

216TH STREET INTERCHANGE AND HIGHWAY 1 IMPROVEMENT PROJECT

CONSULTATION SUMMARY REPORT

OCTOBER 2016



Ministry of
Transportation
and Infrastructure

This independent report of findings was prepared by Lucent Quay Consulting Inc. for the Ministry. The analysis includes input received through stakeholder meetings, an open house, feedback forms and written submissions, which are summarized in this report. The feedback received reflects the interests and opinions of people who chose to participate in the consultation process and they may not reflect the views of the broader public.

The Ministry will consider the results of this consultation, along with ongoing technical analysis as the Project progresses.

Feedback form results presented in this report are a combination of online and hard copy feedback. Online feedback was collected using the Interceptum survey platform. Interceptum stores all of its data in Canada.

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EXECUTIVE SUMMARY

ABOUT THE PROJECT

The 216th Street Interchange and Highway 1 Improvement Project (the Project) is designed to reduce congestion and increase capacity on Highway 1 while improving connectivity between Langley communities north and south of the highway. The Project scope includes constructing a new full-movement diamond interchange at the intersection of Highway 1 and 216th Street in Langley, and widening Highway 1 between 202nd and 216th Street.

A new interchange at 216th Street has been a long-standing priority for the Township of Langley (the Township) for decades and will help to accommodate forecast population growth in the region. As part of the *B.C. on the Move* Transportation Plan, the Project aims to better accommodate the current daily traffic volume of more than 106,000 vehicles on Highway 1, and build on the success of the Port Mann/Highway 1 Improvement Project (PMH1), which reduced travel times in the corridor by up to 30 per cent.

The Ministry of Transportation and Infrastructure (the Ministry) began consultation for the Project in 2007 as part of PMH1 and had a preliminary design concept for a cloverleaf interchange at 216th Street. Since initial consultation occurred, a number of factors such as environmental footprint, technical feasibility, constructability, and cost have been considered when determining the interchange design. A four-lane diamond interchange design was determined as the preferred option.

Currently the Project is at the 50 per cent design stage and subject to further modifications to meet technical requirements and in consideration of feedback from additional consultation undertaken in 2016.

The cost of the Project is \$59 million, with funding provided by the provincial government, federal government and the Township. Plans to proceed with the Project were announced in July 2015 with consultation beginning in February 2016.

CONSULTATION PROCESS

The Ministry planned early engagement activities to provide updated information about the Project and obtain feedback from First Nations, key stakeholders and the public. The purpose of consultation was to receive input on the 50 per cent project design and the key features progressing towards final design.

Public consultation activities began in February 2016. The release of public engagement materials, including the online feedback form and materials for the public open house, were posted online at engage.gov.bc.ca/highway1and216 on March 24, 2016.

This report summarizes input received from consultation, which included participation from the public and stakeholders from Langley.

PARTICIPATION

- 310 people submitted feedback forms
- 485 people signed up for Project update emails
- 481 people attended the public open house
- 110 people representing more than 12 organizations participated in six stakeholder meetings
- 10 members from five First Nations groups
- One stakeholder organization provided a written submission
- 15 written submissions were received through mail and email

- The project website had 3,331 visits; the most popular downloads were:
 - Discussion Guide (571 downloads)
 - Display Boards (212 downloads)

SUMMARY OF FEEDBACK

The following is a high-level summary of feedback from all sources, including stakeholder meetings, the open house, feedback form responses and written submissions.

- **Strong support** for the consideration and **inclusion of environmental improvements**
- Support for **increased capacity and improved traffic flow** on Highway 1
- Support for the construction management information provided with an **emphasis on maintaining traffic flow during construction** and adhering to proposed construction timelines. Multiple mentions of PMH1 construction being well managed.
- Support for the inclusion of **pedestrian and cycling facilities**, with questions on pathway network connections outside the Project parameters and interest for separated bike lanes for cyclists.
- **Concrete as the preferred choice for the noise wall material** option – but questions regarding the design, durability and efficiency of each product.
- Questions regarding the **location rationale** of the interchange and why Glover Road was not considered for the location.
- Suggestions **for additional Project scope, including highway lane widening beyond 216th Street** and **mention of 216th Street beyond the project limits**.
- Many respondents requested more information in regards to **Township of Langley transportation plans** outside of the Project parameters and shared concerns that require further consideration by the Township. This input included a Change.org petition that was submitted to the Township and the Ministry.

The top three most important Project considerations were:

- Increased public safety
- Traffic management during construction
- Protecting the environment

1. OVERVIEW

1.1 ABOUT THE PROJECT

Plans to construct an interchange to connect 216th Street to Highway 1 have been part of the Township of Langley's long-term transportation plan for decades. The 216th Street Interchange location was included in the early planning stages of the PMH1 Project in 2007 and featured a partial cloverleaf interchange design. Since that time, traffic volumes have steadily grown on Highway 1 and on interchanges connecting into the Township. To help alleviate congestion on this transportation corridor and improve connectivity between the communities north and south of the Highway, a funding partnership was developed to complete the project.

On July 31, 2015, the Government of B.C., the Government of Canada and the Township announced plans to fund construction of the Project. Since Fall 2015, the Ministry has conducted technical analysis of the project area and worked with the Township to develop the preliminary interchange design. In early 2016, a plan for public consultation was established to re-introduce the project to key stakeholders, the public at large and gather feedback.

The project design includes constructing a new full-movement diamond interchange at the intersection of Highway 1 and 216th Street in Langley, and widening Highway 1 between 202nd and 216th Street. The project is designed to reduce congestion and increase capacity on Highway 1, while improving connectivity between the Langley communities of Walnut Grove and Willoughby. It also includes extension of HOV lanes, new proposed pedestrian and cycling improvements and environmental upgrades at two creek crossings.

The cost of the project is \$59 million with funding shared between the Provincial Government, the Federal Government and the Township of Langley. Construction is anticipated to begin in fall 2016 and scheduled for completion in fall 2019. Design plans shared during public consultation were at the 50 per cent design stage.

1.2 PREVIOUS CONSULTATION AND ENGAGEMENT

In 2007, while included in the original scope of the PMH1 Project, the proposed 216th Street Interchange was subject to the necessary requirements of the Environmental Assessment Certificate. This included public consultation on environmental aspects related to the Project. Members of the Project Team and the Environmental Assessment Office hosted an open forum meeting to receive comments and questions from community members regarding the Project.

Summary of feedback from consultation in 2007 included:

- Consideration of air quality/emissions from highway traffic
- Support for increased HOV lanes
- A request for balance of the Project scope and Agricultural Land Reserve (ALR)
- Opposition of 216th Street becoming a commercial trucking route
- Support for the design to handle future traffic volumes
- Concerns for safety of pedestrians and schools located on 216th Street
- Enquiries of noise mitigation measures

1.3 ABOUT THIS REPORT

Sections 1 to 3 of this report provide the overview and background information for the Project and the consultation process, including participation levels. Section 4 summarizes the key findings from each input source, including discussion at stakeholder meetings, the open house, feedback form responses, and written submissions.

The Ministry will consider this input along with technical, financial, environmental and policy considerations as Project planning continues.

2. CONSULTATION PROCESS

2.1 PURPOSE

The Ministry undertook public consultation on the Project in order to re-engage with stakeholders early in the Project design timeline, share updated, relevant Project information, and obtain feedback from key stakeholders that include adjacent land owners, First Nations, community associations, business organizations and special interest groups. The focus of the engagement was to inform and consult these groups regarding the scope, design, noise walls, construction, environmental improvements and property impacts related to the Project.

Public consultation activities began in February 2016. The release of public engagement materials, including the online feedback form and materials for the public open house, were posted on the engagement [Project website](#) on March 24, 2016.

2.2 NOTIFICATIONS

The Ministry invited public participation through a variety of methods identified in the following table. Copies of all notification materials are included in Appendix 1.

Form of Notification	Description	Date(s)
Stakeholder meeting invitations	Invitations to seven stakeholder groups	11 February 2016
Email notification	Notification from the Project email 216interchange@gov.bc.ca sent to the stakeholder database to announce the launch of the engage webpage and provide open house information	24 March 2016
Website	Launch of engagement webpage at govtogether.bc.ca	24 March 2016
Media release	Media release announcing launch of consultation and open house information, which generated media coverage from the Langley Times and Langley Advance	24 March 2016
Social media	Five tweets from @TranBC (16.1K followers)	24 March – 2 April 2016
Open house posters	55 posters distributed to local area schools, businesses and community centres	24 March 2016
Notification letter distribution	640 open house notification letters distributed to residents located in Walnut Grove and Willoughby	28 March 2016
Newspaper advertising	Public notices placed in the Langley Times and the Langley Advance to advertise the Project open house date	Langley Times (30 March 2016) Langley Advance (31 March 2016)

Tailored Notification Letters

For residents with homes adjacent to noise wall alignments on the north and south side of the Project, the Ministry assigned access codes to these residents' open house notification letters, which were packaged together with the discussion guide and feedback form. These information packages were target delivered to specific addresses. When submitting their feedback, homeowners would provide their access code, which would determine which side of the Project they resided on, and indicate to the Ministry their preferred selection between the noise wall material options.

2.3 PUBLIC CONSULTATION METHODS

Stakeholder Meetings

The Ministry hosted six meetings with stakeholder groups who requested an opportunity to discuss the Project in more detail, including three elementary schools, as noted in the following table:

Stakeholder Group	Date
Alex Hope Elementary School Parent Advisory Committee Meeting	1 March 2016
Greater Langley Chamber of Commerce	3 March 2016
Topham Elementary Parent Advisory Committee Meeting	7 March 2016
Walnut Grove Business Association	14 April 2016
HUB Cycling – Langley Committee	14 April 2016
École des Voyageurs Parent Advisory Committee Meeting	19 April 2016

Meetings included a presentation from Project staff followed by a facilitated discussion. Meeting notes were taken to capture the key themes and discussion at each meeting (see Appendix 2).

First Nations Stakeholder Meetings

The Ministry hosted five meetings with First Nations stakeholder groups who were identified and requested an opportunity to discuss the Project in more detail.

First Nations Group	Date
Matsqui First Nation	29 February 2016
Kwantlen First Nation	29 February 2016
Tsawwassen First Nation	4 March 2016
Katzie First Nation	4 March 2016
Kwantlen First Nation, Katzie First Nation and Semiahmoo First Nation	13 April 2016

Online Engagement

Public engagement materials were available on the Project website engage.gov.bc.ca/highway1and216 including PDF copies of the open house display boards, the discussion guide and online feedback form that could be submitted electronically. Visitors to the page could also sign up for Project updates by providing their email. Screenshots of the online engagement page during consultation are included in Appendix 3.

Discussion Guide and Feedback Form

The four-page discussion guide provided background information about the Project, consultation topics and visuals of the Project scope, location map and highlighted features. A 14-question feedback form asked participants about the Project scope and design, noise wall material options and participant demographics. Hard copy feedback forms were distributed in-person at the open house and at stakeholder meetings. Copies of the discussion guide and feedback form are included in Appendix 4.

Open House

The Ministry hosted one open house at Alex Hope Elementary in Walnut Grove. Several Ministry Project team members and representatives from the Township of Langley were present to answer questions and listen to community suggestions. Each participant was asked to sign in and was provided a copy of the discussion guide and hard copy of the feedback form. Display boards featured Project information and visual renderings of the interchange overpass and roadway cross-sections. The first display board featured at the entrance provided attendees with an opportunity to pinpoint their location in the community and visually see others in attendance and which parts of the community they represented. In most cases, one pin was used to represent a single household. Copies of the display boards featured during the open house are included in Appendix 5.

Participants were encouraged to submit their hard-copy feedback form at the end of the open house or complete one online through the Project website.

Other Methods

Contact information for the Project Manager was provided in the consultation materials and during stakeholder meetings. Throughout the consultation period, those seeking further Project information had the opportunity to contact the Ministry's South Coast Regional office directly. Project staff responded to phone and email enquiries generally within two business days.

3. PARTICIPATION

Format	Participation
Website	<ul style="list-style-type: none"> • 3,331 website visits during the consultation period • 165 people signed up for Project update emails
Open House	<ul style="list-style-type: none"> • 481 people attended the open house • 312 people signed up for Project update emails
Stakeholder Meetings	<ul style="list-style-type: none"> • 110 attendees representing 12 organizations • 62 people signed up for Project update emails
First Nations Consultation	<ul style="list-style-type: none"> • 10 attendees representing five groups
Feedback Forms	<ul style="list-style-type: none"> • 310 people completed feedback forms, of which 256 were completed online
Project Team Contact	<ul style="list-style-type: none"> • 17 people contacted the Project team via email
Written Submissions	<ul style="list-style-type: none"> • 1 organization provided a written submission • 15 members of the public provided written submissions

4. SUMMARY OF INPUT

Input was collected through four sources – stakeholder meetings, the open house, feedback forms and written submissions to the Project office. Key theme summary results from each of these sources are described in the sections that follow.

4.1 SUMMARY OF FEEDBACK FROM ALL SOURCES

- The majority of respondents to the survey were from **Walnut Grove (70 per cent)**, followed by Willoughby (**15 per cent**) and those from other parts of Langley or outside the area (**12 per cent**).
- **Twenty-five per cent** of feedback forms from respondents indicated their frequency of travel on Highway 1 as **'4 or more times per week'**, while **45 per cent** indicated their frequency of travel as **'Less than once per week'**.

The top three most important Project considerations were:

- Increased public safety
- Traffic management during construction
- Protecting the environment

Project Scope/Design

- Support for the Project **providing additional access between the communities** of Willoughby and Walnut Grove with an emphasis on travel time-savings.
- **Support for increased highway capacity/lane widening** with suggestions for increased scope to continue lane widening on eastbound Highway 1 beyond 216th Street.
- Agreement that **diamond interchange design is preferred over partial cloverleaf** design because it requires minimized land footprint.
- Support for the construction management information provided with an **emphasis on maintaining traffic flow on Highway 1** throughout construction and commending the previous traffic management on the PMH1 Project.

Project Improvements

- **Strong support for the consideration and inclusion of culvert upgrades** for environmental improvements.
- **Support for pedestrian/cyclists improvements**, with discussion on the design and consideration for separated bike lanes, as well as pathway network gaps to be improved upon.

Other Themes

- Enquiries of **why Glover Road**, with an existing overpass that requires upgrading, was not considered as an **alternate location for the interchange**.
- Several concerns expressed by residents in Walnut Grove and the **potential negative impacts to the community in regards to increased traffic congestion, traffic management and pedestrian safety** on northbound 216th Street.

4.1.1 FEEDBACK FOR THE TOWNSHIP OF LANGLEY

There were several requests for more information regarding the future of Township of Langley transportation plans outside of the Project parameters, including a Change.org petition that was submitted to both the Township and the Ministry. These concerns correlate to decisions (Project scope, road classification, noise wall policy for residential roads) that are under the jurisdiction of the Township. Township of Langley staff received this input and will be undertaking further study to

address the concerns outlined in the petition.

- Several participants **requested more information and engagement be conducted by the Township** for transportation considerations on 216th Street northbound between the interchange and 88th Avenue.
- Concerns about **216th Street potentially being designated a commercial trucking route** on northbound 216th Street between Telegraph Trail and 88th Avenue.
- Concerns about **increased traffic congestion** and **potential increase in noise levels** because of additional lanes on 216th Street between 80th Avenue and Telegraph Trail.
- Concerns about **community shortcutting** because more vehicles will use arterial roads to avoid 216th Street.
- Concerns about vehicles **speeding and pedestrian safety**, particularly noting two elementary schools (École des Voyageurs and Topham Elementary) located along the 216th Street roadway.
- Many participants noted **a need for traffic calming elements on residential roads in the area** and enquired whether traffic calming measures (traffic signals/traffic circles/speed bumps/pedestrian crossings) will be installed on 216th Street to manage the new increase of traffic congestion entering the residential area.

4.2 STAKEHOLDER MEETINGS SUMMARY

The Project Team attended meetings and presented project information to key stakeholder groups. The following table provides a summary of key themes from each of these meetings.

Organization	Discussion Summary
Alex Hope Elementary School – Parent Advisory Committee Meeting 1 March 2016	<ul style="list-style-type: none"> • Discussion of noise wall plans, alignments, height and noise modelling post-project construction, also alternative noise mitigations measures (i.e. berms and tree planting/removal) • Preference for berms for noise mitigation if land use is available • Request for additional noise wall alignments along 216th Street • Concern for pedestrian routes on 216th Street being impacted by increase of vehicles • Enquiry of design completion dates and construction timelines • Questions regarding safety railings on interchange overpass • Discussion regarding projected increased traffic volumes and traffic calming measures to local streets • Enquiry regarding lane widening start and end points • Questions regarding 216th Street becoming a commercial trucking route and whether the interchange is designed to accommodate future truck usage • Questions regarding environmental mitigation measures during construction • Discussion of Glover Road overpass and whether Ministry will accommodate upgrades to structure • Questions regarding construction timelines and night time construction

Organization	Discussion Summary
<p>Greater Langley Chamber of Commerce 3 March 2016</p>	<ul style="list-style-type: none"> • Discussion of interchange design – access to Highway 1, cloverleaf design versus diamond design, comparison to 200th Street interchange • Questions on Project design elements including: off-ramps, grade, traffic light locations, overpass height/weight clearance and capacity, highway lane widths • Concerns about the future of 216th Street and the potential for it to become a commercial trucking route • Concerns about traffic signal location at top of ramp on 216th Street, problematic for trucks climbing ramp and stopping • Enquiry of why ‘bottleneck’ traffic occurs between 200th and 216th Street • Emphasis on Township involvement for a traffic management plan outside Project parameters • Desire for Project team to better communicate project benefits to area residents • Questions regarding future improvements to 200th Street interchange • Question on the type of Project materials used during pre-loading activities, preference for non Styrofoam or pumice materials due to settlement issues • Enquiry of First Nations consultation • Request for more technical information on traffic counts/patterns in the area
<p>Topham Elementary - Parent Advisory Committee Meeting 7 March 2016</p>	<ul style="list-style-type: none"> • Questions regarding Project scope limitations, particularly on northbound 216th Street, in regards to parking, 216th Street potentially becoming a commercial trucking route • Interest in why 83rd Avenue access will become a cul-de-sac • Discussion regarding Williams neighbourhood plan in Willoughby area (south side of project) and factoring increased traffic from 216th Street • Suggestions for increased traffic calming measures and pedestrian crossings along 216th Street • Questions regarding traffic projections travelling north to Port Kells • Interest in traffic management routes for construction pre-loading activities • Enquiry of noise wall for Alex Hope Elementary • Discussion about property values as a result of the new interchange • Strong desire for Township of Langley representation at open house • Enquiry why 216th Street was designated location over Glover Road for interchange • Request for additional information on Township area plans
<p>Walnut Grove Business Association 14 April 2016</p>	<ul style="list-style-type: none"> • Support for Project and awareness of this project as part of Township priorities • Questions regarding plans to build noise walls west of 208th Street • Questions about noise wall heights • Enquiry regarding additional lane widening eastbound Highway 1 beyond 216th Street (towards Abbotsford) • Concerns about bottlenecks on Highway 1 moving outwards from Project scope

Organization	Discussion Summary
<p>HUB Cycling – Langley Committee 14 April 2016</p> <p><i>Note: A follow up meeting with the HUB committee occurred on 9 May 2016.</i></p>	<ul style="list-style-type: none"> • Included a detailed discussion of proposed cycling improvements on the 216th Street interchange overpass • Strong support for the inclusion of proposed cycling/pedestrian improvement • Suggestions for separating bicycles and pedestrians in the same space • Interest in project life cycle expectancy and building for future projected bicycle use • Comments regarding safety concerns of the multi-use pathway width and bicycles conflicting with pedestrians • Emphasis on design that caters to all ages and abilities for cycling • Questions regarding project design timeline • Suggestions of other Langley bikeway projects as an example of new cycling infrastructure
<p>École des Voyageurs Parent Advisory Meeting Committee * 19 April 2016</p>	<ul style="list-style-type: none"> • Questions regarding Township of Langley transportation plans between Telegraph Trail and 88th Avenue regarding lane widening widths • Interest in the interchange design and turning movements on Highway 1 • Enquiry of HOV lanes extending beyond 216th Street eastbound • Request for clarification about the Ministry's jurisdiction in regard to determining noise wall locations and alignments • Discussion regarding 216th Street potentially becoming a commercial trucking route • Concern for safety of schools and pedestrians along 216th Street • Enquiry of the Township's long term transportation plans • Questions concerning speed limits within and outside the project parameters

* Along with the Project Manager, two members of the Township of Langley project planning team attended the meeting

4.3 OPEN HOUSE SUMMARY

One open house was held in Langley to provide community members the opportunity to learn more about the Project, interact with Project staff from the Ministry and Township and provide their feedback. Project staff made note of their interactions with participants, which are summarized in the following table.

