can be incorporated as required. The Township's approach to targets was presented in **Section 3.0** and the metrics of success provided for each of the identified strategies were provided in **Section 4.0** for each of the identified strategies.

From the data used for the RSS, it was not possible to distinguish serious injuries from non-serious injuries. Therefore, targets were established using total casualty collisions. The baseline to use for monitoring progress is **8.9 casualty collisions per 1,000 people.**

The following reductions are measured against this baseline:

- **Short Term:** 10% reduction in casualty collisions by 2030, per 1,000 people
- **Medium Term:** 50% reduction in casualty collisions by 2040, per 1,000 people
- **Long Term:** 100% reduction in casualty collisions by 2050, per 1,000 people

This translates to the following casualty collision rates at the interim milestones:

- **Short Term: 8.0 casualty collisions by 2030, per 1,000 people**
- **Medium Term: 4.5 casualty collisions by 2040, per 1,000 people**

In terms of implementation, these targets assume:

- Limited implementation before 2030 as policies, processes and guidelines are being revised, and budgets are being secured.
- Implementation of majority of strategies by 2040. The addition of Skytrain and BRT brings significant increase in transit ridership.
- Continued implementation by 2050, with enhancements and additions based on more recent data, and significant progress in transforming public culture.

In the future, if accurate location-coded data on serious injuries and fatalities from RCMP or public health become available, the baseline can be modified accordingly, and police or health data can be used to assess progress.

The key components of an effective monitoring and evaluation plan are as follows:

- Compile and implement relevant and effective evaluation methods.
- Use additional metrics to bridge issues associated with data scarcity, delay, and inaccuracies with collisions/current collision data (such as speeds, violations, conflicts, behaviours).
- Ensure “before” (baseline) data needs are identified and collected prior to RSS implementation.
- Conduct “before and after” evaluations for significant safety initiatives. Before and after evaluations based on collision data should consider at least one year (and preferably three years) of data. Before-and-after studies based on other data, such as speeds or conflicts, can be conducted just before the treatment is implemented and following an adjustment period after implementation.
- Where appropriate, conduct cross-sectional studies. These are studies in which the safety performance at the treated location is compared to similar but untreated locations.
- Update key performance indicators for each transportation safety strategy as data availability improves.
- Prepare a spreadsheet/database for the systematic tracking and documentation of progress on the list of strategies and projects.
- Seek opportunities to collaborate with post-secondary institutions on strategy statistical analysis.
- Conduct community surveys, on the public’s understanding of safety issues, of the Township’s activities related to road safety, and of their attitudes and practices. This can be done through public satisfaction/community life surveys.





5.5 Communications Plan

A cornerstone of any RSS is an educational program to positively influence all road users, collectively and by targeting specific segments. In addition, it should influence road user culture and attitudes towards road safety, raise awareness of what constitutes safer behaviour, and remind road users when their behaviour is unsafe. Education and behavioural change are incremental processes. Significant and sustainable improvements will not be achieved overnight. It will require a range of initiatives aimed at raising the profile of transportation safety throughout the Township. Its primary purpose is to ensure that transportation safety is assigned a level of importance commensurate with the harm that crashes cause to society.

Effective communication about the RSS will be required as the Township, together with its partners, launches and implements the Strategy. This will apply to the launch of the RSS, annual reporting/progress made, important Council considerations, individual projects, and responses to high-profile collisions. This will include sustained communication highlighting transportation safety as a core business for the Township and its partners, emphasizing the shared societal responsibility to support the delivery of the interventions within the Strategy.

The collaboration of transportation, communication, and enforcement representatives, along with additional applicable stakeholders will be important to get any public communications approved. This is where the role of a new working group will be important to discuss strategies and align messaging with overall Township and Council priorities.

The Township's website should be a prime location for the public to access safety information, particularly through the use of resources that are available from global sources.

Below is a list of some of the information that could be included online if additional staff resources and funding are available. This is intended to be suggestions for consideration and options. The Township's website can also include:

- A public-friendly version of the RSS, and a list of the partners involved
- Updated collision statistics in the Township and what it is costing societies and families
- Stories on how incidents have impacted lives
- Quotes from elected officials, police, and medical officers to the public for safer use of the transportation system
- Projects that are being undertaken in support of the RSS
- Impacts of previous road safety projects
- Background for and how to safely use novel facilities (roundabouts, left-turn calming, etc.)
- Opportunities to provide input on safety concerns, e.g. webforms, e-mail, interactive maps
- Continuing educational campaigns in support of Road Safety Calendar activities
- Individual and family commitments or pledges for safe driving practices (aligned with the Calendar)
- Links to other resources, such as provincial and regional Initiatives, and partners websites

Additional media may be used depending on the stage of the project, target audience(s), and budget. This could include:

- Standalone webpage on the Township's website/posts on tol.ca/news
- Presentations at Council Meetings
- Social media (LinkedIn, Facebook, X)
- Langley Advance Times
- E-newsletters/general E-news
- News releases/media advisories of launches, educational information, or enforcement blitzes

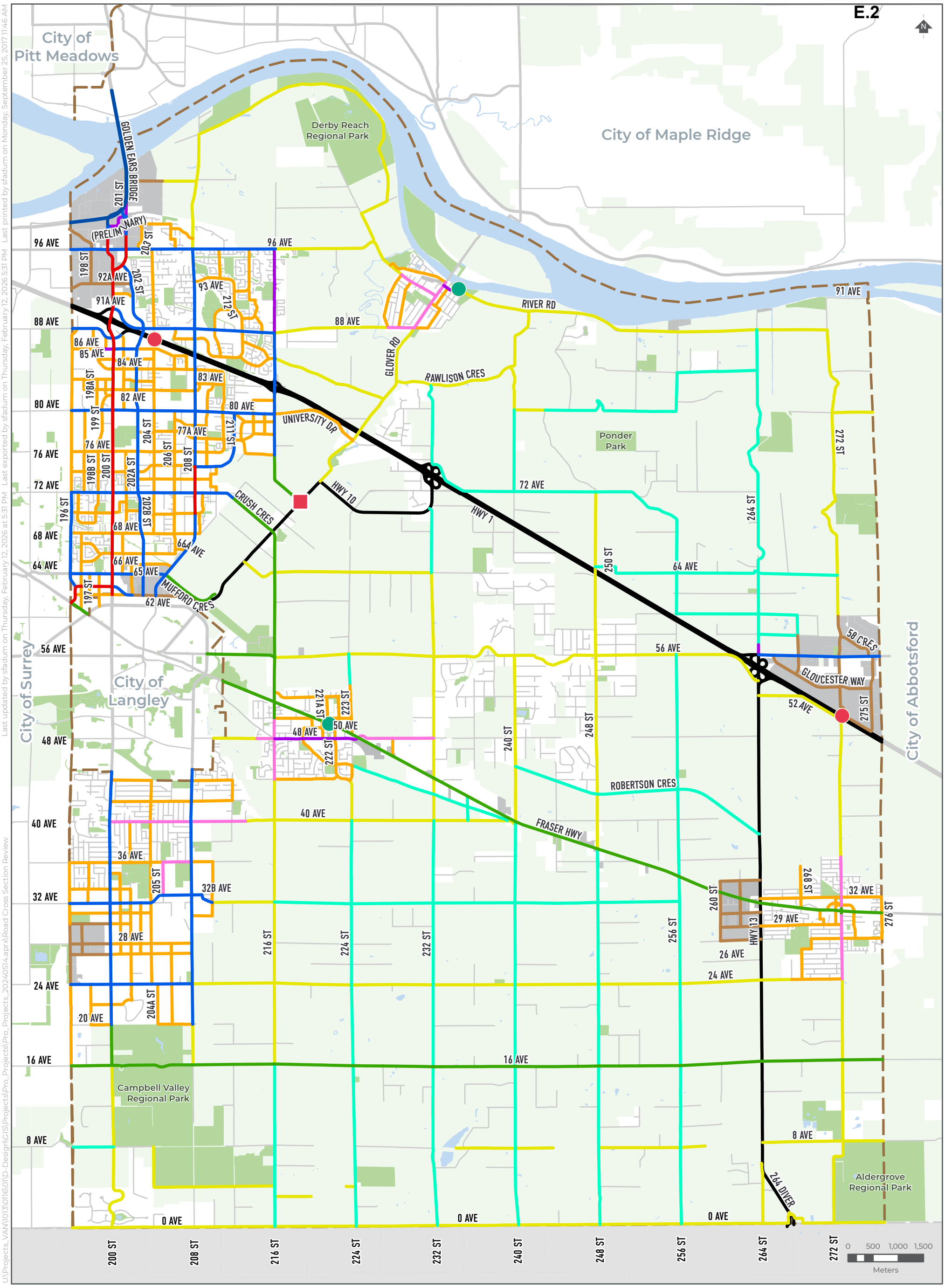
The creation of a supportive climate for the RSS requires increased public and professional understanding that the level of acceptance of death and serious injury on roadways is disproportionate compared with the risks of other everyday activities. The aim is to decrease public acceptance of severe incident occurrences and apathy towards transportation safety and increase support for cost-effective measures to decrease the frequency and severity of fatal and serious injuries from motor vehicle collisions.

To help achieve the above objectives and deliver the support campaigns, a Communications Plan should be prepared and reviewed on an annual basis. Reporting should also be done on an annual basis. The initial Communications Plan can form a component of the Implementation Plan. Updates can be rolled in as part of the overall RSS annual operating plans and reports or prepared as separate documents.



Appendix C

Infrastructure Map and Road Cross Sections



ROAD INFRASTRUCTURE MAP

- Park
- Agricultural Land Reserve
- Industrial
- Municipal Boundary

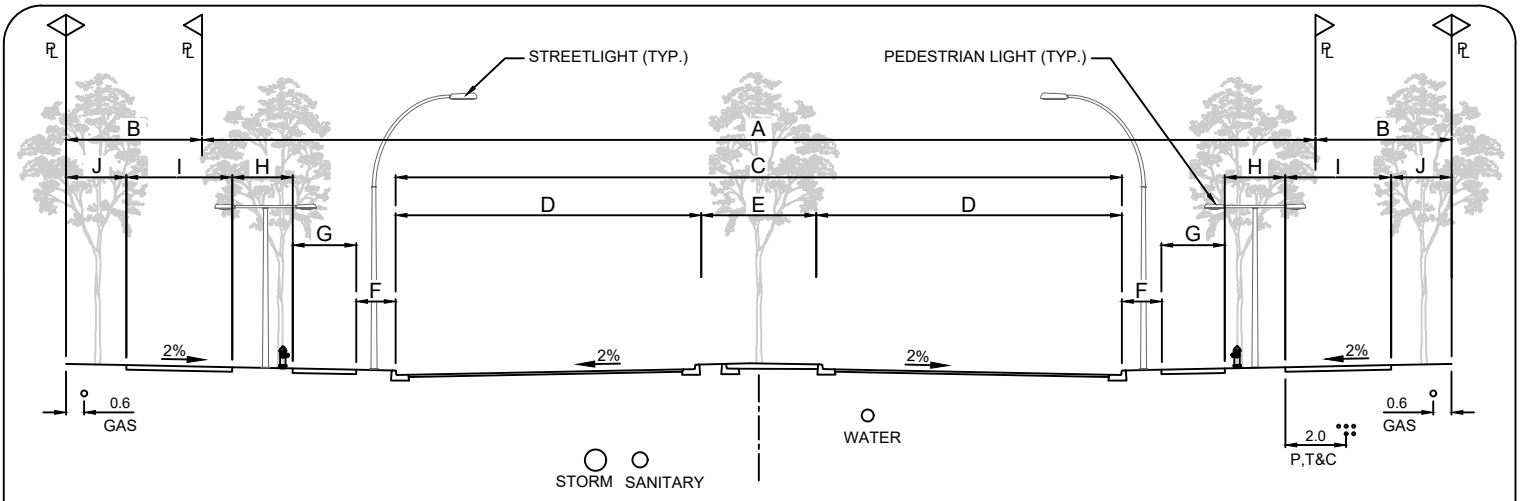
- Proposed Active Transportation Overpass
- Explore Active Transportation Overpass Crossing Options with Province
- Explore Railway Crossing Improvement Options with Province

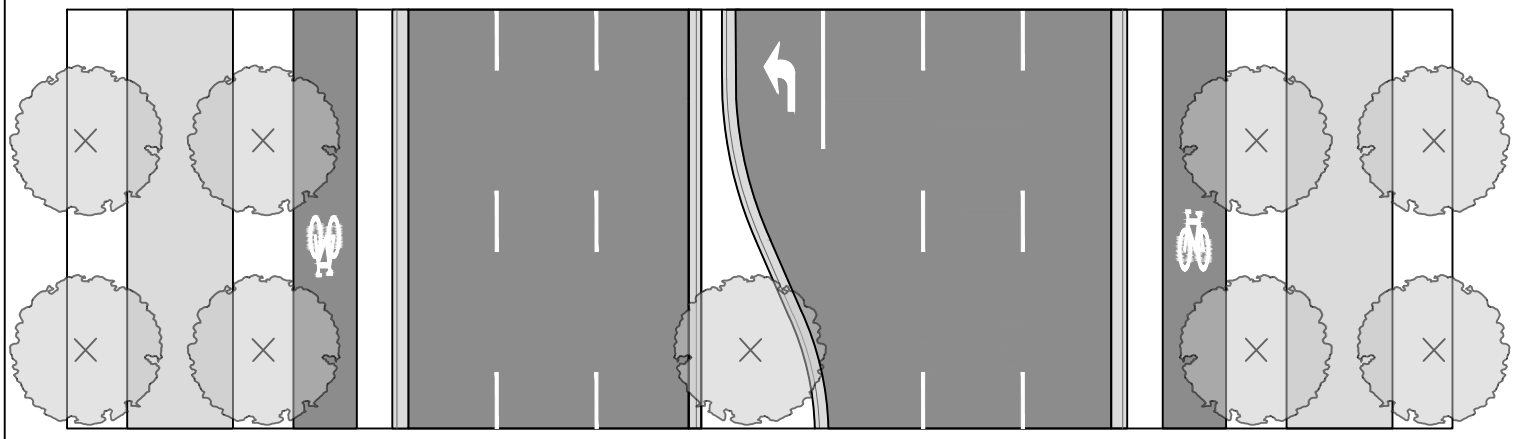
Road Cross Sections

- Cross Section TLR01/02 - 6/8 Lane Urban Arterial Road (8 Lane only applies for 200 Street)
- Cross Section TLR03/04 - 4 Lane Urban Arterial Road
- Cross Section TLR05 - Constrained 4 Lane Urban Arterial Road with MUPS
- Cross Section TLR06 - 2 Lane Urban Arterial Road
- Cross Section TLR07 - Constrained 2 Lane Urban Arterial Road
- Cross Section TLR08/09 - Urban Connector Road
- Cross Section TLR10 - Urban Industrial Road
- Cross Section TLR12 - Rural Road
- Cross Section TLR13/14 - Rural Road With Bicycle Accessible Shoulders / MUP
- Provincial Highway
- TransLink Road

Township of Langley Est 1873

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Last updated by sfadum on Thursday, February 12, 2026 at 5:31 PM
Last printed by sfadum on Monday, September 25, 2017 11:46 AM





STREET TYPE	ROW WIDTH	GREENWAY (PARK LOT)[4]	CURB TO CURB WIDTH	TRAVEL LANES	MEDIAN/LEFT-TURN LANE	ROADSIDE BOULEVARD	CYCLE TRACK	INSIDE BOULEVARD	MULTI-USE PATH (MUP)	BACK BOULEVARD
	A	B	C	D	E	F	G	H	I	J
UA1-A 6 LANE DIVIDED + CYCLE TRACKS + 2 MUPS	37.0m	2 x 4.5m	24.0m	6 x 3.3m	4.2m / 3.2m	2 x 1.2m	2 x 2.1m	2 x 2.2m	2 x 3.5m	2 x 2.0m

NOTES:

1) CURB AND GUTTER TO BE PER MMCD C5 UNLESS OTHERWISE SPECIFIED.
2) PAVEMENT WIDTH MEASURED FROM FACE OF CURB TO FACE OF CURB.
3) WATER, STORM, & SANITARY LOCATIONS VARY. KEEP MANHOLES CLEAR OF WHEEL PATHS, CURBS, AND MEDIANS. STORM AND SANITARY MAIN OFFSETS TO BE A MINIMUM OF 1.2m. WATER MAINS TO BE A MINIMUM OFFSET OF 3.0m FROM SANITARY OR STORM MAINS.
4) GREENWAY (PARK LOT) DIMENSION MAY BE INCREASED TO 15m IN SOME LOCATIONS.
5) BOULEVARDS TO BE GRASS UNLESS OTHERWISE SPECIFIED.
6) INSIDE BOULEVARD MAY INCLUDE STREET FURNITURE, STORMWATER INFILTRATION GALLERY, GARBAGE BINS, ETC.

ALL DIMENSIONS IN METERS

TITLE

6 LANE URBAN ARTERIAL ROAD WITH CYCLE TRACKS

THE CORPORATION OF THE
TOWNSHIP OF LANGLEY

Township of Langley

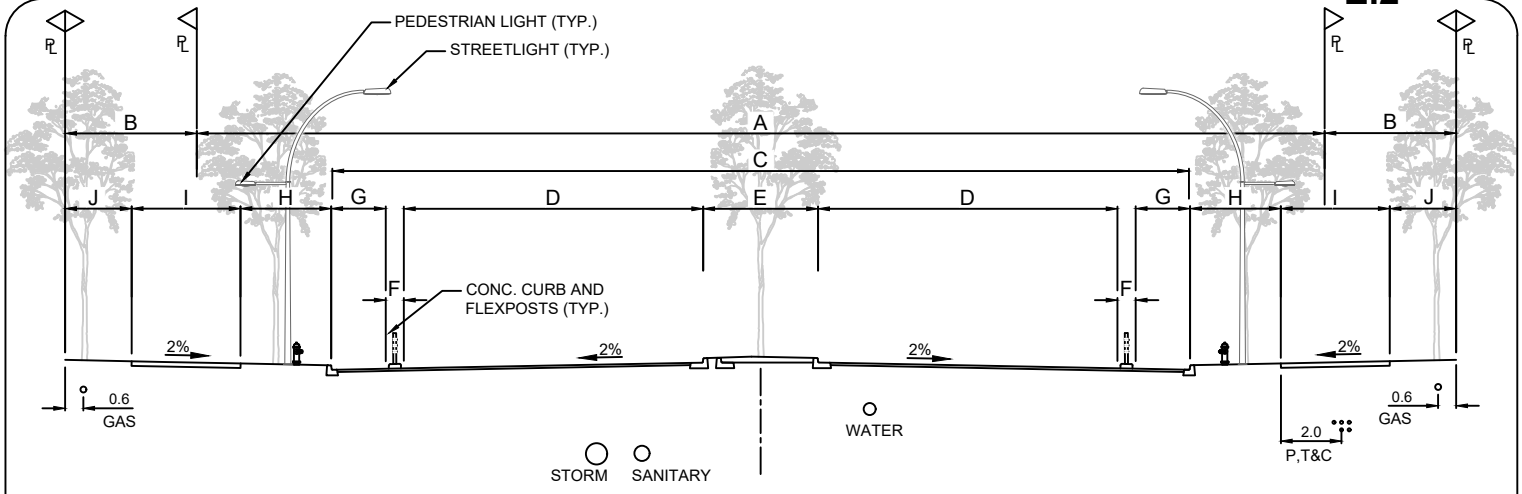
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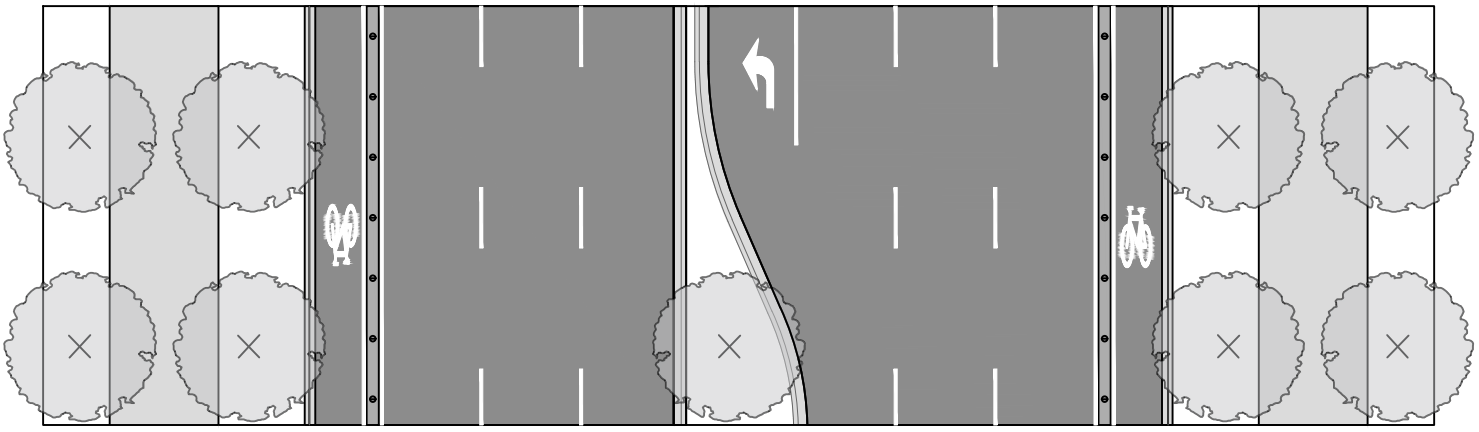
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STREET TYPE	ROW WIDTH	GREENWAY (PARK LOT)[4]	CURB TO CURB WIDTH	TRAVEL LANES	MEDIAN/LEFT-TURN LANE	BIKE LANE BUFFER	BIKE LANES	ROADSIDE BOULEVARD	MULTI-USE PATH (MUP)	BACK BOULEVARD
	A	B	C	D	E	F	G	H	I	J
UA1-B 6 LANE DIVIDED + 2 BIKE LANES + 2 MUPS	37.0m	2 x 4.5m	28.4m	6 x 3.3m	3.8m / 3.2m	2 x 0.6m	2 x 1.8m	2 x 3.0m	2 x 3.6m	2 x 2.2m

NOTES:

1) CURB AND GUTTER TO BE PER MMCD C5 UNLESS OTHERWISE SPECIFIED. USE MODIFIED BARRIER CURB ADJACENT TO BIKE LANES.
2) PAVEMENT WIDTH MEASURED FROM FACE OF CURB TO FACE OF CURB.
3) WATER, STORM, & SANITARY LOCATIONS VARY. KEEP MANHOLES CLEAR OF WHEEL PATHS, CURBS, AND MEDIANS. STORM AND SANITARY MAIN OFFSETS TO BE A MINIMUM OF 1.2m. WATER MAINS TO BE A MINIMUM OFFSET OF 3.0m FROM SANITARY OR STORM MAINS.
4) GREENWAY (PARK LOT) DIMENSION MAY BE INCREASED TO 15m IN SOME LOCATIONS.
5) BOULEVARDS TO BE GRASS UNLESS OTHERWISE SPECIFIED.
6) ROADSIDE BOULEVARD MAY INCLUDE STREET FURNITURE, STORMWATER INFILTRATION GALLERY, GARBAGE BINS, ETC.

ALL DIMENSIONS IN METERS

TITLE

6 LANE URBAN ARTERIAL ROAD WITH PROTECTED BIKE LANES

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

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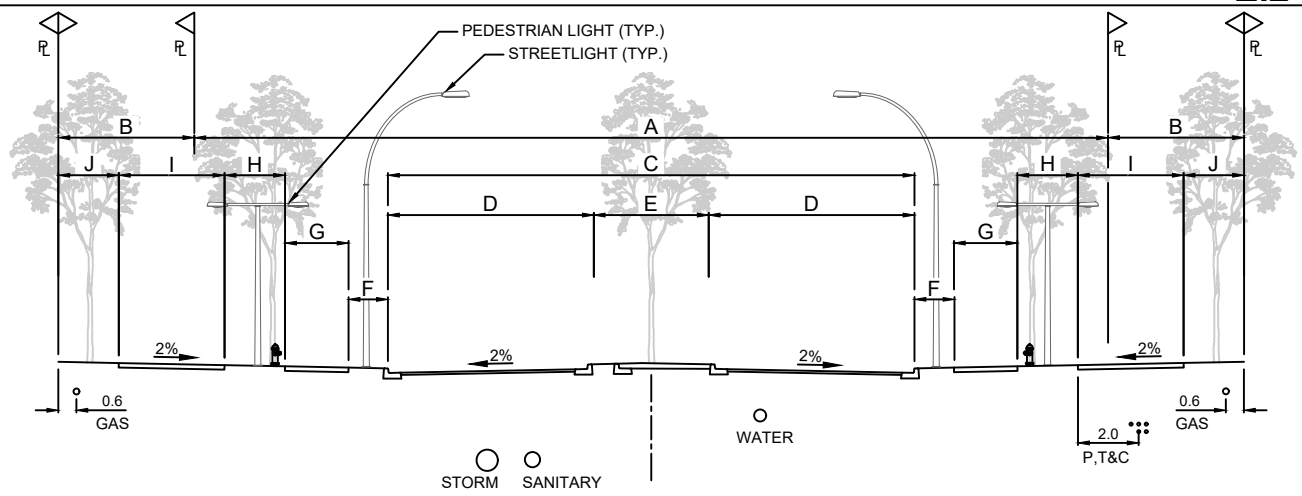
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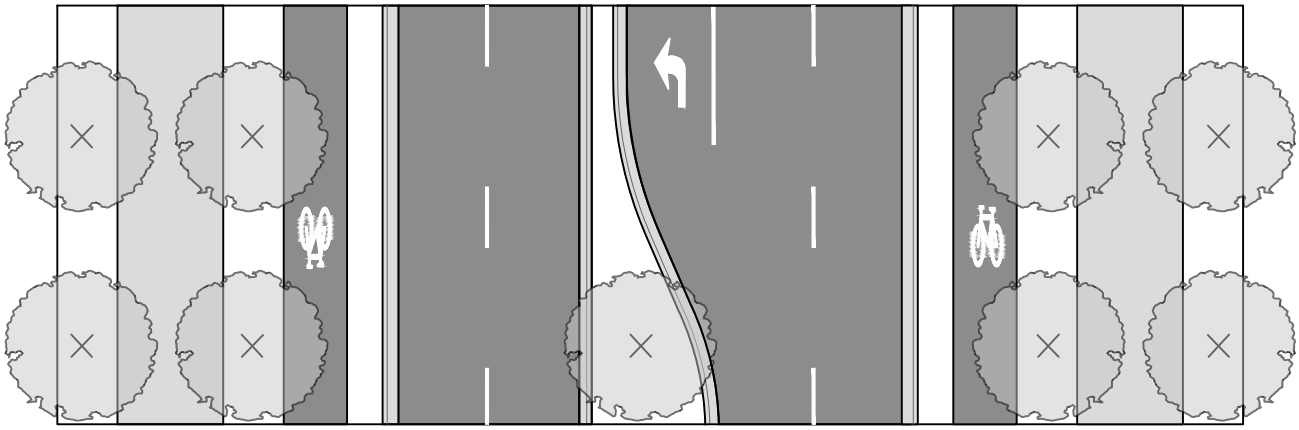
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Township of Langley

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STREET TYPE	ROW WIDTH	GREENWAY (PARK LOT)[4]	CURB TO CURB WIDTH	TRAVEL LANES	MEDIAN/LEFT-TURN LANE	ROADSIDE BOULEVARD	CYCLE TRACK	INSIDE BOULEVARD	MULTI-USE PATH (MUP)	BACK BOULEVARD
	A	B	C	D	E	F	G	H	I	J
UA2-A 4 LANE DIVIDED + CYCLE TRACKS + 2 MUPS	30.0m	2 x 4.5m	17.4m	4 x 3.3m	4.2m / 3.2m	2 x 1.2m	2 x 2.1m	2 x 2.0m	2 x 3.5m	2 x 2.0m

NOTES:

1) CURB AND GUTTER TO BE PER MMCD C5 UNLESS OTHERWISE SPECIFIED.
2) PAVEMENT WIDTH MEASURED FROM FACE OF CURB TO FACE OF CURB.
3) WATER, STORM, & SANITARY LOCATIONS VARY. KEEP MANHOLES CLEAR OF WHEEL PATHS, CURBS, AND MEDIANS. STORM AND SANITARY MAIN OFFSETS TO BE A MINIMUM OF 1.2m. WATER MAINS TO BE A MINIMUM OFFSET OF 3.0m FROM SANITARY OR STORM MAINS.
4) GREENWAY (PARK LOT) DIMENSION MAY BE INCREASED TO 15m IN SOME LOCATIONS.
5) BOULEVARDS TO BE GRASS UNLESS OTHERWISE SPECIFIED.
6) INSIDE BOULEVARD MAY INCLUDE STREET FURNITURE, STORMWATER INFILTRATION GALLERY, GARBAGE BINS, ETC.

ALL DIMENSIONS IN METERS

TITLE

4 LANE URBAN ARTERIAL ROAD WITH CYCLE TRACKS

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

DATE FEB 2026

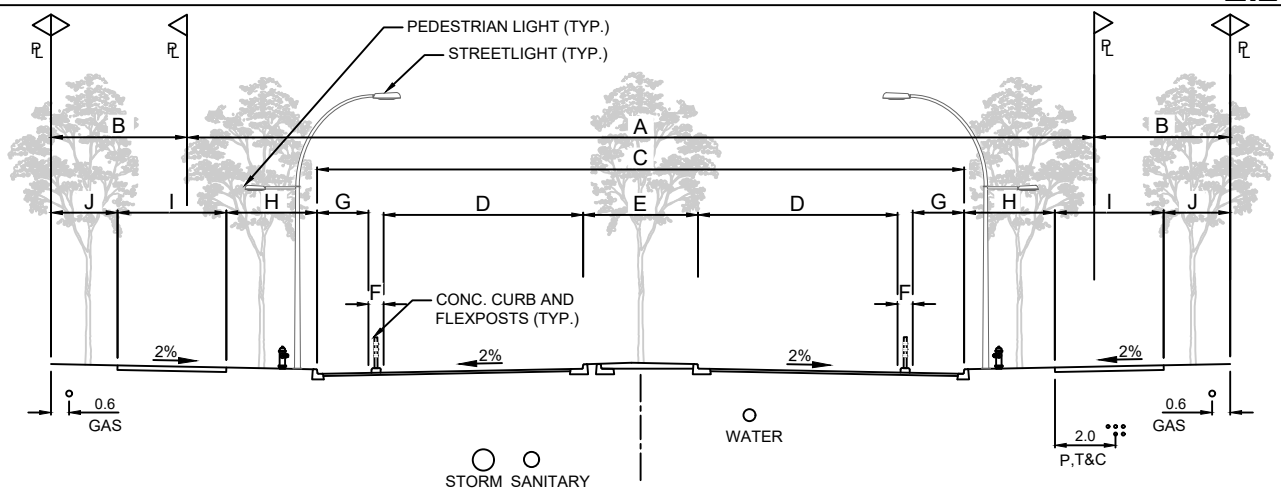
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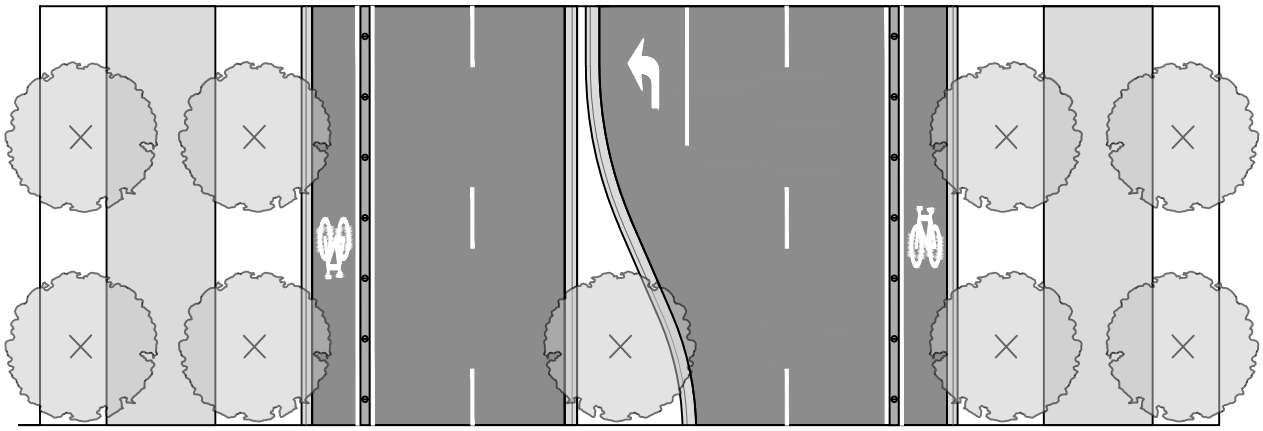
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Township of Langley Est.1873

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STREET TYPE	ROW WIDTH	GREENWAY (PARK LOT)[4]	CURB TO CURB WIDTH	TRAVEL LANES	MEDIAN/LEFT-TURN LANE	BIKE LANE BUFFER	BIKE LANES	ROADSIDE BOULEVARD	MULTI-USE PATH (MUP)	BACK BOULEVARD
	A	B	C	D	E	F	G	H	I	J
UA2-B 4 LANE DIVIDED + 2 BIKE LANES + 2 MUPS	30.0m	2 x 4.5m	21.4m	4 x 3.3m	3.8m / 3.2m	2 x 0.5m	2 x 1.7m	2 x 3.0m	2 x 3.6m	2 x 2.2m

NOTES:

1) CURB AND GUTTER TO BE PER MMCD C5 UNLESS OTHERWISE SPECIFIED. USE MODIFIED BARRIER CURB ADJACENT TO BIKE LANES.
2) PAVEMENT WIDTH MEASURED FROM FACE OF CURB TO FACE OF CURB.
3) WATER, STORM, & SANITARY LOCATIONS VARY. KEEP MANHOLES CLEAR OF WHEEL PATHS, CURBS, AND MEDIANS. STORM AND SANITARY MAIN OFFSETS TO BE A MINIMUM OF 1.2m. WATER MAINS TO BE A MINIMUM OFFSET OF 3.0m FROM SANITARY OR STORM MAINS.
4) GREENWAY (PARK LOT) DIMENSION MAY BE INCREASED TO 15m IN SOME LOCATIONS.
5) BOULEVARDS TO BE GRASS UNLESS OTHERWISE SPECIFIED.
6) ROADSIDE BOULEVARD MAY INCLUDE STREET FURNITURE, STORMWATER INFILTRATION GALLERY, GARBAGE BINS, ETC.

ALL DIMENSIONS IN METERS

TITLE

4 LANE URBAN ARTERIAL ROAD WITH PROTECTED BIKE LANES

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

DATE FEB 2026

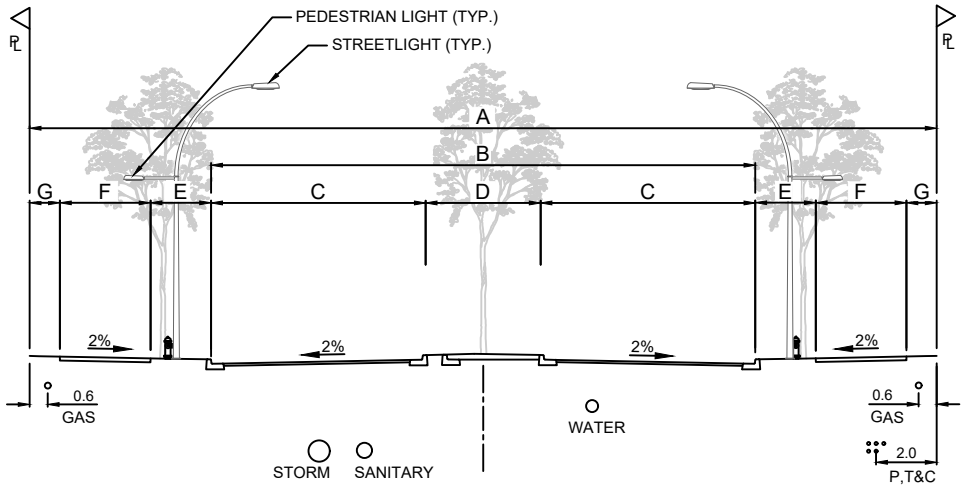
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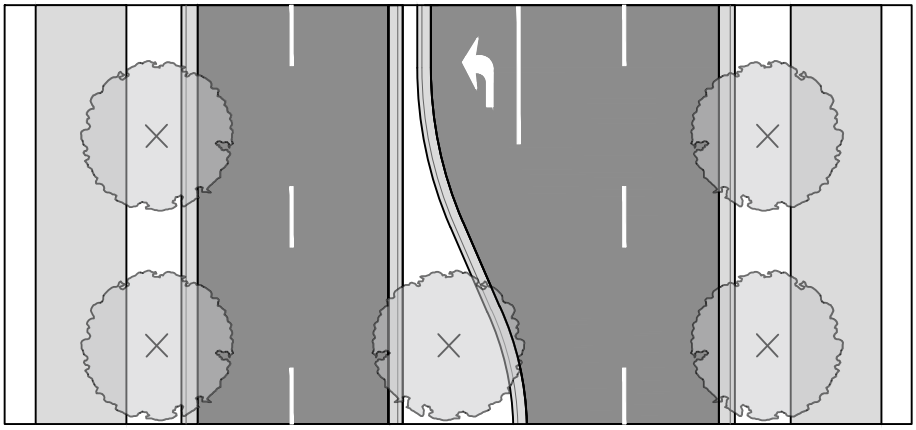
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STREET TYPE	ROW WIDTH	CURB TO CURB WIDTH	TRAVEL LANES	MEDIAN/LEFT-TURN LANE	ROADSIDE BOULEVARD	MULTI-USE PATH (MUP)	BACK BOULEVARD
	A	B	C	D	E	F	G
UA2-C 4 LANE DIVIDED + 2 MUPS	30.0m	18.0m	4 x 3.5m	4.0m / 3.2m	2 x 2.0m	2 x 3.0m	2 x 1.0m

NOTES:

1) CURB AND GUTTER TO BE PER MMCD C5 UNLESS OTHERWISE SPECIFIED.
2) PAVEMENT WIDTH MEASURED FROM FACE OF CURB TO FACE OF CURB.
3) WATER, STORM, & SANITARY LOCATIONS VARY. KEEP MANHOLES CLEAR OF WHEEL PATHS, CURBS, AND MEDIANS. STORM AND SANITARY MAIN OFFSETS TO BE A MINIMUM OF 1.2m. WATER MAINS TO BE A MINIMUM OFFSET OF 3.0m FROM SANITARY OR STORM MAINS.
4) BOULEVARDS TO BE GRASS UNLESS OTHERWISE SPECIFIED.
5) ROADSIDE BOULEVARD MAY INCLUDE STREET FURNITURE, STORMWATER INFILTRATION GALLERY, GARBAGE BINS, ETC.

ALL DIMENSIONS IN METERS

TITLE

CONSTRAINED 4 LANE URBAN ARTERIAL ROAD WITH MUPS

THE CORPORATION OF THE
TOWNSHIP OF LANGLEY

Township of Langley
Est.1873

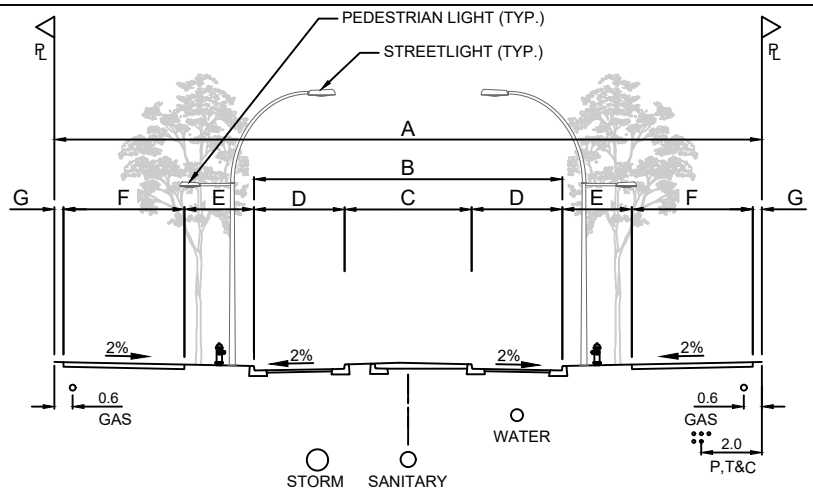
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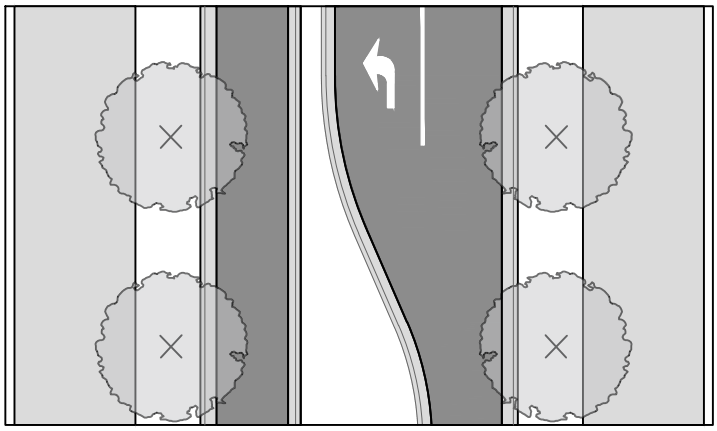
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STREET TYPE	ROW WIDTH	TRAVEL LANES	CURB TO CURB WIDTH	MEDIAN/LEFT-TURN LANE	ROADSIDE BOULEVARD	MULTI-USE PATH (MUP)	BACKSIDE BOULEVARD
	A	B	C	D	E	F	G
UA3-A 2 LANE DIVIDED + 2 BIKE LANES	24.0m	2 x 3.3m	10.8m	4.2m / 3.2m	2 x 2.3m	2 x 4.0m	2 x 0.3m

NOTES:

1) CURB AND GUTTER TO BE PER MMCD C5 UNLESS OTHERWISE SPECIFIED.
2) PAVEMENT WIDTH MEASURED FROM FACE OF CURB TO FACE OF CURB.
3) WATER, STORM, & SANITARY LOCATIONS VARY. KEEP MANHOLES CLEAR OF WHEEL PATHS, CURBS, AND MEDIANS. STORM AND SANITARY MAIN OFFSETS TO BE A MINIMUM OF 1.2m. WATER MAINS TO BE A MINIMUM OFFSET OF 3.0m FROM SANITARY OR STORM MAINS.
4) BOULEVARDS TO BE GRASS UNLESS OTHERWISE SPECIFIED.
5) ROADSIDE BOULEVARD MAY INCLUDE STREET FURNITURE, STORMWATER INFILTRATION GALLERY, GARBAGE BINS, ETC.

ALL DIMENSIONS IN METERS

TITLE

2 LANE URBAN ARTERIAL ROAD WITH MUPS

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

DATE FEB 2026

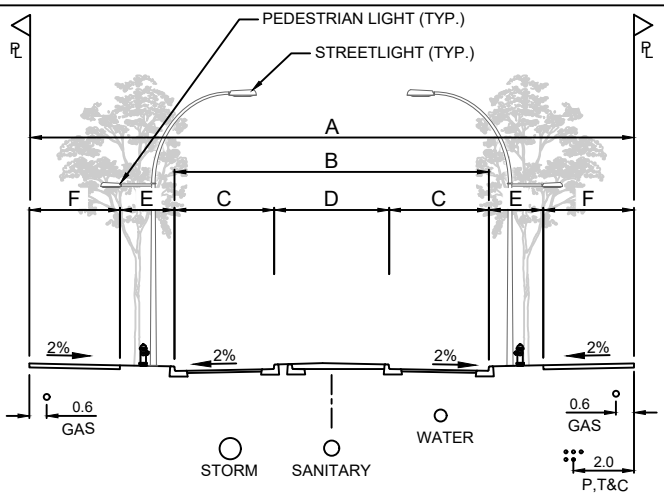
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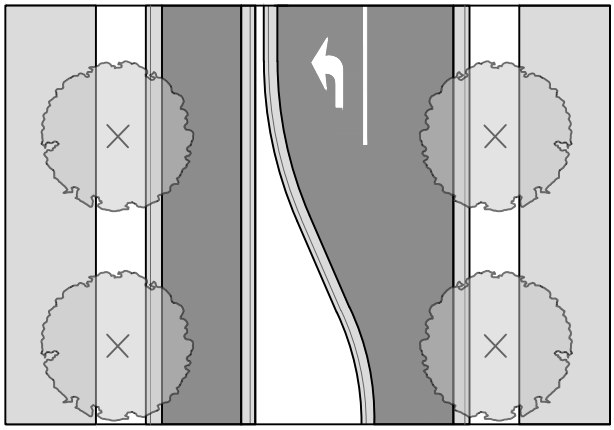
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STREET TYPE	ROW WIDTH	CURB TO CURB WIDTH	TRAVEL LANES	MEDIAN/LEFT-TURN LANE	ROADSIDE BOULEVARD	MULTI-USE PATH (MUP)
	A	B	C	D	E	F
UA3-B 2 LANE DIVIDED + 2 MUPS	20.0m	10.4m	2 x 3.3m	3.8m / 3.2m	2 x 1.8m	2 x 3.0m

NOTES:

1) CURB AND GUTTER TO BE PER MMCD C5 UNLESS OTHERWISE SPECIFIED.
2) PAVEMENT WIDTH MEASURED FROM FACE OF CURB TO FACE OF CURB.
3) WATER, STORM, & SANITARY LOCATIONS VARY. KEEP MANHOLES CLEAR OF WHEEL PATHS, CURBS, AND MEDIANS. STORM AND SANITARY MAIN OFFSETS TO BE A MINIMUM OF 1.2m. WATER MAINS TO BE A MINIMUM OFFSET OF 3.0m FROM SANITARY OR STORM MAINS.
4) BOULEVARDS TO BE GRASS UNLESS OTHERWISE SPECIFIED.
5) ROADSIDE BOULEVARD MAY INCLUDE STREET FURNITURE, STORMWATER INFILTRATION GALLERY, GARBAGE BINS, ETC.

ALL DIMENSIONS IN METERS

TITLE
CONSTRAINED 2 LANE URBAN ARTERIAL ROAD WITH MUPS

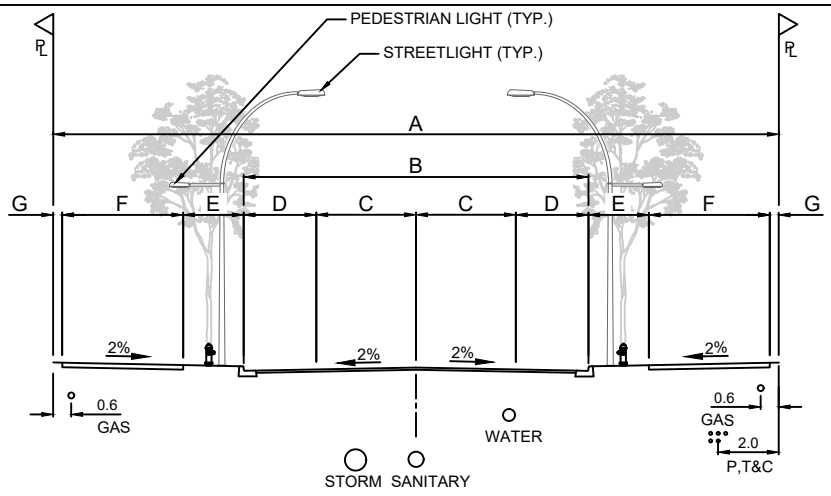
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TOWNSHIP OF LANGLEY

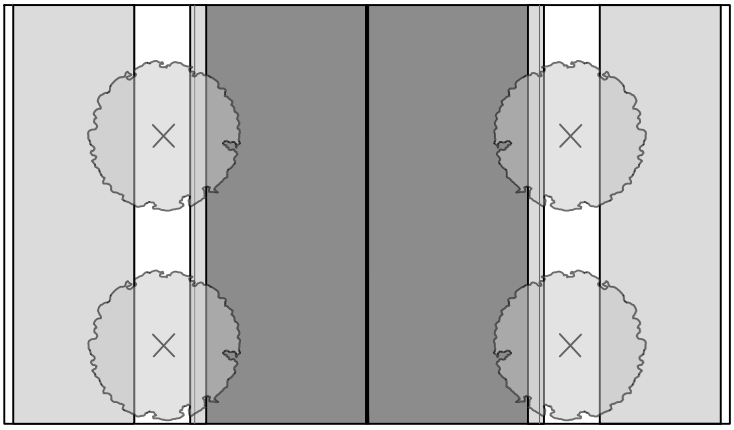
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STREET TYPE	ROW WIDTH	CURB TO CURB WIDTH	TRAVEL LANES	PARKING LANES	ROADSIDE BOULEVARD	MULTI-USE PATH (MUP)	BACK BOULEVARD
	A	B	C	D	E	F	G
UC1-A 2 TRAVEL LANES + 2 MUPS + 2 PARKING LANES	24.0m	11.4m	2 x 3.3m	2 x 2.4m	2 x 2.0m	2 x 4.0m	2 x 0.3m

NOTES:

1) CURB AND GUTTER TO BE PER MMCD C5 UNLESS OTHERWISE SPECIFIED.
2) PAVEMENT WIDTH MEASURED FROM FACE OF CURB TO FACE OF CURB.
3) WATER, STORM, & SANITARY LOCATIONS VARY. KEEP MANHOLES CLEAR OF WHEEL PATHS, CURBS, AND MEDIANS. STORM AND SANITARY MAIN OFFSETS TO BE A MINIMUM OF 1.2m. WATER MAINS TO BE A MINIMUM OFFSET OF 3.0m FROM SANITARY OR STORM MAINS.
4) BOULEVARDS TO BE GRASS UNLESS OTHERWISE SPECIFIED.
5) ROADSIDE BOULEVARD MAY INCLUDE STREET FURNITURE, STORMWATER INFILTRATION GALLERY, GARBAGE BINS, ETC.

ALL DIMENSIONS IN METERS

TITLE

URBAN COLLECTOR ROAD WITH MUPS

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

DATE FEB 2026

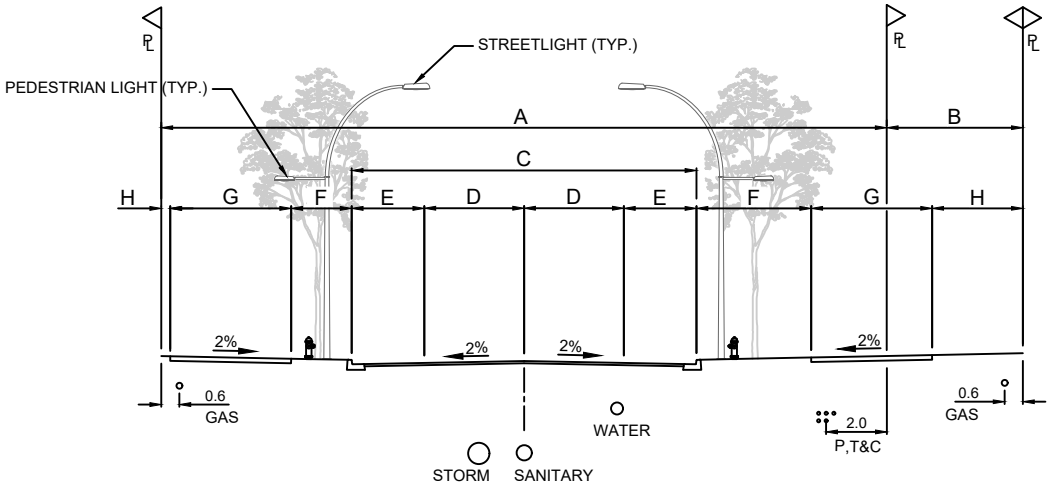
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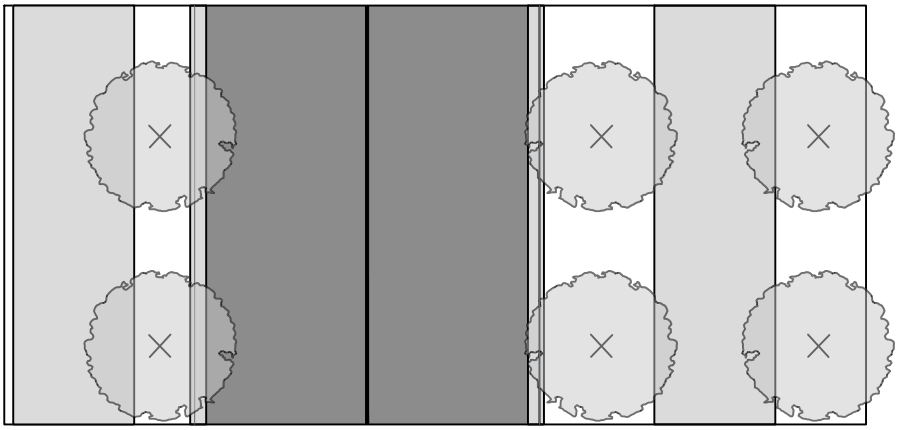
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Township of Langley

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STREET TYPE	ROW WIDTH	GREENWAY (PARK LOT)[4]	CURB TO CURB WIDTH	TRAVEL LANES	PARKING LANES	ROADSIDE BOULEVARD	MULTI-USE PATH (MUP)	BACK BOULEVARD
	A	B	C	D	E	F	G	H
UC1-B 2 TRAVEL LANES + 2 MUPS + 2 PARKING LANES	24.0m	1 x 4.5m	11.4m	2 x 3.3m	2 x 2.4m	2.0m / 3.8m	2 x 4.0m	0.3m / 3.0m

NOTES:

1) CURB AND GUTTER TO BE PER MMCD C5 UNLESS OTHERWISE SPECIFIED.
2) PAVEMENT WIDTH MEASURED FROM FACE OF CURB TO FACE OF CURB.
3) WATER, STORM, & SANITARY LOCATIONS VARY. KEEP MANHOLES CLEAR OF WHEEL PATHS, CURBS, AND MEDIANS. STORM AND SANITARY MAIN OFFSETS TO BE A MINIMUM OF 1.2m. WATER MAINS TO BE A MINIMUM OFFSET OF 3.0m FROM SANITARY OR STORM MAINS.
4) GREENWAY (PARK LOT) DIMENSION MAY BE INCREASED TO 15m IN SOME LOCATIONS.
5) BOULEVARDS TO BE GRASS UNLESS OTHERWISE SPECIFIED.
6) ROADSIDE BOULEVARD MAY INCLUDE STREET FURNITURE, STORMWATER INFILTRATION GALLERY, GARBAGE BINS, ETC.

