

Surrey Langley SkyTrain Project

Public Engagement Summary Report

Design Advisory Process

August 28, 2024

Prepared by South Fraser Station Partners
& Francl Architecture Inc.



Land Acknowledgement

The Surrey Langley SkyTrain Project is being constructed in the ancestral territories of the Coast Salish peoples, and in particular the Katzie, Kwantlen, Matsqui, Musqueam, Semiahmoo, and Tsawwassen First Nations.

Preface

This Public Engagement Report (Report) was prepared by South Fraser Station Partners, as part of the Design Advisory Process (DAP) for the Surrey Langley SkyTrain (SLS) Project. This Report summarizes the feedback from the first round of public engagement in the DAP. It will be considered by the City of Surrey, Langley City, and Township of Langley as part of the DAP submissions for each of the SLS stations, and by the Province of BC in the development of the project.

Note:

Any personal information collected through the online survey was for the purposes of informing the Surrey Langley SkyTrain Project. If you have any questions about the collection of this personal information, please contact: Director, Citizen Engagement, citizenengagement@gov.bc.ca. This information was collected by the Ministry of Citizens' Services on behalf of the Ministry of Transportation under the authority of section 26(c) and 26(e) of the Freedom of Information and Protection of Privacy Act ("FOIPPA").

The views provided through the survey feedback and in person during the public open houses reflect the interests and opinions of people who chose to participate in the engagement process. This may not be reflective of the views of the broader public and should not be considered a statistically-valid public opinion poll.



Public open house at Fleetwood Community Centre on June 22, 2024.

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An architectural rendering of a modern transit station, likely a light rail or tram station, with a blue overlay. The station features a multi-level structure with a prominent glass and steel upper level. The ground level shows a platform with people walking and a sign that reads "Green Timbers Station".

1

Executive Summary

Executive Summary

The Surrey Langley SkyTrain Project will extend the Expo Line 16 kilometres primarily along Fraser Highway from King George SkyTrain Station in Surrey to 203 Street in Langley City Centre. The Project, which is the first rapid transit project south of the Fraser River in 30 years, includes eight new stations and three transit exchanges.

The Project will improve regional transportation connections and provide fast, frequent, and reliable transit service to and from other parts of Metro Vancouver, especially south of the Fraser River. Once complete, the commute between Langley City Centre and King George Station will be 22 minutes.

Between June 18 and June 30, 2024, the Province of BC sought public feedback on designs for the eight stations that form part of the first major transit project south of the Fraser River in 30 years.

The public was invited to provide input on the interim designs of the eight new SkyTrain stations, including station entrances and adjacent plazas. The public engagement included four in-person open houses in Surrey and Langley, and a virtual information session.

The events were staffed by key personnel from the Province and South Fraser Stations Partners to engage participants, answer questions, and encourage feedback to help inform final station designs, as appropriate.

More than 400 people participated in the public engagement by attending an in-person public open house or a virtual engagement session. Nearly 400 feedback forms were completed, primarily online. The majority of respondents live in Surrey or Langley (City and Township), demonstrating keen local interest in the project.

Overall, participants expressed strong support for the project, heard during conversations at the public events and through the completed feedback forms. The majority of participants noted that they are 'very satisfied' or 'somewhat satisfied' with the station designs (74 per cent) and the passenger experience features (80 per cent). Most participants (74 per cent) either 'agree' or 'strongly agree' that the station designs support the design goals presented. Additional feedback focused on availability of public washrooms, parking at SkyTrain stations, adequacy of passenger drop-off, and connectivity to transit routes. A summary of the feedback is provided in this report.

The report will be provided to the partner municipalities of the City of Surrey, Langley City and the Township of Langley as part of the Design Advisory Process.

An architectural rendering of a modern transit station, likely a light rail or tram station, with a large, stylized number '2' overlaid on the left side. The station features a multi-level structure with a prominent glass facade on the left and a covered platform area on the right. The platform has a sign that reads '152 Street Station' and a 'T' symbol. The scene is set against a dark blue background, suggesting dusk or dawn. The overall aesthetic is clean and contemporary.

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About the Project

About the Project

The Surrey Langley SkyTrain (SLS) Project will extend the Expo Line 16 kilometres, primarily along Fraser Highway, from King George SkyTrain Station in Surrey to 203 Street in Langley City Centre. The project will improve regional transportation connections and provide fast, frequent, and reliable transit service, especially south of the Fraser River. Once complete, the commute between Langley City Centre and King George Station will be 22 minutes. The Surrey Langley SkyTrain extension includes an elevated guideway, eight new stations, three transit exchanges, and three propulsion power substations. The project will also improve transportation options, increase access to housing and services such as childcare and health care, support healthy communities and foster job growth economic development.

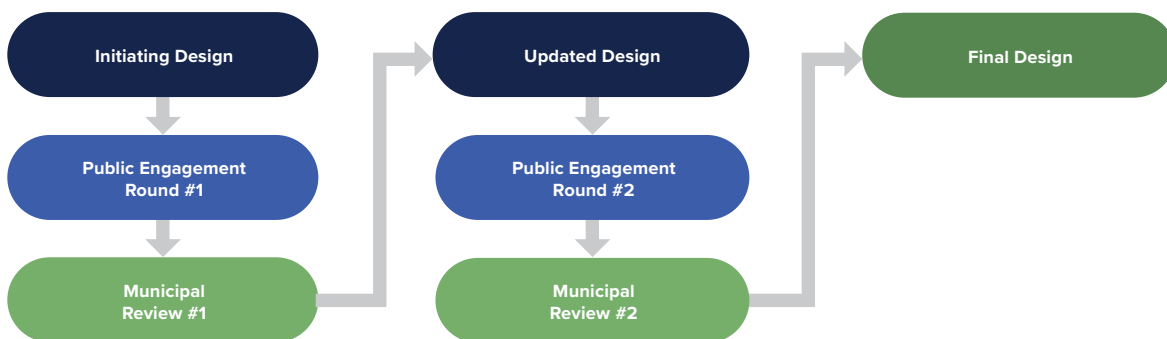
Project Delivery

The Surrey Langley SkyTrain will be delivered through three different contracts. Following a robust procurement process, South Fraser Station Partners was selected to build the eight new stations, which includes the three integrated transit exchanges and three propulsion power stations. South Fraser Station Partners is a joint venture of Aecon Constructors / Aecon Construction Group Inc, Acciona Infrastructure Canada Inc, and Pomerleau BC Inc, in association with AECOM Canada Ltd as the Design Lead.

Design Advisory Process (DAP)

The Design Advisory Process (DAP) is a process to provide the partner municipalities of the City of Surrey, Langley City, and the Township of Langley the opportunity to provide comments on the design and urban integration of the stations. The DAP replaces the municipal development permit process but takes into consideration municipal policies and guidelines, as well as public feedback on station designs. There are two phases to DAP. This report summarizes the first phase of public engagement. A second round of engagement is anticipated in fall 2024 after municipal partners submit comments. Feedback will be considered as part of the DAP and will help inform final station designs, as appropriate.

DAP Process



An architectural rendering of a modern transit station, identified as Fleetwood Station. The image is overlaid with a semi-transparent blue filter. The station features a multi-level design with a prominent glass-enclosed upper level and a ground-level entrance area. A large, stylized number '3' is positioned on the left side of the image. The text 'Engagement Overview' is written in white at the bottom left. In the background, a sign above the entrance reads 'Fleetwood Station'. The scene includes silhouettes of people walking and sitting, suggesting a public space.

3

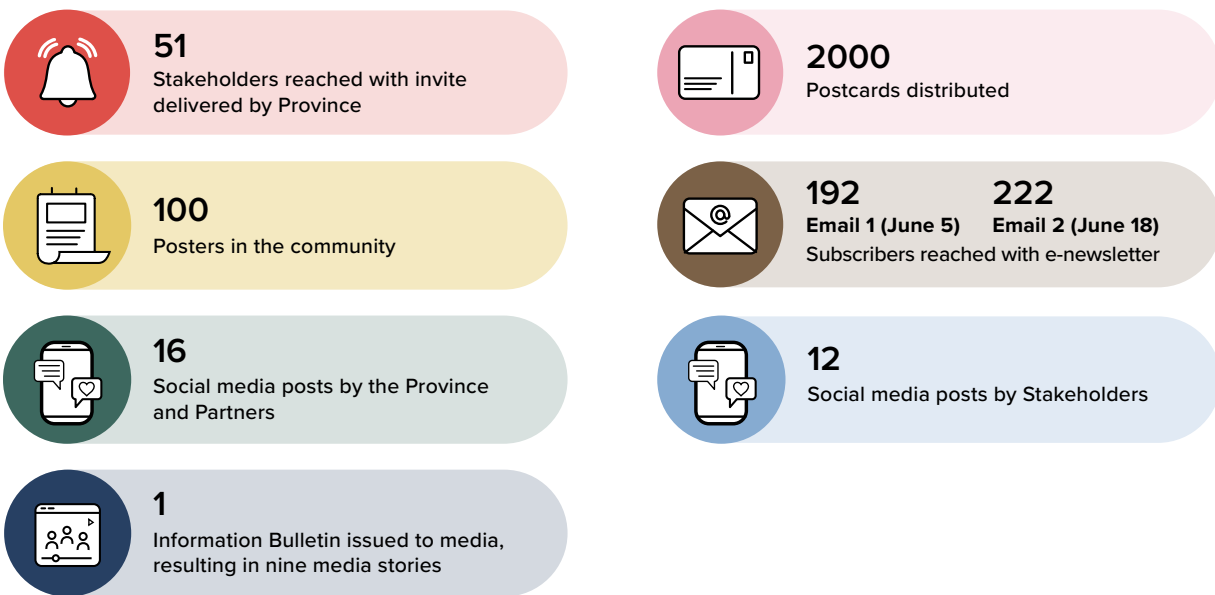
Engagement Overview

Fleetwood Station

Engagement Overview

Between June 18 and 30, 2024, the Province invited British Columbians to learn about and provide feedback on the design of the eight new SkyTrain stations, including station entrances and adjacent plazas. A range of communications and public engagement activities took place, including four in-person open houses, one virtual information session, and online engagement. A feedback form was developed and available online and in hard copy, with most respondents providing feedback online. The following graphics provide an overview of engagement and promotional activities by the numbers:


Promotions





Outreach


Street teams mobilized to local area transit hubs to promote the upcoming Surrey Langley SkyTrain public engagement.


The street teams distributed promotional postcards on six different occasions, interacting with approximately 400 members of the public. Dates, times and locations of the street team outreach are shown below.


 **June 12, 2024**
6:30am – 10:30am
Surrey Central SkyTrain Station

 **June 12, 2024**
6:00am – 10:00am
Carvolth Exchange

 **June 13, 2024**
3:00pm – 7:00pm
Surrey Central SkyTrain Station

 **June 13, 2024**
3:00pm – 7:00pm
Langley Exchange

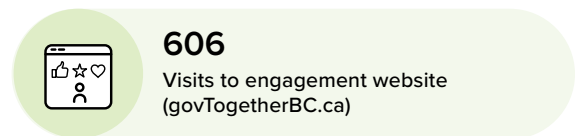
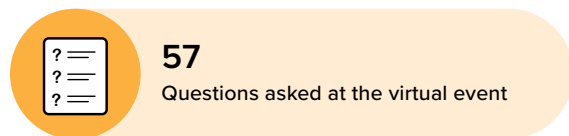
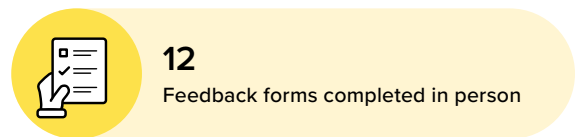
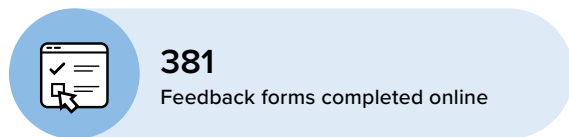
 **June 13, 2024**
3:00pm – 7:00pm
King George Station

 **June 14, 2024**
3:00pm – 7:00pm
King George Station



Public open house at Hampton Inn and Suites on June 20, 2024.

Participation





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Engagement Results

Engagement Results

Overview

Between June 18 and 30, 2024, respondents were invited to provide feedback on the design of each of the eight stations and how well the station designs support design goals, as well as satisfaction with passenger experience features.

Respondents could provide feedback through an online or a hard copy feedback form available at the open houses. In addition, conversations with participants at the open house events and through social media comprised feedback that is included in this report. The following pages provide a summary of the feedback.

Findings

Open House Feedback

Accessibility

- Desire for accessible washrooms that are available to all passengers, easily accessible and suitable for those using mobility devices, such as a wheelchair or power chair.
- Desire to exceed basic building code requirements for accessibility, and design the stations for best practice inclusive design, especially mobility access and access for those who are visually impaired. For example, ensuring there are no dead ends with the tactile tile paths, and ensuring public art in the plazas does not obstruct the tactile paths.
- Desire for a better solution in the event of an elevator outage, rather than requiring passengers to make detours, such as taking the train to the next stop for available elevators. Station design for island instead of side platforms would support accessibility to elevators during an outage.
- Appreciation for the consistent design approach to the stations and entrances – this is good from an accessibility standpoint.
- Concern that the gap between the train and the platform is a mobility and safety challenge.
- Desire for reserved parking spots for people with disabilities (accessible parking spaces).
- Concern about the use/need for mezzanines.

Sustainability and Environment

- Desire to use native plantings and trees that provide good shade.
- Desire for 'bird proofing' measures to prevent bird strikes, as well as messes from birds.
- Desire for stations to be built to LEED standards and to incorporate solar panels.

Safety

- Concern about potential conflicts between cyclists and HandyDART, where passengers need to cross the bike path to access the station entrance from the HandyDART drop off (such as at Willowbrook Station).
- Desire for full separation between cycling paths and pedestrian paths around stations.
- Desire for measures to prevent people from jaywalking to access the stations.
- Concern about whether the design of the secure bike parkades will increase safety and how these will be operated.
- Interest in having parking spaces allocated to Transit Police and integrating these into the designs.

Connectivity

- Desire for parking around the stations as well as park and ride facilities.
- Interest in learning more about changes to local bus service and the 'last mile' to connect neighbourhoods and communities to the stations, including active transportation options.
- Concern about gaps in the active transportation paths.

Design - general

- Desire for design to consider/incorporate noise reduction measures.
- Appreciation for the approach to the station entrance canopies.

Construction

- Interest in the timing of construction activities and related impacts.
- Concern about impacts during construction and the businesses that will be affected.
- Desire to have the extension open in stages rather than wait for it all to be finished before service begins.

