



Public Engagement Summary Report

Bus Rapid Transit (BRT) Program Phase 3 Engagement

King George Boulevard and Langley-Haney Place BRT

January 13 to February 8, 2026

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Executive Summary

Executive Summary

Background

Phase 3 of the Bus Rapid Transit (BRT) public engagement program focused on the King George Boulevard and Langley-Haney Place corridors and sought feedback on proposed road changes to support faster, more frequent, and more reliable transit service. This phase built on earlier engagement by inviting the public to consider corridor-specific design options and the trade-offs associated with different ways of prioritizing transit.

Planning to date has identified centre lane BRT as a strong option in many segments, while alternative configurations are being considered where local constraints apply. In these locations, options such as curbside lane BRT or mixed-traffic operations are being explored. Feedback gathered through Phase 3 will help refine corridor-specific approaches as planning progresses.

Engagement Overview

Public engagement was conducted over a 26-day period from January 13 to February 8, 2026, using a mix of online tools, in-person events, and targeted outreach. Activities were designed to balance broad regional awareness with detailed, location-specific conversations in communities along each corridor.

Engagement included:

- **More than 3,300 completed surveys**, supported by in-person input from open houses, community pop-ups, stakeholder meetings, and written submissions.
- **Targeted outreach near the corridors**, including door-knocking, mailed postcards to nearby businesses and households, and transit system signage.
- **Digital and media outreach**, including digital advertising, social media, and earned media coverage, to support awareness and participation.

Together, these efforts generated input from a broad range of participants representing different ages, travel behaviours, and communities.

Given the corridor-specific nature of the proposed road changes, engagement findings are analyzed and reported separately for the King George Boulevard and Langley-Haney Place projects. This approach reflects the different local contexts and ensures feedback informs more targeted corridor-specific refinement as planning advances.

Key Findings

Six key themes emerged through this public engagement.

Theme 1: Strong belief that BRT will improve transportation

- Most participants believe the proposed BRT projects would improve transportation along both corridors (84% for KGB and 85% for LHP).
- Participants expect faster, more reliable transit and stronger regional connectivity.
- Support is strongest among frequent transit users and younger respondents, while confidence varies by travel behaviour and location.

Theme 2: Improving speed and reliability remain the top service priorities

- Participants consistently identified fast, reliable, and dependable transit service as the most important outcome.
- Reducing travel time, improving on-time performance, and increasing service consistency were cited more frequently than any other service attributes across both corridors.

Theme 3: Clear trade-offs emerge between transit priority and vehicle access

- Many participants support dedicated lanes and stronger transit priority to achieve reliability gains.
- Others expressed concerns about lane reallocation, congestion, and access to homes and businesses.
- Non-transit users and participants in more auto-oriented areas placed greater emphasis on maintaining road capacity.

Theme 4: Safety and accessibility remain important considerations across design options

- Participants frequently raise questions about safety and ease of access.
- For centre lane BRT, concerns include pedestrian crossings, access to platforms, and challenges for seniors or people with mobility limitations.
- For curbside lane BRT, concerns focus on conflicts with right turning vehicles, parking interactions, and risks for cyclists and pedestrians.

Theme 5: Preferences reflect local context and corridor-specific conditions

- Feedback varied significantly by municipality and corridor segment, reflecting differing land use and travel patterns.
- Participants in the Township of Langley placed relatively greater emphasis on preserving vehicle capacity.
- Participants in Maple Ridge highlighted corridor-specific concerns along Lougheed Hwy including access and turning movements.

Theme 6: Strong interest in better multimodal connections and cohesive corridor design

- Participants emphasized the importance of safe, comfortable walking and cycling infrastructure.

- Seamless connections to other transit services and clear, consistent corridor design were viewed as essential to making BRT convenient and widely usable.

What We Heard: King George Boulevard BRT

Feedback on the King George Boulevard BRT emphasized the need for faster, more reliable north-south transit in a busy and constrained corridor. Speed and reliability were consistently identified as top priorities, with many participants viewing centre lane BRT as the most effective way to reduce delays and improve transit performance through high-demand areas.

Recurring themes raised during engagement include:

- **Key destinations and activity centres:** Safety and accessibility concerns near locations such as Surrey Memorial Hospital, Newton Exchange, and Surrey City Centre, particularly related to pedestrian crossings and station access for centre lane BRT.
- **Turning movements and access:** Ongoing concerns about left-turns, U-turns, and access to businesses and properties, especially in segments with high intersection density and commercial frontage.
- **Curbside operating challenges:** For curbside lane BRT, participants frequently raised potential conflicts with right-turning vehicles, driveway access, parking activity, cyclists, and pedestrians.
- **Segment-specific variation:** Preferences and concerns varied by location, reflecting differences in congestion levels, surrounding land uses, and travel patterns along the corridor.

What We Heard: Langley-Haney Place BRT

Feedback on the Langley-Haney Place BRT highlighted strong interest in improved transit reliability and regional connectivity across Langley and Maple Ridge. Many participants viewed BRT as a needed upgrade to support faster travel, better connections, and future growth, with strongest support among younger adults and frequent transit users.

Recurring themes raised during engagement include:

- **Road capacity and lane reallocation:** Persistent concerns about maintaining vehicle capacity along 200 St and 202 St in the Township of Langley, where traffic volumes are high and future growth is a key consideration.
- **Congestion hot spots:** Frequent references to congestion and operational constraints near major intersections, including the Hwy 1 roundabout north of Carvolth Exchange.
- **Lougheed Hwy access:** In Maple Ridge, feedback along Lougheed Hwy focused on business access, mid-block left-turns, and the balance between safety and access.
- **Regional connections:** Strong emphasis on connections to Willowbrook Station, Maple Meadows Station, the future Surrey Langley SkyTrain, R3 RapidBus, and West Coast Express.

- **Multimodal access:** Consistent calls for safe walking and cycling infrastructure to support access to BRT stations along the entire corridor.

Next Steps

TransLink, together with government partners, will use feedback gathered through this engagement to refine the preferred configurations for the King George Boulevard and Langley-Haney Place BRT projects. Input from Phase 3 will be combined with technical analysis and municipal planning to advance both corridors into detailed design.

Engagement findings will directly inform corridor-specific refinements, including lane configuration, station access, safety treatments, and multimodal connections.

Public Engagement Overview

Background

Every day, more than 400,000 people rely on transit to get where they need to go. As communities across the region continue to grow and change, maintaining strong rapid transit service is essential to supporting access, mobility, and economic activity. Reliability, speed, and service quality remain critical considerations for transit users across the network. At the same time, funding constraints at all levels of government require careful investment prioritization.

Bus Rapid Transit (BRT) offers a cost-effective option for strengthening rapid transit service, delivering more coverage at significantly lower cost than rail. Investments in BRT can improve reliability, frequency, and accessibility, helping transit continue to meet the region's transportation needs over time.

Bus Rapid Transit Program



Figure 1: Daytime and nighttime conceptual renderings of centre lane BRT configuration



Figure 2: Daytime and nighttime conceptual renderings of curbside lane BRT configuration

TransLink is advancing the region's first Bus Rapid Transit (BRT) program, which will deliver fast, frequent, and reliable service supported by dedicated lanes, transit signal priority, and weather-protected stations.

In November 2023, the Mayors' Council on Regional Transportation identified King George Boulevard, Langley-Haney Place, and Metrotown-North Shore as the first three BRT corridors to move forward into planning, engagement, and implementation. These corridors were selected for their ability to support strong ridership potential, improve access to key destinations, and align with long-term land use and transportation objectives across the region.

Since 2023, TransLink has worked with partner municipalities and undertaken the following public engagement to inform the development of these BRT corridors:

Phase 1 Engagement: BRT Customer Experience

June 6 to October 1, 2024

In Phase 1, TransLink asked the public for input on key aspects of the BRT customer journey—including service frequency, station amenities, and vehicle features—to help develop guiding principles for the BRT Customer Experience. Public feedback highlighted the importance of:

- Fast, frequent, and reliable service that connects more parts of the region.
- Weather-protected stations with real-time information displays.

The BRT Customer Experience Public Engagement Summary Report is available [here](#).

Phase 2 Engagement: BRT Features Engagement

January 16 to February 9, 2025

Phase 2 built on earlier engagement by inviting feedback on updated station designs, service features, and elements of the passenger experience for the King George Boulevard and Langley-Haney Place corridors. This phase helped refine design elements to better serve local communities.

The BRT Features Public Engagement Summary Report is available [here](#).

Metrotown-North Shore BRT Engagement

August 25 to September 21, 2025

From The Metrotown-North Shore BRT corridor is one of three BRTs prioritized by TransLink and the Mayors' Council on Regional Transportation. Key destinations include Park Royal, Lonsdale Quay, Phibbs Exchange, Kootenay Loop, and BCIT's Burnaby campus with connections to the SkyTrain network at Brentwood Town Centre and Metrotown Station.



Figure 3: Overview Map of Metrotown-North Shore BRT

There are two route options in the City of Vancouver and the City of Burnaby. During public engagement, TransLink presented the benefits, trade-offs, and future design considerations for each route. The two route options are:

- Hastings St and Willingdon Ave providing direct access to Burnaby Heights
- Boundary Rd and Lougheed Hwy providing direct access to Gilmore Station

The Metrotown-North Shore BRT Public Engagement Summary Report is available [here](#).

Public Engagement Overview

Phase 3: King George Boulevard and Langley-Haney Place

January 13 to February 8, 2026

Phase 3 engagement focused on the King George Boulevard and Langley-Haney Place corridors and sought feedback on proposed road changes to support faster, more frequent, and reliable transit service. These BRT projects will serve growing communities south of the Fraser and in Maple Ridge, with the King George Boulevard BRT projected to carry more than 25,000 daily riders and the Langley-Haney Place BRT projected to carry more than 13,000 daily riders by 2035.

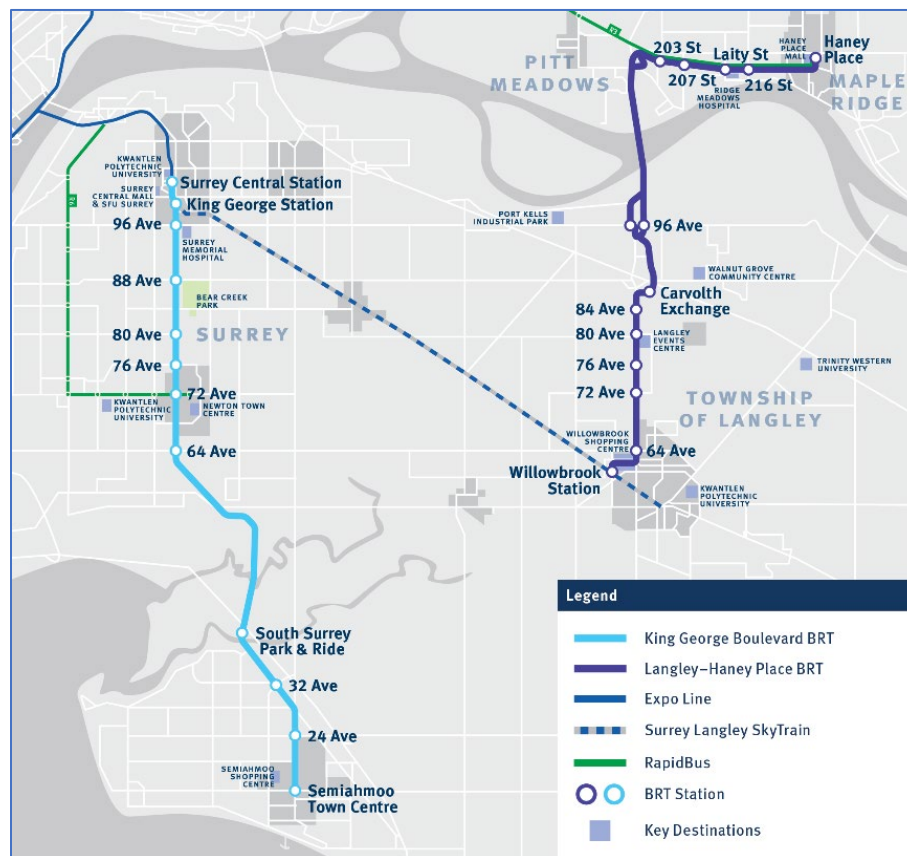


Figure 4: Overview Map of King George Boulevard and Langley-Haney Place BRT

The preferred BRT design features dedicated centre BRT lanes while maintaining two general use lanes in each direction where feasible. This approach helps ensure fast, reliable, and consistent transit service while minimizing impacts to overall traffic flow. In locations where centre lane BRT is not feasible due to local constraints, alternative configurations such as curbside BRT lanes or shared lanes may be used.

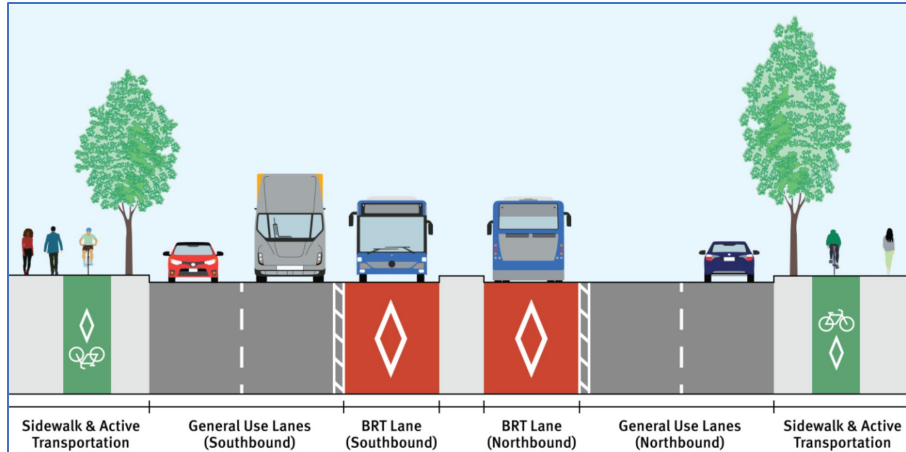


Figure 5: Cross-section of preferred BRT road configuration

Public feedback gathered during this phase of engagement will help refine corridor-specific designs and inform the next stage of BRT planning.

Engagement Objectives

The Phase 3 engagement program ran from January 13 to February 8, 2026. The objectives of the engagement program were to:

- **Inform:**
 - Share proposed road configuration options along the King George Boulevard and Langley-Haney Place BRT corridors
 - Share new concept renderings of BRT stations and road configurations
 - Continue to build public awareness of the BRT program and its benefits
- **Consult:**
 - On road configuration options for each segment along the corridors
 - On aspects of the program, including project awareness, values, and support

What We Did

Awareness & Promotion

We used the following methods to build awareness of the BRT program and promote participation in the survey during the engagement period:

- **Postcards and Posters** – 120,917 postcards with information on the public engagement period, open houses, and survey were mailed to addresses in a 1-kilometre radius of the corridors.
- **TransLink.ca & Events Calendar** – The project was highlighted on the translink.ca homepage and in-person events were listed in the events calendar.
- **Digital Advertising** – Ads ran on Meta platforms (Facebook and Instagram), Google, and YouTube from January 13 to February 8, generating 36,300 clicks to the engagement page, 4.7 million impressions, and 4,900 clicks to start the online survey.

- **Transit System Ads** – Signs with information about the engagement were installed at 54 bus stops along the corridors.
- **TransLink Social Media and Blog Posts** – A social media campaign to promote the public engagement included 14 posts across TransLink’s Facebook, X, Instagram, and LinkedIn channels. These posts generated a combined 74,469 views. A supporting post on the Buzzer Blog received an additional 4,907 page views.
- **Speaking Engagement** – TransLink CEO Kevin Quinn kicked off the engagement in his annual address to the Surrey & White Rock Board of Trade on January 13.
- **Media** – An information bulletin distributed to media on January 13 generated more than 25 broadcast and online stories, including coverage by Global BC, CBC, DailyHive, Surrey Now-Leader, Maple Ridge News, Langley Advance Times, CKNW, and Fairchild..
- **Newsletters** – Information about the engagement was included in two TransLink newsletters: the monthly general newsletter, which reached 556,264 subscribers in January; and the BRT newsletter, which has 2,482 subscribers.
- **Stakeholder Emails** – Information about the engagement opportunities was sent to key stakeholders and community groups to share with their networks.

Engagement Methods

Opportunities to learn about BRT and share feedback during the engagement included:

- **Project Website:** The online survey, information about the BRT program, and open house dates were hosted on our engagement site (translinklistens.ca) and accessible through the program landing page (translink.ca/brt) during the engagement period. The link was included in engagement material, advertising, and other promotional tactics.
 - *More than **38,000** unique website visits were logged*
- **Narrated Videos:** Two 10-minute videos narrating the informational display boards was posted on TransLink’s YouTube channel and featured on the engagement site.
 - The [King George Boulevard video](#) was viewed **3,381** times during the engagement period
 - The [Langley-Haney Place video](#) was viewed **1,927** times during the engagement period
- **Survey:** An online survey was the primary method used to capture public feedback. The online survey was also available in Simplified and Traditional Chinese, and Punjabi.
 - **3,314** respondents completed the survey
- **Phone line:** A dedicated phone number was listed on postcards and online, offering a non-digital channel to provide feedback or ask questions about the project.
- **Project email:** Feedback was also received through the project email account, brt@translink.ca.
 - **15 email** messages received

Events and Participation



Figure 6: Open house events in the Township of Langley and Surrey

During the public engagement period we shared information about the project, sought feedback, and promoted the online survey at engagement events, which included:

- **Public Open Houses**
 - **January 18** – Maple Ridge Library Open House
 - **January 21** – Semiahmoo Library Open House
 - **January 24** – Newton Recreation Centre Open House
 - **January 25** – Walnut Grove Community Centre
 - **January 27** – Langley Events Centre Open House
 - **January 28** – Surrey City Centre Library Open House
 - **January 31** – Langley Meadows Elementary Open House
 - **February 1** – Timms Community Centre Open House (City of Langley)
- **Neighbourhood Door Knocking**
 - **January 16** – Door knocking businesses along Lougheed Hwy (Maple Ridge)
 - **January 20** – Door knocking in South Surrey
 - **January 23** – Door knocking in Walnut Grove (Township of Langley)
- **Community Pop-ups and Meetings**
 - **January 13** – Surrey & White Rock Board of Trade
 - **January 13** – Maple Ridge Community Network
 - **January 29** – Community pop-up at Surrey Memorial Hospital
 - **February 3** – Community pop-up at Carvolth Exchange
 - **February 5** – Community pop-up at Carvolth Exchange
 - **March 16** – Self Advocates of Semiahmoo (City of Surrey)
- **Transit Centre Pop-up Information Sessions**
 - **January 13** – Port Coquitlam Transit Centre morning and afternoon shifts
 - **January 15** – Surrey Transit Centre morning and afternoon shifts

In total there were **1,344 interactions** at the public and stakeholder events.