ALL DIMENSIONS IN METERS

TITLE

URBAN COLLECTOR ROAD WITH MUPS AND GREENWAY

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

DATE FEB 2026

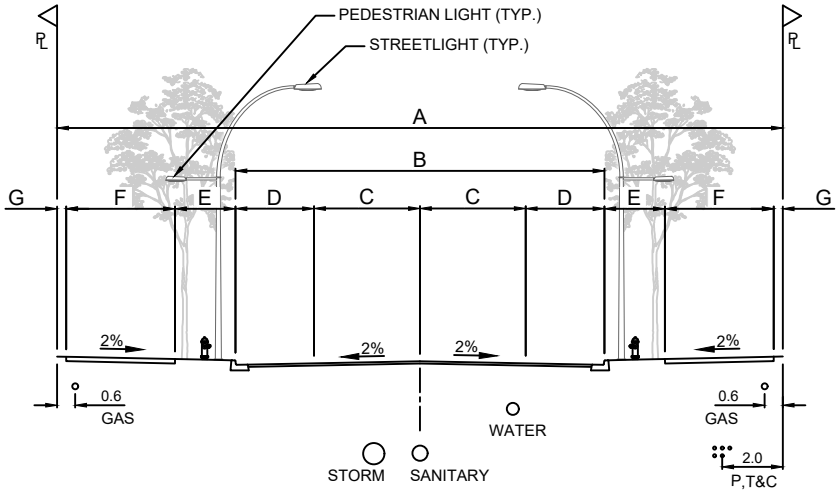
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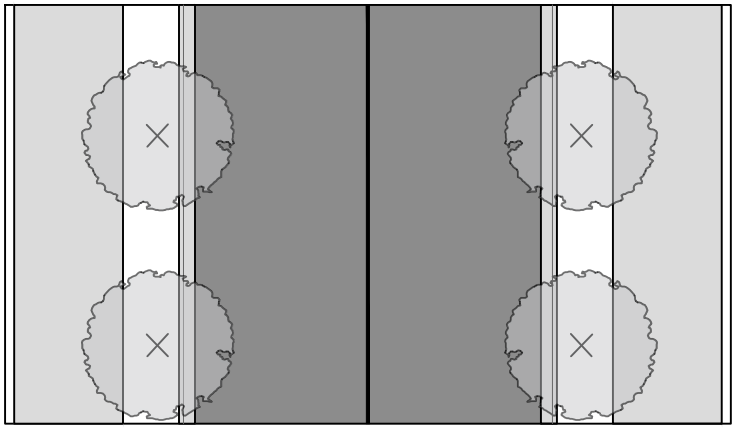
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Township of Langley Est.1878

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STREET TYPE	ROW WIDTH	CURB TO CURB WIDTH	TRAVEL LANES	PARKING LANES	ROADSIDE BOULEVARD	MULTI-USE PATH (MUP)	BACK BOULEVARD
	A	B	C	D	E	F	G
UC1-C 2 TRAVEL LANES + 2 MUPS + 2 PARKING LANES	24.0m	12.2m	2 x 3.5m	2 x 2.6m	2 x 2.0m	2 x 3.6m	2 x 0.3m

NOTES:

1) CURB AND GUTTER TO BE PER MMCD C5 UNLESS OTHERWISE SPECIFIED.
2) PAVEMENT WIDTH MEASURED FROM FACE OF CURB TO FACE OF CURB.
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4) BOULEVARDS TO BE GRASS UNLESS OTHERWISE SPECIFIED.
5) ROADSIDE BOULEVARD MAY INCLUDE STREET FURNITURE, STORMWATER INFILTRATION GALLERY, GARBAGE BINS, ETC.

ALL DIMENSIONS IN METERS

TITLE

URBAN INDUSTRIAL ROAD WITH MUPS

THE CORPORATION OF THE
TOWNSHIP OF LANGLEY

DATE FEB 2026

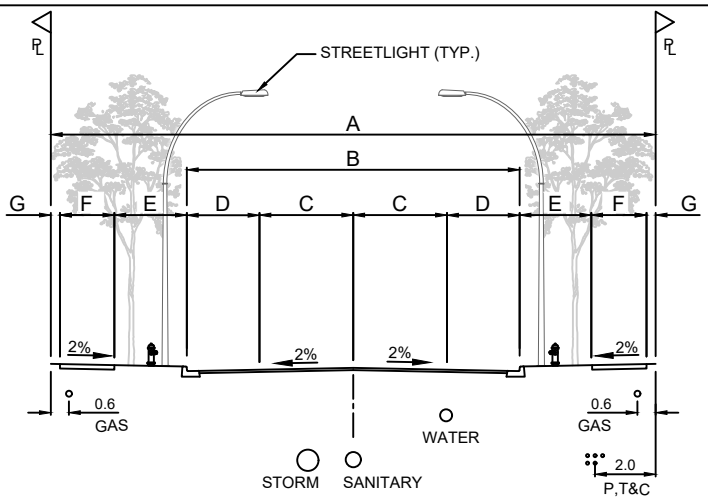
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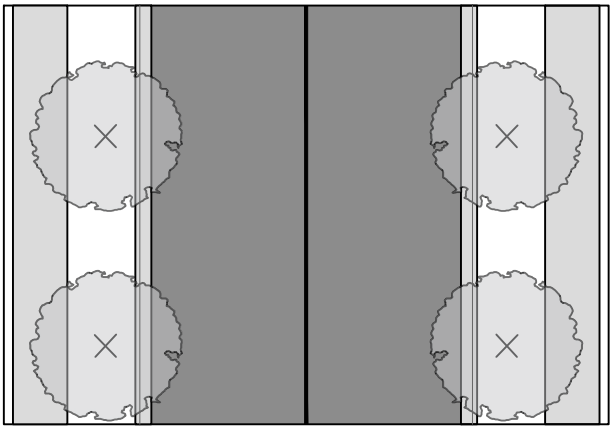
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Township of Langley

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STREET TYPE	ROW WIDTH	CURB TO CURB WIDTH	TRAVEL LANES	PARKING LANES	ROADSIDE BOULEVARD	SIDEWALK	BACK BOULEVARD
	A	B	C	D	E	F	G
LR1–A 2 TRAVEL LANES + 2 PARKING LANES	20.0m	11m	2 x 3.1m	2 x 2.4m	2 x 2.4m	2 x 1.8m	2 x 0.3m

NOTES:

1) CURB AND GUTTER TO BE PER MMCD C5 UNLESS OTHERWISE SPECIFIED.
2) PAVEMENT WIDTH MEASURED FROM FACE OF CURB TO FACE OF CURB.
3) WATER, STORM, & SANITARY LOCATIONS VARY. KEEP MANHOLES CLEAR OF WHEEL PATHS, CURBS, AND MEDIANS. STORM AND SANITARY MAIN OFFSETS TO BE A MINIMUM OF 1.2m. WATER MAINS TO BE A MINIMUM OFFSET OF 3.0m FROM SANITARY OR STORM MAINS.
4) BOULEVARDS TO BE GRASS UNLESS OTHERWISE SPECIFIED.
5) ROADSIDE BOULEVARD MAY INCLUDE STREET FURNITURE, STORMWATER INFILTRATION GALLERY, GARBAGE BINS, ETC.

ALL DIMENSIONS IN METERS

TITLE

URBAN LOCAL ROAD

THE CORPORATION OF THE
TOWNSHIP OF LANGLEY

DATE FEB 2026

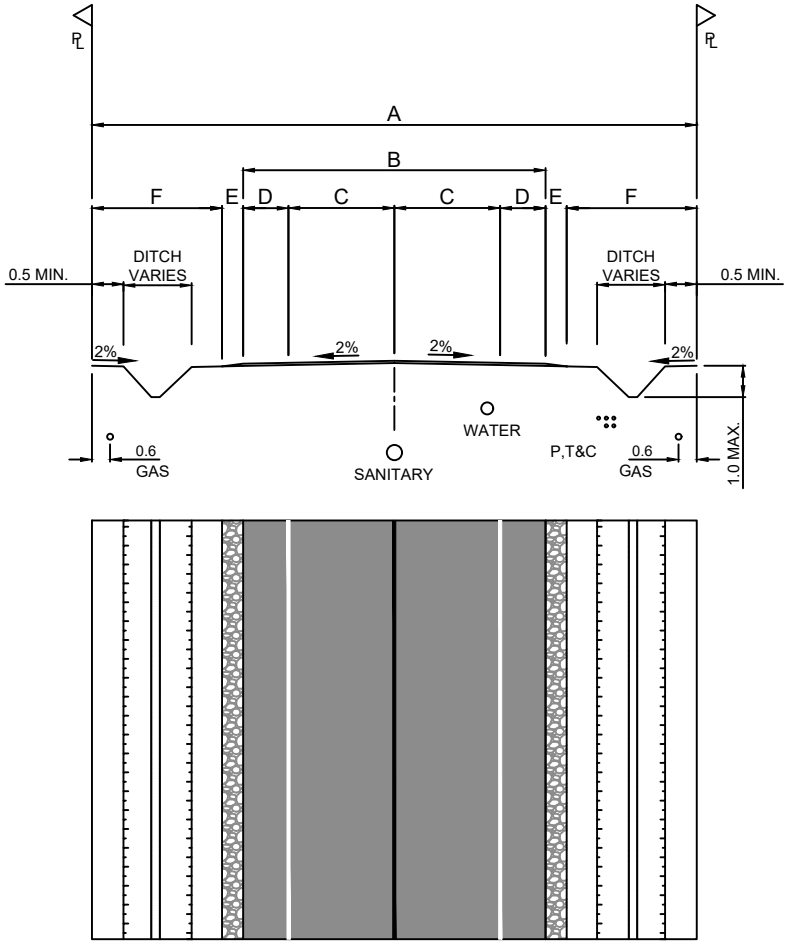
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S.D.S.B. No.:

Township of Langley
Est.1873

TLR 11

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STREET TYPE	ROW WIDTH	PAVEMENT WIDTH	TRAVEL LANES	SHOULDER	GRAVEL SHOULDER	OUTSIDE BOULEVARD
	A	B	C	D	E	F
RA1–A 2 TRAVEL LANES	20.0m	10.0m	2 x 3.5m	2 x 1.5m	2 x 0.7m	2 x 4.3m

NOTES:

1) WATER & SANITARY LOCATIONS VARY. KEEP MANHOLES CLEAR OF WHEEL PATHS. SANITARY MAIN OFFSETS TO BE A MINIMUM OF 1.2m. WATER MAINS TO BE A MINIMUM OFFSET OF 3.0m FROM SANITARY OR STORM MAINS.
2) BOULEVARDS TO BE GRASS UNLESS OTHERWISE SPECIFIED.
3) POWER, TEL, AND CABLE LOCATION TO BE CONFIRMED IF UNDERGROUND OR OVERHEAD.
4) SHOULDER AND BOULEVARD WIDTHS TO BE CONFIRMED BY TOWNSHIP STAFF.

ALL DIMENSIONS IN METERS

TITLE

RURAL ROAD

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

DATE FEB 2026

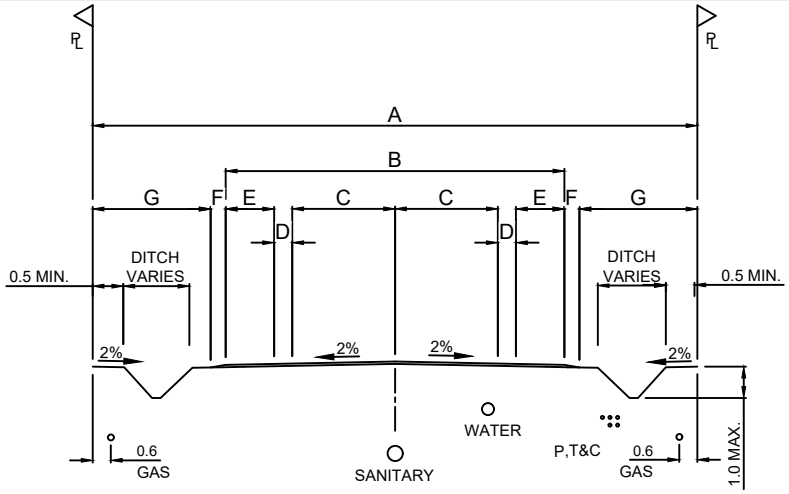
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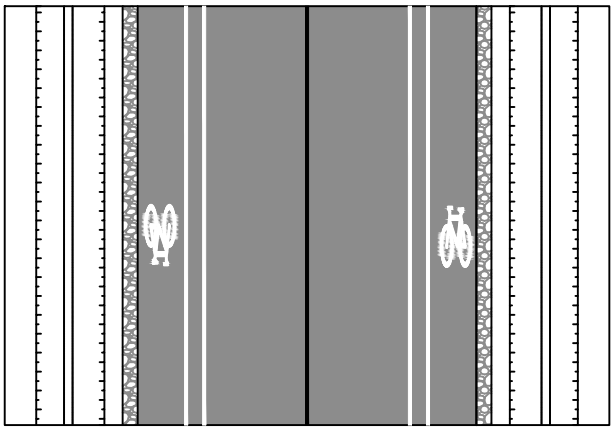
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STREET TYPE	ROW WIDTH	PAVEMENT WIDTH	TRAVEL LANES	BIKE BUFFER	BIKE ACCESSIBLE SHOULDERS	GRAVEL SHOULDER	OUTSIDE BOULEVARD
	A	B	C	D	E	F	G
RA1–B 2 TRAVEL LANES + 2 BIKE LANES	20.0m	11.2m	2 x 3.4m	2 x 0.6m	2 x 1.6m	2 x 0.5m	2 x 3.9m

NOTES:

1) WATER & SANITARY LOCATIONS VARY. KEEP MANHOLES CLEAR OF WHEEL PATHS. SANITARY MAIN OFFSETS TO BE A MINIMUM OF 1.2m. WATER MAINS TO BE A MINIMUM OFFSET OF 3.0m FROM SANITARY OR STORM MAINS.
2) BOULEVARDS TO BE GRASS UNLESS OTHERWISE SPECIFIED.
3) POWER, TEL, AND CABLE LOCATION TO BE CONFIRMED IF UNDERGROUND OR OVERHEAD.
4) BIKE ACCESSIBLE SHOULDER, GRAVEL SHOULDER, AND BOULEVARD WIDTHS TO BE CONFIRMED BY TOWNSHIP STAFF.

ALL DIMENSIONS IN METERS

TITLE

RURAL ROAD WITH BICYCLE ACCESSIBLE SHOULDERS

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

DATE FEB 2026

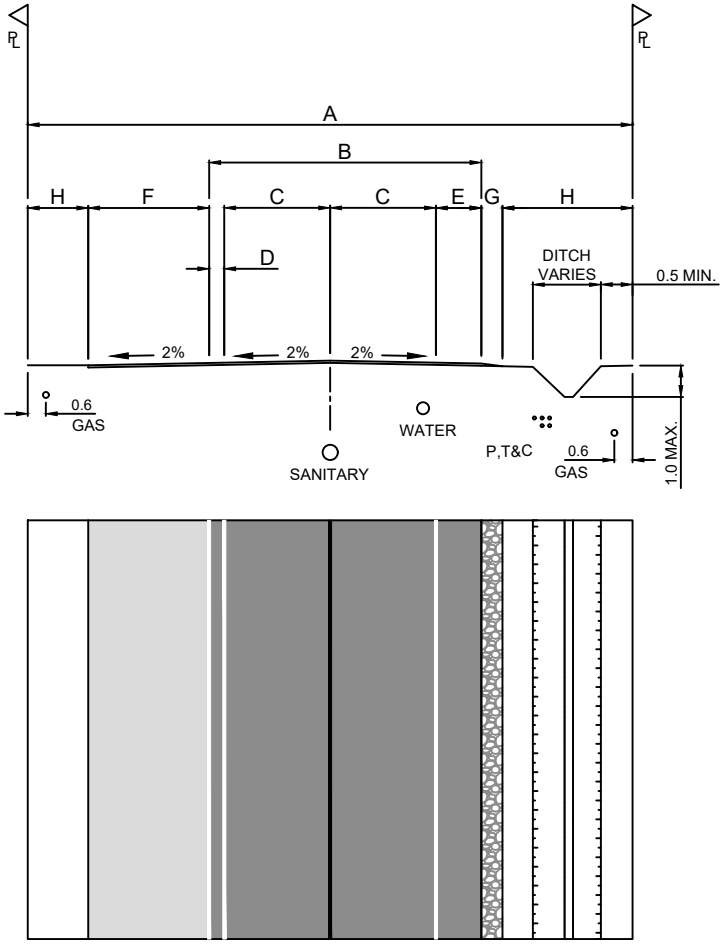
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Township of Langley

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STREET TYPE	ROW WIDTH	PAVEMENT WIDTH	TRAVEL LANES	MUP BUFFER	SHOULDER	MULTI-USE PATH (MUP)	GRAVEL SHOULDER	OUTSIDE BOULEVARD
	A	B	C	D	E	F	G	H
RA1-C 2 TRAVEL LANES + 1 MUP	20.0m	9.0m	2 x 3.5m	0.5m	1.5m	4.0m	0.7m	2.0m/4.3m

NOTES:

1) WATER & SANITARY LOCATIONS VARY. KEEP MANHOLES CLEAR OF WHEEL PATHS. SANITARY MAIN OFFSETS TO BE A MINIMUM OF 1.2m. WATER MAINS TO BE A MINIMUM OFFSET OF 3.0m FROM SANITARY OR STORM MAINS.
2) BOULEVARDS TO BE GRASS UNLESS OTHERWISE SPECIFIED.
3) POWER, TEL, AND CABLE LOCATION TO BE CONFIRMED IF UNDERGROUND OR OVERHEAD.
4) MUP, SHOULDER AND BOULEVARD WIDTHS TO BE CONFIRMED BY TOWNSHIP STAFF.

ALL DIMENSIONS IN METERS

TITLE

RURAL ROAD WITH MUP

THE CORPORATION OF THE
TOWNSHIP OF LANGLEY

DATE FEB 2026

APPROVED

S.D.S.B. No.:

Township of Langley
Est.1873

TLR 14

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Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	MARCH 9, 2026 - REGULAR MEETING	**REPORT:**	26-23
FROM:	COMMUNITY AND POLICY PLANNING DIVISION	**FILE:**	LSP00004
SUBJECT:	PROJECT BLACK FEATHER		

RECOMMENDATION:

That Council authorize the Mayor to send a letter to Public Safety Canada and related Federal and Provincial Ministries requesting ongoing annual funding in the amount of $200,000 to support Project Black Feather.

EXECUTIVE SUMMARY:

In 2022, the Township of Langley was pre-selected by the Government of Canada (Public Safety Canada) to receive approximately $2M in grant funding under the Building Safer Communities Fund (BSCF). The BSCF is a pan-Canadian program to support municipalities in implementing community-based prevention and intervention strategies to tackle gun and gang-related activities to March 31, 2026, at which time the funding period is complete. The funding allocated to the Township was based on crime severity and population data.

Development of this initiative began in mid-2022 and the School District was identified as a key partner able to utilize the funds to build upon an existing program already effective in engaging young people who were willing to participate, called Project Resiliency. This resulted in the development of a separate and complementary program called Project Black Feather (PBF) aimed at connecting with youth who have not been reached by existing services due to institutional mistrust, family circumstances, or behavioral presentations that create barriers to conventional engagement. PBF provides relationship-based and trauma informed interventions that empower youth with the tools and support to make positive choices. The project is named after a black feather as across many cultures it is a symbol of reflection, transition and change encouraging openness to new perspectives, experiences and the wisdom of others.

Over the last three years, PBF has addressed the challenges faced by youth who are on the cusp of potential gang involvement or other high-risk exploitation behaviors. To date the initiative has successfully provided support for 492 youth. Staff propose to engage with the Minister of Public Safety Canada and related Federal and Provincial Ministries on behalf of Project Black Feather to advocate for additional funding for School District No. 35 to ensure the continued support of the PBF initiative. The BSCF funding has supported PBF operations over the last three years from April 2023 to March 31, 2026. The School District projects the need for additional annual funding of $200,000 to continue the PBF initiative.

Advocating for continued funding of PBF was discussed and supported at the Joint School District No. 35 / Municipal Liaison Meeting on January 28, 2026 and the Langley Healthier Community Partnership Meeting on December 10, 2025.

PURPOSE:

This report presents measures aimed at improving and supporting community public safety.

BACKGROUND/HISTORY:

In 2022 the Township of Langley was pre-selected by the Government of Canada (Public Safety Canada) to receive approximately $2M in grant funding under the Building Safer Communities Fund (BSCF). Activities under the BSCF included the development and delivery of prevention and intervention initiatives addressing risk factors associated with gun and gang violence, including but not limited to mentoring, counselling, skills development and recreational opportunities. Municipalities could redistribute funding to organizations delivering programs aimed at engaging children, youth and young adults in skill-based activities, trauma-recovery and departure from gangs. Funding could not be used for regular or incremental policing services. It was anticipated that the development and delivery of community-based prevention and intervention initiatives would require collaboration with other organizations and groups including the Langley RCMP, Langley School District, Langley City and local non-profit agencies.

The development phase began in 2022 and ended in early 2023, which included funding for eligible expenses such as consultant costs and staff time. Staff, with the assistance of HelpSeeker Technologies, collaborated with community service agencies that included the RCMP and the School District to gather data and define a youth intervention initiative. This collaboration led to the School District's Project Resiliency being identified as a youth intervention program ideally situated to engage with vulnerable youth. Project Resiliency provided the framework for what has developed into Project Black Feather and continues to operate in partnership with Project Black Feather with staff rotating through both programs. A complete project proposal was required to be completed and sent to Public Safety Canada for approval, which was completed and approved in early 2023.

Funding for the PBF initiative began April 1, 2023 and will end on March 31, 2026. During this time the Township has played an administrative role through financial reporting and transfer of funds from Public Safety Canda to the School District with no financial implications for the Township of Langley. The BSCF did not require local governments to provide additional funding and there is no requirement for the Township to fund any related initiatives beyond the March 31, 2026 end date of this time-limited program.

DISCUSSION/ANALYSIS:

PBF serves young people aged 6 to 24 who are vulnerable to exploitation, gang involvement, school disengagement and substance use. This includes young adults enrolled in an adult education program at the Langley Education Centre. Priority is placed on youth who have not been reached by existing services due to institutional mistrust, family circumstances, or behavioral presentations that create barriers to conventional engagement.

In conclusion to BSCF grant funding, HelpSeeker Technologies was commissioned by PBF to conduct an independent evaluation to assess whether PBF reached its intended population (Attachment A and B). The evaluation followed a cohort of youth across two data collection rounds to establish a baseline. Follow-up was completed through interviews with youth and caregivers, structured assessments tracking protective factors and risks across nine developmental domains, 12 community partner interviews and detailed program documentation spanning 6 to 18 months per participant.

To date the initiative has successfully engaged 492 youth and provided support with highlights including:

- 183 family members given support
- 101 youth reconnected with family
- 88 youth returned to school

The evaluation indicates that PBF is reaching its intended population, building trust that survives disruption and producing measurable positive outcomes for youth at high risk of exploitation. The program's trust infrastructure, partnership network and adaptive capacity represent accumulated investments that took years to build. An interruption in funding would not merely pause services but could severely damage relationship capital that cannot be quickly rebuilt.

A complete review of the evaluation details can be found in the Project Black Feather: Evaluation Executive Synthesis (Attachment A) and the Technical Evaluation Report (Attachment B).

Next Steps:

PBF staff are preparing a communications plan to inform advocacy efforts that will identify all relevant Federal and Provincial Ministries that stand to benefit from this initiative. It is proposed that staff will assist in the distribution of communication materials and meetings relevant to securing future funding. The recommended Mayor's letter will form part of the advocacy efforts.

Respectfully submitted,

Aubrey Jensen,
MANAGER, STATEGIC AND SOCIAL PLANNING
for
COMMUNITY AND POLICY PLANNING DIVISION

ATTACHMENT A Project Black Feather: Evaluation Executive Synthesis
ATTACHMENT B Project Black Feather: Technical Evaluation Report

Langley Schools

ATTACHMENT A



Project Black Feather

Evaluation Executive Synthesis

February 2026

Drafted and Facilitated in Partnership with HelpSeeker Technologies

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"[PBF staff person] wasn't trying to change me. She was trying to support me so I could change me."

Executive summary

Project Black Feather (PBF), a 3-year pilot in Langley, British Columbia, is a trust-based, social-support infrastructure for youth at risk of exploitation.

PBF provides relationship-based and trauma-informed interventions to provide direct, practical support to youth and families, while activating clinical, government, and community resources through its network of partnerships. The program, which prioritizes building trusting relationships, recognizes the direct impact of trauma and its intergenerational effects.

PBF serves young people aged 6–24 who are vulnerable to exploitation, gang involvement, school disengagement, and substance use. Priority is placed on youth who have not been reached by existing services due to institutional mistrust, family circumstances, or behavioural presentations that create barriers to conventional engagement.

HelpSeeker Technologies was commissioned to conduct an independent evaluation examining whether PBF reaches its intended population, trust-based mechanisms enable service access, and intensive support prevents negative outcomes that would otherwise occur.

The evaluation followed a cohort of youth across two data collection rounds—baseline (May 2025) and follow-up (December 2025)—integrating interviews with youth and caregivers, structured assessments tracking protective factors and risks across 9 developmental domains, 12 community partner interviews, and detailed program documentation spanning 6 to 18 months per participant.

The evidence indicates that PBF is reaching its intended population, building trust that survives disruption, and producing measurable positive outcomes for youth at high risk of exploitation.

From Crisis to Career: One Youth's Journey

"I'd rather be stable and happy in the future than happy now."— Youth participant, December 2025

BEFORE

Substance use issues. Court conditions. Family conflict, including domestic violence. Withdrawal from school. Limited trust in adults or institutions.

Project Black Feather (PBF) staff started slowly, creating a sense of safety, by bringing lunch, showing up consistently, and not asking for anything in return. As he later explained, "That was the only thing that started it—the fact that they'd bring a lunch...It's like the perfect icebreaker." Trust was built slowly. Staff supported the youth through the hardest part of quitting substances. They helped with his resume, coached him through interviews, and was beside him as he navigated court conditions.

AFTER (December 2025)

21 months sober. Working full-time at [redacted], while apprenticing three days a week with a Red Seal electrician. Living independently. Planning to start electrical trade school in March.

The transformation is evident in how he talks about his future: "This is exactly what I wanted. All the pieces are falling into place." He's differentiated himself from family patterns, built workplace communities where "everybody really likes me," and internalized the capacity for long-term thinking that PBF helped develop.

These outcomes emerged during a 6-month period of minimal program contact—demonstrating that PBF built transferable capacity rather than creating dependency.

The program's investment in foundational trust and skills enabled independent functioning. As he put it: "I just got more priorities, right?"

The stakes: why this population, why now

Youth at risk of exploitation experience intersecting pressures: precarious housing, disrupted schooling, untreated mental-health needs, substance use, and family instability. The evaluation cohort reflects this: youth presented with these factors in combination.

In British Columbia, gang-related activity increasingly involves younger people. A total of 40 percent of Canadian homicides in 2021 were shooting-related, and nearly half were connected to gangs. Langley is part of this regional context.



of Canadian homicides in 2021 were shooting-related

The costs associated with adverse childhood experiences are substantial. Research estimates lifetime costs exceeding $4 million per person with four or more adverse childhood experiences (ACEs), driven by healthcare utilization, justice involvement, income support, and lost productivity. Across North America, ACE-related costs are estimated at $748 billion annually.

Services exist for education, mental health, government systems, and community programming. However, conventional service models typically assume youth will initiate contact, attend appointments, and maintain engagement. For youth with complex trauma histories and institutional mistrust, these assumptions often do not hold. Project Black Feather (PBF) was designed to address this gap by providing a sustained intervention that meets youth where they are, earns trust through consistent action, and stays connected even during volatility.

The evaluation discussed in this report examined whether PBF's unique approach actually reaches these youth and improves their trajectories.

What the evaluation found

The evaluation followed a small cohort over 7 months, integrating youth and caregiver interviews, structured assessments tracking protective factors and risk indicators across nine developmental domains, partner interviews, and detailed program documentation.

It did not include a matched comparison group; conclusions about counterfactual outcomes were drawn based on partner perspectives, documented barriers, and cohort patterns.

1: Crisis prevention through surge capacity

Youth experiencing acute crises received intensive, multi-domain support that prevented predictable escalation. This included documented cases where homelessness and child-welfare involvement were averted. One young parent received 60+ interventions over four months as income delays, ID barriers, housing instability, and domestic violence occurred simultaneously.

The program's capacity to surge—scaling to near-daily contact when circumstances demanded—distinguished outcomes from what partners predicted would otherwise have occurred.

2: Trust durability exceeded expectations

Relationships survived disruptions that typically rupture service connections, such as staff transitions, geographic relocation, extended periods of reduced contact, and complete dissolution of the peer network. This finding was unexpected. Youth maintained program connection even when every other relationship in their lives had fractured.

One youth, after 6 months of minimal contact, independently reached out when dealing with housing instability, demonstrating an internalized understanding of the program as a permanent resource, not an episodic service.

3: Capacity-building, not dependency

Youth who had previously received intensive support maintained employment, sobriety, and school attendance during subsequent minimal-contact periods. The critical evaluative question for any intervention is whether it builds transferable skills or creates reliance.

The evidence for PBF indicates the former outcome. One youth sustained 21-month sobriety, dual employment, and independent living during a period when program contact had reduced to near-zero. His framing: "I just got more priorities, right?"

4: Youth began learning to set healthy boundaries on their own

Multiple youth demonstrated strategic relationship management—assessing safety, exiting harmful peer connections, and seeking support proactively. One youth described intentional withdrawal from peers who preferred "staying indoors and using drugs," saying: "Do I want to keep going backwards like I keep seeing all these other people doing, or do you want to keep moving forward?" Another credited the program with enabling boundary-setting: "If they didn't, I probably would have just let him walk all over me." These are early signs of using internalized safety skills rather than continued reliance on adult direction.

5: Family stabilization enabled youth stabilization

As the program supported caregivers through coaching and mediation, home-based conflict decreased, creating conditions for youth to stabilize. One parent reflected: "It used to be like walking on eggshells. Now I know when to give space and when to step in."

Another mother observed her son, "previously would express anger destructively by damaging property, but he now manages his emotions in healthier ways." Family work and youth work reinforced each other bidirectionally.

6: Workplace integration emerged as a high-leverage pathway

Youth described workplace relationships as providing belonging, mentorship, and identity formation—functions that previously required ongoing program facilitation. One youth found community across two workplaces: "Everybody especially at [community name] really likes me... I just want to have a big barbecue at my sous chef's house." Another transitioned from gym participant to volunteer instructor.

Once established, workplace communities required less program support to be sustained, indicating an efficient use of resources with a durable protective function. The program's earlier employment readiness work (resume support, interview skills, workplace-behaviour coaching) built capacity for independent community integration.

7: Youth moved from being service recipients to contributors

Several youth transitioned from participants to peer leaders or community contributors. One began volunteering with [service] during a crisis period—positioning himself as a contributor rather than a dependent.

Another expressed a desire to become a youth worker helping young people with addiction and trauma histories, transforming his lived experience into a vocational aspiration. These identity shifts signal developmental progression beyond crisis stabilization.

8: Partner corroboration confirmed distinctive reach

Partners reported that their services were not reaching the highest-risk youth prior to youths' PBF involvement. The Langley School District Foundation representative identified that needs would remain invisible: "If this program didn't exist, would I ever know these kids need these things... highly unlikely."

Program relationships enabled sustained engagement that partners could not achieve independently—not because partners lacked resources, but because they lacked the trust infrastructure to make those resources realistically accessible.

In short, the evaluation found PBF prevented crises, built lasting trust, and helped youths develop skills and resilience.

What makes this program different

- **School-embedded identification that catches youth early:** PBF staff are located in schools, where vulnerable youth can be identified early. This enables intervention before situations escalate to the point where statutory agencies (child-protection programs) become involved, and children are removed. Government partners described this as their "lifeline into the school system."

- **Direct, practical support that builds trust through action:** The program doesn't make referrals and then step back. PBF staff provide direct services: transportation to appointments, crisis intervention, ID facilitation, food security support, and housing navigation. These tangible actions demonstrate reliability to youth who have learned to distrust adults who make promises without follow-through. Credibility is earned through consistent action and reliability over time.

- **Epigenetic family work that stabilizes the home environment:** PBF works with caregivers, guardians, and grandparents, as well as the youth. The program addresses intergenerational trauma patterns and supports family functioning, so that youth stabilization doesn't happen despite the home environment, but alongside it. Kinship care arrangements are preserved throughout crisis periods. Grandparent caregivers receive navigation support. Youth stabilize further as family rupture decreases, creating positive cascading effects.



- **A partner network extends reach beyond school walls:** When needs exceed what school-embedded staff can address directly, PBF activates a partner ecosystem; for example, clinical expertise (substance-use counselling, mental-health support), statutory resources (income assistance, disability designations), recreation and identity-building programs (fitness, music, horseback riding), and flexible funding for urgent needs. Staff accompany youth through institutional processes, reduce anxiety about new settings, and maintain engagement during periods of ambivalence. These resources extend the program's direct support.

- **Adaptive intensity that responds to needs:** The program scales up during crises—approximately 15 contacts per month during acute periods —and has documented 60+ interventions over 4 months for one youth. The contact scales down during stability, respecting youth autonomy and freeing staff capacity for others entering crisis. Youth who maintained employment, sobriety, and school attendance during six months of minimal contact demonstrate that earlier intensive support built transferable capacity.

- **Trust infrastructure survives what typically breaks service relationships:** Five of seven youth maintained regular program communication through major life disruptions: domestic violence, police involvement, housing instability, and complete dissolution of the peer network. The remaining two youth experienced temporary barriers to communication but remained connected to the program as the staff continued outreach and relationship-building even during periods of reduced contact. When every other relationship fractured, this one remained. Youth re-engaged when circumstances changed because they understood the program as a permanent resource, regardless of communication frequency.

> **"Even when I try, they don't believe me... They already think I'm making it up"**
>
> *Student 123A*

How Project Black Feather works

The program operates through six interconnected pillars—*Trust Building, Comprehensive Assessments, Tailored Interventions, Family Support and Restoration, Community Engagement, and Continuous Monitoring and Feedback*—delivered through school-embedded staff with access to a broader partner network.

Trust Building

Establishing consistent, judgment-free relationships before attempting intervention.

Comprehensive Assessments

Continuously evaluating each youth's risks and strengths across key life areas to guide support.

Tailored Stacked Interventions

Layering supports across multiple life domains simultaneously, so progress in one area (e.g., school attendance) reinforces gains in another area (e.g., emotional regulation).

Epigenetic Family Support and Restoration

Engaging and empowering family members (parents, grandparents, kinship caregivers) to stabilize the home environment and address intergenerational patterns.

Community Engagement

Connecting youth to positive community resources (hobbies, volunteering, work opportunities) that provide belonging and purpose.

Continuous Monitoring and Feedback

Tracking progress and setbacks over time, and adjusting the plan quickly based on what's working and what's not working.

How Project Black Feather works

Six interconnected pillars delivered through trusted relationships



- **Unconventional strategic interventions:** The program uses recreational and practical supports as tools for building foundational capacities. For example, a gym membership is a scaffold for self-discipline, routine, and to identity when a youth transitions from participant to peer instructor, while driving lessons build self-efficacy and agency.

- **Trusted accompaniment:** Staff physically accompany youth through institutional processes they would otherwise avoid, such as government offices, clinical appointments, and income assistance applications. Staff transport youth, sit with them in waiting rooms, reduce anxiety about unfamiliar settings, and re-engage them during periods of ambivalence.

- **Adaptive intensity:** The program scales up during crises—about 15 contacts per month during acute periods—and scales down during periods of stability, respecting youth autonomy and freeing staff capacity for those entering crisis. Youth who maintained employment, sobriety, and school attendance during minimal contact demonstrate that earlier intensive support built transferable capacity.

PBF's three design principles

Relational permanence

Youth understand that connection to the program and staff remains available across transitions, crises, and temporary disengagement.

Nonexclusionary access:

Youth are never discharged for noncompliance, missed appointments or "rejecting supports." Support remains available and scales back up when changed circumstances required that.

Stacked supports

Clinical, material, and relational needs are addressed in parallel, so progress in one domain reinforces gains in others.

What the evaluation revealed about youth development

Beyond the key findings, the evaluation revealed deeper patterns in how change occurs for high-risk youth, insights that inform both practice and future investment.

- **Grandparent caregivers are a critical support:** Multiple youth in the evaluation cohort lived with or relied on grandparents as primary or backup caregivers. One grandmother maintained program connection for 4 months when the youth disengaged entirely, providing the only monitoring channel during a period of rapid deterioration. Another youth stayed with grandparents during home conflict, describing them as his stabilization anchor, saying he was "grateful for the support of my grandparents" and "comfortable knowing I can connect with PBF if needed." When a youth's phone broke, coordination through their grandmother maintained the connection. This intergenerational caregiving pattern—grandparents as crisis stabilizers, kinship backup, and communication bridges—appeared across the cohort. The program's capacity to work with extended family, not just parents, proved essential for maintaining protective relationships.

- **Monitoring continued even when the youth disengaged:** The program maintained systematic assessment even when the youth stopped responding. In one case, staff completed structured assessments based entirely on the grandmother's reporting after 4 months without direct youth contact. This proxy monitoring preserved longitudinal tracking and triggered protective interventions—MCFD reporting, RCMP coordination—that would not otherwise have happened due to the absence of direct engagement. The adaptation score declined from -4 to -55 over 3 months, and the captured trajectory accurately validated the assessment system's utility for risk management, even when youth-engaged developmental tracking was absent. The insight: monitoring infrastructure must function across various engagement levels, not only during active participation.

- **Small, timely resources had outsized effects:** Partners consistently noted that modest, well-timed supports often prevented larger crises. A gym membership provided at the same facility used by an older sibling created an organic peer connection. Food support during a housing crisis prevented a youth from making desperate choices. Driving lessons enabled employment access that became the foundation for independent living. These weren't expensive interventions. But because they were precisely targeted resources delivered at key moments, they were able to stabilize routines and prevent escalation. The Langley School District Foundation representative captured the importance of this by noting that they approve requests within days because delay means missing the window.

- **Assessment data validated interview narratives:** SET scores aligned consistently with what youth and caregivers described in interviews. When youth reported emotional volatility, mental-health scores reflected corresponding patterns. When caregivers described improved communication, family scores showed positive movement. When youth disengaged from school, learning and school/community scores captured the decline.

  This triangulation between structured assessment and qualitative data strengthened confidence in both—the assessment tools captured lived experience accurately, and interview narratives supported that information as.

- **Not all domain trajectories improved, and the program stayed with youth anyways:** One youth's domain trajectories declined during the evaluation period despite sustained program outreach. Individual SET scores dropped from +14 to -8; Attunement from +4 to -1. The youth chose peer networks offering belonging and autonomy over adult relationships. The program maintained weekly outreach without response, preserved the grandmother relationship, and coordinated protective interventions when risks escalated. This case illustrates a critical feature of the model: nonexclusionary access means staying connected even as conditions deteriorate. The door remains open. The relationship infrastructure remains available. When or even whether the youth re-engages remains their choice.

- **Identity development followed a predictable sequence:** Among youth who showed positive progression, identity development followed a pattern: first, stabilization (crisis reduction, establishment of routine); followed by skill acquisition (employment readiness, emotional regulation); then, belonging (workplace integration, peer connection); and finally, contribution (volunteering, peer leadership, vocational aspiration). Youth who reached the contribution stage—expressing a desire to help others with similar experiences and transitioning from participant to instructor—showed the most durable gains. This sequence suggests that identity anchored in contribution may be a marker of sustainable change.



What happens without this program

The evaluation asked partners directly what would happen to these youth without Project Black Feather.

The Ministry of Children and Family Development worker described one youth as "hard"—PBF staff got her to appointments, connected with her, and helped convince her to see a mental-health worker. When she moved to another community, the staff kept in touch. Program involvement extended engagement approximately 1 year beyond what statutory services could sustain independently.

"We would have lost her a year ago... way before that."

Ministry of Children and Family Development worker.

The Ministry of Social Development and Poverty Reduction representative described PBF as her "only service provider" to reach youth who cannot navigate government systems independently. Without trusted intermediaries, youth facing crises would be left to endure 1-800 helpline wait times, challenging governmen- office environments, and bureaucratic procedures that actively deter help-seeking.

"Really difficult for people who are in a hard spot to wait on hold...and talk to a stranger on the phone."

Ministry of Social Development and Poverty Reduction representative

The Langley School District Foundation representative identified a visibility gap. Other complementary support mechanisms exist, but without school-embedded identification, needs remain invisible.

"If this program didn't exist, would I ever know these kids need these things... highly unlikely."

Langley School District Foundation representative

Partners confirmed that their services were not reaching the highest-risk youth prior to program involvement—not because they lacked resources, but because they lacked the trust infrastructure to make those resources accessible.

The critical need for continued investment

Project Black Feather delivers direct, relationship-based support to youth who have not responded to conventional services.

It provides practical assistance, works with families across generations, and activates clinical, statutory, and community resources as part of a coherent intervention, rather than functioning through a referral and a handoff.

The evaluation evidence indicates that the program is reaching its intended population, building trust that withstands disruption, and producing stabilization and developmental progress among youth at high risk of exploitation.

Partners were explicit about what would happen without the program: youth would be lost to all services, crises would escalate to statutory involvement, and funded resources would remain functionally inaccessible to the young people most in need.

The program's trust relationships, partner network, and ability to adapt quickly are hard-won assets that took years to build. Funding interruptions could extend beyond a pause in services and might erode relationship capital that cannot be quickly rebuilt. Years of knowledge and trust are embedded in the current staff and partners; if the program were halted, that infrastructure would have to be rebuilt from scratch. The Langley School District Foundation's rapid approvals, MSDPR's crisis responsiveness, and clinical partners' consultations all depend on relationships developed over time.

Continued investment will preserve infrastructure that took years to build and would be costly to reconstruct.

Project Black Feather Evaluation Executive Synthesis

Drafted and Facilitated in Partnership with
HelpSeeker Technologies

Langley Schools

ATTACHMENT B



Project Black Feather

Technical Evaluation Report

February 2026

Drafted and Facilitated in Partnership with HelpSeeker Technologies

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Acknowledgements

This evaluation was made possible through the cooperation of youth participants, their families, and the Project Black Feather team. The evaluators are especially grateful to the young people who shared their experiences with candour and trust, and to the caregivers who provided essential perspectives on program effect within family systems.

The 12 community partners participated in interviews offered invaluable insights into how Project Black Feather functions within Langley's broader service ecosystem—their willingness to describe both successes and challenges enriched this evaluation considerably.

Project Black Feather staff demonstrated exceptional commitment to evaluation processes while maintaining their primary focus on youth support. Their documentation practices, facilitation of interviews, and thoughtful engagement with findings exemplify the program's focus on learning.

Confidentiality and data use

To protect participant privacy, all youth and parent names have been anonymized (e.g., Student 123A, Parent 234A). Specific identifying details regarding workplaces or unique family circumstances have been generalized where necessary. Data usage aligns with the ethical frameworks outlined in the methodology, prioritizing participant safety and consent.

Contributions

This evaluation report was developed by HelpSeeker Technologies under the leadership of Project Black Feather. We thank Arda Baykal and Travis Turner of the HelpSeeker team for their contributions to data collection, analysis, and report development, and Patrick Thomas of Project Black Feather for his ongoing collaboration and support throughout the evaluation process.

Design was provided by Kim Harper. Copy editing was provided by Hedgehog Writing & Editing.

Glossary of terms and acronyms

Acronyms

ACEs — Adverse childhood experiences
A framework identifying categories of childhood trauma, including abuse, neglect, and household dysfunction, that research links to negative health and social outcomes across the lifespan.

AS — Alternative school
A nontraditional school model offering customized learning pathways for students who have disengaged from conventional education settings.

CLBC — Community Living British Columbia
A provincial Crown corporation providing supports and services to people with developmental disabilities and their families.

ID — Identification
Refers to government-issued identification documents required for accessing services, employment, and housing.

MCFD — Ministry of Children and Family Development
The British Columbia provincial ministry responsible for child protection, family support services, and youth justice.

MSDPR — Ministry of Social Development and Poverty Reduction
The British Columbia provincial ministry responsible for income and disability assistance programs.

PBF — Project Black Feather
The program that is the subject of this evaluation.

PWD — Persons with Disabilities designation
A provincial income-assistance designation providing enhanced financial and service supports for people who have disabilities that significantly affect their ability to work.

SET — Social Exploitation Tool
A specialized assessment framework used by Project Black Feather to track protective factors and risk indicators across nine developmental domains.

Program terminology

Adaptive intensity calibration

The program practices increasing support during periods of crisis and reducing it during periods of stability, aligning intervention intensity with youth circumstances rather than standardized amounts of service.

Capacity-building

Program interventions are designed to develop transferable skills and independent functioning in youth, rather than fostering ongoing dependence on program support.

Epigenetic approach

The program framework addresses intergenerational trauma patterns and their influence on family functioning, recognizing that adverse experiences affect biological and social development across generations.

Formative evaluation

An evaluation approach conducted during program implementation to support continuous learning and improvement.

Multi-channel monitoring

The practice of maintaining situational awareness of youth circumstances through multiple information sources, including direct contact, guardian communication, partner coordination, and database tracking.

Non-exclusionary model

A program design principle to ensure that temporary disengagement does not result in permanent service loss, allowing youth to reduce participation during stable periods and re-engage as need arises.

Protective factors

Conditions, attributes, or behaviours that reduce risk and promote positive outcomes for youth, including stable relationships, prosocial connections, and adaptive coping skills.

Relational permanence

The explicit communication that program support remains available across periods of stability, crisis, and disengagement, enabling youth to experience the program as a durable and reliable resource.

Stacked interventions

The deliberate provision of multiple supports across developmental domains simultaneously, designed to function cumulatively so that progress in one area reinforces gains in others.

Trust-first engagement

The program practice of prioritizing relationship-building before formal intervention, establishing reliability through consistent action over time as the foundation for all subsequent support.

Trust infrastructure

The durable foundation established through program engagement that enables youth to access services they would otherwise reject and that withstands disruptions, including staff transitions and external crises.

Trust transference

The mechanism through which program relationships enable youth to access and engage with partner services they had previously rejected, with Project Black Feather functioning as a trusted bridge to institutional resources.

Wraparound

An intensive, individualised support approach providing coordinated assistance across multiple life domains simultaneously, particularly during periods of acute crisis.



Executive summary

Project Black Feather (PBF) is a trust-based social support system that delivers direct services to youth and families while activating a network of partners for adaptive, flexible response.

The program makes help accessible, usable, and sustained through volatility for Langley's youth at risk of exploitation.

Why it exists

Youth experiencing complex trauma, adverse childhood experiences, and institutional mistrust cycle through multiple interventions without meaningful engagement. The consequences extend beyond individual struggle. For people with four or more adverse childhood experiences (ACEs), lifetime costs exceed $4 million per person through healthcare utilization, justice involvement, income support, and lost productivity. Across North America, ACE-related consequences cost $748 billion annually.

These costs follow predictable pathways. Unsupported youth with trauma experience elevated rates of chronic mental-health conditions, progressive disengagement from family, school, and community, and eventual justice system involvement. In British Columbia, 40% of Canadian homicides in 2021 were shooting-related, with nearly half connected to gangs and Lower Mainland incidents increasingly involving younger individuals. Gang-related activity compounds existing vulnerabilities, including precarious housing, disrupted schooling, and untreated mental-health needs.

Services exist across education, mental health, statutory agencies, and recreation programs, but research confirms these systems operate as fragmented silos, with youth falling through the cracks despite substantial aggregate investments. At-risk youth cannot independently navigate transportation barriers, appointment scheduling, institutional procedures, and the trust deficits that prevent help-seeking. Resources remain theoretically available but functionally inaccessible.

Yet when youth connect with trusted adults, negative trajectories are dramatically reversed. Research demonstrates that vulnerable youth with mentors earned 58% to 214% more than those without such relationships, translating to lifetime economic benefits of $190,000 to $458,000. Youth with enduring adult connections show substantially lower rates of income-assistance dependence, elevated employment stability, and reduced substance use.

PBF addresses this gap by providing direct support to youth and caregivers while bringing in its partner network when needs exceed school-based support. The program builds the trusted relationships that research links to improved outcomes, creating conditions for partner services to become usable for populations they could otherwise not reach.

What is innovative

- **Trust as the cornerstone of support infrastructure.** The program invests in building relationships before providing intervention. This trust-building provides an infrastructure that enables all subsequent support.

- **Adaptive intensity calibration.** PBF's app-driven domain-tracking enables staff to increase support during crises and reduce it during periods of stability, matching interventions to circumstances rather than offering it on a schedule. Youth who maintained employment and sobriety during 6-month minimal-contact periods show that earlier intensive support built transferable capacity rather than dependence.

- **Stacked, multi-domain intervention design.** Multiple supports operate simultaneously across domains, addressing substance use, family mediation, employment pathways, housing stability, and clinical care. Progress in one domain reinforces gains in others, preventing the typical pattern in which a crisis results in disengagement from supports.

- **Social-support system infrastructure.** The program delivers direct services while activating the capacity of partners to be part of a holistic response. Staff provide transportation, crisis intervention, and aid in practical problem-solving. When needs exceed the scope of school-based programming, activating clinical expertise, statutory resources, recreation programming, and flexible funding can flow through established relationships.

- **Relational permanence through transitions.** Youth maintain program connections through staff changes, reduced contact intensity, and external crises. Explicit messaging that supports can always be called upon enables youth to perceive the program as an ongoing resource that is accessible when there is need, rather than being an episodic or scheduled service relationship.

Observed changes

Youth-level outcomes

- Trust relationships were held through staff transitions, reductions in contact intensity, and external crises in five of seven cases, with needs including housing instability, domestic violence, and complete loss of a peer network.
- Several youth demonstrated strategic management of relationships, independently exiting harmful peer networks and seeking support proactively.
- School re-engagement occurred through alternative pathways, with documented progression from complete disengagement to sustained attendance and certification completion

Family-level outcomes

- Parents reported reduced household volatility and improved capacity for preventive rather than reactive responses.
- Stabilizing youth reduced family stress without requiring intensive direct family intervention.
- Kinship care arrangements were preserved through crisis periods, preventing statutory involvement.

System-level outcomes

- Partners identified specific youth who would have been lost to all services without program intervention.
- The program extended engagement approximately 1 year more than statutory services would have been able to provide on their own for high-risk youth.
- Through program relationships, youth accessed clinical care, statutory supports, and structured activities they had previously rejected.