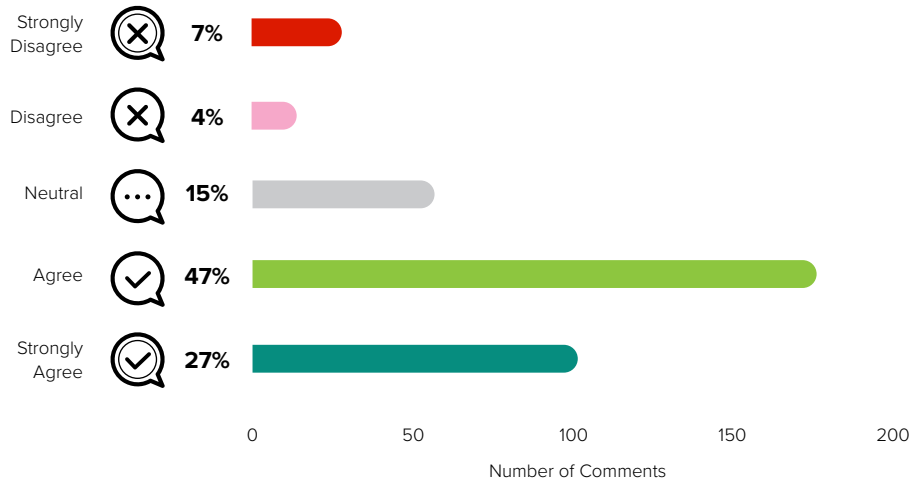
Other

- Interest in what future development around the stations will look like.
- Concern regarding impacts on property values.
- Interest in the location of the OMC facility that will support the extension.
- Concern about how public art and Indigenous cultural recognition art will be maintained.

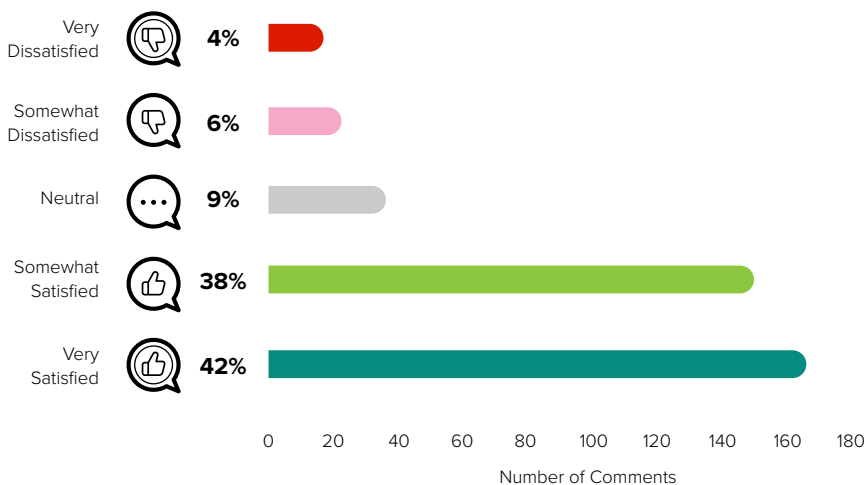
Feedback Form

Thirteen questions were posed with an estimated time requirement of 10 minutes to complete the survey. A summary of the responses for each question are included below:

Q1: Overall, do you agree the station designs support the design goals presented (i.e., familiarity, efficiency, positive experience)?



Q2: How satisfied are you with the passenger experience features in the station designs?



Q3: Please elaborate in what ways you are dissatisfied with the passenger experience features described above.

The primary concerns raised in response to this question are summarized below:

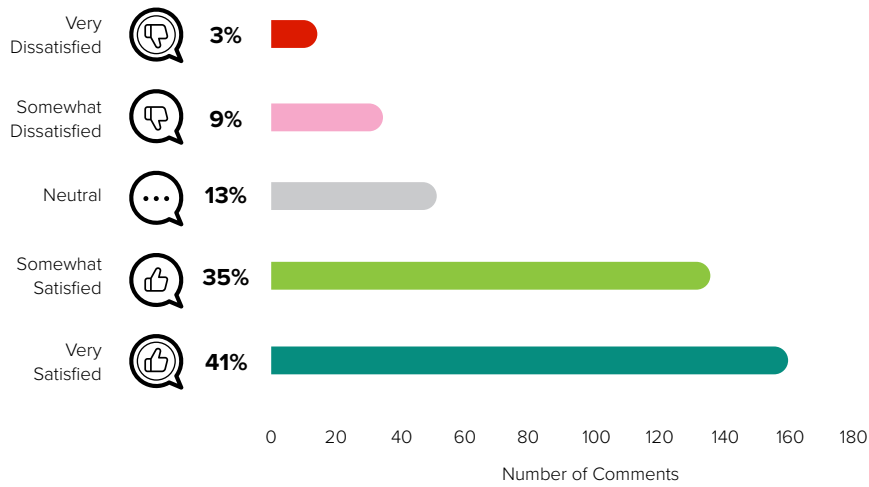
While several features to enhance passenger experience were shown as part of the station designs, some respondents expressed dissatisfaction with lack of access to washrooms in stations and the lack of parking or park and ride amenities. Respondents also had concerns about the level of station accessibility, in general.

Other frequent comments included the desire for larger platform areas and incorporating sustainability into station designs.

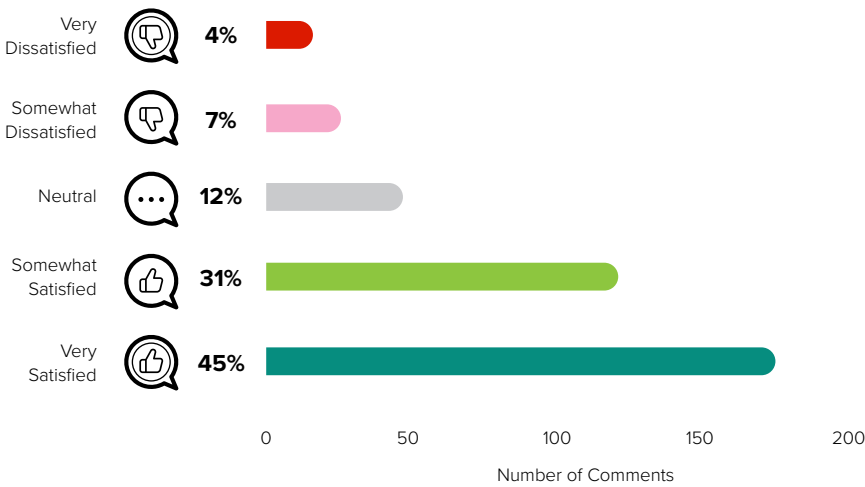


Public open house at Fleetwood Community Centre on June 22, 2024.

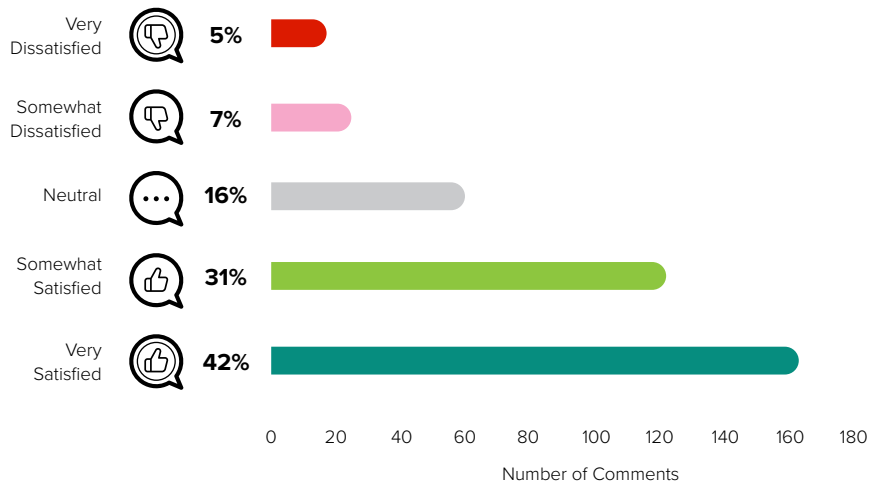
Q4: Which best describes your opinion of the design for Green Timbers Station?



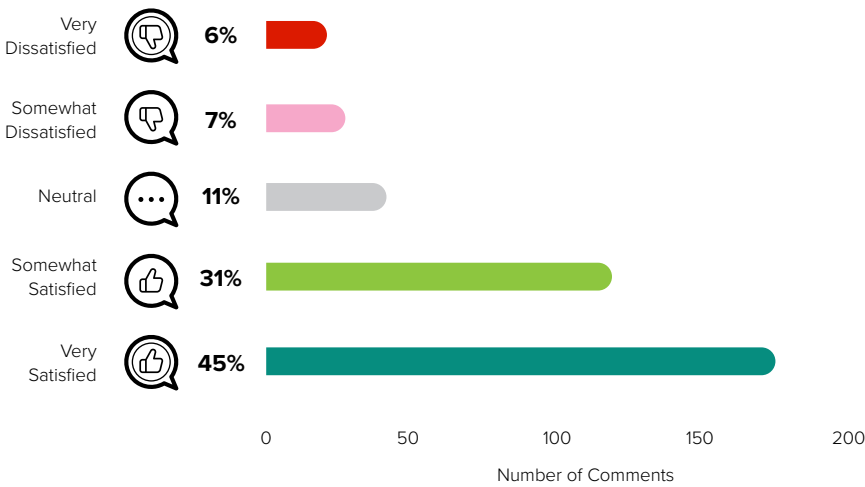
Q5: Which best describes your opinion of the design for 152 Street Station?



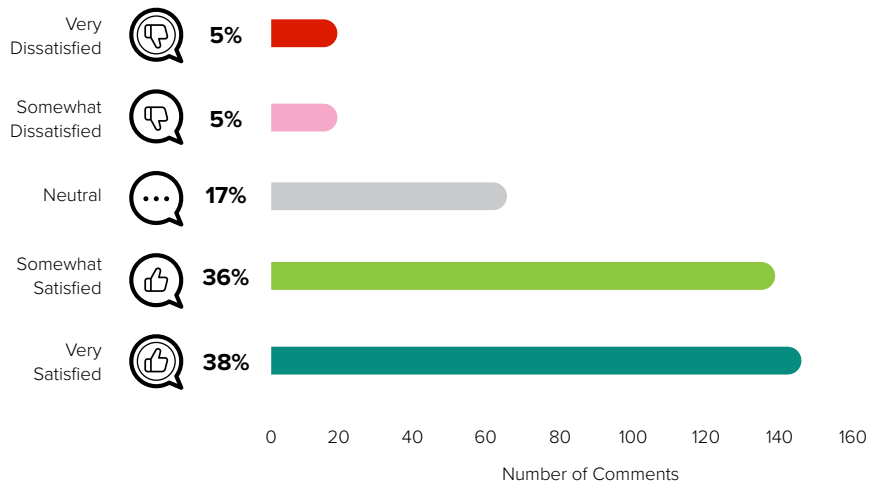
Q6: Which best describes your opinion of the design for Fleetwood Station?



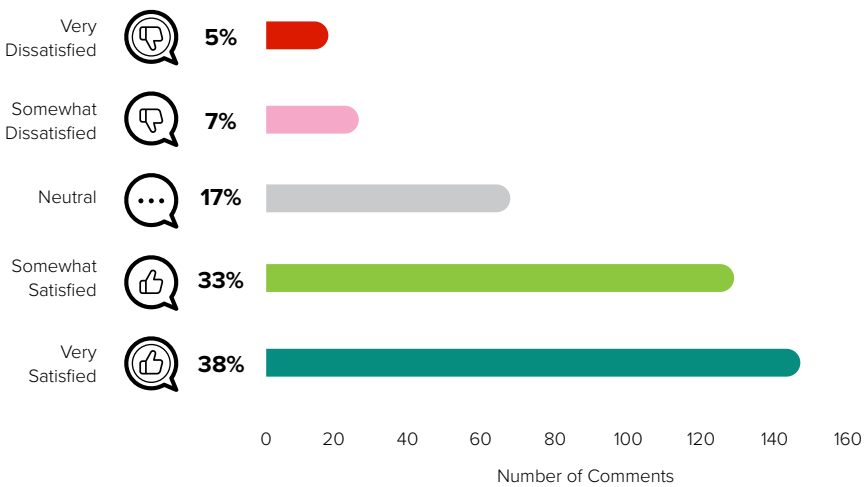
Q7: Which best describes your opinion of the design for Bakerview-166 Street Station?



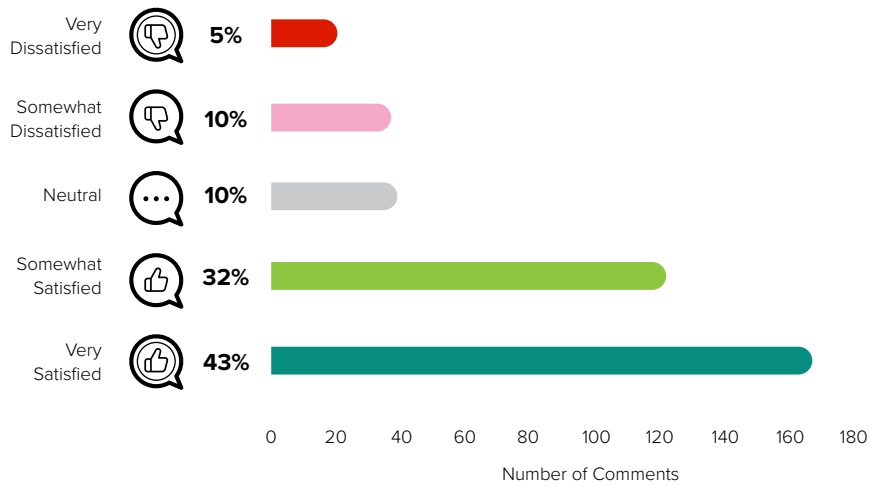
Q8: Which best describes your opinion of the design for Hillcrest-184 Street Station?



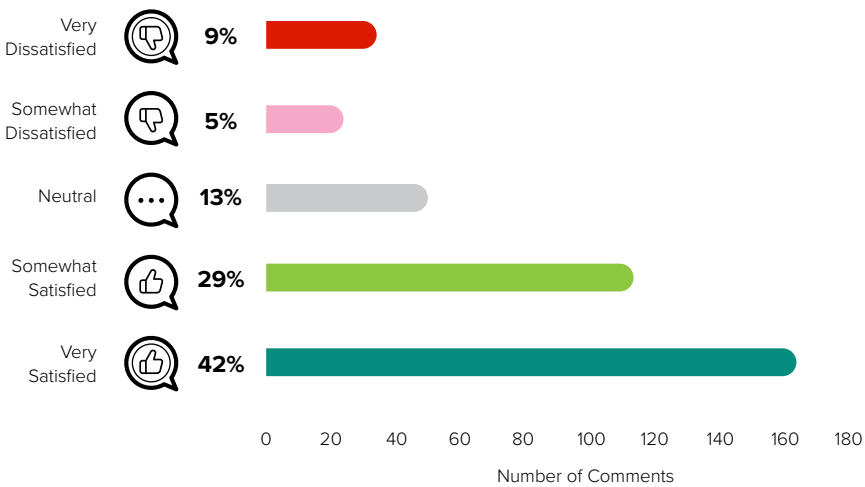
Q9: Which best describes your opinion of the design for Clayton Station?