First Nations Engagement

TransLink's Indigenous Relations team has been engaging with potentially affected First Nations since September 2023 to gather input to inform the planning and design of the Bus Rapid Transit program. Potentially affected First Nations include:

- xʷməθkʷəy̓əm (Musqueam)
- Skwxwú7mesh Úxwumixw (Squamish Nation)
- səlilwətał (Tsleil-Waututh Nation)
- ǵíćəy̓ (Katzie First Nation)
- ǵʷɑ:ńłəń (Kwantlen First Nation)
- kʷíkʷəłəm (Kwikwetlem First Nation)
- máthxwi (Matsqui First Nation)
- Semiahmoo First Nation
- scə́wəθən məsteyəxʷ (Tsawwassen First Nation).

TransLink's Indigenous Relations team has consistently sought feedback from these First Nations to address potential impacts on their Aboriginal rights and titles, while also identifying opportunities to advance reconciliation.

Who We Heard From – Public Survey

Survey respondents came from across the region, reflecting the regional nature of the BRT program. While participation was concentrated in communities closest to the King George Boulevard and Langley-Haney Place corridors, responses were also received from residents in neighbouring municipalities and elsewhere in the region. Results in this report are segmented by corridor and geography where relevant to ensure feedback is interpreted in the appropriate local context.

Municipality	Count	%
Surrey	1,616	49%
Maple Ridge	445	13%
Township of Langley	405	12%
White Rock	246	7%
Vancouver (including University Endowment Lands)	151	5%
City of Langley	97	3%
Burnaby	67	2%
Other Municipalities*	300	9%
Total	3,327	100%

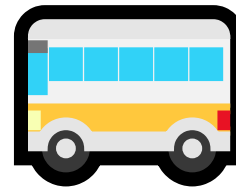
**Other Municipalities includes responses from additional municipalities, each representing fewer than 2% of total responses.*

Additional Demographics

Public engagement included frequent drivers, transit users, and local business owners directly affected by proposed road changes. Many respondents reported using multiple transportation modes, providing insight into everyday travel patterns and the trade-offs between transit reliability, traffic flow, and access.



81% of respondents use a personal vehicle at least monthly



65% of respondents ride the bus at least monthly



74% of responses came from Surrey, Maple Ridge, and the Township of Langley



223 business owners along proposed routes participated

What We Heard: King George Boulevard BRT

What We Heard: King George Boulevard BRT

Corridor Overview



The King George Boulevard BRT will introduce approximately 19 kilometres of frequent, reliable rapid transit service through Surrey, supported by 12 stations connecting major activity centres along the corridor. During peak periods, service will operate every five minutes, providing a high-capacity, dependable alternative to driving along one of the region's busiest north-south routes.

The corridor will deliver a direct rapid transit connection between Surrey City Centre and Semiahmoo Town Centre, reducing end-to-end travel times by approximately 40% to about 40 minutes during peak periods. By operating primarily in dedicated lanes, the service is designed to improve travel time reliability while supporting consistent on-time performance.

Key destinations served along the corridor include Surrey Memorial

Hospital, Bear Creek Park, Newton Town Centre, and South Surrey Park & Ride, with connections to local bus routes and the broader rapid transit network. Together, these improvements are intended to strengthen access to jobs, services, health care, and education while supporting efficient movement along King George Boulevard.

What We Heard – Key Findings

There are six key themes emerging from the King George Boulevard public engagement.

Theme 1: Strong belief that BRT will improve transportation

- Many participants—both through the survey and at engagement events—believe BRT would improve travel times and overall mobility along King George Boulevard.
- Increased understanding of the project at open houses often strengthened support, particularly among those seeking better north-south transit options.

Theme 2. Speed and reliability remain top priorities

- Participants consistently identified faster, more reliable transit as the most important service outcome for the corridor.
- Dedicated lanes, particularly centre lane BRT, were widely viewed as essential to achieving meaningful performance improvements.

Theme 3. Balancing transit priority with traffic capacity and access is a major consideration

- Participants raised concerns about potential traffic impacts, especially in areas with existing congestion or high turning activity.
- Questions about left-turn restrictions, U-turns, driveway access, and business circulation were common across both survey feedback and in-person discussions.

Theme 4. Safety and accessibility are central to corridor design feedback

- Participants emphasized the importance of safe, intuitive access to stations, particularly for centre lane BRT serving seniors, people with mobility challenges, and hospital users.
- Safety concerns also focused on interactions with right-turning vehicles, driveway activity, and micromobility devices on sidewalks.

Theme 5. Preferences vary by corridor segment and reflect local context

- Participants expressed distinct segment-specific priorities, including pedestrian safety in Newton, cycling continuity through the Agricultural Land Reserve, heritage tree protection near Crescent Rd, and concerns about lane reductions in South Surrey.
- Familiarity with local conditions strongly shaped both support for, and concerns about, specific configurations.

Theme 6. Interest in consistent BRT design and strong multimodal connections

- Participants supported a consistent, predictable BRT configuration along the corridor to reduce driver confusion and simplify the user experience.
- There was strong interest in improving walking, cycling, and local bus connections to BRT stations, particularly near King George Station, Newton Exchange, and Surrey Memorial Hospital.

KGB Open House and Event Feedback

During the engagement, TransLink gathered feedback from residents and community groups along the King George Boulevard corridor through a series of open houses, in-community pop-ups, door-knocking activities, and stakeholder discussions. While the online survey remained the primary tool for collecting feedback, staff also recorded key themes shared during conversations at these events.

Each open house featured a gallery of display boards (Appendix C), with BRT Planning, Public Affairs, Engagement, and municipal staff available to answer questions and document input.

The summaries that follow capture key comments and questions shared during each open house, pop-up, or door-knocking activity. They include high-level observations from each event, as well as segment-specific themes reflecting location-based issues raised by participants.

Door Knocking: South Surrey

January 20, 2025 | 3:00–7:00 p.m. | Interactions: 50

General Feedback

Residents and businesses generally expressed positive impressions of the project, while also raising concerns related to roadway constraints and traffic operations in this area.

- Residents and businesses raised concerns about the need for bus lanes on the narrow section of 152 St approaching White Rock.
- Several respondents expressed concern about losing a general use lane on 152 St, particularly given the desire for improved connections to South Surrey Park & Ride and Newton/Surrey Central.
- Some respondents noted school-related congestion near White Rock Christian Academy during peak pick-up and drop-off times.
- Residents and businesses highlighted lower awareness of the project in South Surrey compared to Newton and Surrey City Centre.

KGB Open House 1: Semiahmoo Library

January 21, 2025 | 4:00–8:00 p.m. | Participants: 79

General Feedback

Participants generally expressed positive views of the project and its objectives, while raising questions about traffic impacts and future implications.

- Participants expressed generally positive feedback, alongside concern about increased traffic impacts from having only one general use lane in each direction.

- Several participants requested consideration of an extension to Peace Arch Hospital and asked about future local service connections once the Surrey Langley SkyTrain opens.
- Attendees voiced support for using exclusively electric buses, citing environmental benefits and reduced noise.
- Some participants raised concerns about potential provincial designation of BRT as rapid transit and how this could trigger transit-oriented development requirements.
- Several participants called for government officials at all levels to use transit more frequently.
- Transit advocacy groups expressed strong support for BRT as a step toward potential future rail if ridership grows.
- Accessibility advocates expressed support for the project's goals and overall design direction.

Segment-specific Themes	
Segment 2 (Newton)	• Participants supported maintaining left and right turn access due to existing traffic volumes. • Participants acknowledged that some non-heritage trees in the centre median may be affected.
Segment 3 (Agricultural Land Reserve)	• Participants raised concerns about the lack of continuous bicycle infrastructure and requested that cycling connections be maintained through this segment.
Segment 5 (South Surrey: 24 Ave to 16 Ave on 152 St)	• Participants expressed concern about potential increases in crime associated with introducing rapid transit, while also expressing general support for improved transit service.

KGB Open House 2: Newton Recreation Centre

January 24, 2025 | 3:00–7:00 p.m. | Participants: 49

General Feedback

Participants expressed appreciation for the project work and recognized the importance of improving transit along the corridor, particularly through the Newton area.

Segment-specific Themes	
Segment 2 (Newton)	• Residents near Newton Exchange expressed strong support for the

	project, with an emphasis on ensuring safe pedestrian environments at stations and crossings. Participants raised concerns about micromobility devices using sidewalk space and requested rumble strips or buffers between sidewalks and bike lanes to protect pedestrians.
Segment 5 (South Surrey)	Participants raised concerns about the lack of continuous bicycle infrastructure and requested that cycling connections be maintained through this segment.
Segment 5 (South Surrey: 24 Ave–16 Ave on 152 St)	- Participants expressed concern about removing a general-use lane of traffic in both directions and the resulting impacts on drivers, particularly given regular afternoon congestion. - Some participants asked whether timed bus lanes could be considered during off-peak hours, while acknowledging that peak-period bus lanes are most effective for improving transit performance.

KGB Open House 3: Surrey Libraries – City Centre Branch

January 28, 2025 | 3:00–7:00 p.m. | Participants: 122

General Feedback

Participants expressed highly positive feedback overall, including from attendees who live in Newton and South Surrey. Discussion focused on safety, service continuity, and capacity on existing transit services.

- Participants raised concerns about safety at station crossings, particularly the need to ensure safe pedestrian movement across King George Boulevard.
- Attendees asked questions about how stations would be monitored to ensure safety and prevent stations from being used as shelter by unhoused individuals.
- Some participants expressed disappointment that BRT will not replace the existing R1 service between City Centre and Guildford along 104 Ave.
- Participants raised concerns about overcrowding and pass-ups on existing service to Guildford, particularly for people who rely heavily on transit, including low-income families, and expressed hope for improved transit options in that area.

Segment-specific Themes	
Segment 5 (South Surrey)	Participants raised concerns about the configuration that retains one general-use lane in each direction, with fears this option could worsen congestion for people entering and leaving the South Surrey/White Rock area.

Community Pop-up: Surrey Memorial Hospital

January 29, 2025 | 11:00 a.m.–1:00 p.m. | Participants: 51

General Feedback

Hospital staff and visitors expressed very positive feedback about the project, particularly staff who commute from South Surrey and view BRT as a strong alternative to driving.

- Medical staff raised concerns about pedestrian safety at nearby intersections, including questions about how crossings would be designed to discourage unsafe crossings and ensure safe access to centre-median stations.
- Participants acknowledged that parking shortages at Surrey Memorial Hospital remain a major issue and viewed BRT as a competitive travel option for those currently driving the corridor.

Segment-specific Themes	
Segment 1 (City Centre)	Participants supported a curbside stop at King George Station, noting it would provide a more intuitive and efficient transfer experience.
Segment 5 (South Surrey)	Participants raised concerns about lane reallocation in this segment, noting that it could be challenging for those who continue to drive.
Segment 5 (South Surrey: 24 Ave–16 Ave on 152 St)	- Participants expressed concern about removing a general use lane in both directions and the resulting impacts on drivers, particularly given regular afternoon congestion. - Some participants asked whether timed bus lanes could be considered during off-peak hours, while acknowledging that peak-period bus lanes are most effective for improving transit performance.

KGB Stakeholder Briefing Summary

TransLink engaged with key groups during the public engagement period, including business groups, advocacy groups, civic committees, youth-led associations, emergency service providers and elected officials. The following summary highlights the feedback heard from business and civic groups during the engagement period.

Business Groups

TransLink met with business organizations along the King George Boulevard corridor to share updates on the proposed Bus Rapid Transit (BRT) project and gather input from the business community. Across all discussions, participants expressed strong support for improving rapid transit and recognized the importance of reliable transportation for workers, customers, and future growth.

What we heard:

- **Support for dedicated bus lanes:** Businesses noted ongoing congestion at several key intersections and expressed support for dedicated lanes to improve travel time and reliability.
- **Questions about fleet technology:** There was interest in whether the BRT system will use diesel, hybrid, or electric vehicles, and how the project aligns with long-term zero emissions goals.
- **Interest in long-term transit planning:** Some asked whether BRT represents the long-term vision for King George Boulevard or whether higher capacity options, such as SkyTrain, could still be considered in the future as demand grows.
- **Questions about station design:** Participants asked why some intersections show two stations (one per direction) rather than a single combined station, and whether consolidating stations could reduce costs.
- **Support for access changes:** Businesses expressed comfort with proposed access modifications, noting that U-turns at intersections would maintain circulation even where mid-block left-turns are removed.
- **Understanding of property impacts:** Participants acknowledged that some businesses may initially overestimate frontage or construction impacts but felt that rapid transit is needed and that most owners would be supportive as long as they are given clear details on duration and nature of impact.
- **Interest in continued collaboration:** Business groups expressed interest in ongoing coordination with city partners and in re-engaging transportation-focused committees to stay informed as the project advances.
- **Suggestions for future stop locations:** Some participants recommended considering a station near Hwy 10 to support anticipated development and strengthen connections in the area.

Community/Civic Groups

During the engagement period, TransLink met with a range of civic, community, and advocacy groups to share information about the King George Boulevard BRT project and gather input on proposed lane configurations. Overall, feedback from these groups was positive, reflecting strong interest in faster, more reliable transit along this north–south corridor, while several groups also emphasized the importance of safe and accessible pedestrian environments around stations.

Surrey Heritage Advisory Commission

TransLink met with the Surrey Heritage Advisory Commission to discuss early design work for the King George Boulevard BRT project, including potential impacts to a small number of heritage trees. Of the 132 heritage trees along the corridor, approximately seven may be affected.

What we heard:

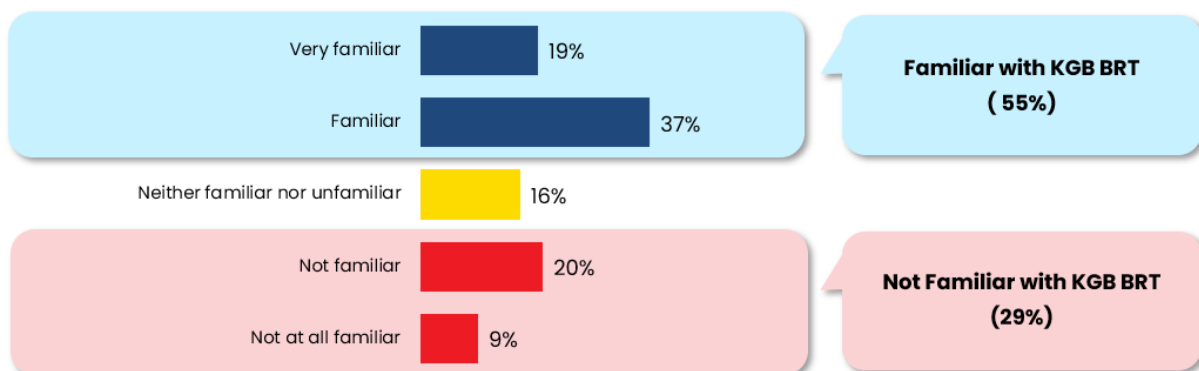
- **Support for the project:** The Commission expressed positive reception to the BRT project and confidence in TransLink’s engagement approach.
- **Interest in tree protection and replacement:** Members emphasized replacing any impacted heritage trees along King George Boulevard.
- **Interest in growing new trees from acorns:** The Commission encouraged collecting acorns from the affected trees to grow “grandchildren trees,” building on a successful past partnership with Surrey Schools.
- **Importance of public engagement:** Members highlighted the need for clear communication with the community as planning continues.

KGB Survey Feedback

Familiarity with KGB BRT

When asked about their familiarity with the KGB BRT project, over half of respondents across the broader study area—not limited to those living in Surrey and White Rock—indicated that they were familiar or very familiar with the project (55%). Nearly three in ten (29%) reported being not familiar or not familiar at all, while a smaller proportion (16%) indicated low familiarity.

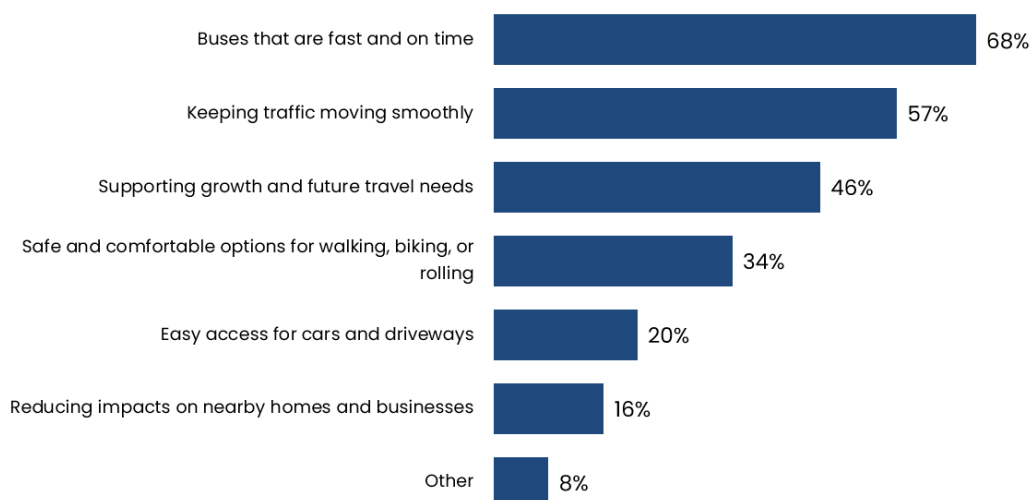
Awareness of KGB BRT



KGB BRT Service Priorities

When asked about key priorities for the KGB BRT service, buses that are fast and on time were selected most frequently (68%), followed by keeping traffic moving smoothly (57%). Supporting growth and future travel needs was identified by nearly half of respondents (46%).