Top learnings

An infrastructure of trust will withstand disruption.

Relationships survived tests that would typically rupture service connections, including staff departures, geographic relocation, domestic violence, and complete loss of a peer network.

Calibrating intensity builds capacity rather than dependence.

Youth maintaining positive outcomes during minimal-contact periods validated that the program interventions build transferable skills. Reduced contact aligned with progress rather than disengagement.

Practical problem-solving establishes credibility.

Providing transportation, facilitating ID, and responding during crises demonstrated commitment through practical action, which helped overcome barriers that typically prevent youth from accessing services due to institutional mistrust.

Multi-channel monitoring preserves protective capacity.

Relationships with guardians, coordination between partners, and project app-driven domain-tracking supported consistent and integrated communication across various points of contact for youth, enabling a rapid response when circumstances required it.

Integration into communities protects gains after intensity needs decrease.

Structured recreation, workplace communities, and volunteering created routine, a sense of belonging, and identity anchors, and provided pathways for youth to move from participant to contributor and peer leader.

Top priorities for improvement

- **Develop pathways to new peer connections following protective peer-network withdrawal.** Youth who successfully exit harmful networks sometimes experience isolation. Structured peer activities and mentorship opportunities would address this gap.
- **Embed digital safety practices into routine engagement.** The risk of online exploitation was apparent in the cohort. Integrated check-ins would provide prevention strategies proactively rather than reactively.
- **Selectively formalize partnership processes to protect continuity.** A more robust approach to document-referral pathways, role boundaries, and escalation procedures for key partnerships would help preserve institutional knowledge during staff transitions, without sacrificing responsiveness.
- **Standardize assessment timing where feasible.** Assessments conducted at variable intervals limits a clear understanding of outcome trajectories. Using consistent assessment intervals will provide more accurate information.

Bottom line

This formative evaluation, arising from outcome trajectories for 8 youth (6 in two rounds and 2 in one round each), 12 partner interviews, and 7 months of longitudinal documentation, indicates that Program Black Feather (PBF) is functioning as intended, serving as an effective and efficient social-support infrastructure for Langley youth at risk of exploitation.

The evidence shows that PBF maintains relationships during volatility, responds to crises before they escalate into protracted vulnerabilities, such as homelessness, and provides practical supports that allow additional funded resources to be used.

For youth who would otherwise remain invisible to systems resourced to help them, PBF creates the conditions through which a sustainable intervention becomes possible.

Project Black Feather

Program description

Project Black Feather (PBF) is a 3-year pilot initiative in Langley, British Columbia that supports youth at risk of gang and other types of exploitation, by providing trauma-informed, relationship-based interventions.

The program recognizes that the unaddressed effects of adverse childhood experiences (ACEs) and complex trauma eventually manifest as significant disengagement from family, school, and community, regardless of how these struggles are communicated through behaviour. Rather than waiting for crises to escalate, the program intervenes early by addressing the trust barriers that prevent youth and families from accepting support.

The model prioritizes early intervention and "stacked" supports, meaning multiple needs (clinical, material, relational) are addressed simultaneously, rather than sequentially. The program operates on a non-exclusionary basis, meaning youth are not "discharged" for noncompliance or disengagement.

The program serves young people aged 6–24 who are vulnerable to gang involvement, exploitation, school disengagement, and substance use.

Priority populations include youth who have not been reached by existing services—those whose institutional mistrust, family circumstances, or behavioural presentations have created barriers to conventional service engagement.

Delivery model

Six pillars of the project

Trust building

Trust building establishes the relational foundation enabling all subsequent support. Staff invest in relationship-building before intervention, demonstrating reliability through persistent and unpressured availability. The program explicitly communicates relational permanence—youth understand that connection persists across transitions, crises, and temporary disengagement.

Trust develops through cumulative positive interactions, such as follow-through on commitments, offering a nonjudgemental presence, and the willingness to meet youth on their terms. This foundation makes institutional and clinical services accessible to youth who would otherwise reject such supports.





Comprehensive assessments

Comprehensive assessments systematically capture youth strengths, risks, and needs through the Social Exploitation Tool (SET)—a specialized assessment framework tracking protective factors and risk indicators across nine developmental domains, namely, Individual, Family, Home and Health, School/Community, Learning, Attunement, Belonging, Identity, and Mental Health. The web-based application enables real-time monitoring through aggregate dashboards and granular participant tracking, supporting quarterly assessment rhythms that balance responsive tracking against relationship burden.

Rather than using binary risk classifications, assessment granularity allows for complexity, by simultaneously flagging daily substance misuse alongside age-appropriate self-awareness and help-seeking capacity. The resulting multidimensional profile informs adaptive intervention planning, with guardian-proxy reporting protocols preserving monitoring capacity during youth disengagement periods. SET findings align consistently with interview narratives, validating the tool's accuracy in capturing lived experiences: when youth describe emotional volatility, SET Mental Health scores reflect corresponding vulnerability patterns.



Stacked therapeutic tailored interventions

Stacked therapeutic tailored interventions layer personalized support plans across multiple domains simultaneously, creating cumulative protective effects: progress in one area reinforces gains in another. The "stacking" principle reflects the understanding that youth navigating systemic barriers rarely benefit from isolated services; instead, the development of protective factors accelerates when educational stability, cultural identity, emotional regulation, and prosocial connection are built together.

The intensity of intervention calibrates dynamically to circumstances, with staff exercising judgement about when to intensify or step back. The program's nonexclusionary approach means temporary disengagement never results in permanent service loss, and multi-channel monitoring preserves protective capacity across varying engagement levels.



Epigenetic family support and restoration

Epigenetic family support and restoration addresses intergenerational trauma patterns and relational capacity in home environments, targeting how adverse childhood experiences and intergenerational memories influence family functioning. The program's epigenetic framework recognizes that unhealthy memory systems influence social-emotional functioning, with therapeutic interventions intentionally creating new positive childhood experiences that can repair post-traumatic injury.

Support intensity is scaled appropriately, providing intensive direct engagement through mediation and coaching when warranted, and efficient indirect mechanisms when families possess baseline functional capacity. Family stress naturally decreases as youth behavioural patterns change, creating positive cascading effects across household dynamics, instead of requiring family change as a precondition for youth progress. The program successfully preserves functional family systems and prevents deterioration, maintaining kinship care arrangements during crisis periods and enabling coordination with senior services for grandparent caregivers.

Community engagement

Community engagement builds prosocial networks through strategic partnerships spanning recreation programs, employment pathways, cultural mentorship, and civic participation (volunteer placements). Rather than creating program-dependent community participation, engagement functions as capacity-building—building employment readiness earlier provides mechanisms to access workplace communities that become primary prosocial engagement settings, with youth independently navigating relationship-building after initial pathway creation.

Activities provided by structured-recreation partners become relational tools rather than endpoints, with fitness, arts, and music helping to establish trusted connections to adults and youth-identity development. The PBF successfully transitions youth from receiving support to providing it, with documented progression from participant to contributor and peer leader.

Continuous monitoring and feedback

Continuous monitoring and feedback tracks progress through the PBF App, enabling staff to assess the effects of interventions in real time, and adjust approaches based on what youth, families, and partners report. The monitoring infrastructure integrates SET assessment tools, timeline documentation, staff observations, and regular youth-staff contact, creating overlapping feedback loops.

This peripheral awareness system maintains protective capacity even during reduced direct-contact periods, with intelligence about family contexts beyond school interactions, including police contacts, health crises, housing instability, and ambulance calls, to inform intervention planning.



Systems interconnection and infrastructure function

The six pillars do not operate independently; they constitute an integrated support infrastructure in which each component enables and amplifies the others. Trust Building functions as the gateway condition without which assessment cooperation, intervention uptake, family engagement, community integration, and monitoring transparency become impossible. Youth experiencing institutional mistrust can access services through PBF as a trust buffer—the program maintains engagement that statutory systems alone cannot sustain, translating government resources into youth-accessible support.



- **Comprehensive Assessments** identify which intervention domains require intensification and which protective factors can be leveraged, avoiding resource waste on unnecessary supports while directing investment toward the highest-leverage opportunities. The assessment granularity enables Tailored Interventions to respond to multifaceted presentations, when strong protective factors coexist with substantial vulnerabilities, through sophisticated stacking rather than crude triage.

- **Epigenetic Family Support** focuses on home stability that enables youth to engage in interventions and community activities, which, in turn, reduces family stress without requiring family therapy as a precondition.

- **Community Engagement** builds the prosocial networks that sustain progress after program intensity is reduced, with employment communities, recreation settings, and cultural connections providing ongoing protective functions.

- **Continuous Monitoring** distinguishes PBF's approach, in which staff recognize when reduced contact reflects youth progress rather than disengagement that requires intervention, when family patterns indicate an emerging crisis versus a stable baseline stress, and when community integration is succeeding and scaffolding is not required.

The pillars' interdependence creates a self-reinforcing system in which gains are compounded across domains.

School re-engagement increases motivation for employment; cultural connection strengthens self-confidence; prosocial activities expand supportive peer networks; improved family communication reduces home volatility; and mental-health stability enables consistent participation.

This layering transforms isolated services into an integrated infrastructure, with PBF functioning as a coordinating hub, making fragmented community services usable for youth who cannot independently navigate complex systems.

Developmental outcomes pathway

The program operates through a staged progression. School-embedded access, trained staff, flexible resources, and functioning partnership networks generate immediate outputs. These include consistent contact, credible follow-through on practical needs, and consent-based service connections. Resulting short-term outcomes include increased help-seeking, improved coping and emotional regulation, reduced crisis frequency and severity, and early re-engagement with school and other structured activity.

This foundation consolidates into intermediate positive outcomes.



Youth develop stronger prosocial routines, workplace or volunteer identity, and improved family stability.

Exposure to exploitation and gang recruitment contexts decreases. Sustained engagement with protective processes supports longer-term outcomes: maintained resilience, reduced involvement in gang-related activity, improved life trajectory, and reduced cumulative effects of adversity.

Resilience develops through experiencing safety, stable relationships, a sense of belonging, identity formation, and access to supportive adults and prosocial peers. Youth move from crisis-driven cycles toward routines, internalized coping strategies, and self-directed engagement in school and community life.

Evaluation purpose, questions, and standards

Purpose and approach

HelpSeeker has been commissioned to conduct a third-party evaluation to demonstrate Project Black Feather's (PBF's) value proposition to the public, inform continuous improvement, and build evidence for program replication. The program serves youth who cycle through multiple interventions without meaningful engagement, making conventional outcome metrics insufficient. This evaluation examined whether PBF succeeds with hard-to-reach populations, whether trust-based mechanisms enable service access, and whether intensive support during crises prevents catastrophic outcomes.

This synthesis report integrates findings from a baseline cohort analysis (May 2025), a 6-month follow-up analysis (December 2025), and community engagement partner interviews into a formative evaluation, the timing of which reflects the program's ongoing implementation.

This evaluation examines whether PBF's approach produces the developmental changes the program aims to foster. From a social science perspective, there is enough early evidence to assess early signals of change, identify mechanisms driving those changes, and examine how the program functions under various life circumstances.



Core evaluation questions

The evaluation answers questions that arise from seven domains of program function, as described below.

- **Reach and engagement.** Who is being reached, and how does engagement intensity change over time? This examines whether PBF successfully reaches youth who avoid conventional services and whether intensity calibration fits crisis patterns and youth readiness for change.

- **Trust and relationship.** What builds durable trust, and what tests it? This assesses whether trust withstands major transitions, staff changes, and external crises, and identifies practices that establish credibility versus those that erode it.

- **Tailoring and stacking.** How are supports combined across domains, and what stabilization patterns emerge during crises? This evaluates whether interventions are layered effectively to create cumulative protective effects, and whether the program demonstrates capacity for intensive crisis response.

- **Family processes.** How does caregiver engagement influence youth trajectories, and what family supports are most useful? This examines whether family functioning improves as youth stabilize, and identifies mechanisms through which family stress either decreases or persists.

- **Community integration.** What pathways lead to a sense of belonging, identity development, and community contributions? This assesses whether youth progress from program-dependent participation to independently sustained prosocial engagement in workplace, recreation, and cultural settings.

- **Monitoring and learning.** How well does the monitoring system support timely decisions and a shared understanding with youth and families? This evaluates whether multi-channel monitoring enables adaptive calibration of intensity, and whether insights gleaned from assessment inform intervention planning.

- **Partnership function.** What roles do partners play, and what coordination work is required to make services useful? This examines whether the partnership ecosystem enables PBF to function as a broker, engagement stabilizer, and trust buffer, and identifies what coordination mechanisms transform available services into accessed supports.

Evaluative standards

The evaluation applies standards that distinguish effectiveness from the merely well-intentioned.

The value of the program requires that its positive effects be durable across disruptions. Evidence of infrastructure quality includes youth maintaining employment and sobriety through 6 months of minimal program contact, trust surviving staff changes and temporary disengagement from programming, and families functioning during crisis periods without intensive program support.

Effectiveness requires differentiation from existing services. If PBF serves the same populations through the same mechanisms as other programs, it duplicates rather than fills gaps. Partners identifying youth who would have been lost without PBF's engagement, documentation of sustained contact during withdrawal periods when other services close cases, and service access for youth who have shown institutional mistrust demonstrate effective reach and function.

Four evaluative standards

Assessing program effectiveness beyond participant satisfaction or service completion metrics

Durability

Gains withstand transitions, setbacks, and reduced program intensity

EVIDENCE INDICATORS

- Youth maintaining gains during periods of minimal contact
- Trust holding through staff changes
- Family stability persisting through youth-crisis periods

Differentiation

Reaching populations that conventional services cannot access

EVIDENCE INDICATORS

- Partner testimony about youth who would have been lost without PBF
- Sustained contact during withdrawal periods
- Service access for youth with institutional mistrust

Mechanism visibility

Effects traceable to specific practices, not undefined relationship quality

EVIDENCE INDICATORS

- Identifiable practices that build trust
- Observable intervention sequencing matches crisis patterns
- Documented coordination work removing access barriers

Developmental progression

Movement from crisis-driven cycles toward self-directed engagement

EVIDENCE INDICATORS

- Reduced crisis frequency and increased help-seeking
- Emerging prosocial identities and routines
- Progression from receiving support to providing it

Purpose:

These standards enable assessment of whether PBF generates intended outcomes through the mechanisms it employs—supporting conclusions about program effectiveness that extend beyond participant satisfaction or service completion metrics.

Effective relationships must demonstrate helpful actions and not just relational warmth.

Statements that “relationships matter” or “youth need to feel cared for” must be reinforced by observable practices that build credibility. Providing transportation and aiding practical problem-solving, with interventions timed to periods of crisis rather than by administrative scheduling convenience, and documenting coordination that removes barriers to service access all enable replication and continuous improvement.

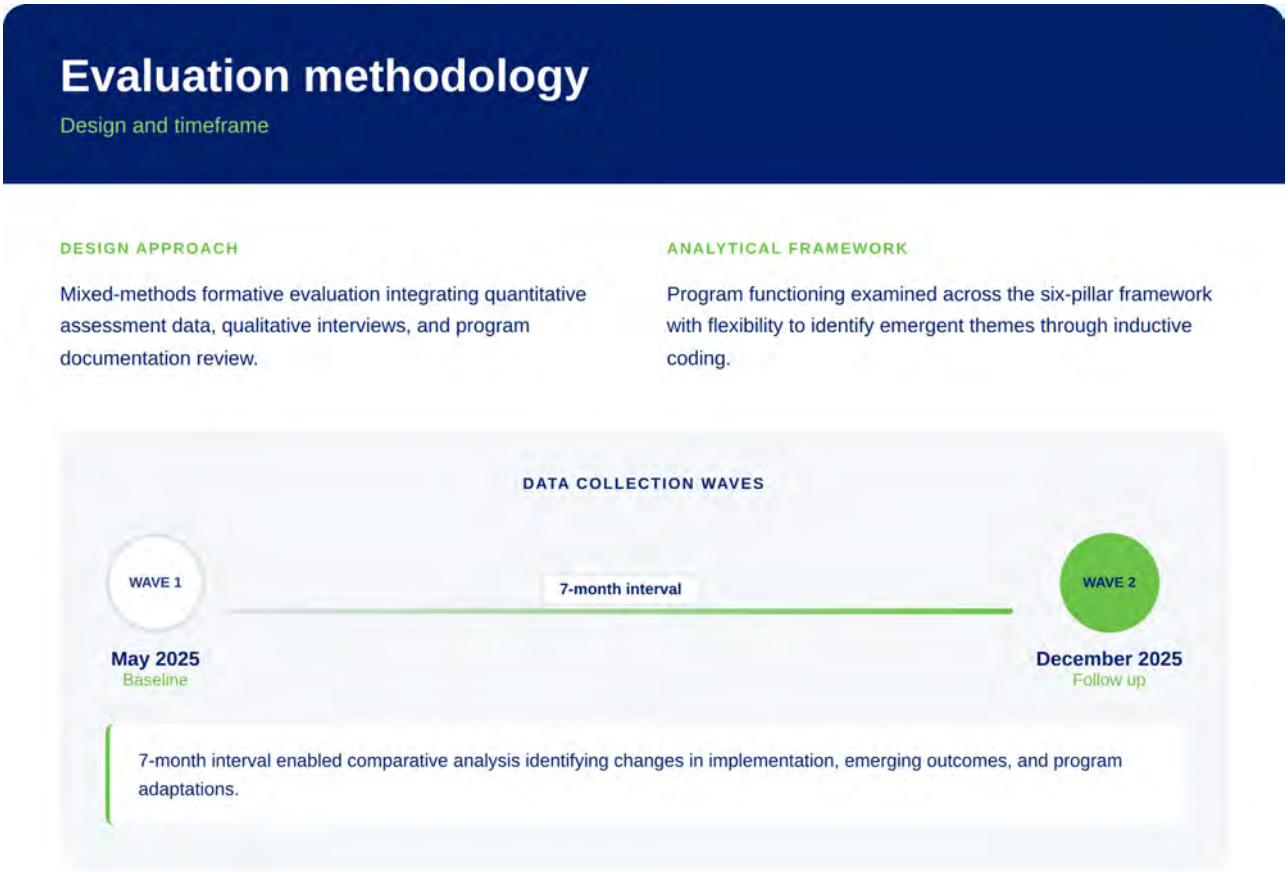
Success is shown through developmental progress rather than service completion. Youth attending appointments or participating in activities indicates engagement, but not transformation. When a youth moves from crisis-driven cycles toward routines, from external regulation toward internalized coping strategies, from help-seeking toward help-providing, and from program-dependent participation toward independently sustained community integration demonstrates the development of protective factors that persist beyond program involvement.

These standards enable assessment of whether PBF generates the outcomes it intends through the mechanisms it employs, supporting conclusions about program effectiveness that extend beyond measurements of participant satisfaction or service completion.



Design and timeframe

This formative evaluation employed a mixed-methods design integrating quantitative assessment data, qualitative interviews, and program documentation review. Data collection occurred in two waves: baseline in May 2025 and follow up in December 2025. This 7-month interval allowed for a comparative analysis that identified changes in implementation, emerging outcomes, and program adaptations.

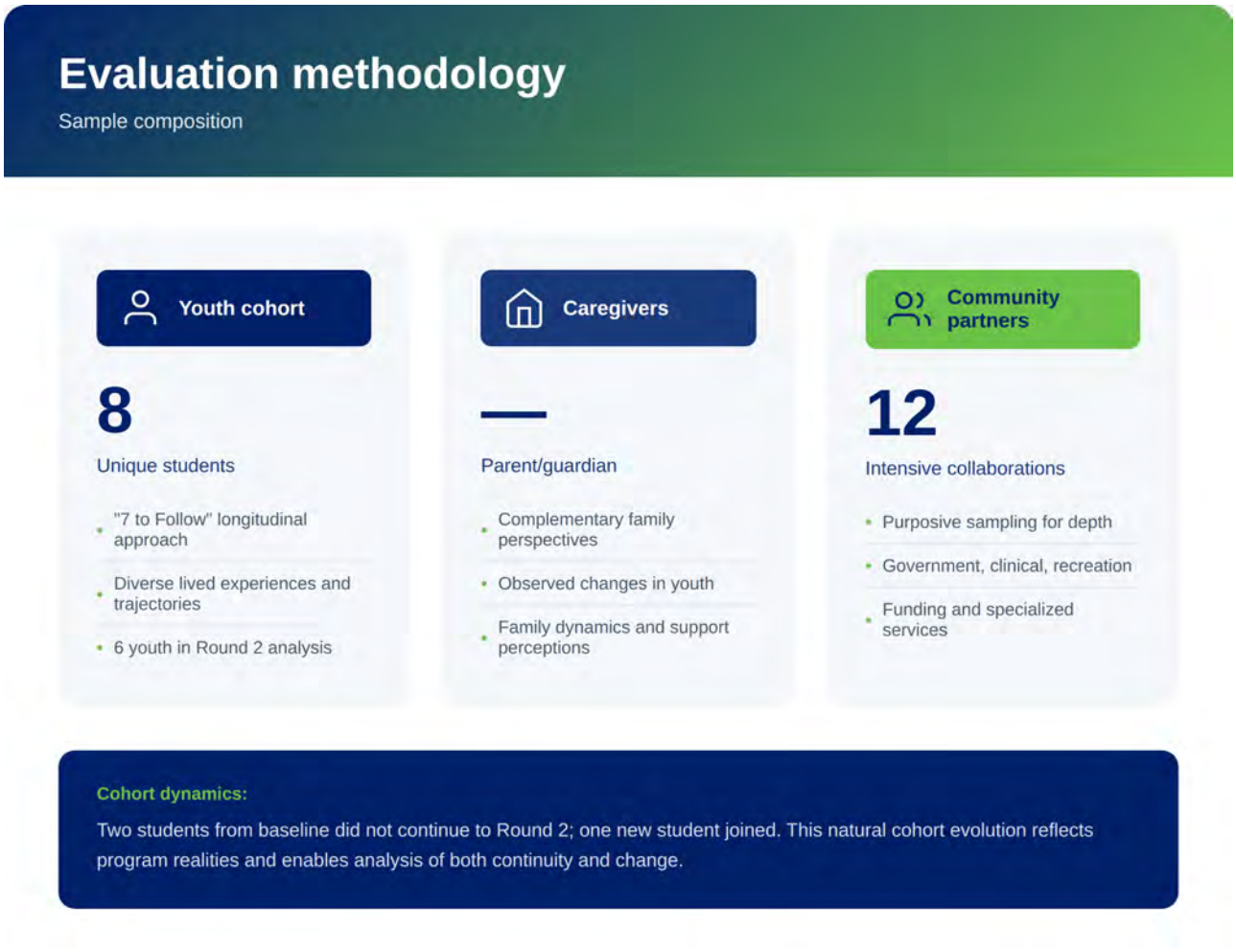


The evaluation examined program functioning across the six-pillar framework, while maintaining flexibility to identify emergent themes.

Analysis of youth trajectories was done using the framework of the pillar structure. Analysis of community partnership used inductive coding to identify partnership archetypes that emerged from partner interviews.

Sample

The evaluation included three participant groups.



The youth cohort used a “7 to follow” approach, with participants selected by the program team to reflect diverse lived experiences, service interactions, and developmental trajectories. Seven youth participated in the baseline analysis. At Round 2, two of these youth did not continue and one new youth joined, resulting in six participants. Across both rounds, eight unique youth were followed.

Caregivers offered complementary perspectives on the program’s effects within family systems. Parent or guardian interviews captured observed changes, family dynamics, and perceptions of program support.

Twelve community partners represented the program’s most intensive collaborations, selected through purposive sampling that prioritized depth over comprehensive ecosystem mapping. Partners included government agencies, clinical providers, recreation programs, funding sources, specialized services, and multi-agency coordination bodies.

Data sources

Program data from the PBF App and the SET framework provided systematic longitudinal tracking across nine developmental domains. SET scores documented changes in Home and Health, Learning Mastery, Attunement, Belonging, Mental Health, and Identity. Timeline logs captured participation patterns, intervention activities, and critical incidents.

Semi-structured interviews with youth and caregivers captured participants' lived experiences. Participants described whether supports felt helpful or unhelpful and how they perceived changes in their circumstances. Interviews revealed unanticipated outcomes that did not appear through the standardized measures.

Interviews with community partners provided implementation context. Partners described what works, what proves difficult, how partnerships function, and how the program integrates into the broader service ecosystem. These perspectives revealed coordination mechanisms and mutual value propositions.



Analysis approach

Data sources were analyzed together. For each youth, SET scores were examined alongside interview narratives and staff observations to build comprehensive pictures. Across the cohort, patterns emerging in one data source were triangulated with those in others. When data sources converged, findings gained credibility. When they diverged, the discrepancies became important findings warranting exploration.

Community partnership analysis proceeded through five dimensions: breadth, depth, processes, perceived value, and change over time. Partner-reported contributions were systematically triangulated with youth outcome data to assess whether described partnership functions corresponded to documented changes in youth trajectories.

Findings

Reach and engagement

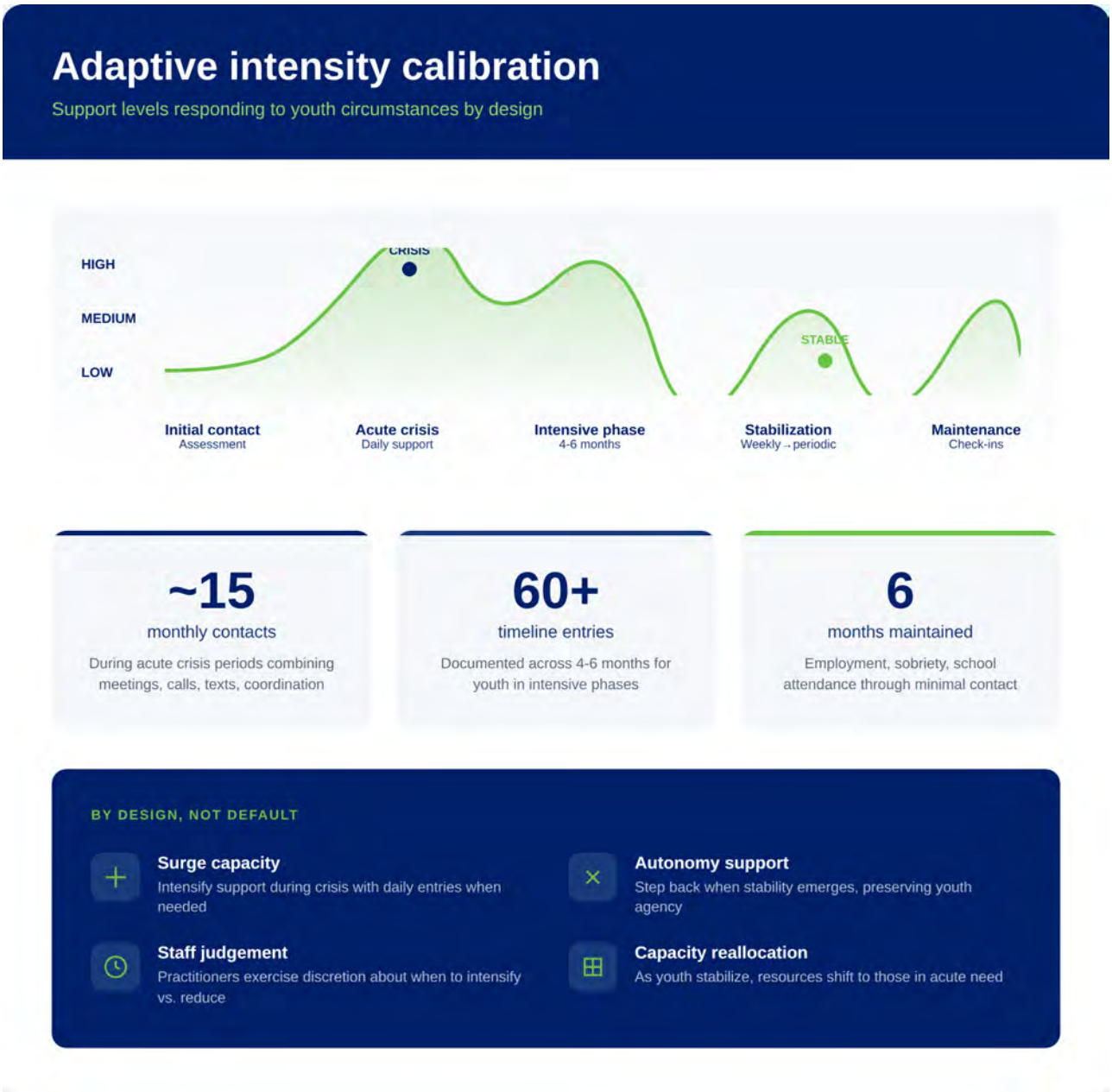
Project Black Feather (PBF) successfully engaged youth that conventional services struggle to reach. Timeline documentation and assessment records confirmed multi-domain needs for these youth. For example, substance-use counselling occurring simultaneously with family mediation, housing crisis management, exploring employment pathways, and daily transportation coordination. Youth experienced gang involvement vulnerability, exploitation risk, school disengagement, substance-use concerns, family dysfunction, housing instability, and mental-health challenges in combination rather than as isolated issues.



Several youth and families described low trust in formal systems, particularly schools and statutory services, and partners explicitly identified PBF's capacity to engage families who avoid or mistrust agencies like the Ministry of Children and Family Development (MCFD) and the Ministry of Social Development and Poverty Reduction (MSDPR). This population alignment—confirmed across multiple data sources—addresses Evaluation Standard 2 (differentiation) as the program reaches youth whom existing services have been unable to engage independently.

Engagement patterns revealed that adaptive-intensity calibration responded to youth circumstances. Database entries documented approximately 15 monthly contacts during acute crisis periods, combining in-person meetings, phone and text check-ins, external partner coordination, and practical supports. Timeline records for youth in intensive phases showed 60+ entries over 4 to 6 months. Student 123H's trajectory illustrates the pattern: daily entries during housing and domestic violence crises in September to October, shifting to several times weekly by November as stabilization occurred.

During stable periods, youth maintained connection through periodic check-ins without intensive intervention. This variation occurred by design, with staff exercising judgement about when to intensify support versus when to step back. As youth stabilized, intervention intensity decreased, and staff reallocated capacity, with surge capacity when needed and autonomy support when that served the need.



The nonexclusionary model enabled youth to reduce participation during stable periods, then re-engage when circumstances shifted. Youth interviews and caregiver accounts confirmed re-engagement following declines in participation, with one case explicitly illustrating a return after temporary disengagement. Several youth maintained employment, sobriety, and school attendance despite minimal program contact for 6 months.

Sustained outcomes during low-contact periods indicated that earlier intensive support built capacity rather than dependence. Partners corroborated that the "door remains open" in voluntary engagement models, enabling authentic youth agency while maintaining program availability. This durability across disengagement distinguishes PBF from conventional services that close cases when youth miss appointments or withdraw temporarily.



Partner coordination extended program capacity beyond direct staff resources. Partners described PBF functioning as a trusted intermediary for families, avoiding direct contact with formal agencies. Youth accessed funding for recreation, clinical care, structured activities, and statutory supports through PBF's bridging function.

Mechanisms and outcomes

The evaluation identified five mechanisms driving observed changes across youth trajectories. These mechanisms operated through the six-pillar framework, creating developmental pathways from crisis stabilization to independent community integration.

Mechanisms observed

Trusted transitions

Youth successfully navigated major life changes while maintaining program connection. Trust was maintained through major transitions in five of seven cases. Two examples illustrate how the program design helps maintain trust during both stability and crisis.

Student 123F demonstrated trustworthiness through stability: he maintained employment and 21 months of sobriety during 6 months of minimal program contact. When he later faced housing instability, he independently contacted staff, demonstrating an internalized understanding of the program as an ongoing resource. His trajectory is examined in detail under Youth outcomes.

Another youth (Student 123C) demonstrated trust durability through crisis: when home conflict escalated to police involvement, he stayed with his grandparents while maintaining program connection. He described feeling grateful for the support of his grandparents and comfortable knowing he can connect with PBF if needed. Trust held through housing instability, roster transition, and a substance-use crisis 4 months later—each disruption followed by re-engagement. This evidence addresses Evaluation Standard 1 (durability across disruption).

Adaptive intensity calibration

As documented in the engagement analysis, database entries showed approximately 15 monthly contacts during acute crisis periods, shifting to minimal contact as youth stabilized. This pattern demonstrates strategic resource reallocation: as stable youth require less support, staff capacity flows to those who are entering a crisis.

Two cases illustrate the calibration range. Student 123F (detailed under Youth outcomes) transitioned from weekly contacts during May to June during graduation coordination to a total of three contacts from June to December—a reduction he framed as a natural progression: “I just got more priorities, right?”

Student 123H required a different calibration: sustained intensive support over 4 months as compounding crises (housing instability, income delays, ID barriers, domestic violence) accumulated. The 60+ timeline entries from September to December prevented homelessness and involvement of child welfare.

The contrast is instructive: both intensity patterns reflect appropriate program response. Reduced contact for Student 123F signalled success; sustained contact for Student 123H prevented collapse. This evidence addresses Evaluation Standard 3 (mechanism visibility) as the intensity calibration responds to circumstances, not administrative schedules.

Stacked interventions

Youth receiving crisis-level response experienced concurrent interventions across multiple domains. Student 123H illustrates stacking at its most intensive, as shown below for September to December entries.

- **Food security:** Langley Meals on Wheels, Encompass pantry, Vineyard food hub, SaveOn grocery trips.
- **Systems navigation:** PWD application, CLBC enrollment, income-assistance coordination.
- **Employment supports:** job interview, transportation, certification research, training course funding.
- **Parenting resources:** Growing Together program, Baby Go Round, Healthiest Babies Possible, Best Babies father groups.

This student's -30 School/Community SET score—the most severe institutional disconnection across the cohort—meant no alternative support pathways existed. Without stacked interventions, each crisis would have cascaded into the next.

Student 123C received stacking across a different configuration: fitness programming, family-crisis response, school advocacy, and employment preparation operated simultaneously. Regular gym attendance improved emotional regulation, reducing home conflict and enabling focus on school re-engagement. This evidence addresses Evaluation Standard 3 (mechanism visibility), as the stacking principle creates cumulative protective effects, with progress in one domain reinforcing progress in others.

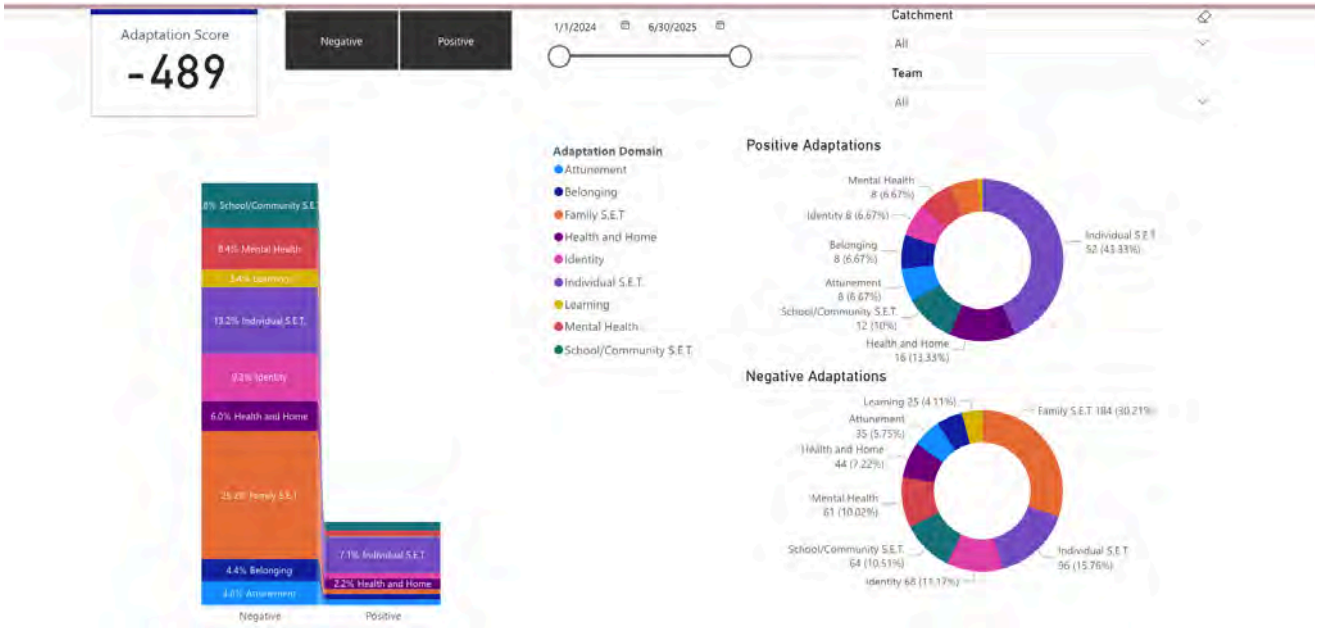
Trust transference

PBF functioned as a broker, enabling youth to access services they had previously rejected. Partners described PBF as an essential prerequisite for families seeking to avoid direct contact with formal agencies. Government workers stated that the program served as "my lifeline into the school system" and credited it with maintaining engagement longer than statutory services could sustain on their own. One flexible partner reported that 25 percent of quarterly funding requests came from PBF, noting that these referrals produced "outcomes much higher than just giving a gift card." Youth accessed clinical care, structured activities, and statutory supports through PBF's bridging function.

Monitoring and learning loops

The program's database infrastructure enables evidence-informed decision-making across various engagement levels. Daily timeline documentation captures intervention contacts, behavioural patterns, risk indicators, and progress markers. SET assessments track domain-specific change at regular intervals. Guardian communication and partner coordination create supplementary observation points, ensuring comprehensive awareness even when direct youth engagement fluctuates.

Figure 1: PBF database overview (illustrative)



The PBF App dashboard aggregates adaptation scores across nine developmental domains, enabling staff to identify patterns requiring intervention focus. Distribution of positive and negative indicators informs tailored response across the cohort.

This multi-channel approach preserves protective capacity when youth reduce direct contact. Student 123F's reduced-contact period demonstrates this function. When his phone broke in September, staff coordinated through his grandmother to maintain a connection. When he was involved in a stolen vehicle incident in June, staff learned via a parent phone call. This peripheral awareness continued functioning even during minimal direct contact, enabling rapid response when circumstances warranted it.

Figure 2: PBF database longitudinal tracking (illustrative)



SET domain scores tracked longitudinally, demonstrating multi-dimensional monitoring across nine developmental domains. Event markers indicate positive and negative life events, enabling staff to correlate circumstances with score changes and calibrate intervention timing. Note: Screenshot shown for illustrative purposes and does not represent a specific youth in this evaluation.

Evidence demonstrates that the program adjustments are appropriately responsive. When SET scores show deterioration in specific domains, intervention focus changes accordingly. When timeline documentation reveals emerging concerns, staff activate appropriate responses. The program also recognizes positive movement and adjusts intensity appropriately. Youth demonstrating consistent stabilization graduated to a reduction in contact frequency, preventing over-servicing while maintaining availability to re-escalate if circumstances changed.

Figure 3: PBF database event log (illustrative)

Event Date	Event Status	Event Title
May 26, 2025	Positive	Attended ICBC for picture ID appt
March 31, 2025	Positive	Job interview
March 11, 2025	Positive	Went to Cyrus Centre youth shelter
March 11, 2025	Positive	Practice with LANGLEY RAMS team
March 7, 2025	Negative	kicked out from friends place - unhoused
March 6, 2025	Positive	Met with Cindy for counselling
March 6, 2025	Positive	Met with housing support worker Prageeth
March 4, 2025	Negative	RCMP contact
February 26, 2025	Consent	
February 25, 2025	Positive	Practice with Langley RAMS football
February 21, 2025	Negative	Broke up with g/f conflict over possessions
February 21, 2025	Positive	Met with Cindy for counselling
February 13, 2025	Positive	Met with Cindy for counselling
February 6, 2025	Positive	Met with Lydia Kang to start CLBC application process
December 13, 2024	Negative	RCMP contact - Altercation with strata manger alleged assault on ET
December 13, 2024	Negative	Threatened suicide

Timeline entries document specific intervention contacts and life events with date and status classification, providing granular records of what was tried, what changed, and what remained unstable. Note: Screenshot shown for illustrative purposes and does not represent a specific youth in this evaluation.

In high-acuity periods, timelines record near-daily entries tracking attendance, medication adherence, appointment coordination, and family communication, with each flagged concern prompting a response. This adaptive calibration connects the monitoring infrastructure to an intervention action, rather than simply accumulating data.

Youth outcomes

Stability and crisis reduction

Youth demonstrated sustained positive trajectories throughout the follow-up period, with crisis frequency decreasing as internal regulation capacity developed.

Student 123F represents the clearest evidence of capacity-building success. His trajectory—21-month sobriety, dual employment (Hazelmere full-time, auto shop three days weekly with Red Seal electrician mentorship), independent living, and vocational planning clarity—stabilized during a 6-month minimal-contact period. His December statement captured forward orientation: "I'd rather be stable and happy in the future than, like, happy now." This evidence addresses Evaluation Standard 4 (developmental progression) by demonstrating that program involvement built transferable capacity enabling independent functioning.

Student 123E demonstrated trajectory reversal from chronic instability. This youth had experienced lengthy school absences and over a dozen missing-persons reports before program engagement. By December he had achieved no missed appointments over 60 days, steady employment as a cook, and consistent bi-weekly counselling. He described the change: "I can actually finish stuff now. Not just start and leave."

Student 123D showed quieter stabilization through emotional recalibration. Both the youth and the caregiver recognized improvement: "I don't get mad all the time now. Just sometimes, if it's really dumb." Timeline entries confirmed improved relational capacity without regression across the evaluation period.

Emotional regulation and coping

Youth descriptions revealed developing capacity for strategic relationship management. Multiple youth independently assessed relationship safety, exited harmful peer connections, and sought support proactively. One youth described deliberately withdrawing from a friend group after recognizing betrayal patterns, explicitly crediting the program with enabling boundary-setting capacity: "If they didn't, I probably would have just let him walk all over me." Another youth disclosed online exploitation and coercion, reflecting an increased willingness to seek adult support rather than trying to manage threats independently.

For example, Student 123C described deliberately withdrawing from peers who preferred "staying indoors and using drugs," saying, "I stopped trying to convince my friends to come to the gym with me because you can't convince a fly that honey is better than shit, right?" This represented an active peer selection strategy—protective distancing based on forward progress rather than passive isolation. He articulated the philosophy explicitly by stating, "Do I want to keep going backwards like I keep seeing all these other people doing, or do you want to keep moving forward?"

School engagement and alternative pathways

Assessment data showed improvements in the Learning and School/Community domains, coinciding with transitions to alternative education. Youth who had disengaged from conventional schooling accessed flexible learning programs, vocational training, and workplace-based education. In many cases, these alternative pathways offered opportunities for achievement better aligned with the youth's circumstances. One youth progressed from complete school disengagement to consistent attendance in an alternative program, saying, "I actually feel like I can do this now." The structured routine of alternative education created stability, enabling broader developmental progress.

Student 123E credited the program with initiating placement in the AS program, a non-traditional school model offering customized learning paths. He described the experience enthusiastically: "You set your own pace." Timeline entries documented school re-entry in February, Food Safe certification in March, and sustained employment, each representing incremental capacity-building.



Identity development and belonging

Workplace integration proved highly effective for youth transitioning toward independence. Youth described workplace relationships providing belonging, technical mentorship, social connections, and identity development, protective functions previously requiring ongoing program facilitation.

One youth found community in culinary and trade teams, stating, "I just want to have a big barbecue at my sous chef's house. I'm in with everybody. Everybody really likes me." Another youth transitioned from gym participant to volunteer instructor, describing the evolution: "I find training/coaching really fun, and I enjoy teaching people new things."

This progression from service recipient to community contributor represented an essential developmental change supporting long-term positive trajectories.

Student 123A developed prosocial peer connections through a strategically placed gym membership at the same facility as an older sibling. The youth's parent noted: "You guys helped provide the gym pass at the same gym as his brother, so now if his brother's going, he goes with him and his friends." By December, the parent requested renewed access for the youth to the men's group, describing it as "a huge thing for him."

Student 123G demonstrated an identity trajectory extending beyond typical program involvement.

This youth—with lived experience that included foster care, addiction recovery, loss of a child, and domestic violence—expressed a desire to become a youth worker focusing on young people with addiction and trauma histories. The +18 Individual SET score and strong Attunement indicators showed that trust-based development was thriving through continued program connection.



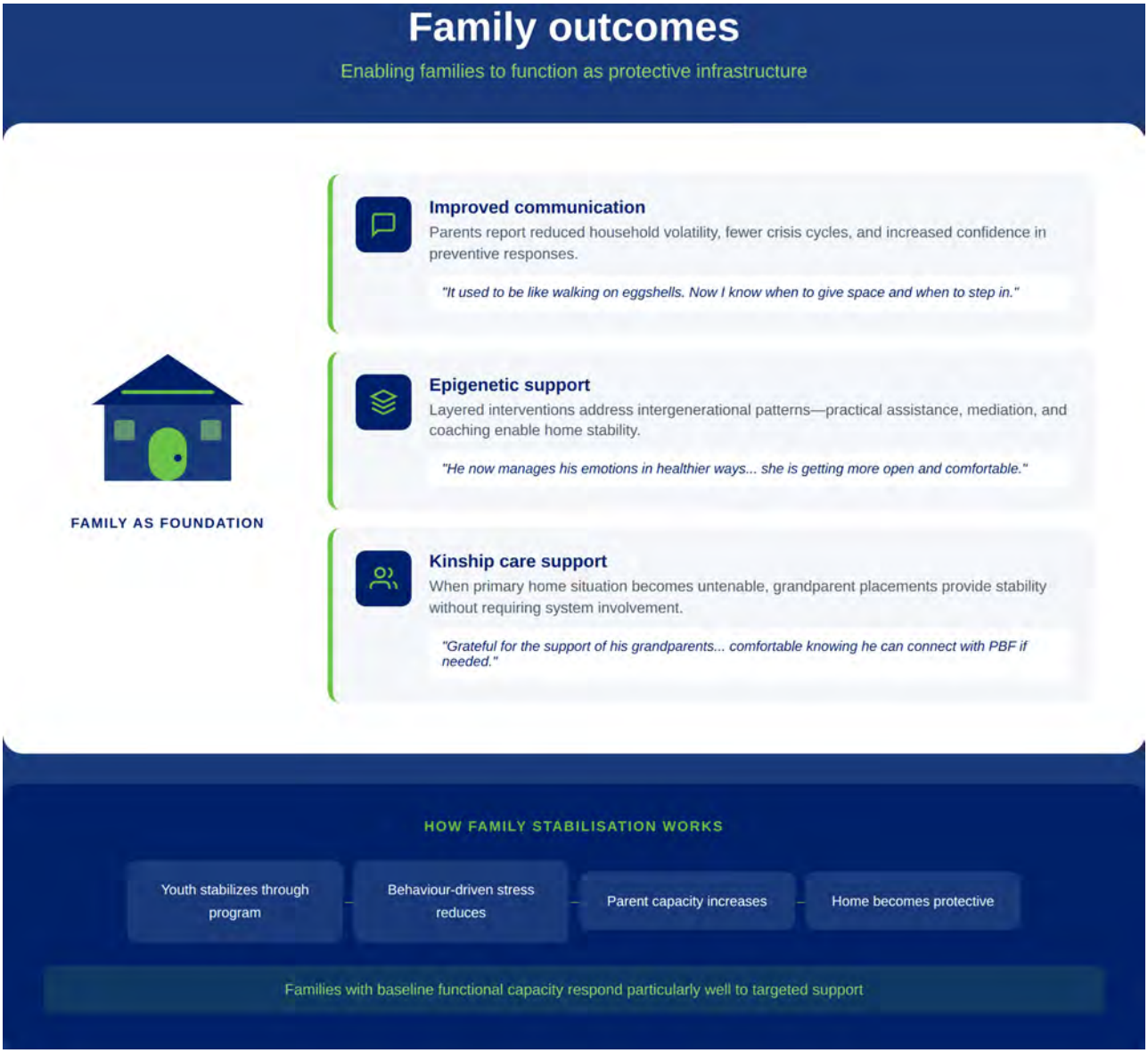
"I find training/coaching really fun, and I enjoy teaching people new things."

Family outcomes

Improved communication and reduced conflict

Parents described reduced household volatility and improved understanding as youth stabilized. Caregivers reported fewer crisis cycles, increased confidence in supporting their children, and growing capacity for preventive rather than reactive responses. One parent reflected: "It used to be like walking on eggshells. Now I know when to give space and when to step in. We're still figuring it out, but it's better."

Student 123C's mother's observation in July captures this idea: "He previously would express anger destructively by damaging property, but he now manages his emotions in healthier ways." By August, the youth had reported positive change: "Living with my mom has been better, she has been keeping the house more tidy." The youth also reported that his mom was getting more open and comfortable with the idea of his grandparents helping her.



Family stability through epigenetic support

Program interventions with families create an environment that aids youth stabilization. Family mediation, caregiver coaching, and practical household supports provided through the program reduced stress at home, decreased conflict, and improved parent-child communication. As the home environment became more stable, youth demonstrated reduced crisis cycles and increased capacity for sustained engagement. This mechanism proved particularly effective when families had baseline functional capacity that required targeted support rather than intensive restructuring. The epigenetic approach—addressing intergenerational patterns and relational capacity—enabled families to function as a protective infrastructure supporting youth development.

Student 123C's case demonstrates that mechanism. PBF's practical assistance—connecting his mother to decluttering resources—addressed her expressed need. Youth stabilization through gym-based emotional regulation reduced behaviour-driven family stress. Preserving the connection with grandparents provided crisis backup without requiring MCFD involvement. The program's epigenetic approach addressed intergenerational patterns through these layered interventions.

Kinship care support

Where primary home situations became untenable, the program supported placement with grandparents as a stability strategy. Staff maintained protective relationships with guardian caregivers even when direct youth engagement became impossible, providing navigation support and validation. One youth stayed with grandparents during conflict in his primary home, stating he was "grateful for the support of my grandparents," and felt comfortable knowing he could connect with the program if needed. This flexibility prevented system involvement while ensuring safety.

System outcomes

Service connections that previously failed

Youth accessed clinical care, statutory supports, and structured activities that had remained theoretically available but functionally inaccessible before program involvement. Clinical providers emphasized that therapeutic effectiveness depended on non-clinical support infrastructure. One provider stated: "Without Project Black Feather doing the engagement work, these kids wouldn't be accessing our services at all." The program transported youth to appointments, re-engaged them during periods of ambivalence, and reduced the fear of seeking help, thereby mitigating barriers to service uptake when clinical availability was not the problem.

Student 123H illustrates this most clearly. His -30 School/Community SET score reflected active institutional rejection—viewing schools and community organizations with disdain rather than apathy. Through program accompaniment, he secured Persons With Disabilities (PWD) approval, CLBC enrollment, income assistance, and parenting programs. The program transported him to appointments, re-engaged him during ambivalence, and reduced fear of seeking help. This translated funding approvals into actually accessing supports.

Sustained statutory engagement

Government partners described maintaining a connection with high-risk families longer than possible through direct agency outreach. One statutory worker noted: "That one youth that [staff] worked with, we would have lost her a year ago...way before that." The program functioned as a relational infrastructure, translating institutional resources into youth-accessible formats and enabling government services to reach populations they could not access independently.



System infrastructure function

The program identifies complex, intersecting needs that single agencies could not address— for example, youth experiencing substance use while navigating housing instability and school disengagement, or grandmother caregivers managing multiple high-risk youth without support. PBF delivers direct services to youth and caregivers while simultaneously activating partner capacity to address needs beyond the school-based scope. When clinical expertise was required, PBF transported youth to sessions and maintained engagement through periods of youth ambivalence. When statutory resources were needed, PBF provided trusted accompaniment, reducing institutional fear. When recreation offered developmental opportunities, PBF removed barriers preventing access.

Partners emphasized that "people will trust the individual more than the organization." The program's direct relationship with families enabled partner services to function effectively. This trust infrastructure transformed theoretically available resources into accessible supports, since services remained funded but functionally unusable by target populations without PBF's participation.



Counterfactual and opportunity cost

This formative evaluation does not include a matched comparison group. Counterfactual analysis draws on partner perspectives, documented service barriers, and cohort patterns to assess what likely occurs without PBF's intervention.

What partners report would happen without PBF

Partners consistently identified specific youth who would have disengaged from all services without program intervention. The MCFD worker described one youth as "hard." PBF staff got her to appointments, connected with her, and helped convince her to see a mental-health worker. When this youth moved to another community, the staff followed up and maintained a connection. Before the youth's eventual transfer to the exploitation/gang unit, the worker assessed: "We would have lost her way before that." Program involvement extended engagement approximately 1 year beyond what MCFD could sustain independently, even though the youth's trajectory ultimately progressed into higher-risk categories.