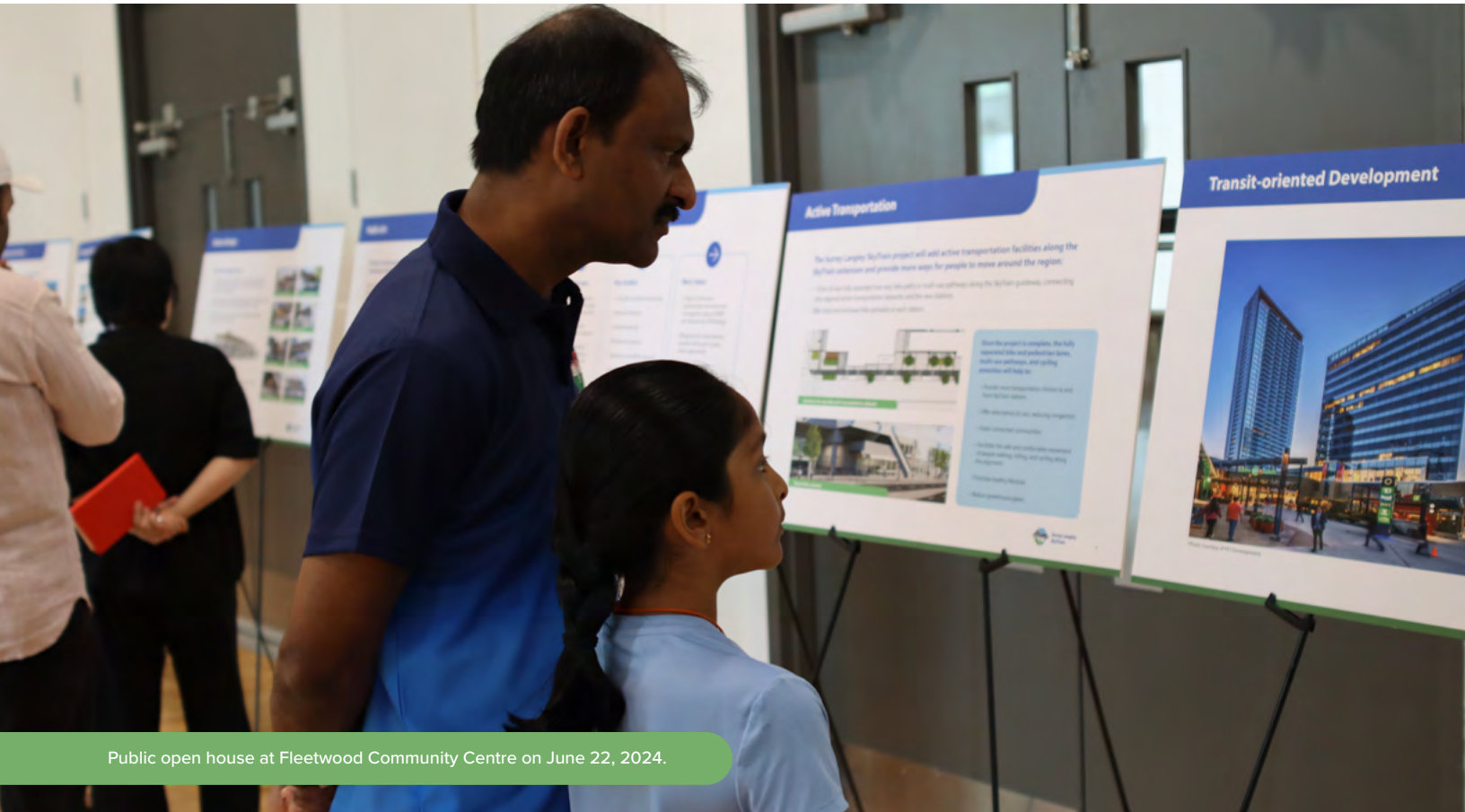
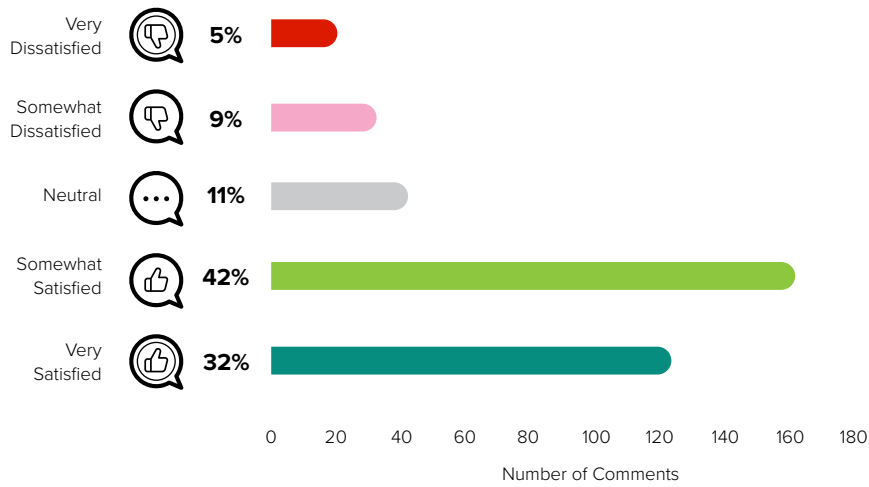
Q10: Which best describes your opinion of the design for Willowbrook Station?



Q11: Which best describes your opinion of the design for Langley City Centre Station?



Q12: Which best describes your overall opinion of the draft designs for all stations?



Public open house at Fleetwood Community Centre on June 22, 2024.

Q13: Do you have any further comments or questions about the design of the eight new stations or the Surrey Langley SkyTrain project?

The survey responses to Q13 are categorized into three main areas: Station Design, Site Planning, and Plaza Design.

Station Design

- **General feedback:** Opinions are divided. Half prefer a simple, modern, and consistent design, while the other half favor more individualistic designs reflecting neighborhood character.
- **Top features that people like:**
 1. Washrooms at each station, with a preference for non-restricted accessibility.
 2. Commercial Retail Units at all stations.
 3. Secure bike parkades with proximity to station entrances.
- **Top recommendations:**
 1. Add entrances at far end of the platform to improve peak hour flow.
 2. Ensure accessibility with redundancy in elevators and audio-visual aids.
 3. Enhance security and safety due to concerns about increased crime and homelessness.

Site Planning

- **Key concerns:**
 1. Insufficient parking and no park and ride facilities.
 2. Absence of an overpass over Fraser Highway for safer passenger movement.
 3. Need for better integration with existing facilities and future development.
- **Most frequent comment:** Emphasis on improving bus connectivity and reliability, especially service to south side of Fraser Highway.

Plaza Design

- **General preferences:** More greenery, diverse seating options, and protection from rain and sun.
- **Critical design consideration:** Provide pedestrian safety by providing clear separation of sidewalks and active transportation paths, including adequate lighting and use of bollards.

Social Media Feedback

Throughout the public engagement period, social media was monitored for feedback related to station designs. Feedback was collected from individual posts and comments on X, Facebook, and Reddit. Comments were also captured from the social media channels of project partners, such as municipalities and TransLink.

Comments from social media largely align with the feedback from the online form and the in-person open houses. Common themes on social media include:

- a desire for washrooms available to the public.
- desire for park and rides.
- accessibility enhancements within stations.
- need for secure bike parking and bike lanes.

Feedback also suggests a preference for island platforms rather than side platforms for easier navigation. There were recurring comments related to transit-oriented development and densification on social media that were of mixed sentiment. In general, individuals on social media reacted positively to the design of the new stations renderings, especially the design of Green Timbers Station, as well as the retail spaces integrated into the stations.

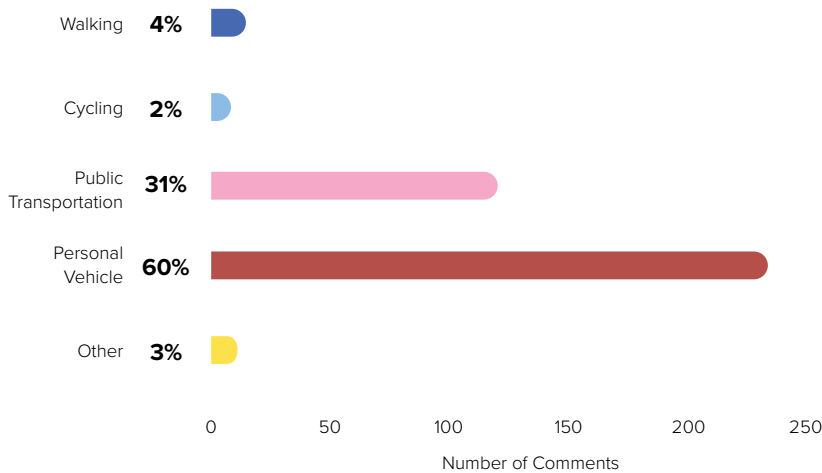


Public open house at Coast Langley City Hotel & Convention Centre on June 26, 2024.

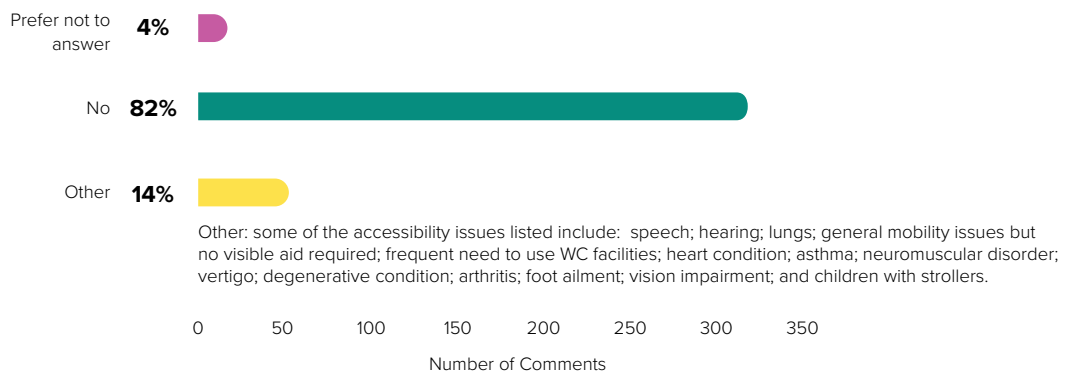
Demographics

The Province of BC is committed to ensuring that government policies, programs and services are working for all British Columbians, including traditionally under represented groups. The SLS Project endeavours to engage diverse audiences and will continue to do so throughout the duration of the project. Demographic questions help us understand who is providing feedback and can help to inform future outreach and engagement efforts.

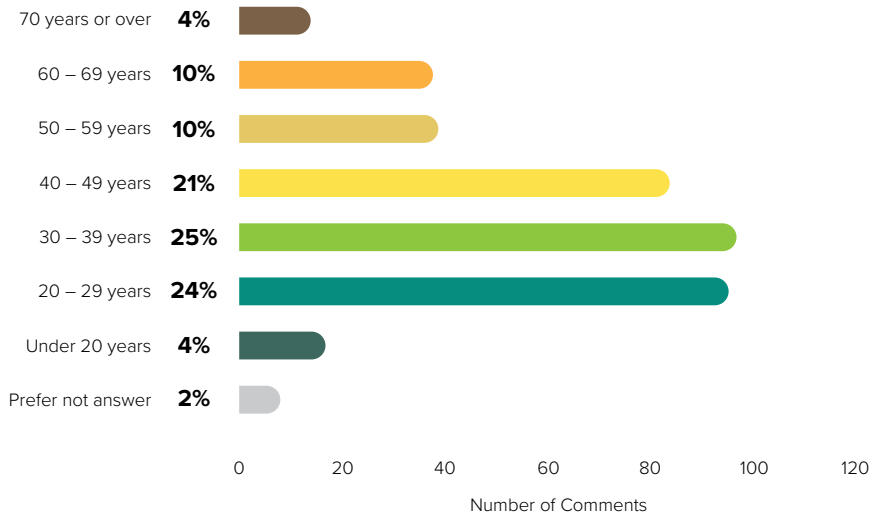
D1: In the Surrey and/or Langley areas, which mode of transportation do you primarily use to travel?



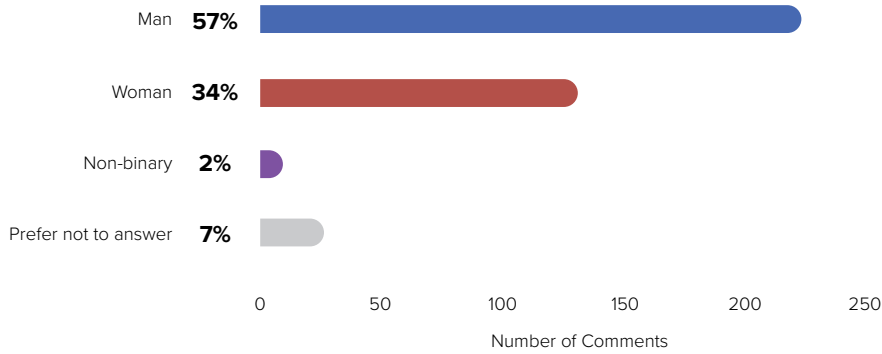
D2: Do you have specific accessibility needs or considerations when using public transportation facilities (for example, a health condition, a physical condition that affects mobility, vision, hearing, cognition or requires the use of an aid such as a stroller, wheelchair, cane, or walker)?



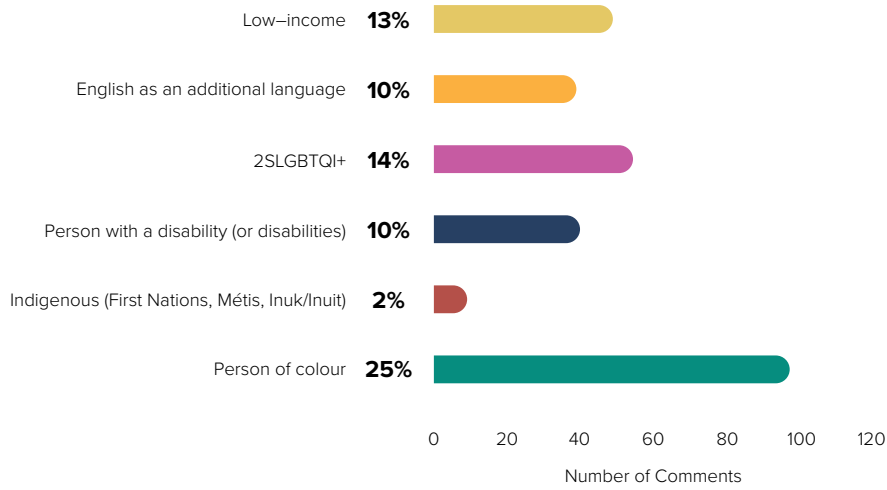
D3: What is your age?