Event	Key Themes
<p>Langley Open House 31 March 2016</p>	<ul style="list-style-type: none"> • Strong support for the Project and encouragement to have it proceed as soon as possible • Concerns about 216th Street potentially becoming a truck route • Enquiries about noise wall heights and material noise reduction efficacy • Concerns regarding shortcutting through 216th Street north side communities • Enquiries of traffic calming measures to be installed on 216th Street • Concerns and questions about noise during construction and working hours • Concerns and questions regarding safety of schools located on 216th Street north • Support for open house information and opportunity for community engagement

4.4 FEEDBACK FORM SUMMARY

The following are results from the 310 feedback forms received throughout the consultation period. This included 256 received online and 54 in hard copy.

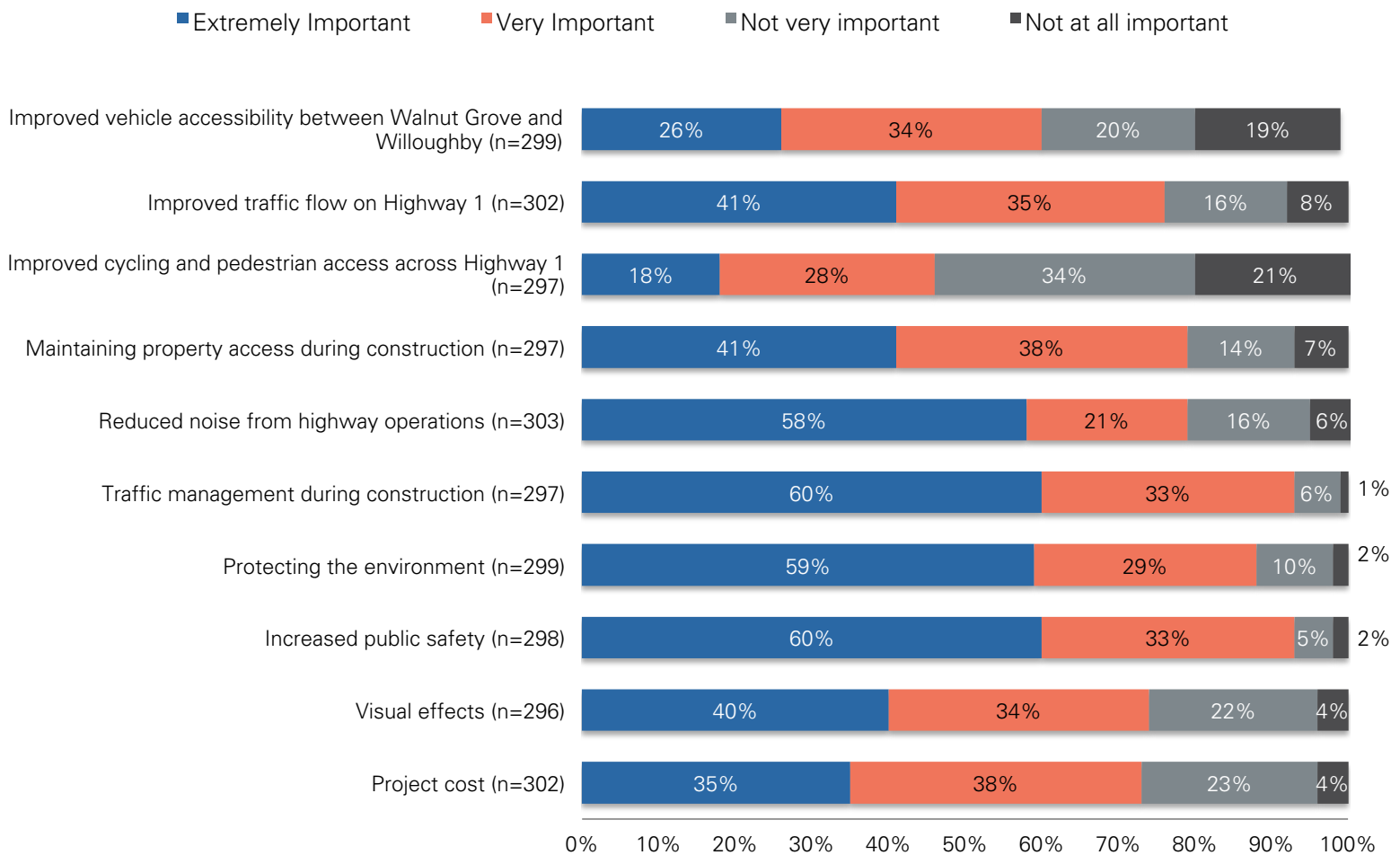
- **1 incomplete submission** (No questions answered)
- **301 partially complete submissions** (1 or more questions answered)
- **9 fully complete submissions** (All questions answered)

Project Scope and Design

Participants were asked to rate elements and provide further commentary on specific elements of the Project design.

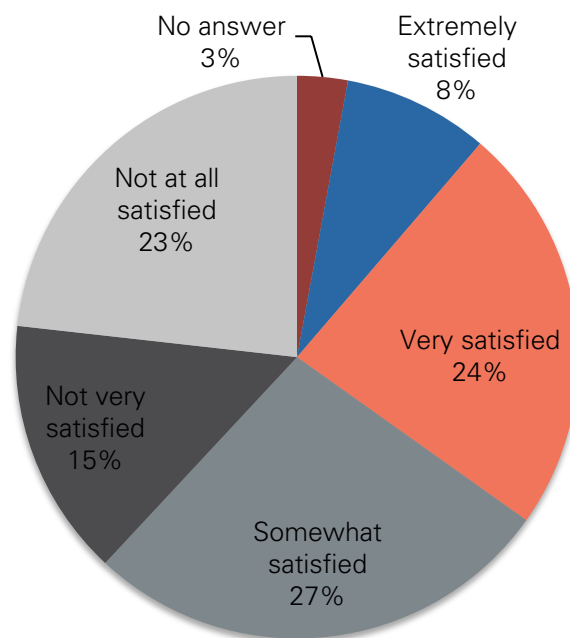
Question 1. *How important to you are each of the following project considerations? Please mark an X next to your selection: Extremely Important, Very Important, Not Very Important, Not At All Important*

**Some totals may not add up to 100% due to rounding.*



Question 2: *Having read the discussion guide, how satisfied are you with the overall project as proposed?*

Satisfaction with overall project (n=310)		
	# Respondents	%
Extremely satisfied	26	8%
Very satisfied	73	24%
Somewhat satisfied	85	27%
Not very satisfied	46	15%
Not at all satisfied	72	23%
No answer	8	3%



Question 3: *What comments, if any, do you have about the new interchange design?*

- 80 respondents **(26%) provided no comments**
- 233 respondents **(73%) provided comments or questions**, as highlighted in the table below

Comments/Questions about interchange design (n=310)		
Top Key Themes	# Respondents	%
Did not provide any comments	80	26%
Concern for increased congestion along 216 th St. (Shortcutting / Concern for 216 th St. becoming a truck route)	67	22%
Support for project (Design / HOV lanes / Noise walls / Increased community access)	51	16%
Other Key Themes		
Does not support aspect of project (Cost/Design/Location/Impacts to Community)	28	9%
Suggestion for project design (Increased scope / Traffic calming / Lane widths / Transit options / Noise attenuation / Cycling improvements)	25	8%
Enquiry for more project information (Scope / Design / Timing / Construction/ Life Cycle)	23	7%
Enquiry of project location rationale (216 th St. vs. Glover Rd.)	14	5%
Concern for project impacts (ALR / Commercial development / Environment / Increased noise / Property values)	13	4%
Concern for increased congestion on Highway 1 (Air / Noise pollution)	4	1%
Project requires more information of traffic management plans for northbound 216 th St.	4	1%

Note: Respondents may have commented on more than one topic.

Question 4. The two new lanes on Highway 1 between 202nd Street and 216th Street will be constructed while maintaining current traffic flow in both directions. What comments, if any, do you have about traffic management during construction?

- 207 respondents **(67%) provided no comments**
- 103 respondents **(33%) provided comments or questions**, as highlighted in the table below

Comments/Questions about traffic management (n=310)		
Top Key Themes	# Respondents	%
Did not provide any comments	207	67%
Emphasis on maintaining traffic flow during construction / Maintaining construction timeline	34	11%
Support for construction management information	30	10%
Other Key Themes		
Concern for project construction (Highway congestion / Noise levels / Night time work / Tree removal / Impacts to community)	11	4%
Comments on the project design (Scope / Increased lane widening / Bottlenecking)	9	3%
Construction suggestion (Enforcing speed limits in construction zones / Advanced highway signage and notification / Weekend work hours)	9	3%
Aspect of project requires more information (Scope / Design / Location rationale)	7	2%
Does not support aspect of project (Scope / Design / Location)	3	1%

Note: Respondents may have commented on more than one topic.

Question 5. Page 2 of the discussion guide provides information on the multi-use pathway and pedestrian sidewalk on the new interchange overpass. What comments, if any, do you have about cycling and pedestrian access?

- 187 respondents **(59%) provided no comments**
- 128 respondents **(41%) provided comments or questions**, as highlighted in the table below

Comments/Questions about cycling and pedestrian improvements (n=310)		
Top Key Themes	# Respondents	%
Did not provide any comments	182	59%
Comment on cycling and pedestrian improvements design (Safety / Lane widths / Separated bike lanes / Pathway network gaps)	53	17%
Support for cycling and pedestrian improvements (Increased community connectivity / Mobility choice / Improved Safety / Less cars)	44	14%
Other Key Themes		
Cycling/pedestrian access not important	15	5%
Design does not justify cost / benefit ratio	8	3%
Bike infrastructure less important than vehicle infrastructure	3	1%
Design does not justify usage numbers	4	1%
Aspect of project requires more information (Scope / Design / Location)	1	0%

Note: Respondents may have commented on more than one topic.

Question 6. Page 3 of the discussion guide provides information about plans to upgrade two existing culverts, which will improve fish and wildlife passage. What comments, if any, do you have about these improvements?

- 220 respondents **(71%) provided no comments**
- 90 respondents **(29%) provided comments or questions**, as highlighted in the table below

Comments/Questions about environmental improvements (n=310)		
Top Key Themes	# Respondents	%
Did not provide any comments	220	71%
Support for environmental improvements / project design inclusion	58	19%
Enquiry on environmental improvements (Impacts to environment / Access / Types of habitats / Environmental Assessment Requirements)	15	5%
Other Key Themes		
Project will impact (Environment / Community) negatively	7	2%
Environmental impacts less important than community impacts	4	1%
Suggestion for project design (Lights / Lane widths / Increased scope / Pedestrian infrastructure)	3	1%
Does not support aspect of project (Scope / Design / Location)	3	1%

Note: Respondents may have commented on more than one topic

Question 7. What additional comments, if any, do you have about the project?

- 148 respondents **(48%) provided no comments**
- 162 respondents **(52%) provided comments or questions**, as highlighted in the table below

Additional Comments/Questions about the project (n=310)		
Top Key Themes	# Respondents	%
Did not provide any comments	148	48%
Support for Project (Design / Increased Access / HOV lanes / Cycling and pedestrian improvements / Improving capacity on Highway)	30	10%
Does not support aspect of project (Cost / Design / Location / Impacts to community)	29	9%
Other Key Themes		
Concern for increased congestion along 216 th St. (Shortcutting through communities / Concern for 216 th St. becoming a truck route / Speeding / Pedestrian and cycling safety / Parking)	25	8%
Project design suggestion (Move to Glover Rd. / Increased scope and HWY lane widening / Lane widths / Lighting / Signage / Transit options)	20	6%
More information / engagement is required for plans outside project parameters	19	6%
Concern for construction impacts (Impacts to community / Noise / Lights / Environment / Tree removal / Timeline)	16	5%
Enquiry for traffic management plan on 216 th St. northbound	9	3%
Enquiry of road connections outside project scope	6	2%
Project design enquiry (Scope / Land use / Additional noise wall locations)	5	2%
Concern for increased Highway congestion / traffic noise	3	1%

Note: Respondents may have commented on more than one topic.

Noise Mitigation

Participants were asked to provide their input on proposed noise wall materials for two locations where noise wall alignments will be constructed and to provide further commentary.

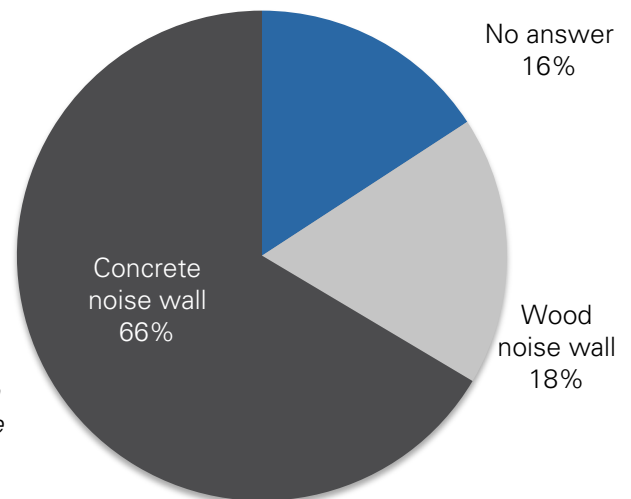
To reach residents with homes directly adjacent to the north and south noise wall alignments, tailored notification letters with access codes were hand delivered to specific addresses. A total of 44 residents on the north side of the project alignment received the access code "1415" and a total of five residents on the south side of the project alignment received the access code "3637". When feedback was submitted through email or written submission, the notification letter provided the imprint of the access code. When feedback was submitted online, respondents were prompted to enter the access code. This information was used to provide the Ministry a targeted response rate for the preferred noise wall material preference for north and south side residents.

Question 8. Having reviewed the consultation materials and page 4 of the discussion guide, which do you prefer for the new NORTH side noise wall?

- 49 respondents (16%) provided no answer
- 55 respondents (18%) answered 'Wood noise wall'
- 206 respondents (66%) answered 'Concrete noise wall'

Preference for NORTH noise wall (n=261)		
	# Respondents	%
Wood noise wall	55	21%
Concrete noise wall	206	79%

Note: There were four north side residents who responded with the access code 1415. 100% of them responded with 'Concrete noise wall'.

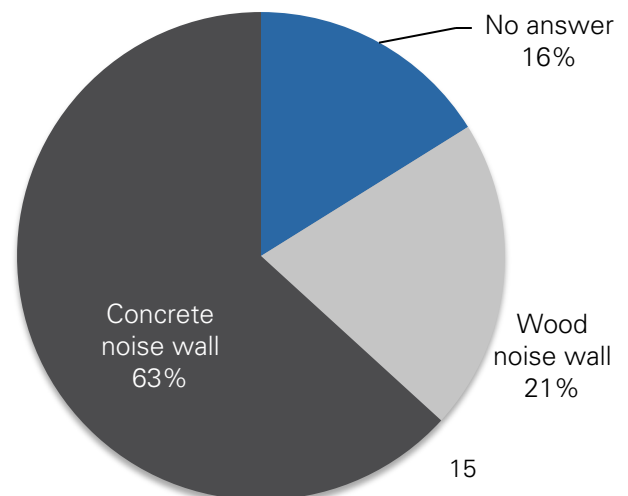


Question 9. Having reviewed the consultation materials and page 4 of the discussion guide, which do you prefer for the new SOUTH side noise wall?

- 50 respondents (16%) provided no answer
- 64 respondents (21%) answered 'Wood noise wall'
- 196 respondents (63%) answered 'Concrete noise wall'

Preference for SOUTH noise wall (n=260)		
	# Respondents	%
Wood noise wall	64	25%
Concrete noise wall	196	75%

Note: No south side residents with the access code 3637 responded.



Question 10. Please use the space provided below to share any additional considerations or comments about noise mitigation.

Comments/Questions about noise mitigation (n=309)		
Top Key Themes	# Respondents	%
Did not provide any comments	204	66%
Comment on noise walls (Height / Location / Aesthetics / Materials / Trees / Berms / Construction hours)	43	14%
Enquiry on noise walls (Design / Location / Height / Effectiveness / Durability)	24	8%
Other Key Themes		
Enquiry for noise wall location outside of project scope	17	5%
Support for noise wall installation	9	3%
Does not support aspect of projects (Cost / Design / Location / Impacts to community)	6	2%
Concern for increased noise	6	2%

Note: Respondents may have commented on more than one topic.

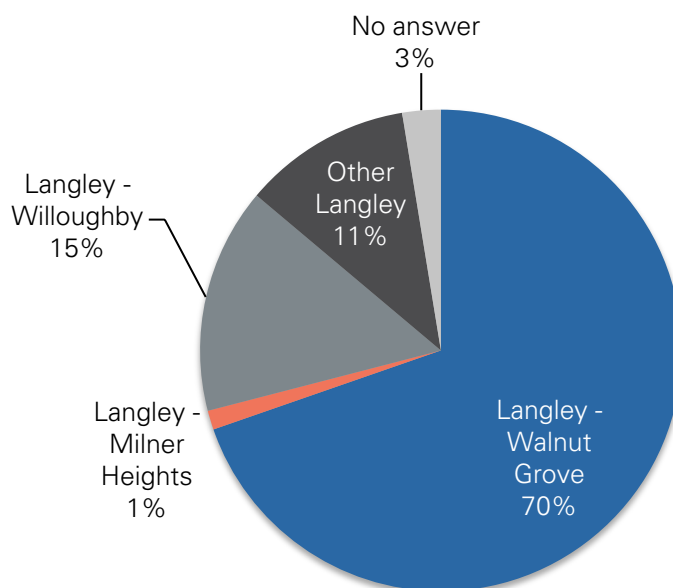
Participant Demographics

Questions were asked to determine participant areas of residence, destinations where they work and how frequently they travel on Highway 1 within the Project scope.

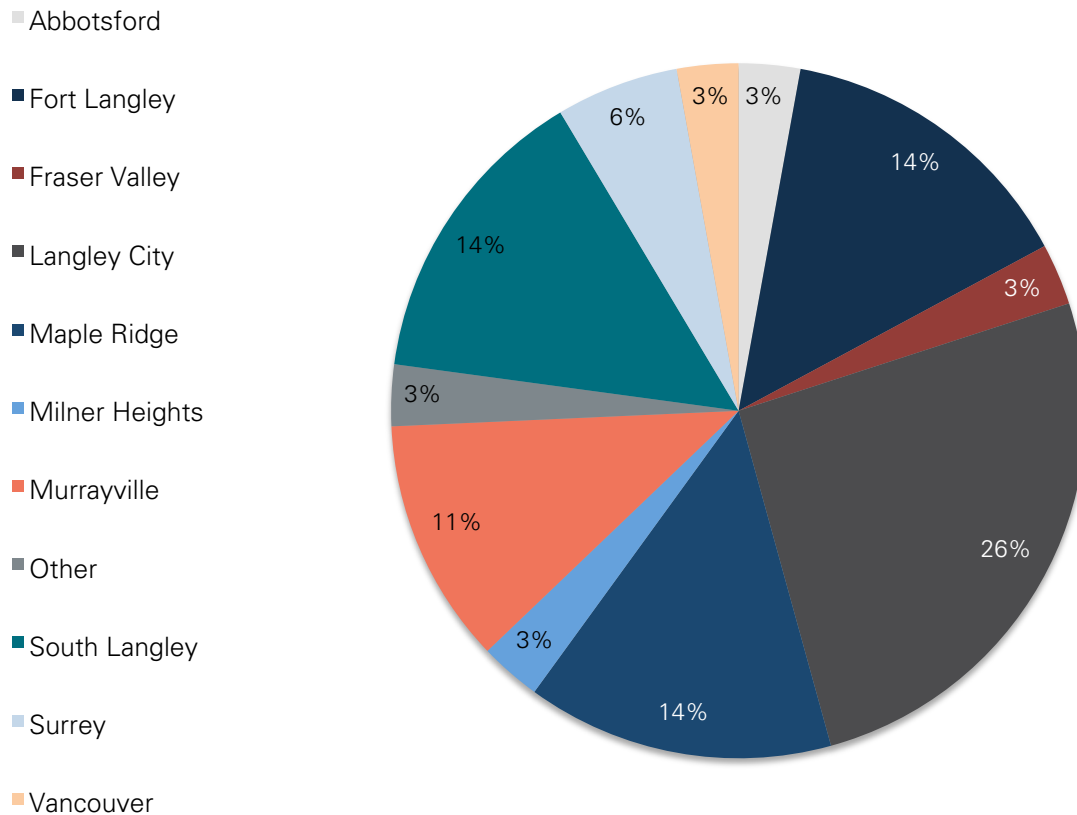
Question 11. Where do you live?