The MSDPR worker described PBF as her "only service provider," bridging government resources for youth who cannot navigate institutional systems independently. She characterized the alternative as "really difficult for people who are in a hard spot to wait on hold... and talk to a stranger on the phone." Without trusted intermediaries, youth facing crises would endure 1-800 wait times, challenging government office environments, and bureaucratic procedures that actively deter help-seeking. Same-day crisis response—heat restored, rent paid, food secured—also depends on PBF's bridging function, translating government resources into accessible support.

The Langley School Foundation representative identified a visibility gap that program presence addresses.

Flexible funding exists, but without school-embedded identification processes, needs remain invisible. "If this program didn't exist, would I ever know these kids need these things...highly unlikely." The Foundation cannot independently identify which youth require driving lessons for employment access, gym memberships for routine-building, or emergency food support during a housing crisis.

PBF's embedded position transforms latent funding capacity into timely, targeted intervention.

Documented crisis prevention in the evaluation cohort

The evaluation documented specific instances where program absence would have led to predictable escalation.

Student 123H's trajectory (detailed under Stacked Interventions) demonstrates crisis prevention: without intensive wraparound during September to December, housing instability, income delays, ID barriers, and domestic violence would have resulted in homelessness and child-welfare involvement.

Student 123B faced a different crisis pattern: two deaths in rapid succession triggered grief-driven destabilization. Daily contact, connection to substance-use counselling, and family mediation prevented school dropout and family rupture. This case illustrates surge capacity for acute emotional crises as compared with needs related to cumulative structural barriers.

These cases demonstrate program capacity to prevent catastrophic outcomes through surge-intensity response—evidence addressing Evaluation Standard 1 (durability) and Evaluation Standard 2 (differentiation), showing outcomes that existing services could not independently produce.

Why existing services cannot independently reach this population

Government agencies and clinical providers identified essential functions they cannot perform without program support.

Statutory workers described families who avoid or mistrust formal systems, rendering direct outreach ineffective. The MCFD worker explained the diversion function: "With them [PBF] being involved, they can...talk to the families if they don't need to go to us. Especially if the school catches it, like, right at the beginning." This early identification prevents escalation: "It hasn't escalated to the point we're now involved, and kids are being removed." Without school-embedded trust relationships, situations escalate into crises before systems can respond.

Clinical providers possess therapeutic expertise but cannot maintain contact when youth face structural barriers, such as transportation barriers, or ambivalence about treatment. A substance-use counsellor noted that the youth most needing therapeutic intervention are least able to access it without accompaniment and engagement stabilization. Recreation providers offer developmental opportunities but lack mechanisms to identify vulnerable youth, coordinate transportation, or reduce initial anxiety about new settings. The Game Ready coordinator confirmed that participation "wouldn't have worked" without PBF removing access barriers.

Each institution operates within constraints preventing direct service delivery to high-risk populations. Government workers cannot access schools; clinical services cannot conduct outreach; and recreation providers need referral pathways they cannot create independently. PBF's coordination work addresses this structural gap, making existing services functional for youth who would otherwise remain unserved despite substantial aggregate system investments.

System infrastructure function

PBF operates as an integrated service infrastructure rather than a referral pathway.

The program delivers direct supports—transportation, practical problem-solving, crisis response, family mediation—while simultaneously activating partner capacity to address needs beyond the school-based scope. This dual function distinguishes PBF from coordination models that connect youth to services without addressing the trust barriers preventing access.

The evaluation revealed consistent patterns across the cohort. Youth with institutional mistrust could not independently navigate government offices, appointment scheduling, or clinical intake procedures, which means services existed but remained functionally inaccessible to them. Through program relationships, these same youth accessed clinical care, statutory supports, recreation programs, and flexible funding—not because of referrals, but because PBF helped maintain the engagement that made services usable.

Partners identified specific gaps that the program's presence addresses. The MCFD worker described budget constraints this way: "I now have to go through five people to get a council approved." Activities previously funded by MCFD—gym access, sports programs, summer camps—now depend on alternative sources. PBF identifies needs, secures flexible funding, and ensures youth access to structured engagement during high-risk periods. Without this capacity, youth "just sit around all summer long."

The counterfactual is observable in this cohort. Youth who previously cycled through failed interventions now accessed resources through PBF relationships. Clinical care that remained unused even when it was available became accessible support. Statutory resources that families avoided felt navigable with trusted accompaniment. Recreation programs that required transportation and support to reduce initial anxiety became a sustained source of health and social benefits.

The program does not coordinate services—instead, it creates the conditions necessary to enable those who will benefit from the services to access them.

Discussion and synthesis

What makes Project Black Feather work

Cross-case analysis shows program effectiveness results from interconnected capacities rather than any single approach to intervention. Prevention is achievable when youth stay connected to protective adults and systems long enough for routines, identity, and coping skills to develop.

PBF's role is to identify, establish and sustain those conditions, even during periods of volatility, while providing direct and indirect services.



Trust as foundational infrastructure

The evaluation reveals that trust is not one of several program components—instead, it is the precondition that determines whether other components function at all. Partner services, clinical interventions, statutory resources, and recreation programs exist across Langley's service ecosystem. What makes them accessible to high-risk youth is a trust infrastructure that reduces the friction between vulnerable populations and institutions meant to serve them.

This finding has implications beyond PBF. System investments in youth services may underperform not because programs are ineffective, but because the trust infrastructure required to access them is weak or nonexistent. The counterfactual evidence consistently showed funded services remaining unused until program relationships made them usable. This suggests that trust infrastructure may be a necessary condition for positive return on other youth-service investments.

Intensity calibration protects youth autonomy and program capacity

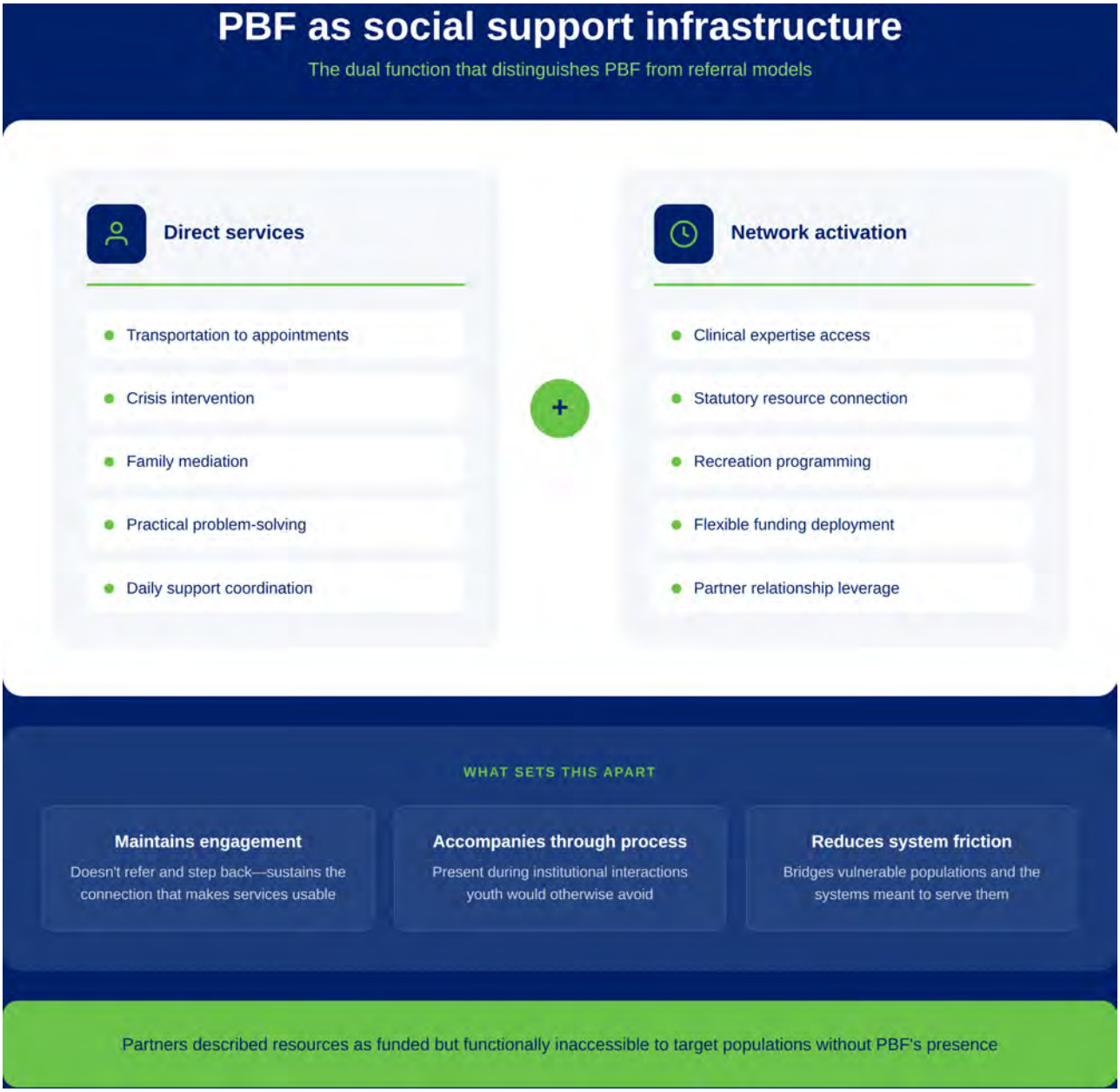
The program increases support during crises and reduces it during periods of stability, matching interventions to circumstances. Youth who maintained employment, sobriety, and school attendance during minimal-contact periods demonstrated that earlier intensive support built transferable capacity. This freed staff to provide additional support to youth entering crisis while respecting developmental progress toward independence. Reduced contact periods sometimes aligned with progress, suggesting that reduced engagement when appropriate is another form of support, increasing self-direction.

Stacked supports reduce fragmentation

Through PBF, youth and caregivers experienced support as cohesive, not fragmented. Substance-use counselling, family mediation, employment pathways, and housing-crisis management operated simultaneously during acute periods, creating cumulative protective effects. This layering prevented the typical pattern where a crisis in one domain cascades into disengagement from all supportive activities.

Practical problem-solving builds credibility and removes access barriers

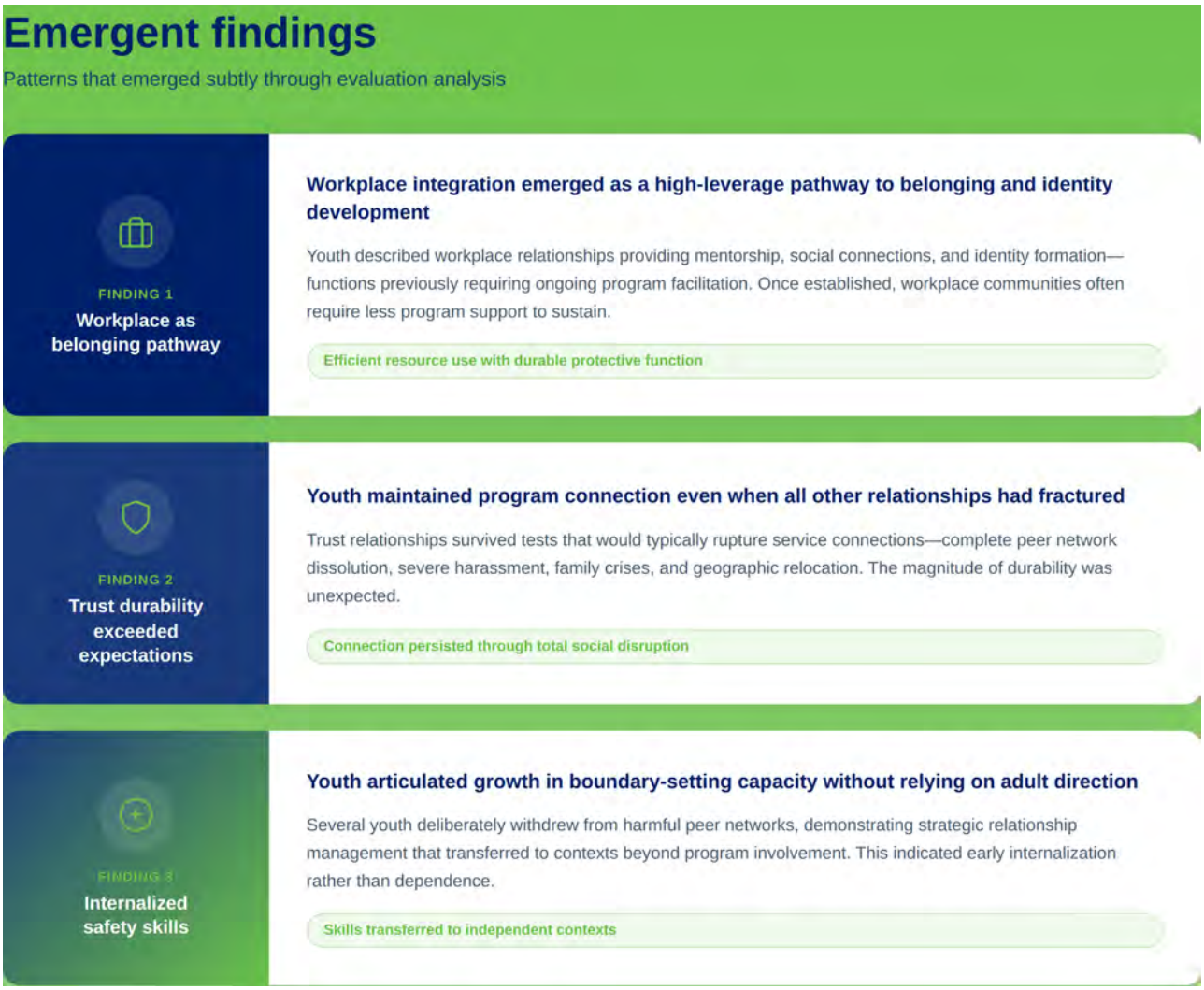
Transportation to appointments, facilitating ID, food security coordination, and housing-crisis management demonstrate program commitment through action. These tangible supports address barriers that typically block service access for youth and intensify institutional mistrust. Partners consistently identified this practical function as distinguishing PBF from programs that refer without ensuring access. Timely help to access resources may seem small, but often had outsized effects when such help stabilized routines or prevented crisis escalation.



PBF operates as a social support system infrastructure

The program delivers direct services to youth and families while simultaneously making its partner network available to respond holistically. Staff provide transportation, crisis intervention, family mediation, and direct practical problem-solving. When needs exceed the scope of school-based programming, PBF activates clinical expertise, statutory resources, recreation programming, and flexible funding through established relationships. This dual function distinguishes PBF from referral models, because it does not connect youth to services and then take a step back. It maintains the engagement that makes services usable, accompanies youth through institutional processes they would otherwise avoid, and reduces the friction between vulnerable populations and the systems meant to serve them. Partners described the program as essential for service uptake because their resources remained funded but functionally inaccessible to target populations without PBF's involvement.

Additionally, several subtle findings emerged through evaluation analysis.



Workplace integration emerged as a high-leverage pathway to belonging and identity development. Youth described workplace relationships providing mentorship, social connections, and identity formation. Once established, workplace communities often require less program support to sustain, representing an efficient use of resources with a durable protective function.

The magnitude of trust durability exceeded expectations. Trust relationships survived tests that would typically rupture service connections, including complete dissolution of peer networks, severe harassment, family crises, and geographic relocation. Youth maintained program connection even when all other relationships had fractured.

Several youth articulated growth in boundary-setting capacity, indicating early internalization of safety skills rather than reliance on adult direction. Youth who deliberately withdrew from harmful peer networks demonstrated strategic relationship management that transferred to contexts beyond program involvement.

Where the model Is fragile

The program's partnership infrastructure operates through direct relationships rather than formal protocols. This design choice generates significant advantages. The Foundation approves funding requests within days rather than weeks. MSDPR provides same-day crisis response. Clinical partners arrange consultations by phone without referral paperwork. Recreation providers accommodate scheduling changes immediately. Youth experiencing acute need receive support within an appropriate intervention window rather than after bureaucratic processing has seen the window close.

Partners consistently attributed PBF's effectiveness to this responsiveness. The speed and flexibility that informal relationships enable would be difficult to replicate through standardized procedures. Formal protocols typically require documentation, approval chains, and eligibility verification, all of which create delays incompatible with effective crisis intervention. The program's capacity to act quickly when circumstances demand it also depends on trust relationships, in this case those PBF's staff have built with partners over time.

This warrants consideration when planning for sustainability and growth. Partnership knowledge currently resides in staff relationships rather than transferable documentation. One partner observed that if new staff joined without established relationships, the partnership infrastructure would need to be rebuilt. Another noted persistent uncertainty about program scope and referral processes, despite years of proximity, which shows that functional collaboration doesn't happen without deliberate relationship investment.

Staff hold the accumulated knowledge of youth circumstances, family dynamics, partner contacts, and intervention history. This deep contextual understanding is the foundation for nuanced judgement. It also means that transitions, whether through staff departures or program expansion, require knowledge transfer and relationship continuity.

This evaluation does not identify informality as a flaw requiring correction. The responsiveness that enables PBF's success comes from relationship-based processes.

But it would be helpful to consider whether selectively formalizing specific partnership mechanisms, such as referral pathways, role boundaries, and escalation procedures, could protect continuity during transitions without sacrificing the speed and flexibility that make the model effective. This balance warrants ongoing attention as the program considers its sustainability trajectory.

Recommendations

These recommendations are based on evaluation findings and are organized by function. They aim to preserve Project Black Feather's (PBF's) strengths, address identified opportunities, and support sustainable growth.

Preserving what works

The following practices demonstrate clear effectiveness and warrant continued investment.

Trust-first engagement

The program invests in relationship-building before intervention, demonstrating reliability through consistent action over time. Staff build credibility by following through on commitments, offering a nonjudgemental presence, and through willingness to meet youth on their terms. This approach enables engagement with youth who would otherwise refuse support.

The evaluation documented trust relationships surviving tests that would typically rupture service connections: staff departures, geographic relocation, domestic violence, and complete dissolution of the peer network. In five of seven cases, trust held through major transitions. Youth maintained program connection even when all other relationships had fractured.

This foundation makes every other program function possible. Without it, clinical referrals go unused, statutory resources remain inaccessible, and partner services are funded but functionally unavailable.

Relational permanence as explicit practice

Staff communicate that support remains available across stability, crisis, and disengagement. This messaging enables youth to internalize an understanding of the program as a durable resource rather than an episodic service relationship that will disappear when they miss appointments or withdraw temporarily.

The evaluation documented youth re-engaging after temporary disengagement precisely because they understood the door remained open. For example, one youth, facing housing instability after 6 months of minimal contact, independently contacted PBF staff.

This contrasts sharply with conventional services that close cases when youth disengage. Partners corroborated that the "door remains open" approach enables authentic youth agency while maintaining availability of protective support. Program involvement extended engagement approximately 1 year beyond what statutory services could sustain independently.

Adaptive intensity calibration

The program scales support rapidly during crises while stepping back during stability, matching intervention intensity to circumstances rather than administrative schedules. This protects both youth autonomy and staff capacity.

The evaluation documented the calibration range. Database entries showed approximately 15 monthly contacts during acute crisis periods. One youth required 60+ timeline entries over 4 months as compounding crises—housing instability, income delays, ID barriers, domestic violence—accumulated. Without this intensive response, the trajectory would have ended in homelessness and child-welfare involvement.

The nonexclusionary model, where temporary disengagement never results in permanent service loss, enables this calibration. It will be important to resist pressure to have standardized service allocations that would undermine this responsiveness. The program's capacity to act quickly when circumstances demand it—and step back when they don't—is a design feature, not an inconsistency.

Stacked, multi-domain intervention design

Multiple supports operate simultaneously across domains, creating cumulative protective effects where progress in one area reinforces gains in another. This layering prevents the typical pattern where a crisis in one domain cascades into complete disengagement from all supportive activities.

The evaluation documented stacking at its most intensive: one youth received concurrent food-security support through multiple providers, systems navigation help, employment supports (including transportation for interviews, certification funding), and parenting resources—all during a 4-month crisis period. His -30 School/Community SET score, the most severe institutional disconnection in the cohort, meant no alternative support pathways existed. Without stacked interventions, each crisis would have cascaded into the next.

Database-driven monitoring infrastructure

Timeline documentation and SET assessment infrastructure provide longitudinal intelligence enabling responsive intervention. Daily entries track attendance, behavioural patterns, risk indicators, and progress markers. Communication with guardians and coordination with partners create supplementary observation points, maintaining comprehensive awareness even when direct youth engagement varies.

This multi-channel approach preserves protective capacity when youth reduce direct contact. For example, when one youth's phone broke, staff coordinated through his grandmother to maintain connection. When he was involved in a vehicle incident, staff learned about it through a parent phone call. Peripheral awareness continued functioning even during minimal direct contact, enabling rapid response when circumstances required it.

The monitoring infrastructure connects to intervention action rather than simply accumulating data. When SET scores show deterioration in specific domains, the intervention focus changes accordingly. When timeline documentation reveals emerging concerns, staff activate appropriate responses. When youth demonstrate consistent stabilization, contact frequency drops appropriately—preventing over-servicing and supporting autonomy while maintaining availability.

Practical problem-solving that establishes credibility and removes access barriers

Transportation to appointments, ID facilitation, food-security coordination, and housing-crisis management demonstrate program commitment through action. These tangible supports address barriers that typically block service access for youth experiencing institutional mistrust.

Partners consistently identified this practical function as distinguishing PBF from programs that refer without ensuring access.

Without PBF's bridging function, youth would have to go through 1-800 wait times, challenging government office environments, and bureaucratic procedures that actively deter seeking help.

Strengthening for sustainability

The following recommendations emerge directly from evaluation findings. They address opportunities to enhance program durability and efficiency without compromising the informal, relationship-based practices that make the model effective. These are refinements, not corrections, building on demonstrated strengths.

Peer connection pathways following protective withdrawal

The evaluation documented youth who successfully exited harmful peer networks but then experienced isolation. One youth used strategic distancing, describing deliberately withdrawing from friends who preferred "staying indoors and using drugs."

Because youth who develop the capacity to exit harmful relationships have not yet rebuilt healthy ones, this point represents an opportunity for program enhancement. Mentorship opportunities pairing stabilized youth with those who are at an earlier stage in their trajectories, structured peer activities, and community participation pathways that aid youth to move from program-facilitated activities toward self-directed involvement would strengthen this phase.

Digital safety integration

Online exploitation risks appeared in the evaluation cohort. One youth disclosed online exploitation and coercion. While this reflected an increased willingness to seek adult support, this disclosure came as a result of interview rather than through proactive screening.

Digital environments present exploitation risks that may not surface through conventional check-ins that are focused on school, employment, and family dynamics. Integrating digital safety and exploitation prevention into routine engagement, including guidance for caregivers, would address this risk domain before a crisis.

Partnership continuity through selective formalization

PBF's partnership infrastructure operates through direct relationships rather than formal protocols. This design generates significant advantages in terms of effectiveness. Partners consistently attributed program effectiveness to how these relationships supported responsiveness.

However, partners also identified this as a potential vulnerability. A bureaucratic process that slows responsiveness is not the solution. Formalizing selected processes may offer a middle path: for example steps could be taken for documenting referral pathways, identifying role boundaries, and establishing information-sharing protocols and escalation procedures for key partnerships, particularly bridges to government systems. This would preserve institutional knowledge during staff transitions and program expansion without sacrificing the speed and flexibility that make the model effective.

Consistent assessment intervals to strengthen evidence base

SET reassessment frequency varied in the evaluation cohort, with some experiencing gaps between formal assessments during periods of both reduced engagement and acute crisis. This variability limits the capacity to track trajectory changes at consistent intervals and weakens the evidence base for sustainment and replication decisions.

A target of quarterly assessments, with flexibility during crisis periods, would enable more robust outcome measurement without creating assessment burden during periods of greater support need. "Progress snapshots" from both youth and caregivers, highlighting strengths gained, domains stabilizing, and next priorities would make progress tangible to participants, reinforcing motivation and shared understanding, and simultaneously strengthening documentation for external audiences.



Conclusion

This evaluation examined whether Project Black Feather (PBF) reaches youth who avoid conventional services, whether trust-based mechanisms enable service access, and whether intensive support during crises mitigates against negative outcomes.

The evidence across 8 youth trajectories, 12 partner interviews, and 7 months of longitudinal documentation is that the answer is yes for all three questions.

- **The program successfully engaged youth experiencing gang involvement vulnerability, exploitation risk, school disengagement, substance use, family dysfunction, housing instability, and mental-health challenges in combination.** These youth and families described low trust in formal systems. Partners explicitly identified youth who would have been lost to all services without program intervention. Population alignment with target demographics confirms that the program reaches the intended target rather than drifting toward easier cases.

- **Trust proved more durable than anticipated.** Relationships survived staff transitions, extended periods of reduced contact, and external crises, including housing instability, domestic violence, and complete dissolution of the peer network. Youth who understood reduced contact as a success signal maintained secure attachment to the program and re-engaged when circumstances merited it. This durability distinguishes trust infrastructure from episodic service relationships that are more likely to break down under pressure.

- **Adaptive intensity calibration emerged as a defining strength of the program.** Staff provided approximately 15 monthly contacts during acute crisis periods, then appropriately reduced intensity as the youth stabilized. Youth who maintained employment, sobriety, and school attendance for 6 months with minimal program contact demonstrated that earlier intensive support built transferable capacity.

The program protected youth autonomy during stable periods while preserving surge capacity for those entering crisis.



The program operates as an infrastructure for social support. Staff deliver direct services including transportation, crisis intervention, family mediation, and practical problem-solving.

When needs exceed the scope of school-based programming, PBF activates clinical expertise, statutory resources, recreation programming, and flexible funding through established relationships with partners. Those partners described the program as essential for service uptake. Youth accessed clinical care, statutory supports, and structured activities the youth had previously rejected. PBF, by developing trust relationships with the youth, provided support that reduced the friction between the youth and the systems meant to serve them.

The evaluation identified opportunities to strengthen peer-connection pathways, embed digital safety practices, and selectively formalize processes to protect continuity.

PBF provides evidence that a trust infrastructure can be built with youth who mistrust institutions, and that this infrastructure can be maintained during volatility, and leveraged to produce positive developmental outcomes.

The program's trust infrastructure, partnership network, and adaptive capacity represent accumulated investments that took years to build. An interruption in funding would not merely pause services, but could severely damage relationship capital that cannot be quickly rebuilt.

Appendices

A. Limitations

Several methodological considerations shape the interpretation of these findings.

Sample and generalizability

The evaluation followed eight unique youth across two data collection waves, with seven participating at baseline and six at follow-up. This purposive sampling enabled depth of analysis appropriate to formative evaluation, but limits statistical generalization. The cohort was selected by program staff to reflect diverse trajectories rather than by random assignment, which may introduce selection effects. Findings may not reflect the experiences of youth who disengaged early, declined evaluation participation, or whose circumstances differed substantially from the cohort profile.

The mixed-methods design partially addresses sample size constraints. Triangulation across SET assessments, timeline documentation, youth interviews, caregiver interviews, and partner interviews enabled pattern identification and cross-validation that purely quantitative approaches with small samples cannot achieve. Where multiple data sources converged on the same finding, confidence in that finding increased accordingly.

Attribution and counterfactual

Youth receive support from multiple sources simultaneously. Isolating program contribution from ambient maturation, family changes, school interventions, peer influences, and other contextual factors presents inherent challenges in community-based program evaluation. The evaluation discussed in this report addressed attribution through mechanism documentation rather than outcome-only measurement, examining observable program practices, intervention timing, and participant accounts of what produced change. Partner testimony identifying specific youth who would have been lost without program involvement strengthens counterfactual reasoning, though causal claims remain appropriately modest.

The absence of a comparison group limits the capacity to estimate what would have occurred without program involvement. Ethical and practical constraints preclude random assignment for high-risk youth requiring immediate support. The evaluation relied on within-cohort trajectory analysis, partner counterfactual accounts, and documented crisis prevention to assess program contribution.

Assessment timing and documentation

SET reassessment frequency varied across youth, with some experiencing gaps between formal assessments during periods of reduced engagement or acute crisis. This variability limits the capacity to track trajectory changes at consistent intervals. The evaluation supplemented SET data with timeline documentation and interview narratives to maintain visibility into youth circumstances between formal assessments.

Guardian-proxy assessments during youth disengagement periods preserve monitoring continuity but introduce potential reporting differences compared to direct youth assessment. The evaluation noted where proxy and direct assessments diverged and interpreted findings accordingly.

Partnership sampling

The 12 community partners interviewed represented the program's most intensive collaborations, selected through purposive sampling that prioritized depth over comprehensive ecosystem mapping. Partners with less developed relationships or those whose collaboration had not progressed beyond initial contact were not included. This sampling approach captured partnership functioning at its strongest, but may not reflect the full range of partnership experiences across the ecosystem.

Researcher positioning

HelpSeeker Technologies conducted this evaluation as an external third-party evaluator with no operational role in program delivery. The evaluation team maintained independence from program-implementation decisions throughout data collection and analysis. Program staff facilitated access to participants and documentation but did not influence analytical conclusions or recommendations.

B. May 2025 baseline analysis - 7 to follow

Please use this link to access the report.

C. December 2025 second analysis - 7 to follow

Please use this link to access the report.

D. Community partnerships evaluation

Please use this link to access the report.

E. Evaluation methodology

Please use this link to access the report.

Project Black Feather Evaluation Technical Evaluation Report

Drafted and Facilitated in Partnership with
HelpSeeker Technologies

Township of Langley
Est. 1873

REPORT TO
MAYOR AND COUNCIL

PRESENTED:	MARCH 9, 2026 - REGULAR MEETING	**REPORT:**	26-24
FROM:	COMMUNITY AND POLICY PLANNING DIVISION	**FILE:**	LSP00014
SUBJECT:	TENANT RELOCATION POLICY		

RECOMMENDATION:

That Council endorse the draft Tenant Relocation Policy presented substantially in the form provided as Attachment A to this report.

EXECUTIVE SUMMARY:

At the October 6, 2025 Regular Meeting, Council directed staff to report to Council with a draft Tenant Relocation Policy. The draft Tenant Relocation Policy (Attachment A) outlines tenant relocation and assistance requirements for property owners and expectations for tenants where the redevelopment of purpose-built rental buildings of five or more units is proposed. It does not apply to manufactured home parks governed by the *Manufactured Home Park Tenancy Act*.

The proposed policy outlines tenant relocation and assistance requirements for property owners proposing to redevelop purpose-built rental buildings. Support for tenants whose tenancy agreement is terminated due to redevelopment includes financial assistance, moving assistance, help with finding new housing and the right of first refusal to units proposed in the redevelopment.

The proposed policy aligns with Bill 16 (2024) that amended the *Community Charter* and the *Local Government Act*. The legislative changes enable local governments to provide tenant protection for those that may be impacted by redevelopment. The changes give municipalities the option to adopt Tenant Protection Bylaws (TPB). A Provincial Policy Manual on TPBs was released in March 2025.

The fundamental difference between the proposed Policy and a TPB is that a bylaw provides the legal authority for a municipality to list compliance with a TPB as a condition of a Tenant Protection Development Permit. In addition, a TPB can include enforcement options such as civil proceedings, prosecution under the *Offence Act*, ticketing for bylaw violations and enforcement via bylaw notice under the *Local Government Bylaw Notice Enforcement Act*.

PURPOSE:

This report responds to Council's direction for staff to report to Council with a draft Tenant Relocation Policy for consideration.

BACKGROUND/HISTORY:

At the October 6, 2025 Regular Meeting, Council passed the following resolution:

> *"That Council directs staff to Report to Council with a draft Tenant Relocation Council Policy for its consideration no later than the end of Q1 2026."*

DISCUSSION/ANALYSIS:

The Township currently has approximately 2,000 purpose-built rental units, of which 531 units (27%) were built before 1990, 88 units (4%) between 1990 and 2000 and the remaining 1,374 units (69%) since 2001. Purpose-built rental units were identified using mapping data and BC Assessment Actual Use Codes, which classify buildings by type.

The draft Tenant Relocation Policy (Attachment A) outlines tenant relocation and assistance requirements for property owners and specifies the kind of supports available to tenants whose tenancy agreement is terminated due to redevelopment. The policy establishes requirements for early notification, tenant support services, financial assistance, relocation planning and opportunities for tenants to return to redeveloped housing. Preparation of the policy has been informed by regional examples including nearby municipalities of Coquitlam and Surrey where purpose-built rental is being redeveloped. The main requirements of the policy are as follows:

- Criteria: The proposed policy applies to redevelopment resulting in demolition or partial demolition of a purpose-built rental building of five or more units and to any tenant who resides in a rental unit prior to the submission of a development permit or rezoning application. The proposed policy does not apply to manufactured home parks governed by the *Manufactured Home Park Tenancy Act*.

- Early Notification and Communication: The proposed policy requires early tenant notification and ongoing communication informing tenants of the development process and its timing as well as assistance in finding rental accommodation and relocation support. The communication plan is to be submitted at the time of application.

- Tenant Relocation Coordinator (TRC): A TRC must be appointed by the property owner as the key point of contact for tenants and the person responsible for managing communication, relocation support and record-keeping. A third-party TRC is proposed for large projects consisting of 50 units or more.

- Tenant Relocation and Assistance Plan: A Tenant Relocation and Assistance Plan is to be submitted with a redevelopment application and is to include tenant demographics, housing needs, compensation details, relocation support and reporting to the municipality. A final report is to be submitted prior to building occupancy to ensure completion of relocation and assistance efforts.

- Financial compensation is to be provided to each tenant based on length of tenancy and can be paid in a lump sum or installments, as follows:
  - 0 – 5 years: 3 months rent
  - 6 – 10 years: 4 months rent
  - 11 – 15 years: 6 months rent
  - 16+ years: 10 months rent

- Relocation and moving support: Support is provided through the TRC who is required to find at least three comparable local rental units within the same community as the existing rental unit, based on the Township's communities as defined in the Official Community Plan. Additional support includes:

- fixed moving payments based on unit size:
  - Studio / one bedroom: $1,000
  - Two-bedroom: $1,250
  - Three-bedroom plus: $1,500
- units with maximum rent that is no more than 10% above the Canadian Mortgage and Housing Corporation (CMHC) average rent for the applicable unit size in the Township of Langley or the Eligible Tenant's current rent, whichever is greater
- extra support for vulnerable tenants requiring and requesting additional assistance with appropriate non-profit housing providers, health service agencies, or social service agencies. Eligible Tenants requiring additional assistance may include, without limitation, low-income households, persons with a disability, seniors and recent immigrants.

- Right of First Refusal for displaced tenants to get priority to return to the new development at below-average market rent or purchase at a discounted price.

In 2024, the *Community Charter* and the *Local Government Act* were amended to provide an option for local governments to adopt Tenant Protection Bylaws (TPB). The proposed policy aligns with the legislative changes. A Provincial Policy Manual on TPBs was released in March 2025. TPBs do not replace or override the rights and responsibilities of landlords and tenants under the *Residential Tenancy Act* (RTA). The Residential Tenancy Branch (RTB) is responsible for resolving tenancy disputes under the RTA.

While most municipalities in the Metro Vancouver area have tenant relocation policies, some are considering replacing their policies with a TPB. Those with tenant relocation policies or bylaws include Burnaby, Coquitlam, Delta, District of North Vancouver, New Westminster, Maple Ridge and Surrey. The City of Surrey replaced its tenant relocation policy with a TPB in late 2025.

The fundamental difference between the proposed policy and a TPB is that the latter provides legal authority (by bylaw) for a municipality to list compliance with a TPB as a condition of a Tenant Protection Development Permit. In addition, a TPB can include enforcement options such as civil proceedings, prosecution under the *Offence Act*, ticketing for bylaw violations and enforcement via bylaw notice under the *Local Government Bylaw Notice Enforcement Act*.

Next Steps:

A checklist will be developed to assist in the administration of the Tenant Relocation Policy.

Respectfully submitted,

Aubrey Jensen,
MANAGER, STATEGIC AND SOCIAL PLANNING
for
COMMUNITY AND POLICY PLANNING DIVISION

ATTACHMENT A Draft Tenant Relocation Policy

ATTACHMENT A

Township of Langley

Est. 1873

COUNCIL POLICY

TENANT RELOCATION POLICY

POLICY NUMBER:
EFFECTIVE DATE:

1. Purpose

1.1. This policy outlines tenant relocation and assistance requirements for development applications proposing to redevelop multi-unit developments with five or more purpose-built units, where redevelopment results in demolition or partial demolition of the building containing a rental unit. This policy is not meant to replace or contradict requirements in the *Rental Tenancy Act* but provides extra support for purpose-built rental tenants.

1.2. Council will review redevelopment applications considering all relevant circumstances and encourage owners of multi-unit purpose-built rental developments to consider the following measures related to communication, relocation plans and relocation assistance when submitting a redevelopment application. Council may consider this policy and any other material it considers relevant to its decision on redevelopment of a multi-unit purpose-built rental building.

1.3. This Policy does not apply to:

1.3.1. Property governed by the *Manufactured Home Park Tenancy Act*.

1.3.2. Property owned or operated by a public housing body prescribed in the *Residential Tenancy Act* and its Regulations.

1.3.3. Non-profit housing co-operatives within the meaning of the *Cooperative Association Act*.

1.3.4. Property owned or operated by provincial, city, regional, or Indigenous government authorities.

2. Definitions

Applicant means owner(s) of purpose-built rental properties with five or more units with the intent to redevelop the property.

Comparable Unit means a Rental Unit with the same number of bedrooms as a tenant's existing Rental Unit with the requirements set forth in Section 7 of this Policy.

Eligible Tenant means a tenant household permanently residing in the purpose-built rental property with five or more units under application for redevelopment is eligible for financial compensation, assistance and right of first refusal, if such tenants occupied a unit prior to the Applicant submitting a Development Permit or Rezoning application to the Township. Tenancies starting on or after the Submission Date are governed solely by the Residential Tenancy Act.

Tenant Relocation and Assistance Plan means a completed plan for tenant relocation and assistance, as set out in Section 6 of this Policy.

Tenant Relocation Coordinator means a staff person employed or retained by the Applicant who is responsible for implementing the Tenant Relocation and Assistance Plan. This person should have the following skills and experience:

- knowledge of the rental housing market
- knowledge of Provincial housing programs
- may have experience working with people who are vulnerable or who may have complex needs

Submission Date is the date upon which the Applicant submits a full Development Permit or Rezoning application (whichever is first) to the Township. The Applicant is required to submit the details of the proposed Tenant Relocation and Assistance Plan to the Township on the Submission Date. Further guidance on the required submissions required at key points in the development application are provided in the addendum below.

3. Early Notification and Communication

3.1. Applicants are expected to inform Eligible Tenants of the plans for redevelopment as soon as possible. Initial notice to Eligible Tenants should consider:

3.1.1. Informing all occupants and tenants that an application has been submitted within one week of the submission of the application to the Township, and at least 60 days prior to the application being considered by Council, and including a tenant information package, containing the details of the Tenant and Relocation Assistance Plan.

3.1.2. Provide Eligible Tenants with updates no less frequently than every six months, starting from the provision of initial notice, and throughout the relocation and redevelopment process. Updates must include the following, as applicable:

- notice of Council meetings related to the application
- Public Hearing dates
- Council decisions regarding the application
- significant changes to the development process timeline
- any other information, record, or update that the Director of Community Development, determines may be relevant or applicable to the Eligible Tenant, having regard to this Policy

4. Tenant Relocation Coordinator

4.1. An Applicant must designate a Tenant Relocation Coordinator and ensure that the Tenant Relocation Coordinator implements the Tenant Relocation and Assistance Plan.

4.2. For redevelopments involving the demolition of fifty or more Rental Units, an Applicant must retain a third-party Tenant Relocation Coordinator unless otherwise approved by the Township, having regard to capacity limitations.

4.3. Throughout the redevelopment process, the Applicant must ensure that the Tenant Relocation Coordinator:

4.3.1. is available to answer questions by phone and email at regular and consistent hours, with prompt response times for emails and phone messages

4.3.2. maintains complete records of communication with Eligible Tenants

4.3.3. maintains complete records of compensation and relocation assistance provided to Eligible Tenants including options, offers and acceptances of alternate housing

5. Tenant Relocation and Assistance Plan

5.1. The Applicant of the purpose-built rental building subject to the redevelopment application is to provide a Tenant Relocation and Assistance Plan as part of their application for redevelopment which must consider and provide information to the Township for the following in relation to Eligible Tenants:

5.1.1. A demographic profile of tenants and occupants;

5.1.2. A survey of the housing needs of the Eligible Tenants including:

- unit size and bedroom count
- rental rates for each unit
- existing vacancy and occupancy rates
- number of tenants per unit (and number of pets if present)
- number of vulnerable residents
- length of tenancy for each tenant

5.1.3. communication of notices and information

5.1.4. proposed financial compensation

5.1.5. proposed relocation assistance

5.1.6. Right of First Refusal

5.2. An Applicant must provide the following to the Township regarding the implementation of the Tenant Relocation and Assistance Plan:

5.2.1. An interim tenant assistance and relocation report that complies with this Policy prior to Third Reading or issuance of Development Permit.

5.2.2. A final tenant assistance and relocation report that complies with this Policy prior to the building permit acceptance of final inspection being granted.

5.2.3. Any updated information and records required by the Director of Community Development or their authorized delegate, having regard to the information required pursuant to Section 5.1 of this Policy.

6. Financial Compensation

6.1. Applicants are expected to offer a compensation program for Eligible Tenants following the minimum requirements below. The length of tenure, which determines the amount of financial compensation, ends at the Submission Date. This compensation may take the form of free rent, lump sum payment, or a combination of both:

- 0 to 5 years = 3 months rent
- 6 to 10 years = 4 months rent
- 11 to 15 years = 6 months rent
- 16 + years = 10 months rent

7. Moving and Relocation Assistance

7.1. Moving Assistance

7.1.1. Provide fixed amounts of help based on unit bedroom count

- Studio / One bedroom = $1,000
- Two bedroom = $1,250
- Three bedroom plus = $1,500

7.1.2. Applicants should provide extra assistance to those with more complex needs (if agreed upon by the tenant) and can do so by directly booking with an insured moving company.

7.2. Relocation Assistance

7.2.1. The Tenant Relocation Coordinator must find three comparable units for each resident seeking new accommodation. Unless otherwise agreed between an Eligible Tenant and the Applicant, a Comparable Unit must:

- be in the same community as the existing rental unit defined as being:
  - within a three kilometer radius from the rental unit; or
  - within the same community, having regard to the Township of Langley's communities;
- have a maximum rent that is no more than 10% above the Canadian Mortgage and Housing Corporation (CMHC) average rent for the applicable unit size in the Township of Langley or the Eligible Tenant's current rent, whichever is greater; and
- meet the Eligible Tenant's needs including affordability, accessibility, household size and pet friendly accommodations.

7.2.2. An Eligible Tenant may request additional assistance. Unless otherwise agreed by an Eligible Tenant, an Applicant must connect Eligible Tenants reasonably requiring and requesting additional assistance with appropriate non-profit housing providers, health service agencies, or social service agencies. Eligible Tenants requiring additional assistance may include, without limitation, low-income households, persons with a disability, seniors and recent immigrants.

8. Right of First Refusal

8.1. The Applicant must provide tenants with Right of First Refusal to rent a unit in the redevelopment at no more than 10% below CMHC average rent for the Township of Langley, or opportunity to purchase at 10% below market price.

9. Approval History

Approved
Revised

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	MARCH 9, 2026 - REGULAR MEETING	**REPORT:**	26-25
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	11-02-0072
SUBJECT:	TELECOMMUNICATION TOWER APPLICATION NO. 000022 (ROGERS / CYPRESS LAND SERVICES / 5100 BLOCK OF 248 STREET)		

PROPOSAL:

Application by Cypress Land Services to construct a 15.05 m (50.85 ft) high telecommunication tower and accessory compound for Rogers in the 5100 Block of 248 Street.

RECOMMENDATION SUMMARY:

That Council consider Cypress Land Services' application and advise Innovation, Science and Economic Development (ISED) Canada whether: a) it does not object, or b) it objects to a proposed 15.05 m (50.85 ft) high telecommunication tower and accessory compound in the 5100 Block of 248 Street.

RATIONALE:

Although Cypress Land Services has complied with Council's Telecommunication Tower Policy No. 07-331 with respect to public notice and consultation, the application must also be submitted to ISED Canada, which has jurisdiction over telecommunication tower locations and construction.

RECOMMENDATION:

That Council consider Cypress Land Services' application to Innovation, Science and Economic Development Canada regarding a proposed 15.05 m (50.85 ft) high telecommunication tower and accessory compound in the 5100 Block of 248 Street and adopt one of the following resolutions:

a) **That** Council advise Innovation, Science and Economic Development Canada that it does not object to Cypress Land Services's application to construct a 15.05 m (50.85 ft) high telecommunication tower and accessory compound in the 5100 Block of 248 Street.

or

b) **That** Council advise Innovation, Science and Economic Development Canada that it objects to Cypress Land Services's application to construct a 15.05 m (50.85 ft) high telecommunication tower and accessory compound in the 5100 Block of 248 Street.

EXECUTIVE SUMMARY:

Rogers, through Cypress Land Services, is proposing to install a telecommunication antenna by replacing an existing 11.0 m (36.08 ft) BC Hydro utility pole with a 15.05 m (50.85 ft) pole. The replacement pole will continue to serve BC Hydro purposes but will add a Rogers antenna panel at the top of the pole with associated equipment attached to the pole.

Pole replacement authority rests solely with BC Hydro. Because the height increase exceeds 25% (37% proposed), the installation falls under ISED Canada's land use and public consultation process.

While jurisdiction with respect to licensing of telecommunication towers rests with the Federal Government (ISED Canada), Council is provided the opportunity to provide comments to ISED Canada with a recommendation (for towers not excluded under ISED's regulations and requirements) to either support or reject the application based on information available to Council in considering a recommendation. Telecommunication towers and accessory compounds are permitted in all zones and the applicant has followed the procedural components of the Township's Telecommunication Tower Policy No. 07-331.

Should Council provide concurrence and the proposal receive ISED approval, a Highway Use Permit will be required at the Building Permit stage.

PURPOSE:

The purpose of this report is to provide information regarding a proposed telecommunication tower in the 5100 Block of 248 Street.

REFERENCE:

Applicant / Agent:	Cypress Land Services Inc 1051, 409 Granville Street Vancouver, BC V6C 1T2
Legal Description:	Part shown as Road on New Westminster District Plan NWP65455
Location:	5100 Block of 248 Street
Existing Zoning:	Rural Zone RU-3
Rural Plan:	Agricultural/Countryside

BACKGROUND/HISTORY:

- The application is being processed in accordance with the Township's Telecommunication Tower Policy No. 07-331 (Attachment A).
- Although Council has adopted a Telecommunication Tower Policy, final jurisdiction over the location of telecommunication antenna structures rests with the federal government (ISED Canada).
- Freestanding telecommunication installations are a permitted use in all zones.
- Proposed installations not exempted from ISED Canada's requirements are subject to the public notice and consultation requirements. Following consultation, Council's recommendation with respect to the proposed telecommunication tower is forwarded to ISED Canada for their consideration.

DISCUSSION/ANALYSIS:

- Cypress Land Services on behalf of Rogers has proposed to construct a 15.05 m (50.85 ft) high telecommunications tower and accessory compound in the 5100 Block of 248 Street within the public road allowance of 248 Street.
- The site is located within the Agricultural Land Reserve, near the western property line of 5190 – 248 Street, adjacent to 248 Street.
- Rogers has engaged with BC Hydro to install a telecommunications antenna by replacing an existing 11.0 m (36.08 ft) utility pole with a 15.05 m (50.85 ft) pole to support the required antenna and associated equipment. The provision of agreements for use of BC Hydro's pole top space is solely under BC Hydro's jurisdiction through its Pole Attachment and Pole Top Wireless programs.
- Consistent with ISED Canada requirements and the Township's Telecommunication Tower Policy, the proposed installation is subject to the local land use and public consultation process because the increase in pole height exceeds 25% (37% proposed) of the original structure and the telecommunications carrier requires Council's concurrence as part of the ISED process.
- A Highway Use Permit will be required at the Building Permit stage should Council grant concurrence and the proposal receive ISED approval.

- The proponent indicates:

  "Existing structures, including towers and rooftops, are typically initially reviewed during the site selection process. In this instance, Rogers reviewed the area within 500m and has determined that there are no towers within 500m, as per the Township's Telecommunication Tower Policy No. 07-331."

- As noted by the applicant:

  "On July 14th, 2025, Colocation offer letters were sent to TELUS and Freedom. While co-location offer letters are required under Township policy, the proposed tower's technical constraints and height limitations do not allow for additional carriers."

- While a monopole form is consistent with the Township's Telecommunication Tower Policy, the proposal includes a custom design with external radio/electrical equipment on the pole. As noted by the applicant:

  "No trees are to be removed and, like any BC Hydro ROW any vegetation that is required to be trimmed or maintained will be done so by BC Hydro to ensure its right of way and operational needs are met as well as any third party."

- With regards to Section 3.4 Public Notice and Consultation, the applicant has adhered to the public notice requirements outlined in the Township's Telecommunication Tower Policy No. 07-331 and provided a summary of public consultation process. As outlined in Attachment C, the applicant has reported the following in reference to the requirements of Section 3.4 of the policy:

  - *"On April 28th, 2025, an Information Package was submitted to the Township of Langley formalizing the initiation process for the proposed tower location.*
  - *On September 8th, 2025, Notification Packages were issued to residents who fell within a radius of three times the tower height (46m) of the proposed location. In total, 5 notification packages were mailed out.*
  - *On October 10th, 2025, the consultation period concluded. During the consultation period, we received no comments."*

Adjacent Uses:

	Existing Use	Community Plan Designation	Existing Zoning
North:	52 Avenue, beyond which are properties with existing dwellings and agricultural buildings	Salmon River Uplands	Suburban Residential Zone SR-1
South:	Properties with existing dwellings and agricultural buildings	Agricultural/Countryside	Rural Zone RU-3
East:	One property with existing agricultural building	Agricultural/Countryside	Rural Zone RU-3
West:	248 Street, beyond which are agricultural properties, including one with existing agricultural buildings and accessory commercial activity	Salmon River Uplands	Suburban Residential Zone SR-1

Policy Considerations:

Jurisdiction with respect to the licensing of telecommunication towers rests with the Federal Government (ISED Canada). Council provides ISED Canada with a recommendation where telecommunication towers are not excluded under ISED's regulations and requirements. Information available to Council in considering a recommendation includes the Township's Telecommunication Tower Policy. Noting that the applicant has adhered to the procedural components of this Policy, Council's decision will be forwarded (along with accompanying information) to ISED Canada for its decision.

Agreements for the use of BC Hydro's pole top space fall solely under BC Hydro's authority through its Pole Attachment and Pole Top Wireless programs. Consistent with ISED Canada requirements and the Township's Telecommunication Tower Policy, the proposed installation is subject to the local land use and public consultation process because the increase in pole height exceeds 25% of the original structure and the telecommunications carrier requires Council's concurrence as part of the ISED process. Should Council provide concurrence and the proposal receive ISED approval, a Highway Use Permit will be required at the Building Permit stage.

Respectfully submitted,

Mohammad Nemati
PLANNING TECHNICIAN
for
COMMUNITY DEVELOPMENT DIVISION

ATTACHMENT A	Policy 07-331 Telecommunication Tower
ATTACHMENT B	Maps and Graphics
ATTACHMENT C	Applicant's Letter of Intent, Notification Package and Summary of Public Consultation

Township of Langley

Est. 1873

ATTACHMENT A

COUNCIL POLICY

TELECOMMUNICATION TOWER

POLICY NUMBER: 07-331
EFFECTIVE DATE: 1991-01-07

1. Purpose

1.1 To establish a procedure for telecommunication antenna system tower applications and local land use consultation in the Township of Langley, pursuant to Innovation, Science and Economic Development (ISED) Canada regulations and requirements.

2. Background

2.1 The jurisdiction for the location of telecommunication antenna structures is with the Federal Government, ISED Canada. The Client Procedures Circular ("CPC") 2-0-03, *Radiocommunication and Broadcasting Antenna Systems* policy document includes roles and responsibilities for site sharing, land-use consultation and public consultation, as well as other important obligations including: compliance with Health Canada's Safety Code 6 guideline for the protection of the general public, compliance with radio frequency immunity criteria, notification of nearby broadcasting stations, environmental considerations, Transport Canada aeronautical safety responsibilities, and NAV Canada air navigation facilities.