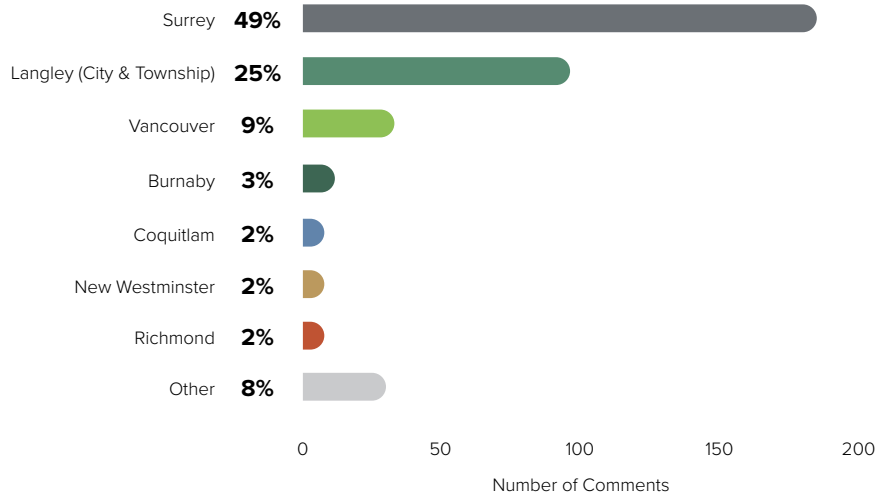
D4: Please indicate your gender.



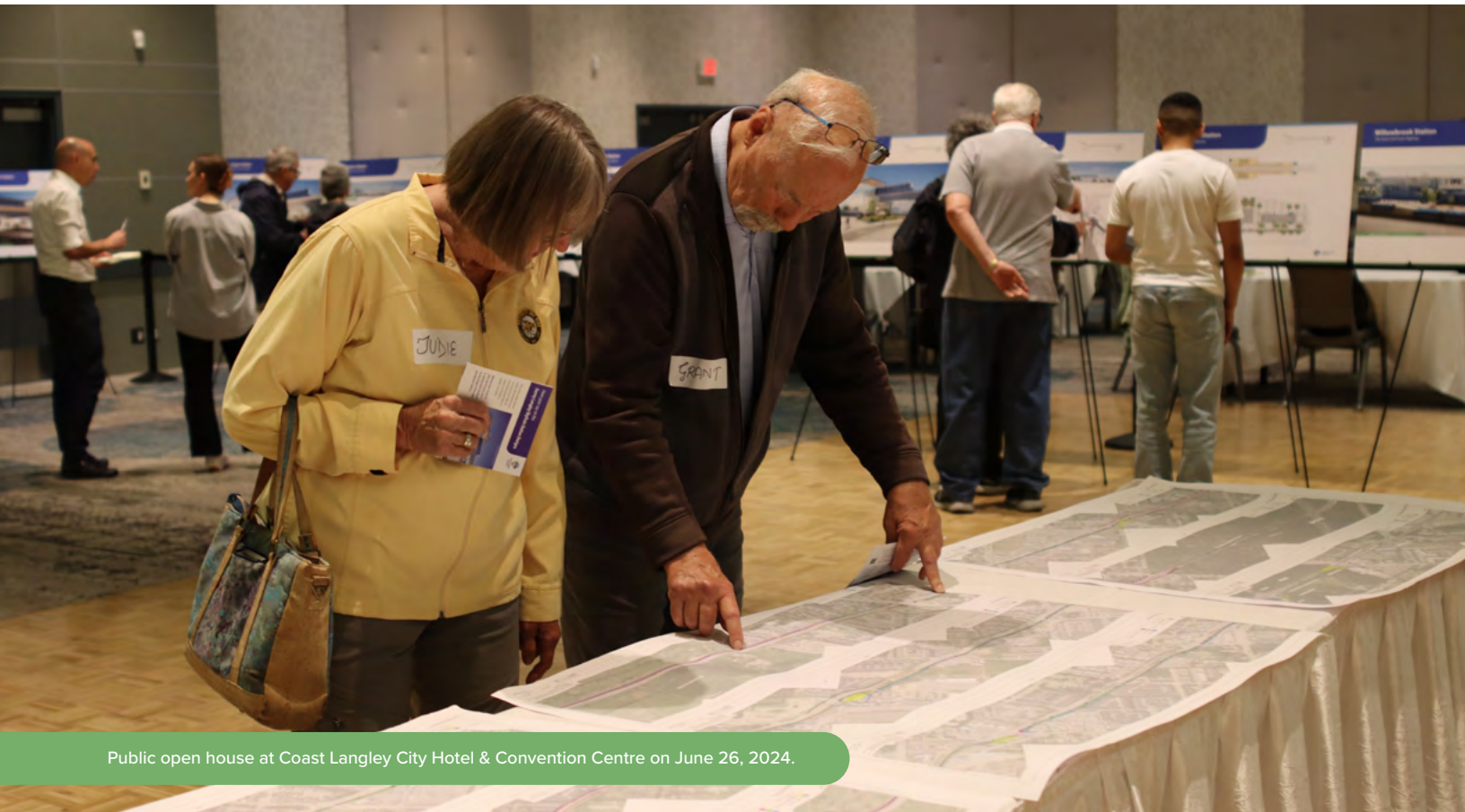
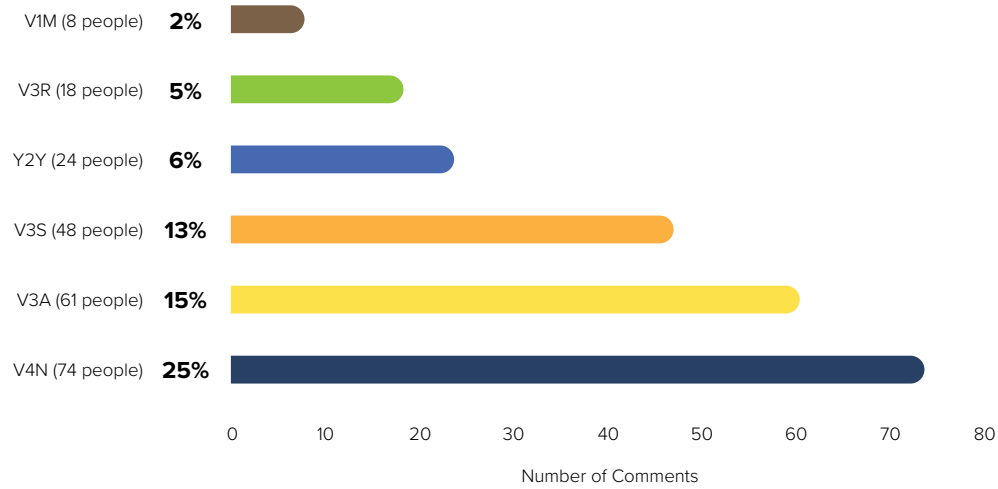
D5: With which, if any, of the following groups do you identify? (multiple choice)



D6: In which municipality do you currently reside?



D7: Please provide the first three characters of your postal code (e.g. V9E)



Public open house at Coast Langley City Hotel & Convention Centre on June 26, 2024.

An architectural rendering of a modern transit station, overlaid with a semi-transparent blue filter. The station features a multi-level design with a prominent glass-enclosed upper level and a ground-level entrance. A sign above the entrance reads "Hillcrest-184 Street Station". Several stylized human figures are shown walking on the sidewalks and near the station entrance. The foreground shows a road with dashed white lines and a blurred car in motion. The overall aesthetic is clean and futuristic.

5

Next Steps

Next Steps

The Province and South Fraser Station Partners will consider the comments received through this Design Advisory Process (DAP), in consultation with Project Partners, including TransLink, City of Surrey, Langley City, and Township of Langley. Feedback will help to inform the final station designs, as appropriate.

Updated station designs will be shared in the next phase of public engagement for the project, which is expected to take place in fall 2024.

For more information and to subscribe for project updates, visit the project website: surreylangleyskytrain.ca



Public open house at Hope Community Church on June 18, 2024.

An architectural rendering of Willowbrook Station, a modern transit hub. The station features a prominent glass and steel structure on the left, a long elevated walkway or platform in the center, and a ground-level entrance on the right. The scene is populated with various people: a cyclist, a person on a scooter, a person pushing a stroller, and several pedestrians. The entire image is overlaid with a semi-transparent blue filter. The text 'Willowbrook Station' is visible above the ground-level entrance.

6

Appendices

Appendix A – Promotional Materials

Post Card (Front)

Have your say on the Surrey Langley SkyTrain Station Designs

The Surrey Langley SkyTrain project will extend the Expo Line along Fraser Highway from King George Station in Surrey to 203 Street in Langley City Centre.

Between June 18 and 30, 2024, the Province of B.C. is seeking public feedback on the designs of the eight new SkyTrain stations.

Conceptual rendering subject to change

Poster

Have your say on the Surrey Langley SkyTrain Station Designs

The Surrey Langley SkyTrain project will extend the Expo Line along Fraser Highway from King George Station in Surrey to 203 Street in Langley City Centre.

Conceptual rendering subject to change

Between June 18 and 30, 2024, the Province of B.C. is seeking public feedback on the designs of the eight new SkyTrain stations.

<p>In-person</p>	<p>June 18, 2024 Tuesday</p> <p>3:00pm to 7:00pm Hope Community Church 18625 Fraser Highway Surrey</p>	<p>June 20, 2024 Thursday</p> <p>3:00pm to 7:00pm Hampton Inn & Suites 19500 Langley Bypass Surrey</p>	<p>June 22, 2024 Saturday</p> <p>11:00am to 3:00pm Fleetwood Community Centre 15996 84 Avenue Surrey</p>	<p>June 26, 2024 Wednesday</p> <p>3:00pm to 7:00pm Coast Langley City Hotel & Convention Centre 20393 Fraser Highway Langley</p>
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Share your feedback online

engage.gov.bc.ca/surreylangleyskytrain

surreylangleyskytrain@gov.bc.ca

[gov.bc.ca/surreylangleyskytrain](https://www.gov.bc.ca/surreylangleyskytrain)

查詢詳情請參閱網頁中的資料。請登入網頁。
查詢詳情請參閱網頁中的資料。請登入網頁。
These details are subject to change. Please refer to the website for the latest information.

<p>Online</p>	<p>June 24, 2024 Monday</p> <p>Virtual information session 7:00pm to 8:30pm</p> <p>Registration Link bit.ly/SurreyLangleySkyTrainStations</p>		<p>Share your feedback online</p> <p>engage.gov.bc.ca/surreylangleyskytrain</p> <p>surreylangleyskytrain@gov.bc.ca</p> <p>gov.bc.ca/surreylangleyskytrain</p> <p style="font-size: x-small;">查詢詳情請參閱網頁中的資料。請登入網頁。 查詢詳情請參閱網頁中的資料。請登入網頁。 These details are subject to change. Please refer to the website for the latest information.</p>	
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Post Card (Back)

Join us at an open house

Learn more about the project by attending an open house, virtual session, or provide your feedback through our online form.

<p>In-person</p>	<p>June 18, 2024 Tuesday</p> <p>3:00pm to 7:00pm Hope Community Church 18625 Fraser Highway Surrey</p>	<p>June 20, 2024 Thursday</p> <p>3:00pm to 7:00pm Hampton Inn & Suites 19500 Langley Bypass Surrey</p>	<p>June 22, 2024 Saturday</p> <p>11:00am to 3:00pm Fleetwood Community Centre 15996 84 Avenue Surrey</p>	<p>June 26, 2024 Wednesday</p> <p>3:00pm to 7:00pm Coast Langley City Hotel & Convention Centre 20393 Fraser Highway Langley</p>
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Share your feedback online

engage.gov.bc.ca/surreylangleyskytrain

surreylangleyskytrain@gov.bc.ca

[gov.bc.ca/surreylangleyskytrain](https://www.gov.bc.ca/surreylangleyskytrain)

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查詢詳情請參閱網頁中的資料。請登入網頁。
These details are subject to change. Please refer to the website for the latest information.

<p>Online</p>	<p>June 24, 2024 Monday</p> <p>Virtual information session 7:00pm to 8:30pm</p> <p>Registration Link bit.ly/SurreyLangleySkyTrainStations</p>		<p>Share your feedback online</p> <p>engage.gov.bc.ca/surreylangleyskytrain</p> <p>surreylangleyskytrain@gov.bc.ca</p> <p>gov.bc.ca/surreylangleyskytrain</p> <p style="font-size: x-small;">查詢詳情請參閱網頁中的資料。請登入網頁。 查詢詳情請參閱網頁中的資料。請登入網頁。 These details are subject to change. Please refer to the website for the latest information.</p>	
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BC Government website news posting



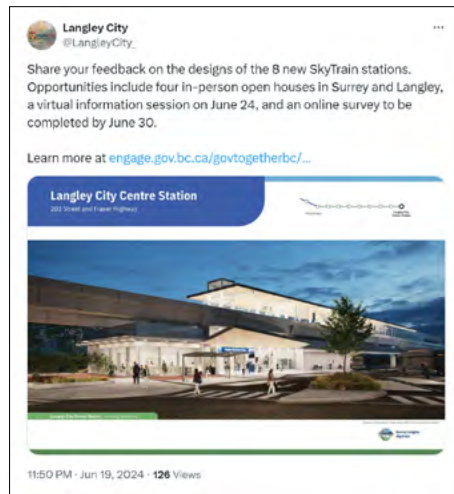
BC Transportation social media post (X)



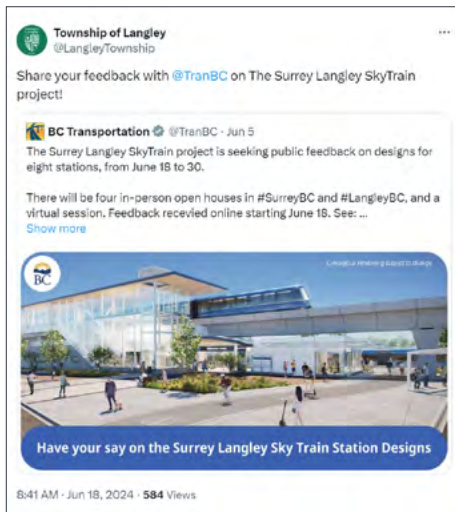
City of Surrey social media post (X)



Langley City social media post (X)



Township of Langley Social Media post (X)



Appendix B – Public Engagement Boards

Introduction Boards (1/2)

Welcome


Thank you for your interest in the Surrey Langley SkyTrain project.

The purpose of this open house is to share information and receive feedback about the design of the SkyTrain stations, including station entrances and adjacent plazas. Feedback will help to inform final station designs. You will also learn about:

- Project Details
- Transit-oriented Development
- Active Transportation
- Environmental Screening Review (ESR)
- Public Art
- Next Steps

About the Project

The Surrey Langley SkyTrain project will extend the Expo Line 16 kilometres from King George Station in Surrey to 203 Street in Langley City Centre, primarily along Fraser Highway. It includes an elevated guideway, eight stations and three transit exchanges.