- 8 respondents (3%) did not respond
- 216 respondents (70%) responded Walnut Grove

Where do you live? (n=310)		
	# Respondents	%
Langley (Walnut Grove)	216	70%
Langley (Milner Heights)	4	1%
Langley (Willoughby)	47	15%
Other Langley	35	11%
No answer	8	3%



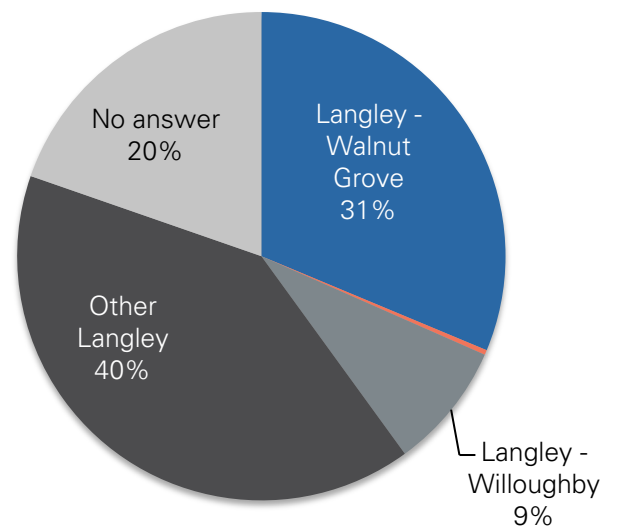
Q11: Where Do You Live "Other"



Question 12. Where do you normally work/attend school. Please check only one.

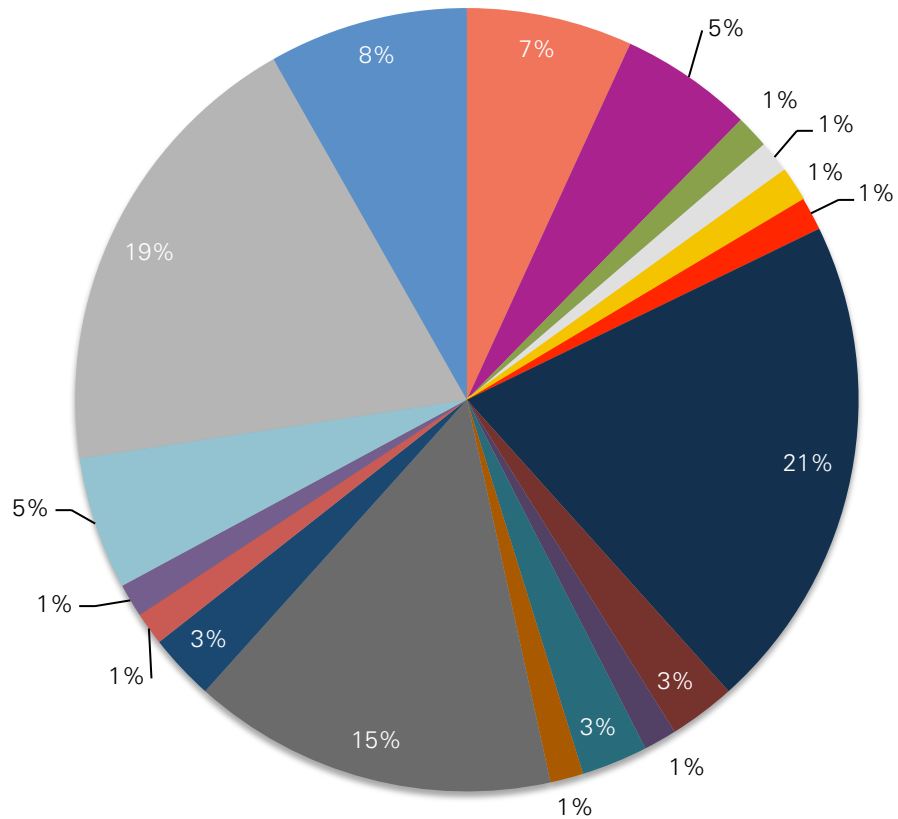
- 61 respondents **(20%) did not respond**
- 97 respondents **(31%) responded Walnut Grove**

Where do you work/attend school? (n=310)		
	# Respondents	%
Langley (Walnut Grove)	97	31%
Langley (Milner Heights)	1	0%
Langley (Willoughby)	26	8%
Other Langley	125	40%
No answer	61	20%



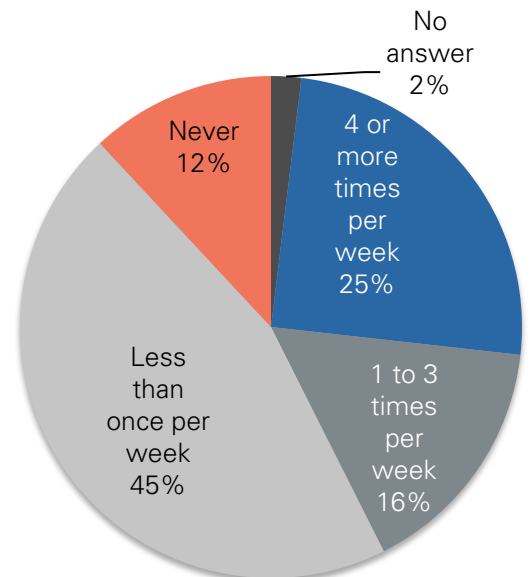
Q12: Where Do You Work/Attend School"Other"

- Abbotsford
- Burnaby
- Coquitlam
- Delta
- Fort Langley
- Fraser Valley
- Langley City
- Lower Mainland
- New Westminster
- No answer
- North Vancouver
- Other
- Port Coquitlam
- Port Moody
- Retired
- Richmond
- South Langley
- Surrey
- Vancouver



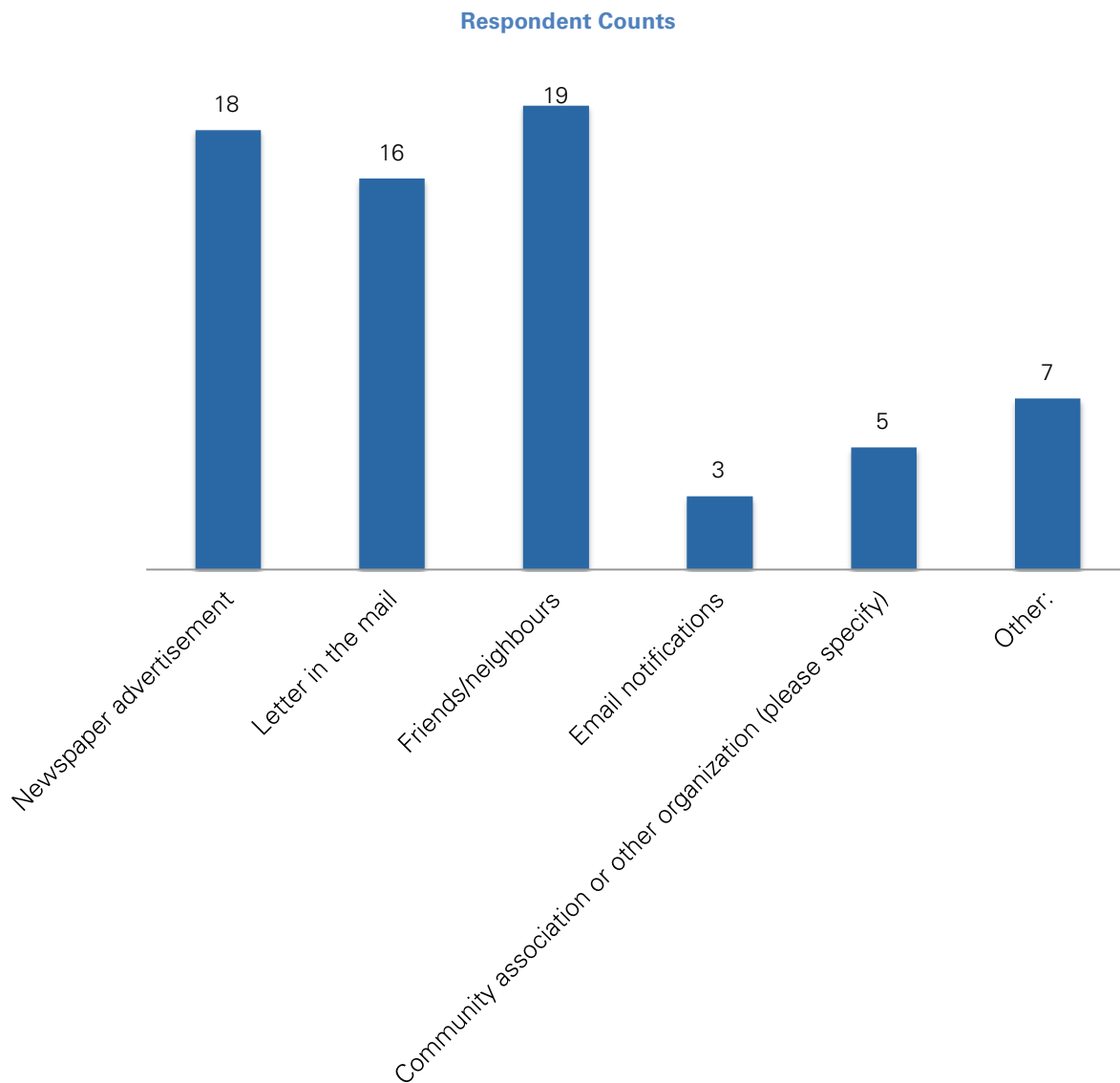
Question 13. How often do you travel on Highway 1 between 202nd Street and 216th Street?

Frequency of travel HWY 1 (n=310)		
	# Respondents	%
4 or more times per week	77	25%
1 to 3 times per week	49	16%
Less than once per week	141	45%
Never	37	12%
No answer	6	2%



Question 14. *How did you hear about this information session?*

Note: This question was asked only on hard copy feedback forms



Other responses included:

- Forest Hills community connections email
- Forest Hills community Facebook page
- Township of Langley Facebook page
- Township of Langley website (2)
- Alex Hope Elementary email (2)

4.5 WRITTEN SUBMISSIONS SUMMARY

The Ministry received one written submission from a stakeholder and 15 written submissions from members of the public. Key themes from each of these submissions are summarized in the table below.

Submission Date	Key Themes
Public email submissions March 28 – April 25, 2016	<ul style="list-style-type: none"> • Traffic management measures for Forest Hills, concerns of increased traffic detouring through the community • Request for signal light installation at 216th Street and Telegraph Trail • Requests for traffic calming measures of various types (signal lights / traffic circles / speed bumps) to manage additional traffic on 216th Street • Concerns about increased traffic volume and a request for Township to analyze potential traffic impacts on northbound 216th Street • Suggestion for 12 ft. shoulders on Highway 1 in both directions to provide increased space for commercial vehicles to pull over • Recommendation for increased lane capacity on 96th Avenue to better accommodate additional traffic on 216th Street • Concerns about increased traffic noise and safety of children crossing 216th Street near École des Voyageurs school • Enquiry of project design and suggestion that it not be similar to 232nd Street cloverleaf design • Preference for project funds to be allocated to other Township community upgrades • Recommendations for upgrading the 208th Street overpass • Concerns for increased traffic impacts at 64th Avenue and 232nd Street • Question of why Project scope does not include extending Highway lane widening from 204th Street to 232nd Street • Suggestion and support for alternate interchange design – diverging diamond • Submission of community petition with 900 signatures requesting Project be postponed until a transportation plan for north Langley is in place • Request for north side noise wall alignment be extended west of 208th Street to Yorkson Creek
BC Trucking Association April 20, 2016	<ul style="list-style-type: none"> • Support for the Project, specifically full movement, four-lane interchange to allow access to eastbound and westbound Highway 1 • Support for the addition of 216th Street between Highway 1 and 88th Avenue to be added to the Township commercial trucking route

APPENDIX 1

ADVERTISEMENTS AND LETTER NOTIFICATIONS

Public Notice of Open House

216th Street Interchange and Highway 1 Improvement Project

The Ministry of Transportation and Infrastructure is undertaking consultation for the 216th Street Interchange and Highway 1 Improvement Project.

The project consists of constructing a new interchange on Highway 1 at 216th Street in Langley, and highway widening between 202nd and 216th Street to increase total lane capacity to six lanes. The project is designed to improve safety, the movement of goods and people along Highway 1, and community connectivity in Langley.

The public is invited to attend the following open house to to learn more about the project and provide input. Project team members will be available to provide information and answer questions.

The drop-in open house is scheduled for the following date:

**Thursday, March 31, 2016
2:30 p.m. to 8:00 p.m.
Alex Hope Elementary School
21150 85 Avenue
Langley, B.C.**

Consultation materials, including an online feedback form, are available at <http://engage.gov.bc.ca/highway1and216/>. Feedback should be provided by April 21, 2016.

**For more information, please contact
Senior Project Manager Sheila Hui
by telephone at 604-527-2261
or by e-mail at 216interchange@gov.bc.ca**





March 28, 2016

Dear Resident:

Re: 216th Street Interchange Project – Local Area Consultation

The Ministry of Transportation & Infrastructure (the Ministry) recently announced plans to move forward with the construction of a new Highway 1 interchange at 216th Street. This letter is to provide you with important information about the project, as well as to let you know how to provide input throughout the planning process.

The 216th Street Interchange and Highway 1 Improvement Project includes construction of a new interchange at 216th Street, which will improve connectivity between Langley communities north and south of Highway 1 and will provide the travelling public with additional route alternatives to the existing 200th and 232nd Street interchanges. As part of the project, the Ministry will also widen Highway 1 from 202nd Street to 216th Street by adding one additional lane in each direction, increasing total lane capacity from four to six lanes.

The purpose of this consultation is to share information with you about the detailed project designs and receive your feedback on important project considerations.

A public open house will be held on Thursday, March 31, 2016 at Alex Hope Elementary School (21150 85 Avenue, Langley) from 2:30 p.m. to 8:00 p.m. We invite you to attend to learn about the project.

Consultation materials, including an online feedback form are available on the project website at: engage.gov.bc.ca/highway1and216/. The Ministry is accepting feedback on the project until April 21, 2016. For more information, please visit the project website, or contact Sheila Hui at 604-527-2261, or send an email to 216interchange@gov.bc.ca.

We look forward to seeing you on March 31, and to your involvement as we work together with the community to plan for this important project.

Sincerely,

Sheila Hui
A/ Sr. Project Manager
South Coast Region, Ministry of Transportation and Infrastructure



March 28, 2016

Access Code: 1415

Dear Resident:

Re: 216th Street Interchange Project – Local Area Consultation

The Ministry of Transportation & Infrastructure (the Ministry) recently announced plans to move forward with the construction of a new Highway 1 interchange at 216th Street. The 216th Street Interchange and Highway 1 Improvement Project includes construction of a new interchange at 216th Street. The project will improve connectivity between Langley communities north and south of Highway 1 and will provide the travelling public with additional route alternatives to the existing 200th and 232nd Street interchanges. As part of the project, the Ministry will also widen Highway 1 from 202nd Street to 216th Street by adding one additional lane in each direction, increasing total lane capacity from four to six lanes.

This letter is to provide you with information about the noise wall planning and related improvements as part of the project, and to share with you how to provide your feedback. The consultation is open to all local area residents. In addition, we are sending this letter to residents like you, who live directly adjacent to where the noise walls will be constructed, to provide feedback on the noise wall finish options. We encourage you to review the enclosed information package and to provide your input.

How to Provide Your Feedback:

1. Please review the enclosed information package, which includes a discussion guide and feedback form.
2. Attend the public open house being held on Thursday, March 31, 2016 at Alex Hope Elementary School (21150 85 Avenue, Langley). The drop-in style open house is scheduled from 2:30 p.m. to 8:00 p.m. Pre-registration is not required for the open house.
3. Complete the attached feedback form and submit it through one of the following ways:
 - In-person at the open house on March 31st
 - Online by visiting the project webpage at engage.gov.bc.ca/highway1and216/.
Please use the access code provided on the top right of this letter. This code helps us determine the approximate location of your residence, while protecting your personal information.
 - By mail to: Sheila Hui
Ministry of Transportation and Infrastructure
310-1500 Woolridge Street
Coquitlam, B.C. V3K 0B8

Your input is important and we appreciate your time and effort to provide feedback. Please note, the deadline to submit feedback is **April 21, 2016**. For more information, you can visit the project webpage, or contact me at 604-527-2261, or send an email to 216interchange@gov.bc.ca.

Sincerely,

Sheila Hui
A/ Sr. Project Manager
South Coast Region, Ministry of Transportation and Infrastructure



March 28, 2016

Access Code: 3637

Dear Resident:

Re: 216th Street Interchange Project – Local Area Consultation

The Ministry of Transportation & Infrastructure (the Ministry) recently announced plans to move forward with the construction of a new Highway 1 interchange at 216th Street. The 216th Street Interchange and Highway 1 Improvement Project includes construction of a new interchange at 216th Street. The project will improve connectivity between Langley communities north and south of Highway 1 and will provide the travelling public with additional route alternatives to the existing 200th and 232nd Street interchanges. As part of the project, the Ministry will also widen Highway 1 from 202nd Street to 216th Street by adding one additional lane in each direction, increasing total lane capacity from four to six lanes.

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Sincerely,

Sheila Hui
A/ Sr. Project Manager
South Coast Region, Ministry of Transportation and Infrastructure

Ministry of Transportation and Infrastructure
216th Street Interchange and Highway 1 Improvement Project

ALEX HOPE ELEMENTARY SCHOOL
PARENT ADVISORY COMMITTEE MEETING
March 1, 2016

Summary of the meeting with the Alex Hope Elementary School Parent Advisory Committee for the 216th Street Interchange and Highway 1 Improvement Project consultation.

The meeting was held at Alex Hope Elementary School (21150 85 Ave, Langley, BC) on Tuesday, March 1, 2016.

ATTENDEES

Participants	MoTI Project Team Representatives
Alex Hope Elementary Parent Advisory Committee Kelly Paddock, Principal, Alex Hope Elementary School	Sheila Hui, A/Sr. Project Manager Georgia Tsoromocos, Lucent Quay Consulting Inc.

Presentation and Comment

*The following abbreviations are used throughout this summary:
Q/C=Questions/Comment, R=Project Team Responses*

Meeting commenced at 7:00 p.m.

1. Welcome/Agenda Overview

Sheila Hui, project manager for the 216th Street Interchange and Highway 1 Improvement Project welcomed the group and provided a high-level summary of the meeting.

2. Presentation

Sheila Hui presented on the proposed 50 per cent design for the project.

3. Discussion – Questions and Answers

Questions and comments from participants were welcomed, which prompted the following exchange with the Project Team:

Q/C: We suggest inviting Topham Elementary School to the open house on March 31st, 2016.

R: Thank you. We will contact the administrator at Topham Elementary School and ensure they are aware of the open house.

Q/C: We would like to know what noise abatement is planned north of 216th

Street?

R: The Ministry will construct noise walls on certain areas of the highway where noise mitigation is required. Additional information about noise walls as part of this project will be available to the community in the coming weeks.

Q/C: What will happen to Telegraph Trail? A lot of vehicles use Telegraph Trail and school children walk along that route.

R: *The Ministry is not constructing the roadway up to Telegraph Trail. If you require additional information about the area beyond the Ministry's project limit of construction, we suggest you contact the Township of Langley.*

Q/C: Does Alex Hope Elementary qualify for a noise wall? If a noise wall is built along the highway behind Alex Hope Elementary School, will the wall be continuous?