2.2 For the purposes of this policy, an "antenna system" and a "telecommunications carrier" have the same meaning as set out in CPC-2-0-03.

3. Policy

3.1 Location Preferences

3.1.1 The co-location of telecommunication antenna systems on towers is encouraged. Before submitting an application, the proponent must:

- contact, in writing, all telecommunication carriers of existing telecommunication antenna system towers within 500m of the base of the proposed location to request co-location on the existing tower; and
- supply a copy of the written request and all responses regarding the co-location request, including the reasons provided by the existing telecommunications carriers for declining co-locating with the proponent's application.

3.1.2 When new telecommunication antenna system towers must be constructed, where technically feasible, the following locations are preferred:

- Industrial and Mixed Employment areas
- Other non-residential areas where appropriate
- Areas that maximize the distance from residential areas
- Areas with mature landscaping screening

3.1.3 The siting of telecommunication antenna system towers is discouraged in the following locations:

- Locations of environmental concern that are identified in the Official Community Plan (OCP), that in the opinion of the Township, the placement of a telecommunication antenna system towers will have an adverse impact on these areas
- Riparian lands. The proposed location must adhere to federal regulations including, but not limited to, setbacks from watercourses and wetlands
- Heritage areas
- Areas that negatively impact public views and vistas of important natural or constructed features

3.2 Design Preferences

3.2.1 Telecommunication antenna system towers should be sited and designed to respect local sensitivities and preferences as identified by the Township. The Township encourages the installation of telecommunication antenna system towers that are unobtrusive and as inconspicuous as possible including:

- Slim line monopoles
- The mitigation of negative visual impacts through the use of appropriate landscaping, screening, stealth design techniques, etc.

3.2.2 The following designs are discouraged:

- Lattice work towers
- The use of cables or guy wires to steady, support, or reinforce freestanding telecommunication antenna system tower

3.2.3 This policy acknowledges that the objective of promoting co-location as described in Subsection 3.1.1, and the objectives of making the telecommunication antenna structure less noticeable, as described in Section 3.2.1 may sometimes come into conflict. Nevertheless, the Township intends to review each submission on its own individual merits with a view to promoting both objectives and, where necessary, determining the appropriate balance between them.

3.3 Application

3.3.1 Proponents of a new telecommunication antenna system tower are encouraged to consult with staff at an early stage of the site evaluation process, including pre-application.

3.3.2 Telecommunication carriers that are not excluded under Section 3.4.1 must submit an application to the Township of Langley's Community Development Division pursuant to Township of Langley Development Application Procedures Bylaw No. 5760 as amended which shall include the following items:

- A completed application form
- A title search
- The application fee
- Tower design plans
- A letter of intent (including the identification of any other structures within a 500m radius of the proposed location and an explanation as to why co-utilization of the existing structure is not a viable alternative)
- Copies of returned co-location offer letters (or copies of the original co-location offer letters if no response was received

3.4 Public Notice and Consultation

3.4.1 Telecommunication antenna system installations that are not excluded under the ISED exclusion criteria in CPC-2-0-03 Section 6 are not subject to the public consultation process in this policy. Notwithstanding the ISED exclusion criteria, proponents are asked to inform the Township of all new antenna system installations within the Township's boundaries.

3.4.2 Subject to 3.4.1, the application for all telecommunication antenna system tower installations, including co-locations, are subject to public consultation.

3.4.3 Where public consultation is required, consultation with the public should be completed within 120 days of the proposal being accepted as complete by the Township.

3.4.4 Subject to any additional requirements of this policy, public consultation shall occur in accordance with ISED's default public consultation process in CPC-2-0-03 Section 4.2.

3.4.5 At the conclusion of the public consultation process proponents are required to provide a summary report that includes all correspondence between the public and the proponent, copies of all notifications, and any other related information pertaining to public consultation. The summary report must be sent to the Community Development Division.

3.5 Council Consideration of Application

3.5.1 Following the completion of the public consultation and provision of the summary report outlined in Section 3.4.5, staff will draft a report to Council for their consideration and include the summary report.

3.5.2 Council may pass a resolution indicating its objection or non-objection for the application. The Township of Langley will then provide the telecommunication carrier(s) and ISED with a letter within 10 days of approval of the Council meeting minutes indicating Council's resolution.

Approval History

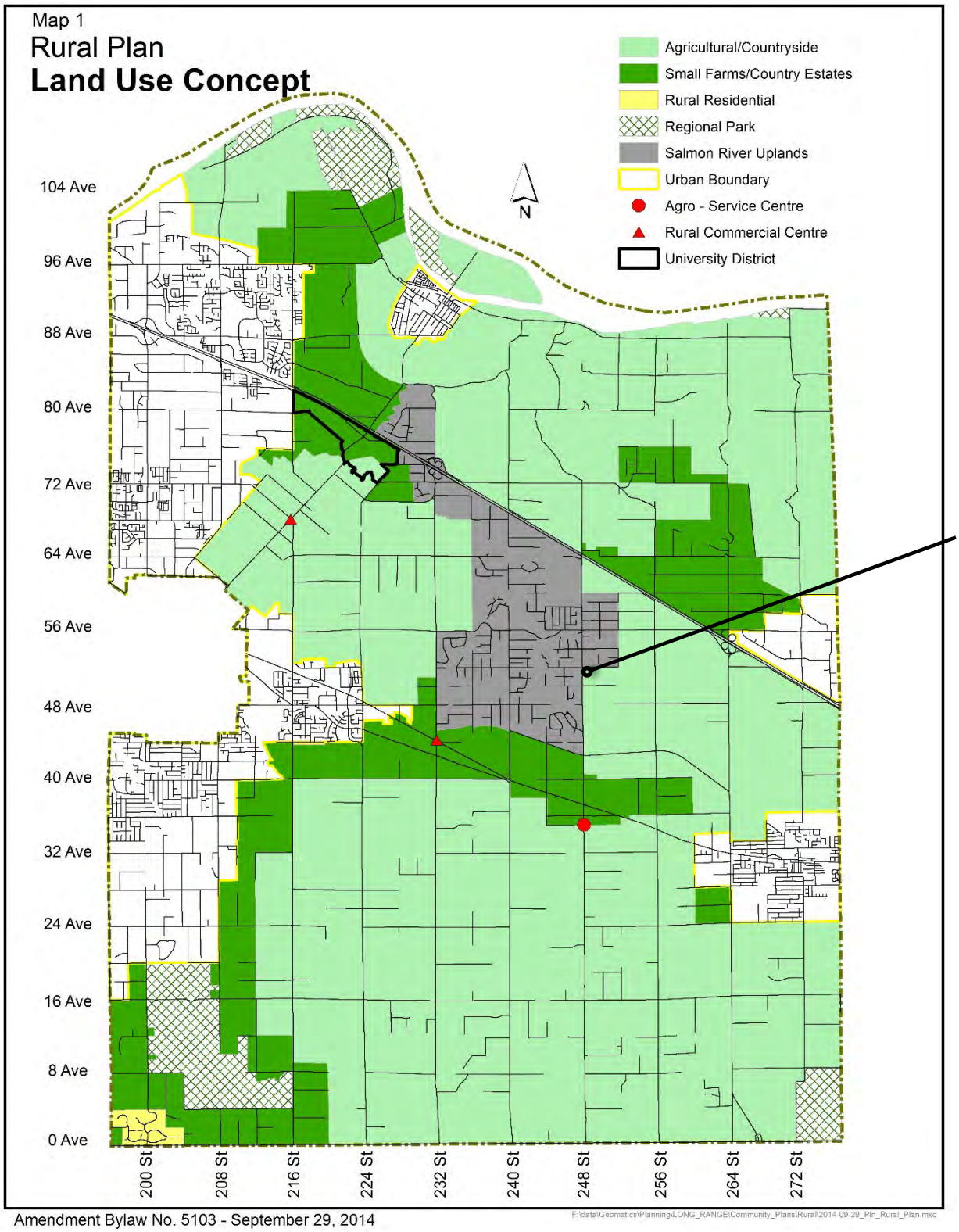
Approved	1991-01-07
Revised	1999-04-26
	2007-02-19
	2013-09-09
	2014-12-08
	2016-05-30
	2023-12-18

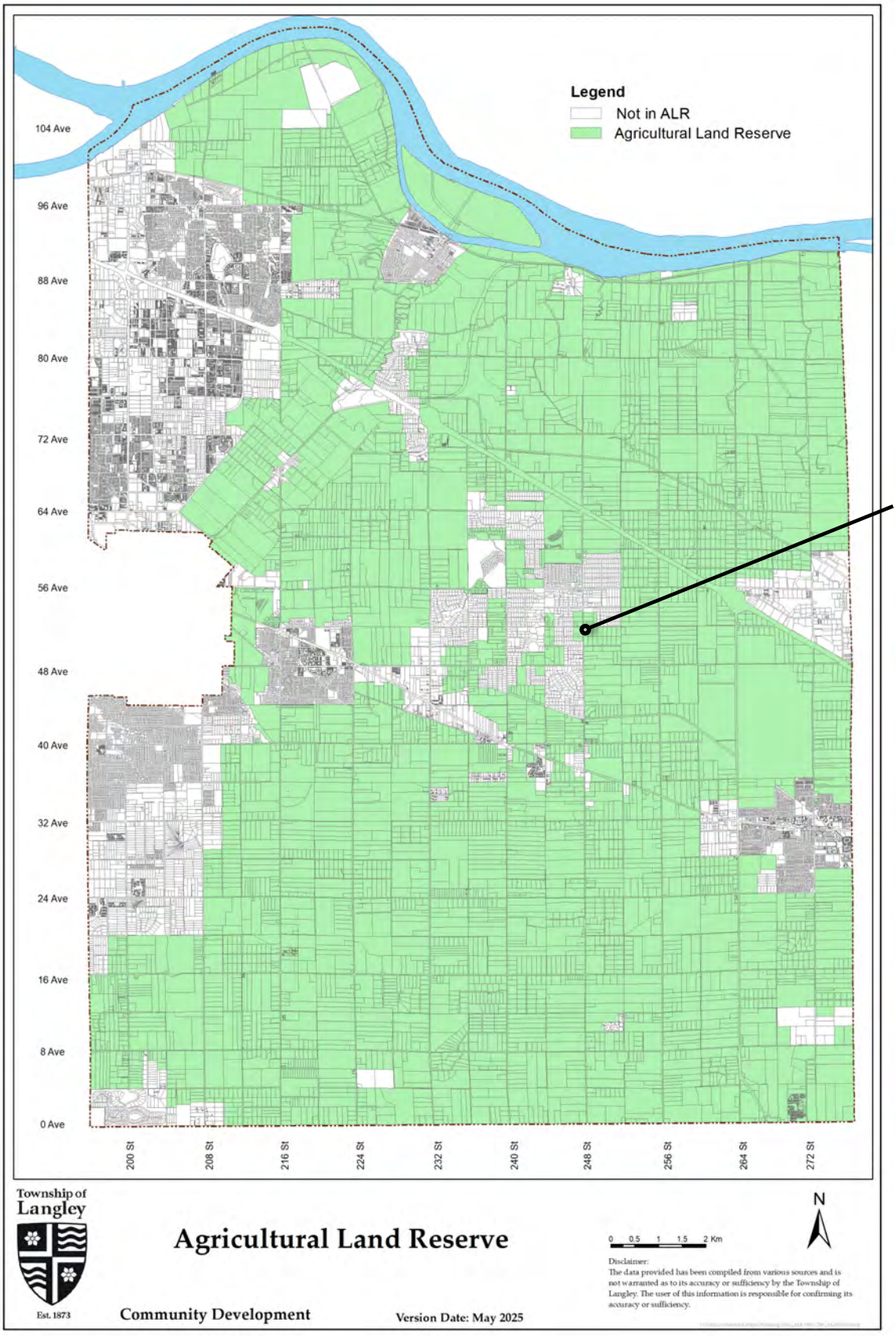
ATTACHMENT B

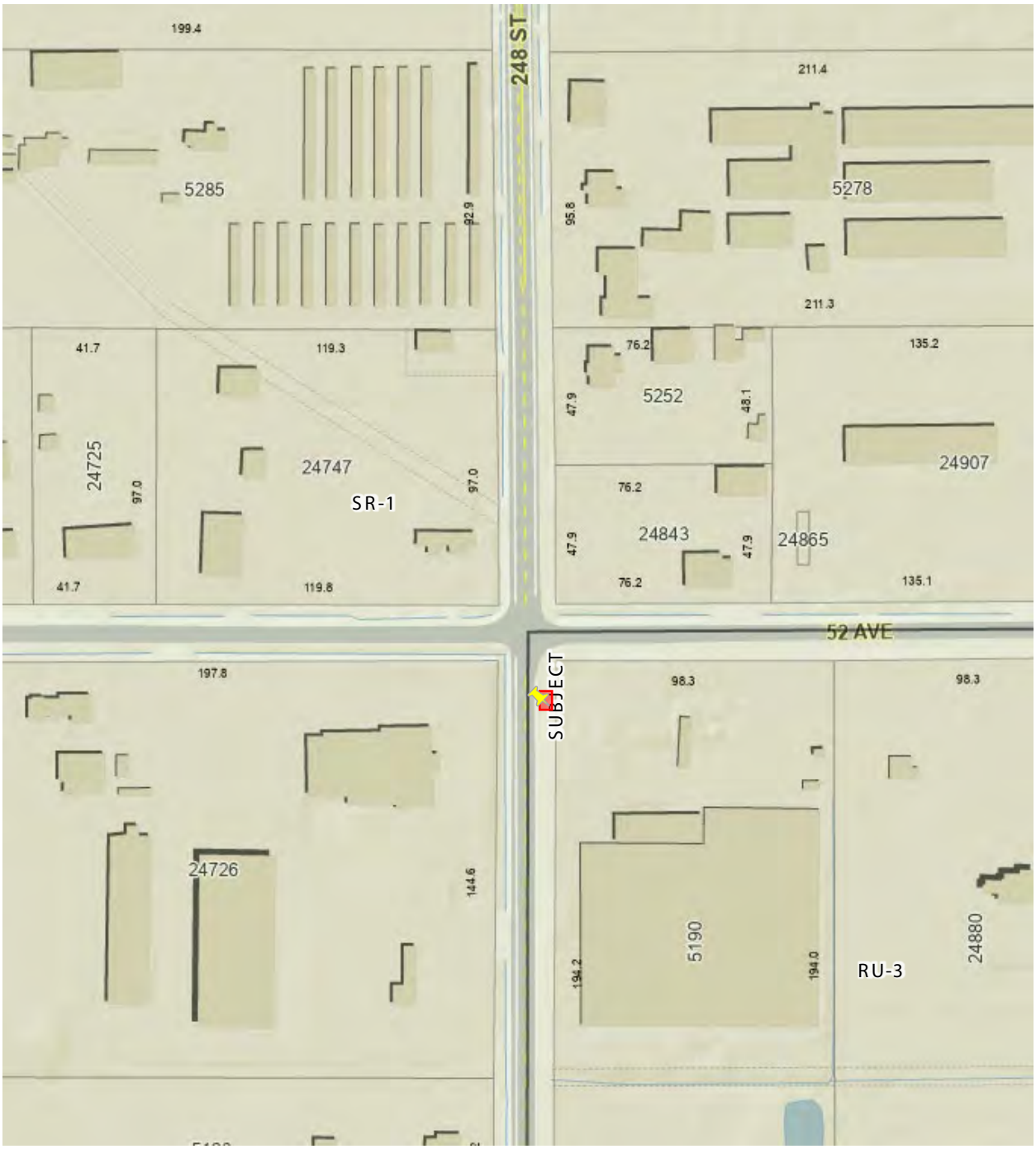


Proposed Tower Location

AERIAL CONTEXT MAP


Map 1
Rural Plan
Land Use Concept
Agricultural/Countryside
Small Farms/Country Estates
Rural Residential
Regional Park
Salmon River Uplands
Urban Boundary
Agro - Service Centre
Rural Commercial Centre
University District
N
104 Ave
96 Ave
88 Ave
80 Ave
72 Ave
64 Ave
56 Ave
48 Ave
40 Ave
32 Ave
24 Ave
16 Ave
8 Ave
0 Ave
200 St
208 St
216 St
224 St
232 St
240 St
248 St
256 St
264 St
272 St
SUBJECT
Amendment Bylaw No. 5103 - September 29, 2014


Legend
Not in ALR
Agricultural Land Reserve
104 Ave
96 Ave
88 Ave
80 Ave
72 Ave
64 Ave
56 Ave
48 Ave
40 Ave
32 Ave
24 Ave
16 Ave
8 Ave
0 Ave
200 St
208 St
216 St
224 St
232 St
240 St
248 St
256 St
264 St
272 St
SUBJECT
Township of Langley
Est. 1873
Agricultural Land Reserve
Community Development
Version Date: May 2025
0 0.5 1 1.5 2 Km
N
Disclaimer:
The data provided has been compiled from various sources and is not warranted as to its accuracy or sufficiency by the Township of Langley. The user of this information is responsible for confirming its accuracy or sufficiency.

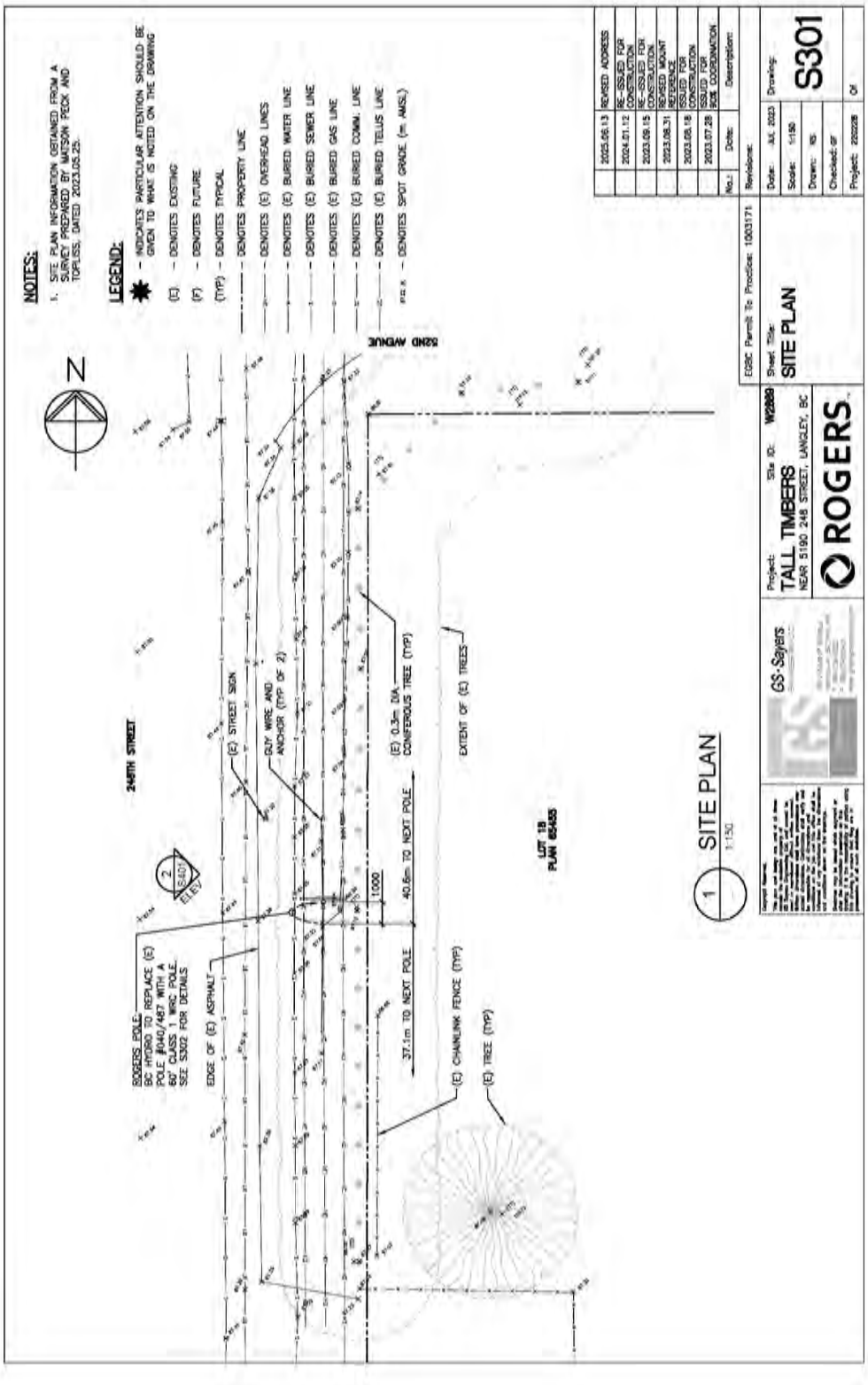


Proposed Tower Location

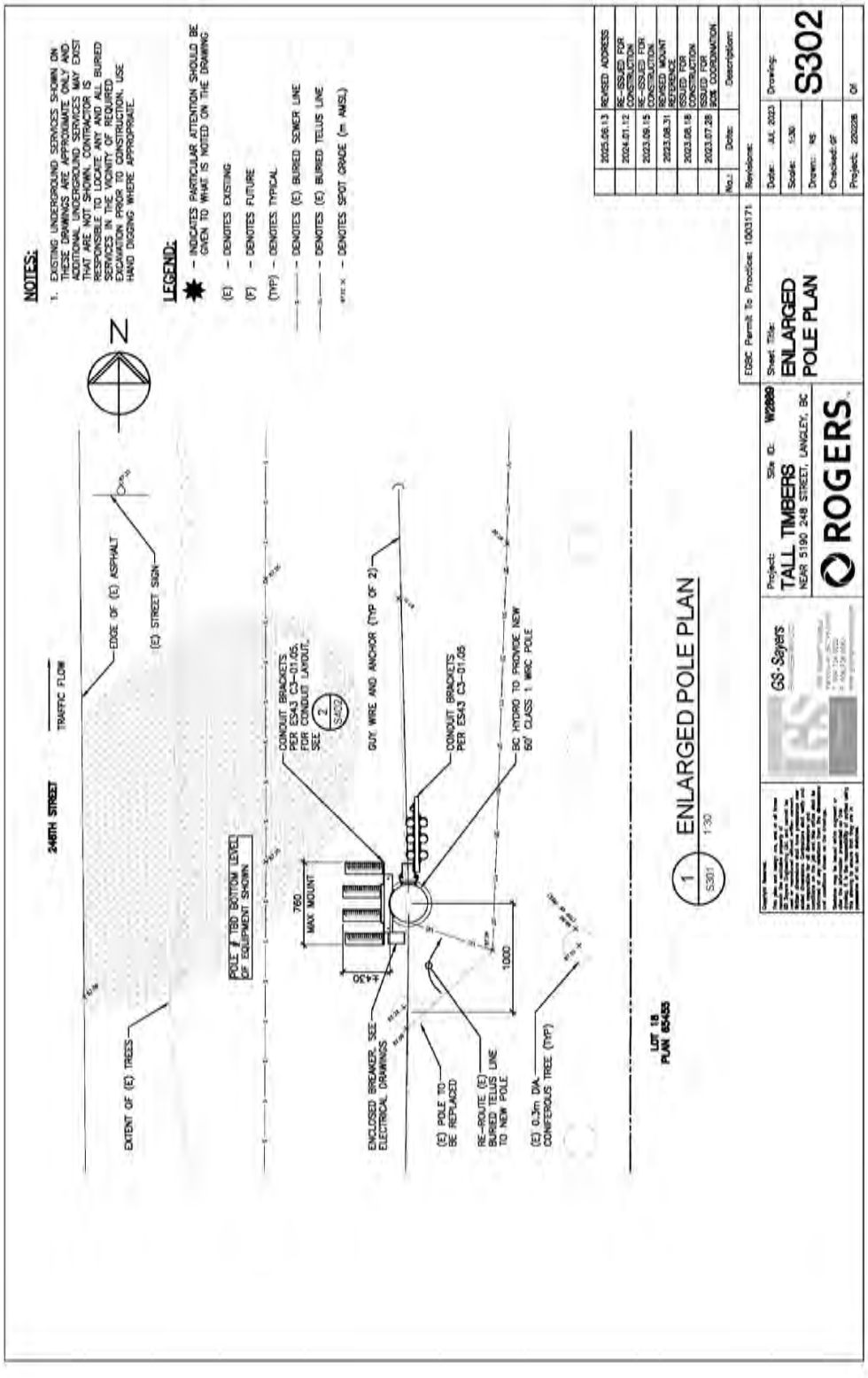
ZONING BYLAW NO. 2500



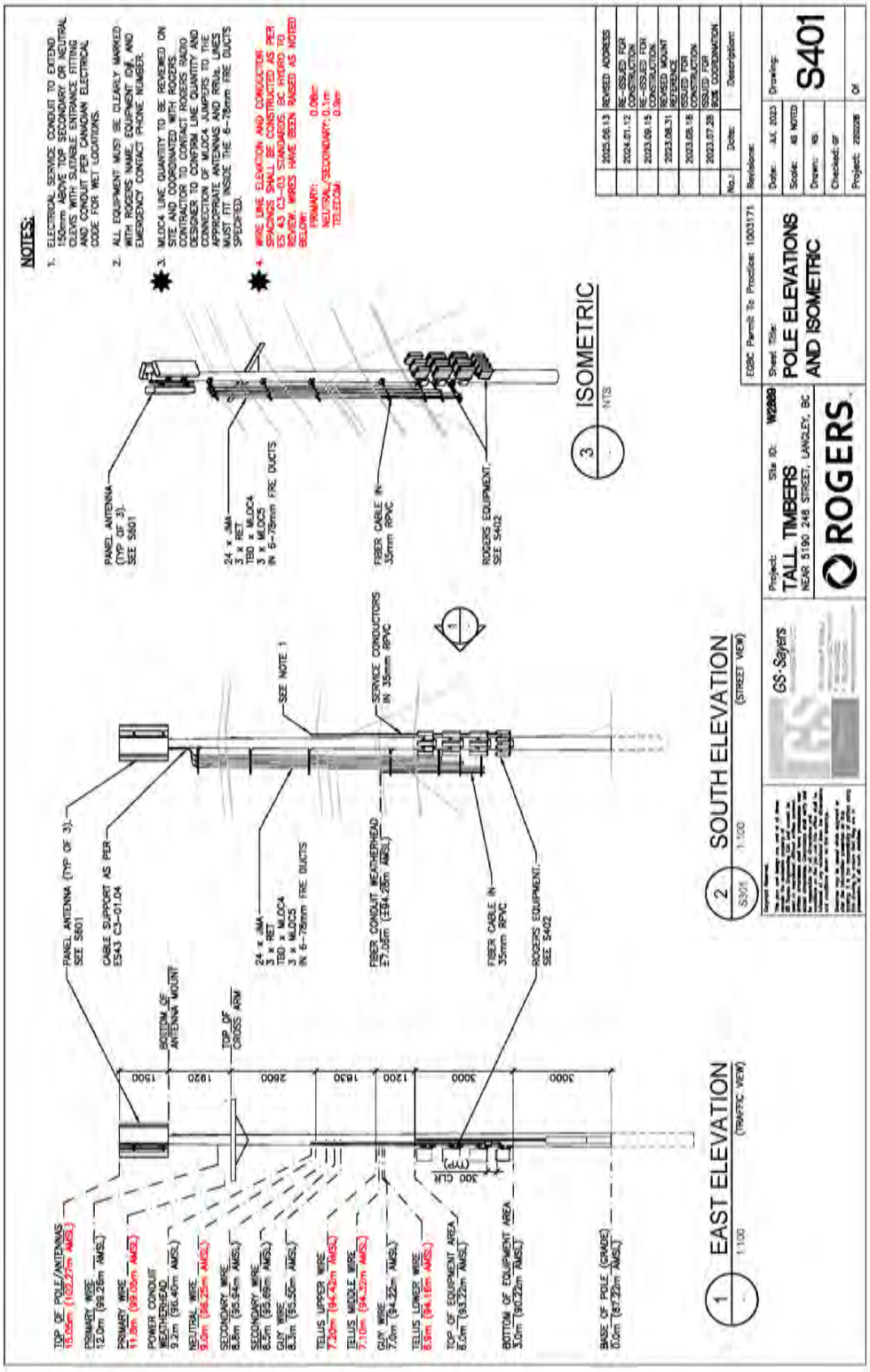
SITE PLAN – SUBMITTED BY APPLICANT



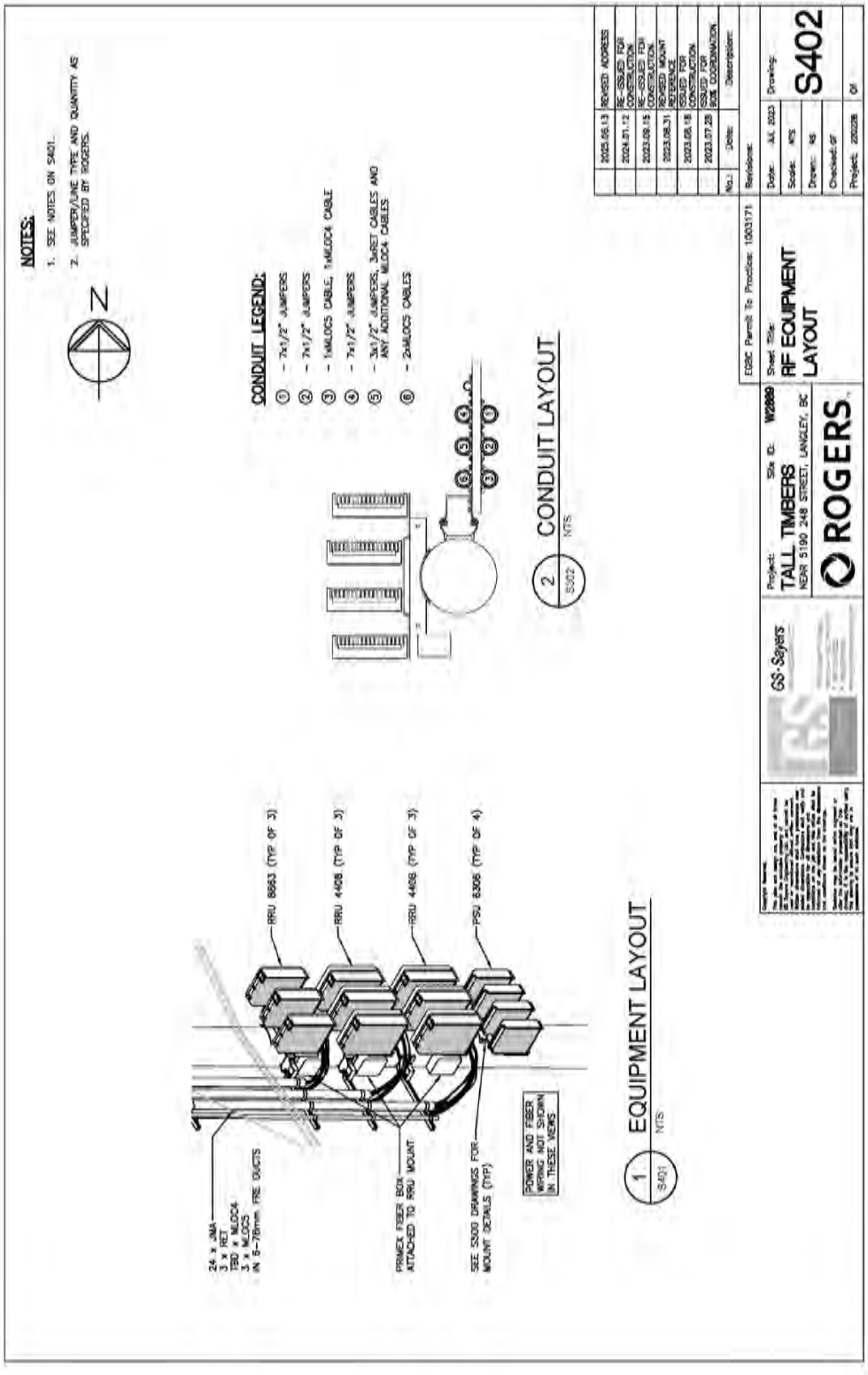
SITE PLAN (DETAIL) – SUBMITTED BY APPLICANT



ENLARGED POLE PLAN– SUBMITTED BY APPLICANT



ELEVATIONS – SUBMITTED BY APPLICANT



EQUIPMENT LAYOUT – SUBMITTED BY APPLICANT

Cypress Land Services Inc.
Suite 1055 – 409 Granville Street
Vancouver, BC V6C 1T2
Telephone: 604.620.0877
Facsimile: 604.620.0876
Website : www.cypresslandservices.com

ATTACHMENT C

October 20, 2025

Planner, Current Planning
Township of Langley

Subject:	**Request for Concurrence for Rogers Wireless Facility**
Location:	**Near 5190 248 St, Langley, BC**
Coordinates:	**49.096350 N, -122.536901 W**
Rogers Site:	**W2889**

Please be advised that following Innovation, Science and Economic Development Canada (ISEDs) consultation process commonly referred to as the CPC, Rogers Communications ("Rogers") has completed the public consultation process and is respectfully requesting concurrence for the proposal of a 15.05m utility wood pole installation to improve wireless services. This installation will replace the existing 11m BC Hydro wood utility pole with a new pole 15.05 metres in height. Enclosed please find evidence of the following efforts regarding this public notification process:

- On April 28th, 2025, an Information Package was submitted to the Township of Langley formalizing the initiation process for the proposed tower location. Please see **Appendix 1: Information Package**
- On July 14th, 2025, Colocation offer letters were sent to TELUS and Freedom. While co-location offer letters are required under Township policy, the proposed tower's technical constraints and height limitations do not allow for additional carriers

- On September 8th, 2025, Notification Packages were issued to residents who fell within a radius of three times the tower height (46m) of the proposed location. In total, 5 notification packages were mailed out. Please see **Appendix 2: Notification Package.**

- On October 10th, 2025, the consultation period concluded. During the consultation period, we received no comments.

Rogers is committed to working with the community to improving service within the Township of Langley. Should you require any additional information, please do not hesitate to contact me at 250-460-2522 or by e-mail at tamera@cypressslandservices.com.

Tamera Mills
Project Manager

Tamera Mills

Cypress Land Services
Agents for Rogers

Appendix 1: Information Package

Cypress Land Services Inc.
Suite 1051 – 409 Granville Street
Vancouver, BC V6C 1T2
Telephone: 604.620.0877
Facsimile: 604.620.0876
Website: www.cypresslandservices.com

April 24, 2025

Township of Langley
Planning and Development Department

Subject:	**Rogers Telecommunication Tower Proposal - Information Package**
Location:	**Near 5190 248 St, Langley, BC**
PID:	**N/A**
Coordinates:	**49.096350 N, -122.536901 W**
Rogers Site:	**W2889 – Township of Langley**

Overview

Cypress Land Services Inc., in our capacity as agents to Rogers Communications Inc. (Rogers), is submitting this information package (Information Package) to initiate the consultation process related to building a 15.05m pole top wireless installation near 5190 248 St, Langley, BC. This facility is required to provide much-needed voice and data mobile service improvements to the area. This Information Package is intended to formalize the consultation process.

Proposed Site

The proposed site is located near 5190 248 St, Langley, at the coordinates **49.096350 N, -122.536901 W** (Schedule A: Tower Site Locations). The pole is owned by BC Hydro, and the facilities are proposed to be located along east side on 248th St. Rogers has rights with BC Hydro to install the radio equipment.

Rationale for Site Selection

Rogers seeks to maintain and improve high quality, dependable network services to Canadians. In order to improve network performance, Rogers is seeking to add the proposed communications tower.

The proposed site is a result of many considerations. Existing structures, including towers and rooftops, are typically initially reviewed during the site selection process. In this instance, Rogers reviewed the area within 500m and has determined that there are no towers within 500m, as per the Township's Telecommunication Tower Policy No. 07-331 (Policy). Please see **Schedule B: Map of Existing Towers.**

Tower Proposal Details

Rogers is proposing to place a 15.05m wood pole, which will replace the existing 11.0m BC Hydro wood utility pole. There will be 3 antennas placed at the top of the pole and radio equipment 3m above grade attached to the pole. All equipment will be on the pole and no equipment on the ground. Rogers has completed a plans of the proposed facilities – Please see **Schedule C: Preliminary Plans** and a **Photo-simulation, Schedule D**.

Consultation Process

Innovation, Science, and Economic Development Canada (ISED), formerly Industry Canada, requires all proponents to consult with the local land use authority and public, notwithstanding that ISED has exclusive jurisdiction in the licensing of telecommunication sites, such as the proposed tower. The Township of Langley has adopted Council Policy 07-331, which closely resembles ISED's default process. Rogers utilizes ISED's Default Public Consultation Process (as described in the CPC-2-0-0-03 – Radiocommunication and Broadcasting Antenna Systems, commonly referred to as the "CPC") when a land use authority has not adopted their own policy.

Information on the "CPC" consultation process developed by ISED may be found online at:

CPC-2-0-03 — Radiocommunication and Broadcasting Antenna Systems - Spectrum management and telecommunications

In order to obtain comments, concerns or questions in regard to the proposed tower site, the Township of Langley requires Rogers to send out notification packages to all properties located within three (3) times the height of the proposed tower (48 metres). This comment period is a minimum of 30 days.

At the conclusion of the consultation process, Rogers will prepare a summary of comments received from the community as well as the replies provided by Rogers. Rogers is requesting that, subsequent to the completed consultation process and report to Council, a letter or resolution of concurrence is issued by the Township.

Health and Safety

Health Canada's Safety Code 6 regulations are applicable to this, and all, telecommunications sites. Safety Code 6 seeks to limit the public's exposure to radiofrequency electromagnetic fields and ensures public safety. Additional information on health and safety may be found on-line at:

Health Canada:
http://www.hc-sc.gc.ca/ewh-semt/pubs/radiation/radio_guide-lignes_direct-eng.php

Concurrence Requirements

The Township of Langley has adopted Council Policy 07-331, which will be followed.

Conclusion

Please consider this Information Package as the official commencement of the consultation process for this site. Rogers is committed to working with the Township of Langley and the community throughout the consultation process.

We look forward to working together during this process. Please do not hesitate to contact us by phone at 250-460-2522 or by email tamera@cypresslandservices.com.

Thank you in advance for your assistance and consideration.

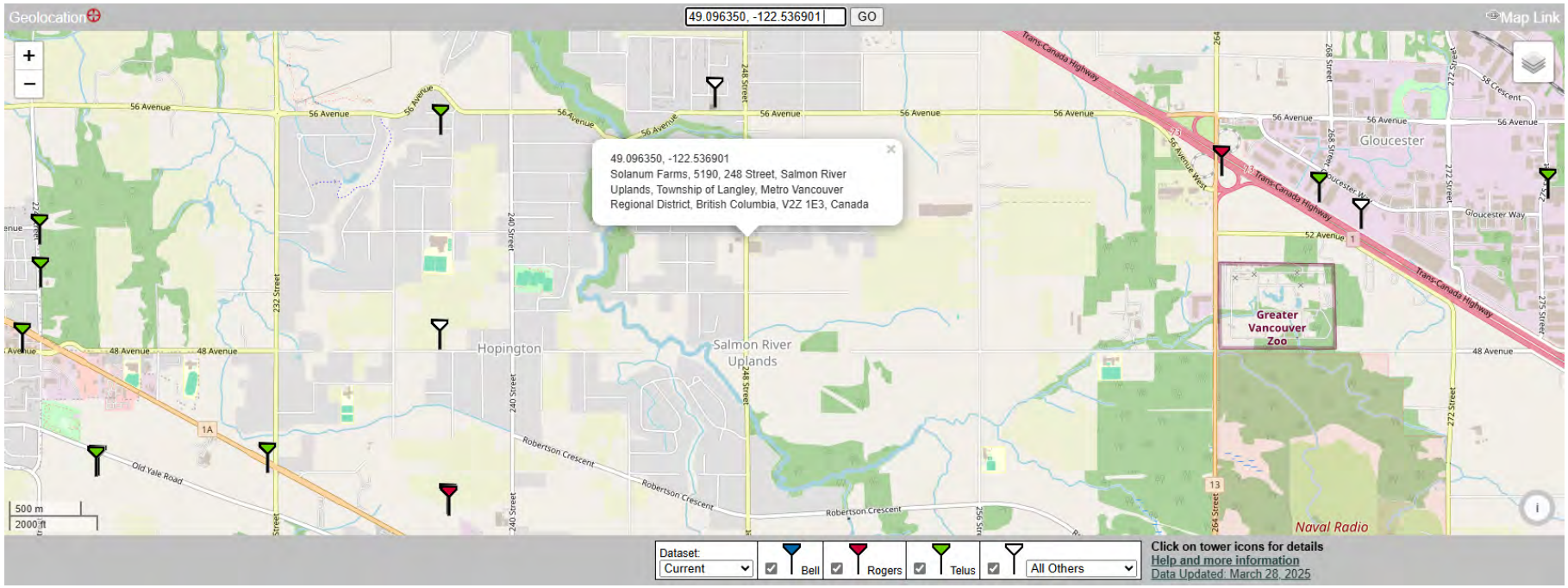
Sincerely,

CYPRESS LAND SERVICES
Agents for Rogers Communications Inc.
Tamera Mills
Project Manager, Land Use

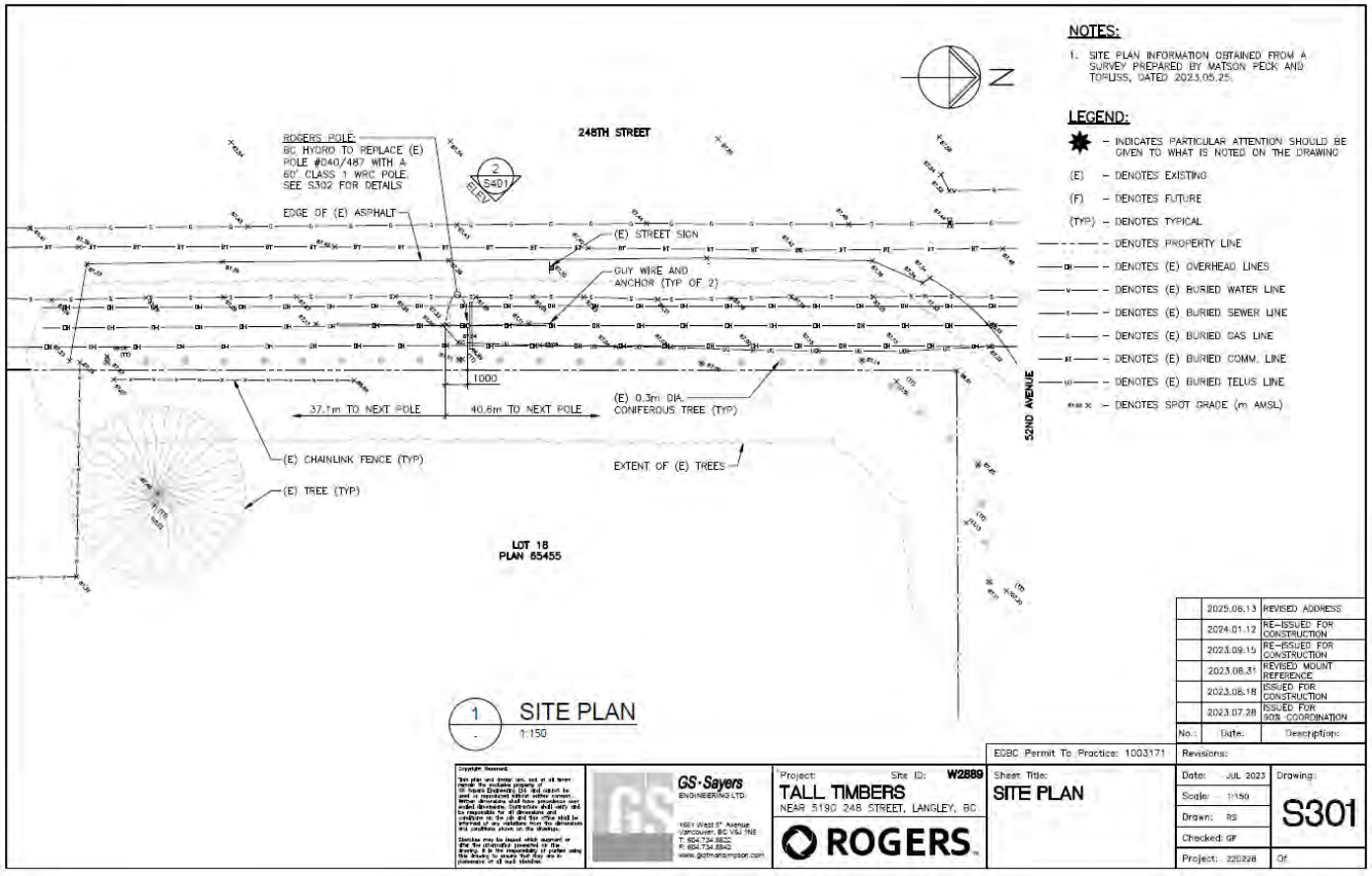
SCHEDULE A – TOWER SITE LOCATION



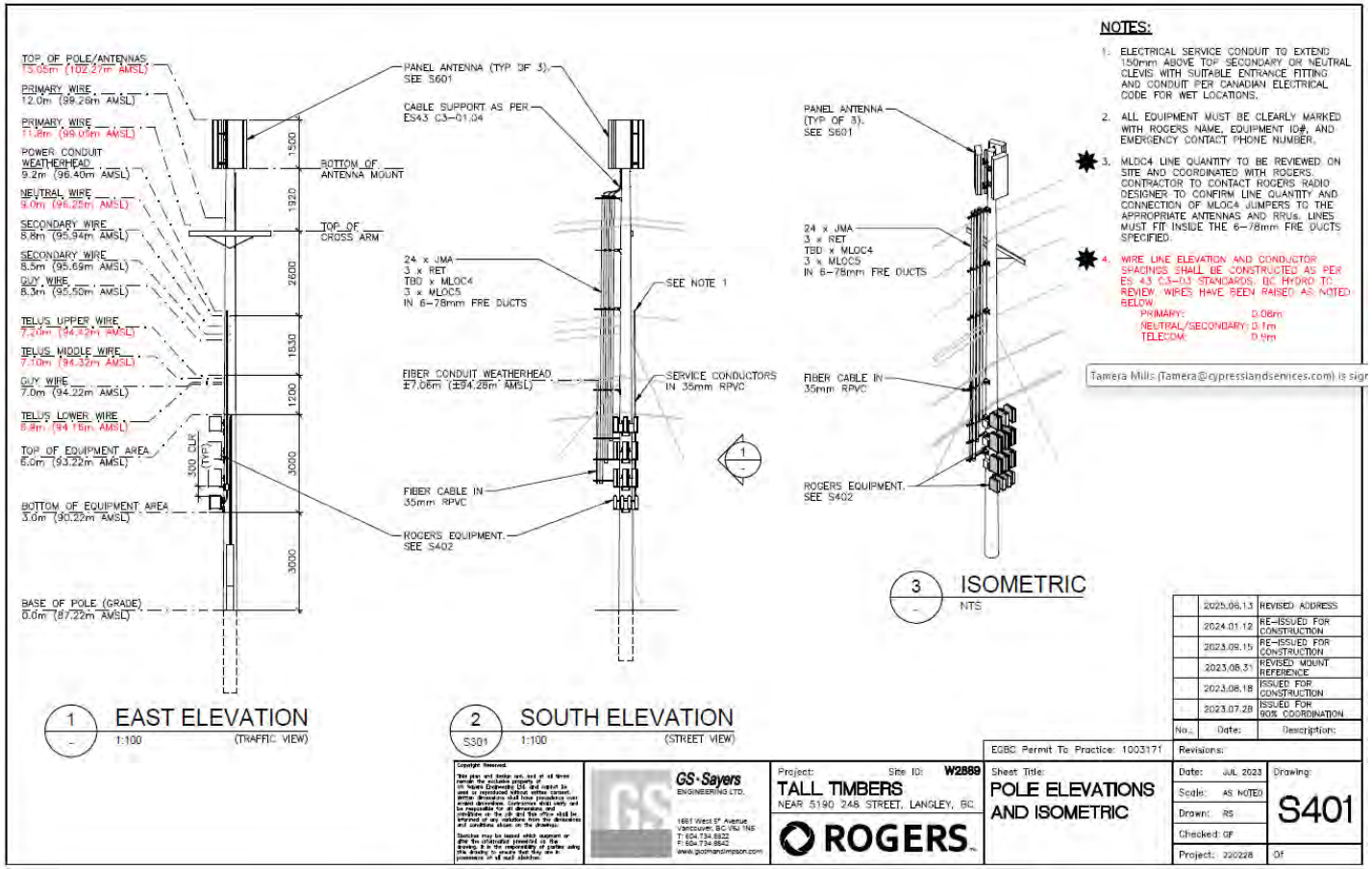
SCHEDULE B – Map of Existing Towers



SCHEDULE C – PRELIMINARY PLANS – SITE PLAN



SCHEDULE C – PRELIMINARY PLANS – TOWER PROFILE



SCHEDULE D
PHOTO-SIMULATION

BEFORE



AFTER



View: Looking South at site

Photo Simulation is a close representation and is for conceptual purposes only – not to scale.
Proposed design is subject to change based on final engineer plans

Appendix 2: Notification Package

PUBLIC CONSULTATION
CONSULTATION DU PUBLIC

September 8, 2025
8 septembre 2025

Dear Community Member,

Rogers Communications Inc. (''Rogers'') is expanding its wireless network and would like to share with you its current plan in the Township of Langley.

We are consulting residents and businesses of this area regarding this proposed project. Details of this project are included in the present notification file. We invite you to take note of the proposed project and to provide us with any questions or comments in writing by the **close of business day October 10th 2025**, after which we will answer your concerns. You will then have the opportunity to submit further comments if you require additional clarifications.

Cher membre de la communauté,

Rogers Communications Inc. (''Rogers'') étend son réseau sans fil et souhaite partager avec vous son plan actuel dans la municipalité de Langley.

Nous consultons les résidents et les entreprises de cette région concernant ce projet proposé. Les détails de ce projet sont inclus dans le présent fichier de notification. Nous vous invitons à prendre note du projet proposé et à nous faire part de vos questions ou commentaires par écrit **avant la fin de la journée de travail du 10 octobre 2025,** après quoi nous répondrons à vos préoccupations. Vous aurez ensuite l'opportunité de soumettre d'autres commentaires si vous avez besoin de clarifications supplémentaires.

Cypress Land Services Inc.
Suite 1055 - 409 Granville Rue, Vancouver, BC V6C 1T2
PublicConsultation@cypresslandservices.com

W2889

PUBLIC NOTIFICATION

Proposed Wireless Telecommunications Installation

1. Purpose of the Proposed Installation

Rogers is proposing to build a new wireless communications installation near 5190 248 St, Langley BC, (the "**Proposed Installation**") to improve wireless coverage to your community and to meet rising demands for wireless services.

The Proposed Installation will ensure continuous and uninterrupted coverage between existing telecommunications sites and maintain our commitment to provide fast and reliable cellular service, both indoors and outdoors.

2. Details of the Proposed Installation

Address: Near 5190 248th St, Langley, BC

Geographic coordinates: 49.096350 N, -122.536901 W

Location on the lot: This pole is within a road allowance and will replace the existing BC Hydro wood utility pole with a new pole. The lines will be reattached, and three antennas will be added at the top of the structure and radio/electrical equipment will be installed near the bottom of the pole (on the pole).

Land Use Policies: Township of Langley 07-331 Telecommunications Policy / CPC-2-0-03 Default Consultation

3. Description of the Proposed Antenna System

Type of tower and details: BC Hydro pole

Height: 15.05m

Details:

Rogers will install the following equipment on the proposed tower. Please note that the height of the antennas may vary slightly but the overall scale will be respected.

Number of antennas	Approximate Dimensions in mm (Length x Width x Depth)	Height on Tower (m)	Technology (4G or 5G)
3	1499 X 498 X 197	15.05	4G-5G

4. Aeronautical obstruction marking requirements and land use specifications

Given this is an existing structure to be replaced, Rogers will not be making applications to Transport Canada and NAV CANADA to review for Obstruction Marking and Lighting per Canadian Aviation Regulations (CARs) requirements.

5. Respect of engineering ethics and code of practice

Rogers attests that the radio antenna system for the Proposed Installation will be constructed in compliance with the *National Building Code* and the structural standards contained in *CSA S37-18 (*Canadian Standard Association), and will respect good engineering practices, including structural adequacy.

6. Health Canada's Safety Code 6

Rogers attests that the radio antenna system for the Proposed Installation will be installed and operated on an ongoing basis so as to comply with Health Canada's *Safety Code 6* limits as it may be amended from time to time, for the protection of the general public, including any combined effects of additional carrier co-locations and nearby installations within the local radio environment.