The Surrey Langley SkyTrain will improve transportation options, increase access to housing and services such as childcare and health care, support healthy communities and the environment, and foster economic development.

Once in service, the commute from Langley City Centre to King George Station will be 22 minutes. It will save the average transit commuter approximately 40 minutes a day and relieve congestion along Fraser Highway.

Transit-oriented Development



Transit-oriented development (TOD) is a type of urban development that concentrates housing, jobs, services and other activities close to transit stations, presenting opportunities to build greener, more livable communities.

The areas around all eight stations on the Surrey Langley SkyTrain project are designated as transit-oriented development areas.

TOD will promote livable communities and make it safer and more convenient for pedestrians, cyclists or people who use mobility aids to access the nearest transit hub. There are successful examples across the region that serve as models for this type of integrated development, including the King George Hub, as shown in the picture.

Active Transportation

The Surrey Langley SkyTrain project will add active transportation facilities along the SkyTrain extension and provide more ways for people to move around the region:

- 14 km of new fully separated two-way bike paths or multi-use pathways along the SkyTrain guideway, connecting into regional active transportation networks and the new stations.
- Bike racks and enclosed bike parkades at each station.



Once the project is complete, the fully separated bike and pedestrian lanes, multi-use pathways, and cycling amenities will help to:

- Provide more transportation choices to and from SkyTrain stations
- Offer alternatives to cars, reducing congestion
- Foster connected communities
- Facilitate the safe and comfortable movement of people walking, rolling, and cycling along the alignment
- Prioritize healthy lifestyles
- Reduce greenhouse gases.

Environmental Screening Review

Where we are now:

- Completed an Environmental Screening Review (ESR) to study potential effects of construction and operations on the environment and identify appropriate mitigation measures
- The ESR was informed by feedback from indigenous groups, municipalities, the public, and stakeholders
- The project has obtained all key environmental permits

Key studies:

- Air quality and greenhouse gases
- Noise and vibration
- Contaminated sites
- Fisheries and aquatics
- Vegetation and wildlife resources
- Archaeology and heritage
- Agricultural land
- Land use
- Transportation and access
- Visual landscape

Next steps:

- Project Contractors' construction environmental management plans (CEMP) are informed by ESR findings
- Mitigations for each element studied will be put in place, where appropriate
- ESR report and CEMP framework are available on the project website

Public Art

Public art is a key component of the SkyTrain network as it enhances passenger experience, contributes to wayfinding, and strengthens community identity.

Stations will feature one piece of public art or Indigenous cultural recognition art, seamlessly integrated into the station designs. Public art will be selected through a formal procurement process. Indigenous Nations are leading the development of Indigenous cultural recognition art.

The types of art you can expect to see at the Surrey Langley SkyTrain stations are:



Introduction Boards (2/2)

Station Design

The station designs aim to:

- Create familiarity across the SkyTrain system through simple, highly visible and unique station entrances, as well as consistent materials, finishes and space planning
- Support efficient and easy movement for passengers including to adjacent buses and bike routes, while minimizing the stations' footprint
- Foster a positive passenger experience through effective wayfinding and other passenger conveniences

Typical station roof

- Light grey metal roof panels
- Dark grey metal roof panels
- White metal roof panels
- Green metal roof panels

Typical column applications

- Light grey metal columns
- Dark grey metal columns
- White metal columns
- Green metal columns

Passenger Experience

The stations include key features to enhance the passenger experience, such as:

- Convenient access to buses and connections to nearby bike routes
- Accessible fare gates with technology to support hands-free access for eligible customers through TransLink's Universal Fare Gates Access Program
- Designated passenger pick-up and drop-off areas
- Contrasting materials to clearly mark station entrances
- Space for commercial service/retail areas, where feasible
- Accessible washrooms: Washrooms accessible with the assistance of a SkyTrain attendant
- Safety and comfort by following Crime Prevention Through Environmental Design principles (CPTED)
- Escalators and elevators for ease of passenger movement to and from the SkyTrain
- Simple, consistent and highly visible wayfinding
- Urban plazas with space for circulation and ease of movement

Station Materials and Finishes

Several factors help to inform the selection of station materials and finishes, including durability, design precedents, maintenance, performance and safety.

The station designs will:

- Maximize glazed areas to provide abundant natural light into the stations
- Use materials that are standard in areas and palette
- Incorporate anti-graffiti coatings on walls in public areas, or products with integrated anti-graffiti properties
- Use sustainable materials where appropriate, such as cross-laminated timber and mill-laminated timber for platform roofs and entrance canopies

Design precedents:

- Equation Station
- Coquitlam Central Station
- Metrolink Center Station

Exterior materials:

- Light grey metal
- White metal
- Dark grey metal
- Green metal
- Light grey metal
- White metal
- Dark grey metal
- Green metal

Interior materials:

- Light grey metal
- White metal
- Dark grey metal
- Green metal
- Light grey metal
- White metal
- Dark grey metal
- Green metal

Site Materials and Finishes

Landscaping plan:

- Distinctive pavement designs improve wayfinding and foster a stronger sense of neighborhood identity.
- Different pavement materials are used for the various plaza circulation paths to create a visual distinction that enhances safety.
- Landscaping is designed to provide a diverse planting palette with seasonal interest. Native, drought tolerant species are prioritized, with a high efficiency drip irrigation system to minimize water consumption.

Precedents:

- Station design
- Material selection palette
- Combination of pavement finishes and color

Next Steps

Please provide your feedback on the station designs by June 30, 2024 at <http://engage.gov.bc.ca/surreylangleykytrain>

Feedback will help to inform final station designs, which will be shared in a second round in Fall 2024*. We look forward to your comments.

*Subject to change

Keep in Touch

Thank you for your interest in the project and participation in this public engagement. Please stay in touch:

- Subscribe to receive project updates: SurreyLangleySkyTrain.ca
- Visit our project website: <http://gov.bc.ca/surreylangleykytrain>
- Send us an email: surreylangleykytrain@gov.bc.ca

Green Timbers Station Boards

Green Timbers Station
140 Street and Fraser Highway

Green Timbers Station
140 Street and Fraser Highway

South station entrance

Aerial view

Site context plan

Green Timbers Station
140 Street and Fraser Highway

Green Timbers Station
140 Street and Fraser Highway

Green Timbers Station - evening rendering

152 Street Station Boards

152 Street Station
152 Street and Fraser Highway

152 Street Station
152 Street and Fraser Highway

South station entrance

Aerial view

Site context plan

152 Street Station
152 Street and Fraser Highway

152 Street Station
152 Street and Fraser Highway

152 Street Station - evening rendering



Fleetwood Station Boards

Fleetwood Station
160 Street and Fraser Highway







Fleetwood Station
160 Street and Fraser Highway


South elevation rendering




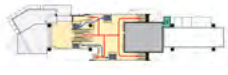
Aerial view




Site context plan




Fleetwood Station
160 Street and Fraser Highway



Massing floor plan



Platform floor plan



Complete floor plan

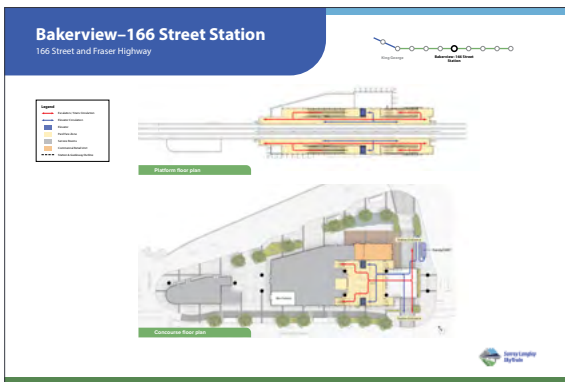
Fleetwood Station
160 Street and Fraser Highway




Fleetwood Station - evening rendering



Bakerview-166 Street Station Boards



Hillcrest-184 Street Station Boards

Hillcrest-184 Street Station
184 Street and Fraser Highway

Source: Skidmore, OWINGS & Merrill LLP

Hillcrest-184 Street Station
184 Street and Fraser Highway

South station perspective

Aerial view

Site contour plan

Source: Skidmore, OWINGS & Merrill LLP

Hillcrest-184 Street Station
184 Street and Fraser Highway

Platform floor plan

Contextual floor plan

Source: Skidmore, OWINGS & Merrill LLP

Hillcrest-184 Street Station
184 Street and Fraser Highway

Hillcrest-184 Street Station - evening rendering

Source: Skidmore, OWINGS & Merrill LLP

Clayton Station Boards

Clayton Station
190 Street and Fraser Highway

Source: Skidmore, OWINGS & Merrill LLP

Clayton Station
190 Street and Fraser Highway

South station perspective

Aerial view

Site contour plan

Source: Skidmore, OWINGS & Merrill LLP

Clayton Station
190 Street and Fraser Highway

Platform floor plan

Contextual floor plan

Source: Skidmore, OWINGS & Merrill LLP

Clayton Station
190 Street and Fraser Highway

Clayton Station - evening rendering

Source: Skidmore, OWINGS & Merrill LLP

Willowbrook Station Boards

Willowbrook Station
196 Street and Fraser Highway

Architectural rendering of the Willowbrook Station building and platform area, showing a modern glass and steel structure with a blue transit vehicle on an elevated track. People are shown walking on the platform.

Small map of the transit line with Willowbrook Station highlighted.

Willowbrook Station
196 Street and Fraser Highway

Architectural rendering of the Willowbrook Station building, showing a modern glass and steel structure with a blue transit vehicle on an elevated track.

South station interchange

Site plan showing the station location and surrounding area, including Fraser Highway and 196 Street. A legend identifies various features like station, platform, and interchange.

196 Street plan

Plan view of 196 Street showing the station layout and surrounding area.

Willowbrook Station
196 Street and Fraser Highway

Small map of the transit line with Willowbrook Station highlighted.

Platform floor plan

Cross-section diagram of the platform and track, showing the relationship between the platform, tracks, and the elevated structure.

Concourse floor plan

Detailed floor plan of the station concourse, showing the layout of the building, stairs, and platform areas.

Willowbrook Station
196 Street and Fraser Highway

Architectural rendering of the Willowbrook Station building at dusk, showing a modern glass and steel structure with a blue transit vehicle on an elevated track.

Willowbrook Station
196 Street and Fraser Highway

Small map of the transit line with Willowbrook Station highlighted.

Architectural rendering of the Willowbrook Station building with buses, showing a modern glass and steel structure with a blue transit vehicle on an elevated track and several blue buses on the street.

Willowbrook Station - transit exchange rendering

Langley City Centre Station Boards

Langley City Centre Station
203 Street and Fraser Highway

Langley City Centre Station
203 Street and Fraser Highway

Langley City Centre Station
203 Street and Fraser Highway

Langley City Centre Station
203 Street and Fraser Highway

Langley City Centre Station
203 Street and Fraser Highway

Propulsion Power Substations Board

Propulsion Power Substations

Propulsion Power Substations (PPS) are part of the critical infrastructure that supplies electrical power to the SkyTrain system. The locations for each PPS are generally determined by requirements such as service frequency, distance between PPS power load demand, overall system expansion and sufficient power to address redundancy and resiliency for the Surrey Langley SkyTrain project. The PPS are generally co-located with the SkyTrain stations, except at three additional locations where stand-alone PPS buildings are required to support the service levels expected of the Surrey Langley SkyTrain. These stand-alone power substations are located at:

- 51 Avenue and Fraser Highway (Green Timbers PPS)
- 176 Street and Fraser Highway (Pacific Highway PPS)
- 201A Street and Industrial Avenue (Langley City Centre PPS)

Appendix C – Survey Data

A record of verbatim comments to Q3 received on in-person feedback forms has been collated and is provided in the following table.

ID#	Verbatim Comments – Online Feedback
106	Washrooms should be available for everyone all the time — not just with the assistance of a station attendant, as they are not always around/visible.
241	I do not feel that there should be public access washrooms, or that the STAs should be taken away from customer service work to have to deal with the drug users/vandals/etc in the washrooms. Also, the washrooms will likely be out of service for cleaning more often than not
431	There is no parking. It is totally unreasonable to think that sky train users will bike or take transit. We live in the valley and transit does not work for everyone, especially families with children on school and extra activities. Nobody will come to Langley city they will all go to willowbrook where they can park. Transit should be about transportation and that includes cars
546	<p>I am concerned about the emphasis (or lack thereof) of accessibility for those with mobility needs. This includes design and maintenance (i.e., backups, communication if an elevator is out of service).</p> <p>Additionally, I wonder how the station has been built to account for our changing climate (i.e., more extreme temperatures, more people relying on transit on snowy days, etc.)</p>
561	<p>There is too much open space access for birds (constant problem) too many windows (very costly for replacement and cleaning) must ensure water does not enter into stations from open spaces (safety hazards).</p> <p>Spend so much money on maintaining things that we shouldn't, wonder why we have no money for expansions.</p> <p>While it is very nice most of the neww stations are very impractical.</p>
661	<p>Where are the customer washroom facilities? How can you have this much rail and no toilet?</p> <p>I don't think the upwards-pointing overhangs at station entrances are a good idea. If they're needed, they should be sloping downward, like a roof, to accommodate rain and snowfall. Silly design.</p> <p>Have you maximized the space for 3x the expected amount of traffic? This system will probably hit capacity faster than anticipated.</p> <p>Why can't we see the elevator design?</p> <p>Where are the navigation features for the deaf/blind?</p>
686	<p>it appears that in most stations, if the elevator is out of service the station will be rendered inaccessible to wheelchair users who require the elevator. there are 2 elevators to the platform but only one for each side of the platform.</p> <p>as well, in some stations (152) the main entrance is inaccessible and people with disabilities are forced to use a separate entrance.</p>
746	Why would you require assistance of a SkyTrain attendant to use the washroom
886	<p>The key features/items that are mentioned/listed above, are expectations of what a transit hub would already have; escalators/elevators, passenger pickup/drop-off, clear signage, bus access, and most importantly safety. These are basic necessities and expectations, not "key features".</p> <p>Will there be more seating available for those who need it (and when inevitable delays arise) on the platforms?</p> <p>What artwork/artists are partnered in the designs (indigenous, local, students, ect)? What environmentally conscious/"green" ways did you take/make in the designing of this transit line?</p> <p>THESE are features.</p> <p>Try "in addition to (insert escalators/elevators, colour coded signage, ect, here) the stations will also feature (insert artwork or additional seating or a living/green roof, or solar panels)..."</p>