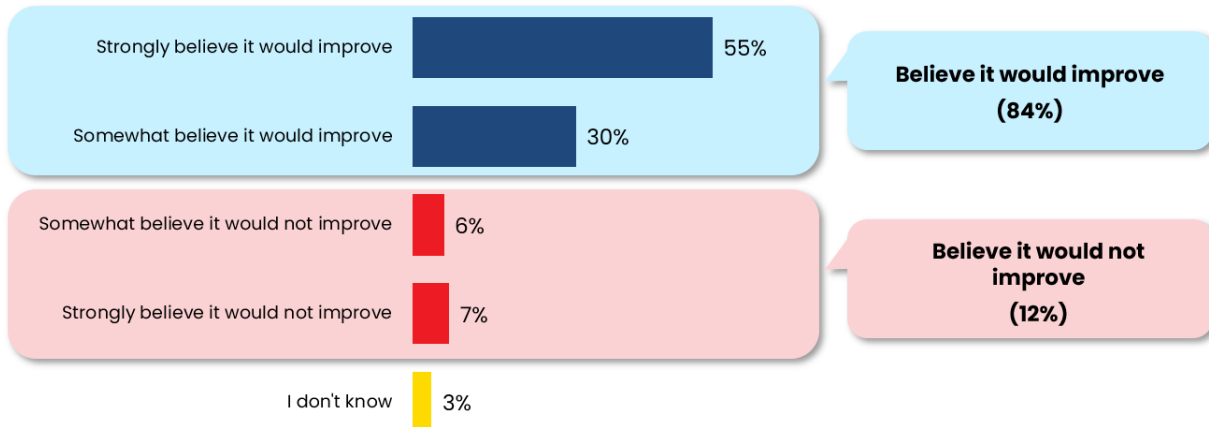
Top Priorities for the KGB BRT Service



Perceived Impact of KGB BRT on Transportation

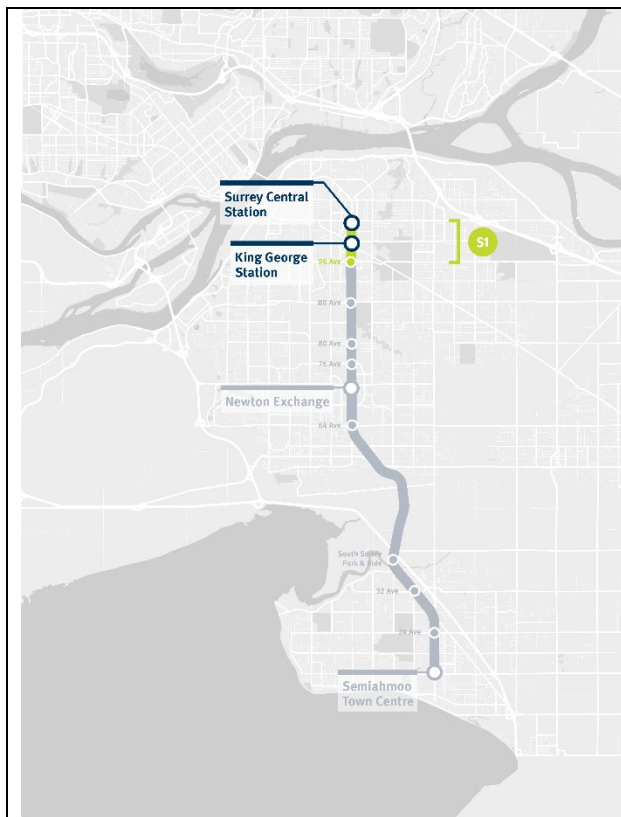
Respondents were also asked to indicate the extent to which they believed the KGB BRT service would improve transportation in the corridor. The vast majority—four out of five (84%)—believed it would somewhat or strongly improve transportation. In contrast, only a small proportion (12%) believed it would not improve transportation.

Perceived Extent of Improvement from the KGB BRT



King George Boulevard BRT Segment 1 Feedback

King George Blvd: Surrey Central Station to 96 Ave

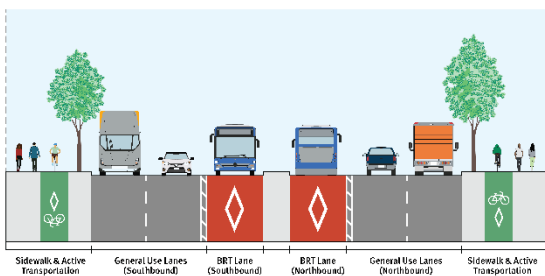


Respondents were presented with two alternative configurations for Segment 1 of the proposed KGB BRT corridor, from Surrey Central Station to 96 Ave.

Overall, 36% of respondents expressed a preference for Configuration 1 (centre BRT lanes in each direction), while 21% preferred Configuration 2 (centre lane southbound and curbside lane northbound).

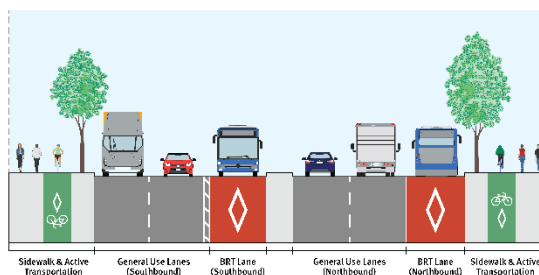
In addition to stated preferences, respondents raised configuration-specific considerations, as well as broader BRT safety and accessibility concerns.

Configuration 1: Centre BRT lanes in each direction



Supporters of centre lane BRT emphasized that Configuration 1 delivers the most reliable and fastest service by using fully dedicated lanes that are protected from right-turning traffic and driveway access, reduces conflicts and delay caused by cars entering or blocking bus lanes, strengthens overall transit priority, and creates a simpler, more legible design for both riders and drivers.

Configuration 2: Centre BRT lane southbound and curbside BRT lane northbound

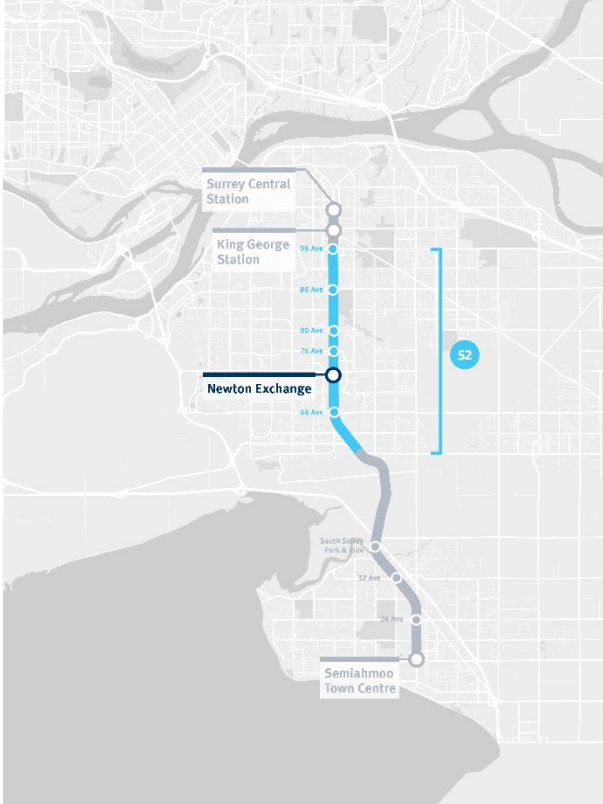
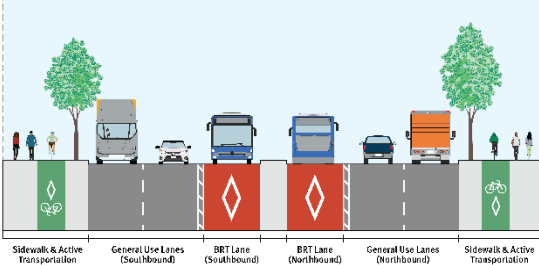


Support or preference for curbside lane BRT (Configuration 2), usually cited more convenient and safer sidewalk access to King George Station, especially for people with mobility challenges, no need to cross King George Boulevard, and a quicker, more seamless transfer to SkyTrain for the many northbound riders getting off at this station.

Segment 1 Key Themes		% of comments
Centre Lane BRT Safety or Access Concerns (Configuration 1)	Concerns about pedestrian safety, dangerous or difficult access, crossing multiple lanes, station island size, or unsafe waiting environments related specifically to centre lane BRT (Configuration 1).	16%
Curbside Lane BRT Reliability or Safety Concerns (Configuration 2)	Concerns about reliability, delay, or curbside safety (Configuration 2), such as conflicts with right-turning vehicles, general traffic sharing the BRT lane, or exposure to traffic for passengers at curbside stops.	9%
Impact on Traffic Congestion	Concerns that either BRT configuration will worsen congestion, reduce car lanes, create bottlenecks, or negatively affect traffic for private vehicles.	12%
Turning Movements and Business/Property Access	Concerns about left turn and U-turn restrictions, driveway and business access, or property impacts introduced by either configuration, including questions about how turning and access will be managed.	9%
Consistency and Simplicity of Design	Desire for a consistent, predictable lane configuration throughout the corridor, minimizing switching between centre and curb alignments for clarity and ease of use.	7%

King George Boulevard BRT Segment 2 Feedback

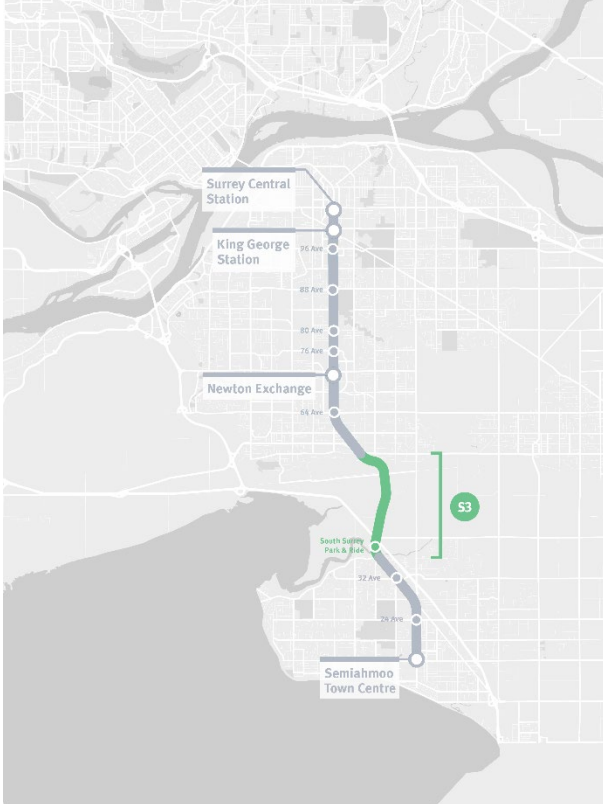
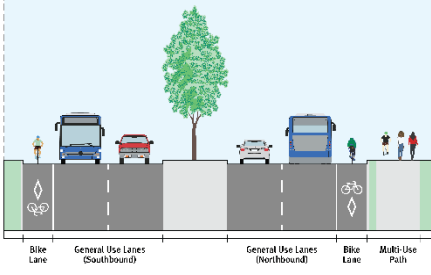
King George Blvd: 96 Ave to Hwy 10

	For Segment 2 of the proposed KGB BRT, respondents were presented with a centre lane configuration which covers 96 Ave to Hwy 10. Nearly a third of respondents (32%) highlighted the benefits of dedicated centre BRT lanes, while 14% raised safety or accessibility concerns related to the design. Additional concerns regarding potential impacts on traffic congestion and road capacity (20%), as well as a desire for additional BRT stops along the corridor (14%) were noted.	
Centre Lane BRT Configuration 	Support for the proposed centre lane BRT configuration (32%) emerged as the most common theme. Respondents emphasized that dedicated centre lanes would improve transit speed and reliability while helping maintain overall traffic flow. Concerns about traffic congestion and road capacity (20%) were also raised, reflecting apprehension about potential vehicle delays and reduced road capacity. Safety and accessibility concerns related to centre lane BRT (14%) were also noted, with comments primarily focused on pedestrian crossings and safe access to platforms.	
Segment 2 Key Themes		% of comments
Centre Lane BRT Benefits	Respondents support centre lane BRT as the best way to improve transit	32%

	speed, reliability, and traffic flow along this corridor while maintaining general use lanes.	
Traffic Congestion and Road Capacity	Respondents are concerned the centre lane BRT will worsen vehicle congestion, reduce car capacity, or create further traffic bottlenecks.	20%
Centre Lane BRT Safety and Accessibility	Respondents express worries about pedestrian safety accessing centre platforms, difficulty for people with disabilities or seniors, and risks of dangerous crossings.	14%
Additional BRT Stops	Respondents frequently request extra BRT stops at key locations such as Hwy 10, 60 Ave, 68 Ave, 58 Ave, and 92 Ave, to increase ridership catchment and accessibility. (Configuration 1)	14%
Left-Turn and Median Impacts	Respondents fear losing two-way left-turn lanes and median access, impacting entry/exit for residences, businesses, and causing longer detours resulting from Configuration 1.	9%
Curbside Lanes or Alternative Configurations	Respondents prefer curbside bus lanes or other alternatives to the centre BRT, citing easier access, safety, or less disruption to turning and traffic.	7%
Newton Exchange Routing and Transfers	Respondents are concerned about BRT routing into Newton Exchange, believing it adds time and complexity to transfers, or prefer BRT stays on King George Boulevard for efficiency.	5%

King George Boulevard BRT Segment 3 Feedback

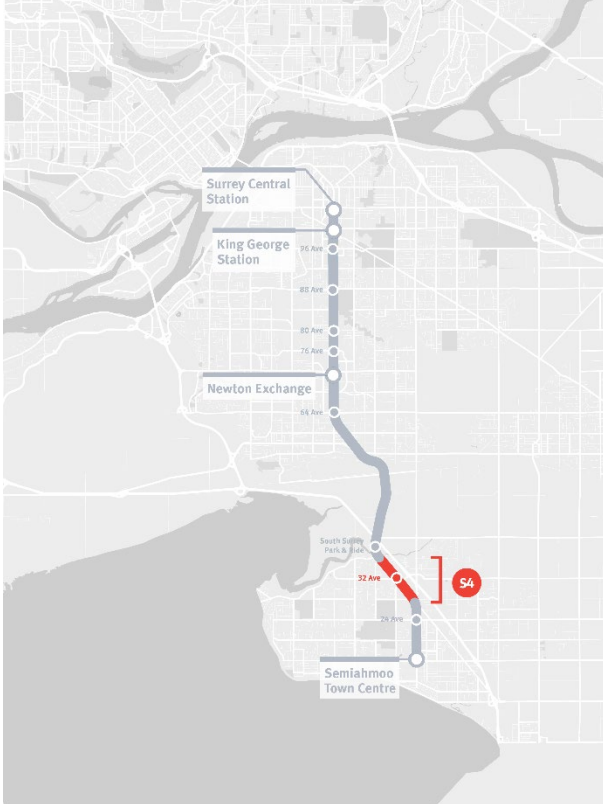
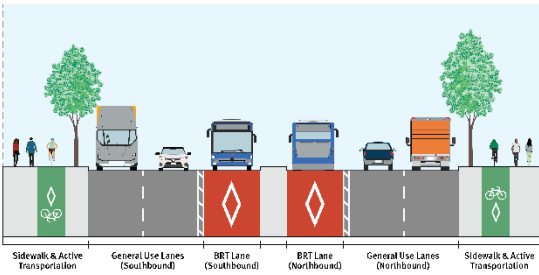
King George Blvd: Hwy 10 to Crescent Rd

	Respondents were presented with the existing configuration for Segment 3, which covers King George Blvd from Hwy 10 to Crescent Rd, where no roadway changes are planned and BRT would operate in the current lanes with a station near the South Surrey Park & Ride.	
Existing Configuration to Remain 	While 10% of respondents expressed support for preserving the existing configuration due to Agricultural Land Reserve protection, responses on Segment 3 was primarily driven by calls for dedicated bus lanes (28%), followed by road capacity and car flow concerns at 23%. Active transportation safety accounted for 20% of respondents, while 16% preferred maintaining the existing configuration.	
Segment 3 Key Themes		% of comments
Dedicated Bus Lanes	Requests for exclusive BRT or bus lanes to ensure speed, reliability, and overall effectiveness of rapid transit on this segment.	28%
Roadway Congestion and Capacity	Concerns about current and future vehicle congestion, bottlenecks, and requests to	23%

	widen roads, maintain or increase general use lane capacity.	
Active Transportation Safety	Calls for safer or protected infrastructure for cyclists and pedestrians, including physically separated bike lanes, raised or continuous multi-use paths, and improved crossings.	20%
Support for Agricultural Land Reserve Protection and No Change	Support for preserving the Agricultural Land Reserve, with resistance to road widening or infrastructure changes that would encroach on farmland.	16%
Station Access and Transfer Experience	Desire for convenient, safe, and integrated access between the BRT station and South Surrey Park & Ride, including location, pedestrian access, and shelter.	16%

King George Boulevard BRT Segment 4 Feedback

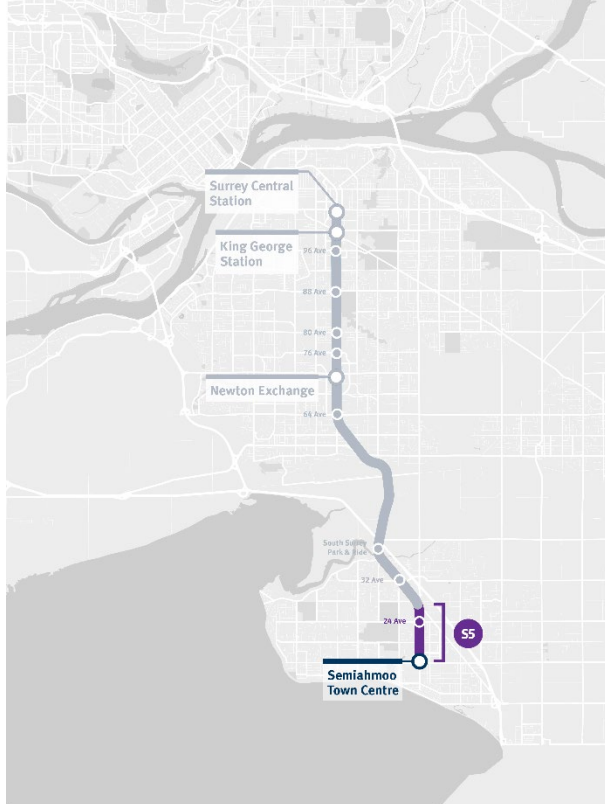
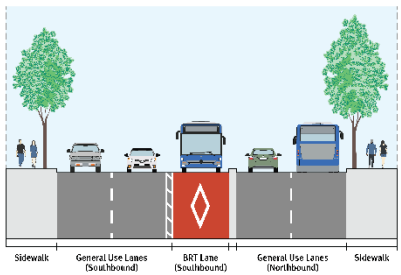
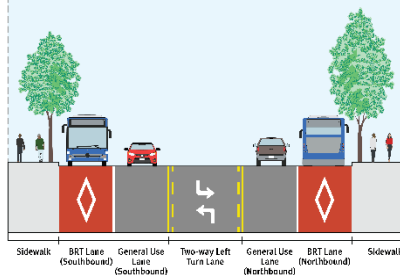
King George Blvd: Crescent Rd to 152 St

	Respondents were presented with a configuration for Segment 4 of King George Blvd, covering Crescent Rd to 152 St that included centre BRT lanes. Overall, 32% expressed support for the proposed configuration, while 13% opposed it. Concerns related to road capacity and car flow (25%) were also prominent, and 11% preferred maintaining the existing configuration. Environmental considerations were notable, with 13% emphasizing heritage tree and green space preservation, and 7% expressing conditional support for tree removal.	
Centre Lane BRT Configuration 	Centre lane BRT support (32%) emerged as the leading theme, with nearly half of respondents endorsing the proposed configuration for its potential to improve transit speed and reliability and align with rapid transit best practices. Besides the proposed configuration, concerns about road capacity and car flow were most prominent (25%), with respondents worried about increased congestion, reduced lanes, turning difficulties, and the impact of future growth on traffic conditions.	
Segment 4 Key Themes		% of comments
Centre Lane BRT Support	Many respondents voiced approval for the proposed centre lane BRT, emphasizing benefits like improved transit speed, reliability, and	32%

	alignment with best practices.	
Road Capacity and Car Flow	Comments focused on worries about increased congestion, loss of vehicle lanes, turning difficulty, or that population growth will overstress general traffic, regardless of BRT.	25%
BRT Operations and Station Design	Requests for barriers between lanes, wayfinding, signal priority, shelter, lighting, accessibility, or safe pedestrian and cycling access to stations and stops.	16%
Heritage Tree and Green Space Preservation	Respondents highlight concerns with tree loss, with strong desire to protect heritage trees and preserve green space as a top priority.	13%
Centre Lane BRT Opposition	Respondents in this category feel the current roadway is adequate, citing low congestion or a preference for the status quo over new infrastructure investment.	13%
Maintain Existing Configuration	Respondents in this category feel the current roadway is adequate, citing low congestion or a preference for the status quo over new infrastructure investment.	11%
Conditional Tree Removal	Comments here accept some heritage tree and landscaping impact if it's offset by tree replacement, relocation, or minimized through other means.	7%