R: *Alex Hope Elementary does qualify for a noise wall. The noise wall will likely be continuous to make it a more effective noise wall.*

Q/C: Are they doing more noise monitoring along the residential areas?

Q/C: *Noise monitoring has been completed. The project design will confirm the noise wall locations. There is more work to do and more modelling is required to ensure that the final design achieves the noise mitigation as per the MoTI policy.*

Q/C: Will the Highway widening start at 208th?

R: *No, highway widening will be built from 202nd Street to 216th Street.*

Q/C: Will the noise mitigation at Alex Hope Elementary be a wall or a berm?

R: *This depends on the area available. We prefer to build a berm if there is enough property to do so. If there is not enough property to build a berm, we will build a wall.*

Q/C: Is the intent to install noise walls and reduce the noise levels experienced by local residents and students to 40 dBA?

R: *No, the Ministry's policy is to reduce the overall noise experienced by 5 dBA, not to reduce the noise levels to 40 dBA. For example, if noise monitoring shows noise levels are recorded at 50 dBA, the noise wall must be effective enough to reduce it to 45 dBA.*

Q/C: What would the wall look like?

R: *There are two options for noise walls: concrete wall and wood wall.*

Examples of these walls already exist on the highway. There is a concrete wall on the south side of the highway between 156th and 160th Street. There is a wood wall on the south side of the highway from 208th to 216th Street.

Q/C: How high are the current noise walls on the highway?

R: *The Ministry's standard for noise wall height is changing. The Ministry's policy is that the wall can change based on maximum benefit and geotechnical properties. According to the Ministry's policy, wall minimum is 3 metres high but could be as high as 5 metres.*

Q/C: How many trees will be removed to build noise walls?

R: *Typically, we require clearing one to two metres deep along the length of the noise wall. This depends on the proximity of the noise wall to properties.*

Q/C: Would the wall be closer to the highway or close to the homes?

R: *The proximity of the noise walls depends on the topography of the area and the grade of the area. It depends on where the property is in relation to the location of the noise wall.*

Q/C: Will there be noise walls on 216th Street?

R: *No. There will not be a noise wall built on 216th Street because the Township of Langley does not allow noise walls to be built on arterial roads.*

Q/C: There are a lot of houses on 216th Street and there will be a lot of noise.

R: *We have noted your comment. As this is outside of the Ministry's jurisdiction, we would suggest that you direct questions about noise walls on arterial roads to the Township of Langley.*

Q/C: Will a noise wall be constructed at the mushroom farm north of the highway and east of 216th Street?

R: *The Agricultural Land Commission does not encourage noise walls to be built on farmland. We also can't comment on the Township of Langley's position on noise walls built on arterial roads.*

Q/C: When will the 90 per cent and 100 per cent designs be available?

R: *The 90 per cent design drawings will be available in May. The 100 per cent design drawings will be available in July or August.*

Q/C: Will railings be built on the 216th Street overpass?

R: *Yes, railings will be built.*

Q/C: Have you spoken with Topham Elementary School or École des Voyageurs? Both schools are located on 216th Street.

R: *No, we have not yet spoken with those schools. They are in the Township of Langley jurisdiction, however, we will make an effort to speak with them.*

Q/C: What is the projected increase in traffic volume?

R: *Traffic volumes are projected to increase over time. We do not have that information available at the moment, but we have made a note to get that information to share with you.*

Q/C: Will there be traffic-calming measures around the school?

R: *The Ministry will not install traffic-calming measures on local area streets. That is within the Township of Langley's jurisdiction.*

Q/C: Can you please specify the Ministry's jurisdiction in relation to this project?

R: *The Ministry's jurisdiction includes construction of the two new general-purpose lanes on the highway between 202nd and 216th Street, and the new interchange at 216th Street. On the south side of the highway, the Ministry will construct the new 216th Street roadway up to 80th Avenue. On the north side of the highway, we will construct the new 216th Street roadway up to the existing pump station located on the west side of 216th Street.*

Q/C: The Township of Langley website does not clearly show future plans for building 216th Street and if it will be four lanes or six lanes.

R: *We can't speak to that but within our project scope, 216th Street will be built to four lanes.*

Q/C: Is the 216th Street overpass structure designed to tolerate commercial traffic?

R: *Yes.*

Q/C: Is this going to turn into an alternate route to for trucks travelling to the Golden Ears Bridge because 200th Street is so congested? Has the Ministry taken into consideration that some commercial traffic will exit onto 216th Street to travel to 96th Street to access the bridge?

R: *As it is today, 216th Street is not a truck route. We don't know what the traffic pattern will look like but we do predict that some truck traffic will be diverted to 216th Street. Some commercial goods movers will use the*

216th interchange to transport goods.

Q/C: At 216th Street near École des Voyageurs they want to move the two driveways off of 216th Street. The Williams Neighbourhood Plan meeting showed that the area in the southwest quadrant would be industrialized.

R: *It is news to the Ministry that the two driveways near the school will be taken off of 216th Street and we are unable to comment. The Ministry has participated in meetings with the Township of Langley about the Williams Neighbourhood Plan.*

Q/C: When are noise walls built?

R: *Noise walls will likely be the last things that will be built on the project. This is due to a number of reasons but mainly because of construction sequencing and in some cases, the requirement to build up the grade for noise walls. In the case of the Port Mann/Highway 1 Improvement Project, noise walls could not be built first because the contractor needed to use the future site for noise walls as a storage area for excess soil.*

Q/C: Will construction noise be really loud for the students and residents during the day?

R: *We will need to inquire with our acoustic specialist and discuss noise abatement during construction.*

Q/C: The new interchange at 216th Street has been in the works for 20 years. Why build it now? Are you building it now because of the Williams Neighbourhood Plan project?

R: *The interchange is being built now to accommodate growth in Langley. Also, the 200th Street interchange is at capacity and a new interchange is required between 200th Street and 232nd Street to help alleviate congestion at those two interchanges.*

Q/C: How much dust and particulate matter is released because of construction?

R: *A requirement of the Table of Commitments and Assurances for this project is that we need to monitor for dust and use dust mitigation measures such as watering the area during dry weather to suppress dust.*

Q/C: When is the completion of this project?

R: *The project is scheduled to be complete in fall 2019.*

Q/C: When is the Township of Langley open house for the Williams Neighbourhood Plan?

R: *We believe it is on March 30 2016 however, we recommend confirming directly with the Township of Langley.*

Q/C: Are you expropriating any land for this project?

R: Yes, we will most likely purchase an entire property or partial property at 8298 216 Street (adjacent to the mushroom farm).

Q/C: Is there elevation changes on the highway for this project?

R: *There are no plans to change the grade of the highway. There is a possibility that we might change the geometrics to make sure the grade is smooth because motorists are travelling at a high speed on the highway. From an aerial view, the highway will not appear completely straight however, motorists will not experience any difference while driving along the highway.*

Q/C: The Glover Road overpass clearance is quite low. Will you rebuild the Glover Road overpass?

R: *This structure is outside the current project limits, however, to avoid having over-height trucks hit the structure, we have asked the designer to build a redundancy system to prevent trucks from entering that area. Basically, we will warn these vehicles to use the new 216 St. interchange as a 'U-turn' facility to head back westbound on the highway.*

Q/C: Why won't the Ministry replace the Glover Road structure?

R: *The scope and budget for this project did not allow for a replacement of the Glover Road structure.*

Q/C: Are there plans to build better drainage at 216th Street compared to the drainage at 200th Street?

R: *Every time we build a new project we have to build new drainage that meets a 100-year flood standard. We are at the 50 per cent design stage so we are not yet firm on the features of the drainage design. Some features such as the culverts mentioned at Yorkson and Guy Creek will help to improve drainage. Sometimes we build detention ponds and environmental compensation to create nice habitats for fish and wildlife and to help with drainage.*

Q/C: Will there be nighttime lighting during construction?

R: *Yes, there will be nighttime lighting as required for safety and for WorkSafe BC. We stipulate in the contract with the contractor that nighttime construction lighting must be redirected at a 45-degree angle. We encourage residents to contact the Ministry if they find the nighttime construction lighting to be a nuisance so we can direct the contractor to make improvements where possible.*

Q/C: How will permanent lighting be designed on 216th Street?

R: *There will be continuous lighting on 216th Street within the limit of construction.*

Q/C: How much green space will be retained or removed?

R: *Quite a bit of green space will be retained. The Ministry only removes trees that are absolutely necessary for the construction of the noise walls or for project construction.*

Meeting concluded at 8:05 p.m.

Ministry of Transportation and Infrastructure
216th Street Interchange and Highway 1 Improvement Project

BUSINESSES AND COMMUNITY ASSOCIATIONS MEETING
GREATER LANGLEY CHAMBER OF COMMERCE
March 3, 2016

Summary of the meeting with local area business and community associations for the 216th Street Interchange and Highway 1 Improvement Project consultation.

The meeting was held at the Greater Langley Chamber of Commerce office (207, 8047 199 St, Langley, B.C.) on Thursday, March 3, 2016.

ATTENDEES

Participants	MoTI Project Team Representatives
Greg Kolesniak, BC Trucking Association Earl Mufford, Milner Community Association Karen Reynolds, Walnut Grove Business Association Kristine Simpson, Greater Langley Chamber of Commerce Lynn Whitehouse, Greater Langley Chamber of Commerce	Sheila Hui, A/Sr. Project Manager Georgia Tsoromocos, Lucent Quay Consulting Inc

Presentation and Comment

*The following abbreviations are used throughout this summary:
Q/C=Questions/Comment, R=Project Team Responses*

Meeting commenced at 10:08 a.m.

1. Welcome/Agenda Overview

Georgia Tsoromocos, welcomed the group and provided a high-level summary of the meeting.

2. Presentation

Sheila Hui, project manager for the 216th Street Interchange and Highway 1 Improvement Project presented on the proposed 50 per cent design for the project.

3. Discussion – Questions and Answers

Questions and comments from participants were welcomed, which prompted the following exchange with the project team:

Q/C: How will northbound 216th Street traffic access westbound Highway 1?

R: *The new 216th Street interchange includes an overpass that will have left turning lanes, which allow northbound and southbound traffic to access Highway 1 westbound and eastbound. Motorists travelling northbound on 216th Street will be able to access Highway 1 westbound by using the left turning bay.*

Q/C: Is the 216th Street interchange similar to the 200th Street or 176th Street interchanges?

R: *The 216th Street interchange is different than the 200th Street and 176th Street interchanges. The 200th Street and 176th Street interchanges have different design configurations than what is being proposed at 216th Street. The new interchange at 216th Street is a full-movement diamond interchange.*

Q/C: Why are there no loops (clover leaf) at the 216th Street interchange?

R: *The current design was favoured over a cloverleaf design because it uses less land. The Agricultural Land Commission supported the tight diamond design. Also, the diamond design for the interchange is more intuitive for drivers.*

Q/C: To the west of 202nd Street, will the design for this project incorporate the off-ramp to the existing park and ride?

R: *Yes, it will build part of the off-ramp from 202nd Street to Highway 1. We will extend the existing HOV lanes, but are not building HOV lanes from 202nd to 216th Street. The new lanes that will be built in this area of the highway are general purpose lanes.*

Q/C How steep is the grade on the overpass?

R: *The grade on the overpass is approximately four per cent.*

Q/C: Where will you place the traffic lights?

R: *As per the 50 per cent design drawings for this project, there will be two sets of traffic intersection lights on the new overpass, one on the north side and one on south side. The feedback we receive during consultation may influence the proposed traffic intersection light locations.*

Q/C: We have concerns if the traffic intersection light is at the top of the ramp on the 216th Street overpass. This could be problematic for trucks climbing the road and stopping at the lights.

R: *Road safety audits have taken place to ensure the placement of the traffic intersection lights is safe for motorists.*

Q/C: Will 216th Street become a truck route?

R: *The designation of truck routes on arterial roads such as 216th Street is within*

the jurisdiction of the Township of Langley, and not within the Ministry of Transportation and Infrastructure's jurisdiction. If you have questions about the arterial roads, we suggest you contact the Township of Langley for further information.

Q/C: What is the height clearance on the new 216th Street overpass?

R: *The height clearance for the new 216th Street overpass will be 5.04 metres.*

Q/C: The height clearance of 5.04 metres is not sufficient. BC Trucking Association would like to see a minimum clearance of 5.5 metres for overpass structures, and as high as up to 6 metres to accommodate overheight vehicles. BCTA has already approached the Ministry about the need for higher height clearances for overpasses. We recommend increasing the height to accommodate larger trucks. Also, in general we do not like cloverleaf design interchanges.

R: *The height clearance for this overpass follows current Ministry standards. Also, the Ministry is building a redundancy lane in the system to support overheight trucks turnaround if they are unable to pass under the overpass.*

Q/C: Why do we have a traffic bottleneck between 200th and 216th Street?

R: *200th Street is a truck route and there are many trucks in the area that travel along this street. This causes significant congestion and traffic bottlenecks between 200th and 216th Street. We project that once the new 216th Street interchange is built that some of the 200th Street traffic will be diverted to 216th Street, particularly with local area residents who will prefer to use the 216th Street interchange which is closest to them.*

Q/C: Are we trying to reduce the bottleneck and congestion at 200th Street by building the new intersection at 216th?

R: *Construction of a new interchange at 216th Street will help to reduce congestion at the 200th and 232nd Street interchanges.*

Q/C: There are problems along the highway because of the inconsistency of the number of lanes going from two to three to two lanes. We need to maintain consistency by having three lanes along the entire highway.

Q/C: We suspect that Fort Langley will use the interchange. The Township of Langley could designate part of 216th Street as a truck route. This could depend on what the Township of Langley will do with the 80th Avenue and Labonte area.

R: *Thank you for your comments. We will share your comments with the Township of Langley.*

Q/C: The Township of Langley should know why they are building the interchange since they are contributing \$14.5 million to its construction.

R: *The construction of an interchange at 216th Street has been a Township of*

Langley priority for decades.

Q/C: The community is very concerned about increased truck traffic on 216th Street, particularly on the north side of the highway. North of the highway on 216th Street there are two elementary schools. Also, parking in the area is very difficult. We suspect that many trucks will use 216th Street as a route to 96th Street to get to where they need to go.

R: *The Ministry is unable to comment on parking, as this is not within our jurisdiction. What we can say is the schools have been in the area for a long time, however, the Township of Langley's plans to build the new interchange pre-dates the two schools on 216th Street. The Township of Langley planned in advance of construction of the 216th Street interchange by ensuring the two schools are fully fenced. Also, the area is a 50 km/hour zone, not a 30 km/hour zone.*

The Township of Langley anticipated that one day they would build the interchange and prepared the area by fencing the schools and putting speed limits at 50 km/ hour. The area has been built to accommodate the interchange. There is also a signalized pedestrian crossing at 91st Street.

Q/C: *Is 216th Street a designated truck route?*

R: *South of the highway 216th Street is a partially designated truck route.*

Q/C: Can you change the highway lane width to better accommodate wide load vehicles on the highway?

R: *The lane width on the highway is very generous and is designed for big load vehicles. It is not built for wide load vehicles because those vehicles are exceptional.*

Q/C: Are there plans to improve the 200th Street interchange?

R: *There are plans to improve the 200th Street interchange at some point in the future, however there is no schedule at the moment and funding is to be determined.*

Q/C: If you improve 200th Street, does that mean you won't need to build the new interchange at 216th Street?

R: *In order to make improvements at 200th Street, we will need to build the new interchange at 216th Street.*

Q/C: Will the 216th Street interchange alleviate traffic congestion at 208th Street?

R: *Township of Langley plans to twin the 208th Street overpass, which will increase capacity at 208th.*

Q/C: What are your next steps for the project design?

R: *We are expecting to complete the 90 per cent design for this project in May 2016. We are expecting to complete the 100 per cent in July or August. Once complete, we will put the project out to tender. Soil is compressible at the 216th Street interchange site, and we need to make sure it is competent for construction and we will perform some soil compression by adding preload material to the site. Some noisy work will take place at night for future work at the interchange and along the highway.*

Q/C: How many First Nations have you consulted with?

R: *We have met with several First Nations already and plan to meet with more in the immediate future. In total, we will meet with five First Nations. They are Musqueam Indian Band, Kwantlen, Katzie, Tsawwassen, and Semiahmoo?*

Q/C: It's a long overdue project. But it seems we are just moving the bottleneck further down the highway. The addition of new lanes further down the highway needs to happen sooner.

R: *We appreciate your comments and have noted your feedback.*

Q/C: I was surprised by the construction of a new overpass. Highway widening is required east of 216th Street.

R: *We have noted your comment.*

Q/C: Will you widen 216th Street?

R: *We can't comment on 216th Street beyond our [the Ministry's] jurisdiction. If you have questions about arterial roads in Langley such as 216th Street, we suggest you submit those questions directly to the Township of Langley.*

Q/C: I know there were plans to have a truck pull over lane on the highway. Have those plans been completed? What is the plan moving forward?

R: *The Ministry is working with BC Trucking Association on a trucking strategy. The grade for Highway 1 is relatively flat. There is a little bit of a grade at Abbotsford and 216th Street. We need a lot of room for a truck pull out. We also need an acceleration and deceleration lane. There isn't a plan for pullouts for this stretch between 202nd and 216th Street.*

Q/C: I would like to see more information about why the area is so busy. More technical information would be helpful.

R: *Thank you. We have noted your comment.*

Q/C: We [BCTA] had commented that 200th Street would be at capacity on opening day. 216th Street will likely take away some of the current traffic on 200th Street.

R: *Some commercial traffic from Willoughby to Abbotsford will likely take 216th*

Street instead of 200th Street.

Q/C: In 1962, the Province cut Langley in half by building the highway and took out the connectivity of Langley. 208th Street gives some of that connectivity back. The new 216th Street interchange will also restore connectivity to the community.

R: *Currently 200th Street has a lot of congestion but hopefully with 216th Street it will be better.*

Q/C: It will be beneficial if the project team better communicated the benefits of the new 216th Street interchange to residents.

R: *Thank you for your comment.*

Q/C: In terms of selecting materials for preloading, Styrofoam blocks or pumice can cause settlement issues.

R: *We don't need to use Styrofoam or pumice in the area but want to preload with soil in advance to ensure the soils are compressed. This is a Ministry of Transportation and Infrastructure Project (Design-Bid-Build-Tender) not a Design-Build where the contractor has oversight of what materials it will use. The Ministry will use soil for preloading.*

Q/C: What is the weight capacity of the overpass structure?

R: *Ministry standards apply for weight restrictions.*

Q/C: Is 216th Street a designated disaster response route?

R: *No, not likely.*

Meeting concluded at 11:02 a.m.

Ministry of Transportation and Infrastructure
216th Street Interchange and Highway 1 Improvement Project

TOPHAM ELEMENTARY SCHOOL
PARENT ADVISORY COMMITTEE MEETING
March 7, 2016

Summary of the meeting with the Topham Elementary School Advisory Committee for the 216th Street Interchange and Highway 1 Improvement Project consultation.

The meeting was held at Topham Elementary School (21555 91 Ave, Langley, BC) on Monday, March 7, 2016.

ATTENDEES

Participants	MoTI Project Team Representatives
Topham Elementary School Parent Advisory Committee Derek McCracken, Principal, Topham Elementary School	Sheila Hui, A/Sr. Project Manager Georgia Tsoromocos, Lucent Quay Consulting Inc.

Presentation and Comment

*The following abbreviations are used throughout this summary:
Q/C=Questions/Comment, R=Project Team Responses*

Meeting commenced at 7:05 p.m.

1. Welcome/Agenda Overview

Sheila Hui, project manager for the 216th Street Interchange and Highway 1 Improvement Project welcomed the group and provided a high-level summary of the meeting.

2. Presentation

Sheila Hui presented on the proposed 50 per cent design for the project

3. Discussion – Questions and Answers

Questions and comments from participants were welcomed, which prompted the following exchange with the Project Team:

Q/C: How far north to Topham Elementary School will the 216th Street improvements and roadway widening extend?

R: *On the north side of the highway, we will construct the new 216th Street roadway up to the existing pump station located on the west side of*

216th Street.