ID#	Verbatim Comments – Online Feedback
906	<p>1, If there are 2 or more exits , how do I differentiate the Exit without assigning the Exit Label (Exit A, Exit B.....)?</p> <p>2, Will the commercial service closed after 8pm? There is no point if the commercial service such as 7 11 open after 10am and close before 7pm as this shop can't bring convenient to passengers out of this time range while they are travelling by Skytrain.</p> <p>3, Would be great if there is shopping mall on top of the station / connected to the station so that I can directly find a restaurant to have lunch when feeling hungry.</p> <p>4, Would be better if the washroom is public instead of asking the staff and then go to washroom, too much inconvenient.</p> <p>5, Having ATM in each station is convenient to customer.</p> <p>6, Having 7 11 that open 24/7 in each station is convenient to customer</p> <p>7, Infra red detector can be install Escalator. If someone access to escalator, it trigger it moves. If no ones on Escalator then it can pause so as to attain environmental friendly and saving energy.</p>
1131	<p>You have zero planning or thought for those driving to utilize the skytrain. No one is going to spend an extra 45 minutes to take transit to get to the skytrain. Lazy/ignorant planning that disregards reality</p>
1201	<p>Where is the parking? Where is the other bike infrastructure in neighboring neighbourhoods? How is translink going to improve their services to get people to the stations?</p>
1226	<p>The bike lockers would be better positioned beside the retail area for better security? Seems to be a constant issue at the other ones.</p>
1241	<p>All stations must include washrooms that are easy to find and convenient to use. WHY do you need a Skytrain attendant to use them? What if one is not available, can folks relieve themselves in front of the washroom's door? Enough with trying to manage the homeless and undesirables by denying them to use the washrooms. This is why Surrey stinks because people relieve themselves in the parks and on the streets. Shame, shame, shame.</p>
1701	<p>No new stations have parking. You can encourage transit use by people who are not close to bus routes that take them to a station by allowing for parking at some of the stations</p>
2271	<p>Wish to see easier washroom access (not sure where/how to find an attendant, I don't really notice the presence of attendants at existing sky train stations).</p>
2366	<p>Accessible washrooms with the assistance of a skytrain attendant.</p>
2456	<p>Will it be possible for cyclists to take their bike through to access the transit?</p>
2591	<p>If I understand correctly, washroom access is only possible for disabled users after calling for a skytrain attendant.</p> <p>The whole ordeal of finding out the process, calling an attendant, waiting, will convince the vast majority of disabled users not to use those washrooms : in effect, they are not accessible.</p> <p>Full autonomy is the standard for accessibility.</p>
2721	<p>Skytrain into Langley seems stupid. Vancouver skytrain are ridiculous, skytrain in Langley will be as well. Keep Vancouver things in vancouver and let Langley be a residential area still.</p>
2781	<p>I see no accommodation for parking at the terminus station. It is unrealistic to believe that everyone will walk or take public transit to catch the Skytrain. I feel this is currently a huge flaw with the terminus at King George. I take it often into the city but from Langley I must drive and park at extortiant rates so I can be more environmentally and socailly minded.</p> <p>Please don't kid yourselves, people will need to drive to the City Centre Langley terminus. Having a small drop off and pick up causes major congestion at rush hour times.</p>
2801	<p>I'm curious why there is not a mention of park and ride options. I understand that we want to encourage forms of transportation outside of the motor vehicle, but a park and ride allows a middle ground. At least at one of the stations.</p>

ID#	Verbatim Comments – Online Feedback
2816	We have cold wet weather, and need proper shelter for adverse conditions.
2911	Please ensure that all stations are fully accessible for deaf, blind and hard of hearing individuals
3266	Should use center platform. More room and easier to navigate.
3281	You need large platforms like the expo line.
3296	There should be accessible public washrooms at each station, or at least at key stations, without the assistance of a Sktrain attendant. Public washrooms should be a human right. It makes the commuting and the travelling experience dignified. Private businesses should not take the responsibility of offering washroom facilities. Major world cities such as Japan offer washroom facilities and these facilities should be incorporated now.
3311	<p>Stations open to the elements is not a great experience. Metrotown is the perfect example, come rain and snow, standing on street level, going up the escalators and standing on the platform you are getting hit with rain or snow in all 3 areas and on windy days, trying to stay warm while in an open station that is elevated is not enjoyable.</p> <p>Plus elevators all put in one spot is not a good idea, many people do not realise elevators are there (at metrotown) and tend to use the escalators to go up with strollers, walkers and bikes!</p> <p>Open spots again like king George, Surrey central or twenty second station huge issues with pigeons and having pigeon excrement fall on you, not a good experience!</p> <p>Glass at stations like Burquitlam again nice but not good, it gets ruined by vandalism & summer times the stations become like ovens! Wider platforms would be good, the busy stations like metrotown or king George or Surrey central gets packed and busy quick, with many people packed on the platform.</p>
3391	There needs to be designated parking in order not to disrupt the surrounding community
3491	Washrooms need to be EASILY accessible to everyone.
3656	I don't want the sky train in this area it should go along the highway. The crime rate will increase so much and you don't have policing mechanism for the growth. It's like the province wants more crime to spend money.

A record of verbatim comments to Q13 received on the online feedback form has been collated and is provided in the following table.

ID#	Verbatim Comments – Online Feedback
71	Cleanliness and good lighting will go a long way to making them feel inviting and safe.
106	Additional second entrances on the other side of the street should be added when possible, but especially for the Green Timbers Station. It doesn't make sense that there isn't a 2nd entrance on the other side of the street. Washrooms need to be included in all stations and accessible all the time without the need for a SkyTrain attendant. And more retail/cafe options need to be added, for example not just one cafe per station. It would be nice to have a mix of options available around the station + outside/plaza seating areas. Some of the stations look too similar (Bakerview, Hillcrest, and Clayton), so there need to be some additional design elements created to distinguish these stations from each other a bit more.
111	Most of the stations appear visual boring and pedestrian. Compared to stations along the Millennium Line I would say they come in second place.
116	Willowbrook drive & Fraser Hwy is a congested light for most of the day. Bus bays may need extra planning.
146	Would like to see Towers/Buidings incorporated into the station designs, though I understand this is a preliminary survey. Overall everything looks great!
151	I think they're all great, but am wondering about how future-proof they are in terms of integrating them with future mixed-use and housing developments right next to the stations, as well as accommodating for any future Skytrain extensions or interchanges (e.g. extending from Langley station to the nearby Langley Hospital).
166	The line comes too close to townhouses at 179 Street and Fraser Highway
181	Would be nice to have retail options within the stations themselves, the only station that seems to have retail/ commercial offerings was 152 Street Station. This would help make the station itself a destination, kind of like how New Westminster station is. I especially like the designs of Green Timbers and 152 station designs, and appreciate the inclusion of transit exchanges as well.
186	<p>Re: Green Timbers, I believe it is a missed opportunity to not incorporate a covered (even indoor), accessible walkway from the station directly into JPOC. Especially when compared to the seemingly extravagant cost to build that overpass over 152nd at 152nd St Stn to a parking lot (currently - I realize more transit-oriented development is coming, but it's a curious decision that only 152 gets an expensive overhead walkway. A covered walkway to the hospital would seem to be a better use of funds given the increased use of JPOC with an aging population.</p> <p>Having Bike Parades at every station is a nice plus. Please ensure bike security is improved from current stations somehow!</p>
201	Island platforms should be used on all of the stations. Island platforms make it easier to navigate since you don't have to worry about using the correct set of stairs. It would also make it easier for attendants, transit police, and cleaners since there is only a single central platform instead of two separate ones.
211	hurry up and build the gosh darn thing!
226	<ol style="list-style-type: none"> 1. Extension out to Murrayville. 2. Clayton Centre Station should be moved to 188 Street for better access to shopping. 3. Green Timbers Station should have a mini bus loop in the trees for a nice scenery experience. 4. Hillcrest-184 Street Station should be an Island Platform with a mini Mezzanine and sunken entry and mini bus loop. 5. Fleetwood Centre Station should have a both-direction bus loop going around the station. 6. 152 Street Station should have that pedestrian walkway going all the way to Fleetwood Way with buses there going to the North Shore.

ID#	Verbatim Comments – Online Feedback
241	The stations look boring. There is lots of glass and what appears to be wood, but it is all very “vanilla”
246	No, I think this project looks amazing and can't wait to ride this transit line in 2029.
251	<p>My only concern about the general design of all the stations is the use of white finishes, because they tend to show dirt and grime a lot more if they aren't cleaned regularly.</p> <p>I'm also puzzled about the decision to drop the “th” and “nd” from numbered street names in the station names (ex. 152 Street instead of 152nd Street), when all the other stations named after numbered road names in the system do (ex. 22nd Street, 29th Avenue, etc).</p> <p>More specifically, at Bakerview-166 St Station, the amount of stairs right outside the entrance seems like that could be a problem for safety and passenger flow. Would it be possible to make the station entrance lower so that those stairs could become gentle ramps instead? Or have the entrance match the height of the bus loop elevation and have the stairs and ramp on the Fraser Hwy side, since I would imagine that would be mostly used by passengers getting off buses, so they'd be walking down the ramp/stairs.</p>
256	Green timbers look amazing.
261	<p>Are raised crosswalks being considered for active transportation lanes where they cross roadways as part of this project?</p> <p>Suggest that the accessible washrooms in stations be expanded to general washrooms (with accessibility features) without requiring an STA escort. They could be located behind faregates and accessible by Compass cards to reduce security concerns. The lack of washrooms across the system has been a complaint and this is an opportunity to add basic facilities to new stations going forward.</p>
266	If there can be anything done at each station to reflect its community, I think it'd be good for local morale. Efficiency, ease, etc are some of the most important factors of this project but aesthetically pleasing structures does wonders for residents. Please consider hiring local artists to work on projects, murals, etc that could be displayed in or out of the stations. Or signage of local history, just anything that doesn't make each station feel like a lifeless shoe box. Mock ups look fine and its so late in the process to convey disappointment but more life could be given to each station.
271	<p>The three-level stations at Green Timbers-Fleetwood are a bit puzzling and could increase passenger friction, especially for those with accessibility needs, due to the need for two elevators. It is understandable for 152 Street (please give this station a different name) as it has the overhead walkway but it is strange for the other two to not have one. If Green Timbers and Fleetwood had an overhead walkway, it could justify having the mezzanine level.</p> <p>Is Langley City Centre going to look like Lafarge Lake-Douglas? The station design looks like it will be that way. Why is this? Expo Line has a ludicrous amount of trains running through it every few minutes and Langley will end up being a bottleneck without the switchback track behind the station like the current King George or Waterfront Expo Line. Was there not enough space to put in a switchback track?</p>
281	<p>I like that there are glass walls instead of mesh like on the current Expo Line stations, and that there are bike parkades everywhere. How will the washrooms work - “ accessible with the assistance of a SkyTrain attendant.” Does that mean there will need to be someone at every station to allow people to use the washroom or... ?</p>
296	To improve public transportation efficiency and reduce congestion, it is essential to widen 184 Street to allow more room for buses and create dedicated bus lanes. Additionally, more space is needed for buses to stop on Fraser, particularly in front of the SkyTrain station, to prevent traffic blockages and ensure smoother boarding and alighting. These changes will enhance safety, improve traffic flow, and make public transit more reliable for commuters.
306	I am glad that most stations have an area for passenger pickup/drop off.
316	Not really. My only concern would be how wide the road would be for driving once the skytrain is up and running

ID#	Verbatim Comments – Online Feedback
326	<p>The stations that I was not satisfied with were those with mezzanine levels where it is not structurally necessary. Green Timbers receives a pass due to its restricted geographic placement. The reason for this is because having additional friction of movement (e.g. multiple elevators) to access from street level to the platform level is not accessible friendly. Particularly, the opportunity for an elevator to be out of service for maintenance is now doubled. Instead of a singular elevator to rely on, there now needs to be the two to remain open in tandem.</p> <p>Additionally, I found the separate entrances of 152 Street, including walkway, to be cumbersome and hinders guidelines to prevent crime or unwanted behaviour. With lower foot traffic during off-peak hours, having more vacant spaces with poor visibility or sight lines from the platform and main entrance is an architectural design failure. For example, Moody Centre, permits visibility from the platform to the majority of the station.</p>
331	<p>Add grade separated bike lanes like the one at Willowbrook would be very nice (preferably along the road it's on as well)</p>
341	<p>Adding a pedestrian walkway towards the northbound lanes at 152nd St Station is a great idea. Strongly support this as it will increase accessibility and reduce transfer times to northbound buses like the 375 and 345.</p> <p>How will buses that are using the layover spots at Langley City Centre Station move towards the passenger loading bays, will they have to do a full loop of the station? This seems counter intuitive, despite clear land/space constraints.</p>
346	<p>I'm generally very pleased to see the wide-spread use of up- and down-escalators and some redundant elevators. It would be nice if the platforms were reinforced to accept platform screen doors/gates in the future. Additionally, it would be very welcome to have more trees providing shade near the bus stops, since the current glass canopies do not protect you from the summer heat.</p>
361	<p>Happy to see active transport paths is taken into consideration. All of the stations having bike parkade is also great.</p>
371	<p>They all sort of look the same. I think having some unique design features in each station would help to differentiate each one better.</p>
391	<p>Bakerview, hillcrest stations needs to be larger</p> <p>Should incorporate mini shops inside the bakerview station to drive cafe/hangout/hipster vibe in conjunction with the rec centre.</p> <p>This will be a hub for families to come to and should reflect the utilization of the people</p>
401	<p>I think the pedestrian overpass at the 152nd street station is a good idea, but it might be worthwhile to see if one can also be done going south from the station, I'd imagine there might be more people using the station from the south rather than the north since 152 is a big north-south connector.</p>
406	<p>There should be some seating for the passengers waiting for buses and there should be a decent amount (at least 1000) of park-and-ride spaces spread across a couple of the stations for people who live further away such as in Fraser Heights or Aldergrove.</p>
416	<p>There should be more fare gates to prevent bottlenecks</p>
426	<p>I think there's a lack of supporting infrastructure and expandability around several stations given the scale of growth anticipated across Surrey and Langley.</p> <p>Also without improvements to buses, it's not a surprise that people indicate they will cycle or walk. There's no parking and in the case of somewhere like Clayton - no North-South busses. I think there's an argument to be made for at least 1 park and ride along the route. And a major need for additional supporting transit.</p> <p>The bus exchange at Willowbrook appears inadequate to address the development plans of the area.</p>
431	<p>Other than willowbrook, I do not see plazas as promised. Langley city station with the long row of covered areas will just turn into a space for the homeless</p>