King George Boulevard BRT Segment 5 Feedback

152 St: King George Blvd to 16 Ave

	Respondents were presented with two alternative configurations for Segment 5 from 152 St from King George Boulevard to 16 Ave. Overall, 43% of respondents expressed a preference for Configuration 2 (curbside BRT lanes in each direction), while 23% preferred Configuration 1 (one centre BRT lane). In addition to stated preferences, respondents raised configuration-specific consideration, where 23% expressed concerns about congestion and business/access impacts, followed by turning and safety issues with centre lane designs (12%). Additionally, prioritizing transit, mode shift, and climate was cited by 9% of respondents.	
Configuration 1: One centre BRT lane 	Configuration 2: Curbside BRT lanes in each direction 	
Segment 5 Key Themes		% of comments
Support for Two-Way Dedicated BRT Lanes (Configuration 2)	Respondents favour Configuration 2, supporting dedicated BRT lanes in both directions for maximum speed, reliability, and competitiveness with driving—sometimes accepting impacts to auto traffic as necessary.	43%

Worries About Congestion and Business/Access Impacts	Respondents primarily associate congestion and business/access impacts with Configuration 2 due to reducing general traffic to one lane per direction, though some concerns were also raised about turning access under Configuration 1.	23%
Preference for Keeping Two General Use Lanes (Configuration 1)	Respondents support maintaining two general use lanes each way, typically aligning with Configuration 1, and oppose reducing to one lane due to expectations of significant congestion and disruption.	23%
Turning and Safety Issues with Centre Lane Designs (Configuration 1)	Respondents highlight that a centre lane BRT or loss of a two-way left turn lane (Configuration 1 or variants) could reduce safe access to businesses, increase U-turns, and cause safety hazards.	12%
Prioritizing Transit, Mode Shift, and Climate (Configuration 2)	Respondents argue that prioritizing transit, even at the expense of car lanes or increased congestion, is needed for mode shift, sustainability, and healthier cities, generally supporting Configuration 2.	9%

What We Heard: Langley-Haney Place BRT

What We Heard: Langley-Haney Place BRT

Corridor Overview



The Langley-Haney Place BRT will introduce approximately 22 kilometres of frequent, high-quality rapid transit service connecting Langley and Maple Ridge, supported by 13 stations along the corridor. During peak periods, service is planned to operate every ten minutes, providing a reliable and competitive alternative to driving along this key north-south and east-west connection.

The corridor will deliver a direct rapid transit connection between Willowbrook Station and Haney Place, reducing travel times by approximately 40% during peak periods, with an end-to-end trip of about 40 minutes. By operating primarily in dedicated lanes, the service is designed to improve reliability and reduce delays caused by congestion, supporting more consistent travel times throughout the day.

Key destinations served along the corridor include Willowbrook Shopping Centre, Langley Events Centre, Carvolth Exchange, Ridge Meadows Hospital, and Haney Place, with connections to the Surrey Langley SkyTrain, R3 RapidBus, and local bus services. Together, these improvements are intended to strengthen regional connectivity, improve access to employment, services, and health care, and support efficient movement across Langley and Maple Ridge.

What We Heard – Key Findings

There are six key themes emerging from the Langley-Haney Place public engagement.

Theme 1: Many respondents believe BRT will improve transportation in the corridor

- Many participants expect BRT to improve travel times and overall reliability.

- Participants view BRT as a needed upgrade for both east–west and north–south transit connections across Langley and Maple Ridge.
- Support is strongest among younger adults and frequent transit users.

Theme 2: Concerns about lane reductions and maintaining road capacity

- Participants expressed concern that reallocating general use lanes for BRT could worsen congestion.
- These concerns were particularly pronounced in the Township of Langley, where driving rates are highest.
- Some participants felt that lane changes may not keep pace with future traffic demands.

Theme 3: Mixed preferences for centre lane BRT versus curbside lane BRT

- Some participants prefer centre lane BRT due to perceived benefits to transit reliability and reduced conflicts with turning vehicles.
- Others prefer curbside lane BRT because of easier, more direct access to stops.
- Frequent transit users tend to be more supportive of centre lane configurations.

Theme 4: Safety concerns for pedestrians, cyclists, and people with mobility challenges

- Participants highlighted challenges associated with longer pedestrian crossings required for centre lane BRT.
- Curbside lane BRT raised concerns about conflicts with right-turning vehicles and parking activity.
- Many participants emphasized the need for protected bike lanes, safer intersections, and improved crossing conditions.

Theme 5: Access concerns related to businesses, properties, and turning movements

- Median changes or turning restrictions were seen as potentially making it more difficult to access businesses or residences.
- Lougheed Hwy was frequently identified as a hotspot for concerns related to left-turns, U-turns, and mid-block access.
- Participants emphasized potential impacts to commercial operations and daily travel patterns.

Theme 6: Strong desire for better multimodal connections and regional integration

- Many participants emphasized the importance of seamless connections to the future Surrey Langley SkyTrain, R3 RapidBus, and West Coast Express.
- Participants also called for improved walking and cycling routes to better access stations.
- Strong multimodal integration was viewed as essential to making BRT convenient, legible, and widely usable.

LHP Open House and Event Feedback

During the engagement, TransLink gathered feedback from residents, businesses, and community groups along the Langley–Haney Place corridor through public open houses, community meetings, door-knocking activities, in-community pop-ups, and stakeholder briefings. While the online survey remained the primary tool for collecting feedback, staff also recorded key themes shared during conversations held at these events.

Each open house and meeting featured display boards (Appendix C), with TransLink planning, public affairs, and engagement staff available to answer questions and document input.

The summaries that follow capture key comments and questions shared during each engagement activity. They include high-level observations from each event, as well as segment-specific themes reflecting location-based issues raised by participants.

Community Meeting: Maple Ridge Community Network

January 16, 2026 | 10:00 a.m.–12:00 p.m. | Interactions: 65

General Feedback

Participants expressed positive views of the project and strong interest in improved transit connections within Maple Ridge and across the region.

- Participants expressed support for the overall project direction and improved transit connectivity.
- No specific concerns were raised regarding proposed changes to Lougheed Hwy.

Door Knocking: Businesses along Lougheed Hwy (Maple Ridge)

10:00–12:00 pm, January 16, 2026

Interactions: 65

General Feedback

Business owners contacted during door-knocking generally supported improved transit, while raising access and safety-related concerns.

- Several business owners raised concerns about removing mid-block left-turn lanes, noting that these movements were perceived as dangerous and had been associated with past collisions.
- Opinions were mixed among businesses that would lose mid-block left-turn access; some remained supportive due to anticipated safety improvements.
- Many business owners indicated prior awareness of the project and the proposed widening of Lougheed Hwy.

LHP Open House 1: Maple Ridge Public Library (City of Maple Ridge)

January 18, 2026 | 1:00–5:00 p.m. | Participants: 29

General Feedback

Participants expressed positive feedback and enthusiasm for improved transit service.

- Attendees supported improved transit connectivity within Maple Ridge and to other parts of the region.
- Participants asked questions about the proposed widening of Lougheed Hwy.
- Transit advocacy groups expressed strong support for the project.

Segment-specific Themes	
Segment 7 (Lougheed Hwy: 203 St to 222 St)	• Participants raised concerns about the lack of continuous bicycle infrastructure. • Support was expressed for maintaining turning access due to existing traffic volumes. • Participants expressed mixed views about removing mid-block left-turn lanes, balancing access impacts with safety concerns.
Segment 8 (Lougheed Hwy: 222 St to 226 St)	• Participants raised concerns about increased congestion resulting from reallocation of general use lanes.

Door Knocking: Residential neighborhood near 202 St in Walnut Grove (Township of Langley)

January 23, 2026 | 10:00 a.m.–12:00 p.m. | Interactions: 247

General Feedback

Residents contacted during door-knocking expressed positive views of the project.

- Residents requested improved transit connections to Maple Meadows Station to support faster connections to the West Coast Express.

LHP Open House 2: Walnut Grove Community Centre (Township of Langley)

January 25, 2026 | 2:00–6:00 p.m. | Participants: 61

General Feedback

Participants expressed overall support for improved transit along the corridor.

- Many attendees emphasized faster connections to the future Surrey Langley SkyTrain extension.
- Participants requested improved transit connections to Maple Meadows Station and the West Coast Express.

Segment-specific Themes	
Segment 2 (200 St: Willowbrook Dr to 86A Ave)	• Participants expressed support for rapid transit between Willowbrook Station and Carvolth Exchange. • Concerns were raised about pedestrian safety and station crossings along 200 St.
Segment 4 (202 St: 86 Ave to 88 Ave)	• Participants raised concerns about congestion on 202 St, particularly on roadways connecting to the roundabout north of Carvolth Exchange and asked whether road improvements could address existing conditions.

LHP Open House 3: Langley Events Centre (Township of Langley)

January 27, 2026 | 4:30–8:30 p.m. | Participants: 39

General Feedback

Participants expressed overall support for the project while emphasizing safety and traffic operations.

- Discussion focused on the need for improved transit along 200 St and connections to the future Surrey Langley SkyTrain.
- Participants raised concerns about safety at station crossings.

Segment-specific Themes	
Segment 2 (200 St: Willowbrook Dr to 86A Ave)	• Participants expressed mixed views about potential lane reallocation between 64 Ave and 66 Ave and between 80 Ave and 86 Ave.
Segment 4 (202 St: 86 Ave to 88 Ave)	• Participants raised concerns about congestion near roadways connecting to the roundabout north of Carvolth Exchange and asked

	whether improvements were possible.
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LHP Open House 4: Langley Meadows Elementary (Township of Langley)

January 27, 2026 | 12:00–4:00 p.m. | Participants: 37

General Feedback

Participants expressed support for improved transit, alongside concerns about congestion and safety.

- Some participants expressed concern about traffic congestion worsening for drivers as a result of lane reallocation.
- Participants asked questions about station safety and monitoring.
- Attendees supported station designs that include weather protection.

Segment-specific Themes	
Segment 1 (Willowbrook Dr: Fraser Hwy to 200 St)	• Participants raised concerns about congestion resulting from potential lane reallocation.
Segment 4 (202 St: 86 Ave to 88 Ave)	• Participants raised concerns about congestion on roadways connecting to the roundabout north of Carvolth Exchange.

LHP Open House 5: Timms Community Centre (City of Langley)

January 28, 2026 | 12:00–4:00 p.m. | Participants: 140

General Feedback

Participants expressed strong interest in local transit connectivity.

- Attendees asked how local transit service would connect to Willowbrook Station and other BRT stations.
- Participants raised concerns about parking availability near BRT stations.

Segment-specific Themes	
Segment 1 (Willowbrook Dr: Fraser Hwy to 200 St)	• Participants raised concerns about congestion resulting from lane reallocation.
Segment 4 (202 St: 86 Ave to 88 Ave)	• Participants raised concerns about congestion and traffic operations near the roundabout north of Carvolth Exchange.

Community Pop-up: Carvolth Exchange

February 3 and 5, 2026 | 4:00–7:00 p.m. | Participants: 223

General Feedback

Commuters and transit users expressed positive feedback about the proposed BRT service.

- Most individuals asked how much faster BRT would be compared to existing service levels.
- Participants raised repeated concerns about congestion and transit reliability through the Hwy 1 roundabout near Carvolth Exchange, reinforcing its role as a perceived operational bottleneck.

LHP Stakeholder Briefing Summary

TransLink engaged with key groups during the public engagement period, including business groups, advocacy groups, civic committees, youth-led associations, emergency service providers and elected officials.

Business Groups

TransLink met with business organizations and individual businesses along the Langley–Laney Place corridor to share updates on the proposed Bus Rapid Transit (BRT) project and gather input from the business community. Across all discussions, participants expressed strong support for improving rapid transit and recognized the importance of reliable transportation for workers, customers, and future growth.

What we heard:

- **Support for dedicated bus lanes:** Businesses noted ongoing congestion at several key intersections and expressed support for dedicated lanes to improve travel time and reliability.
- **Interest in long-term transit planning:** Some asked whether BRT represents the long-term vision for the Langley-Haney Place corridor and if this project would support the increased needs of the community as the corridor continues to densify.
- **Support for access changes:** Businesses had a mixed reaction to certain changes such as the removal of mid-block left-turn lanes on Lougheed Hwy. Some businesses were concerned about customers losing access while others were supportive of the changes because of safety concerns.
- **Pedestrian Safety:** Businesses noted concerns about pedestrian safety. Participants expressed concern for pedestrian safety when accessing centre lane BRT stations.
- **Understanding of property impacts:** Most businesses acknowledge the need for improved transit in Maple Ridge and the Township of Langley. Some businesses had questions about property impacts because parts of the corridor are already under development.
- **Interest in continued collaboration:** Business groups expressed interest in ongoing coordination with municipal partners and continued engagement with TransLink so they can stay informed as the project advances.
- **Support for better connections throughout the corridor:** Overall, businesses supported better regional connections and felt that rapid transit would make it easier for them to attract employees and improve commuter times for current employees. The majority of businesses supported faster connections to the Surrey Langley SkyTrain extension.

Community/Civic Groups

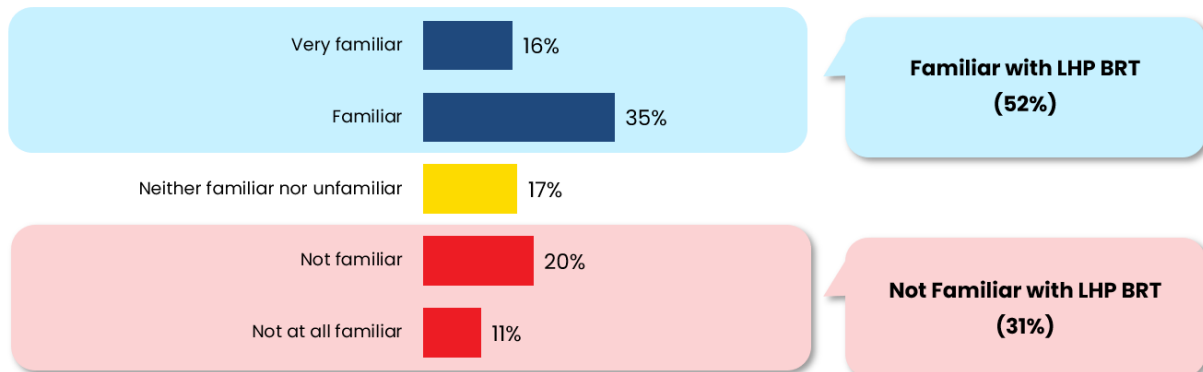
During the engagement period, TransLink met with a range of community and advocacy groups to share information about the Langley-Haney Place BRT project and gather input on proposed lane configurations. Overall, feedback from these groups was positive, reflecting strong interest in faster, more reliable transit along this north-south corridor, while several groups also emphasized the importance of safe and accessible pedestrian environments around stations.

LHP Survey Feedback

Familiarity with LHP BRT

Overall, 52% of respondents were familiar with the LHP BRT prior to completing the survey, while 31% were not familiar and 17% indicated they were neither familiar nor unfamiliar.

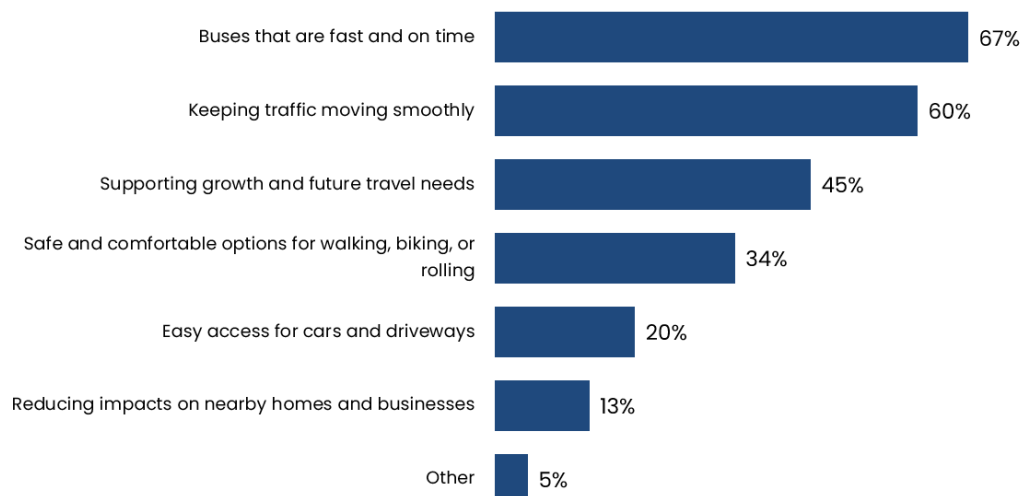
Awareness of Langley–Haney Place BRT



LHP BRT Service Priorities

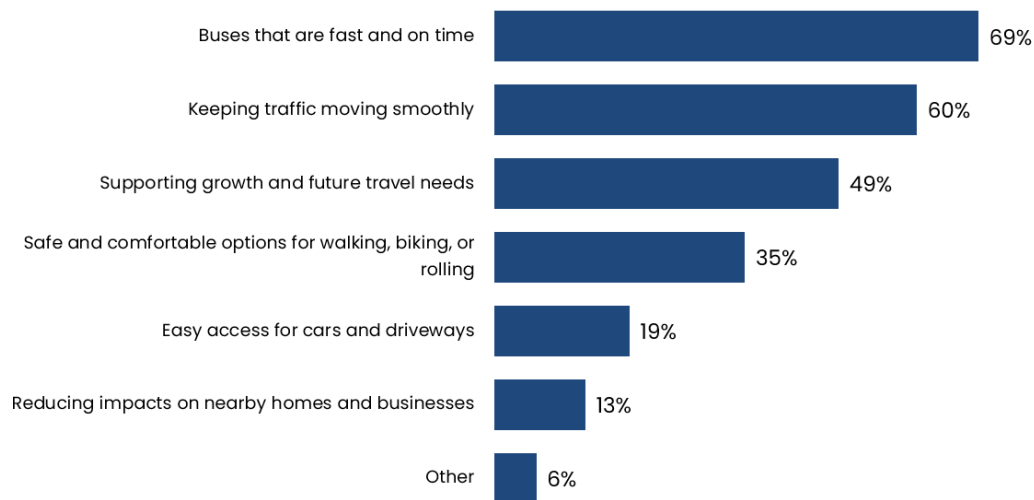
When asked about the key priorities along Lougheed Hwy, fast and reliable buses were the top priority among respondents (67%), followed by keeping traffic moving smoothly (60%) and supporting growth and future travel needs (45%).