Q/C: On the south side of the highway on 216th Street, the roadway has two lanes to 80th Avenue. Will 83rd Avenue become a dead-end road? There is a lot of traffic that travels along 83rd Avenue to get onto 216th Street?

R: *83rd Avenue will become a cul de sac.*

Q/C: Is the 216th Street interchange being constructed because of the Township of Langley's Williams Neighbourhood Plan?

R: *No, we are building the interchange for the current and future growth in Langley.*

Q/C: Is there going to be a truck route on 216th Street? What about Glover Road overpass?

R: *The Ministry does not know the Township of Langley's plans for making 216th Street a truck route. That is within the Township of Langley's jurisdiction. The Ministry is building a redundancy system on Highway 1 eastbound to direct overheight trucks back to 200th Street so they do not hit Glover Road overpass.*

Q/C: Are you doubling the lanes to 96th Street?

R: *No, that is within the Township of Langley's jurisdiction.*

Q/C: Are you taking away the parking on 216th Street?

R: *The Ministry is not responsible for parking on 216th Street. We suggest you contact the Township of Langley for further information on parking.*

Q/C: Is the Ministry working with the Township of Langley on future plans for 216th Street?

R: *The Ministry is working with the Township of Langley on the area within the project limits. Decisions related to Langley arterial roads are outside of the Ministry's project limits and is within the Township of Langley's scope.*

Q/C: Has Township of Langley factored in the increase in traffic on 216th Street due to the Williams Neighbourhood Plan?

R: *They are accounting for increased traffic in the area and building for the future. The projections are up to the year 2045.*

Q/C: Most people are concerned about 80th Avenue and 96th Avenue and about the future traffic lane that the Township of Langley plans to build because this will make parking very difficult.

Q/C: There is not a proper sidewalk or traffic light to cross the street at 216th Street near our school.

R: *Thank you for those comments. We suggest to please submit your feedback to the Township of Langley or to complete a feedback form as part of this consultation. We will share your comments with the Township of Langley.*

Q/C: We need a lighted crosswalk north of 91st Street (between 91st Street and 92nd Street) on the east side of 216th Street. Children who live on the east side of 216th Street can't cross the road safely. It's a 50 km zone and it is unsafe for children to cross. There isn't a proper pedestrian crosswalk.

Q/C: 91st Street and 216th Street has a crosswalk light but it needs to be a proper, lighted traffic intersection. When people and children cross 216th Street from the school, vehicles do not stop at the stop sign. It is dangerous and there have been many near misses. Someone is going to get seriously hurt or killed. Motorists speed up and it is hazardous. There is a real need for a real intersection light, not just a crosswalk light or a flashing green light. There should also be a 30 km per hour speed zone implemented in this area.

R: We appreciate your comments. We do know that the school is fully fenced and according to Transportation Association of Canada (TAC) standards, a fully fenced school does not required a school zone speed limit of 30 km per hour.

Q/C: Should we contact the Township of Langley for anything that is outside of the Ministry's jurisdiction?

R: *Yes.*

Q/C: On 92nd Street, every fourth car goes into 92nd Street and makes a U-turn onto 92nd Street. It is very dangerous.

Q/C: Are there traffic projections available for the number of trucks that will go north to Port Kells and to the industrial areas?

R: Yes, traffic projections extend to 2045.

Q/C: 216th Street dead ends at 96th Street. Are there projections for a truck route on 96th Street?

R: *Yes, we are making traffic projections for 2045.*

Q/C: Which route will be used to transport preload material? Will they use local streets to transport the material?

R: *Preload material will be transported along the highway. There will be*

some nighttime work to transport the preload material. Some nighttime noisy work will occur. Pile driving will occur during the day from 7a.m. to 7p.m.

Q/C: Why does Alex Hope Elementary get a noise wall?

R: *Alex Hope Elementary School qualifies for a noise wall because of its proximity to the highway and the noise levels. It is very loud for the students and staff, particularly on the playground.*

Q/C: Will Township of Langley have representatives at the open house for this project?

R: Yes.

Q/C: Do property values typically go up or down when a project of this nature is built?

R: *There are a number of factors that affect property values. If we look back on how property values were affected on the Port Mann/Highway 1 Improvement Project, the values increased after seven years. However, property values in the region have generally increased. We know that when SkyTrain is built in a community, property values generally increase by 20 per cent.*

Q/C: Crime also increases.

Q/C: I am concerned because it seems that the Township of Langley does not share its plans with the Ministry. Is this your experience when you worked with the City of Surrey on the Port Mann/Highway 1 Improvement Project?

R: *The Port Mann/Highway 1 Improvement Project was a different project. The Township of Langley has grown significantly in recent years. Surrey has more long-time residents whereas Langley has many new residents. Surrey was more developed than Langley. Also, Langley has experienced a sudden increase in growth recently.*

Q/C: If 216th Street is going to become more of a commercial route, we need to advocate for different things.

R: *I think you will see that the widening of 216th Street will happen in the future. 216th Street is the boundary of the Agricultural Land Commission so it is expected that trucks will need to access the agricultural land adjacent to you. The movement of goods is expected.*

Q/C: We are concerned that truck traffic from 96th Street will take 216th Street as a shortcut. Fifty dump trucks going up and down the road is very different from a garbage truck that needs to serve the residents and businesses in the area.

R: *If there is a designation in Langley's bylaw that the transport of commercial goods needs to be accommodated, then Langley must provide access to those trucks.*

Q/C: 208th Street is not a designated truck route. Will 216th Street become a designated truck route?

R: *The Ministry is not aware of the Township's future plans. The Township of Langley will be able to provide you with more information.*

Q/C: Why was 216th Street designated as an interchange? Why was Glover Road not selected for a new interchange?

R: *A new interchange at 216th Street has been included in Langley's Transportation Plan since the 1980s. 216th Street was also selected because of interchange spacing. For safety reasons, interchanges need to be well spaced to prevent traffic accidents on the highway. They need to be further apart. Glover Road is very close to 232nd and that is why 216th Street was chosen. Part of the reason 216th Street was selected is because 200th Street is so congested. 216th Street is a relief valve for 200th Street.*

Q/C: I am a resident who lives off of 216th Street. If I am a truck driver near 216th Street and I want to get to Port Kells industrial park, I do not think I would use 200th Street. I would use 216th Street.

R: You will see different traffic pattern changes because of this project. Some local area residents may use 216th Street instead of 200th Street relieving congestion at 200th Street, which could make 200th Street more attractive to truck drivers.

Q/C: Is there a plan to mark the 216th Street interchange as an access point to the Golden Ears Bridge?

R: No.

Q/C: Which department should we contact within the Township of Langley to get more information about the Township's plans for the area?

R: We recommend contacting the transportation department within the Township of Langley.

Meeting concluded at 8:05 p.m.

Ministry of Transportation and Infrastructure
216th Street Interchange and Highway 1 Improvement Project

WALNUT GROVE BUSINESS ASSOCIATION
NETWORKING EVENT
April 14, 2016

Summary of the presentation at the monthly Walnut Grove Business Association networking event for the 216th Street Interchange and Highway 1 Improvement Project consultation.

The presentation was held at the Redwoods Golf Course (22011 88 Ave, Langley) on Thursday, April 14, 2016.

ATTENDEES

Participants	MoTI Project Team Representatives
Teresa Brown, Executive Coordinator WGBA Karen Reynolds, Chair WGBA WGBA members Township of Langley Councillor Petrina Arnason	Sheila Hui, A/Sr. Project Manager Elana Krol, Lucent Quay Consulting Inc

Presentation and Comment

*The following abbreviations are used throughout this summary:
Q/C=Questions/Comment, R=Project Team Responses*

Presentation commenced at 9:20 a.m.

1. Welcome/Agenda Overview

Sheila Hui, welcomed the group and provided a high-level summary of the meeting.

2. Presentation

Sheila Hui, project manager for the 216th Street Interchange and Highway 1 Improvement Project presented on the proposed 50 per cent design for the project.

3. Discussion – Questions and Answers

Questions and comments from participants were welcomed, which prompted the following exchange with the project team:

Q/C: Are there plans to widen the highway beyond 216th Street? Won't this project just move the bottleneck further down Highway 1?

R: *There are plans in the future to extend the improvements (HOV and lane widening) beyond 216th St. and towards Abbotsford. In the interest of project budget, 216th Street was designated as the project limit. As part of BC on the Move there are a number of Highway 1 projects that the Ministry is currently evaluating to improve overall traffic conditions and impacts from heavy volumes.*

Q/C: Will 216th Street become a designated commercial exit and truck route?

R: *Trucks along 216th Street have been mentioned as a concern on behalf of nearby communities and the Township is aware of the issue. The project limits on northbound 216th Street are just after the access road to the mushroom farm.*

Q/C: If trucks do go up to 216th Street, the grading at the ramps should be gradual to make it easier for trucks to come up the incline and cause less noise.

Q/C: Are there plans to build noise walls west of 208th Street? There are not enough trees in this area to provide adequate noise protection here. Will the Ministry be planting more trees along the highway?

R: The Ministry will be building noise walls at locations where they are the most beneficial and within the Ministry right-of-way. There are no plans for tree planting along the highway as part of this project. A section west of 208th Street and adjacent to residential properties is currently under review for possible noise walls.

Q/C: What will the noise wall heights be?

R: The Ministry builds noise wall heights to what is required to meet the Ministry noise wall policy. The heights are determined by the noise analysis. In 2014, there was a policy review – noise wall heights were 3 metres or lower and now can be between 3 metres to 5 metres.

R: *We have all the consultation materials available here this morning if you would like a copy. As a reminder, consultation on the project closes next Thursday, April 21.*

Q/C: Township Councillor Petrina Arnason encouraged attendees to submit their feedback on the project and to contact council offices to share any comments or concerns regarding 216th Street.

Meeting concluded at 10:00 a.m.

Ministry of Transportation and Infrastructure
216th Street Interchange and Highway 1 Improvement Project

SPECIAL INTEREST STAKEHOLDER GROUP
HUB CYCLING – LANGLEY COMMITTEE
April 14, 2016

Summary of the meeting with the HUB Cycling Langley Committee for the 216th Street Interchange and Highway 1 Improvement Project consultation.

The meeting was held at the Ministry of Transportation office (Suite 310, 1500 Woolridge Street, Coquitlam) on Thursday, April 14, 2016.

ATTENDEES

Participants	MoTI Project Team Representatives
Dan Millsip – HUB Stanley Yntema – HUB Mitchell Nurse – HUB Madeline Millsip - HUB	Sheila Hui, A/Sr. Project Manager Gerry Fleming, Sr. Project Manager, Binnie Elana Krol, Lucent Quay Consulting Inc.

Presentation and Comment

*The following abbreviations are used throughout this summary:
Q/C=Questions/Comment, R=Project Team Responses*

Meeting commenced at 11:00 a.m.

1. Welcome/Agenda Overview

Elana Krol, welcomed the group and introductions were made. HUB provided some background information on their group.

Q/C: We are made up of avid cyclists who represent all levels and abilities, but particularly to advocate for those who choose cycling as a mode of transportation, not just for recreation. We have met with all levels of government, including the Township of Langley, Provincial government, community groups, healthcare (Fraser Health) and schools to promote dialogue around better and safer cycling infrastructure.

We understand the challenges that are required by planners and engineers – and we want to work with them to provide design solutions that will start to see cycling infrastructure grow and connect throughout communities.

We were at the open house (March 31st) and we wanted to get a chance to

discuss some of the design elements in person. We have also been planning to meet with the Township's engineering department to discuss some of our ideas.

2. Presentation

Sheila Hui, project manager for the 216th Street Interchange and Highway 1 Improvement Project presented on the proposed 50 per cent design for the project.

3. Discussion – Questions and Answers

Questions and comments from participants were welcomed, which prompted the following exchange with the project team:

Q/C: Request for more information about the access road on the design drawings located northbound on 216th Street.

R: *That is the access road the Ministry will be providing to the mushroom farm in the area.*

Q/C: In terms of the cycling infrastructure, overall HUB has concerns about the MUP (multi-user pathway). While MUPs offer cycling access, they force pedestrian and cyclist interactions in the same space – which is not always safe when you have cyclists traveling up to 30 km/h. This causes conflict zones to pedestrians in the sidewalk area. We are also interested in how the MUP is being carried over into the Williams neighbourhood plan. What are the vehicle travel lane widths across the overpass?

R: *The lane width is 3.6 metres. This is based on Ministry standard.*

Q/C: What is the life expectancy of the overpass bridge?

R: *The design life cycle expectancy is 75 years.*

Q/C: This is important, to provide future-proof design. To develop cycling in Langley that includes a north south corridor, separated bike lanes should be built, and not just limited across facilities like the bridge overpass. For cyclists, the preference is to have bike tracks that are separated from traffic. MUPs cause conflicts with pedestrians.

R: *How wide does an ideal bike track lane need to be? 1.8 metres?*

Q/C: A 1.8 m separated bike track would be ideal in building up the rest of the community infrastructure. You see this design being included across North America, and cycling as a mode of travel is reaching a new standard for transportation planning. 10 years from now, the current design could see a bottleneck of bicycles trying to cross over the highway and reach these communities. By considering these design changes now, you are mitigating the risk and cost of installation in the future. It will provide speedier transfer over the interchange, and prevent insurance claims, accident risks. The growth of Walnut Grove over the next 10 to 15 years will be huge. If done properly, it will be a

collaborative effort.

R: *For any pathway network connections that happen on 216th on the south side – that discussion needs to happen with Township of Langley, and it's outside the project parameters. For the 216th Street Interchange and the template we have designed, in terms of the width on the structure, it would need to be wider in order to accommodate that. We added a 1.8 metre shoulder and sidewalk on the west side to accommodate both cyclists and pedestrians over the structure.*

Q/C: We need to emphasize that the MUP causes conflicts with cyclists/pedestrians. If we are unable to get protected bike lanes, another thing is signage. Often times, signage is inadequate. When bikes are commuting, they need proper and consistent signage so both cars and cyclists can anticipate each other's movements. Are you familiar with the work that the Township is designing for the [203 Street Bridge Upgrade?](#)

R: *No.*

Q/C: This is an example of separated bike track that will be installed in the near future in Langley and hopefully begin the north/south corridor connection. It has 1.8 metre sidewalk and 1.8 metre bike lane. It is on a main street and includes private driveways. Through meeting with us, we pointed out 17 potential crossing hazards and line-of-sight issues for cyclists while traveling in this area.

R: *We will take a look at this and some of the lane specifications.*

Q/C: We appreciate smart infrastructure design for non-cyclists as well, and we don't consider including bike lanes to be radical design change. We want the infrastructure to consider there are coasting speeds – and there are travel speeds (30km/hr.). We understand if expanding the bridge is not possible, but if the laneway widths could be examined?

R: *As we are only at the 50 per cent design at this time, we will take your feedback and examine the template we are working with.*

Q/C: Is the MUP a Township requirement? We can see why they want to include them.

R: Yes, the MUP on the east side of 216 Street was recommended by the Township.

Q/C: The overpass design for now should have a vision for growth over the next 20 years.

R: *To widen the bridge design would be quite costly and outside the current project scope. We will have to look at the east side of the bridge, separating the MUP, cycling from pedestrians. If not separating – maybe a distinction. There is a possibility the Ministry could agree to provide lane markings.*

Q/C: Construction is a short distance, but there for a long time. If you are locked

into this design for 75 years, this will eventually become a bottleneck in respect to all ages and abilities for cycling. MUPs are built for recreation cyclists. Transport cyclists are going to their homes, work, commercial centres, and parks, all with purpose.

These MUPs also don't connect A to B – you sometimes have to travel five to six kilometres out of the way, weaving to get to your destination. We need to start building this infrastructure now because it will only be more costly down the road. As for separated bike lanes, a barrier is not entirely necessary - bollards or small profile posts can be used for lane separation. Another great example of these shared space principles is the bicycling bridge at [Tynehead Park](#).

R: We are familiar with this example. It was a very costly project and does not share the same parameters as this project.

Q/C: We understand it's a balancing act of changes. We ask you to re-examine the opportunity now, not after the fact. Cheaper revisions now versus down the road. What are the next steps towards making a change?

R: Right now, we are following the recommendations from the Township based on their long-term plans for the pedestrian and cycling networks.

Q/C: If it's not done now, we can't predict whether Township will have the budget to augment or provide the gold standard in the future. Bollards would be a last resort – but paint and signage need to be upheld to a universal standard.

R: We are going to take your feedback and need some time to respond.

Q/C: As for Township of Langley, we know conversation with them will continue and we are confident they are willing to make some changes and broadening the dialogue in relation to cycling. MUPs are great for recreation – but not for transportation. The more cyclists you see, it encourages more people to use it. We need to provide predictable movements for cyclists, drivers, for everyone. We do understand and appreciate the challenges – there have been big changes in this area since the 60s. When does the 50 per cent design move forward?

R: The ninety per cent design submission is scheduled for May. It is progressing quickly, but it is still possible to review.

Q/C: Can you address our comments in four weeks? We are hoping to meet with Township in that time as well.

R: We have our contractual obligations on the schedule for May and that will require that we stick with the current project design template. In parallel, we will look at options to achieve a MUP on either side for discussion with the Township and MoTI, as some options may require a sign off process.

A subsequent meeting with HUB was scheduled and took place on May 9, 2016.

Meeting concluded at 12:05 p.m.

Ministry of Transportation and Infrastructure
216th Street Interchange and Highway 1 Improvement Project

ÉCOLES DES VOYAGEURS ELEMENTARY SCHOOL
PARENT ADVISORY COMMITTEE MEETING
April 19, 2016

Summary of the meeting with the École des Voyageurs Parental Advisory Committee for the 216th Street Interchange and Highway 1 Improvement Project consultation.

The meeting was held at École de Voyageurs Elementary School (8736 216 Street, Langley, BC) on Tuesday, April 19, 2016.

ATTENDEES

Participants	MoTI Project Team Representatives
École des Voyageurs Parent Advisory Committee Isabelle Baril, Principal, École des Voyageurs	Sheila Hui, A/Sr. Project Manager Paul Cordeiro – Township of Langley Duane Odenbach – Township of Langley (ToL) Elana Krol, Lucent Quay Consulting Inc.

Presentation and Comment

*The following abbreviations are used throughout this summary:
Q/C=Questions/Comment, R=Project Team Responses*

Meeting commenced at 6:10 p.m.

1. Welcome/Agenda Overview

Elana Krol welcomed the group, provided an outline of the meeting and reminder of project materials available at meeting and online. Sheila Hui, project manager for the 216th Street Interchange, began the presentation and went through the agenda items.

Q/C: Will you be addressing the area that goes beyond Telegraph Trail that is under consideration by Township of Langley?

R: *Today, the presentation will address only the scope under the jurisdiction of the Ministry.*

2. Presentation

Sheila Hui presented on the proposed 50 per cent design for the project

3. Discussion – Questions and Answers

Questions and comments from participants were welcomed, which prompted the following exchange with the Project Team:

Q/C: There is only one signal on the interchange?

R: *There are two signals at ramp intersections on the overpass structure. This design is quite different from what you see at the 200th Street interchange.*

Q/C: You can come off and on the highway heading westbound and eastbound?

R: *Yes, this design allows for full movement on the interchange overpass to allow access to and from the highway.*

Q/C: The HOV lanes are only to 208th Street? Why not past 216th Street?

R: *In the future, the Province is looking at extending HOV lanes and eventually extending out to Abbotsford, but for the scope of this project and budget, they are limited to completing the ramps to and from 202nd Street.*

Q/C: Where does the north side noise wall Ministry jurisdiction end?

R: *Ministry jurisdiction ends near the north side of the westbound ramp, close to the pump station. On the south side, we will build along the backside of 83rd Avenue. We will also be closing access at the poultry farm with a cul-de-sac at the end of 83rd Avenue.*

Q/C: How will this project address the train traffic at the intersection of 216th Street and South Glover Road? There are already traffic backups due to trains crossing at all times and now with this project there will be more traffic heading south on 216th Street towards Glover Road. This area will get totally backed up unless some type of signal or infrastructure is put in place because you can't turn left at that intersection.