ID#	Verbatim Comments – Online Feedback
461	I think all the stations look very clean and modern. I like the easy integration with buses and the bike path network, bike parking is a nice addition. Maybe some more color or uniqueness in the form of artwork or murals could added, but I understand that can also drive up cost and complexity. Very good otherwise.
471	It appears that all aims and goals of each station have been met in every station design proposed. However, I think that one issue I have, if any, is that many of the platforms are side platforms, not centre.
506	I'm concerned about the stations that feature a mid level rather than just ground & platform. Particularly for those with mobility challenges, it's strange to me to require taking an elevator to the mid level only to then require traveling to a secondary elevator to the platform (plus creating more points of failure). This seems superfluous and would prefer having an elevator directly from ground to platform. Unless that midlevel is going to be somehow directly integrated with other services (like a mall entrance) to activate it, it just feels like a waste and barrier to have that extra floor.
531	<p>Most of the stations seem fine but rather bland and generic. The narrow platforms and station concourses also seem like they will limit the stations' future passenger throughput, although perhaps the BC Government's modelling suggests otherwise. The Langley City Centre station in particular seems oddly small for a terminus station that will link to bus rapid transit routes and possibly future light rail to Abbotsford/Abbotsford airport.</p> <p>Since these designs are almost certainly final and likely won't be modified to improve passenger flow, I would like to see some interior artwork and exterior landscaping to establish a sense of place for each station. Since many of the station forms won't have anything to distinguish themselves from each other, visually distinct and memorable art will help commuters and tourists form a mental map of the extension.</p>
536	They are all boring and looking the same. Can we not make them more of a design feature for the area and unique?
546	<p>Please see previous comments about accessibility and design for climate change and accounting for fluctuations/ increasing use of transit resources.</p> <p>Additionally, thank you for your work to build effective community infrastructure - it is vital!</p>
561	<p>Most of the stations have way too much open space for Birds and water, snow to enter, too many windows very expensive to maintain. They all are very nice to look at but not practical.</p> <p>No one thinks about the maintenance costs. Not tiles should be added to any of the stations. Should be all concrete so it can be repaired if needed. Go back to old design with glass lobby only. We do not have the money for these fancy station designs. Can not keep taxing the people that you are making this for.</p>
576	<p>Please for the love of God, make the rails quieter. They don't have to be as loud as they are, it's so unappealing and disrupts people who lives anywhere near the train line</p> <p>Silence them! Please please please. It would be an investment for everyone</p>
596	<p>The designs have a lot of glass, how is this for vandalism. What are the replacement costs? How bespoke is the glass for each station so when the glass is vandalized it is not plywood for days.</p> <p>The design is good it is the choice for vandalisms and Maintenance costs that concern me.</p>
601	Need more info on how active transportation paths interact with bus transit waiting areas and drop off locations. Potential for conflict apparent at some stations.
606	Why no central platforms on stations?
621	Please ensure safety is a priority. A lot of young people living in Clayton and we want to make sure things remain safe for them.

ID#	Verbatim Comments – Online Feedback
646	<p>Many of your stations include glass awnings, both on the station exterior and on bus stops. Consider green roofing options as an eco-friendly option for bus stops that will not only protect people from the rain but provide better sun-shading during the warmer months. Bakerview-166 street looks like a giant stairway - I have no suggestions on how to resolve that, but it's not a great look. Langley City Centre Station's transit exchange area is confusing - I can't figure out if/how you want users to navigate that area, I would avoid having to go there at all costs purely out of fear that I'm going to embarrass myself while trying to catch a bus. What are the buses in the open area for? Am I expected to catch buses there? I can't tell, and if I can't tell through this top-view image how much more confused am I going to be when I'm on the ground and in a rush. If it's a staging area, make it more obvious so that users aren't running into the roadway to catch an inactive bus</p>
656	<p>The bike parkades are all located far from the station entrance; consider moving them closer for: 1)accessibility, 2) easy to see/find, 3) in high traffic areas to improve sightlines/decrease theft potential.</p>
661	<p>One or two of the sites seem to close to natural bodies of water. Isn't part of the track on or near a floodplain? Again, the sloped upwards roofs bother me. Have you utilized the space as best as possible to accommodate crowds on the platform? Again, why are you not sharing accessibility navigation features?</p>
681	<p>The Green Timbers station should include a Commercial Retail Unit as well.</p>
686	<p>given the history with elevators being out of service (for years) at surrey centre rendering the station inaccessible - it makes no sense why there is no redundancy built in to the design of the new stations. people with disabilities disproportionately rely on public transit infrastructure, and when the services are inaccessible it arms people with disabilities more than others.</p>
691	<p>These designs appear very difficult and cost prohibitive to maintain. Lots of glass, situated next to major streets so road closures will be necessary to complete exterior maintenance. Suggest ensuring all platforms are covered, all high areas in stations equipped with bird spiking.</p>
701	<p>Not sure how close to the bus loop the station is at Langley centre. Also, my stop will be 196 Willowbrook every day. I will ride from New Westminster Station. I'm so excited!</p>
706	<p>They look very institutional and generic, with little thought for their surroundings. Green Timbers is a particularly sore thumb. But then, people don't go to stations to admire their architecture, so this isn't really a complaint. Passenger circulation looks OK, but some of the bus bays look rather cramped. Langley Centre looks like a missed opportunity. If it could be moved another 100 metres south-east so it straddled 203A Street, then there'd be an easy connection to the Casino, access to more transit and park & ride, and a catalyst to development. But I guess the Casino owners didn't want to give up any precious parking.</p>
716	<p>Would prefer the Langley City Centre Station to have a bit more originality and flair compared to the other stations. Overall excellent.</p>
721	<p>The Green Timbers goes parallel to two sections of forest, and there are a lot of windows. Will this station be made with bird safe windows? If not, a lot of birds will hit these windows trying to get from one section of the park to another, which defeats the City's desire to be environmentally friendly and increase biodiversity.</p>
726	<p>The Clayton 184th station should look to add better pedestrian crossing across Fraser and 184th.</p>
746	<p>The washrooms should not need a SkyTrain attendant to have to unlock them. This can cause a huge headache if the attendant is busy with another task or is not available. Furthermore would the SkyTrain attendant have to then wait by the washroom while someone is using it to make sure someone else doesn't go in after them? I understand that you do not want people doing drugs in the washroom or misbehaving but unfortunately this will not prevent that from happening. How would a SkyTrain attendant be able to identify if a customer is there to use the washroom or do drugs or misbehaving? Then is it now apart of the SkyTrain attendant's job to deny use of a washroom only for them to watch that person relieve themselves in a corner or in an elevator?</p> <p>Another point is how will bike lanes be integrated into the stations? if there is only a bike lane for the length of the station and then nothing on either side it would be kind of useless.</p>

ID#	Verbatim Comments – Online Feedback
751	Great Job!
756	The terminus in Langley needs easy and sufficient access to a park and ride. Unless a user lives along 200th Street, it will be difficult to access the sky train unless you live close enough already to a bus stop.
791	More parking around these new stations is extremely needed (paid or free).
836	Where are the passenger drop-offs? Some of these interactions are VERY busy and I suspect, dropoffs will be a common factor, but I don't really see a space for that, i.e. 152 street.
846	Nice Design
851	Please include public washrooms for everyone at every station or at least major ones!!! Its so annoying needing to go and theres no where. Most of the designs are okay otherwise.
856	I love that all the new stations have a bike parkade and a dedicated pick and drop off zone. I wonder if for ease of travel it may make more sense to have more stations with a central platform? It creates less confusion for users, as there is no "wrong platform". I do like that this has already been done at Langley Center especially. Because I regularly use King George station and I've always found it quite silly that there are two platforms when one sits perpetually in disuse. I have mentioned it before but I still think the stations aren't very well spaced out. Green Timbers in particular is less than 1 km from King George. Between Surrey Central and Green Timbers you have 3 Skytrain stations all within a 2km span. These stations are very expensive to build, and the more stops there are, the slower the train. I say scrap Green Timbers all together, or at least for now. If you find that in a few years the population and ridership supports it, you can always add the station later.
866	<p>Security is always going to be an issue. Almost every week we hear on the news about security issues such as stabbings, muggings and sexual abuse at the stations already in existence. Security issues are my biggest concern as a senior who travels on the Skytrain!</p> <p>We must have adequate CCTV cameras monitored day-and-night and security guards at each station ready to act. The homeless will be attracted to these stations and must be dealt with in an appropriate manner to stop the persistent begging and theft's.</p>
871	Depending on the station, some of the stations only have one entrance into the skytrain. Due to the amount of people moving in and out of the station, it would be more feasible if the stations offered at least 2 entrances for each station.
876	The presence of Bike Parkades at all of the eight new SLS stations are a welcome change with TransLink encouraging eco-friendly methods of transportation. There have been several complaints about bikes being stolen from the Bike Parkade, with little to no recourse for the owners. What are the possibilities of integrating the Bike Parkade entrances within the fare-paid zone, rather than a separate entrance outside? If so, placing the entrances near the elevators would make it convenient for cyclists as well.
886	At the stations with bus connections/transit hubs, what are the planned bus routes stemming for them? For example: as a daily user of the 502/503 routes, my stop is in between stations, resulting in an additional 1km of walking (disabled).
906	Using glass look good and fancy but not practical and durable. How much money do you spend on cleaning and maintaining the glass? It waste so much space for decorating some fancy things. Think about monetizing the traffic by using concrete wall and filling with lots banner ads along the wall of the station, wall of escalator, ground, poles, train, Translink will be rich. Increase and extend the exit to connect to the shopping mall or buildings nearby bring convenience to Passenger and fill the banner ads along the exit (e.g. wall, floor, pole) to monetize it. Be ready the space on top of the stations could be used to build shopping mall and residential building before or after the opening day. This could make You Translink be rich and independent to build your own station without asking Province funding. Stay independent and leave your mom so that you can grow. Being a company, you can choose to be a private company and list your share to the market. Raise money and self fund yourself.
911	I would strongly encourage to add a park and ride options especially for Langley City station.

ID#	Verbatim Comments – Online Feedback
931	Simple and consistent - good. Will there be lighting along the multi use paths?
996	Need more parking at Clayton Station and 184 station.
1021	The designs look too similar, and lack localized and landmark flair. They should be similar to the original station designs of the Millennium Line. Up and down escalators reaching each level of every station is absolutely important. Retail at stations should be carefully incorporated in areas that are outside of the fare-paid zone to better ensure the success of the businesses.
1036	The reason I say somewhat satisfied is that I'd like to see more indigenous artwork or some artwork along the line. The designs are fantastic and beautifully simple but look a little too sanitized. Let's get some artwork on all the stations and maybe colour the benches to add more vibrancy. Led colour changing lights would create a welcoming atmosphere as well.
1041	Most of them seem far too large for the area and will ruin the feel and esthetic of the surrounding area
1046	Where are the bike lanes at Langley City Center??? Why is there not a bike lane on 203rd where the bike lane alignment currently is south of the stations???
1051	Get it done fast!
1086	I'm concerned about the possible traffic congestion at Willowbrook but overall everything looks great.
1091	Generic, lacking character, individuality
1096	More nature needs to put into these designs to take them to the next level
1126	So glassy and generic. Just terrible. Can we not use any material other than glass? Why can these not look at least a little bit like a building? Just boring and soulless. I've seen garden sheds with more character. Can we have a bit of brick? Some columns or building bays / rhythm? Literally anything other than just endless unrelenting glass? Really depressing stations with no presence or character.
1141	<p>As an individual from Langley I am heavily invested in this development. A master student in architecture I'm interested in transit stations and the impact they have on communities involved in urban sprawl. I'm excited to be seeing the development going forward for public consultation and love the idea of incorporating commercial space (ideally subsidized for local inhabitation). Downtown Langley has a rich number of local shops that contribute to its core, especially down the Fraser Hwy. I think it would be important to keep this in mind and see through an expansion of the main strip (currently from Glover Rd to 206 St) to the new proposed station.</p> <p>I would critique the development in its lack of indoor public amenities and large focus on commercial use. A transit station is a place of public use. It would be great to see consideration of cultural or community space that can further link the nearby City Hall, Library, Park and Community Centre. For thesis inquiries [personal email removed for privacy reasons].</p>
1156	The designs are ok - just would be happier if they weren't here. I don't like the impact of the Skytrain on the existing neighbourhoods
1161	Concerned about potential for gridlock and confusion on fraser hwy and connecting streets surrounding new stations. In some areas, access to fraser hwy can be challenging (north on 192nd to 64th/fraser heading west on fraser). Will addition of bus interchanges and skytrain + parking make traffic movement through these areas more confusing for commuters
1181	Could the station potentially be integrated with surrounding development? Such as the example of Aberdeen, Marine Drive, or Metrotown (before the 2010s).

ID#	Verbatim Comments – Online Feedback
1196	<p>It is actually hard to see if 1. there are actual Escalator's going up and down or if it only going up in the pictures. 2. The station at the Willowbrook mall seems to be taking up a lot of the parking right in front of the Mall. It is extremely busy at that area at the best of times, after this layout of everything it is going to be a zoo. Was unable to actually determine where the buses are actually parking 3. The Langley City Central station seems way too big for the area. This is a an area that is plugged at the best of times, let alone with buses coming in and out and more vehicles to pickup and drop off. Another area that is going to be worse of a zoo than it already is. It does appear to be a new street that is going to be pushed through beside the Tatoon place and between the casino . What kind of actual security is there really going to be there for peoples bikes? And Actual security for peoples safety? The Langley City Central Station is not in the best of areas.</p>
1201	<p>I can't say whether I am satisfied or not until I know if there is going to be parking there. If no parking, this will be a huge disaster and people will just drive</p>
1211	<p>Will there be dedicated bus stand space for potential rapid bus routes north to maple ridge and east into the valley?</p>
1226	<p>Could be a little more simple to reduce costs. I do like that there are bike lockers and retail at every station.</p>
1236	<p>No.</p>
1241	<p>Yes. As I noted above, all stations should have barrier free, easily located and accessible washrooms that anyone can use. Stop treating people like animals. Even the rich millennials need to take a dump once in a while.</p>
1246	<p>No.</p>
1256	<p>The Willowbrook station is going to be the busiest station on the BRT line that is being built and there seem to be no accommodation for BRT in the design, rather its just being treated like a normal bus. BRT standard usually includes fare gates before boarding so that dwell times at stations don't slow down the service. Instead of having BRT stop in the bus exchange it should be more integrated into the station itself. Fare gates and level boarding are needed here to keep BRT's promise.</p>
1271	<p>The stated use of native plants in the landscape plans is not appropriate in a changing climate and in an urban setting. These plants are not generally adapted to our changing climate and will prematurely die or require intensive irrigation. Ornamental plants are often. Better suited to urban environments. Please include more trees around the station plaza designs.</p>
1286	<p>There should be some more entrances on the other side of the platform to improve accessibility and customer satisfaction.</p>
1296	<p>There could be a second entrance on the southwest side of the Willowbrook station.</p>
1336	<p>Fleetwood station needs a sky bridge to connect the south west of the intersection of 160 and Fraser Hwy to minimize traffic congestion. Also the station itself needs more card access points. It's going to be the busiest station in years to come.</p>
1346	<p>Include bathrooms. If there's a plaza add features for parents with children (like shade, seats, playstructure); we need to wait for rides too!</p>
1361	<p>There seems to be a lack of parking for people getting to the stations, for example in Langley there is very poor bus infrastructure from many of the neighborhoods. You would have a hire adoption rate if accessing the stations were easier, such as by car. In addition, there should be well maintained public washrooms at all of the stations that do not require a SkyTrain attendant to access.</p>
1376	<p>Station designs should be more unique between each other. Although one of the major concepts is familiarity, this can already be well represented by the materials used, and the stations' architectural designs should be more unique so that stations don't look the same</p>