Top Priorities Along Lougheed Hwy



When respondents were asked what matters most to them regarding traveling along 200 St, nearly seven in ten (69%) prioritized fast and reliable buses. This was followed by keeping traffic moving smoothly (60%), and growth and future travel needs (49%).

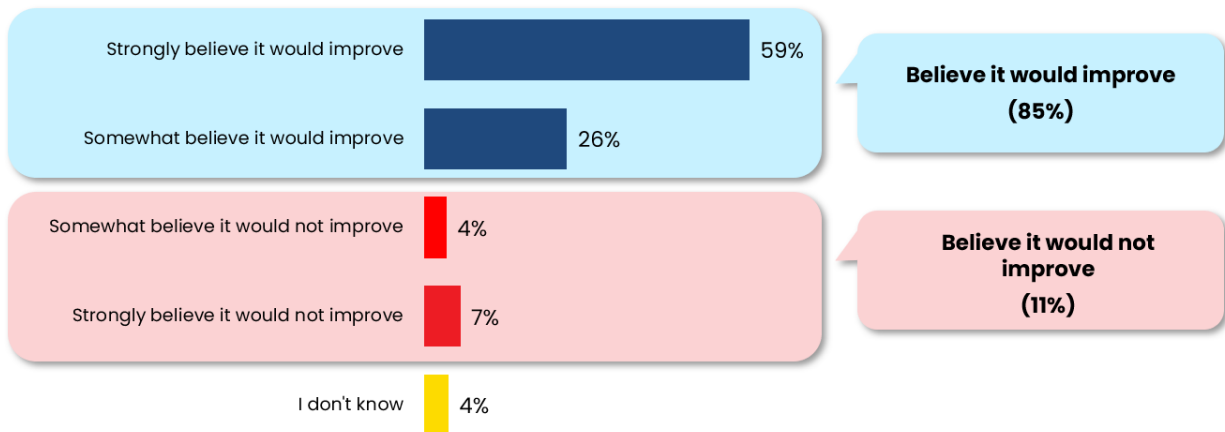
Top Priorities Along 200 Street



Perceived Impact of LHP BRT on Transportation

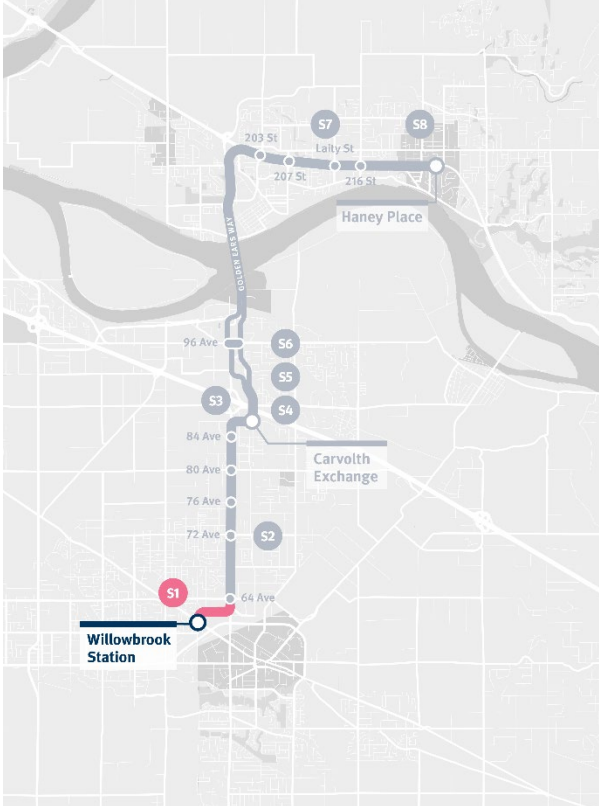
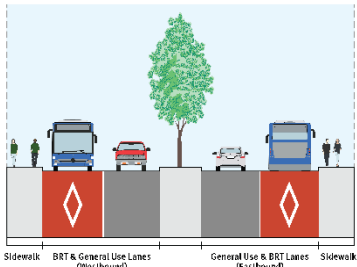
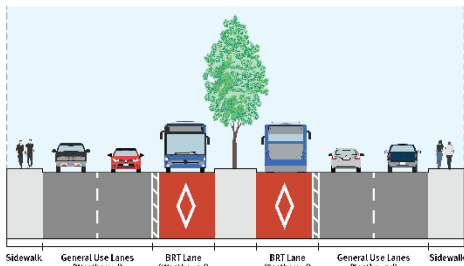
Overall, most respondents (85%) believe the Langley-Haney Place BRT would improve transportation in the corridor. Just 11% believe it would not improve transportation, while 4% were unsure.

Perceived Extent of Improvement from the LHP BRT



Langley-Haney Place BRT Segment 1 Feedback

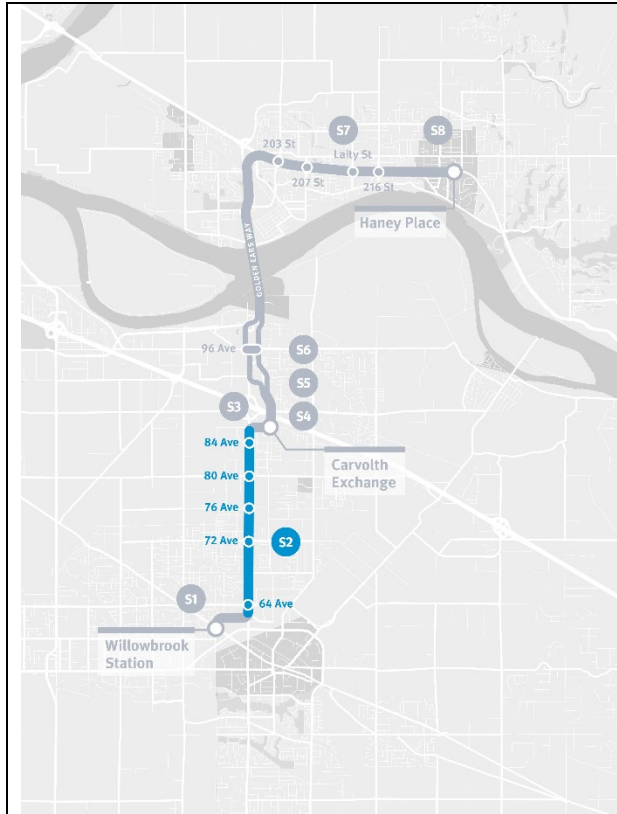
Willowbrook Dr: Fraser Hwy to 200 St

	Respondents were presented with two configurations for segment 1 of the Langley-Haney Place BRT, which covers Willowbrook Dr from Fraser Hwy to 200 St. Configuration 1 was presented as an opening day design while Configuration 2 was presented as a Future Design. 21% of respondents expressed support for Configuration 2 (centre lane BRT), with 10% advocating for its immediate implementation rather than a phased approach (proceed directly with the Future design). However, 9% also highlighted pedestrian safety issues. In contrast, concerns were primarily directed at Configuration 1 (curbside lane BRT), raised by 26% of respondents. Beyond the configurations, general use lane capacity and widening (21%), and lack of active transportation concerns (10%) were also raised.	
Configuration 1: Opening Day: Curbside Lane BRT Configuration 	Configuration 2: Future Design: Centre Lane BRT Configuration 	
Key Themes		% of comments
Opposition to Lane Reduction for Curbside BRT (against Configuration 1)	Respondents strongly object to Configuration 1, citing that reducing general use lanes for curbside BRT will lead to severe congestion, delays, and	26%

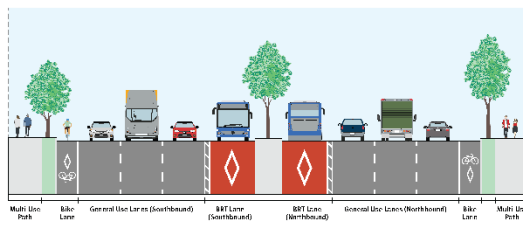
	negative impacts on vehicle flow.	
Preference for Maintaining or Expanding Car Capacity	Some specifically argue that neither configuration should reduce general use lanes, emphasizing the need to preserve or increase car capacity due to high area congestion and expected population growth.	21%
Support for Centre Lane BRT with Road Widening (for Configuration 2)	Respondents prefer Configuration 2, emphasizing its ability to maintain two general use lanes in each direction, support future growth, and minimize negative effects on car traffic.	21%
Pedestrian Safety and Access with Centre Lane BRT (against Configuration 2)	Respondents highlight concerns over accessing centre median bus stops, especially the need to cross busy lanes, potential jaywalking, pedestrian risk, and challenges for people with mobility devices or strollers.	9%
Immediate Centre Lane Implementation over Phasing (for Configuration 2)	Respondents advocate implementing the future (centre lane) configuration immediately rather than phasing, asserting that repeated construction and transitions will create unnecessary disruption.	10%
Calls for Active Transportation Infrastructure	Respondents urge for safe cycling infrastructure and better pedestrian facilities, criticizing the lack of protected bike lanes or wide sidewalks in both configurations.	10%

Langley-Haney Place BRT Segment 2 Feedback

200 St: Willowbrook Dr to 86A Ave



Centre Lane BRT Configuration



Respondents were presented with a centre lane BRT configuration for segment 2 of the Langley-Haney Place BRT, which covers 200 St from Willowbrook Dr to 86A Ave.

Although 24% of respondents expressed support for the centre lane BRT configuration, the most prominent theme overall was concern about traffic congestion and the loss of general use lanes, raised by 36% of respondents.

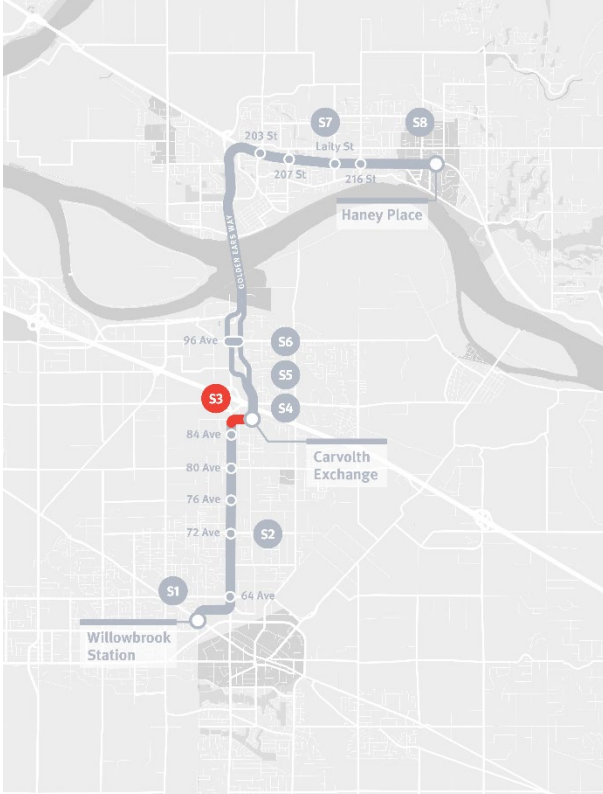
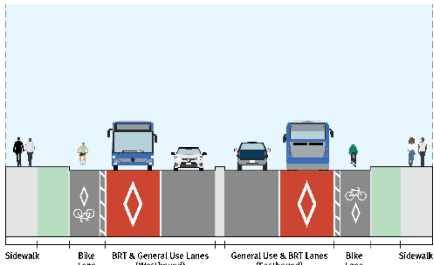
A smaller proportion of respondents (20%) expressed interest in bike infrastructure, and raised safety concerns for pedestrians, and cyclists (19%).

Key Themes		% of comments
Traffic Congestion and Loss of General Use Lanes	Concerns that reallocating or reducing general use lanes for BRT would increase congestion, slow vehicle movement, and create bottlenecks along the corridor. Respondents often emphasized maintaining existing vehicle capacity.	36%

Centre Lane BRT Support	Preference for a dedicated, physically separated centre BRT lane as key to improving speed, reliability, and overall transit effectiveness.	24%
Bike Infrastructure Preferences	Calls for physically protected, separated, or improved bike lanes and multi-use paths, with criticism of painted or unprotected bike lanes as unsafe or inadequate.	20%
Pedestrian and Cyclist Safety	Concerns and requests for improved safety, protection, infrastructure, and accessibility for those walking or cycling, particularly related to crossings and station access.	19%

Langley-Haney Place BRT Segment 3 Feedback

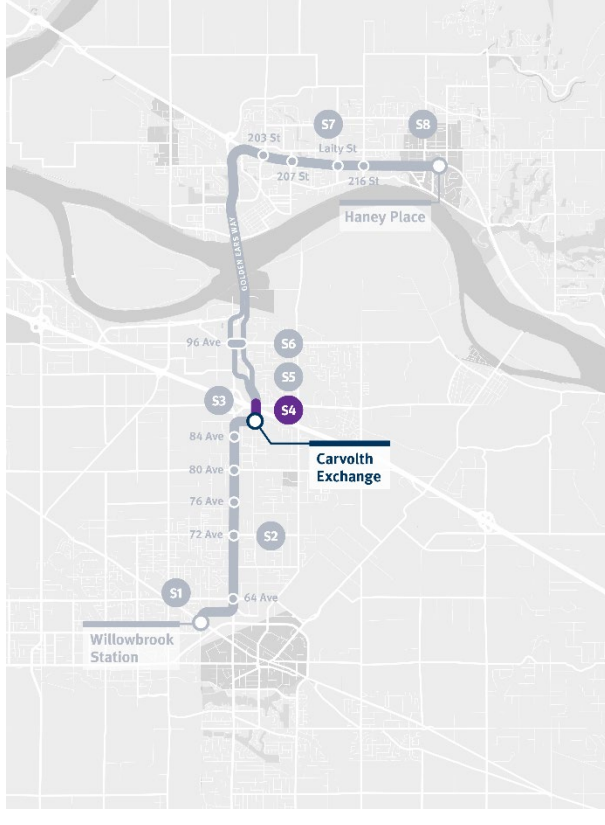
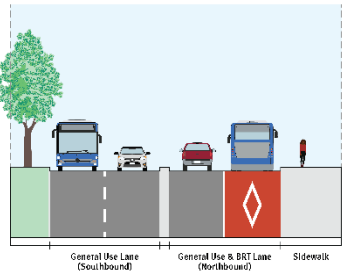
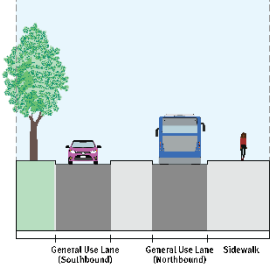
86 Ave: 200 St to 202 St

	Respondents were presented with a configuration for segment 3 of the Langley-Haney Place BRT, which covers 86 Ave from 200 St to 202 St. 18% of respondents supported the proposed configuration of curbside BRT lane, while 16% indicated direct opposition to it. The most common theme raised was concerns with road congestion and insufficient capacity (43%). Other notable themes included calls for protected or separated bike lanes (22%) and intersection and traffic control improvements (16%). A smaller share (9%) also expressed support for a centre BRT lane.
Curbside Lane BRT Configuration 	One-in-five (18%) of respondents supported the curbside BRT configuration, providing support, concerns, or design recommendations related to traffic operations, lane changes, and local conditions. However, nearly one half (43%) of respondents raised concerns about road congestion and insufficient capacity, emphasizing existing traffic delays and the need to maintain or increase vehicle lanes to accommodate current and future demand, while one-in-five (22%) called for protected or separated bike lanes, highlighting the importance of safer cycling infrastructure and improved protection for cyclists along the corridor.
Key Themes	% of comments

Road Congestion and Insufficient Capacity	Comments highlighting current or anticipated congestion, traffic delays, and the need for more vehicle lanes than planned (including concerns about future growth).	43%
Protected or Separated Bike Lanes	Call for physically separated or protected bike lanes, with emphasis on cyclist safety and suggestions for alternative alignments or infrastructure.	22%
Curbside BRT Lane Support	Express positive views about implementing curbside BRT lanes or transit priority, often describing expected benefits for transit flow, reliability, or multimodal use.	18%
Intersection and Traffic Control Improvements	Focused on the need to upgrade or redesign key intersections (especially at 86 Ave & 202 St) for better flow and safety, including requests for signals, roundabouts, or pedestrian upgrades.	16%
Curbside BRT Lane Opposition (against proposed configuration)	Express concerns or opposition specifically regarding the curbside lane BRT configuration, with anticipated worsening of congestion, bottlenecks, or reductions in car capacity.	16%
Preference for Centre Lane BRT	Support centre lane BRT, describing operational, safety, or efficiency benefits over the curbside alternative.	9%

Langley-Haney Place BRT Segment 4 Feedback

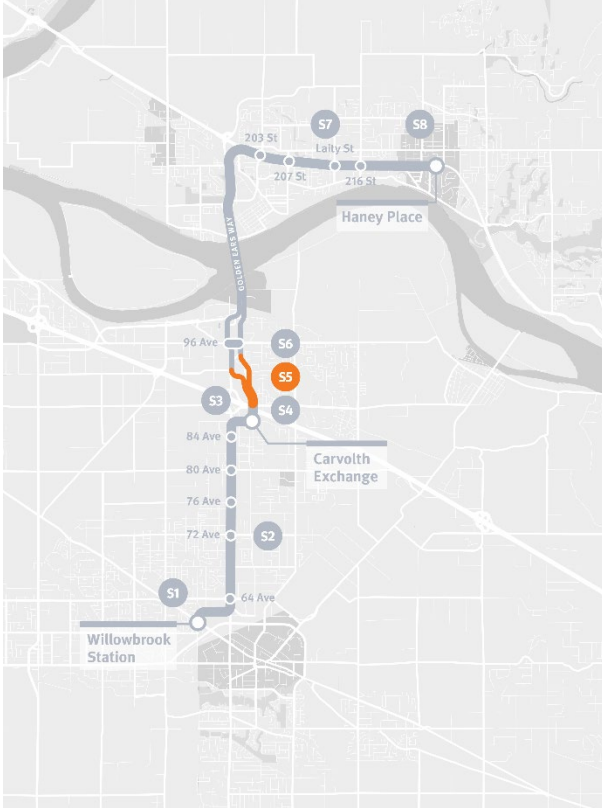
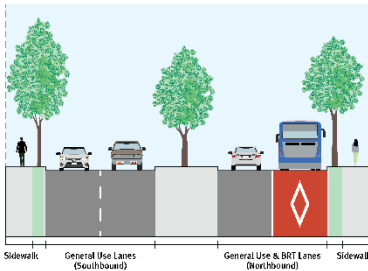
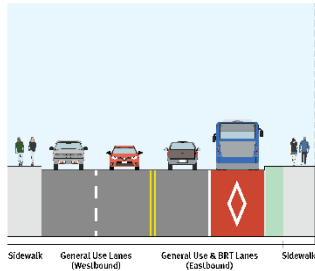
200 St: 86 Ave to 88 Ave