R: *ToL response – Township is looking at extending 80th Avenue to Glover Road to improve access in the area and to the entrance of Trinity University. These improvements are part of a separate project currently under review. Please include your feedback in regards to this area and we will pass along these comments to the Township for consideration.*

Q/C: You've mentioned how this will be four lanes to 96th Avenue, we want to know - is it going to be widened and what will that cross section look like? Our school is too close to proximity for four lanes. We need more specifics from Township if they require land acquisition. We have safety concerns and inadequate signage. We need to have proper posting of speed limits. Everyone is going to be using this road now. The noise will

be worse than 88th Avenue in the middle of the day. Will this area be traffic controlled?

People disregard signage and speed all the time. There's no way to have access to our school from 88th Avenue. These are the questions we have and Township needs to better provide the specifics so we can provide our input.

Q/C: *ToL response – we are working with the Ministry to look at the project scope, to provide additional widening through the Telegraph Trail intersection. The current width of the 216th Street roadway will accommodate four lanes outside the school location already. We are working to maintain southbound access; we are not proposing a change there. We are looking to address parking frontage on 216th Street. The consultation the Ministry is leading is consistent with Township plans going back to 1985. We have had a plan for a four-lane road since 1985. We are constructing the 216th Street interchange to be consistent with that. There will be traffic, but all design elements will be in place to accommodate this - curbs, gutters, sidewalks, medians, landscaping. No super-wide boulevard like in Willoughby.*

R: Why is there no bigger transportation plan for 216th Street?

Q/C: *ToL response – 216th Street will be a four-lane arterial road – however, when that occurs is when the need arises. There won't be four lanes of traffic when the interchange is done in 2019. 2018 and 2019 budgets will look to address anticipated growth and once the interchange opens in 2019. Traffic signals at Telegraph Trail and other work to be completed, depends on traffic and increasing need.*

Q/C: Is 216th Street planned to be a truck route?

R: *ToL response - We are unable to answer at this time. For a road to become a designated a truck route, it involves a bylaw amendment. This would need to be approached by Council. 200th Street interchange is still the most direct route and trucks will likely stay on that route. We will be looking at additional traffic signals near Telegraph Trail, further north and south on 216th Street.*

Q/C: If it does become a truck route, you should address the speed limit early and improve signage now. What will the speed limit be?

R: *ToL response - Either 50 km/h or 60 km/h.*

Q/C: It should be 30/km. It should be set to school zone speed. What are our options to lobby for 30/km and more signage?

R: *ToL response - We follow the Canadian transportation guidelines for parks and school zones. For École des Voyageurs, there is an existing traffic signal, there are sidewalks and there is fencing protecting your*

parking and playground. Based on the guidelines, it does not warrant a school zone speed limit.

Q/C: If every other school in Langley is concerned with this issue why does the policy apply the same?

R: *ToL response - We are consistent with the policy and its usage. Across Canada, these policies are used for best practices. We follow these guidelines according to schools and parks.*

Q/C: Those policies need to consider unique locations like ours.

Q/C: These areas will be affected once the interchange goes in. It will be a chain effect.

R: *ToL response - We are considering and looking at these impacts. We are looking for the work to be completed for 2019 (216th Street Interchange), and work in the general area beyond the project scope for now. We are studying impacts and growth for three to six years down the road. There are no set plans yet or committed dates for other improvements. For now, the immediate concern is 216th Street and providing this interchange infrastructure.*

Q/C: What are the traffic counts of existing conditions? Will there be speed surveys? How will you monitor the impacts of travel speeds?

R: *ToL response – 216th Street and Telegraph Trail will be monitored; we have signal lights that can measure speed in this area.*

Q/C: Is an extra travel lane going to go past 264th Street? There is bottleneck traffic here already.

R: *We do have plans to extend lanes out to Abbotsford, but not yet. We will be studying this area going forward. For now, the budgeting and scope of this project allows us to extend to 216th Street. However, the 10-year transportation plan (BC on the Move) does look to extend further eastbound.*

Q/R: How much do you expect the noise level to go up? Do noise walls compensate for the increase in noise?

R: The MoTI noise policy stipulates that mitigation only be considered if an average minimum 5 decibel reduction can be achieved. The proposed noise walls will mitigate between 3 and 5 decibels. The new highway lanes are being built in the median and therefore further away from homes. That helps to limit the increase in noise from the highway traffic.

Meeting concluded at 7:10 p.m.



Project Update Sign Up

If you are interested in getting more information on this project, you can sign up for email updates by providing your email address below:

[Sign up for Updates](#)

Privacy Policy: Personal information collected will inform the Ministry of Transportation and Infrastructure Highway 1 and 216th Street Project under the authority of s.26 of the Freedom of Information and Protection of Privacy Act. If you have any questions about the collection, use and disclosure of your personal information, please contact David Hume, Executive Director, Citizen Engagement, PO BOX 9029, STN PROV GOV, Victoria BC V8V 9L9, ph: 250 589-9043

Share this:



Read the
**Discussion
Guide**



Sign up
to Receive
More Info



216TH STREET INTERCHANGE AND HIGHWAY 1 IMPROVEMENT PROJECT

PROJECT DISCUSSION GUIDE MARCH 2016

This discussion guide provides information about:

- Project design and benefits
- Environmental improvements
- Consultation on noise mitigation in your community
- Anticipated construction activities



Project Overview

The 216th Street Interchange and Highway 1 Improvement Project includes construction of a new interchange at the intersection of Highway 1 and 216th Street in Langley, and widening of Highway 1 between 202nd and 216th Street.

The project is designed to reduce congestion and increase capacity on Highway 1 and improve connectivity between Langley communities north and south of the highway. These communities have grown significantly in recent years and construction of a new interchange at 216th Street has been a Township of Langley priority for decades.

As part of the *B.C. on the Move* Transportation Plan, the project aims to better accommodate the current daily traffic volume of more than 106,000 vehicles on Highway 1 and build on the success of the Port Mann/Highway 1 Improvement Project, which reduced travel times in the corridor by up to 30 per cent.

The total project budget is \$59 million provided through a funding partnership between the Provincial Government, the Federal Government and the Township of Langley.

Consultation is being undertaken by the Ministry of Transportation and Infrastructure (Ministry).

Project Scope

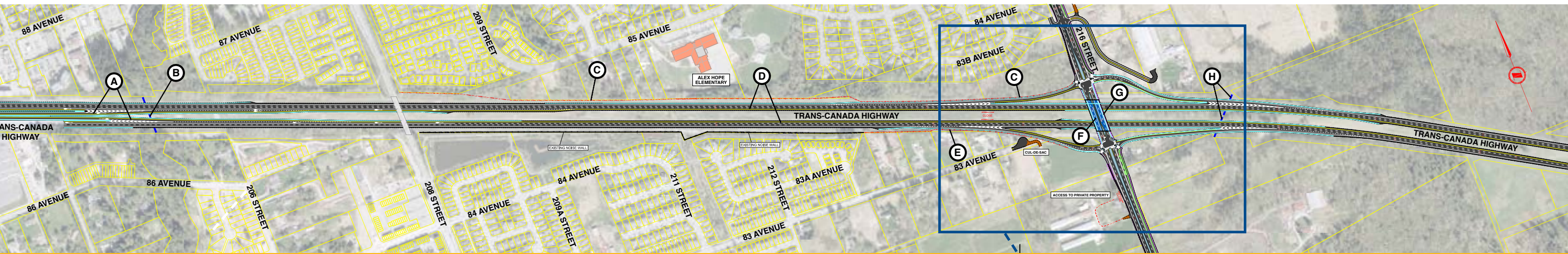
- Construct a new full movement, four-lane interchange at 216th Street with left turn lanes that provide access onto eastbound and westbound Highway 1
- Provide pedestrian and cycling access across the 216th Street Interchange overpass
- Build one additional general purpose lane both eastbound and westbound on Highway 1 between 202nd and 216th Street (Total 4.0 km)
- Complete extension of HOV ramps to and from 202nd Street

Project Benefits

- Improve traffic flow and travel times on Highway 1 by increasing lane capacity and extending HOV lanes
- Improve safety, operation and reliability when entering and exiting Highway 1
- Relieve congestion at the 200th and 232nd Street Interchanges
- Provide greater connectivity between Langley communities north and south of Highway 1
- Reduce idling times and related air emissions
- Allow for greater mobility options with the addition of pedestrian and cycling improvements

About B.C. on the Move

B.C. on the Move is a 10-year transportation plan that outlines critical investments and improvements throughout the province that will improve the daily lives of British Columbians. Almost \$2.5 billion over the next three years will be invested to grow the economy, improve safety, maintain and replace aging infrastructure and support trade for B.C.'s expanding resource sectors throughout Canada's Asia-Pacific Gateway. The 216th Street Interchange and Highway 1 Improvement Project delivers on the government's commitment to plan and deliver up to 20 new interchange improvement projects over the next 10 years on highways throughout the Lower Mainland.



Key Features

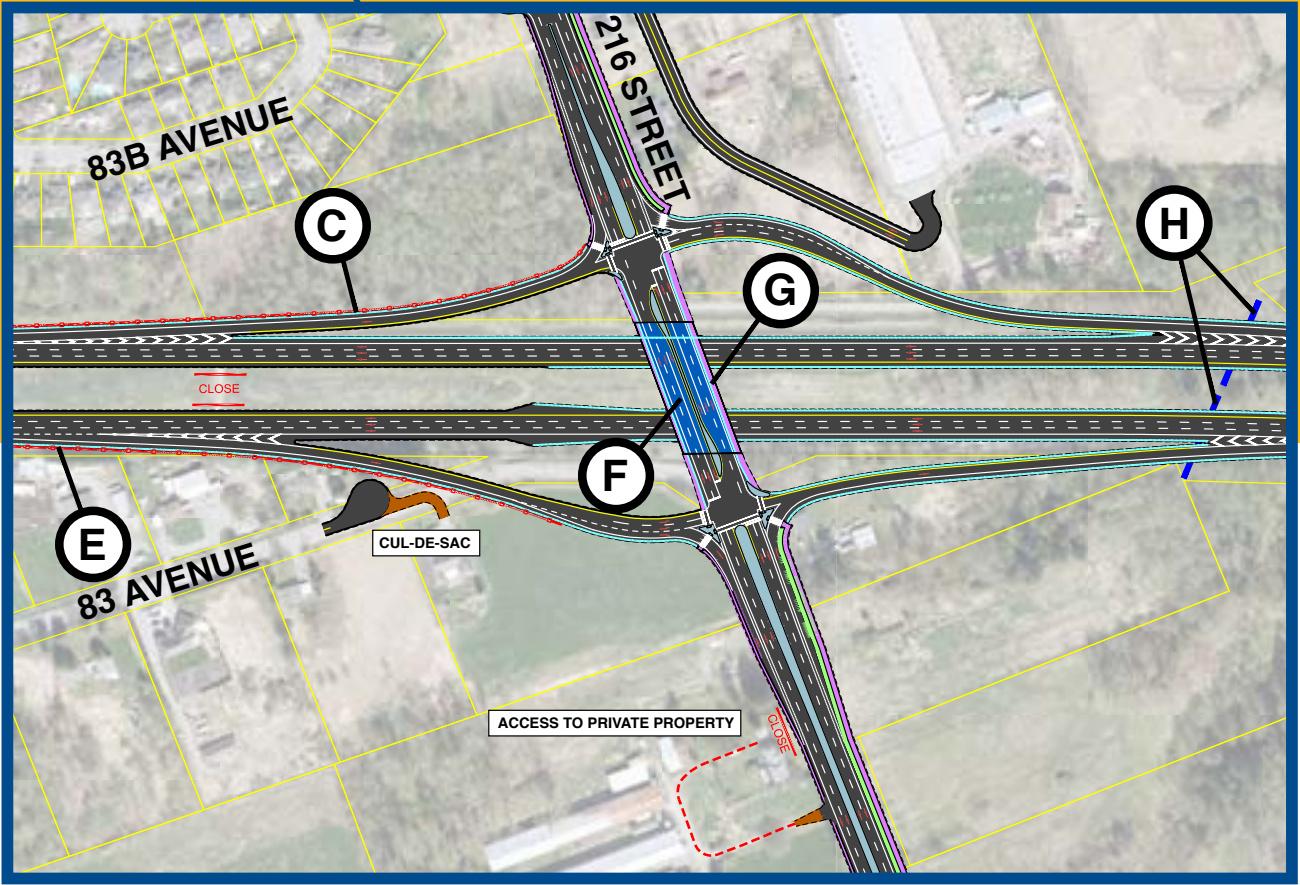
- A** Complete extensions of HOV ramps to and from 202nd Street
- B** Environmental upgrade at Yorkson Creek
- C** New north side noise wall built in Ministry right-of-way
- D** New general purpose lane eastbound and westbound on Highway 1 between 202nd and 216th Street (Total 4.0 km)
- E** New south side noise wall built in Ministry right-of-way
- F** New full movement, four-lane interchange at 216th Street with left turn lanes that provide access onto eastbound and westbound Highway 1
- G** New pedestrian and cycling access across the 216th Street interchange overpass
- H** Environmental upgrade at Guy Creek

Cycling and Pedestrian Improvements

- 1.8 m pedestrian sidewalk on west side of 216th Street Interchange.
- 1.8 m bike shoulder on west side of 216th Street Interchange.
- 3.0 m multi-use pathway (MUP) on east side of 216th Street Interchange. Separated from roadway to protect users. Shared by pedestrians and cyclists.
- Standard streetlamps and light reflective paint on lane markings ensure pathway visibility and safety.
- Provides safe and supportive access to the growing community of Walnut Grove, Willoughby and the regional pathway network.

Construction Activities – What to Expect

- A major priority of the project is to balance the needs of residents living adjacent to construction activities and motorists travelling on Highway 1. Every effort will be made to provide advance notice of construction activities and to minimize disruption to residents.
- Site preparations include preloading sand and gravel on site in advance of project construction. Utility work, installing drainage and soil stockpiling may also be required.
 - New highway lanes will be built in the centre median between the existing westbound and eastbound lanes.
 - Some temporary lane closures on Highway 1 will be required. For safety and operation purposes, highway lane closures occur at nighttime.
 - Noisy work, such as pile driving (for ramps, overpass foundations, etc.), will be scheduled during daytime hours (7 a.m. – 7 p.m.) wherever possible, as outlined by the Ministry’s guidelines to minimize the impact to the community.



Protecting the Environment

An Environmental Assessment Certificate for the project area was completed in 2008 as part of the Port Mann/Highway 1 Improvement Project. The assessment identified areas along the project alignment and provided detailed measures to mitigate environmental impacts. The project complies with the *Table of Commitments and Assurances* within the Environmental Assessment Certificate.

The project includes proposed upgrades to two existing culverts that connect Yorkson Creek and Guy Creek under the highway. These upgrades are designed to improve fish and wildlife passage and conserve natural habitats. The environmental improvements selected for the final design will meet the requirements outlined by the Environmental Assessment Certificate.

Throughout construction, routine site inspections will be conducted to monitor potential impacts and ensure compliance of the measurements outlined in the Environmental Assessment Certificate.

Noise Mitigation in Your Community

The locations for noise walls were determined by noise assessments conducted by the Ministry in 2014. Noise walls are constructed in the Ministry right-of-way, at a location where the wall would have the most benefit and adhere to the Ministry of Transportation and Infrastructure's Noise Policy. Some tree pruning along the right-of-way will be required for construction. Where necessary, temporary fencing will be set up to contain each property and to remind adjacent residents to keep children and pets a safe distance from the site throughout construction.

Two noise wall locations have been identified for this project. The Ministry seeks the community's input on noise wall designs under consideration. Both noise wall options are pre-approved systems. The community's feedback will play a part in selecting the appropriate design. See page 2 and 3 of this discussion guide for noise wall locations.

Noise Wall Options

The Ministry is seeking feedback from adjacent residents on two proposed noise wall options. The two options are wood or concrete, both of which are effective in reducing noise. Please consider this information and provide your feedback on noise wall design on questions 8 and 9 of your feedback form.

Consultation with Local Communities

In July 2015, the Ministry announced plans to move forward with this project and began its public consultation process last fall. Consultation provides current information about the project and offers an opportunity for the local community to comment on design features such as noise walls. The input gathered from the community is recorded and considered along with technical and financial information to help improve and complete the project design.

The Ministry has also been conducting individual consultations with key stakeholders including adjacent landowners, First Nations, community associations, business organizations, and environmental groups. These stakeholders have provided valuable feedback that will play an important role in the project planning.

How To Provide Your Input:

Please complete and return a feedback form by **April 21, 2016** through one of the following ways:

Online survey: engage.gov.bc.ca/highway1and216/

Email: 216interchange@gov.bc.ca

Fax: 604-527-2265

Mail: #310 -1500 Woolridge St.
Coquitlam, B.C.
V3K 0B8

For more information, visit: Govtogether.bc.ca



WOOD WALL

- Easy to construct
- Effective in reducing noise
- Durable and stable
- Maintain aesthetic of pre-existing noise wall on south side of Highway 1



CONCRETE WALL

- Easy to construct
- Effective in reducing noise
- Low maintenance and long lasting



Ministry of
Transportation
and Infrastructure



Ministry of Transportation and Infrastructure

216th Street Interchange and Highway 1 Improvement Project **FEEDBACK FORM**

The 216th Street Interchange and Highway 1 Improvement Project (the project) includes construction of a new interchange at 216th Street and widening of Highway 1 by one lane in each direction from 202nd Street to 216th Street. The project is designed to improve traffic flow and reduce congestion on Highway 1, and improve community connectivity between Willoughby and Walnut Grove in Langley.

Your Feedback is Important

This feedback form seeks your input about the proposed project design, noise walls, and traffic management during construction. The Ministry of Transportation and Infrastructure's project team will consider feedback along with input from others to finalize the project design. A summary report of all feedback collected through the consultation process will be prepared and posted to the project webpage in May 2016.

We invite you to provide your feedback by completing this form, which you may return in one of the following ways:

In person: Public Open House at Alex Hope Elementary (21150 85 Avenue, Langley)
March 31, 2016 (2:30 p.m. – 8 p.m.)

Online: engage.gov.bc.ca/highway1and216/

By email: 216interchange@gov.bc.ca

By mail: Sheila Hui, A/ Sr. Project Manager
South Coast Region, Ministry of Transportation and Infrastructure
310 - 1500 Woolridge Street
Coquitlam, B.C.
V3K 0B8

Please provide your feedback by **April 21, 2016**.

Personal information collected through this survey will inform the 216th Street Interchange and Highway 1 Improvement Project under the authority of s.26 of the Freedom of Information and Protection of Privacy Act. If you have any questions about the collection, use and disclosure of your personal information, please contact:

David Hume, Executive Director, Citizen Engagement PO BOX 9029, STN PROV GOV Victoria BC V8V 9L9 Ph: 250 589-9043

PROJECT SCOPE AND DESIGN

1. How important to you are each of the following project considerations? Please mark an X in the box.

Project Consideration	Extremely important	Very important	Not very important	Not at all important
<i>Improved vehicle accessibility between Walnut Grove and Willoughby</i>				
<i>Improved traffic flow on Highway 1</i>				
<i>Improved cycling and pedestrian access across Highway 1</i>				
<i>Maintaining property access during construction</i>				
<i>Reduced noise from highway operations</i>				
<i>Traffic management during construction</i>				
<i>Protecting the environment</i>				
<i>Increased public safety</i>				
<i>Visual effects</i>				
<i>Project cost</i>				

2. Having read the discussion guide, how satisfied are you with the overall project as proposed?

⌢ Extremely satisfied ⌢ Very satisfied ⌢ Somewhat satisfied ⌢ Not very satisfied ⌢ Not at all satisfied

3. What comments, if any, do you have about the new interchange design?

4. The two new lanes on Highway 1 between 202nd Street and 216th Street will be constructed while maintaining current traffic flow in both directions. What comments, if any, do you have about traffic management during construction?

5. Page 2 of the discussion guide provides information on the multi-use pathway and pedestrian sidewalk on the new interchange overpass. What comments, if any, do you have about cycling and pedestrian access?

6. Page 3 of the discussion guide provides information about plans to upgrade two existing culverts, which will improve fish and wildlife passage. What comments, if any, do you have about these improvements?

7. What additional comments, if any, do you have about the project?

NOISE MITIGATION

We would like your input on the proposed noise wall construction in your area. Additional information is available in the discussion guide.