Additional information from the Government of Canada and from other credible sources:
https://ised-isde.canada.ca/site/spectrum-management-telecommunications/en/safety-and-compliance/facts-about-towers/radiofrequency-energy-and-safety

https://www.canada.ca/en/health-canada/services/health-risks-safety/radiation/occupational-exposure-regulations/safety-code-6-radiofrequency-exposure-guidelines.html

https://www.canada.ca/en/health-canada/services/health-risks-safety/radiation/everyday-things-emit-radiation/cell-phones-towers.html

https://www.who.int/news-room/questions-and-answers/item/radiation-5g-mobile-networks-and-health

7. Environmental assessment - Impact Assessment Act

Rogers attests that the Proposed Installation is not located within federal lands nor is it incidental to, or form part of, projects that are designated under the *Regulations Designating Physical Activities* or by the Minister of the Environment as requiring an environmental assessment.

Detailed information on the Impact Assessment Act (S.C. 2019, c. 28, s. 1) can be found at:
https://laws-lois.justice.gc.ca/eng/acts/I-2.75/page-1.html

8. Innovation, Science and Economic Development Canada's Regulatory Framework

The telecommunications industry is exclusively regulated under the Federal Radiocommunication Act and administered by Innovation, Science and Economic Development Canada. It has established a clear set of rules that wireless carriers must follow when looking to install or modify a tower or antenna system (*Client Procedures Circulars* - CPC 2-0-03, Radiocommunication and Broadcasting Antenna Systems).

Furthermore, Rogers must consult with representatives of the Township of Langley as the Land-Use Authority, and refer to their applicable local land-use and consultation requirements and any preferences it may have for tower-siting and/or design. General information relating to antenna systems is available on ISED's website: https://ised-isde.canada.ca/site/spectrum-management-telecommunications/en/safety-and-compliance/facts-about-towers

9. Public Consultation and Local Processes

The Township of Langley has adopted the *"Township of Langley 07-331 Telecommunications Policy"* which is being followed in this consultation process.

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	MARCH 9, 2026 - REGULAR MEETING	**REPORT:**	26-21
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	08-27-0081
SUBJECT:	OFFICIAL COMMUNITY PLAN AMENDMENT AND REZONING APPLICATION NO. 100310 (MARZIALE / ZAITSOFF / 8080 AND 8126 – 197 STREET)		

PROPOSAL:

Application to amend the Willoughby Community Plan and the Latimer Neighbourhood Plan and rezone a 1.6 ha (4.0 ac) site located at 8080 and 8126 – 197 Street to Comprehensive Development Zone CD-131 to facilitate development of approximately 71 townhouses.

RECOMMENDATION SUMMARY:

That Council give first and second reading to Bylaws No. 6194 and 6195 subject to 10 development prerequisites being satisfied prior to final reading of Bylaw No. 6195 and that staff be authorized to schedule the required Public Hearing.

RATIONALE:

The proposal is consistent with the overall objectives of the Willoughby Community Plan and Latimer Neighbourhood Plan.

RECOMMENDATIONS:

That Council give first and second reading to Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Latimer Neighbourhood Plan) Bylaw 2015 No. 5101 Amendment (Marziale / Zaitsoff) Bylaw No. 6194 and Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Marziale / Zaitsoff) Bylaw No. 6195 rezoning 1.6 ha (4.0 ac) of land located at 8080 and 8126 – 197 Street to Comprehensive Development Zone CD-131 to facilitate development of approximately 71 townhouses, subject to the following development prerequisites being satisfied to the acceptance of the Township prior to final reading:

1. A Servicing Agreement being entered into with the Township to secure required road and utility upgrades and extensions in accordance with the Township's Subdivision and Development Servicing Bylaw including Water Sustainability Act (WSA) approval as required.
2. Provision of road dedications, widenings and necessary traffic improvements in accordance with the Township's Master Transportation Plan, Subdivision and Development Servicing Bylaw and the Latimer Neighbourhood Plan.
3. Submission of an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw.
4. Provision of a final tree management plan incorporating tree retention, replacement, protection details, and security in compliance with the Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection).

5. Final approval of the of the Streamside Protection and Enhancement Area report, including acceptance of the streamside enhancement plans, fencing, signage and security.
6. Registration of restrictive covenants acceptable to the Township:
    a. restricting development until a Development Permit is issued for the site
    b. restricting development until identification of area for on-site storm water detention facility providing volume and release rate to the acceptance of the Township
    c. prohibiting clearing of the site (with the exception of servicing access areas) until such time as a final tree management plan incorporating tree retention replacement, protection details, and security in compliance with the Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection) is accepted by the Township
    d. identifying the units (5% of townhouse units) required in accordance with Schedule 2 – Adaptable Housing Requirements of the Township's Official Community Plan
    e. establishing and protecting Streamside Protection and Enhancement Areas in accordance with Schedule 3 of the Township's Official Community Plan and the Latimer Neighbourhood Plan
    f. prohibiting parking on internal strata roadways (other than in clearly identified parking spaces).
7. Registration of an access easement over 8080 and 8126 – 197 Street for the purpose of future access for 8042 – 197 Street to 197 Street.
8. Compliance with the Willoughby Greenway Amenity Policy and 5% Neighbourhood Park Land Acquisition Policy.
9. As per the applicant's proposal in support of the proposed community and neighbourhood plan amendments and rezoning applications, provision of $2,324,464 as a voluntary amenity contribution.
10. Payment of applicable Neighbourhood Planning Administration fees, supplemental Rezoning fees, Development Engineering and Green Infrastructure Services administration fees, Development Works Agreement (DWA) and Latecomer charges.

That Council consider that Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw No. 1998 No. 3800 Amendment (Latimer Neighbourhood Plan) Bylaw 2015 No. 5101 Amendment (Marziale / Zaitsoff) Bylaw No. 6194 and Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Marziale / Zaitsoff) Bylaw No. 6195 is consistent with the Township's Five Year Financial Plan as updated annually and with Metro Vancouver's Integrated Liquid Waste Resource Management Plan and Integrated Solid Waste Resource Management Plan, Housing Needs Report and with the consultation requirement of Official Community Plan Consultation Policy (07-160).

That Council authorize staff to schedule the required Public Hearing for Bylaws No. 6194 and 6195.

EXECUTIVE SUMMARY:

Flat Architecture Inc. has applied on behalf of the owners to amend the Willoughby Community Plan and the Latimer Neighbourhood Plan and rezone a 1.6 ha (4.0 ac) site located at 8080 and 8126 – 197 Street to Comprehensive Development Zone CD-131 to facilitate development of approximately 71 townhouses. A delegated development permit for form and character is being processed concurrently.

The subject site is currently designated Suburban Residential in the Willoughby Community Plan and Residential (1 upa) in the Latimer Neighbourhood Plan. To accommodate the proposed townhouse development, the subject site is proposed to be redesignated to the

Multi Family land use designation within the Willoughby Community Plan and the Rowhouse/Townhouse (22 upa) land use designation within the Latimer Neighbourhood Plan.

The proposed development is consistent with the overall objectives of the Willoughby Community Plan and Latimer Neighbourhood Plan. Staff recommend that Council consider the Willoughby Community Plan and Latimer Neighbourhood Plan amendments and rezoning amendment, subject to the completion of 10 development prerequisites.

PURPOSE:

The purpose of this report is to advise and make recommendations to Council with respect to the proposed Willoughby Community Plan and Latimer Neighbourhood Plan Amendment Bylaw No. 6194 and Rezoning Bylaw No. 6195.

REFERENCE:

Owner:	Roberto Marziale 8126 – 197 Street Langley, BC V2Y 1Y4 Lindsay Zaitsoff 6236 Longmoor Way SW Calgary, AB T3E 5Z7
Agent:	Flat Architecture Inc. 209, 6321 King George Blvd Surrey, BC V3X 1G1
Legal Description:	Lots 8 and 9 Section 27 Township 8 New Westminster District Plan 70554
Location:	8080 – 197 Street (0.8 ha (2.0 acres)) 8126 – 197 Street (0.8 ha (2.0 acres))
Existing Zoning:	Suburban Residential Zone SR-2
Proposed Zoning:	Comprehensive Development Zone CD-131
Willoughby Community Plan:	Suburban Residential Greenbelt
Willoughby Community Plan (proposed):	Multi Family Greenbelt
Latimer Neighbourhood Plan:	Single Family (1 upa) Streamside Protection and Enhancement Areas
Latimer Neighbourhood Plan (proposed):	Rowhouse/Townhouse (22 upa) Streamside Protection and Enhancement Areas

BACKGROUND/HISTORY:

- The site is designated Suburban Residential and Greenbelt in the Willoughby Community Plan, Single Family (1 upa) and Streamside Protection and Enhancement Areas in the Latimer Neighbourhood Plan and is currently zoned Suburban Residential Zone SR-2.
- The site is occupied with single family dwellings.
- A red coded watercourse (Latimer Creek) flows north directly to the east of the site.

DISCUSSION/ANALYSIS:

- Flat Architecture Inc. has applied on behalf of the owners to amend the Willoughby Community Plan and Latimer Neighbourhood Plan and rezone a 1.6 ha (4.0 ac) site located at 8080 and 8126 – 197 Street to Comprehensive Development Zone CD-131 to facilitate development of approximately 71 townhouse units.

- The gross developable land area (consistent with Section 5.2.1 of the Latimer Neighbourhood Plan) of the subject site is 1.4 ha (3.6 ac) and with the proposed 71 townhouse units result in a density of 50.6 uph (19.8 upa).
- The easterly portion of the site is designated Streamside Protection and Enhancement Areas (SPEA) in the Latimer Neighbourhood Plan. To accommodate the proposed development, the applicant is utilizing the SPEA "flex" provision of Schedule 3 of the Official Community Plan (OCP). The applicant's proposal includes reducing a portion of the SPEA by 276 m^2 (2,970 ft^2) while increasing a portion of the SPEA by 277.5 m^2 (2,988 ft^2) with a minimum 552 m^2 (5,941.6 ft^2) of SPEA enhancements required. Finalization of the streamside enhancement and restoration plans and completion of the works is required as a condition of development.

Adjacent Uses:

	Existing Use:	Willoughby Community Plan Designation:	Latimer Neighbourhood Plan Designation:	Existing Zoning:
North:	A property with a single family dwelling	Suburban Residential	Single Family (1 upa)	SR-2
South:	A property with a single family dwelling	Suburban Residential	Single Family (1 upa)	SR-2
West:	197 Street, beyond which are properties with single family dwellings	Suburban Residential	Single Family (1 upa)	SR-2
East:	Latimer Creek, beyond which are properties with single family dwellings and a daycare facility A property (8143 – 198A Street) currently under application (ToL Project No. 08-27-0079) for the development of a mixed office warehouse building A property (8075 – 198A Street) currently under application (ToL Project No. 08-27-0074) for the development of a 5-storey office building A property (8075 – 198A Street) currently under application (ToL Project No. 08-27-0070) for a 4-storey office building	Business Park	Business Park	CD-135 CD-157 SR-2

Community / Neighbourhood Plan Amendments:

- Bylaw No. 6194 amends the Willoughby Community Plan by redesignating the properties located at 8080 and 8126 – 197 Street from Suburban Residential to Multi Family.

- Bylaw No. 6194 also amends the Latimer Neighbourhood Plan by redesignating the properties located at 8080 and 8126 – 197 Street from Single Family (1 upa) to Rowhouse/Townhouse (22 upa).
- The proposed amendments would allow the site to be developed with approximately 71 townhouse units with a total gross density of 50.6 uph (19.8 upa).
- The subject lands are currently designated:
    - Lowrise Mid Density (stacked townhome and lowrise) in the 200 Street 2040 Transit-Oriented Development, Vision, Feasibility and Implementation Study updated in November 2024.
    - Residential (single unit and small-scale multi-unit housing) in the draft Willoughby Community Plan updated in September 2025.
- The neighbourhood context to the south includes 'Rowhouse / Townhouse (22 upa)' land use at 19681 – 197 Street (TOL Project No. 08-27-0056) and across 80 Avenue 'Rowhouse / Townhouse (22 upa)' and 'Townhouse - Bonus (30 upa)' land use designations.

Zoning Amendment:

- Bylaw No. 6195 proposes to rezone a 1.6 ha (4 ac) site located at 8080 and 8126 – 197 Street to Comprehensive Development Zone CD-131 to facilitate development of approximately 71 townhouse units at a density of 50.6 uph (19.8 upa).
- The project will be further reviewed as part of the development permit application process to ensure compliance with the provisions of the site's proposed CD-131 zoning in terms of siting, lot coverage, landscaping, height, use and density.

Development Permit Area 'B' – Residential:

- The subject lands are located in Development Permit Area 'B' – Residential in the Willoughby Community Plan.
- Council, through Bylaw No. 5246 (Development Permit Delegation Bylaw), delegated issuance of Development Permits for residential developments without commercial or industrial components with a density equal to or less than 25 upa to a delegated staff official.
- As the proposed residential development is less than 25 upa, the associated development permit application is being processed concurrently for consideration by a delegated staff official.
- The project will be further reviewed as part of the development permit application process to ensure compliance with, including but not limited to, the following: provisions of the site's proposed CD-131 zoning; landscaping, tree, and age friendly amenity area requirements; and alignment with the Development Permit Area 'B' – Residential guidelines. Staff note that the site plan is conceptual, and resolution of the above requirements may result in a change to the proposed number of units.

Voluntary Amenity Contributions:

On July 7, 2025 an Interim Policy Regarding Community Amenity Contributions No. 07-170 was adopted by Council that directs staff to:

- discuss with development applicants the prospect of making amenity contributions to the Township; negotiate with development applicants on a case-by-case basis for the provision of community amenities; or allow amenity contributions either at the initiative of development applicants or as a result of rezoning negotiations between the applicant and the Township.

The applicant has proposed a $2,324,464 voluntary amenity contribution in support of the proposed community and neighbourhood plan amendments and rezoning applications.

Tree Protection / Replacement:

The applicant has submitted tree management plans indicating the following:

Significant Trees on Site	Significant Trees Retained	Replacement Trees Required	Replacement Trees Provided	Street Trees Provided	Total Trees Post Development
21	0	75	75	10	85

Detailed tree management and landscape plans will be provided and reviewed in conjunction with the development permit.

Policy Considerations:

The proposed Willoughby Community Plan and Latimer Neighbourhood Plan amendments and rezoning will facilitate development of approximately 71 townhouse units on the site located at 8080 and 8126 – 197 Street. Staff recommend that Council give first and second reading to Bylaws No. 6194 and 6195 (subject to 10 development prerequisites) and that staff be authorized to schedule the required Public Hearing for the bylaws.

Respectfully submitted,

Alex Rowley
DEVELOPMENT PLANNER
for
COMMUNITY DEVELOPMENT DIVISION

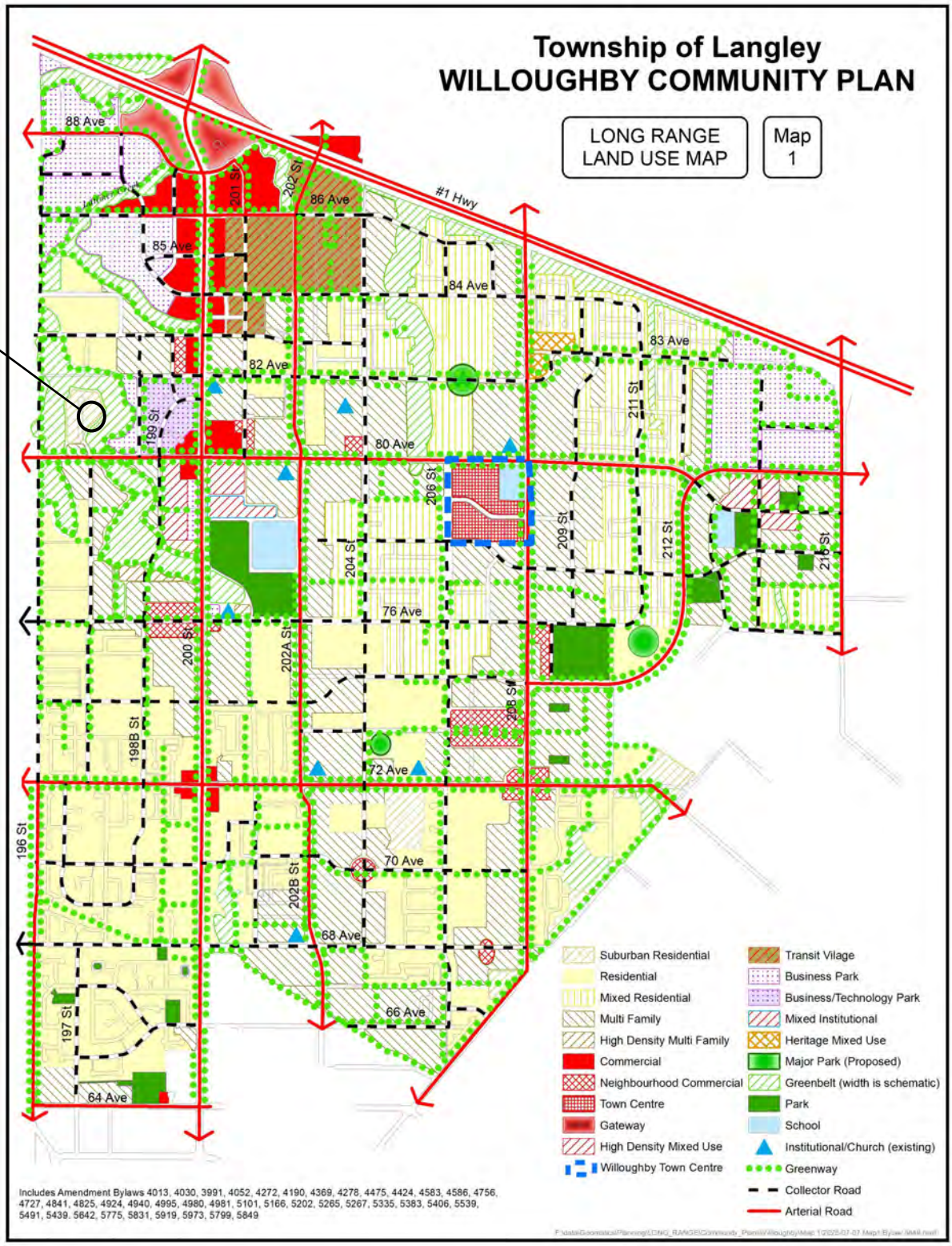
ATTACHMENT A Maps and Graphics

ATTACHMENT A



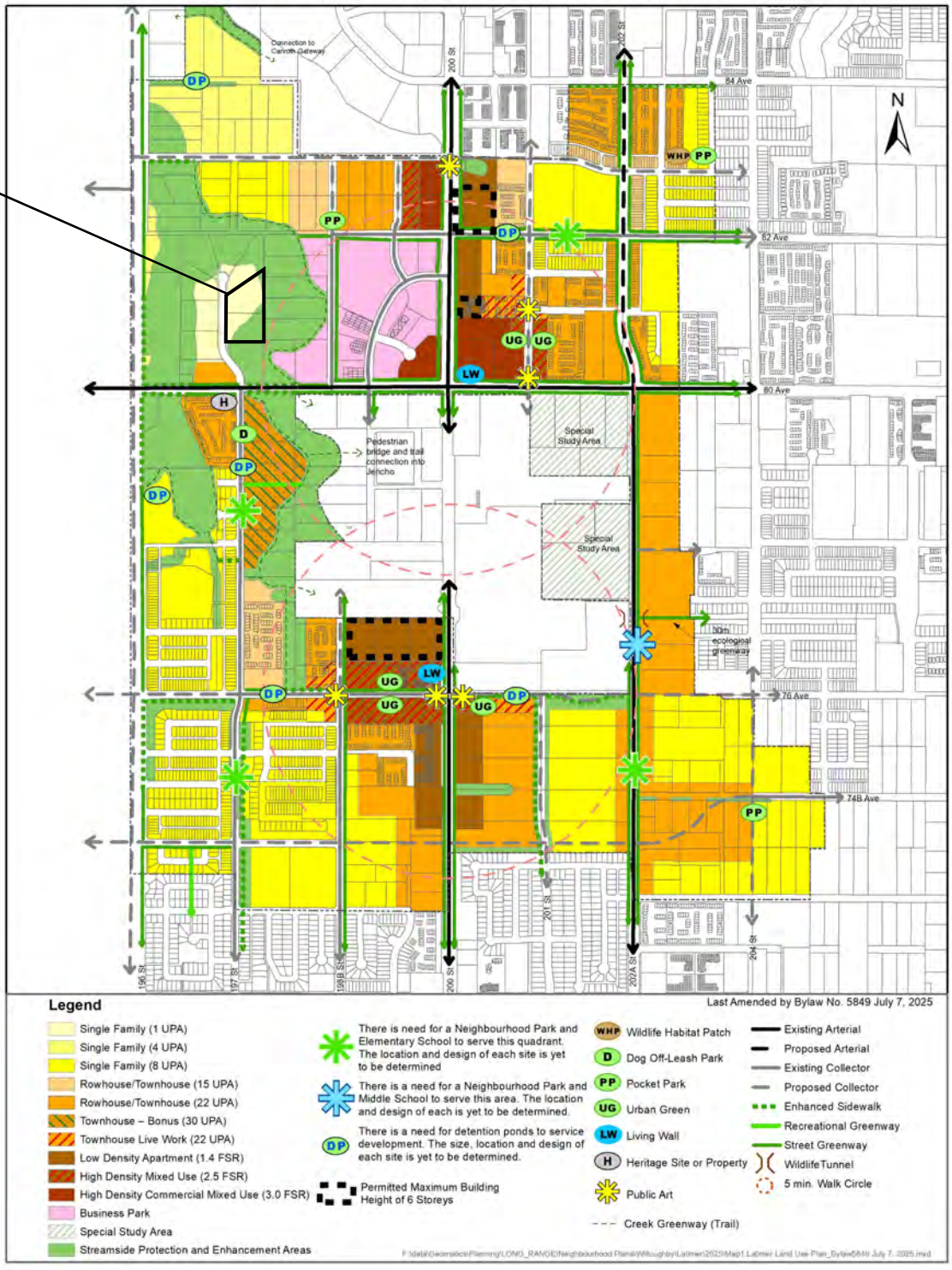
AERIAL CONTEXT MAP

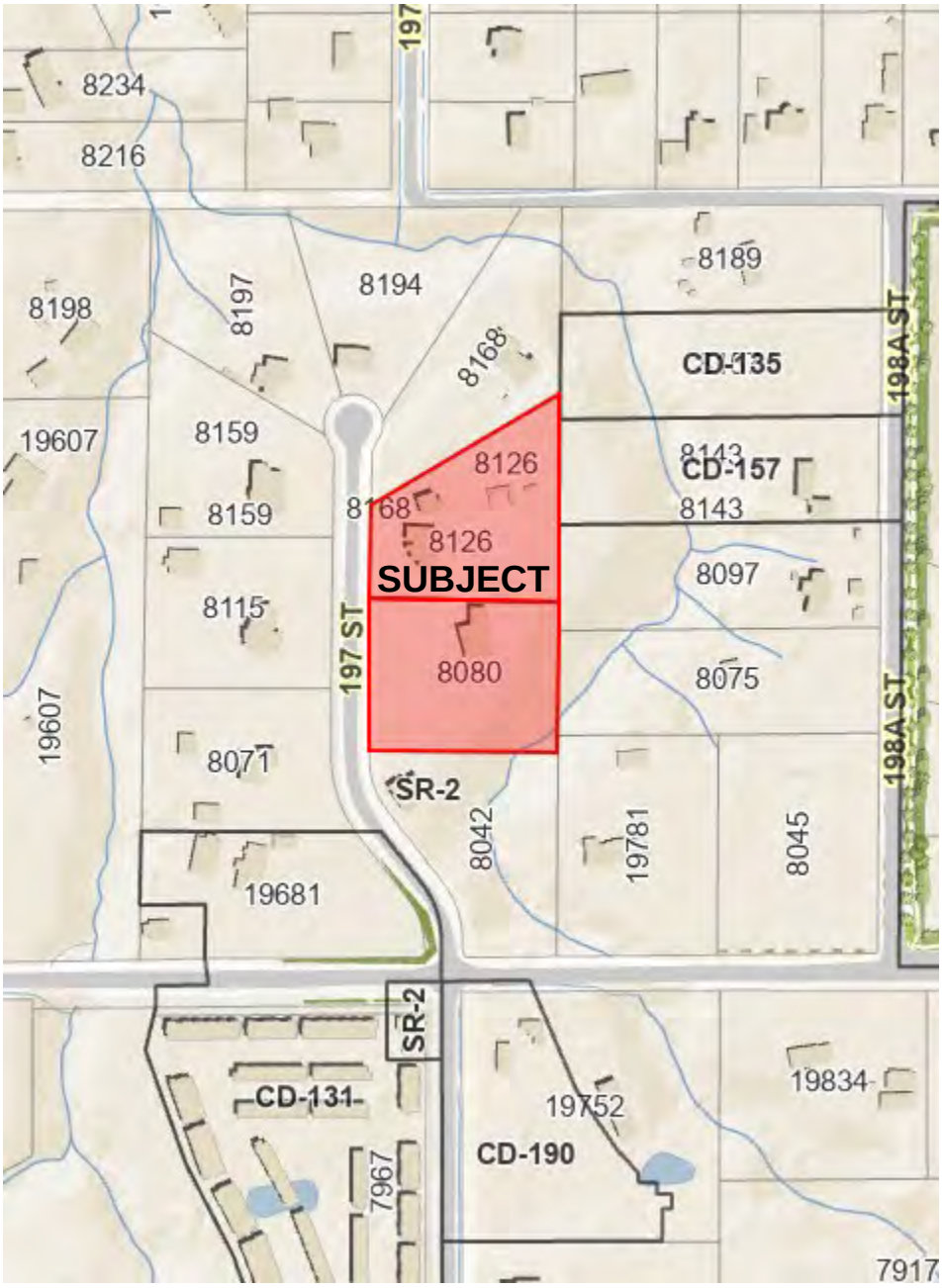
SUBJECT


Township of Langley
WILLOUGHBY COMMUNITY PLAN
LONG RANGE LAND USE MAP
Map 1
#1 Hwy
88 Ave
86 Ave
85 Ave
84 Ave
83 Ave
82 Ave
80 Ave
76 Ave
72 Ave
70 Ave
68 Ave
66 Ave
64 Ave
196 St
197 St
198B St
199 St
200 St
201 St
202 St
202A St
202B St
204 St
206 St
208 St
209 St
211 St
212 St
216 St
Suburban Residential
Residential
Mixed Residential
Multi Family
High Density Multi Family
Commercial
Neighbourhood Commercial
Town Centre
Gateway
High Density Mixed Use
Willoughby Town Centre
Transit Vilage
Business Park
Business/Technology Park
Mixed Institutional
Heritage Mixed Use
Major Park (Proposed)
Greenbelt (width is schematic)
Park
School
Institutional/Church (existing)
Greenway
Collector Road
Arterial Road
Includes Amendment Bylaws 4013, 4030, 3991, 4052, 4272, 4190, 4369, 4278, 4475, 4424, 4583, 4586, 4756, 4727, 4841, 4825, 4924, 4940, 4995, 4980, 4981, 5101, 5166, 5202, 5265, 5267, 5335, 5383, 5406, 5539, 5491, 5439, 5642, 5775, 5831, 5919, 5973, 5799, 5849

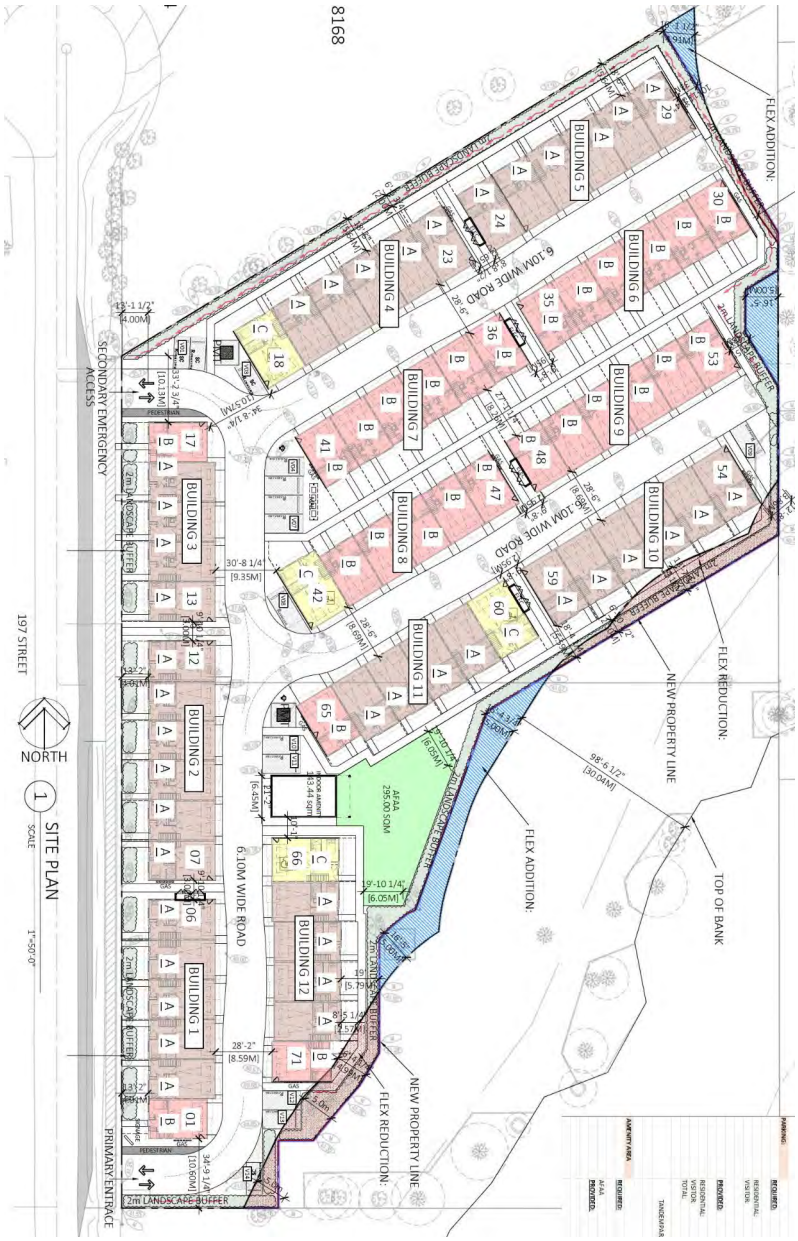
SUBJECT

Map 1 - Latimer Land Use Plan





ZONING BYLAW NO. 2500



SITE PLAN – SUBMITTED BY APPLICANT

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842
AMENDMENT (WILLOUGHBY COMMUNITY PLAN) BYLAW 1998 NO. 3800
AMENDMENT (LATIMER NEIGHBOURHOOD PLAN) BYLAW 2015 NO. 5101
AMENDMENT (MARZIALE / ZAITSOFF) BYLAW NO. 6194

EXPLANATORY NOTE

Bylaw No. 6194 amends the Willoughby Community Plan by redesignating the properties located at 8080 and 8126 – 197 Street from Suburban Residential to Multi Family. Bylaw No. 6194 also amends the Latimer Neighbourhood Plan by redesignating the properties located at 8080 and 8126 – 197 Street from Single Family (1 UPA) to Rowhouse/Townhouse (22 UPA).

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842
AMENDMENT (WILLOUGHBY COMMUNITY PLAN) BYLAW 1998 NO. 3800
AMENDMENT (LATIMER NEIGHBOURHOOD PLAN) BYLAW 2015 NO. 5101
AMENDMENT (MARZIALE / ZAITSOFF) BYLAW NO. 6194

A Bylaw to amend Willoughby Community Plan Bylaw No. 3800 and Latimer Neighbourhood Plan Bylaw No. 5101.

The Municipal Council of the Corporation of the Township of Langley, in Open Meeting Assembled, ENACTS AS FOLLOWS:

1. This Bylaw may be cited for all purposes as "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Latimer Neighbourhood Plan) Bylaw 2015 No. 5101 Amendment (Marziale / Zaitsoff) Bylaw No. 6194".

2. "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800" as amended is further amended with respect to lands described as:

   Lots 8 and 9 Section 27 Township 8 New Westminster District Plan 70554

   a) Amending Map 1 to redesignate lands shown in Schedule "A" to Multi Family.

3. "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Latimer Neighbourhood Plan) Bylaw 2015 No. 5101" as amended is further amended with respect to lands described as:

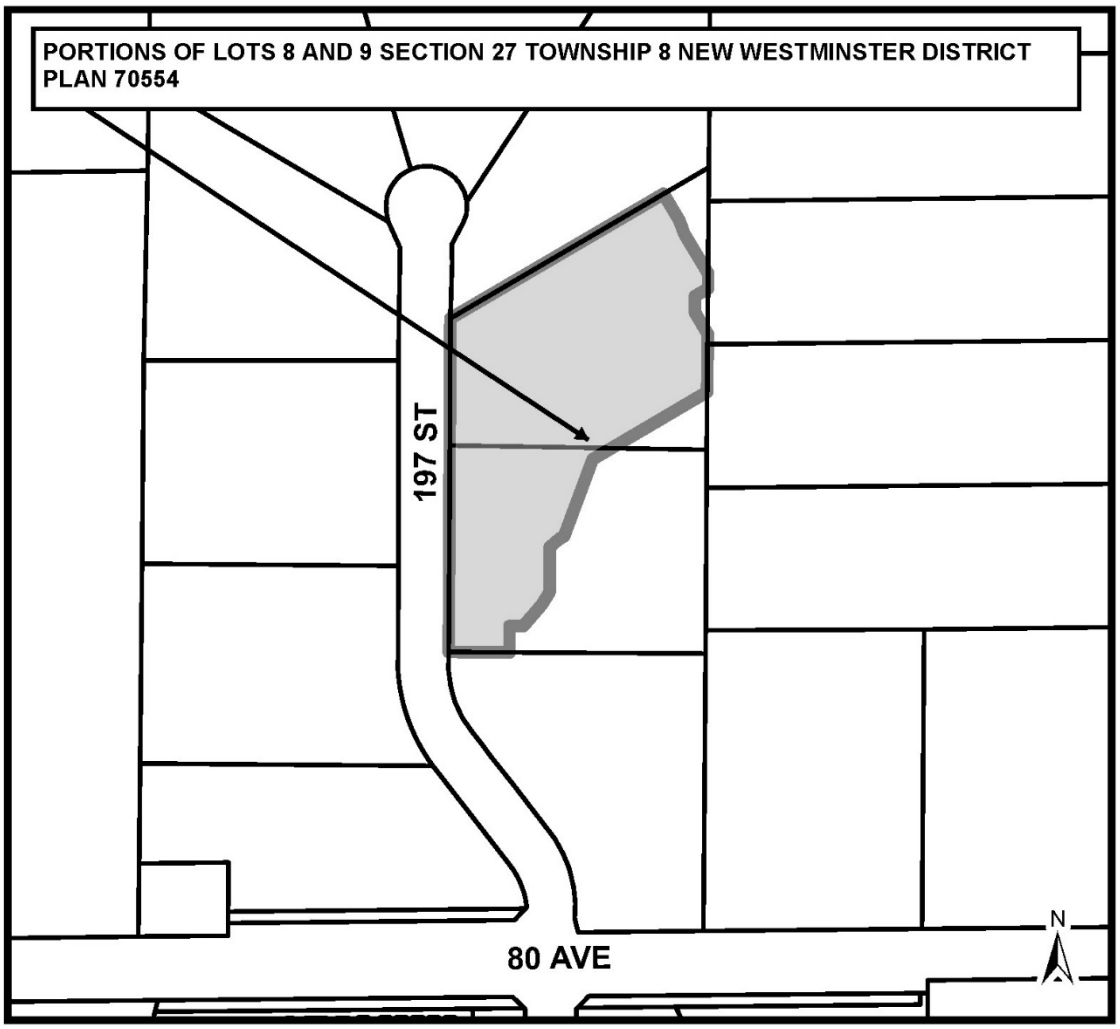
   Lots 8 and 9 Section 27 Township 8 New Westminster District Plan 70554

   a) Amending Map 1 to redesignate lands shown in Schedule "A" to Rowhouse/Townhouse (22 UPA).

READ A FIRST TIME the	day of	, 2026
READ A SECOND TIME the	day of	, 2026
PUBLIC HEARING HELD the	day of	, 2026
READ A THIRD TIME the	day of	, 2026
ADOPTED the	day of	, 2026

_____ Mayor _____ Township Clerk

SCHEDULE 'A'
BYLAW NO. 6194



THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500
AMENDMENT (MARZIALE / ZAITSOFF) BYLAW NO. 6195

EXPLANATORY NOTE

Bylaw No. 6195 rezones land located at 8080 and 8126 – 197 Street to Comprehensive Development Zone CD-131 to permit development of approximately 71 townhouse units.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500

AMENDMENT (MARZIALE / ZAITSOFF) BYLAW NO. 6195

A Bylaw to amend Township of Langley Zoning Bylaw 1987 No. 2500

The Municipal Council of the Corporation of the Township of Langley, in Open Meeting Assembled, ENACTS AS FOLLOWS:

1. This Bylaw may be cited for all purposes as “Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Marziale / Zaitsoff) Bylaw No. 6195”.

2. The “Township of Langley Zoning Bylaw 1987 No. 2500” as amended is further amended by rezoning lands described as:

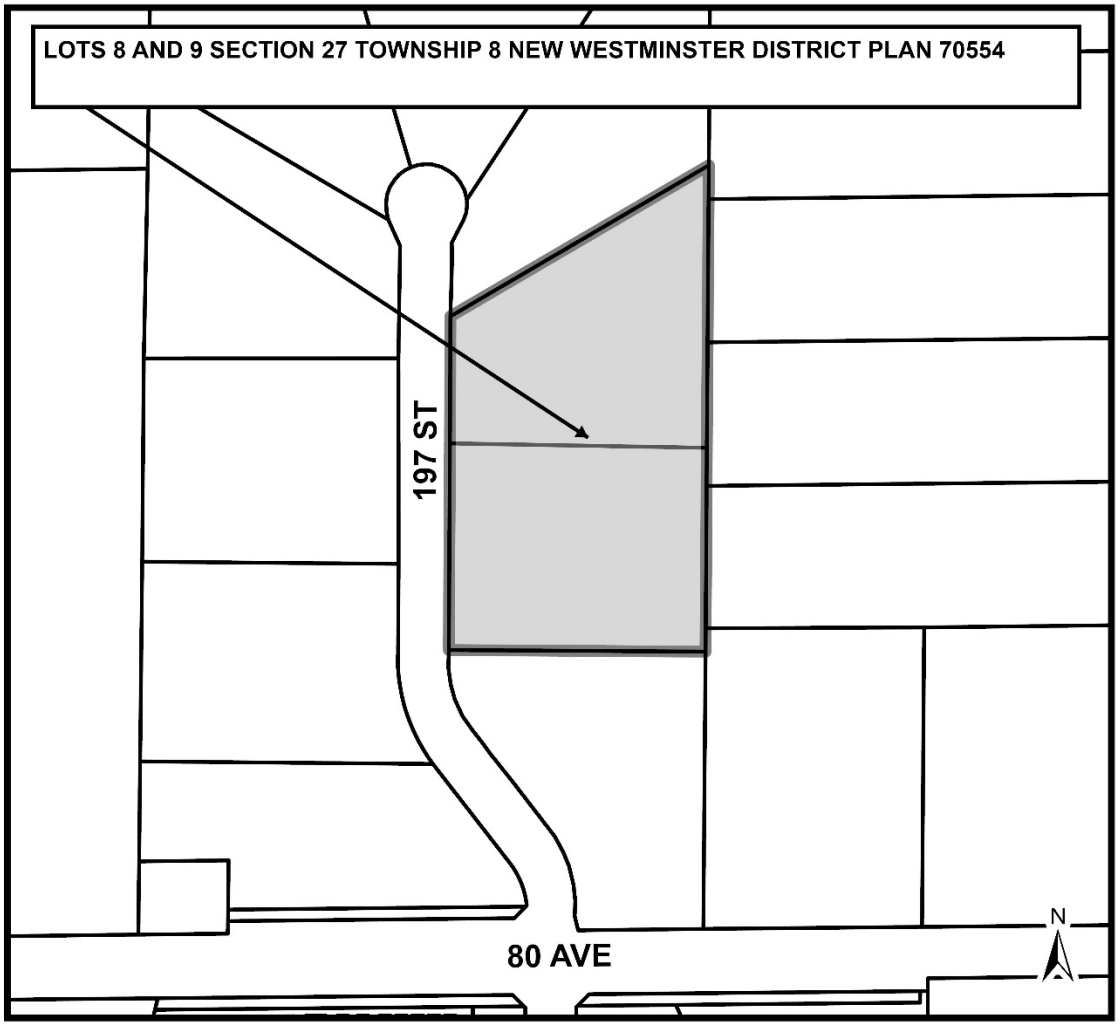
   Lots 8 and 9 Section 27 Township 8 New Westminster District Plan 70554

   as shown delineated on Schedule “A” attached to and forming part of this Bylaw to Comprehensive Development Zone CD-131.

READ A FIRST TIME the	day of	, 2026
READ A SECOND TIME the	day of	, 2026
PUBLIC HEARING HELD the	day of	, 2026
READ A THIRD TIME the	day of	, 2026
ADOPTED the	day of	, 2026

_____ Mayor _____ Township Clerk

SCHEDULE 'A'
BYLAW NO. 6195



Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	MARCH 9, 2026 - REGULAR MEETING	**REPORT:**	26-26
FROM:	COMMUNITY AND POLICY PLANNING DIVISION	**FILE:**	LRP00026
SUBJECT:	SMALL-SCALE MULTI-UNIT HOUSING (SSMUH) DEVELOPMENT PERMIT AREA		

RECOMMENDATIONS:

That Council give first and second reading to Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Small-Scale Multi-Unit Housing (SSMUH) Development Permit Area Designation) Bylaw No. 6116.

That Council authorize staff to schedule the required Public Hearing for Bylaw No. 6116.

That Council give first, second and third reading to Development Permit Delegation Bylaw 2016 No. 5246 Amendment (Small-Scale Multi-Unit Housing (SSMUH) Development Permit Delegation) Bylaw No. 6117.

EXECUTIVE SUMMARY:

In accordance with Council direction, proposed Bylaw No. 6116 amends the Official Community Plan to establish a new Development Permit Area (DPA) designation and provides guidelines for the form and character of intensive residential development on lands where small-scale multi-unit housing (SSMUH) is a permitted use.

The proposed DPA provides clear and specific direction for the form and character of new development without unreasonably restricting use or density. Bylaw No. 6116 also amends the Brookswood-Fernridge Community Plan, Murrayville Community Plan and Fort Langley Community Plan to distinguish the forms of development that are subject to the Form and Character Guidelines for SSMUH.

In accordance with Council direction, accompanying proposed Bylaw No. 6117 amends Development Permit Delegation Bylaw 2016 No. 5246 to delegate Council's authority for issuance of SSMUH development permits to a staff Delegated Official.

PURPOSE:

This report outlines the proposed DPA designation and guidelines for SSMUH.

BACKGROUND/HISTORY:

On November 18, 2024, Council adopted Bylaw No. 6020 which amended the Zoning Bylaw to enable development of SSMUH in most zones previously restricted to single family or duplex dwellings.

The Zoning Bylaw definition of SSMUH includes all forms of housing where SSMUH is a permitted use. SSMUH therefore includes fourplexes, triplexes and duplexes, single family dwellings and any detached backyard dwelling units, where they are built on SSMUH-eligible lots.

On June 10, 2024, Council directed staff to develop a delegated form and character Development Permit Area (DPA) for SSMUH. Sections 488(1)(e) and 491(7)(b) of the *Local Government Act* (LGA) give local government the authority to designate a DPA that establishes objectives for the form and character of "intensive residential" development, which can include SSMUH. Council also directed staff to review and revise any existing DPA designations and guidelines that currently affect SSMUH.

DISCUSSION/ANALYSIS:

Over 14,000 lots are estimated to be eligible for SSMUH in the Township. Most of these lots are currently developed with a single family house (which may already include a secondary suite) in established communities such as Murrayville and Walnut Grove. In these situations, landowners may elect to build SSMUH either by adding units to their lot while retaining the existing house or by completely redeveloping the lot.

Large portions of the undeveloped land in Brookswood-Fernridge and Willoughby are also designated for SSMUH in the respective Community Plans. However, these lands are currently zoned for lower density uses such as minimum two acre suburban residential lots. Eligibility for SSMUH in these areas is dependent upon applicable rezoning and subdivision applications.

SSMUH is ground-oriented and smaller in scale than multi family residential development. The Zoning Bylaw amendments adopted by Council on November 18, 2024 place similar conditions on SSMUH as those pre-existing for single family homes, largely maintaining the same provisions for building height, front yard setbacks and lot coverage. As a result, SSMUH development is expected to be compatible in scale and form with nearby single family development in both established and new neighbourhoods. However, the proposed DPA provides form and character guidelines to address additional considerations such as reducing the visual impact of parking, ensuring entrances are easy to find, attaining stylistic consistency with neighbouring homes, all with greater flexibility than if these provisions were included in the Zoning Bylaw.

In its *Policy Manual & Site Standards for SSMUH*, the Province cautions that form and character DPAs can negatively impact the development of new housing units by increasing time, costs, delays and uncertainty which could undermine viability of development. Where DPAs are used for SSMUH, the Province recommends the following best practices:

- providing clear and specific direction with minimal discretion required for interpretation
- taking into account the spatial and financial constraints of SSMUH development
- avoiding the use of review panels
- delegating the authority to issue development permits to staff

These best practices have been implemented in the development of the proposed DPA Guidelines. Proposed Bylaw No. 6116 establishes a form and character DPA that would apply to all properties that are zoned for SSMUH in the Township. The DPA provides for the

consistent application of guidelines across the Township to promote compatibility, well-being, safety and neighbourliness for SSMUH. Under these objectives, the proposed DPA Guidelines address the design of exteriors, entrances and third storeys, site planning and parking.

The guidelines have been drafted for clarity and focus on maintaining quality of life for both current and incoming residents of a neighbourhood. The process would utilize a professional reliance model to reduce review time and would be delegated to staff with no review panel.

Process:

Applications under the proposed DPA would be charged the standard fees for a Development Permits as established in the Fees and Charges Bylaw No. 4616, as amended:

- Initial application fee of $3,690
- Supplemental fee (charged upon approval) of $125 per proposed residential unit or new lot

Landowners would be required to retain a third-party design consultant to declare that their proposed project is consistent with the SSMUH DPA Guidelines. The guidelines provide for several different recognized qualifications that would make a consultant eligible to provide this service, based on the types of professionals that developers and other homebuilders typically retain for similar projects. The design consultant's declaration will be taken into consideration when reviewing the development permit application. This approach will reduce review time and make it possible for a landowner to submit building permit and development permit applications concurrently.

New Subdivisions

A development permit would be required for any new subdivision that would result in SSMUH-eligible lots. The proposed SSMUH DPA continues the current practice of requiring exterior design control agreements to be registered as covenants at the time of subdivision.

The design standards established in the exterior design control agreement would need to be prepared by a third-party design consultant and specify design elements for all residences constructed in that subdivision. The specifications for design elements must be consistent with the guidelines of the SSMUH DPA, regardless of whether the intention is to build SSMUH or single family homes, as each lot will continue to be eligible for SSMUH indefinitely.

Once the exterior design control agreement is registered, future development on these lots will not require a development permit, though each design must have the designated design consultant's declaration of compliance with the agreement.

Development of Existing Lots

In existing subdivisions, a development permit would be required for new construction and additions on SSMUH-eligible lots, with the following exemptions.

- A single family home is exempted, provided that the developer is not proposing multiple homes on the lot.
- Projects that do not increase the number of units on a lot are exempted. This would include most renovations.
- Additions and detached buildings under 50 m^2 are exempted, if these either comply with the DPA Guidelines or are located in rear yards. This is consistent with previous design guidelines in the Township and reflects the minor impact that a project of this scale typically has on a neighbourhood.
- All interior renovations are exempted, including the creation of a secondary suite.

- Dwelling units that are added to a lot where a single family dwelling or duplex built before November 18, 2024 is retained ("infill housing") may be exempted, provided that these added units are stylistically consistent with and visually subordinate to the retained building. Again, this reflects the minor impact a project of this scale is anticipated to have on a neighbourhood.
- Development that already requires a Heritage Alteration Permit is exempted.
    - This exemption includes development on a lot subject to a heritage designation bylaw or a Heritage Revitalization Agreement where design is governed by its respective bylaw.
    - This exemption also includes development within a Heritage Conservation Area (in the historic communities of Murrayville and Fort Langley) which must be consistent with the guidelines specified in that area's respective Community Plan. However, these guidelines pertain to the compatibility of new development with the character and context of these historic areas and do not cover the range of objectives specified in the SSMUH DPA (e.g. promoting neighbourliness, ensuring pedestrian safety, or allowing stormwater infiltration). Therefore, it is recommended that development in the Heritage Conservation Areas be exempted from the SSMUH development permit process, but that review of Heritage Alteration Permit applications for these areas also include consideration of the SSMUH DPA Guidelines. Clear priority would be given to the Heritage Conservation Area guidelines. There are approximately 75 SSMUH-eligible lots in the Township that are located within a Heritage Conservation Area.

Development on a lot that is not eligible for SSMUH (e.g. lacking municipal sewer service or located outside the Urban Containment Boundary) would not be subject to the SSMUH DPA.

Existing Design Covenants

Many existing single family subdivisions in the Township had exterior design control agreements registered as covenants on title at the time of subdivision. These include provisions related to the exterior appearances to maintain a cohesive character within residential subdivisions. The conditions of these covenants will continue to apply to renovations and/or new construction according to their own terms; this is in addition to the guidelines of the SSMUH DPA where applicable.

Where such a covenant identifies the Township as covenantee, the Township may have the power to discharge or amend the covenant on the request of the landowner, subject to the terms of the covenant.

Associated OCP and Bylaw Amendments

In the Brookswood-Fernridge Community Plan, form and character guidelines in "Development Permit Area A – Residential" currently apply to SSMUH typologies. Bylaw No. 6116 includes amendments to limit the application of Brookswood-Fernridge Development Permit Area "A" to townhouse and rowhouse forms only; SSMUH forms in this area would instead be subject to the Township-wide SSMUH DPA.

In the Willoughby Community Plan, Development Permit Area "B" also currently applies to SSMUH forms. On November 18, 2024 Council endorsed terms of reference for the Official Community Plan Update which includes an update of the Willoughby Community Plan and consolidation of certain neighbourhood plans. Any conflicts or overlaps with the SSMUH DPA will be addressed through the plan updates.

Development in Heritage Conservation Areas is proposed to be exempted from the SSMUH DPA. To ensure that SSMUH developed in these areas continues to meet the objectives of the SSMUH DPA while allowing the Heritage Conservation Area guidelines to take clear

precedence, the Murrayville and Fort Langley Community Plans are proposed to be amended to include provisions requiring consistency with the SSMUH DPA Guidelines in these areas.

Finally, Bylaw No. 6117 amends the Development Permit Delegation Bylaw No. 5246 to provide for delegation of Council's issuing authority for SSMUH development permits to a staff Delegated Official. This is in accordance with Council direction and is consistent with both Provincial recommendations and the Township's existing process for most intensive residential development permits. Associated costs are recovered through the application and supplemental fees.

Applicable Policies:

Township Council Policy 07-160 (Council Consultation – Official Community Plan) requires that opportunities for consultation are provided for persons, organizations and authorities that the Township considers will be affected by the amendment of an Official Community Plan. A draft of the proposed DPA Guidelines was sent to the Homebuilders Association of Vancouver and the Urban Development Institute (UDI) for comment in November 2024 and the draft DPA guidelines were discussed at the UDI Liaison Committee meeting to which both organizations were invited, on November 28, 2024. No comments on the DPA Guidelines were received.

Broader public engagement related to previous OCP updates in fall 2025 also included a summary the objectives of the proposed SSMUH form and character DPA.

Policy 07-160 further stipulates that Council must hold a Public Hearing on the proposed OCP amendment in accordance with the requirements of the LGA. Should Council authorize staff to hold a Public Hearing, address-specific mailout notifications will not be required as the proposed bylaw amendment affects several thousand properties across the Township; however, public notification through newspaper and social media advertisements will be provided.

Next Steps:

Should Council adopt proposed Bylaws No. 6116 and No. 6117, the DPA would be applicable to any current instream projects.

The DPA will also be included in the monitoring program for SSMUH, as directed by Council on November 18, 2024. Near-term recommendations from this monitoring are anticipated to include updating amendments to ensure alignment in the original SSMUH amendments to the Zoning Bylaw.