	Respondents were shown the LHP BRT design for the segment along 202 St between 86 Ave and 88 Ave, which incorporates two different configuration types within this section of the corridor. Feedback on this section focused more on specific design elements and operational concerns than on overall support for the configuration. The most frequently cited theme was a desire for dedicated BRT lanes in both directions (36%). Concerns about congestion near intersections and the Hwy 1 roundabout were also common (33%), while 20% called for redesign or widening of the Carvolth Exchange roundabout to improve traffic and transit flow. Additional comments included support for widening the roadway to add lanes (18%) and concerns about the mixed-traffic section between Carvolth Exchange and 88 Ave (14%).	
Configuration 1: Curbside Lane BRT from 86 Ave until Carvolth Exchange 	Configuration 2: Mixed Traffic from Carvolth Exchange to 88 Ave 	
Key Themes		% of comments
Dedicated BRT Lanes	Support for fully separated, dedicated BRT lanes—often in both directions—to ensure faster, more reliable transit service and avoid delays associated with mixed traffic.	36%

Congestion and Bottlenecks	Concerns about existing and worsening congestion along 202 St, particularly near intersections and the Hwy 1 roundabout, leading to delays for both transit and general traffic.	33%
Roundabout Redesign	Calls to redesign, widen, or replace the roundabout near Carvolth Exchange due to its role as a key bottleneck affecting traffic and transit movement.	20%
Road Widening and Additional Lanes	Support for widening the roadway to add additional lanes, citing current and future traffic demand and the need to accommodate both transit and vehicles.	18%
Mixed Traffic Segment (Carvolth to 88 Ave) (Against configuration)	Concerns about BRT operating in mixed traffic between Carvolth Exchange and 88 Ave, particularly regarding reliability, delays, and the ability to maintain consistent travel times.	14%

Langley-Haney Place BRT Segment 5 Feedback

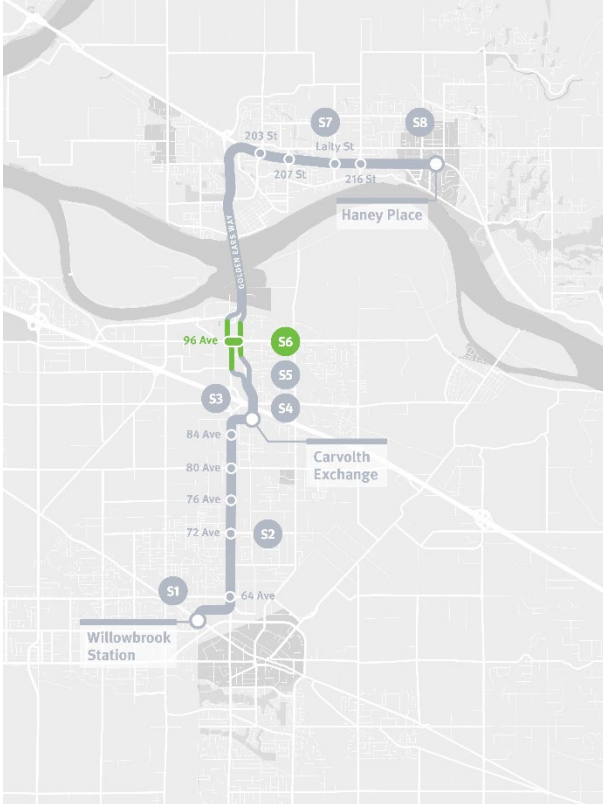
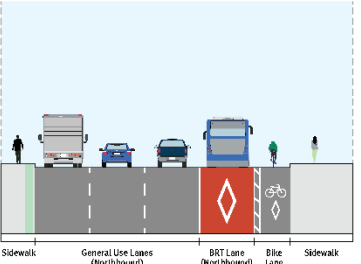
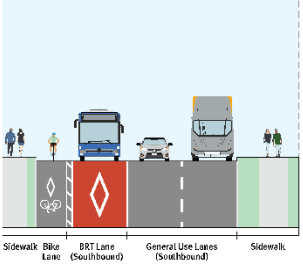
Northbound: 202 St (88 Ave to 201 St) | Southbound: 91A Ave

	Respondents were shown the LHP BRT design for Segment 5, which includes two configurations: one along 202 St northbound from 88 Ave to 201 St, and another along 91 Ave southbound. Most feedback centred on specific design and operational considerations rather than general support for the configuration. Traffic congestion was the most prominent concern, raised by roughly one-quarter of respondents (25%). While respondents appreciated the inclusion of a dedicated BRT lane, 24% indicated a preference for BRT lanes in both directions. Other feedback included opposition to lane removal for BRT (18%). Eleven percent (11%) expressed general support for curbside BRT lanes.	
Configuration 1: Curbside lane BRT on 202 St travelling northbound from 88 Ave until 201 St 	Configuration 2: Curbside lane BRT on 91A Ave travelling southbound 	
Key Themes		% of Comments
Traffic Congestion	Concerns that reallocating a lane for BRT will worsen traffic congestion, especially during peak hours, and create new bottlenecks or delays for car drivers, businesses, and residents.	25%

Support for Curbside BRT Lanes in Both Northbound and Southbound (Configuration Specific)	Category for explicit support of having curbside bus lanes in both travel directions (northbound and southbound) on 202 St and 91A Ave, highlighting the view that dual direction lanes are necessary for reliability and transit effectiveness.	24%
Opposition to Lane Relocation	Strong resistance to converting existing general use lanes to BRT, with comments focused on perceived unfairness or impracticality of removing lanes from car users.	18%
Support for Curbside Lane BRT (General)	Category for expressions of approval for curbside BRT lanes (even if direction is not specified), often mentioning improvements to transit reliability, accessibility, or willingness to accept minor inconveniences for transit benefits.	11%

Langley-Haney Place BRT Segment 6 Feedback

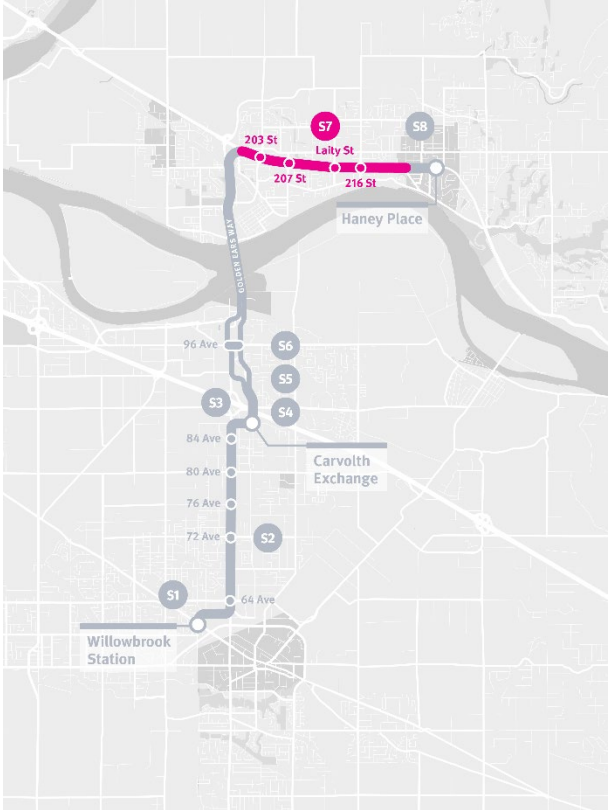
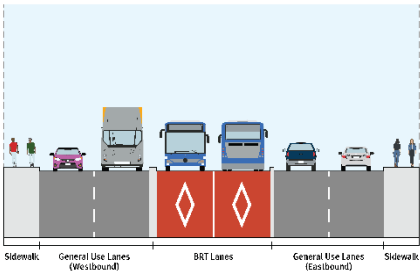
Northbound: 201 St | Southbound: 199A St and 200 St (N of 91A)

	Respondents were shown the Langley-Haney Place BRT design for Segment 6, which includes 201 St travelling northbound and 199A St and 200 St travelling southbound north of 91A Ave. While comments covered a range of topics, 24% expressed support for the proposed curbside BRT (northbound and/or southbound). Traffic congestion was the most frequently cited concern (27%), followed by active transportation considerations (25%), particularly protected bike lanes and pedestrian safety. Additional comments related to road user safety and access (14%) and maintaining or expanding general-purpose lanes (12%).	
Configuration 1: Curbside lane BRT on 201 St travelling northbound 	Configuration 2: Curbside lane BRT on 199A St travelling southbound 	
Key Themes		% of Comments
Traffic Congestion and Lane Reduction	Concerns that converting general use lanes to BRT lanes will worsen congestion, cause backups, or restrict vehicle movement, particularly in an already busy corridor near Golden Ears Bridge.	27%

Bike Lane Protection and Active Transportation	Requests for protected, separated, or enhanced bike lanes, as well as broader consideration of pedestrian and cycling safety in the design.	25%
Support for Curbside Lane BRT (Configuration)	Support for converting curbside lanes to dedicated BRT on 201 St northbound and/or 199A St southbound, with the belief that it will improve transit reliability, speed, and overall movement.	24%
Road User Safety and Access	Issues regarding safety at intersections, merging, turning, business access, and clarity in lane layout for all users (drivers, cyclists, pedestrians, buses).	14%
Support for Preserving or Expanding Road Capacity	Views advocating for maintaining or expanding current vehicle lanes, and in some cases opposition to transit or bike-focused changes in favour of car-oriented infrastructure.	12%

Langley-Haney Place BRT Segment 7 Feedback

Lougheed Hwy: Golden Ears Way to 222 St

		Respondents were presented with a configuration for segment 7 of the Langley-Haney Place BRT in Maple Ridge, which covers Lougheed Hwy from Golden Ears Way to 222 St. Overall, 28% of respondents expressed a preference for the proposed Configuration (centre lane BRT), while 30% opposed it primarily due to concerns on traffic impact. Additional feedback focused on access and mid-block left turns (16%), particularly the potential impacts on business access along the corridor, and the importance of connecting the BRT to Maple Meadows Station and the West Coast Express (13%) to support regional transit connections. Other concerns included pedestrian safety (11%), especially safe crossings to centre median stops, and the impact of widening of the roads (9%).	
Centre Lane BRT Configuration on Lougheed Hwy from Golden Ears Way to 222 St 			
Key Themes			% of Comments
Centre Lane BRT Opposition and Traffic Impact			30%
Some respondents oppose centre lane BRT due to concerns that reallocating road space could worsen traffic congestion, reduce vehicle capacity, and create safety or operational			

	challenges on an already busy corridor.	
Centre Lane BRT Support (Configuration)	Respondents express broad support for centre lane BRT to improve transit reliability, efficiency, and travel times while making better use of road space and encouraging greater transit use along the corridor.	28%
Access, Business, and Mid-block Left-Turns	Concerns that removing or restricting mid-block left-turn lanes could make it harder for drivers to access businesses and properties, potentially leading to longer detours, reduced customer access, and negative impacts on local businesses.	16%
BRT Connection to Maple Meadows Station and West Coast Express	Many respondents stress the importance of directly connecting the BRT service to Maple Meadows Station to enable convenient transfers to the West Coast Express and other local transit services.	13%
Pedestrian Safety and Comfort	Respondents emphasize the importance of improving pedestrian safety, including safe crossings to centre median bus stops, enhanced crosswalks, lighting, and other measures to address the corridor's history of pedestrian collisions.	11%
Road Widening and Property Impacts	Concerns about the feasibility and potential impacts of widening the roadway, including property expropriation, increased noise, disruption to residents and businesses, and loss of green space or buffers along the corridor.	9%

Langley-Haney Place BRT Segment 8 Feedback

Lougheed Hwy: 222 St to 226 St

	Respondents were presented with two alternative configurations for segment 8 of the LHP BRT in Maple Ridge, which covers Lougheed Hwy from 222 St to 226 St. Support for the proposed curbside BRT configuration (Configuration 1) was the most frequently cited theme, mentioned by 33% of respondents. In comparison, 21% preferred Configuration 2, where BRT would operate in mixed traffic to maintain existing road capacity. Concerns about traffic congestion from lane reallocation were also prominent, cited by 24% of respondents. Other comments focused on design considerations, including removing on-street parking (20%), parking conflicts with curbside BRT lanes (15%), and suggestions for centre lane BRT (13%).	
Configuration 1: Curbside Lane BRT	Configuration 2: Mixed Traffic (Same as existing)	
Key Themes		% of comments
Support for Curbside Lane BRT (Configuration 1)		33%
Respondents support a dedicated curbside BRT lane between the parking and general use lanes to improve transit speed, reliability, and overall service experience. Many felt this configuration would support future		

	growth and provide more consistent travel times.	
Traffic Congestion from Lane Reallocation (against Configuration 1)	Concerns that converting a general use lane into a dedicated BRT lane would worsen congestion, create bottlenecks, and increase delays for drivers, especially during peak travel periods.	24%
Support for BRT Operating in Mixed Traffic (Configuration 2)	Respondents prefer BRT buses to operate in mixed traffic with general vehicles, maintaining existing road capacity and avoiding reductions to general-purpose lanes along the corridor.	21%
Removing or Restricting On-Street Parking	Support for reducing or eliminating on-street parking to create space for BRT lanes, cycling infrastructure, or pedestrian improvements while preserving traffic flow.	20%
Parking Conflicts with Curbside Lane BRT	Concerns about operational and safety conflicts between on-street parking and curbside BRT lanes, including delays caused by vehicles parking or maneuvering and increased collision risks.	15%
Preference for Centre Lane BRT	Respondents suggest locating BRT lanes in the centre of the roadway to avoid conflicts with parking and turning vehicles while improving bus efficiency and travel reliability.	13%

Next Steps

Next Steps

TransLink, together with government partners, will use feedback gathered through this engagement to refine the preferred configurations for the King George Boulevard and Langley-Haney Place BRT projects. Input from Phase 3 will be combined with technical analysis and municipal planning to advance both corridors into detailed design.

Engagement findings will directly inform corridor-specific refinements, including lane configuration, station access, safety treatments, and multimodal connections.

Appendices

A: Detailed Survey Data & Cross Tabs

B: Other Feedback

C: Engagement Material

D: Promotional Material

Appendix A: Detailed Survey Data & Cross Tabs

Detailed Survey Data & Cross Tabs

Appendix B: Other Feedback

Other Feedback

Emails

15 messages were submitted to the project email account, brt@translink.ca.

- Topics included:
 - Station Locations
 - Questions and requests for clarification about the proposed station location.
 - Support for Centre Lane BRT
 - Positive feedback expressing support for a centre lane BRT design.
 - Project Timing
 - Questions about when the BRT project will begin construction or operation.
 - Transit Service in Langley City Centre
 - Comments noting that Langley City Centre requires more reliable transit service.
 - Heritage Trees
 - Questions about how the project may affect heritage trees along the corridor.

Appendix C: Engagement Material

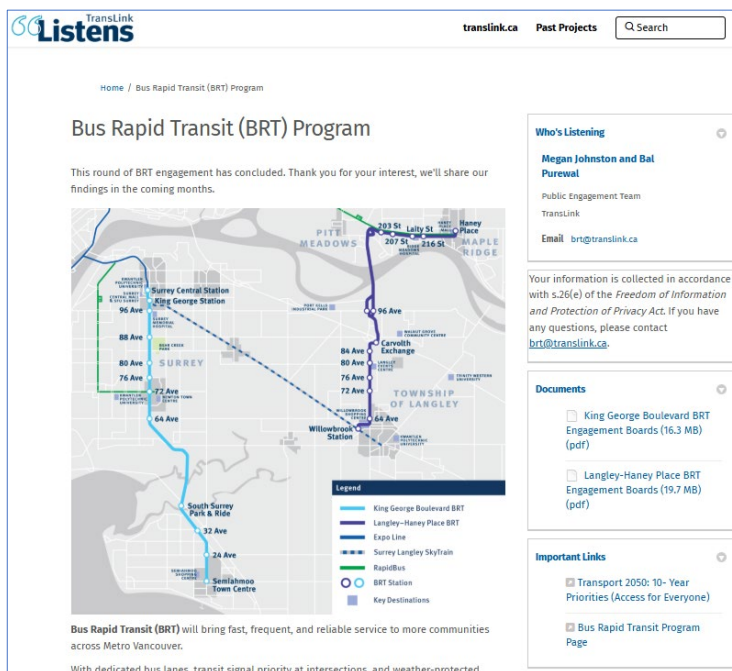
Engagement Material

In addition to the public survey, we developed the following material to inform and engage the public and stakeholder groups on King George Boulevard and Langley-Haney Place BRT:

TransLinkListens.ca

During the public engagement period visitors to **translink.ca/brt** were directed to TransLink's engagement platform, which hosted an online survey, information about the BRT program, an event calendar and project contacts.

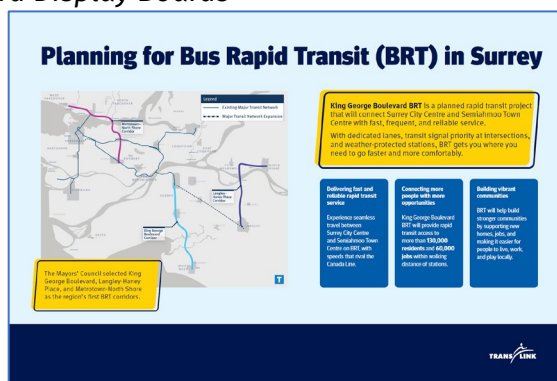
The URL was included in the public engagement material, advertising, and other promotional and awareness tactics.



Display Boards

A set of display boards provided information on the BRT project, with some content specific to community interests in Surrey, Maple Ridge, and the Township of Langley. The boards were used at in-person events.

King George Boulevard Display Boards



Dedicated lanes make BRT fast and reliable.

DID YOU KNOW?

Painted lanes allow buses to sit separate from traffic, reducing cut-in and weaving. They can be placed in the centre or outside, depending on how the route lanes are designed.

Centre Lane BRT



Centre bus lanes help BRT systems run smoothly by avoiding slower traffic parking and right turning traffic.

Curbside Lane BRT



Curbside BRT lanes help BRT systems fit on narrower roads with stations on the sidewalk instead of the roadway. Road signage would show vehicles how the curbside lane for buses.

Concept Only – Final designs will vary based on local context and constraints

TRANS LINK

BRT Station Features

BRT stations can provide a range of features and amenities, including:

- Weather protection from rain, snow, wind, and sun with overhead roofs and windbreakers
- Real-time displays and wayfinding maps with NextBus service updates and system information
- Comfortable waiting with seating and leaving calls
- Rapid boarding through all-door boarding
- Enhanced accessibility with ramps, accessible platforms, and tactile strips (textured tiles that help people with low or no vision identify the platform edge)
- Safety and security features including enhanced lighting

Curbside BRT Station



Day View



Night View

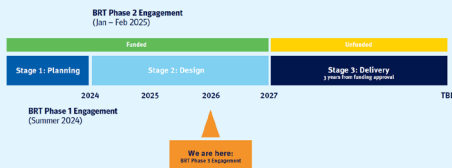
Concept Only – Final designs will vary based on local context and constraints

TRANS LINK

Program Timeline

DID YOU KNOW?