8. Having reviewed the consultation materials and page 4 of the discussion guide, which do you prefer for the new north side noise wall?

☐ Wood noise wall ☐ Concrete noise wall

9. Having reviewed the consultation materials and page 4 of the discussion guide, which do you prefer for the new south side noise wall?

☐ Wood noise wall ☐ Concrete noise wall

10. Please use the space provided below to share any additional considerations or comments about noise mitigation.

TELL US ABOUT YOURSELF

11. Where do you live? Please check only one.

- ☐ Langley (Walnut Grove)
- ☐ Langley (Milner Heights)
- ☐ Langley (Willoughby)
- ☐ Other Langley
- ☐ Other (specify): _____

12. Where do you normally work/attend school. Please check only one.

- ☐ Langley (Walnut Grove)
- ☐ Langley (Milner Heights)
- ☐ Langley (Willoughby)
- ☐ Other Langley
- ☐ Other (specify): _____

13. How often do you travel on Highway 1 between 202nd Street and 216th Street?

- ☐ 4 or more times per week
- ☐ 1 to 3 times per week
- ☐ Less than once per week
- ☐ Never

14. How did you hear about this information session? Please check all that apply.

- ☐ Newspaper advertisement
- ☐ Letter in the mail
- ☐ Friends/neighbours
- ☐ Email notifications
- ☐ Community association or other organization (please specify) _____
- ☐ Other (specify): _____

To receive project updates, please provide the following information (optional):

Name: _____

Email: _____

Phone: _____

Address: _____

Thank you for providing your input.

Please complete and return your feedback form on or before **April 21, 2016.**

APPENDIX 5

OPEN HOUSE DISPLAY BOARDS

TELL US WHERE YOU'RE FROM

216TH STREET INTERCHANGE AND HIGHWAY 1 IMPROVEMENT PROJECT



Please place a pin indicating generally where you are located. If you are located outside of this area, use the white space around the map.

Ministry of
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WELCOME

216TH STREET INTERCHANGE AND HIGHWAY 1 IMPROVEMENT PROJECT

Thank you for attending the open house for the 216th Street Interchange and Highway 1 Improvement Project.

Today we welcome you to:

- Meet members of the project team and ask questions about the project
- View the display boards and learn about the project
- Provide comments on the project design, key features and noise mitigation
- Learn how to stay informed throughout the design phase of the project

Please submit your feedback by April 21, 2016:

Online at: engage.gov.bc.ca/highway1and216/

In person: at today's **open house**

By email: 216interchange@gov.bc.ca

By mail: Sheila Hui, A/ Sr. Project Manager
South Coast Region, Ministry of Transportation and Infrastructure
310-1500 Woolridge Street
Coquitlam, BC
V3K 0B8

For more information and to sign up to
receive project updates, please visit:
engage.gov.bc.ca/highway1and216/



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PROJECT OVERVIEW

216TH STREET INTERCHANGE AND HIGHWAY 1 IMPROVEMENT PROJECT

The 216th Street Interchange and Highway 1 Improvement Project includes construction of a new interchange at 216th Street and Highway 1 in Langley and four kilometres of highway widening from 202nd to 216th Street.

The project is being delivered by the Province of British Columbia, the Government of Canada and the Township of Langley.

Why is the project needed?

- To provide much needed highway upgrades to improve overall operation, reliability and safety
- To improve connectivity and alleviate congestion between Langley communities north and south of Highway 1
- To better accommodate growing traffic demands and the current daily traffic volume of more than 106,000 vehicles on Highway 1

About B.C. on the Move

This project is part of B.C. on the Move, the Government of B.C.'s 10-year transportation strategy to improve the province's transportation network.

B.C. on the Move will build 20 new interchange projects on highways throughout the Lower Mainland in the next decade.

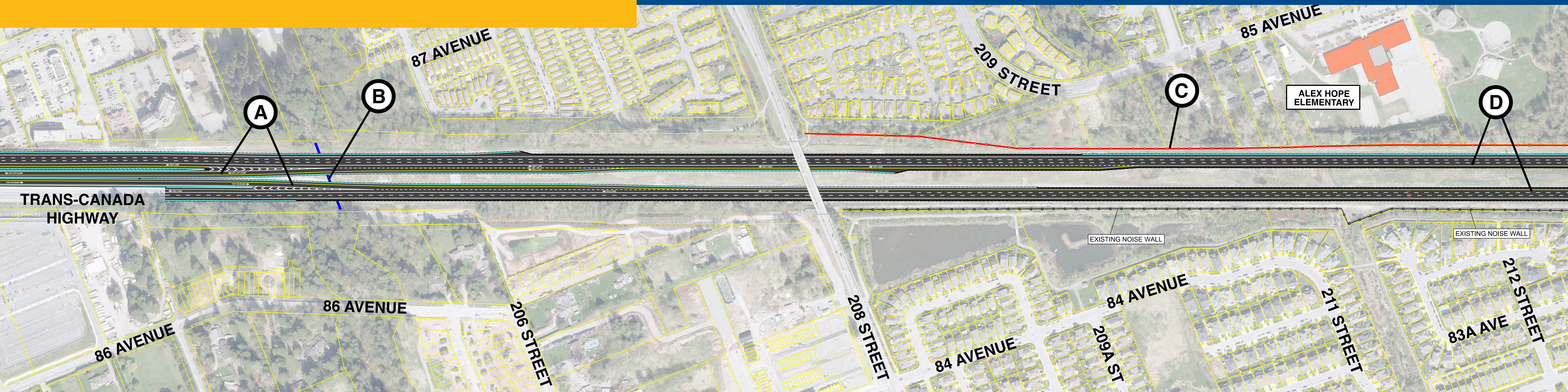
Total project budget: \$59 million

- \$22.3 million from the Government of Canada
- \$22.3 million from the B.C. Government
- \$14.3 million from the Township of Langley



Ministry of
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PROJECT DESIGN



(A) Complete extensions of HOV ramps to and from 202nd Street

(B) Environmental upgrade at Yorkson Creek

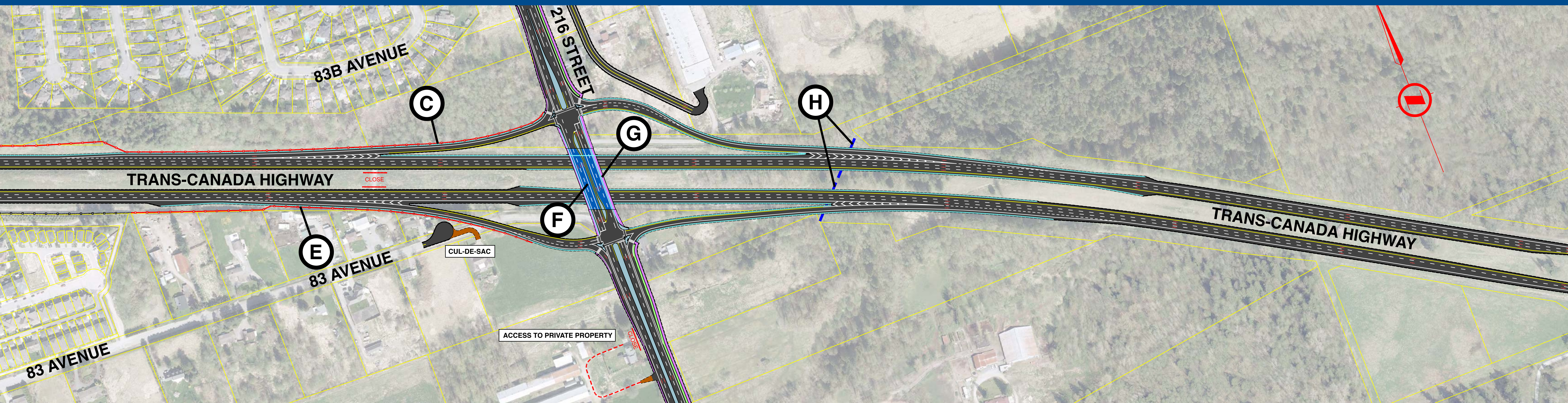
(C) New north side noise wall built in Ministry of Transportation and Infrastructure's right-of-way

(D) New general purpose lane eastbound and westbound on Highway 1 between 202nd and 216th Street (Total 4.0 km)



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216TH STREET INTERCHANGE AND HIGHWAY 1 IMPROVEMENT PROJECT



- E** New south side noise wall built in Ministry right-of-way
- F** New full movement, four-lane interchange at 216th Street with left turn lanes that provide access onto eastbound and westbound Highway 1

- G** New pedestrian and cycling access across the 216th Street interchange overpass
- H** Environmental upgrade at Guy Creek

PROJECT BENEFITS

216TH STREET INTERCHANGE AND HIGHWAY 1 IMPROVEMENT PROJECT

Project Benefits Include:

- Improving traffic flow and travel times along Highway 1
- Relieving existing congestion at the 200th Street and 232nd Street Interchanges
- Providing cycling and pedestrian access on the new interchange
- Improving connectivity between Langley communities north and south of Highway 1
- Reducing idling times and related air emissions
- Offering more mobility options with the addition of pedestrian and cycling improvements

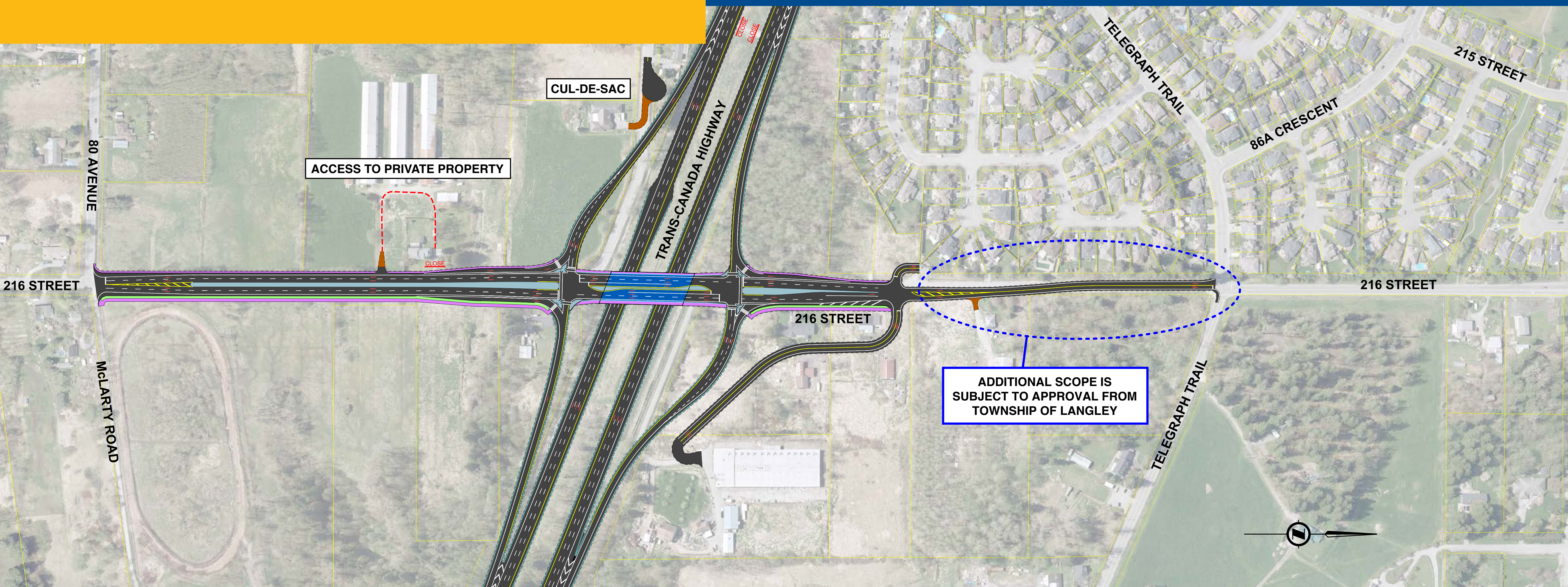


*Eastbound Highway 1
congestion during peak hours*

**The project will reduce idling and
lower greenhouse gas emissions**

PROJECT DESIGN

216TH STREET INTERCHANGE AND HIGHWAY 1 IMPROVEMENT PROJECT

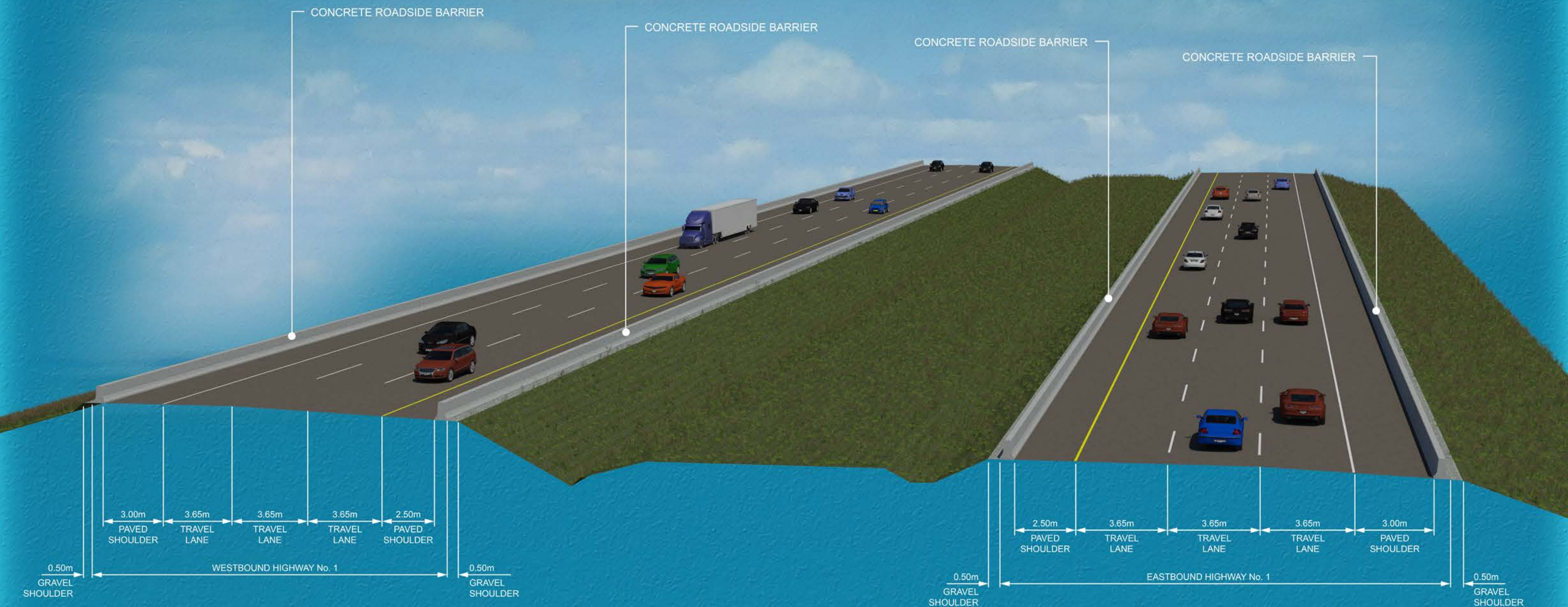


Key project features designed to alleviate highway congestion and provide better connections in Langley include:

- Building a new full movement, four-lane interchange at 216th Street with left turn lanes that will provide access onto eastbound and westbound Highway 1
- Providing new pedestrian and cycling access across the 216th Street Interchange overpass
- Constructing one additional general purpose lane both eastbound and westbound on Highway 1 between 202nd and 216th Street (Total 4.0 km)
- Completing extensions of HOV ramps to and from 202nd Street

HIGHWAY 1 LANE WIDENING

216TH STREET INTERCHANGE AND HIGHWAY 1 IMPROVEMENT PROJECT

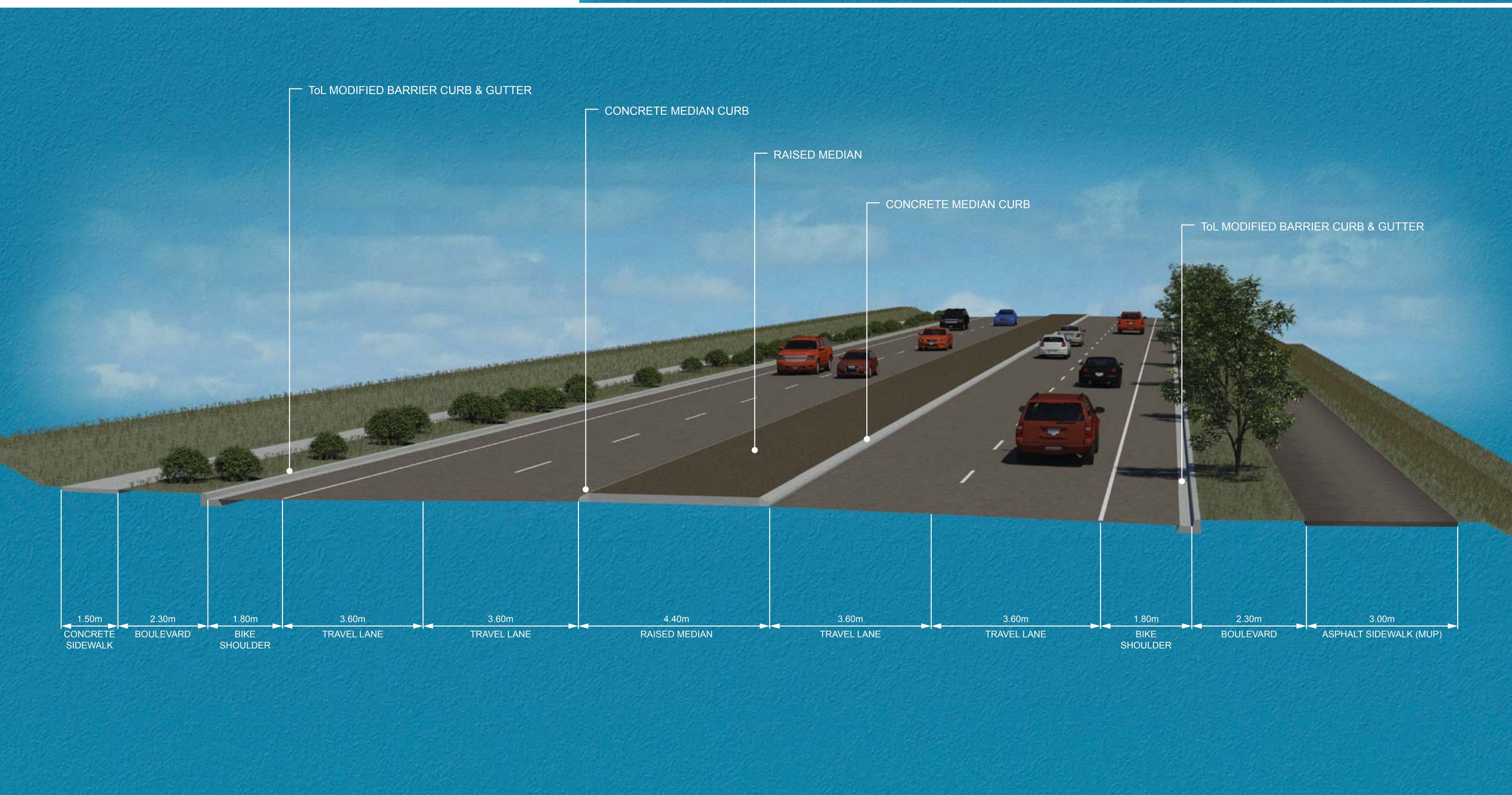
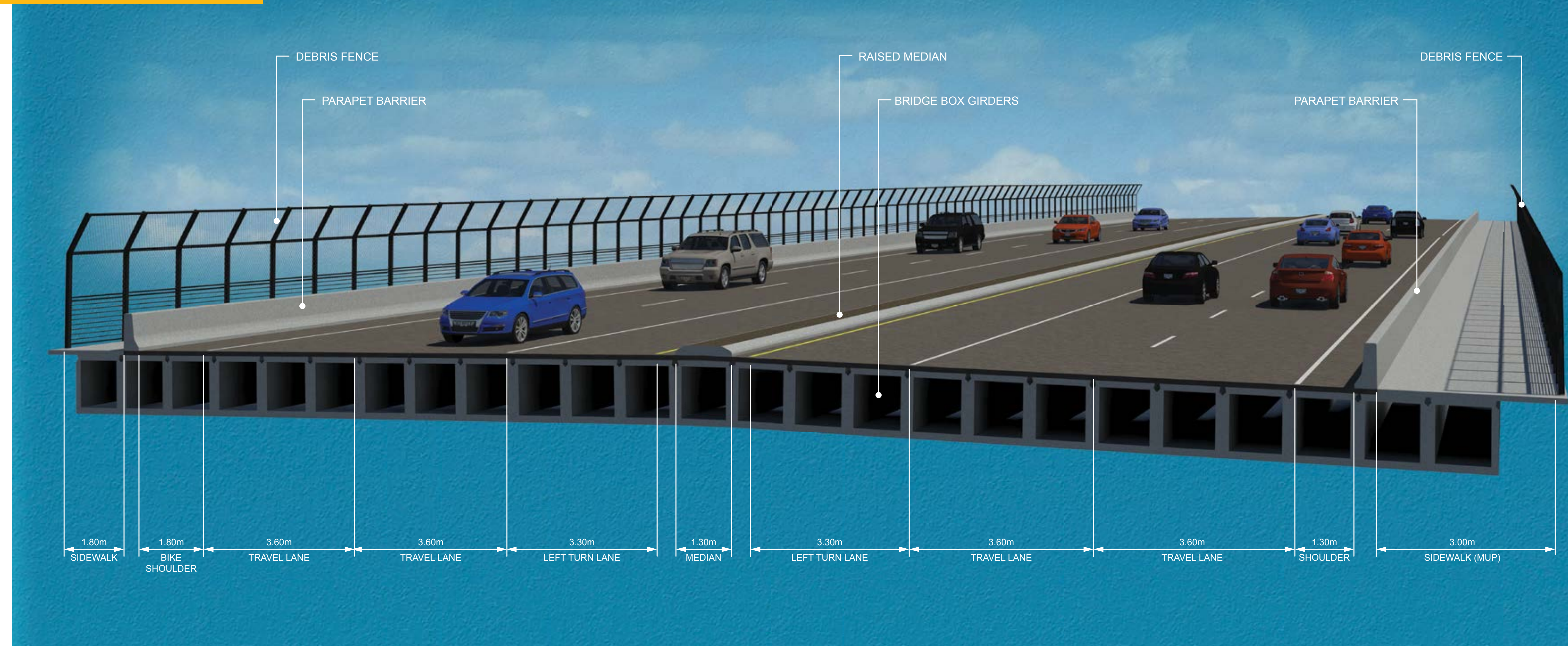


