

CITY OF
LANGLEY



OFFICE OF THE MAYOR

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February 3, 2009

His Worship Mayor Rick Green and Council
Township of Langley
20338 - 65 Avenue
Langley, BC V2Y 3J1

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LEGISLATIVE SERVICES

Dear Mayor Green and Councillors:

Re: Mufford/64 Avenue Overpass – “Option J”

The City of Langley supports the Township of Langley and its partners in the Roberts Bank Rail Corridor Program (RBRC) and previous long term transportation plans in our collective efforts to improve transportation in our communities and the region.

The goal of these plans is not isolated to improving train movements but more importantly, it reflects our common desire to improve both the road network efficiency and the rail network efficiency through a variety of initiatives including the construction of road/rail grade separations; advance warning devices; track improvements; as well as other road network improvements. The City of Langley has long sought to make significant improvements to the transportation network by eliminating road/rail conflicts. Most recently, the City, with funding from TransLink and the Province, constructed the 204 Street Overpass. This project was constructed with sufficient capacity to meet the needs of the City and the Township as part of an integrated, long term transportation solution. We see the Mufford/64 design option as an essential element of an integrated transportation network in the region.

The Mufford/64 design as currently envisaged achieves a number of significant benefits to our communities and the region as a whole:

- Network redundancy – creates an alternate east/west corridor to link the communities and provide a route that can be used if other, very limited routes are unavailable.
- Network connectivity – provides a contiguous east/west corridor stretching from Hwy 91 in Delta, through Surrey to east of 232 Street in Langley. In addition, it will also provide more connectivity options for the communities when the Province constructs a new interchange at 216 St/Hwy 1.



- Improved safety – the network redundancy and network connectivity will allow emergency responders to respond more quickly and effectively.
- Improves the flow of local and regional traffic thereby reducing travel times, GHG emissions and idling.

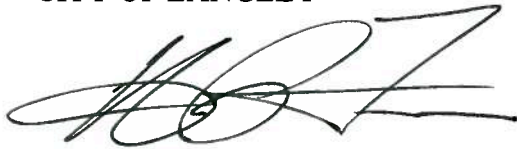
We recognize that the design has not been finalized and we still have some concerns about local connectivity but overall, the City of Langley believes that the Mufford/64 design option represents the best solution to our people and goods/services transportation challenges for now and for the future.

The City of Langley believes that “Option J” is not an integrated solution nor is it a network solution but instead will result in increased congestion and longer travel times for our communities. This option continues to rely on Fraser Highway, 56 Avenue and Langley Bypass to provide east/west connectivity rather than providing additional capacity. We strongly believe that “Option J” will create significant negative impact to our community and we want to put on record to Township of Langley Council that the City of Langley is opposed to “Option J”.

Notwithstanding our opposition to “Option J”, the City of Langley recognizes the significant impact of heavy rail traffic on our communities and especially through the City of Langley. We will continue to work with the Township of Langley to lobby the Government of Canada, the Province and TransLink on this issue. In addition, we remain committed to the exploration of other transportation options including the extension of SkyTrain, street level LRT and community rail from Surrey to Langley and beyond.

We look forward to working with the Township of Langley as “together” we continue to address the transportation challenges in our communities and the region.

Yours truly,
CITY OF LANGLEY



H. Peter Fassbender
Mayor

cc: Langley City Councillors
Mark Warawa, MP – Langley
Honourable Mary Polak, MLA – Langley
Tom Prendergast, TransLink
Mimi Sukhdeo, Transport Canada
Frank Blassetti, Ministry of Transportation and Infrastructure
Township Clerk