TransLink is leading the planning and design of the BRT Rapid Transit, in consultation with the relevant local authorities on the corridor, including municipalities and the Ministry of Transportation and Transit.



TRANS LINK

King George Boulevard BRT

Faster travel times to get you where you need to go

- Speeds similar to the Canada Line, enabled by dedicated bus lanes along most of the corridor
- A fast, frequent and reliable rapid transit connection for over 25,000 daily riders in 2035.
- At least 30% faster than local service today during afternoon peak hours, with an end-to-end trip of about 40 minutes – in fact or faster than driving at the busiest time of day.
- Connection to the Bixby Road RapidBus and the Surrey Langley SkyTrain. With BRT, travel from Newton to Surrey Central is under 15 minutes during rush hour.

Frequency you can trust

- BRT is expected to arrive every 5 minutes during peak times, twice as often as service today.
- BRT lanes improve reliability, so buses arrive on schedule.

Space for you and everyone on the road

- Frequent service and high-capacity buses mean more room and less crowding on board.
- Traffic impacts are being assessed to ensure the road works for everyone – drivers, transit riders, pedestrians, and cyclists – while supporting emergency services, goods movement, and access to local businesses.

Rapid transit between Surrey Central and Southwold Town Centre

- 20 km of rapid transit service
- 12 BRT stations
- Serving key destinations like Surrey Memorial Hospital, Bear Creek Park, Newton Town Centre, and South Surrey Park and Ride



SURREY

TRANS LINK

BRT Station Features

BRT stations can provide a range of features and amenities, including:

- Weather protection from rain, snow, wind, and sun with overhead roofs and windbreakers
- Real-time displays and wayfinding maps with NextBus service updates and system information
- Comfortable waiting with seating and leaving calls
- Rapid boarding through all-door boarding
- Enhanced accessibility with ramps, accessible platforms, and tactile strips (textured tiles that help people with low or no vision identify the platform edge)
- Safety and security features including enhanced lighting

Curbside BRT Station



Day View



Night View

Concept Only – Final designs will vary based on local context and constraints

TRANS LINK

Bus Rapid Transit will deliver more rapid transit across the region.

As our region grows, we'll need transit that keeps pace – supporting new housing, connecting people to jobs, and linking expanding communities. BRT helps meet that need quickly and effectively.

Faster to Plan, Design, and Build

With shorter planning, design, and construction timelines, BRT projects move from concept to service much faster than traditional rail projects. BRT also doesn't require costly guideways, tracks, or new train fleets. It uses proven, reliable buses running on existing streets.

Rapid Transit Experience

BRT can deliver travel times that rival the average speed of the Canada Line, powered by features like dedicated bus lanes and transit signal priority at intersections.

Cost-Effective Rapid Transit Expansion

BRT is scalable and ready to support the region's needs. And because it's more cost-effective than rail projects, we can bring the benefits of rapid transit to more people, sooner.

Take the survey today.

Share your feedback by
February 8 at translink.ca/brt.



Questions?

Email the project team at brt@translink.ca or call 778.375.7219.

TRANS LINK

King George Boulevard BRT

Segment Summary

Segment 1 KVR: Surrey Central to 96 Ave	• Centre BRT lanes in each direction, or • Northbound curbside BRT lane and Southbound centre BRT lane
Segment 2 KVR: 96 Ave to Hwy 80	• Centre BRT lanes in each direction
Segment 3 KVR: Hwy 80 to Crescent Rd	• No changes to the roadway (in Agricultural Land Reserve)
Segment 4 KVR: Crescent Rd to 152 St	• Centre BRT lanes in each direction
Segment 5 152 St: King George Blvd to 16 Ave	• Two traffic lanes in each direction and a centre BRT lane in one direction • One traffic lane in each direction and curbside BRT lanes in each direction

• BRT lanes can be delivered on over 90% of the corridor outside of Segment 3 (the Agricultural Land Reserve).

• The remaining 10% of the corridor may require alternative solutions for how BRT shares the road with cars and trucks.

• Where road widening is required, impacts on trees will be minimized. Trees will only be removed when necessary, and any that are removed will be replaced at a 2:1 ratio.



SURREY

TRANS LINK

King George Boulevard BRT Segment 1 – King George Blvd Surrey Central Station to 96 Ave



We're considering two configurations for BRT on this segment

Configuration 1: Centre BRT lanes in each direction

- Closest median to the centre lanes, using the space where the centre turn lane and median are today, providing the most reliable travel times.
- Left-turn provided at intersections to support safe traffic flow, with lane opportunities at select locations.
- Maintain right turn lanes at major intersections.



Customer Experience Consideration

For access to King George Station, customers would get off the BRT and cross the street to access the SkyTrain station.

Configuration 2: Centre BRT lanes on off-ramp and on-ramp

• Buses heading south remain in the centre, while off-ramp lanes would not need to be used.
- Left-turn provided at intersections to support safe traffic flow, with lane opportunities at select locations.
- Maintain right turn lanes at major intersections.
- Northbound, left-turn lanes would be used to make right turns into businesses and residences.



For access to King George Station, northbound customers would be dropped off on the closer sidewalk, with easier access to the SkyTrain station.



King George Boulevard BRT Terminus at Surrey Central Station

King George Boulevard BRT will start and end at Surrey Central Station, connecting to SkyTrain, the bus exchange, and key Surrey City Centre destinations.

We're looking at three possible ways for buses to loop around the station:

Configuration 1: Via Central Ave

- The BRT would travel west on Central Ave, then south on City Parkway.
- This option provides space for pickup, drop-off, and layover near the station.

Configuration 2: Via University Dr

- The BRT would travel west on 102 Ave, then north on University Dr.
- This option aligns with future road and development plans in City Centre.

Configuration 3: Via 104 Ave

- The BRT would travel west on 104 Avenue and south on City Parkway.
- This option provides space for pickup, drop-off, and layover on City Parkway, if bus operations are not feasible on Central Avenue.



King George Boulevard BRT Segment 2 – King George Blvd: 96 Ave to Hwy 10

Why are changes being considered?

- This segment often experiences traffic delays during peak hours, affecting both bus speed and reliability and traffic.
- Adding dedicated BRT lanes will make trips about 7 minutes faster, roughly a 30% improvement over today's local service, and is keeping bus BRT lanes in each direction.



Existing configuration:

- Two traffic lanes in each direction, with left-turn lanes and a centre median in some areas.
- Existing bus-priority lanes already in place in certain areas.
- Some locations, one of Surrey's busiest commercial and transit hubs.

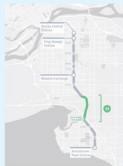


Centre lane BRT configuration:

- Add centre BRT lanes while keeping two traffic lanes in each direction. Dedicated BRT lanes deliver faster, more reliable service for customers during the corridor.
- Left-turn provided at intersections to support safe traffic flow, with lane opportunities at select locations.
- Maintain right-turn lanes at major intersections.



King George Boulevard BRT Segment 3 – King George Blvd: Hwy 10 to Crescent Rd



Existing configuration:

- Runs through Agricultural Land Reserve (ALR).
- A typical section of this segment includes two traffic lanes in each direction, with left-turn lanes and a median.
- Includes connections to South Surrey Park & Ride and access to the Nicomel Bridge.



No changes planned:

- No changes planned to existing traffic lanes.
- An BRT station will be added near South Surrey Park & Ride to support convenient transfers between BRT, local bus service, and the parking lot.
- Buses will share existing lanes with minimal impact to BRT service reliability.



King George Boulevard BRT Segment 4 – King George Blvd: Crescent Rd to 152 St

Why are changes being considered?

- This section often experiences congestion during peak hours, causing delays for both buses and traffic.
- By adding dedicated BRT lanes, travel times will improve by about 40% compared to local service today without reducing traffic capacity.



Existing configuration:

- Two traffic lanes in each direction.
- Includes left-turn lanes and a centre median.



Centre lane BRT configuration:

- Enough space to add two centre BRT lanes while keeping two traffic lanes in each direction.
- Adjust the centre median, with left-turns provided at intersections.
- Maintain right-turn lanes at major intersections.
- At intersections on this segment, approximately 7' of the corridor's 132' heritage tree may be impacted. An arborist review will confirm details, and we will work to minimize impacts.



King George Boulevard BRT Segment 5 – 152 St: King George Blvd to 16 Ave



We're considering two configurations for BRT on this segment

Configuration 1: One centre BRT lane

- One dedicated BRT lane in the center lane, using space from the center turn lane and median.
- Dedicated BRT lanes can be added to support safe traffic flow, with lane opportunities at select locations.
- Remove centre left-turn lane, with left-turns provided at intersections.



Tradeoffs to consider

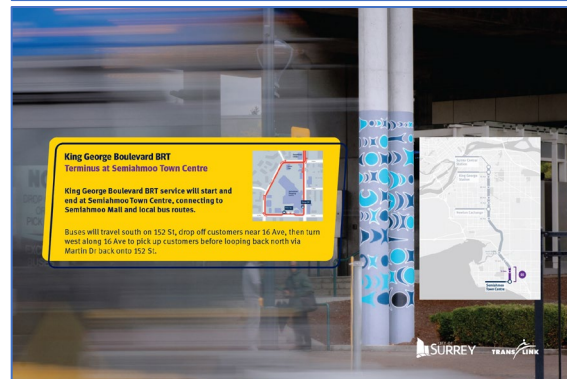
While this option maintains two traffic lanes in each direction, it could reduce the speed and reliability of BRT service in the northbound direction, as the BRT would not have its own dedicated lane.

Configuration 2: Two centre BRT lanes in each direction

- Buses operate in the two traffic lanes, maintaining one access.
- Redesign the road to use traffic lanes in each direction.
- Maintain a centre left-turn lane for left-turns.
- Maintain right turn lanes where they currently exist.
- Vehicles can use the BRT lanes to make right turns into businesses and residences.



While this option provides a lane for traffic in each direction, it maintains two BRT lanes and ensures speed and reliability by providing BRT with its own lane in each direction.



Langley-Haney Place Display Boards

Bus Rapid Transit in Metro Vancouver



Phase 3 Public Engagement
January 13 to February 8, 2026

translink.ca/brt

Planning for Bus Rapid Transit (BRT) in Maple Ridge and the Township of Langley



Langley-Haney Place BRT is a planned rapid transit project that will connect Maple Ridge and the Township of Langley with fast, frequent, and reliable service.

With dedicated lanes, transit signal priority at intersections, and weather protective stations, BRT gets you where you need to go faster and more comfortably.

- Following fast and reliable rapid transit service**
Experienced workers from Metro Vancouver, Maple Ridge and the Township of Langley will build the BRT with speeds that rival the Canada Line.
- Connecting more people with more opportunities**
Langley-Haney Place BRT will provide rapid transit access to over 72,000 residents and 65,000 jobs with walking distance of stations.
- Building vibrant communities**
BRT will help build strong communities by supporting new housing, jobs, and making it easier for people to live, work, and play locally.

The above "closed" selected City of Langley, Township of Langley, and Township of Langley BRT corridor is the region's first BRT corridor.



Dedicated lanes make BRT fast and reliable.

DID YOU KNOW?
Dedicated lanes allow BRT systems to get people from origin to destination quickly and reliably. They can be placed in the center or outside depending on how the roads have been designed.

Centre Lane BRT



Centre lane BRT systems increase capacity by existing lanes for outside parking and right-turning traffic.

Curbside Lane BRT



Curbside BRT lanes help BRT systems fit on narrower roads with stations on the sidewalk instead of the roadway. Road signage could allow vehicles to use the curbside lane for turns.

Concept Only – Final designs will vary based on local context and constraints.



BRT Stations

Stations are an essential part of delivering a comfortable and rapid BRT service. They offer a safe, welcoming place to wait and include features that make boarding more efficient and accessible.

BRT stations will be adaptable to suit each location along the corridor. They may be smaller or larger depending on the local context, with a range of features and amenities, but all are designed to be easily recognizable and provide a comfortable experience for customers.

Centre Lane Station



Day View



Night View

Concept Only – Final designs will vary based on local context and constraints.



BRT Station Features

BRT stations can provide a range of features and amenities, including:

- Weather protection from rain, snow, wind, and sun with overhead roofs and windbreakers
- Real-time displays and wayfinding maps with NextBus service updates and system information
- Comfortable waiting with seating and leaning rails
- Rapid boarding through all-door boarding
- Enhanced accessibility with ramps, or curbside platforms, and tactile strips (textured tiles that help people with low or no vision identify the platform edge)
- Safety and security features including enhanced lighting

Curbside BRT Station



Day View



Night View

Concept Only – Final designs will vary based on local context and constraints.



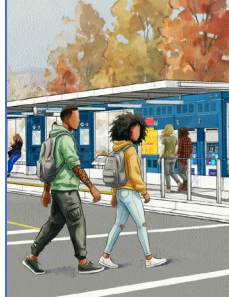
Bus Rapid Transit will deliver more rapid transit across the region.

As our region grows, we'll need transit that keeps pace – supporting new housing, connecting people to jobs, and linking expanding communities. BRT helps meet that need quickly and effectively.

Faster to Plan, Design, and Build
With shorter planning, design, and construction timelines, BRT projects move from concept to service much faster than traditional rail projects. BRT also doesn't require costly guideways, tracks, or new train fleets. It uses proven, reliable buses running on existing streets.

Rapid Transit Experience
BRT can deliver travel times that rival the average speed of the Canada Line, powered by features like dedicated bus lanes and transit signal priority at intersections.

Cost-Effective Rapid Transit Expansion
BRT is scalable and ready to support the region's needs. And because it's more cost-effective than rail projects, we can bring the benefits of rapid transit to more people, sooner.





Program Timeline

DID YOU KNOW?
TransLink is leading the planning and design of Bus Rapid Transit, in consultation with the relevant local authorities on the corridor, including municipalities and the Ministry of Transportation and Transit.

BRT Phase 2 Engagement
(Jan – Feb 2025)

Stage	Planning	Design	Delivery
Timeline	2024	2025	2026
Status	Completed	In Progress	Upcoming

BRT Phase 1 Engagement
(Summer 2024)

We are here:
BRT Phase 3 Engagement

TBD



Take the survey today.

Share your feedback by February 8 at translink.ca/brt.



Questions?
Email the project team at brt@translink.ca or call 778.375.7219.





Langley-Haney Place BRT

Faster travel times to get you where you need to go

- Speeds similar to the Canada Line with dedicated bus lanes along most of the corridor.
- A fast, frequent and reliable rapid transit connection for approximately 13,000 daily riders in 2035.
- BRT can reduce bus travel time by approximately 40% during peak afternoon hours, with an end-to-end journey taking around 40 minutes. BRT travel time will be similar to driving.
- Connection to the #3 Lougheed Hwy RapidBus services at Carvoth Exchange, and the future Suno Langley SkyTrain at Willowbrook Station.

Frequency you can trust

- BRT is expected to arrive every 10 minutes during peak times, more than double the frequency compared to local services today.
- BRT bus lanes will improve reliability, reducing delays from traffic that cause buses to show up late.

Space for you and everyone on the road

- Frequent service and high capacity buses mean more room and less crowding on board.
- Traffic impacts are being assessed to ensure the road works for everyone – drivers, transit riders, pedestrians, and cyclists – while supporting emergency services, goods movement, and access to local businesses.

Rapid Transit between Haney Place and Willowbrook

- 2.1 km of rapid transit service
- 13 BRT stations
- Connecting Willowbrook Shopping Centre, Langley Events Centre, Carvoth Exchange, Ridge Meadows Hospital, and Haney Place



Langley-Haney Place BRT by segment in Township of Langley:

Segment Summary for Township of Langley

Segment 1 Willowbrook Dr. Fraser Hwy to 200 St	• Opening Day: Curbside lane BRT configuration • Future Design: Centre lane BRT configuration
Segment 2 200 St: Willowbrook Dr to 86 Ave	• Centre lane BRT configuration
Segment 3 86 Ave: 200 St to 202 St	• Curbside lane BRT configuration
Segment 4 202 St: 86 Ave to 88 Ave	• Curbside lane BRT configuration • Mixed traffic configuration
Segment 5 Northbound: 202 St (88 Ave to 201 St) Southbound: 91A Ave	• Curbside lane BRT configuration
Segment 6 Northbound: 201 St Southbound: 199A St, and 200 St (North of 91A Ave)	• Curbside lane BRT configuration

BRT lanes can be delivered on over 85% of the corridor once both the Golden Ears Bridge and



TransLink is working with the Township of Langley on future design on these projects.



Langley-Haney Place BRT

Segment 1 – Willowbrook Dr: Fraser Hwy to 200 St

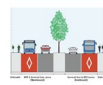
Existing Configuration:

- Two traffic lanes in each direction
- Left turn lanes at intersections
- Raised centre median



Opening Day: Curbside lane BRT configuration

- Buses run in the curbside lane, providing faster and more reliable BRT service than in mixed traffic.
- One traffic lane is converted for BRT and local buses in each direction, with some median left turn lanes to remain.



Future Design: Centre lane BRT configuration

- Buses run in the centre lane.
- Two traffic lanes in each direction, requiring road widening.
- Left turn lanes at signalized intersections.



Langley-Haney Place BRT

Segment 2 – 200 St: Willowbrook Dr to 86A Ave

Existing Configuration:

- Two to four traffic lanes in each direction
- Left turn lanes at signalized intersections
- Raised centre median in some areas
- Access to Langley Events Centre, Louisa Village, and nearby businesses



Centre lane BRT configuration:

- Buses run in the centre lane.
- Two to four traffic lanes are maintained in each direction, depending on the area.
- In some areas, a reduction in lanes may be required (see map to the right).

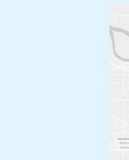


Langley-Haney Place BRT

Segment 3 – 86 Ave: 200 St to 202 St

Existing Configuration:

- 86 Ave currently has one travel lane in each direction
- Scheduled for widening in 2024 by the Township of Langley



Curbside lane BRT configuration:

- Maintain one traffic lane in each direction.
- Matches the planned road widening by the Township of Langley.

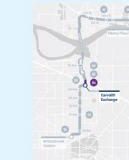


Langley-Haney Place BRT

Segment 4 – 202 St: 86 Ave to 88 Ave

Existing Configuration:

- 202 St has one traffic lane in each direction



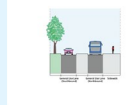
86 Ave to Carvoth Exchange: Curbside lane BRT configuration

- Curbside BRT lane – northbound only.
- Maintain the same number of traffic lanes.



Carvoth Exchange to 88 Ave: Mixed traffic configuration

- BRT runs in mixed traffic.
- Maintain the same number of traffic lanes.



From Carvoth Exchange, BRT will take approximately 16-18 minutes to get to Willowbrook Station, and 21-23 minutes to get to Haney Place.

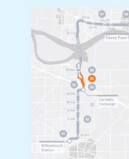


Langley-Haney Place BRT

Segment 5 – Northbound: 202 St (88 Ave to 201 St) Southbound: 91A Ave

Existing Configuration:

- 202 St has two traffic lanes in each direction
- 91A Ave has two traffic lanes in each direction between 200 St and 202 St



Northbound BRT (202 St) Curbside lane BRT configuration, one-way

- Convert one northbound travel lane for BRT.
- Other traffic lanes remain the same.