Respectfully submitted,

Ava Reeve
COMMUNITY AND POLICY PLANNER II
for
COMMUNITY AND POLICY PLANNING DIVISION

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842 AMENDMENT (SMALL-SCALE MULTI-UNIT HOUSING (SSMUH) DEVELOPMENT PERMIT AREA DESIGNATION) BYLAW NO. 6116

EXPLANATORY NOTE

Bylaw No. 6116 amends: (1) Langley Official Community Plan Bylaw 1979 No. 1842 by adding Schedule 4 - Development Permit Area: Form and Character Guidelines for Small-Scale Multi-Unit Housing (SSMUH) as Schedule 4 of Schedule A; (2) Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Brookswood-Fernridge Community Plan) Bylaw 2017 No. 5300 by distinguishing which forms of development are subject to the Form and Character Guidelines for Small-Scale Multi-Unit Housing (SSMUH); and (3) Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Murrayville Community Plan) Bylaw 1988 No. 2661 and (4) Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Fort Langley Community Plan) Bylaw 1987 No. 2527 by referencing the Form and Character Guidelines for Small-Scale Multi-Unit Housing.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842 AMENDMENT (SMALL-SCALE MULTI-UNIT HOUSING (SSMUH) DEVELOPMENT PERMIT AREA DESIGNATION) BYLAW NO. 6116

The Municipal Council of the Corporation of the Township of Langley, in Open Meeting Assembled, ENACTS AS FOLLOWS:

1. This Bylaw may be cited for all purposes as "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Small-Scale Multi-Unit Housing (SSMUH) Development Permit Area Designation) Bylaw No. 6116".

2. "Langley Official Community Plan Bylaw 1979 No. 1842", as amended, is further amended by:

    a. Adding Schedule 4, as shown on Schedule "A" attached to and forming part of this bylaw.
    b. Amending the Table of Contents to add "SCHEDULE 4 DEVELOPMENT PERMIT AREA: FORM AND CHARACTER GUIDELINES FOR SMALL-SCALE MULTI-UNIT HOUSING (SSMUH)" after Schedule 3.

3. "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Brookswood-Fernridge Community Plan) Bylaw 2017 No. 5300", as amended, is further amended by:

    a. Under Section 4.1 General Residential Land Use Policy 7, replacing the sentence "The agreement should address the following general guidelines for new developments:" with "Where small-scale multi-unit housing (SSMUH) is a permitted use, the agreement must comply with the Form and Character Guidelines for Small-Scale Multi-Unit Housing (SSMUH) specified in Schedule 4 of the Official Community Plan. Otherwise, the agreement should address the following general guidelines for new developments:".

    b. In the introductory paragraph under Section 10.1 Development Permit Area A – Residential, deleting the words, "semi-detached dwellings, duplexes".

    c. Under Section 10.1.2 Exemptions, adding a seventh bullet as follows:, "developments that are subject to the Form and Character Guidelines for Small-Scale Multi-Unit Housing (SSMUH) specified in the Official Community Plan" and replacing the sentence "For clarity, a development permit for form and character is not required for the construction of, addition to, or alteration of a single-family dwelling." with the sentence "For clarity, a development permit under Development Permit Area A is not required for the construction of, addition to, or alteration of a single-family dwelling."

d. Under Section 10.1.3 Guidelines, Ground-Oriented Multi-Family Buildings, replacing the words, “duplexes, semi-detached dwellings, rowhouses, and townhouses” with the words “rowhouses and townhouses”.

4. “Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Murrayville Community Plan) Bylaw 1988 No. 2661”, as amended, is further amended by adding the following under Section 3.12 Murrayville Heritage Conservation Area, as policy #9:

“9. In this Heritage Conservation Area, small-scale multi-unit housing development, as defined in the Zoning Bylaw, must also be consistent with the Form and Character Guidelines for Small-Scale Multi-Unit Housing (SSMUH) established in the Official Community Plan, except that, if those guidelines conflict with the Murrayville Heritage Conservation Area Design Guidelines, the Murrayville Heritage Conservation Area Design Guidelines will take precedence.”

5. “Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Fort Langley Community Plan) Bylaw 1987 No. 2527”, as amended, is further amended by adding the following paragraph at the end of Section 5.1 Heritage Conservation Area:

“In this Heritage Conservation Area, small-scale multi-unit housing development, as defined in the Zoning Bylaw, must also be consistent with the Form and Character Guidelines for Small-Scale Multi-Unit Housing (SSMUH) established in the Official Community Plan, except that, if those guidelines conflict with the Fort Langley Building Façade Design Guidelines, the Fort Langley Building Façade Design Guidelines will take precedence.”

READ A FIRST TIME the	day of	, 2026
READ A SECOND TIME the	day of	, 2026
PUBLIC HEARING HELD the	day of	, 2026
READ A THIRD TIME the	day of	, 2026
ADOPTED the	day of	, 2026

_____ Mayor _____ Township Clerk

SCHEDULE 4 DEVELOPMENT PERMIT AREA: FORM AND CHARACTER GUIDELINES FOR SMALL-SCALE MULTI-UNIT HOUSING (SSMUH)

1. APPLICABLE AREA

Lands where small-scale multi-unit housing development is a use permitted by the Zoning Bylaw, as amended or replaced, are hereby designated as a Development Permit Area (DPA) under section 488(1)(e) of the *Local Government Act* (LGA) to establish objectives and guidelines for the form and character of intensive residential development.

Subdivision

Land within the DPA must not be subdivided unless the owner first obtains a development permit under this DPA by entering into an exterior design control agreement, prepared by a Design Consultant as defined below, in compliance with these Guidelines, and registered on each title as a restrictive covenant, prior to final subdivision approval.

For clarity, a proposed subdivision that creates lots that are eligible for small-scale multi-unit housing (SSMUH) requires the registration of an exterior design control agreement that is consistent with these Guidelines, even if those lots are intended for single family development.

Exemptions

A lot-line adjustment does not require a development permit for the purpose of subdivision under this DPA. All other subdivision types are subject to this DPA.

Development

Within the DPA, the construction of or addition to a building or structure must not be initiated unless:

- the owner first obtains a development permit under this DPA;
- the lot is subject to an exterior design control agreement under the Subdivision provisions above, and submits a declaration from the specified Design Consultant (as defined below) that the proposed project is consistent with these Guidelines, which declaration is subject to review and approval by the Township; or
- the project is explicitly exempted below.

Design Consultant

A Design Consultant must declare that a proposed development is in compliance with these Guidelines by stamping or signing a checklist indicating compliance with each guideline and stamping or signing each item required for the development permit. The declaration is subject to review and approval by the Township.

“Design Consultant” means an Architect in good standing with the Architectural Institute of British Columbia or any successor body, or a registered Design Consultant in good standing with the National Home Designers Association or any successor body, or a Registered Building Designer and/or a Certified Residential Designer in good standing with the Applied Science

Technologists and Technicians of British Columbia or any successor body, who is appointed by the registered owner for that lot.
A Design Consultant’s declaration of compliance must be included with the development permit and/or building permit application and will be considered alongside all other information when considering issuing the permit.

Existing Design Control Agreements

For clarity, the existence of a registered exterior design control agreement only exempts a project from this DPA if the agreement is consistent with these Guidelines. A non-consistent exterior design control agreement may also have been registered on a property; in these cases, the development is subject to this DPA. Unless discharged, any existing exterior design control agreement will continue to be in effect (according to its own terms), in addition to the requirements of this DPA.

Exemptions

The following project types do not require a development permit for the purpose of construction or addition under this DPA:

1. A single family dwelling (as defined in the Zoning Bylaw, as amended or replaced) that is located on a lot with no other dwelling units.
2. Development that involves no increase to the number of dwelling units on a site.
3. Additions and detached buildings less than 50 m^2, provided that such development:
    a. is located in a rear yard; or
    b. is consistent with these Guidelines.
4. Interior renovations, which may include the creation of a secondary suite.
5. Dwelling unit(s) that are added to a lot where a single family dwelling or duplex built before November 18, 2024 is retained (“infill housing” as defined in the Zoning Bylaw, as amended or replaced), provided that added unit(s) are stylistically consistent with and visually subordinate to the retained building, supported by a Design Consultant’s declaration.
6. Development that is subject to a Heritage Alteration Permit due to either:
    a. a heritage designation bylaw under Section 611 of the LGA;
    b. a heritage revitalization agreement under Section 586 of the LGA; or
    c. a Heritage Conservation Area under Section 614 of the LGA.

Note: It is the owner’s responsibility to ensure that they or their appointees consult and comply with all Township bylaws and policies, including any applicable Community and Neighbourhood Plans, the Zoning Bylaw, and the Subdivision and Development Servicing Bylaw, as amended from time to time.

2. OBJECTIVES

The intent of this DPA designation is to provide clear and specific direction for the form and character of new developments to promote quality of life, community safety, neighbourliness and compatibility. The objectives are as follows:

2.1 Ensure high-quality design, compatible with neighbourhood character and typical house forms.

2.2 Ensure residents’ access to light, fresh air and usable outdoor space.

2.3 Minimize conflicts between pedestrians and automobiles.

2.4 Engage with the public realm, including non-street pathways.

2.5 Promote neighbourliness, pedestrian and resident safety, and quality of life through good design.

2.6 Ensure that individual unit entrances can be easily identified and accessed.

2.7 Minimize the visual impact of parking.

2.8 Allow for stormwater infiltration by minimizing impervious surfaces.

3. GUIDELINES

Exteriors

3.1 Include a neighbourhood context study prepared by a Design Consultant that demonstrates compatibility between the proposed project design and the surrounding neighbourhood character, considering the following from a minimum of five residential properties along each side of the street(s) on which the subject property is located, within 100 m from the boundary of the subject property:

- architectural style
- building cladding – type, details and application
- roof – style and slope
- building height and massing
- front and side yard setbacks
- colours
- front yard landscaping
- façade modulation including dimensions and stylings

3.2 Apply a consistent architectural style. Incorporate architectural detailing appropriate to the architectural style, including substantial trim (e.g. 1x4 nominal). This may also include columns, wood-style railings, exposed rafter tails, brackets, cornices and other substantial moldings, shutters, and wood or stone post bases and chimneys. See Figure 3.2 for examples.



Figure 3.2

3.3 Cladding materials should be durable and applied according to the defined architectural style consistently around the building. Each building should have a primary and secondary cladding material, with the secondary used to articulate architectural elements such as gable ends (see Figure 3.2 for an example) and bay windows. Transitions in materials should only occur along horizontal lines separated by substantial trim, or at inside (concave) corners. Vinyl and aluminum siding are discouraged.

3.4 Building elevations adjacent to the public realm (i.e. street, lane, walkway, park or trail) should receive the following treatments:

3.4.1 Each building elevation adjacent to the public realm should provide a strong street presence including prominent windows that address the street, and clearly identified entrances (e.g. functional porches, porticos, recessed entries, lighting).

3.4.2 Building elevations adjacent to the public realm should also provide visual interest, such as with a roof element between the first and second floor (e.g. covering an entry, porch or window) or architectural elements in each storey such as bay/box windows, dormers, balconies, articulated chimneys, or elements listed in Section 3.2 and 3.4.1.

3.4.3 A design at the corner of two streets should have reduced massing of any upper storeys and the roofline at that corner of the building.

3.5 On a lot that contains a building on the Community Heritage Register or Heritage Inventory, development should maintain the visual prominence of the heritage building and be complementary to it. A Heritage Revitalization Agreement is recommended for the development of such lots.

3.6 Every unit should have access to natural light and ventilation from at least two sides. See Figure 3.6 for examples.

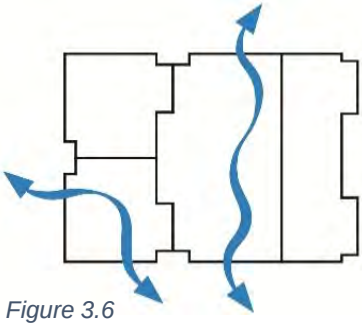


Figure 3.6

3.7 Avoid clear sightlines into any adjacent residential building. Minimize overlook from balconies into neighbouring backyards. On rear and side elevations within 4.5 m of a rear lot line, avoid placement of transparent upper storey windows that would provide direct overlook into

neighbouring backyards. Consider the use of screening wherever needed, such as with architectural features (e.g. frosted glass, trellises) or landscaping.

Entrances

3.8 At least one unit entrance should be oriented to the street. Remaining unit entrances should be oriented toward the public realm (i.e. public street, lane, walkway, park or trail), wherever possible (see Section 3.4 regarding design of these entrances). Otherwise, they should be oriented toward any associated ground-level individual outdoor spaces (see Section 3.15).

3.9 Each unit should be connected to a fronting street by an unobstructed, hard surface pathway that is a minimum 1.5 m in width.

3.10 Each unit entrance should be easily identifiable and adequately illuminated. If the entry door itself is not visible from the public realm, the route to the door should be visible and labeled with the address. Any exterior stairs should be illuminated.

3.11 Unit entrances directly adjacent to a lane should be recessed. Consider use of a change in grade where this would enhance safety from automobile traffic.

Third Storeys

3.12 Third storeys, where permitted under the Zoning Bylaw, to be within the structure of a sloped roof. See Figure 3.12 for an example.

Roofs

3.13 Where a flat roof form is considered appropriate, the building shall maintain a similar overall mass and reduce the visual impact on adjacent properties, achieving neighbourhood compatibility by respecting the existing scale, mass and height of surrounding structures. Any third storey elevation(s) facing the public realm should be stepped back from the second storey sufficiently to reduce visibility.



Figure 3.12

Site Planning

3.14 To ensure that buildings respond to natural grading conditions, they should be designed in accordance with the Subdivision & Development Servicing Bylaw Schedule B, Design Criteria Section D7.7 Site Drainage, as amended from time to time. This includes with minimal retaining walls, mounding or fill. Grading of the lot should create a smooth grade transition between adjacent lots. The lot grading design shall not substantially modify the lot drainage per any existing approved lot grading plan.

3.14.1 The building height and massing should also be compatible with the lot grading plan and with buildings on adjacent lots.

3.15 Each unit should have direct access to an individual outdoor space (e.g., balcony, patio, yard, rooftop patio).

3.15.1 Where an individual outdoor space is provided at or below grade, the area should be level, well-drained, and usable for seating or other outdoor activities. Each space should be delineated (e.g. with a fence, hedge or architectural screen – see Section 3.18 regarding fences); in side and rear yards these should be a minimum 1 m high. Semi-permeable paving materials are preferred over a cast-in-place concrete slab (see Figure 3.23 for examples).

3.15.2 Balconies should face the public realm (i.e. public street, lane, walkway, park or trail) or an area common to the development and avoid facing neighbouring residential buildings where possible. (See Section 3.7 regarding sightlines.)

3.15.3 Any rooftop patios should be stepped back from exterior walls that are directly adjacent to a neighbouring residential building.

3.16 All portions of the lot not occupied by a building or structure or used for off-street parking, storage, individual outdoor spaces or pedestrian circulation, should be suitably landscaped, for example with sod, groundcover, trees, shrubs or plant beds.

3.16.1 At least one appropriately scaled tree should be located in the front yard based on the depth of the front setback, as specified here. Any new trees should be selected and installed in accordance with good arboricultural practice and should not be planted where they will conflict with underground services or drainage structures. See Subdivision and Development Servicing Bylaw 2019 No. 5382, Schedule I Tree Protection, Appendix B, as amended from time to time, for a list of recommended tree species.

Front setback:	**Size of tree at maturity:**
Less than 3.5 m	Small
3.5 - 5.0 m	Medium
Greater than 5.0 m	Large

3.16.2 Landscaping or fencing should be used to screen parking areas of more than two spaces, storage areas, and exposed basement walls over 0.6 m in height from the public realm (i.e. public street, lane, walkway, park or trail). (See Section 3.18 regarding fences.)

3.16.3 Where a building is located at the minimum permitted rear setback adjacent to a lane, the area of the setback should be landscaped, except to allow crossings for driveways and pathways.

3.17 Site planning and landscaping should consider the established principles of Crime Prevention Through Environmental Design (CPTED), including opportunities for:

- Provision of defensible (private or semi-private) space that is clearly separated by fences, landscaping or paving and is adequately lit and readily visible by residents.
- Personal surveillance of individual outdoor areas and private pathways
- Neighbourhood surveillance of all public pathways and sidewalks.

3.18 Fences shall comply with Section 111.6 “Fencing” of the Zoning Bylaw, as amended from time to time. Any fences in the front yard should be an open style (chain-link is discouraged).

3.19 The visual impact of solid waste bin storage should be minimized by locating it out of view in a screened or enclosed area accessible to all respective users.

3.20 Where units are located in multiple buildings, buildings should be arranged around a courtyard where feasible. See Figure 3.20 for examples. Stairs, landings, and individual outdoor spaces specified under Section 3.15 may project into this space.

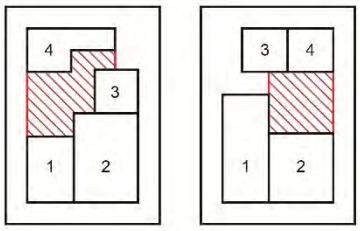


Figure 3.20

Parking

3.21 Garage entrances should be visually subordinate to unit entrances. Garage doors that are visible from the public realm should be of durable materials. Garages that are located entirely in front of the main mass of the development should be oriented sideways to create a courtyard character; siting and landscape treatments should be used to reduce their prominence.

3.22 No more than two outdoor parking spaces should be located between the front façade and the front lot line. See Figure 3.22 for an example.

3.23 Any outdoor parking spaces beyond two per lot should be paved with semi-permeable materials, such as porous pavement, concrete grid / modular pavers, ribbon driveways, reinforced grass, or concrete or plastic reinforcement products, in conjunction with groundcover. See Figure 3.23 for examples.

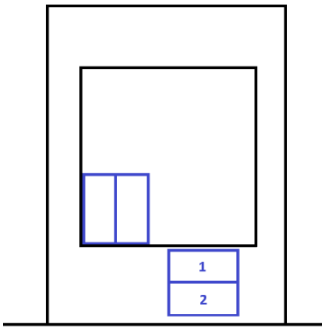


Figure 3.22



Figure 3.23

Accessory Buildings

3.24 Accessory buildings (as defined in the Zoning Bylaw, as amended from time to time) that are not exempted from this DPA shall complement the style of principal building(s) with similar cladding, trim, roof slope and colour(s).

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

DEVELOPMENT PERMIT DELEGATION BYLAW 2016 NO. 5246 AMENDMENT (SMALL-SCALE MULTI-UNIT HOUSING (SSMUH) DEVELOPMENT PERMIT DELEGATION) BYLAW NO. 6117

EXPLANATORY NOTE

Bylaw No. 6117 amends Development Permit Delegation Bylaw 2016 No. 5246 to delegate Council powers to Township officers and employees to issue development permits for development subject to the Form and Character Guidelines for small-scale multi-unit housing (SSMUH).

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

DEVELOPMENT PERMIT DELEGATION BYLAW 2016 NO. 5246 AMENDMENT (SMALL-SCALE MULTI-UNIT HOUSING (SSMUH) DEVELOPMENT PERMIT DELEGATION) BYLAW NO. 6117

WHEREAS Council wishes to delegate its power to issue specified development permits to Township officers and employees;

NOW THEREFORE, The Municipal Council of the Corporation of the Township of Langley, in Open Meeting Assembled, ENACTS AS FOLLOWS:

1. This Bylaw may be cited for all purposes as “Development Permit Delegation Bylaw 2016 No. 5246 Amendment (Small-Scale Multi-Unit Housing (SSMUH) Development Permit Delegation) Bylaw No. 6117”.

2. “Development Permit Delegation Bylaw 2016 No. 5246”, as amended, is further amended by inserting a new sub-section (5) under Section 3.1 to read as follows: “issue a Specified Development Permit for development subject to the Form and Character Guidelines for Small-Scale Multi-Unit Housing (SSMUH).”

READ A FIRST TIME the	day of	, 2026
READ A SECOND TIME the	day of	, 2026
READ A THIRD TIME the	day of	, 2026
ADOPTED the	day of	, 2026

_____ Mayor _____ Township Clerk

Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	MARCH 9, 2026 – REGULAR MEETING	**REPORT:**	26-22
FROM:	FINANCE DIVISION	**FILE:**	1700-80
SUBJECT:	LANGLEY 2026 – 2030 FIVE-YEAR FINANCIAL PLAN BYLAW AND DEVELOPMENT COST CHARGE RESERVE FUND EXPENDITURE BYLAW		

RECOMMENDATIONS:

That Council give first, second, and third reading to the Langley 2026 – 2030 Five-Year Financial Plan Bylaw No. 6207.

That Council give first, second, and third reading to the Development Cost Charge Reserve Fund Expenditure Bylaw No. 6206.

EXECUTIVE SUMMARY:

The *Community Charter* requires Council to adopt the Langley 2026 – 2030 Five-Year Financial Plan Bylaw before adopting the Annual Tax Rates Bylaw and not later than May 15, 2026. The Langley 2026 – 2030 Five-Year Financial Plan Bylaw No. 6207 will establish the budget for revenues, expenditures, debt servicing and transfers to and from Township funds for 2026 – 2030 for Universal Services[1] and User Pay Utilities (Water, Sanitary Sewer, and Solid Waste).

Revenue budget increases included are as follows:

- Core Services: 3.98% property tax rate increase
- Library Services: 1.86% library services rate increase
- Water User Pay Utility:
    - Annual Flat Rate (Single Family): 1.75% user fee increase
    - Annual Flat Rate (Multi-Family): (12.96%) user fee decrease
- Sanitary Sewer User Pay Utility:
    - Annual Flat Rate (Single Family): (8.45%) user fee decrease
    - Annual Flat Rate (Multi-Family): (22.18%) user fee decrease
- Solid Waste User Pay Utility:
    - 240L: 3.65% user fee increase
    - 120L: 3.16% user fee increase

[1] Universal Services: Parks Utility Fund, Transportation Utility Fund, Stormwater Utility Fund and General Fund which includes Fire Services, Police Services, Recreation and Cultural Services, Facility Management and General Government

A five-year projection of proposed changes is as follows:

CORE SERVICES	2026	2027	2028	2029	2030
Proposed Property Tax Revenue Increases	3.98%	22.80%	4.79%	4.21%	4.43%

Also, in accordance with the *Community Charter*, Council must adopt the Development Cost Charge Reserve (DCC) Fund Expenditure Bylaw No. 6206 authorizing the expenditure of funds from DCC Reserves for 2026 DCC capital projects, including related debt servicing, as well as DCC capital projects in progress from prior years.

PURPOSE:

The purpose of this report is to bring forward the Langley 2026 – 2030 Five-Year Financial Plan Bylaw No. 6207 and the Development Cost Charge Reserve Fund Expenditure Bylaw No. 6206 for three readings.

DISCUSSION/ANALYSIS
The *Community Charter* requires Council to adopt the Langley 2026 – 2030 Five-Year Financial Plan Bylaw before adopting the Annual Tax Rates Bylaw and not later than May 15, 2026. The Langley 2026 – 2030 Five-Year Financial Plan Bylaw No. 6207 will establish the budget for revenues, expenditures, debt servicing and transfers to and from Township funds for 2026 – 2030 for Universal Services[2] and User Pay Utilities (Water, Sanitary, Sewer and Solid Waste).

Revenue budget increases included are as follows:

- Core Services: 3.98% property tax rate increase
- Library Services: 1.86% library services rate increase
- Water User Pay Utility:
    - Annual Flat Rate (Single Family): 1.75% user fee increase
    - Annual Flat Rate (Multi-Family): (12.96%) user fee decrease
- Sanitary Sewer User Pay Utility:
    - Annual Flat Rate (Single Family): (8.45%) user fee decrease
    - Annual Flat Rate (Multi-Family): (22.18%) user fee decrease

[2] Universal Services: Parks Utility Fund, Transportation Utility Fund, Stormwater Utility Fund and General Fund which includes Fire Services, Police Services, Recreation and Cultural Services, Facility Management and General Government.

- Solid Waste User Pay Utility:
    - 240L: 3.65% user fee increase
    - 120L: 3.16% user fee increase

Also, in accordance with the *Community Charter*, Council must adopt the Development Cost Charge Reserve (DCC) Fund Expenditure Bylaw No. 6206 authorizing the expenditure of funds from DCC Reserves for 2026 DCC capital projects, including related debt servicing, as well as DCC capital projects in progress from prior years.

Respectfully submitted,

Karamjit Mahil
MANAGER, FINANCIAL PLANNING
for
FINANCE DIVISION

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY 2026 – 2030 FIVE-YEAR FINANCIAL PLAN BYLAW NO. 6207

EXPLANATORY NOTE

The Langley 2026 - 2030 Five-Year Financial Plan Bylaw No. 6207 authorizes the expenditure of funds for the Municipality. The Langley 2026 - 2030 Five-Year Financial Plan Bylaw No. 6207 is prepared pursuant to Section 165 of the *Community Charter* and is required to be adopted by Council prior to the Tax Rates Bylaw and May 15, 2026.

An expenditure that is not provided for in the 2026 - 2030 Five-Year Financial Plan is not lawful.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY 2026 - 2030 FIVE-YEAR FINANCIAL PLAN BYLAW NO. 6207

A bylaw to establish the Five-Year Financial Plan from 2026 to 2030.

WHEREAS Section 165 of the "*Community Charter*" requires that the Corporation of the Township of Langley adopt a Five-Year Financial Plan prior to approval of the Tax Rates Bylaw and May 15, 2026:

NOW THEREFORE, the Local Government Council of The Corporation of the Township of Langley, in Open Meeting Assembled, ENACTS AS FOLLOWS:

1. This bylaw may be cited for all purposes as the "Langley 2026 - 2030 Five-Year Financial Plan Bylaw No. 6207".

2. Schedule "A", being the Revenue Plan Objectives and Policies, attached hereto and forming part of this bylaw is hereby adopted as the 2026 – 2030 Five Year Financial Plan of The Corporation of the Township of Langley.

3. Schedule "B", being the Financial Plan, attached hereto and forming part of this bylaw is hereby adopted as the 2026 - 2030 Five Year Financial Plan of The Corporation of the Township of Langley.

READ A FIRST TIME the	day of	, 2026
READ A SECOND TIME the	day of	, 2026
READ A THIRD TIME the	day of	, 2026
ADOPTED the	day of	, 2026

_____ Mayor _____ Township Clerk

THE CORPORATION OF THE TOWNSHIP OF LANGLEY
LANGLEY 2026-2030 FIVE YEAR FINANCIAL PLAN BYLAW NO. 6207
SCHEDULE "A" – REVENUE PLAN OBJECTIVES AND POLICIES

In accordance with the *Community Charter* disclosure requirements, the Township of Langley discloses the following information.

1. The proportions of revenue proposed to come from the various funding sources.
2. The distribution of property taxes among property classes.
3. The use of permissive tax exemptions.

1. Proportion of total revenue from various funding sources

Revenue Source	Operating Budget Funding Sources	Capital Budget Funding Sources
Property taxes	50%	0%
Sale of Service – Utilities	20%	0%
Sale of Service - Other	8%	0%
Other sources	11%	28%
Transfer from own funds	11%	32%
Proceeds from borrowing	0%	40%
Total	**100%**	**100%**

The table above reflects Revenue raised from each funding source in 2026. Property Taxes form the greatest proportion of operating revenue for the Township, and they provide a stable and consistent source of revenue for many services that are difficult or undesirable to fund on a user-pay basis. Such services include parks, transportation, stormwater, fire protection, policing services, recreation and culture, facility maintenance and general government. For these reasons, property taxation will continue to be a major source of the Township revenue.

User fees and charges are the second largest portion of general operating revenue. Many Township services, such as water, sanitary sewer, and solid waste (including garbage and organics collection and disposal), are charged on a user-pay basis, which ensures they are paid for by taxpayers receiving these services.

The capital program is only partially funded from General and Utility Funds revenues, with most of the funding coming from sources such as reserves and surplus, development cost charges receipts, senior government grants, local area service funds and from debt financing.

2. Distribution of actual 2025 property taxes among the various property classes

Property Class	Property Class Description	2025 Property tax Revenue %
1	Residential	64.04%
2	Utilities	1.11%
4	Major Industry	0.18%
5	Light Industry	9.58%
6	Business	24.44%
8	Recreation	0.16%
9	Farm	0.49%
	Total	**100.00%**

The distribution of property tax revenue among the various property classes is presented in the table above. The practice of Council is to set tax rates in order to maintain reasonable tax stability in compliance with the *Community Charter*. This has been accomplished by maintaining the proportionate relationship provided above between property classes as impacted by annual average changes in assessed values of each class. (Property classes are defined and values determined by British Columbia Assessment).

3. Use of Permissive Tax Exemptions

The *Community Charter* provides Municipalities the ability to grant permissive exemptions under Sections 244, 225 and 226. The Township's permissive exemption policy sets the parameters under which Council considers applications for permissive exemptions from property taxes from organizations that are eligible for such exemptions.

The Township grants permissive exemptions for buildings for public worship; not-for-profit and charitable organizations and community halls; and heritage properties. Council supports, through permissive exemptions from property taxes, organizations that provide services that fulfill some basic need, improve the life of Township residents and are compatible with or are complimentary to the services offered by the Township.

Per Council Report 25-151, dated October 6, 2025, Council approved permissive tax exemptions calculated to be approximately $1,590,880.

Value of Permissive Tax Exemptions	Actuals 2025	Estimated 2026 before additions and deletions
Places of Worship	$839,520	$881,496
Not-For-Profit Organizations	$726,770	$763,108
Heritage properties	$22,465	$23,588
Partnering Property	$2,125	$2,232
TOTAL	$1,590,880	$1,670,424

THE CORPORATION OF THE TOWNSHIP OF LANGLEY
LANGLEY 2026 – 2030 FIVE YEAR FINANCIAL PLAN BYLAW NO. 6207
SCHEDULE "B" – FINANCIAL PLAN

	2026 $	2027 $	2028 $	2029 $	2030 $
REVENUE					
Operating Plan					
Property Taxes and Levies	216,276,862	265,758,414	281,881,919	298,992,797	316,092,533
Sale of Services-Utilities	85,060,025	88,856,502	93,649,491	98,323,220	104,445,805
Sale of Services-Other	33,859,300	33,874,033	33,889,090	33,904,478	33,917,320
Other Revenue	47,783,985	48,861,925	50,645,812	51,495,899	52,221,445
Transfer from Surplus and Reserves	48,113,780	14,733,708	14,283,982	14,283,982	15,017,465
Operating Plan Sub-total	**431,093,952**	**452,084,582**	**474,350,294**	**497,000,376**	**521,694,568**
Capital Plan					
Contribution from Current Year Revenue	2,638,500	-	-	-	-
Transfer from Prior Year's Surplus	3,948,329	-	-	-	-
Transfer from Development Cost Charge Reserves	110,092,181	49,000,000	41,000,000	40,200,000	39,000,000
Transfer from Capital Surplus and Reserves	266,863,938	68,276,500	33,302,630	39,603,428	28,025,933
Private Funds and Other Sources	110,352,116	95,350,000	75,350,000	75,350,000	75,350,000
Proceeds From Borrowing	334,422,146	50,000,000	50,000,000	50,000,000	50,000,000
Capital Plan Sub-Total	**828,317,210**	**262,626,500**	**199,652,630**	**205,153,428**	**192,375,933**
TOTAL FINANCIAL PLAN REVENUE	**1,259,411,162**	**714,711,082**	**674,002,924**	**702,153,804**	**714,070,501**
EXPENDITURE					
Operating Plan					
Municipal Services	348,871,963	365,213,013	380,622,652	396,919,613	413,314,255
Debt Service	53,198,781	59,016,297	65,677,545	69,474,456	73,657,720
Contribution to Funds and Reserves	29,023,208	27,855,272	28,050,097	30,606,307	34,722,593
Operating Plan Sub-Total	**431,093,952**	**452,084,582**	**474,350,294**	**497,000,376**	**521,694,568**
Capital Plan	**828,317,210**	**262,626,500**	**199,652,630**	**205,153,428**	**192,375,933**
TOTAL FINANCIAL PLAN EXPENDITURES	**1,259,411,162**	**714,711,082**	**674,002,924**	**702,153,804**	**714,070,501**

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

DEVELOPMENT COST CHARGE RESERVE FUND

EXPENDITURE BYLAW NO. 6206

EXPLANATORY NOTE

Bylaw No. 6206 provides for the 2026 Capital Expenditure Program (and related debt) from the Development Cost Charge Reserve Fund as provided by the 2026 – 2030 Five Year Financial Plan. The projects are for roads, drainage, sewer, water services and for parkland acquisition and development.

Expenditures have been included in the DCC Expenditure Bylaw, even when it looks like there are not enough funds available, in the event that enough DCC funds are received during the year. Projects will only proceed when sufficient funds are available.

Funds that become available in the Parkland Acquisition and Development DCC Reserve, Water DCC Reserve, Sewer DCC Reserve, Drainage DCC Reserve, and Roads DCC Reserve are first directed towards payment of the annual debt.

Presently, there are estimated expenditures under the bylaw in the amount of $129,122,428 which include capital carry-forwards from prior years, current debt payments and new capital projects for 2026.

Should any of the above-noted monies remain unexpended at the end of a project; the unexpended balance will be returned to the credit of the reserve fund.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

DEVELOPMENT COST CHARGE RESERVE FUND

EXPENDITURE BYLAW NO. 6206

WHEREAS it is deemed expedient to expend monies set aside in the Development Cost Charge Reserve Fund established pursuant to Bylaw 1980 No.1946 and interest earned thereon for the following purposes:

	TOTAL
Roads	**55,376,633**
Drainage	**5,628,890**
Sewer	**5,193,190**
Water	**26,444,426**
Parkland Acquisition and Development	**36,479,289**
TOTAL	**129,122,428**

NOW THEREFORE, the Municipal Council of The Corporation of the Township of Langley, In Open Meeting Assembled, ENACTS AS FOLLOWS:

1. This bylaw may be cited as “Development Cost Charge Reserve Fund Expenditure Bylaw No. 6206”.

2. There is hereby authorized to be expended from the monies set aside and any interest earned thereon pursuant to the Bylaw entitled “Development Cost Charge Reserve Fund Bylaw 1980 No. 1946”, a sum not exceeding one hundred twenty-nine million one hundred twenty-two thousand and four hundred twenty-eight dollars for capital improvements and debt repayment as aforementioned.

Should any of the above-mentioned funds remain unexpended, after the expenditures hereby authorized have been made, the unexpended balance shall be returned to the credit of the said Reserve Fund.

READ A FIRST TIME the	day of	, 2026
READ A SECOND TIME the	day of	, 2026
READ A THIRD TIME the	day of	, 2026
ADOPTED the	day of	, 2026

_____ Mayor _____ Township Clerk

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

AMENITY COST CHARGES BYLAW NO. 6115

EXPLANATORY NOTE

Bylaw No. 6115 establishes an Amenity Cost Charges Bylaw.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

AMENITY COST CHARGES BYLAW NO. 6115

A Bylaw to Impose Amenity Cost Charges for Public Amenity Projects

The Municipal Council of the Corporation of the Township of Langley, in Open meeting assembled, ENACTS AS FOLLOWS:

Title

1. This Bylaw may be cited for all purposes as “Amenity Cost Charges Bylaw No. 6115”. As a short title, it may be known as “ACC Bylaw No. 6115”.

Definitions

2. For the purposes of this Bylaw:

Accessory Dwelling Unit	means a self-contained dwelling unit within a building of secondary use which contains sleeping facilities, sanitary facilities and cooking facilities that are for the exclusive use of the occupant(s) of the suite and is located in a building smaller than a principal building located on the same lot and may be situated above a detached garage.
Amenity	means a facility or feature that provides social, cultural, heritage, recreational or environmental benefits to a community.
Amenity Cost Charge	means the charges payable pursuant to the provisions of this Bylaw and in the amounts as calculated in the schedules hereto. The term Amenity Cost Charges may also be referred to as “ACCs” or “ACC” in this Bylaw.
Apartment Residential	means a building or portion of a building(s) containing three (3) or more self-contained Multiple-Unit Dwellings accessed through a common hallway, one or more of which are wholly or partly above another self-contained dwelling unit.
Commercial	means a commercial development in a commercial zone listed in the Zoning Bylaw or a similar development in another zone permitted in accordance with the Zoning Bylaw, in which the predominant use of the zone, as determined by its purpose and list of permitted uses, is of a commercial nature.
Dwelling, Multiple-Unit	means a principal building consisting of three (3) or more dwelling units in one or more buildings

Dwelling, One-Unit	means a principal building used exclusively for residential purposes and consisting of one (1) dwelling unit and may include a fully enclosed Secondary Suite as an independent Dwelling Unit located within the principal building.
Dwelling, Two-Unit	means a principal building used exclusively for residential purposes and consisting of two (2) primary dwelling units, and each primary dwelling unit in a Two-Unit Dwelling may include one (1) fully enclosed Secondary Suite as an independent dwelling unit located within the principal building.
Dwelling Unit	means one (1) or more habitable rooms used for residential purposes where such room or rooms contain or provide for the installation of only one (1) set of cooking facilities and one (1) or more sets of sanitary facilities.
Gross Floor Area	means the sum of all floor areas used or intended to be used for the undertaking of permitted uses, measured to the extreme outer limits of the building or structure, excluding areas for parking and unenclosed balconies.
Ground Oriented Multi Family Residential	means a Multiple-Unit Dwelling building(s) containing three (3) or more self-contained units accessible through separate, ground-oriented entrances (i.e., not accessed through a common hallway). Forms of development include Accessory Dwelling Units, rowhouses, townhouses, small-scale multi-unit housing and mobile homes.
Industrial	means all developments zoned for industrial uses under the Zoning Bylaw and all developments having industrial uses undertaken in buildings or on land where the zoning designation under the Zoning Bylaw is other than industrial.
Institutional	means: (a) all developments zoned for institutional use under the Zoning Bylaw; or (b) institutional uses undertaken in buildings or on land where the zoning designation under the Zoning Bylaw is other than institutional, including, but not limited to, schools and other educational facilities, congregate care facilities and other live/care accommodation, hospitals and other medical facilities, government buildings, public recreational facilities, fire halls, police stations, airport facilities, communications and energy facilities, waste disposal and other similar public and Utility uses.

Secondary Suite	means a self-contained dwelling unit containing sleeping facilities, sanitary facilities, and cooking facilities that are for the exclusive use of the occupant(s) of the suite and is smaller than, secondary to, and connected to a primary dwelling unit located within a principal building on the same lot
Single and Two Family Residential	means a One-Unit Dwelling, which may contain one (1) additional dwelling unit in the form of a secondary suite or an Accessory Dwelling Unit, OR a Two-Unit Dwelling, wherein each unit may also contain one fully enclosed secondary suite.
Zoning Bylaw	means the Township of Langley Zoning Bylaw No. 2500, as amended or replaced.

Schedules and Notes

3. Schedules “A”, “B”, and “C” are attached hereto and form a part of this Bylaw. The notes found at the bottom of Schedules “A” and “B” form a part of this Bylaw.

Amenity Cost Charges

4. In accordance with the *Local Government Act*, every person who obtains:

   a) approval of a subdivision, or
   b) a building permit authorizing the construction, alteration or extension of a building or a structure,

   must pay to the Township of Langley the applicable Amenity Cost Charges set out in Schedules “A” and “B” of this Bylaw for the purpose of providing funds to assist the Township in paying the capital costs of amenities set out in Schedule “C” to this bylaw.

5. Where a type of development is not specifically identified in Schedules “A” and “B” of this Bylaw, the amount of Amenity Cost Charges to be paid to the Township shall be equal to the Amenity Cost Charges that are payable for the type of development that in the opinion of the Director of Community Development imposes the most similar cost burden on the Township’s amenity services.

6. The amount of Amenity Cost Charges payable in relation to mixed-use type of development shall be calculated separately for each portion of the development, in accordance with Schedule “A” and “B”, based on the mix of uses included in the building permit application and the total amenity cost charges payable shall be the sum of the charges payable for each type.

7. For Amenity Cost Charges imposed pursuant to this Bylaw on Single and Two Family Residential subdivisions, a credit will be granted for each existing fee simple lot, but excluding an existing stratified lot, forming part of the subdivision at the time of the subdivision, or building permit application. For Ground Oriented Multi Family Residential and Apartment Residential developments, a credit will be granted for each existing dwelling

unit forming part of the development at time of the subdivision or building permit application. For non-residential developments, Amenity Cost Charges are assessed based on the additional Gross Floor Area, as applicable.

8. In the case of a Building Permit for a Mobile Home Park, Amenity Cost Charges are calculated by multiplying the total Amenity Cost Charges payable per unit for a Ground-oriented Multi-family Residential use, as prescribed in Schedule "A", by the number of Mobile Home pads to be constructed.

Payment

9. Pursuant to *Local Government Act* Section 570.2 *Amenity cost charges: imposition and collection*, amenity cost charges are payable at the time of approval of the subdivision or issuance of the building permit. The payment of amenity cost charges, including payments made by instalments, is prescribed by B.C. Reg. 166/84 [*Development Charge (Instalments) Regulation],* as amended.

Exemptions

10. An ACC is not payable under the following circumstances:

    a) Development of a public place of worship;
    b) Development does not result in an increase in the population of residents or workers in the Township of Langley;
    c) Developments that have already been charged for a particular amenity, unless further development results in additional increase in population of residents or workers; or
    d) In relation to affordable and special needs housing units that are required under an affordable and special needs housing zoning bylaw or any class of affordable housing prescribed by regulation.

Severability

11. If any section, subsection, clause, or phrase of this Bylaw is, for any reason, held to be invalid by a court of competent jurisdiction, it will be deemed to be severed, and the remainder of the Bylaw will remain valid and enforceable in accordance with its terms.

READ A FIRST TIME the	21	day of	July	, 2025
READ A SECOND TIME the	15	day of	December	, 2025
READ A THIRD TIME the		day of		, 2026
ADOPTED the		day of		, 2026

Mayor

Township Clerk

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

AMENITY COST CHARGES BYLAW NO. 6115

Schedule "A"

Residential Amenity Cost Charges

Type of Development	Unit	ACC $/Unit
Single and Two Family Residential	dwelling unit	$19,571
Ground Oriented Multi Family Residential	dwelling unit	$13,584
Apartment Residential	dwelling unit	$8,634

NOTE:

- Residential ACCs are imposed on each dwelling unit (du).
- The residential component of mixed-use developments, other than institutional, is calculated and assessed in accordance with Schedule "A", and is payable in addition to any other ACCs applicable to other uses in the development.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

AMENITY COST CHARGES BYLAW NO. 6115

Schedule "B"

Non-Residential Amenity Cost Charges

Type of Development	**Unit**	**ACC $/m^2 gross floor area**
Commercial	m^2 gross floor area	$65.62 ($6.10/ft^2 gross floor area)
Industrial	m^2 gross floor area	$25.90 ($2.41/ft^2 gross floor area)
Institutional	m^2 gross floor area	$65.62 ($6.10/ft^2 gross floor area)

NOTE:

- The residential component of mixed-use developments, other than institutional, is calculated and assessed in accordance with Schedule "A", and is payable in addition to any other ACCs applicable to other uses in the development.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

AMENITY COST CHARGES BYLAW NO. 6115

Schedule "C"

List of Amenities

1. Langley Events Centre Convention Centre
2. Langley Events Centre Concert and Performance Hall
3. Langley Events Centre Ice and Dry Arenas Facility
4. Smith Athletic Park
5. Brookswood-Fernridge Community Centre
6. Willoughby Community Centre
7. Aldergrove Community Centre Expansion
8. Willowbrook Community Centre

Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	DECEMBER 15, 2025 - REGULAR MEETING	**REPORT:**	25-207
FROM:	COMMUNITY AND POLICY PLANNING DIVISION	**FILE:**	LSP00007
SUBJECT:	AMENITY COST CHARGES BYLAW		

RECOMMENDATION:

That Council give second reading to the revised Amenity Cost Charges Bylaw No. 6115.

EXECUTIVE SUMMARY:

At the July 21, 2025 Regular Meeting, Council gave first reading to the Amenity Cost Charges Bylaw (ACC) No. 6115 and authorized staff to conduct public consultation. Public consultation was conducted in late September and early October. Six public engagement events were held across the Township including four in-person Open Houses and two virtual information sessions.

The Urban Development Institute (UDI) and the Home Builders Association of Vancouver (HAVAN) were consulted and provided with opportunities for feedback. On November 7, 2025, the proposed ACC Bylaw was presented to the Langley UDI Liaison Committee with an opportunity for questions and feedback. To date no formal feedback has been received.

Specific feedback has been received advising that borrowed funds are not to be included in an ACC Bylaw for projects under construction prior to adoption. The ACC Bylaw has been revised to remove borrowed funds as well as grant funds from the amenity costs. Proposed revisions are presented with the intent of maintaining the per unit rates as initially proposed at first reading.

In order to maintain the per unit rates, it is recommended that the amenity costs be revised to (a) remove the debt for the LEC Ice and Dry Arenas and Smith Athletic Park; (b) remove grant funding for the LEC Concert and Performance Hall and LEC Ice and Dry Arenas; (c) add the Willowbrook Community Centre as a new amenity; and (d) extend the growth period beyond 25 years.

Upon Amenity Cost Charges Bylaw No. 6115 receiving third reading, a separate report will be presented to Council to discuss the management of Community Amenity Contribution funds and establishment of new reserve account(s) for ACC funds.

PURPOSE:

To present Council with information received during public engagement and revisions to the Amenity Cost Charges Bylaw No. 6115 to be received for second reading.

BACKGROUND/HISTORY:

In November 2023, the Province of British Columbia passed a series of legislative changes, including Bill 46: Housing Statutes (Development Financing) Amendment Act, which introduced Amenity Cost Charges (ACCs) as a new development finance tool. The ACC tool allows local governments to collect funds for amenities such as community centres, recreation centres, daycares and libraries from new developments that result in increased population and demand for services. These amenities support livable and complete communities in areas of growth. The ACC tool contains mechanisms that ensure transparency and cost certainty for developers, local governments and the public.

At the June 10, 2024 Regular Meeting (Item G.2, Motion #4), Council passed the following resolution:

> *"That Council direct staff to develop an Amenity Cost Charges (ACC) Bylaw to help fund the costs of amenities needed to adequately service the demands of small-scale multi-unit housing options."*

In March 2025, the BC Ministry of Housing and Municipal Affairs published an ACC Best Practices Guide to help local governments prepare and implement ACC bylaws. Amenity Cost Charges Bylaw No. 6115 has been prepared based on Council direction and provincial guidance. On July 21, 2025, Council received Report #25-123, gave first reading Bylaw No. 6115 and authorized staff to conduct public consultation.

DISCUSSION/ANALYSIS:

Public consultation has been conducted. Additional information on Bylaw No. 6115 has been received and taken into consideration for preparation of this report and recommended revisions.

<u>Engagement</u>
Six public engagement events were held in late September and early October which included four in-person Open Houses and two virtual information sessions. In-person events were held across the Township:

- September 18, 2025: Aldergrove Athletic Park Rotary Field House
- September 23, 2025: Langley Events Centre Banquet Hall
- September 25, 2025: Langley Events Centre Banquet Hall
- October 2, 2025: salishan Place by the River

Two virtual information sessions were held online:

- September 24, 2025 from 12 noon - 1:00pm
- October 1, 2025 from 5:00 - 6:00pm

A questionnaire was available to receive comments at each of the in-person events and was available from the Township's webpage. Engagement events were promoted by the Township's social media accounts, webpage and newspaper advertisements. No feedback has been received from the questionnaire at the close of the engagement period.

UDI and HAVAN were consulted and provided opportunities for feedback. On November 7, 2025, the proposed ACC Bylaw was presented to the Langley UDI Liaison Committee with an opportunity for questions and feedback. To date no formal feedback has been received.

<u>ACC Bylaw No. 6115 Revisions</u>
The ACC Bylaw has been revised based on provincial input that costs incurred prior to bylaw adoption are to be excluded even if the projects are ongoing, as well as the recently announced

federal grant funding for the LEC Concert and Performance Hall. As a result, it is recommended that the proposed amenity costs be revised to:

a) remove the debt for the LEC Ice and Dry Arenas and Smith Athletic Park
b) remove grant funding for the LEC Concert and Performance Hall and Ice and Dry Arenas
c) add the Willowbrook Community Centre as a new amenity
d) extend the growth period beyond 25 years

Table 1 shows the results of revising amenity costs and summarizes the implications of the revisions:

- removed debt amounts of approximately $144M from the ACC amenities allocated to the LEC Ice and Dry Arena and Smith Athletic Park
- removed $49M in grant funding for the LEC Concert and Performance Hall ($25M) and LEC Ice & Dry Arenas ($24M)
- added the Willowbrook Community Centre at an estimated cost of $250M
- a net increase of $57M in ACC amenity costs after subtracting debts, grants and adding the Willowbrook Community Centre
- extended the growth period from 25 to 30 years to keep ACC rates unchanged

Table 1: Proposed Revisions to Amenities and Capital Costs

Amenity	**(A) Estimated Capital Cost**	**(B) Debt**	**(C) Grants**	**(D) Revised Capital Cost (A – B – C = D)**
LEC Concert and Performance Hall	$150M		-$25	$125M
LEC Ice & Dry Arenas Facility	$158M	-$74M	-$24M	$60M
Smith Athletic Park	$109.5M	-$70M	n/a	$39.5M
Total	**$417.5M**	**-$144M**	**-$49M**	**$224.5M**
New Amenity	**(A) Estimated Capital Cost**	**(B) Debt**	**(C) Grants**	**(D) Net Increase in ACC Program (A – B – C = D)**
Willowbrook Community Centre	$250M	-$144M	-$49M	$57M

A recap of the complete list of amenities and proposed status is noted in Table 2.

Table 2: Summary of Amenities and Proposed Status

Amenity in Proposed ACC Bylaw	**Status**
LEC Convention Centre	Unchanged
LEC Concert and Performance Hall	Revised
LEC Ice and Dry Arenas Facility	Revised
Smith Athletic Park	Revised
Brookswood-Fernridge Community Centre	Unchanged
Willoughby Community Centre	Unchanged
Aldergrove Community Centre Expansion	Unchanged
Willowbrook Community Centre	New

Proposed revisions are presented which maintain the ACC rates as initially proposed as shown in Table 3.

Table 3: Amenity Cost Charges as proposed on July 21, 2025

Land Use	Amount	Unit
Single and Two Family Residential	$19,571	dwelling unit
Ground Oriented Multi Family Residential	$13,584	dwelling unit
Apartment Residential	$8,634	dwelling unit
Commercial	$65.62	m^2 gross floor area
	$6.10	ft^2 gross floor area
Industrial	$25.90	m^2 gross floor area
	$2.41	ft^2 gross floor area
Institutional	$65.62	m^2 gross floor area
	$6.10	ft^2 gross floor area

The proposed revisions maintain the ACC rates initially presented to Council at first reading of Bylaw No. 6115 on July 21, 2025. Revisions to the ACC Bylaw that substantially differ from the version presented during the public information sessions would require further public engagement. As the proposed revisions make no changes to ACC rates it is considered that further public engagement is not required.

Legislative Changes

The ACC Bylaw has been revised to respond to legislative changes to the payment instalment period and title of the regulation. Ministerial Order No. M197 on June 30, 2025, amended B.C. Reg. 166/86 to change the payment instalment period from two to four years with a 25% payment due at subdivision approval or building permit issuance and the title to "Development Charge (Instalments) Regulation". These changes take effect on January 1, 2026.

Financial Implications:

Revisions to Bylaw No. 6115 have removed $144M in debt. These funds are related to the initial construction phases of the LEC Ice and Dry Arenas and Smith Athletic Park for which borrowing has occurred. Further funding may emerge through voluntary amenity contributions as per Council Policy 07-170 Interim Policy Regarding Community Amenity Contributions as in-stream applications are not subject to the ACC Bylaw per provincial legislation. Applications that are in-stream prior to adoption of an ACC Bylaw account for approximately $165M in potential revenue.

Respectfully submitted,

Aubrey Jensen
MANAGER, STRATEGIC AND SOCIAL PLANNING
for
COMMUNITY AND POLICY PLANNING DIVISION

This report has been prepared in consultation with the following listed departments.

CONCURRENCES	
Division / Department	**Name**
MUNICIPAL ADMINISTRATION	J. Winslade
FINANCE	S. Ruff

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842
AMENDMENT (WILLOUGHBY COMMUNITY PLAN) BYLAW 1998 NO. 3800
AMENDMENT (YORKSON NEIGHBOURHOOD PLAN) BYLAW 2001 NO. 4030
AMENDMENT (QUALICO COMMUNITIES) BYLAW NO. 5957

EXPLANATORY NOTE

Bylaw No. 5957 amends the Willoughby Community Plan for land located at 20565, 20577, 20593 - 74B Avenue and 20572, 20596, 20560 - 76 Avenue to change the land use designation from Mixed Residential to Multi Family.