Cross section of Highway 1 lane widening

216TH STREET INTERCHANGE

216TH STREET INTERCHANGE AND HIGHWAY 1 IMPROVEMENT PROJECT

Cross section of 216th Street Interchange Overpass



Cross section of 216th Street Roadway

NOISE MITIGATION IN YOUR COMMUNITY

216TH STREET INTERCHANGE AND HIGHWAY 1 IMPROVEMENT PROJECT

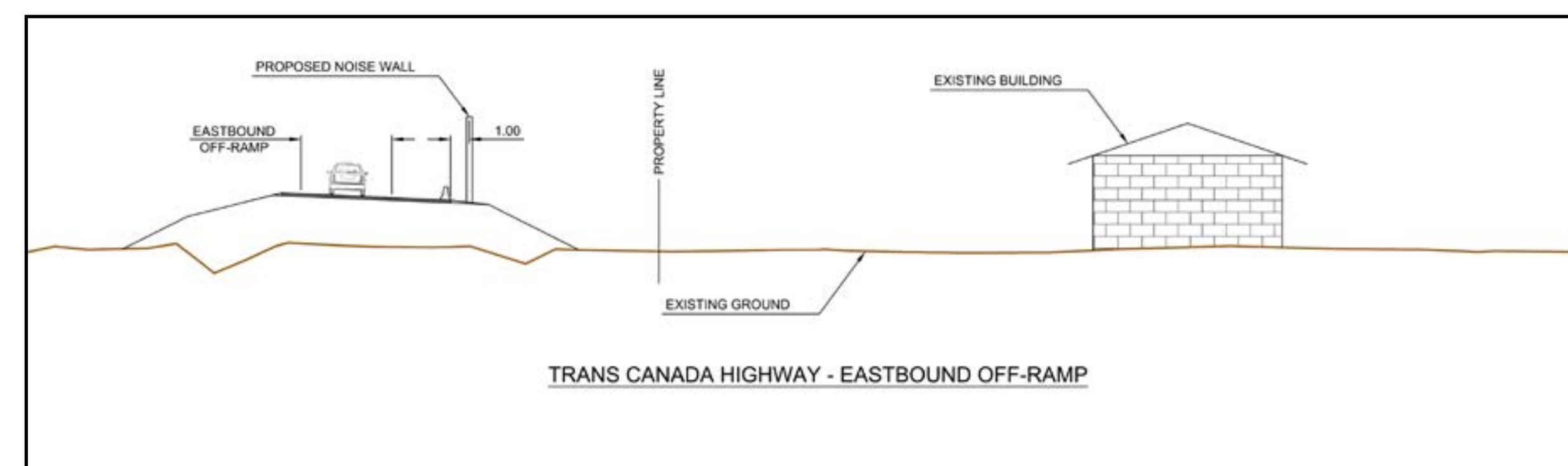
Noise Walls

The locations for noise walls were determined by noise assessments conducted by the Ministry in 2014. Noise walls are constructed in the Ministry right-of-way and adhere to the Ministry of Transportation and Infrastructure's Noise Policy. Some tree pruning along the right-of-way will be required for construction.

Please view board 4A and 4B for noise wall locations on project map.

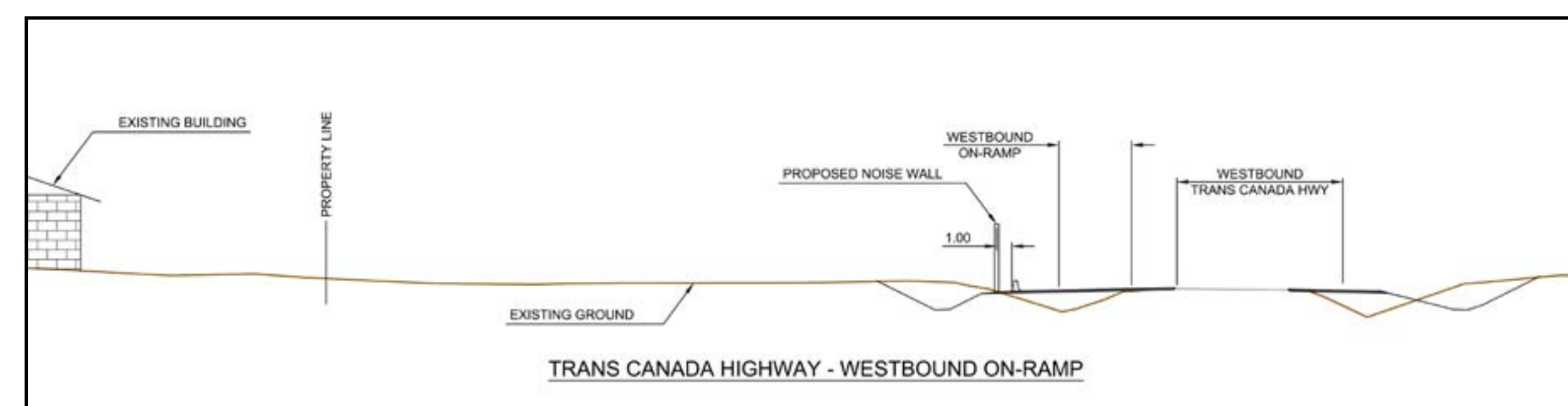
South Noise Wall

*Along the new eastbound
off-ramp to 216th Street*



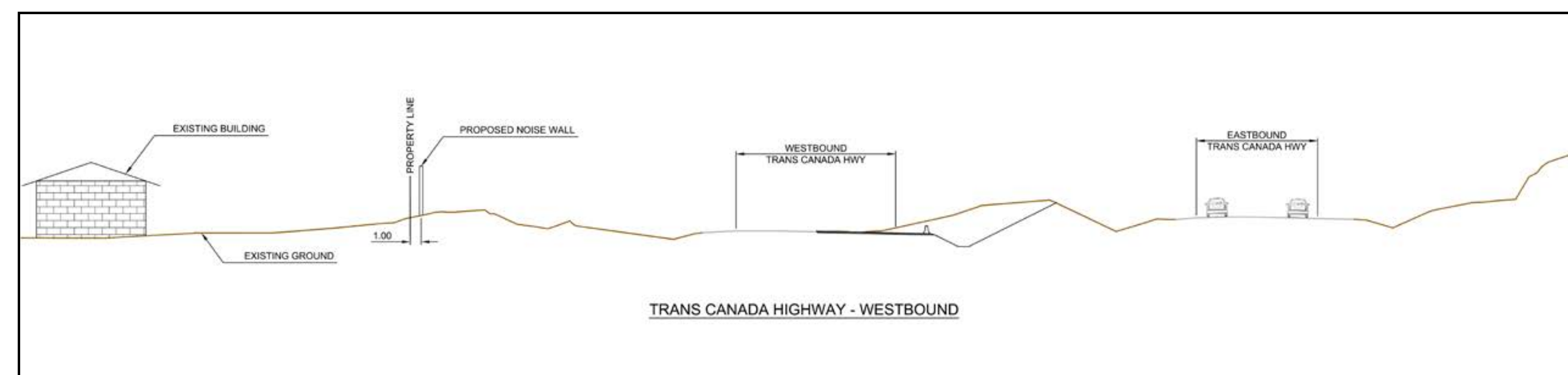
North Noise Wall

*Along the new westbound
on-ramp at 216th Street
(continuous wall)*



North Noise Wall

*Westbound Highway 1 from
216th Street on-ramp to
208th Street (continuous wall)*



NOISE WALL OPTIONS

216TH STREET INTERCHANGE AND HIGHWAY 1 IMPROVEMENT PROJECT

The Ministry is seeking feedback from adjacent residents on two proposed noise wall options. The two options are wood or concrete, both of which are effective in reducing noise.

Please review each option and provide your feedback on noise wall design on questions 8 and 9 of your feedback form.



WOOD WALL

- Easy to construct
- Effective in reducing noise
- Durable and stable
- Maintains aesthetic of pre-existing noise wall on south side of Highway 1



CONCRETE WALL

- Easy to construct
- Effective in reducing noise
- Low maintenance and long lasting

ENVIRONMENTAL IMPROVEMENTS

216TH STREET INTERCHANGE AND HIGHWAY 1 IMPROVEMENT PROJECT

Environmental Assessment Certificate

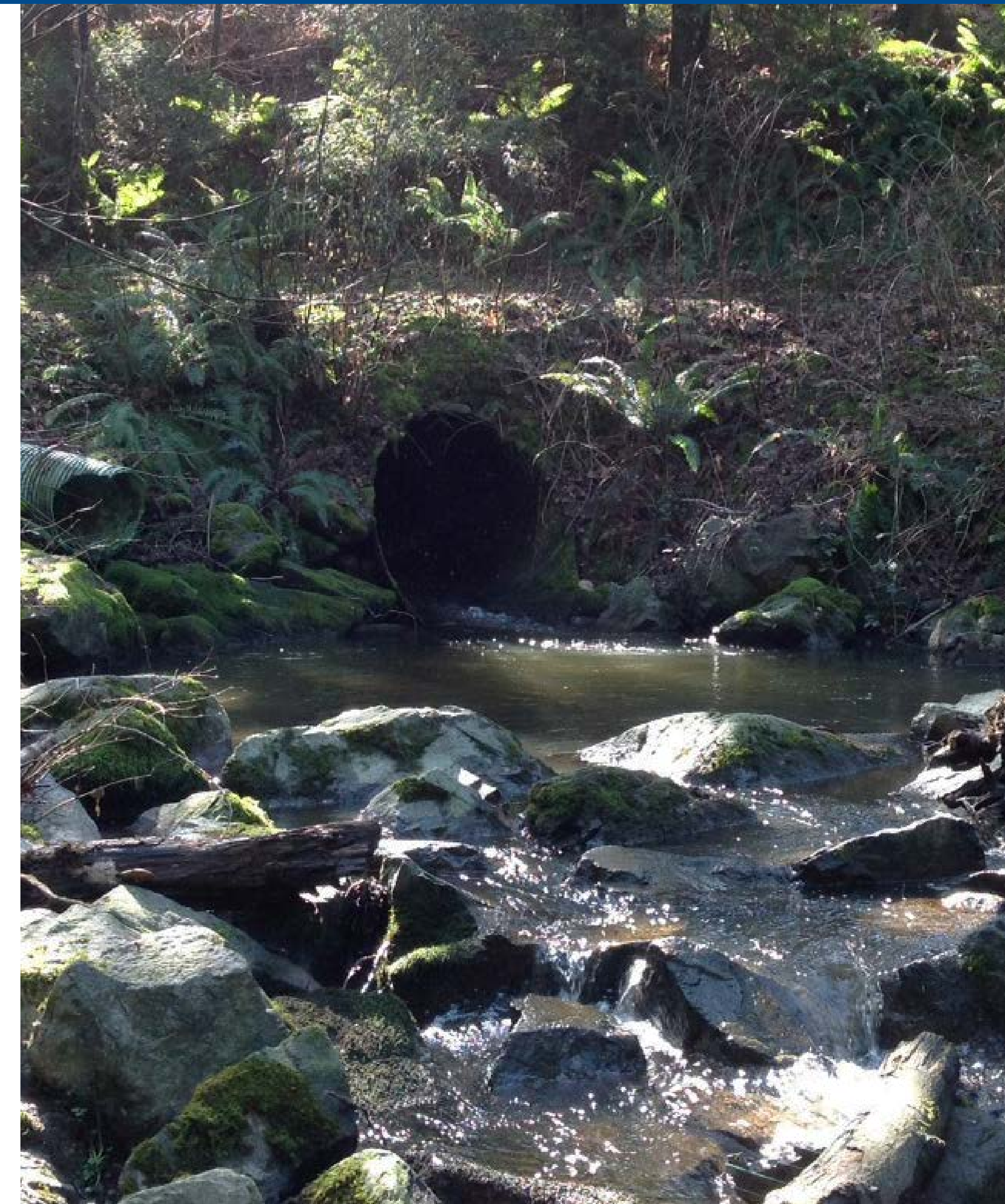
An Environmental Assessment Certificate for the project area was completed in 2008 as part of the Port Mann/Highway 1 Improvement Project. The assessment identified areas along the project alignment and provided detailed measures to mitigate environmental impacts. The project complies with the *Table of Commitments and Assurances* within the Environmental Assessment Certificate.

Environmental Improvements

The project includes proposed upgrades to the culverts under the highway that connect Yorkson Creek and Guy Creek. These upgrades are designed to improve fish and wildlife passage and conserve natural habitats. The environmental improvements selected for the final design will meet the requirements outlined by the Environmental Assessment Certificate.

Environment During Construction

- Air quality and dust control measures will be implemented throughout construction
- Routine site inspections will be conducted to monitor impacts and ensure compliance with Environmental Assessment Certificate requirements



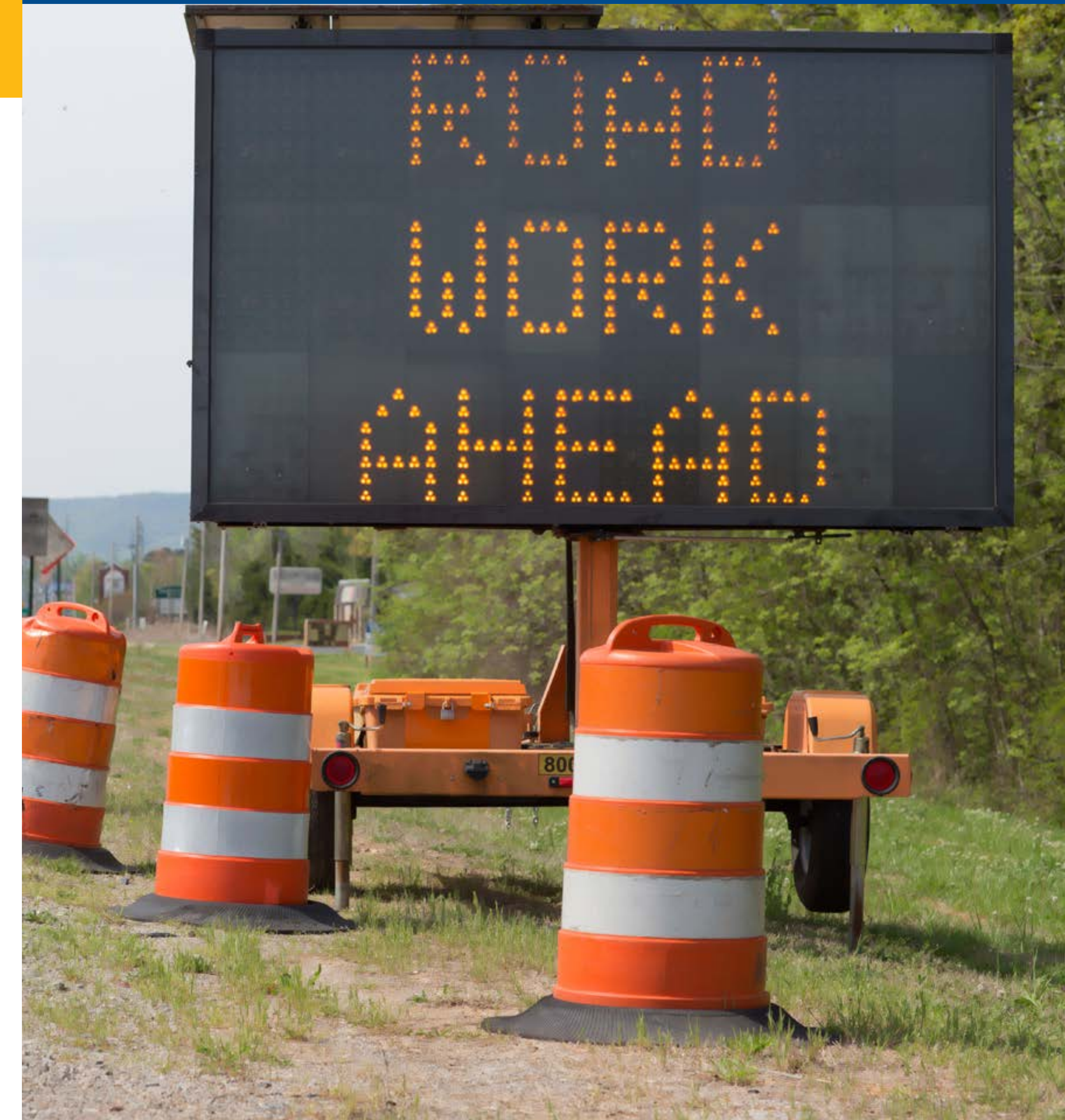
CONSTRUCTION ACTIVITIES

WHAT TO EXPECT

Local area residents, motorists, and the community will be notified in advance of construction activities taking place as part of this project.

- Highway widening and noise wall construction completed within the Ministry right-of-way
- Site preparation includes preloading sand and gravel, utility work and installing drainage
- Construction of the new highway lanes in the centre median between the existing westbound and eastbound lanes
- Temporary lane closures on Highway 1 will be required. For safety and operation purposes, highway lane closures occur at nighttime
- Noisy work, such as pile driving for ramps and overpass foundations will be scheduled during daytime hours (7 a.m. – 7 p.m.) wherever possible, as outlined by the Ministry of Transportation and Infrastructure's guidelines to minimize any potential impact to the community

216TH STREET INTERCHANGE AND HIGHWAY 1 IMPROVEMENT PROJECT



NEXT STEPS

216TH STREET INTERCHANGE AND HIGHWAY 1 IMPROVEMENT PROJECT

The Ministry of Transportation and Infrastructure will consider your feedback, along with technical and financial information, to improve and complete the project design.

Next steps in the consultation process are provided below:

- Review stakeholder input from this open house and key stakeholder meetings
- Complete detailed design and provide community update
- Retain a construction contractor through a competitive selection process
- Update the public and stakeholders on future construction activities



Thank you for your participation.



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