Southbound BRT (91A Ave) Curbside lane BRT configuration, one-way

- Convert one southbound curbside lane for BRT.
- Other traffic lanes remain the same.

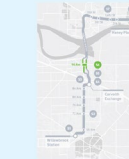


Langley-Haney Place BRT

Segment 6 – Northbound: 201 St Southbound: 199A St and 200 St (N of 91A)

Existing Configuration:

- Northbound: 201 St has four traffic lanes and connects to Golden Ears Bridge
- Southbound: Golden Ears Bridge connects to 199A St and has three traffic lanes



Northbound (201 St) Curbside lane BRT configuration, one-way

- Convert one curbside lane to a northbound BRT lane.
- Maintain three traffic lanes and the existing bike connection.



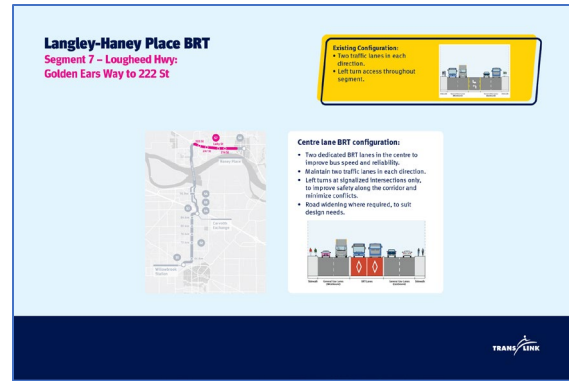
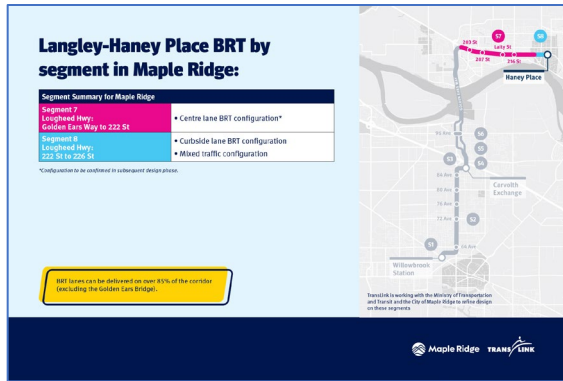
Southbound (199A St) Curbside lane BRT configuration, one-way

- Convert one curbside lane to a southbound BRT lane.
- Maintain two traffic lanes and existing bike connection.



From 91A Avenue Station, 1 will take BRT approximately 3 minutes to Carvoth Exchange, and 22 minutes to Willowbrook Station.





Narrated Overview Videos

Narrated Versions of the display boards was hosted on TransLink's YouTube channel; and embedded in the project webpage at translink.ca/brt. By the end of the public engagement period, the King George Boulevard video had been viewed **3,381 times** and the Langley-Haney Place video **1,927 times**.

- [King George Boulevard Overview Video](#)
- [Langley-Haney Place Overview Video](#)

Appendix D: Promotional Material

Promotional Material

A variety of promotional tactics were employed by TransLink and municipal partners to build interest and aware of the engagement and opportunities to learn more about the BRT program and provide feedback. Following are examples of promotional materials and tactics.

Postcards: 120,917 were mailed to addresses in a 1-kilometre radius of the corridors.

King George Boulevard Postcard



Have your say on Bus Rapid Transit

Attend a BRT Open House

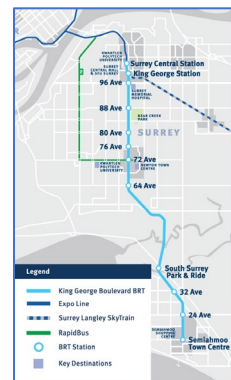
January 21 | 4-8 pm
Surrey Libraries – Semiahmoo Branch
1815 152 St, Surrey, BC

January 24 | 3-7 pm
Newton Recreation Centre, Room 4/Hall
7120 1368 St, Surrey, BC

January 28 | 3-7 pm
Surrey Libraries – City Centre Branch
Room 120
10350 University Dr, Surrey, BC

This is an important notice. Please have someone translate it for you.
此通知很重要。請找人為您翻譯解說。 這通知很重要。請找人為您翻譯解說。

SURREY **TRANS LINK**



King George Boulevard Bus Rapid Transit (BRT)

King George Boulevard BRT is a planned rapid transit project that will connect Surrey City Centre and Semiahmoo Town Centre with fast, frequent, and reliable service.

With dedicated lanes, transit signal priority at intersections, and weather-protected stations, BRT will get you where you need to go faster and more comfortably.

We want to hear from you on **proposed changes along the corridor**. Your feedback will help inform how we deliver this project in your community.

Take the survey today
Share your feedback by February 8 at translink.ca/brt.

Questions? Contact the project team at brt@translink.ca or call 778.375.7219.

Your information is collected in accordance with s.26(2) and 26(6) of the Freedom of Information and Protection of Privacy Act. If you have any questions, please email brt@translink.ca.

Langley-Haney Place Postcard



Have your say on Bus Rapid Transit

Attend a BRT Open House

January 18 | 1-5 pm
Maple Ridge Library, Fraser Room
2470 Dewdney Trunk Rd, Maple Ridge

January 25 | 2-6 pm
Walnut Grove Community Centre
8889 Walnut Grove St, Langley Twp

January 27 | 4:30-8:30 pm
Langley Events Centre
7888 200 St, Langley Twp

January 31 | 11-4 pm
Langley Meadows Elementary
2244 Willoughby Way, Langley Twp

This is an important notice. Please have someone translate it for you.
此通知很重要。請找人為您翻譯解說。 這通知很重要。請找人為您翻譯解說。

Township of Langley **Maple Ridge** **TRANS LINK**



Langley-Haney Place Bus Rapid Transit (BRT)

Langley-Haney Place BRT is a planned rapid transit project that will connect the Township of Langley and Maple Ridge with fast, frequent, and reliable service.

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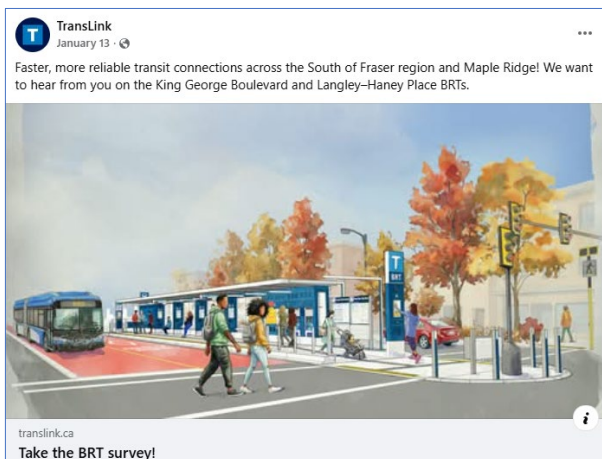
Your information is collected in accordance with s.26(2) and 26(6) of the Freedom of Information and Protection of Privacy Act. If you have any questions, please email brt@translink.ca.

Advertising: Paid advertising was used to building awareness of the public engagement and opportunities to participate.

- Digital campaign:** Ads ran on Meta platforms (Facebook and Instagram), Google, and YouTube from January 13 to February 8, generating **36,300 clicks** to translink.ca/brt, **4.7 million impressions**, and **4,900 clicks** to start the online survey.
- Transit system:** Signage with information on the engagement and opportunities to participate were installed at 54 bus stops along the King George Boulevard and Langley-Haney Place corridors.



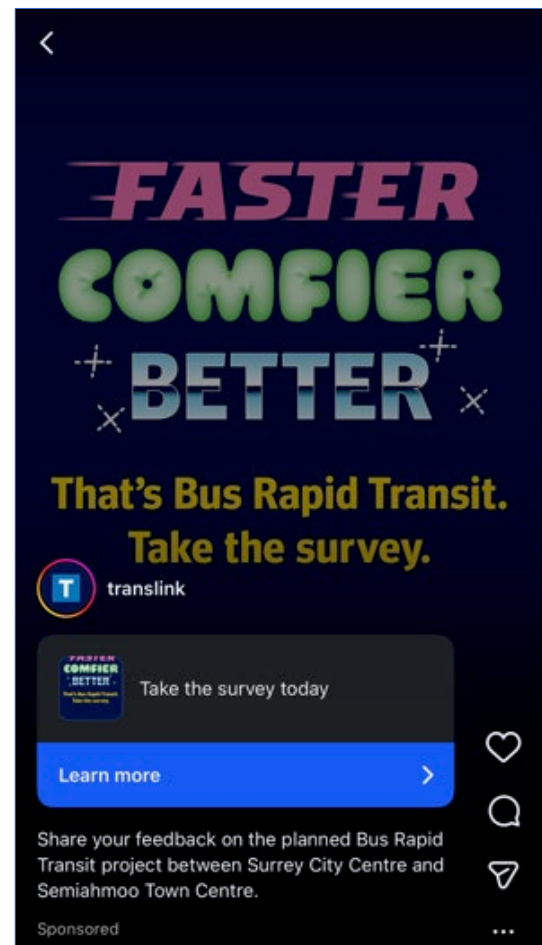
TransLink Social Media and Blog Posts: The social media campaign to promote the public engagement included 14 posts across TransLink’s Facebook, X, Instagram, and LinkedIn channels. These posts generated a combined 74,469 views. A supporting post on the Buzzer Blog received an additional 4,907 page views.



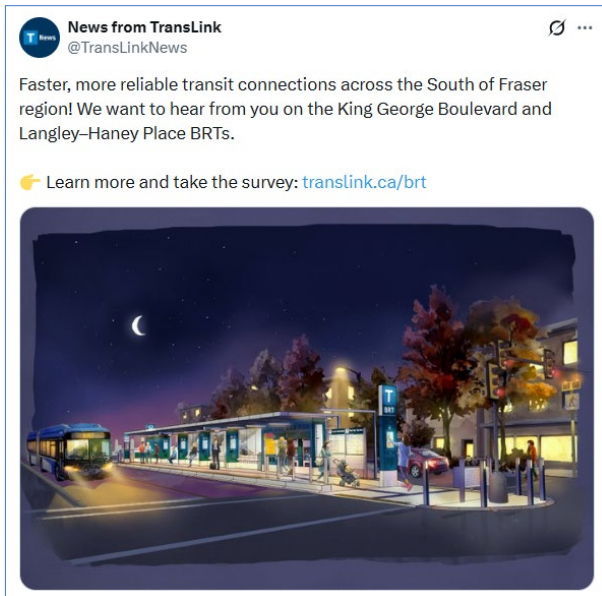
Facebook



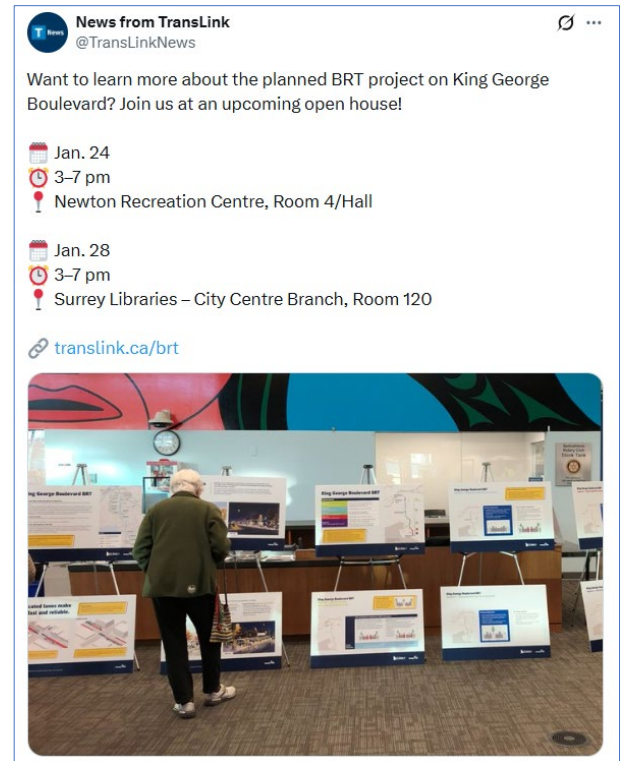
Instagram



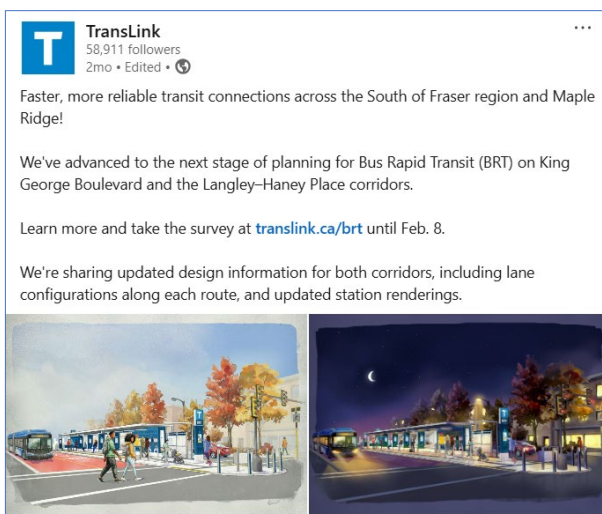
Instagram Ad



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[X](#)



[LinkedIn](#)

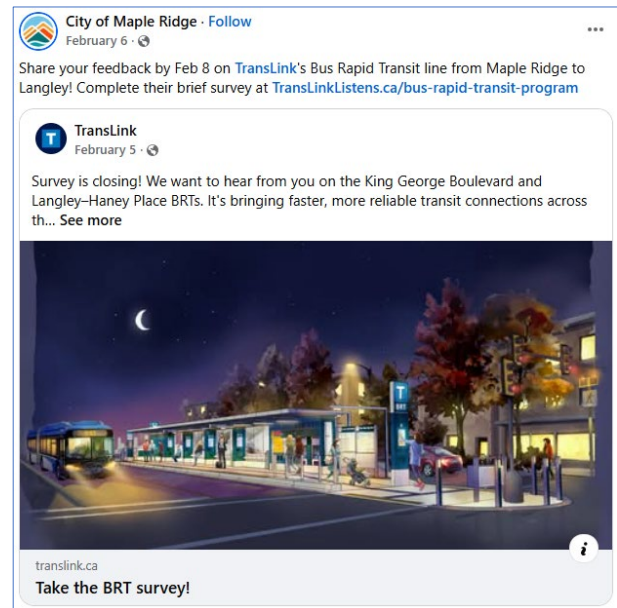


[Buzzer Blog](#)

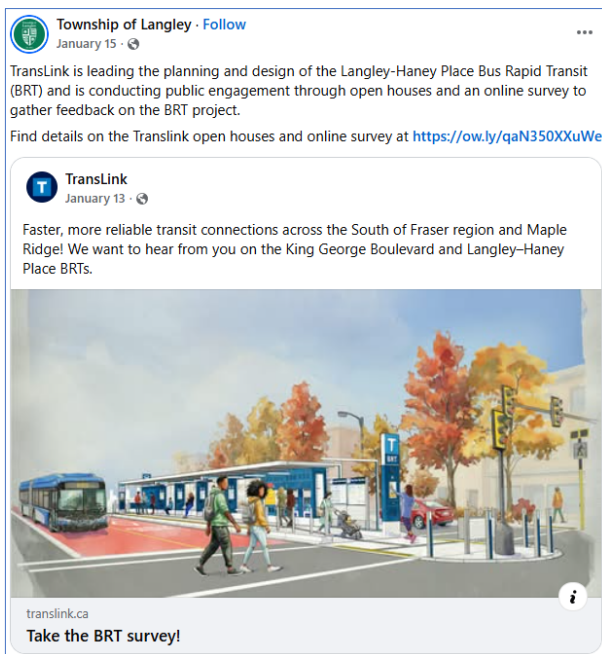
Municipal Partner Social Media Posts: Municipal partners helped amplify awareness of the public engagement opportunities through posts on their social channels.



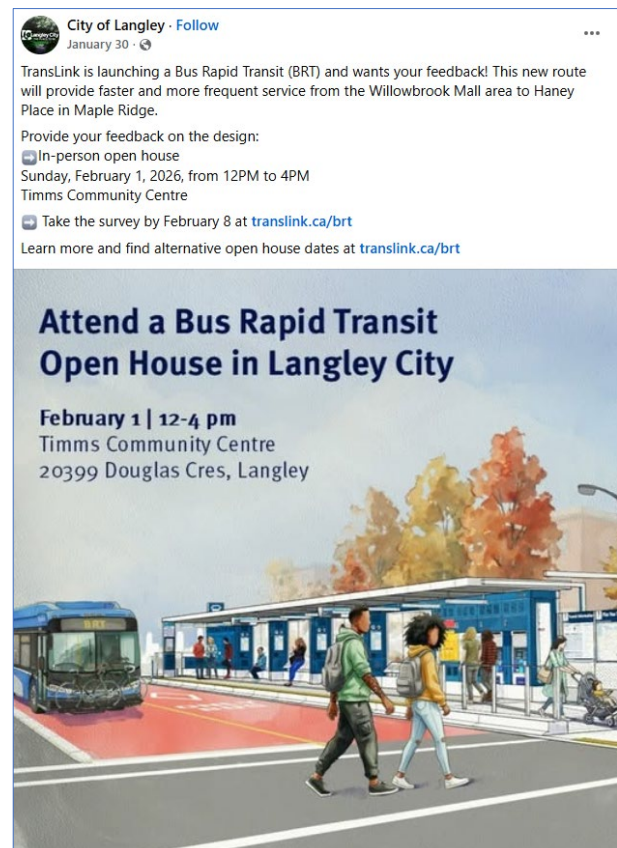
[City of Surrey](#)



[City of Maple Ridge](#)

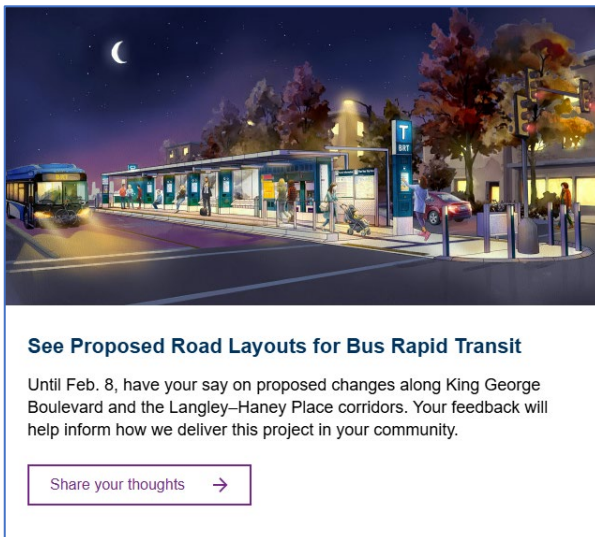


[Township of Langley](#)



[City of Langley](#)

Newsletters: Information about engagement opportunities was included in TransLink newsletters: a monthly general newsletter (*image below, left*) to 577,500 subscribers in January; and the BRT newsletter (*image below, right*), to 1,800 subscribers in February.



TransLink Newsletter



BRT Newsletter