Bylaw No. 5957 also amends the Yorkson Neighbourhood Plan to designate the northwest portion of the site to Townhouse (22 UPA) and to amend Table 4.1 requirements for Single Family Mixed Residential.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842 AMENDMENT (WILLOUGHBY COMMUNITY PLAN) BYLAW 1998 NO. 3800 AMENDMENT (YORKSON NEIGHBOURHOOD PLAN) BYLAW 2001 NO. 4030 AMENDMENT (QUALICO COMMUNITIES) BYLAW NO. 5957

A Bylaw to amend Willoughby Community Plan Bylaw No. 3800 and Yorkson Neighbourhood Plan Bylaw 2001 No. 4030.

The Municipal Council of the Corporation of the Township of Langley, in Open Meeting Assembled, ENACTS AS FOLLOWS:

1. This Bylaw may be cited for all purposes as “Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Yorkson Neighbourhood Plan) Bylaw 2001 No. 4030 Amendment (Qualico Communities) Bylaw No. 5957”.

2. The “Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800” as amended is further amended by amending Map 1 to change the land use designation for the lands from “Mixed Residential” to “Multi Family” as shown on Schedule “A” attached to and forming part of this Bylaw.

3. The “Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Yorkson Neighbourhood Plan) Bylaw 2001 No. 4030” as amended is further amended by amending Map 1 to change the land use designation of the lands from “Single Family Mixed Residential (10 UPA) to “Townhouse (22 UPA)” for the area shown on Schedule “A” attached to and forming part of this Bylaw.

4. Langley Official Community Plan Bylaw No. 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Yorkson Neighbourhood Plan) Bylaw 2001 No. 4030 as amended is further amended by:

    a) In Table 4.1 – Residential Housing Mix and Densities in column one after Single Family Mixed Residential, inserting “¢” after ✢ and inserting the following as a footnote at the bottom of Table 4.1:

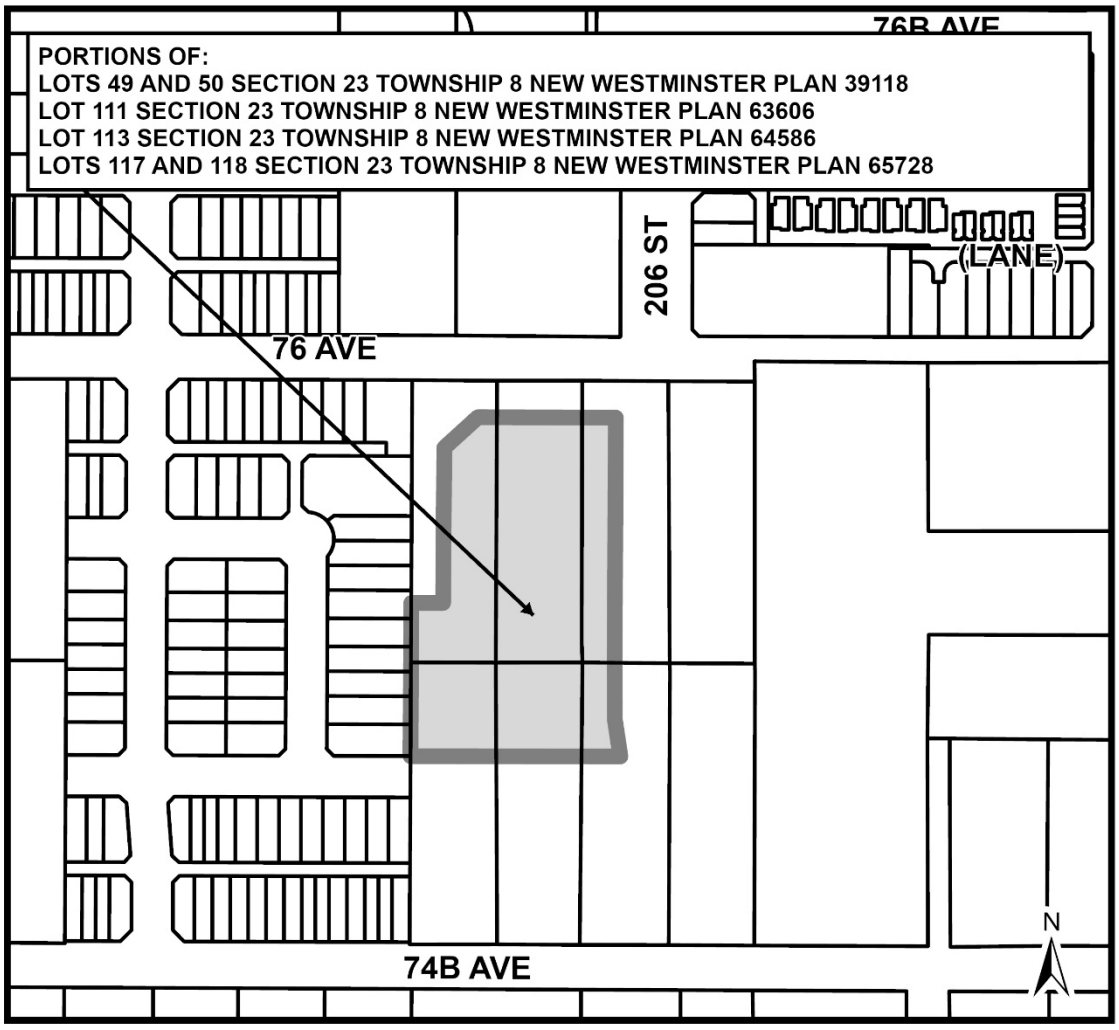
        “For lands legally described as Portions of Lots 117 and 118 Section 23 Township 8 NWD Plan 65728, Portions of Lots 113 and 114 Section 23 Township 8 NWD Plan 64586, and Portions of Lots 111 and 112 Section 23 Township 8 NWD Plan 63606 and designated Single Family Mixed Residential (10 UPA)”, Table 4.1 may be modified by:
        a) Changing the ratio of the permitted percentage for attached residential types (Column C) to 65% R-CL(SD) lots and 35% R-CL(RH) lots.
        b) Reducing the ratio and percentage of detached residential types to one (1) single family unit type at 4%.
        c) Increasing the maximum permitted density within the Single Family Residential designation (Column D) from 10 UPA to 10.67 UPA.

d) Changing the proportion between single family units and attached residential units (Column E) to 4% single family units and 96% of the attached residential units."

READ A FIRST TIME the	21	day of	October	, 2024.
READ A SECOND TIME the	21	day of	October	, 2024.
PUBLIC HEARING HELD the	04	day of	November	, 2024.
READ A THIRD TIME the	04	day of	November	, 2024.
ADOPTED the		day of		, 2024.

_____ Mayor _____ Township Clerk

SCHEDULE 'A'
BYLAW NO. 5957



THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500
AMENDMENT (QUALICO COMMUNITIES) BYLAW NO. 5958

EXPLANATORY NOTE

Bylaw No. 5958 rezones a 4.0 ha (9.6 ac) site located at 20565, 20577, 20593, 20605 - 74B Avenue and 20560, 20572, 20596 and 20608 - 76 Avenue to Comprehensive Development Zone CD-208, Residential Zone R-1A, and Residential Compact Lot Zones R-CL(SD) and R-CL(RH) to facilitate development of approximately 52 lots (one townhouse lot, two single family lots, 17 rowhouse lots and 32 semi-detached lots).

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500

AMENDMENT (QUALICO COMMUNITIES) BYLAW NO. 5958

A Bylaw to amend Township of Langley Zoning Bylaw 1987 No. 2500.

The Municipal Council of the Corporation of the Township of Langley, in Open Meeting Assembled, ENACTS AS FOLLOWS:

1. This Bylaw may be cited for all purposes as "Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Qualico Communities) Bylaw No. 5958".

2. The "Township of Langley Zoning Bylaw 1987 No. 2500" as amended is further amended by:

   a. Adding to the Table of Contents and Section 104.1 – Zones the words "Comprehensive Development Zone CD-208" after the words "Comprehensive Development Zone CD-207"

   b. Adding to Section 110.1 after the words "CD-207" the words "CD-208 – 1.0 ha"

   c. Adding after Section 1107 "Comprehensive Development Zone CD-207" the following as Section 1108 "Comprehensive Development Zone CD-208"

1108 **COMPREHENSIVE DEVELOPMENT ZONE CD-208**

Uses Permitted

1108.1 In the CD-208 Zone only the following *uses* are permitted and all other *uses* are prohibited:

1) *accessory buildings* and *uses*
2) *accessory home occupations* subject to Section 104.3
3) *townhouses*

Density

1108.2 The density permitted shall be no less than 32.5 units per hectare (13 units per acre) and no greater than 45 units per hectare (18 units per acre).

Lot Coverage

1108.3 The maximum permitted *lot coverage* of *buildings* and *structures* shall not exceed 40% of the *lot area.*

Siting of Buildings and Structures

1108.4 *Buildings* and *structures* shall be sited in accordance with the provisions of a Development Permit.

Height of Buildings and Structures

1108.5 The *height* of *buildings* and *structures* shall not exceed three (3) *storeys*.

Parking and Loading

1108.6 Parking and loading shall be provided in accordance with Section 107.

Subdivision Requirements

1108.7 All *lots* created by *subdivision* shall comply with Section 110 of this Bylaw and the Subdivision and Development Servicing Bylaw 2019 No. 5382 as amended.

Landscaping, Screening and Fencing

1108.8 Landscaping areas, landscaping screens and fencing shall be provided in accordance with Section 111.

Age-Friendly Amenity

1108.9 *Age-Friendly Amenity areas* shall be provided in accordance with Section 111.5.

Development Permit Requirements

1108.10 An application for a Development Permit shall be submitted to Council for its consideration prior to issuance of a Building Permit.

3. The "Township of Langley Zoning Bylaw 1987 No. 2500" as amended is further amended by rezoning the lands described as:

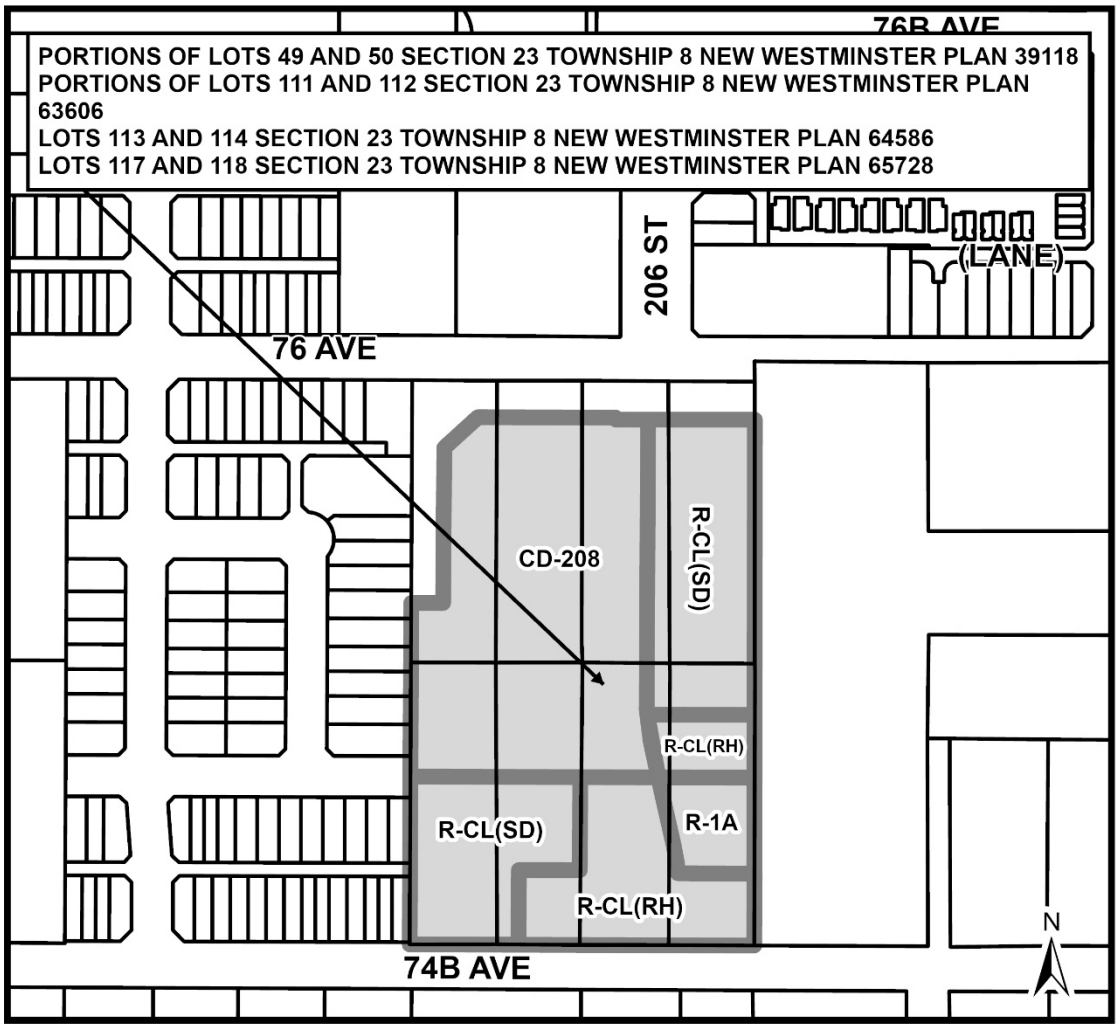
Portion of Lots 49 and 50 Section 23 Township 8 New Westminster District Plan 39118
Portion of Lots 111 and 112 Section 23 Township 8 New Westminster District Plan 63606
Lots 117 and 118 Section 23 Township 8 New Westminster District Plan 65728
Lots 113 and 114 Section 23 Township 8 New Westminster District Plan 64586

as shown delineated on Schedule "A" attached to and forming part of this Bylaw to Comprehensive Development Zone CD-208, Residential Zone R-1A and Residential Compact Lot Zones R-CL(SD) and R-CL(RH).

READ A FIRST TIME the	21	day of	October	, 2024.
READ A SECOND TIME the	21	day of	October	, 2024.
PUBLIC HEARDING HELD the	04	day of	November	, 2024
READ A THIRD TIME the	04	day of	November	, 2024.
ADOPTED the		day of		, 2024.

_____ Mayor _____ Township Clerk

SCHEDULE 'A'
BYLAW NO. 5958



ATTACHMENT B

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

Development Permit No. 101460

This Permit is issued this _____ day of _____, 2024 to:

1. NAME: 1316082 BC Ltd.
Qualico Developments (Vancouver) Ltd.

ADDRESS: 201, 6525 - 177B Street
Surrey, BC V3S 5N4

2. This permit applies to and only to those lands within the Municipality described as follows and to any and all buildings, structures and other development thereon:

LEGAL DESCRIPTION: Lots 117 and 118, Section 23, Township 8, New Westminster District, Plan 65728; Lot 113 and 114; Section 23, Township 8, New Westminster District, Plan 64586; Lots 111 and 112, Section 23, Township 8, New Westminster District, Plan 63606; and Lots 49 and 50, Section 23, Township 8, New Westminster District, Plan 39118.

CIVIC ADDRESS: 20577, 20593, 20605 & 20565 - 74B Avenue and 20560, 20572, 20596 & 20608 - 76 Avenue

3. This permit is issued subject to compliance with all of the bylaws of the Municipality of Langley applicable thereto, except as specifically varied or supplemented by this permit as follows:

a. Township acceptance of a submission addressing information requirements outlined in Section 4.20 of Schedule 3 of Langley Official Community Plan Bylaw 1979 No. 1842.
b. Protection of Streamside Protection and Enhancement Development Permit Areas (SPEAs) as shown on “Schedule B” to the acceptance of the Township.
c. Written designation of an Environmental Monitor for the project acknowledging the Environmental Monitor has the authority to stop any work(s) that, in the Environmental Monitor's opinion, have the potential to impact on SPEAs.
d. Obtainment of relevant senior government environmental regulatory agency approvals and/or submission of notifications and provisions of copies of approval/submissions to the Township.
e. Commencement of accepted streamside enhancement and restoration works within 30 days of SPEA disturbance.

4. The land described herein shall be developed strictly in accordance with the terms, conditions and provisions of this Permit and any plans and specifications attached as a schedule to this permit which shall form a part hereof.

This permit is not a building permit.

All developments forming part of this development permit shall be substantially commenced within two years after the date the development permit is issued.

This permit shall have the force and effect of Schedule 3 (Streamside Protection and Enhancement) of the Langley Official Community Plan Bylaw 1979 No. 1842.

It is understood and agreed that the Municipality has made no representations, covenants, warranties, guarantees, promises or agreement (verbal or otherwise) with the developer other than those in this permit.

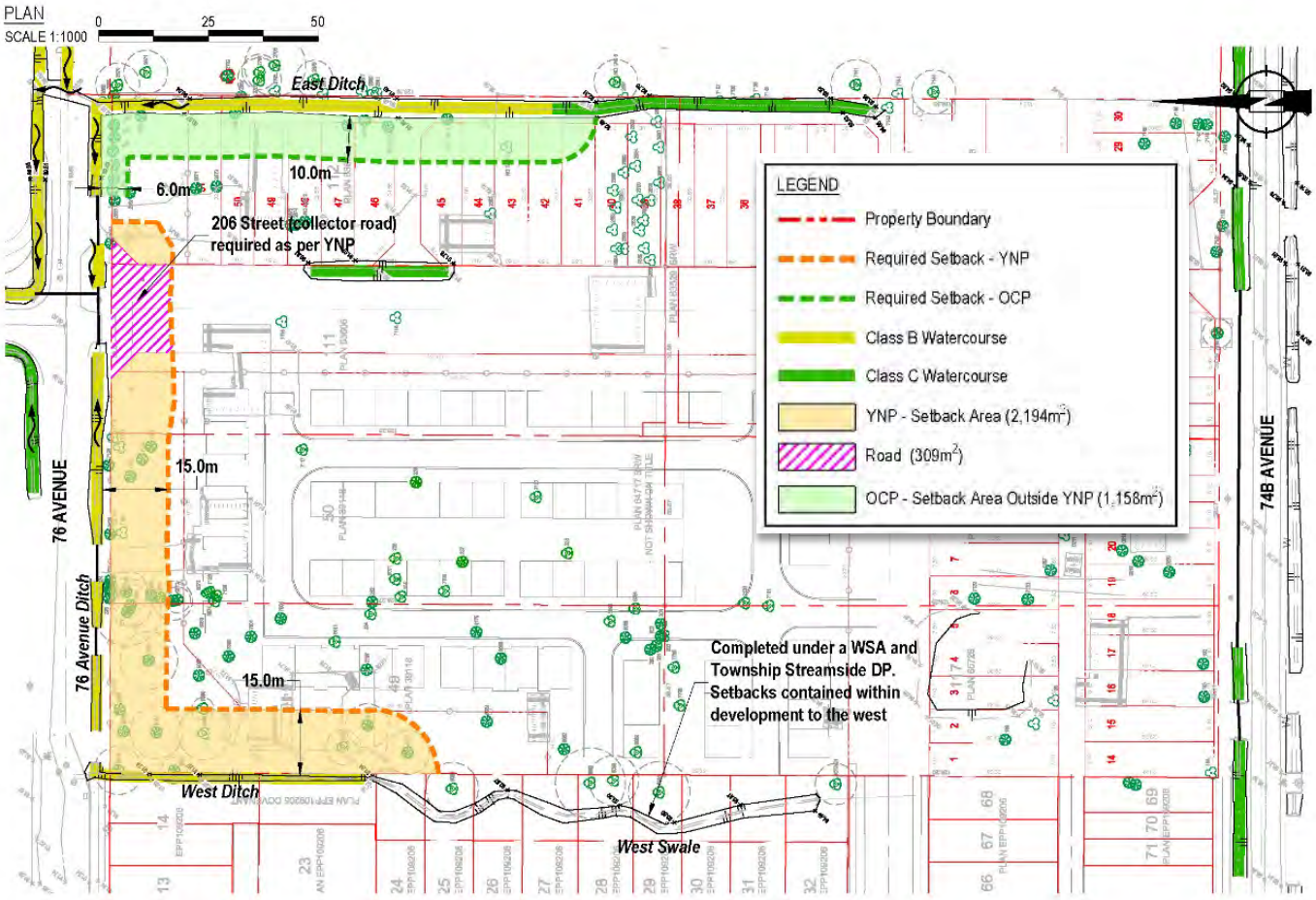
This permit shall enure to the benefit of and be binding upon the parties hereto and their respective heirs, executors, administrators, successors and assigns.

AUTHORIZING RESOLUTION PASSED BY COUNCIL THIS____DAY OF_____, 2024.

Attachments:

SCHEDULE A	Required Streamside Protection Area
SCHEDULE B	Proposed Streamside Protection Area

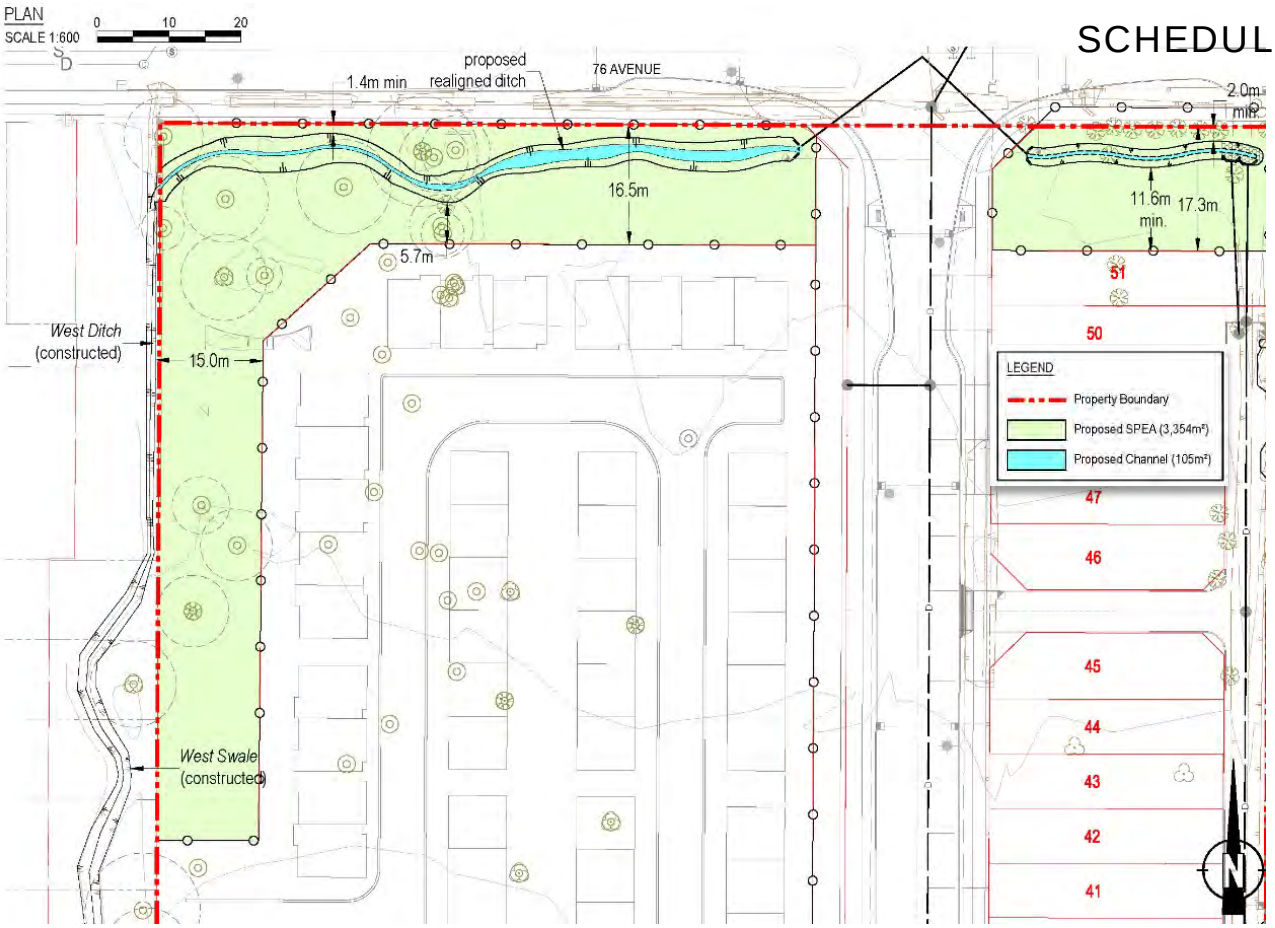
SCHEDULE A



Township of Langley
Est. 1873

REQUIRED STREAMSIDE PROTECTION AREA

SCHEDULE B



Township of Langley
Est. 1873

PROPOSED STREAMSIDE PROTECTION AREA

ATTACHMENT C

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

Development Variance Permit No. 100156

This Permit is issued this _____day of _____, 2024

1. Name: 1316082 BC Ltd.
   Qualico Developments (Vancouver) Inc.

   Address: 201, 6525 - 177B Street
   Surrey, BC V3S 5N4

2. This permit applies to and only to those lands within the Municipality described as follows and to any and all buildings, structures and other development thereon:

   LEGAL DESCRIPTION: Lot 114 Section 23 Township 8 New Westminster District Plan 64586

   CIVIC ADDRESS: 20605 - 74B Avenue

3. This Permit is issued subject to compliance with all of the Bylaws of the Municipality of Langley applicable thereto, except as specifically varied or supplemented by this permit as follows:

   a. Section 401.5 (3) – Siting of Buildings and Structures of Township of Langley Zoning Bylaw No. 2500 is hereby varied to reduce the minimum side lot line setback requirement for a detached garage abutting a lane from 1.5 m to 1.2 m on proposed Lots 31 and 32, indicated on Schedule “A”.
   b. Section 401.8 - Subdivision Requirements (rear loaded lot) of Township of Langley Zoning Bylaw No. 2500 is hereby varied to reduce the minimum lot depth requirement on proposed Lot 31 from 28.0 m to 26.4 m, indicated on Schedule “A”.

4. The land described herein shall be developed strictly in accordance with the terms, conditions and provisions of this Permit and any plans and specifications attached as a Schedule to this Permit which shall form a part hereof.

   This Permit is not a Building Permit. All developments forming part of this Development Variance Permit shall be substantially commenced within two years after the date the Development Variance Permit is issued.

   This permit shall have the force and effect of a restrictive covenant running with the land and shall come into force on the date of an authorizing resolution passed by Council.

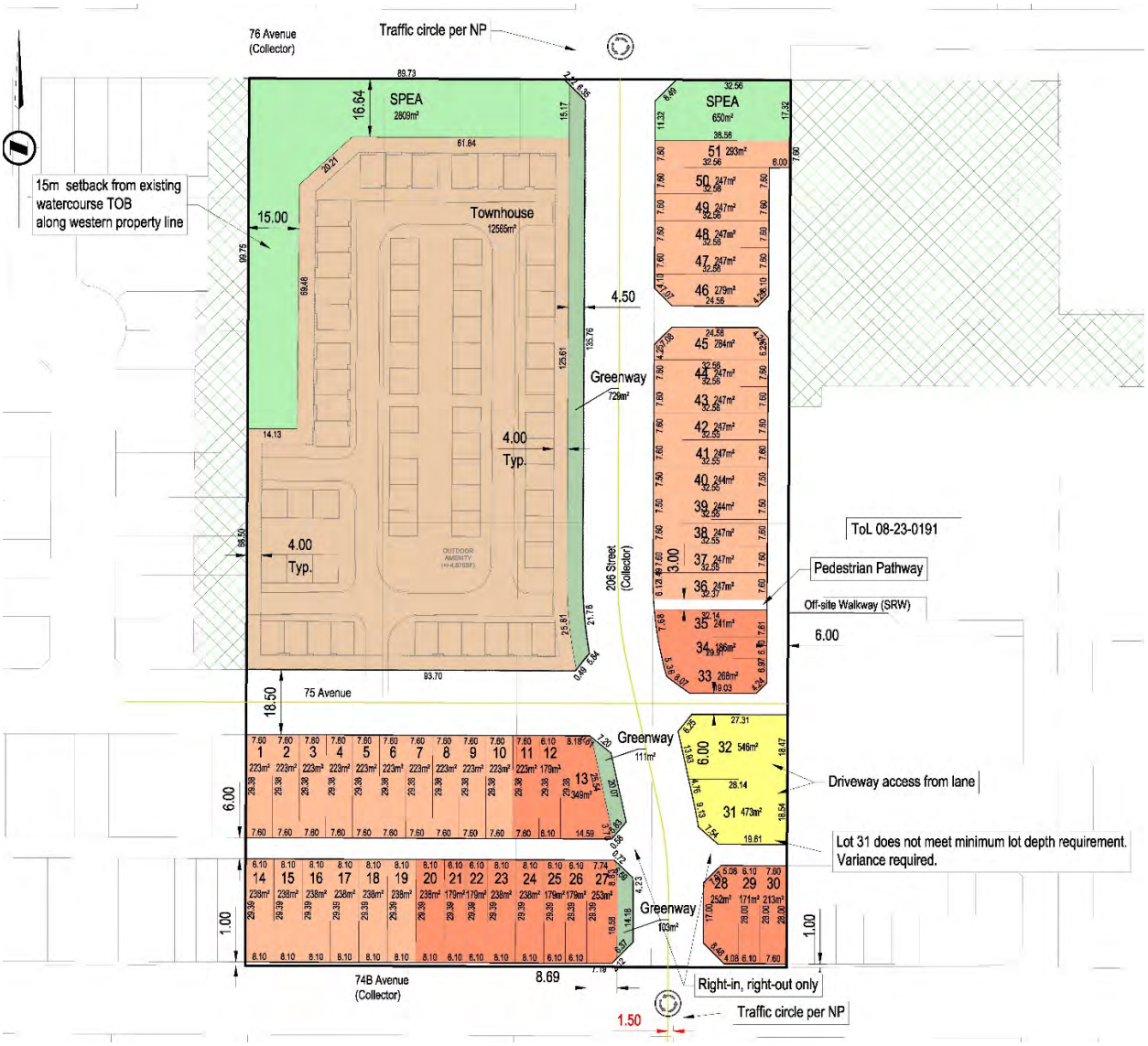
   It is understood and agreed that the Municipality has made no representations, covenants, warranties, guarantees, promises or agreement (verbal or otherwise) with the developer other than those in this Permit.

   This Permit shall enure to the benefit of and be binding upon the parties hereto and their respective heirs, executors, administrators, successors and assigns.

AUTHORIZING RESOLUTION PASSED BY COUNCIL THIS ____ DAY OF _____, 2024

Attachments:
SCHEDULE A Preliminary Subdivision Plan

SCHEDULE A


76 Avenue
(Collector)
Traffic circle per NP
SPEA
2809m²
SPEA
650m²
15m setback from existing
watercourse TOB
along western property line
15.00
Townhouse
12565m²
4.50
Greenway
729m²
4.00
Typ.
4.00
Typ.
206 Street
(Collector)
3.00
ToL 08-23-0191
Pedestrian Pathway
Off-site Walkway (SRW)
6.00
75 Avenue
18.50
Greenway
111m²
Driveway access from lane
Lot 31 does not meet minimum lot depth requirement.
Variance required.
Greenway
103m²
74B Avenue
(Collector)
8.69
Right-in, right-out only
Traffic circle per NP
1.50

Township of Langley
Est. 1873

M E M O R A N D U M

TO:	MAYOR AND COUNCIL	**DATE:**	MARCH 9, 2026
FROM:	INFORMATION TECHNOLOGY DIVISION	**FILE NO:**	0710-01
SUBJECT:	WI-FI AND MONITOR FOR THE DEREK DOUBLEDAY ARBORETUM		

The purpose of this memorandum is to provide Mayor and Council an update on the implementation of Wi-Fi and monitor in the Rotary Interpretive Centre at the Derek Doubleday Arboretum.

On July 7, 2025, Council approved the option for a 1Gbps business internet service over copper/coaxial cable using existing Township conduit. The capital cost to provide a presentation monitor and Wi-Fi is $45,200, comprised of:

a) $3200 for the supply and install of a 65” 4K TV display,
b) $16,000 for the physical network infrastructure, and
c) $26,000 for the installation of internet service.

The annual operating cost for 1Gbps business internet service will be $2600.

Monitor

The 65” 4K professional display has been installed. The wall mounted TV includes a 25-foot HDMI cable to allow for the displaying of content from a laptop.

Wi-Fi

To provide Wi-Fi within the Rotary Interpretive Centre at the Derek Doubleday Arboretum, a physical network and the business internet service from a telecommunications provider are required.

The physical network equipment has been received and is ready for installation. Walk throughs for installation planning have taken place with Parks, Facilities, and IT. Installation and commissioning of the network is dependent on the business internet service being available.

The business internet service is a customized build due to the use of The Township’s conduit. The installation of the internet service has been delayed. The updated completion timeframe for the internet service is now April 2026.

Wi-Fi within the Rotary Interpretive Centre at the Derek Doubleday Arboretum is projected to be available for user groups in May 2026.

Township of Langley
Est. 1873

M E M O R A N D U M

TO:	MAYOR AND COUNCIL	**DATE:**	MARCH 9 2026
FROM:	RECREATION, ARTS AND CULTURE DIVISION	**FILE NO:**	7900-20
SUBJECT:	ALDERGROVE COMMUNITY CENTRE ANNUAL POOL MAINTENANCE SHUTDOWN		

Staff would like to provide Mayor and Council with information about the upcoming annual pool maintenance shutdown at Aldergrove Community Centre (ACC).

As a standard practice performed across all pool sites within the Township of Langley (TOL) and the broader aquatics industry, scheduled maintenance shutdowns are necessary to ensure the sustained functionality and safety of our facilities. The duration of these shutdowns, typically spanning 3 to 6 weeks, is contingent upon the specific maintenance requirements at hand.

The annual shutdown of the ACC pool areas for this year is set for March 30 – April 19, 2026.

Key focal points during this maintenance period include warranty inspection and sounding of the 25m pool basin tile, preventative maintenance of the pool systems, sauna, and steam room. During this time, staff will also perform deep cleans and conduct preventative maintenance work to support the longevity and reliability of our facilities. Staff will also be preparing for waterpark season with basin coating repairs, painting, Big Top repairs, pressure testing, slide maintenance, and tidal pool screen replacement.

Staff have worked to coordinate the shutdowns across all facilities, ensuring that two alternative pools remain open and available to provide service to displaced pool guests.

During this closure, the rest of the ACC facility is scheduled to remain open. Public notification will take place through TOL communication channels. The pool areas are scheduled to reopen April 20, 2026.

JOINT SCHOOL DISTRICT NO. 35 / MUNICIPAL LIAISON COMMITTEE

Wednesday, January 28, 2026 at 1:30pm
Township of Langley Civic Facility
Salmon River Committee Room

MINUTES

Present:

School District No. 35:
Trustee Joel Neufeld
Trustee Sarb Rai
Brian Iseli, Secretary Treasurer
Mal Gill, Superintendent

Township of Langley:
Councillor Steve Ferguson (Chair)
Councillor Tim Baillie
Jason Winslade, General Manager, Administration, Facility and Corporate Projects
Corene Quin, Recording Secretary

Guest:
Resha Sabti
Charlie Fox

A. APPROVAL AND RECEIPT OF AGENDA ITEMS

1. Joint School District No. 35 Municipal Liaison Committee January 28, 2026

Moved by Trustee Neufeld,
Seconded by Councillor Baillie,
That the Joint School District No. 35 Municipal Liaison Committee adopt the agenda, as amended, and receive the agenda items of the January 28, 2026 meeting.
CARRIED

B. ADOPTION OF MINUTES

1. Joint School District No. 35 Municipal Liaison Committee October 8, 2025

Moved by Trustee Neufeld,
Seconded by Councillor Baillie,
That the Joint School District No. 35 Municipal Liaison Committee adopt the minutes of the October 8, 2025 meeting.
CARRIED

C. PRESENTATIONS

D. ITEMS FOR DISCUSSION

1. Project Black Feather Funding Update – SD#35

Superintendent Gill provided an update on Project Black Feather. The project's role is focusing on disengaged children and youth in their schools and their community and who are vulnerable to unhealthy influences. Township of Langley and City of Langley received 3-year federal funding that expires March 2026. Superintendent Gill further reported that Project Black Feather has proven to be successful, and the School District requests further support and that the Township assist with requesting that the federal funding continue. TOL to provide update at the next meeting.

E. OTHER BUSINESS

1. Intersection Signals – 16th Avenue at 224 Street and 256 Street – SD35

Trustee Neufeld asked the status of the future intersection signals at these two intersections. TOL to provide update at the next meeting.

2. Donna Gabriel Elementary – Pedestrian Safety – SD35

Trustee Neufeld would like to bring attention to the pedestrian safety for students walking to school. Inadequate sidewalks and lighting are a safety concern for the students. TOL requested further information from the School District, including specific routes of concern. School District to follow up.

3. Joint Facilities List - TOL

Councillor Baillie suggested a Joint Facilities List be further reviewed and developed, highlighting progress on joint initiatives at shared sites.

4. Water Safety Program for Grade 5 Students - TOL

Councillor Baillie reported on a delegation and memo that went to Council January 26, 2026.

R. Sabti discussed a Water Safety Program for Township of Langley school students in Grade 5 and the program's benefits to the Township of Langley and the School District. She is requesting additional funding to become available to deliver the program at ACC, WGC, and WCB where pool time could be available during school days. TOL to provide update at the next meeting, as the matter was deferred by Council to their February 9, 2026 meeting.

E. OTHER BUSINESS

5. E- Bikes / Scooters Transportation Concerns - TOL

Councillor Baillie reported on the increased use of e-bikes / scooters for transportation to schools. This mode of transportation is highly dangerous and is of great concern. He further suggests the School District initiate an awareness program, for parents and students. School District to provide update at the next meeting.

6. Intersection Safety Concerns – SD35

Intersection 211 Street and 83 Avenue

Superintendent Gill reported perceived safety concerns raised by parents of Lynn Fripps Elementary. TOL to review and provide updates at the next meeting.

Roundabout 209B Street and 83 Avenue

Superintendent Gill reported safety concerns being reported at this roundabout. There are discussed site obstruction concerns for pedestrians and vehicles. TOL to review and provide updates at the next meeting.

F. NEXT MEETING

Date: April 22, 2026
Location: Salmon River Committee Room
Time: 1:30pm to 3:30pm

G. TERMINATE

Moved by Councillor Baillie,
Seconded by Trustee Neufeld,
The Joint School District No. 35 Municipal Liaison Committee meeting terminate at 2:25pm.
CARRIED

CERTIFIED TRUE AND CORRECT:

_____ _____

Co-Chair Co-Chair

Township of Langley

Est. 1873

RECREATION, CULTURE, AND PARKS ADVISORY COMMITTEE

February 11, 2026 at 7:00pm
Salmon River Committee Room
4th Floor, 20338-65 Avenue, Langley, BC

MINUTES

Present:
S. Cook, Community Co-Chair
Councillor T. Baillie, Council Co-Chair
Councillor M. Pratt, Council Co-Chair

E. Barbour, M. Brar, A. Castro, J. Clegg, E. Hacker, T. Louie, L. Stepney, and J. Watson

Staff:
K. Young, Deputy Director, Recreation, Arts and Culture
V. Burnett, Council and Committee Clerk

School District Representative:
Trustee S. Rai

ACKNOWLEDGEMENT OF THE TRADITIONAL TERRITORIES OF THE COAST SALISH PEOPLES

S. Cook acknowledged the Traditional Territories of the Coast Salish Peoples.

A. APPROVAL AND RECEIPT OF AGENDA ITEMS

1. Recreation, Culture, and Parks Advisory Committee – February 11, 2026

Moved by L. Stepney,
Seconded by J. Watson,
That the Recreation, Culture, and Parks Advisory Committee approve the agenda and receive the agenda items of the February 11, 2026 meeting.
CARRIED

B. ADOPTION OF MINUTES

1. Recreation, Culture, and Parks Advisory Committee – January 14, 2026

Moved by T. Louie,
Seconded by E. Hacker,
That the Recreation, Culture, and Parks Advisory Committee adopt the Minutes of the January 14, 2026 meeting.
CARRIED

2. Recreation, Culture, and Parks Advisory Committee – January 14, 2026 Closed Meeting

Moved by J. Watson,
Seconded by E. Barbour,
That the Recreation, Culture, and Parks Advisory Committee adopt the Minutes of the January 14, 2026 Closed meeting.
CARRIED

C. DELEGATIONS AND PRESENTATIONS

1. 2026 Events Plan

K. Muirhead, Manager, Corporate Events provided an overview of 2026 events.

- Family Day: Activities will take place at multiple recreation centres
- Volunteer Appreciation Day: Held at Langley Events Centre in the Banquet Hall on April 9, 6-8pm.
- Arbour Day: Held at Hudson's Bay Park in Fort Langley on April 24 from 1-3pm. A ceremonial tree planting will be held for nine community members and one pioneer that has passed.
- Langley Walk: Will be held in Fort Langley at the Bedford Channel Plaza through Brae Island on May 3 from 12:30-2:30pm.
- Seniors Week: The Seniors Social event occurs during Senior's Week in the first week of June. It will be held at the Murrayville Community Hall on June 5 from 10:30am-12:30pm.
- Pioneer Lunch: Hosted on June 6 from 11:30am-2:30pm at the Langley Events Centre. Made to honor those that have been in the community 60 years or more.
- Canada Day: Held at McLeod Athletic Park from 12pm-10pm. Fireworks will be displayed in replacement of the drone light show.
- Summer Nights: Will run from July-August. There will be three movie nights, nine concerts, two family fun nights, and a community water fight. These will be held at multiple locations.
- Forest Fest: An educational event partnered with LEPS. Held at Derek Doubleday Arboretum on September 26 from 12-4pm.
- Halloween in the Township: Last years event included a Halloween tunnel, two movies, and games. Held on October 23.

C. DELEGATIONS AND PRESENTATIONS

- Holiday Lights in Williams Park: Last years event included a Township Express, flower garden, waterfall, scavenger hunt, radio broadcast, bubble machine, and more. This year's event is planned to have similar activities.

D. REPORTS

1. Co-Chairperson's Report

S. Cook reported that the Farm and Ranch Exhibition Society is meeting February 12 at George Preston about Belmont Farm.

Councillor Baillie gave an update on the Coldest Night of the Year. It will be held at the Gateway of Hope on February 28 from 4-6pm.

Councillor Pratt reported that W.C. Blair's pool will be closed from February 17 to March 8. He also informed that TransLink is doing a public engagement survey online starting February 9. It is gathering information to create a long-term plan to improve bus routes. He shared that Council approved the Swim Safety Program for children in Grade 4.

2. Museum Advisory Group Report

E. Hacker shared information about renting to user groups at salishan Place by the River, as well as an update on school programs. He also shared that six proposals are being looked over for new exhibits.

E. CORRESPONDENCE

F. WORK PROGRAM

The 2026 Work Program was approved by Council on February 9, 2026.

G. COUNCIL REFERRALS

H. OTHER BUSINESS AND ITEMS FOR INFORMATION

1. BCRPA Symposium
April 28, 2026 – May 1, 2026
Fairmont Hotel Vancouver

S. Cook reported that L. Stepney has been approved to go to the BCRPA Symposium on behalf of the committee. The committee expressed their support of this choice.

2. Allocation of Pickleball at Walnut Grove Community Centre

K. Young reported that there has been a request that Pickleball allocations at the Walnut Grove Community Centre be reviewed and discussed with the committee. She explained that there is currently a high demand for indoor pickleball, and the programs often fill up completely but there is also high demand for many other gymnasium activities that the staff must try and balance. Pickleball is currently offered 7 days per week, far more than any other sport, and the offerings include; learn to play, court reservation time slots, and drop in. There are some days/times that the gymnasium is or looks not used – these times are kept open and available for rentals, un-planned/scheduled use, or a group booked was not able to use their booked space at the last minute. Pickleball also requires staffing, which isn't always available. She also noted that Fall and Winter see the highest demand for Pickleball offerings, whereas Spring and Summer see a substantial decrease as many prefer to play outdoors.

Discussion ensued regarding possible options, and all agreed the schedule is very tight and preserving the limited times for unscheduled use or bookings is important.

I. NEXT MEETING

Date: March 11, 2026
Location: Salmon River Committee Room
4th Floor, 20338-65 Avenue, Langley, BC
Time: 7:00 pm

J. TERMINATE

Moved by A. Castro,
Seconded by E. Barbour,
That the meeting terminate at 8:17pm
CARRIED

CERTIFIED CORRECT:

Community Representative Co-Chair

Council Representative Co-Chair

Township of Langley

Est. 1873

SENIORS ADVISORY COMMITTEE

Wednesday, February 18, 2026 at 4:00pm
Salmon River Committee Room
4th Floor, 20338-65 Avenue, Langley, BC

MINUTES

Present:
K. Zhu, Community Co-Chair
Councillor T. Baillie, Council Co-Chair
Councillor S. Ferguson, Council Co-Chair

C. Archer, S. Bennett, P. Chhina, and P. Sutherland

Guests:
I. Bonamis, Lead Planner, TransLink
A. Lougheed, Senior Planner, TransLink

Staff:
M. Gunn, Planner, Community and Policy Planning
A. Hopkins, Manager, Communications
A. Jensen, Manager, Strategic and Social Planning
V. Burnett, Council and Committee Clerk

ACKNOWLEDGEMENT OF THE TRADITIONAL TERRITORIES OF THE COAST SALISH PEOPLES

K. Zhu acknowledged the Traditional Territories of the Coast Salish Peoples.

A. APPROVAL AND RECEIPT OF AGENDA ITEMS

1. Seniors Advisory Committee – February 18, 2026

Moved by P. Chhina,
Seconded by S. Bennett,
That the Seniors Advisory Committee approve the agenda and receive the agenda items of the February 18, 2026 meeting.
CARRIED

B. ADOPTION OF MINUTES

1. Seniors Advisory Committee – January 21, 2026

Moved by S. Bennett,
Seconded by P. Chhina,
That the Seniors Advisory Committee adopt the Minutes of the January 21, 2026 meeting.
CARRIED

C. DELEGATIONS AND PRESENTATIONS

1. **TransLink**

I. Bonamis and A. Lougheed provided an overview of the South of Fraser East Area Transport Plan.

The Area Transport Plan includes the following:

- Geographic scale – A deeper dive into transportation issues, opportunities, and priorities at a sub-regional level.
- Scope and content – Transit, cycling, walking, roads; focused on network-level changes, including potential bus routes, and bus stop locations.
- Approach – Involves technical analysis, working with local, regional, and provincial government. Engagement with interested parties and the public.
- Planning horizon – Medium term covering next 1-15 years.
- Timeline – Generally a two-year planning process with the Final Plan due by end of 2027.

To advance the goals of the Transport 2050 concept of Access for Everyone, the plan seeks to incorporate reconciliation and social equity.
This includes looking at a regional transport strategy for the region, identifying 10 year priorities, identifying sub-regional priorities, and identifying specific expenditures over the next 10 years.

The study area encompasses Township of Langley, Surrey, North Delta, City of Langley, White Rock, and Indigenous reserve lands including Katzie, Kwantlen, Semiahmoo, and Matsqui.

The scope of the project looks at:

- Transit – Local bus networks, rapid bus/limited stop express routes, transit priority, and customer experience.
- Active and Safe Streets – walking and cycling.
- Goods Movement – Safety, reliability, and emission reduction.

C. DELEGATIONS AND PRESENTATIONS

The timeline is as follows:
The project began in 2025 with phase one looking at issues and opportunities, phase two being draft actions, and phase three developing a final plan. During this period there will be First Nations engagement and two rounds of public engagement. The goal for the public engagement includes a public survey, community events, and interest holder sessions. This feedback will be used to develop draft actions which will be shared with the public.

Discussion ensued and the following comments were provided:

- Inquiry into use of e-scooters and issues they may present for transportation.
- The route times for HandyDart were addressed. Feedback will be taken to the HandyDart team.
- Inquiries regarding funding of the project were addressed. Currently there is a 2025 investment plan, and the 2027 investment plan is being worked on. Over the next three years there is funding for service improvements, with funding being secured for the years after.
- Transit times being longer than driving deter some from using transit, this is something the project is looking to address.

The public survey is open until March 1, 2026.

D. REPORTS

1. Co-Chair Report

Councillors Baillie and Ferguson reported that Council will be discussing the budget at the February 23 Regular Council Meeting. Arenas and dry space at LEC are moving along, as well as the new soccer fields.

Councillor Ferguson reported that Metro Vancouver is working on a Board Strategy Plan and a Park Plan. They are also discussing building a new recycling and garbage plant in Aldergrove on the previous plant's location.

Councillor Baillie reported that a pump track has been opened at Yorkson Community Park and that it is well received. There is a fully accessible playground across from the pump track.

Councillor Ferguson reported that the Langley BMX has a track in Brookswood that has been cleaned up and repaved.

E. CORRESPONDENCE

F. WORK PROGRAM

1. Survey Discussion and Framework

A Jensen explained that the planning of a survey for this year's work plan can begin. A. Hopkins provided an overview on the survey planning process such as looking at key questions, including specific goals, target audience, what the survey is trying to measure and how the data is being used. Surveys are one of the primary feedback methods for the Township. The information presented will be sent out by staff to the committee.

Discussion ensued regarding the logistics of the survey. Some expressed support for paper surveys being available, as well as online surveys. The option to do an open house was discussed.

A. Jensen explained that the committee can brainstorm the issues they would like to discuss before formulating the survey. Staff can do research to bring to the committee at a later date.

A. Jensen also mentioned that an option for accessibility would be to provide paper copies of the surveys by request. The survey will be discussed further at future meetings.

G. COUNCIL REFERRALS

H. OTHER BUSINESS AND ITEMS FOR INFORMATION

1. SAC Photo

Moved to the March 18, 2026 meeting.

I. NEXT MEETING

Date: Wednesday, March 18, 2026
Location: Salmon River Committee Room
4th Floor, 20338-65 Avenue, Langley, BC
Time: 4:00pm

J. TERMINATE

Moved by P. Sutherland,
Seconded by S. Bennett,
That the meeting terminate at 5:25pm.
CARRIED

CERTIFIED CORRECT:

Community Representative Co-Chair	Council Representative Co-Chair

From: PD Avengers
To: legservicesinfo
Subject: Inquiry: Exterior Illumination / Lighting at Salishan Place by the River
Date: Monday, February 23, 2026 10:15:23 AM

External email. Verify sender and confirm content is safe.

Hi there,

I'm reaching out from the Parkinson's advocacy community about a potential opportunity to include **Salishan Place by the River / Langley Centennial Museum civic buildings** in a global awareness initiative.

On **April 11 (World Parkinson's Day)**, buildings and landmarks around the world will participate in **"Spark the Night"**, a coordinated event where structures are lit up in **blue light** to shine a spotlight on Parkinson's disease and the global community of more than 12 million people living with it.

A few details you might find useful:

- **What Spark the Night is:** a worldwide campaign calling for buildings/landmarks to illuminate in blue on April 11 as a symbol of solidarity, visibility, hope, and support for people affected by Parkinson's disease.
- **Why blue:** the initiative uses blue illumination as a striking, unifying color to draw public awareness and conversation about Parkinson's and related advocacy.
- **Typical color guidance for blue lighting:** many Parkinson's awareness campaigns reference a mid-range blue (for example, Medium Blue Hex **#0000CD** / RGB (0, 0, 205)) for illuminated landmarks during Parkinson's Awareness Month around April 11. (Feel free to use any local lighting palette that fits your system.)

I'd love to understand whether the museum/civic buildings have **exterior architectural or event lighting** that could be programmed for a one-night blue illumination on **April 11th**, and – if so – who would be the best contact to discuss:

1. Feasibility of coordinating blue light on April 11 (timing, power/controls, fixtures).
2. Technical requirements (color temperature, LED control info, DMX, lighting zones).
3. Any permitting, approvals, or costs involved.
4. Opportunities to include this in local or social media publicity.

If you're not the right person for this, could you please point me toward the facilities/lighting/events coordinator who handles exterior illumination and special lighting? I'd be happy to provide more background on the campaign and share relevant materials.

Thanks so much—I look forward to hearing from you.

– Larry

Larry Gifford

President & Cofounder, PD Avengers

www.pdavengers.com
https://sparkthenight.org
www.worldparkinsonsday.com

WhatsApp & Signal FOIPPA s.22(1)
Member, Michael J Fox Foundation Patient Council
Committee Co-Lead, Cures Collective
Member, Unified Parkinson's Advocacy Council (UPAC)
Partner, World Parkinson Coalition