ID#	Verbatim Comments – Online Feedback
1391	<p>- Why can't Mt Bakerview Stn eliminate steps at the front entrance and have it levelled for better accessibility or add ramp to east side as well?</p> <p>- "Wayfinding tile" (tactile pavers) on document shows dark grey coloured tiles on grey floors. Tactile pavers should be mandatory yellow and have more contrasts for people legally blind for public facilities like this. Grey pavers on grey tile is prime example of preferring aesthetics over accessibility.</p>
1416	<p>Similarity between stations is appreciated for ease of travel (for example 184 and 190st). Consider replicating designs across other stations</p>
1431	<p>Looks great!</p>
1461	<p>I don't want the Clayton Heights to be eye sores. Not super tall, not overly modern looking so that it matches the surrounding infrastructure. I don't want a bus loop in Clayton. Still want lots of community space.</p>
1476	<p>Make architecture nice, when people fantasy these stations, more people are likely to take trains.</p>
1481	<p>No.</p>
1491	<p>Given the location of a number of the stations crime deterrent will be a major factor, Langley Centre, Willowbrook, 152nd.</p>
1511	<p>- like that CPTED is considered during the design phase as many residents fear this extension will only bring more crime into Surrey/Langley. CPTED should be maintained and implemented in all final designs.</p> <p>- stations should be functional rather than a space where only transit users 'pass through' and nothing more. It should create a sense of place with both transit users and the nearby community.</p> <p>- it may be counter-productive but a park and ride could be considered for the 203 St. station as I'm sure communities beyond Langley (or communities further out in the Township that may not have accessible transit routes) may want to take advantage of the new skytrain line. If not feasible, new bus routes should be considered to get riders to the station (however, the additional bus ride has the potential to add significant time to overall travel depending on where the riders are coming from).</p> <p>- snow melt systems!! downed trains due to snowfall/ice is a HUGE inconvenience to riders.</p>
1516	<p>Willowbrook should have elevator and washroom for seniors and the same in Clayton SkyTrain. Not enough access is given to seniors and some need mobility access.</p>
1521	<p>Perhaps I missed the reasoning in a previous public post but I do wonder why not create the second entrance for green timbers. It feels we should have learned from Brentwood that demand is not there but it will be there eventually and more costly down the road. It can be more simple then the main head house but in terms of accessibility it should be added.</p>
1551	<p>The Skytrain is already at capacity when it starts at King George adding more people from Langley is going to prevent people from Surrey from being able to use it. I barely get a seat in the morning for my 1 hr and 20 min commute to UBC.</p>
1556	<p>SKYTRAIN is unnecessary in the city. This will Bring crime, damage the neighborhoods, displace many people and Fleetwood and surrounding areas will suffer.</p>
1561	<p>It would be really appreciated and great if your engineers could find ways to plant more trees and include more nature around each station. There should be more greenery, which would make every station a bit more warm and inviting. A lack of shrubs, trees, and other plants is very stale, and in my opinion, very backwards.</p>
1601	<p>Only 152nd has an overpass to avoid pedestrians getting killed in traffic. Please try harder</p>

ID#	Verbatim Comments – Online Feedback
1626	<p>I very much enjoy the unified/simplified design language carryover from previous station designs - the only two things I would recommend that are probably going to be implemented or at least considered soon regardless:</p> <p>1: More green features such as trees, planter boxes, meadows.</p> <p>2: Obvious and meaningful separation from traffic; bollards, raised surfaces, obstacles.</p> <p>I'd also like (and this is likely not within the scope of the initial renderings) more opportunities for public art and space-making!</p>
1641	<p>Would hope to see some options for daily parking so that commuters will more readily use the sky train line. Many commuters cannot or prefer not to take the bus to the skytrain, but would be willing to park near a station.</p>
1661	<p>Very concerned about lack of adequate drop off or pick up areas near most stations and impact drop off pick up zones will have on traffic which is already congested in area and I don't expect transit improvements will reduce as population grows. Also, none of the stations have any real parking if you want to park and go down town and then come back and drive home if late in evening. Also concerned these stations are in residential areas and near parks. Designs need to mitigate noise impact on nearby homes, businesses and green timber park. Door chimes, announcements, train and added bus noise are all negative impacts that need to be mitigated adequately. Need more enclosure. I see that in the 2022 survey most residents were supportive of townhouses and low rise buildings near sky train. There is strong opposition to towers in the area around 160 and 166 stations as it would ruin the neighbourhood aesthetic which is what people moved here for. Concerned about loss of local businesses.</p>
1671	<p>Bakersview - all that glass facing east(?) - concerned about how hot in summer months. Good idea for winter and you can't beat the view.</p> <p>I am a person who parks and then transports because of life issues. I may find this systems difficult but if I can get someone to drop me off, I love it.</p>
1701	<p>Parking at Surrey Sport and Leisure is already busy for families who have children no participate in sports at that arena and pool. I am there 6 days a week and always have trouble finding parking. Creating a station there without designated station parking will create a giant mess for patrons of Surrey Sport and Leisure. If you go to Scott Road station any day of the week you will find the parking is well used, for those of us who don't live within walking distance of a station and don't live near a bus that can get us to a station in a reasonable amount of time, using transit part way is a reasonable solution that you are not accommodating. You do need a parkade for commuters in at least one station.</p>
1711	<p>There doesn't seem to be any road improvements around the stations to deal with the drastic increase in traffic that will come</p>
1756	<p>Why are there different designs for each station? Could there have been one design for all? A way to save money.</p>
1766	<p>You've taken away multiple business's but you're not going to incorporate these lost business's into the station? What about parking? This is all going to be rough</p>
1781	<p>I know it's too late in the process for this but the elevator accessibility seems like it should be improved. No centre islands on 7/8 stations = people are screwed if one elevator goes down. And having to take two elevators to the platform level at some stations would suck and would mean it's even more likely to have a required elevator down. I like the bike parkades (tho it would be nice to have them closer to the station entrances) and the little CRUs should be nice. Langley City centre seems like the best one overall.</p>
1796	<p>Do they all have 2 elevators? Very important if one becomes out of order.</p>
1801	<p>Can we get more architectural creative with the design? It's quite boring and adds no visual to the boring landscape. Needs more colours & or Native art incorporated</p>
1806	<p>You should invest in building even more SkyTrain</p>
1856	<p>Must include food stalls for tired and hungry passengers.</p>

ID#	Verbatim Comments – Online Feedback
1866	More frequent bus routes to further connect people far from the stations should be added, to accommodate for more demand. For example, the 345 runs from King George only on weekdays, and cuts off at 9. For those who go beyond those times, it's virtually impossible to get to a station from south of the Fraser Highway.
1901	wow i normally look for things to critique but these are all so perfectly thoughtfully planned and designed, thank you for sharing this with the community
1931	<p>1. The 'town Center' standard for combining peds/bikes is very poor. Separate cyclists from pedestrians. no MUPs, anywhere ever. Looks very sexy on paper and is tragic in real life. Terrible terrible idea.</p> <p>2. Use runnels on all stairs to allow cyclists to bring their bike up to the platform from buses to access elevators. Make runnels wide enough for fat tire e-bikes.</p> <p>3. Have wayfinding for cyclists to start their journey . Skytrain stations are abysmal for no signage. Make signage large and obvious. People will bike and we are in a climate crisis after all.</p> <p>4. Have bike lock ups that fit cargo and e-bikes. Don't make the same mistake the city of Burnaby did and purchased lock ups that don't fit e-bikes or cargo bikes! . If bike boxes are not purchased at the very least make sure bike racks are covered from the rain.</p> <p>4. Make the elevators larger. They are too small at every station I have ever used.</p> <p>5. Bathrooms everywhere. I am tired of watching men urinate on walls.</p>
1941	I would like to see some gardens that are bee pollinator attractive
1956	As a whole they look great but I wish there was a little bit more individuality. Same design language but reflective of the neighborhood
1961	I love the integration of public art in each station. Please put more in!
1966	It would be great if I can see a map of all the transit buses that going to the new SkyTrain station, so I know where to buy the future home and living at which location I can get to the skytrain easily by bus.
2006	They need to be accessible to everyone- including people in wheelchairs and kids in strollers
2016	I love the inclusion of retail space in most stations. I'm hoping this can also be a consideration to include for all existing stations. Bike parking is also a great addition and should help to promote more active transportation not just along the skytrain line, but also to neighbouring streets. I did have a question regarding platform doors, though I do understand that it can be added later. I believe that platform doors help to give a safer experience for passengers. Overall, exciting project! Can't wait to see it operational.
2031	Is there going to be an increase in skytrain security at stations, in order to combat passenger assaults and accosting by vagrants that hang around skytrain hubs?
2041	<p>I adore the standardized design the network is going for here! Having bike parkades, retail spaces, and public washrooms in EVERY station is HUGE!</p> <p>The pedestrian overpass at 152 Street Station is a fantastic idea. As someone who will primarily use 152 Street Station coming from White Rock, it will be a great assistance to my travelling experience.</p> <p>I hope that Langley City Centre Station or Willowbrook Station have provisions for a seamless connection to the future Langley–Haney 200th St BRT line. Although I recognize these are two different projects, something similar to the gondola integration to Production Way–University Station would be a great convenience factor that will surely elevate the rider experience.</p>
2076	The constant single platform makes sense when only working with one line however the dual platform at Langley Center Station feels pointless and the single bus stop sitting outside the entrance to retail space feels like a foot traffic nightmare. While the first two stations feel like a fresh new design, slowly they become repetitive. We enjoy the creativity shown in the first two designs. We don't want big shiny rectangles. Thank you.

ID#	Verbatim Comments – Online Feedback
2081	<p>The stations look small - how do they compare in size to the current stations along the Expo line?</p> <p>Will they fit the longer trains running on the current Expo line or will the trains on this extension be shorter in length, similar to the ones running on the Canada Line?</p>
2096	<p>I would like to see more designs with two entrances (like Langley Centre Station) but understand that space, geometry constraints, and use case may be limited.</p> <p>I'm not a fan of designs requiring two elevator trips from ground level to platform, particularly at Fleetwood Station (160 St). I do however understand this requirement for 152 St because of the overpass addition.</p> <p>I am a huge fan of the overpass to provide easier connections to northbound buses as well as future development. I wonder if this could be considered at other stations for either the cross street or Fraser Highway, geometry permitting of course.</p>
2161	<p>All of your images show clear skies - what about bus passengers waiting in the rain (for a bad example, consider all of the unsheltered space for bus queuing at Lougheed Town Centre station). It seems that only Langley Central station had a continuous bank of sheltered waiting area. That is my biggest disappointment in these designs: seemingly insufficient rain protection for Metro Vancouver's rainy climate.</p>
2181	<p>Too modern, do not fit in with area, need more wood for BC</p>
2201	<p>My only criticism is the extreme resemblance of the stations to each other. For the rest, it's a magnificent job.</p>
2216	<p>Bakersview should have two entrances especially because of the sports complex on the west side. Limiting the distance by having a second entrance will in turn encourage more people to take the train. If there is a sports game players or patrons want to walk the least amount as possible. Also incorporating more pedestrian overpasses to limit the amount of people having to cross Fraser Highway at grade to limit collisions and risk.</p>
2221	<p>I would like to see space for public art. I would also like to see dedicated space for passengers to wait for pickup with shelter at all stations. I am also concerned by the lack of designated "waiting zones" for cars waiting for the passenger to arrive. Without a designated place to wait, drivers may end up circling the station for extended periods, creating more traffic and posing a hazard to pedestrians and cyclists.</p>
2236	<p>They lack character the stations should do more to reflect the area they're in they seem so generic in that case.</p>
2276	<p>Green Timbers Station should have another entrance on the south side of Fraser Highway that leads to the mezzanine level. Fleetwood Station and Willowbrook Station should both have pedestrian bridges that connect to entrances on the south side of Fraser Highway due to future growth in those neighborhoods and easier bus connections.</p>
2281	<p>A QUESTION: Is the price of each station separate from the cost of the skytrain that will I am sure BALLOON WAAAYYYYYYYY over the 4.2 billion? Is it 4.2 billion PLUS the stations?</p>
2316	<p>Stations should have more than one entrance. Walking distance from street to platform should be minimized but isn't. The station platforms should be pedestrian overpasses over interesting rather than separate ped overpasses. Materials, panelling and architectural siding should be durable, require little care to keep looking clean, safe and new for a long time.</p>
2346	<p>I believe it is usually better to have more than one entrance, and if possible on each sides of the road. Toilets should be accessible without having to ask for access. I think it great to have retailers there.</p>
2361	<p>I am concerned that we will loose the downtown Langley historic area to high rises. Nobody wants Downtown Langley to turn into high rises. We want to keep the one way as it is</p>
2366	<p>Too much viability, glass gets disgusting so quick an never cleaned (ex.sapperton) also when there are medical emergencies way too visable to the public especially with all the residential near the stations.</p>

ID#	Verbatim Comments – Online Feedback
2371	Last few stations look almost same in terms of design. It would be much better if each station has unique exterior design.
2381	i love the spots that have been picked in surrey for the skytrain! especially the clayton station.
2411	Many of the stations are overbuilt with way more back of house space and capacity than is actually required. Two sets of stairs/escalators is unnecessary and wasteful. The bridge and multiple escalators/stairs to reach the platform will waste peoples' time and add unnecessary cost. These overbuilt features reduce the utility of the station for no benefit. The stations would be better, faster to enter/exit, and cheaper if they were simple, with a single entrance/exit and safe and short crossings of streets to adjacent bus stops.
2416	For better accessibility, stations should have more redundant elevators in case of mechanical issues. Also, double escalators are probably unnecessary since people can just walk down the stairs.
2421	Why do these not have housing built on top of them? Selling housing could save taxpayers money in building these stations, and provide a public good (housing).
2446	My opinion of the station design maybe be skewed by the lack of intelligence of the planning around the stations. Instead of providing options for existing residents, all this is doing is creating urban sprawl and high density away from a city core. Absolutely brutal and not in line with why people live on Surrey/Langley. This is NOT what living in BC is about and will just push people who do not want to live in the city further east. Center density and move people efficiently in and out of it. Can't wait to move away from Metro Vancouver and likely BC.
2451	Would be great to see how stations could be integrated directly into new highrise development immediactely above the station areas.
2456	There is bicycle parking. Will cyclists be able to easily take their bike on the Skytrain?
2461	<p>Shouldn't the Planning have been completed like 2 years ago?</p> <p>And why bother asking the public their opinion now? Will that even change the plan that should already be in motion considering the construction has already started?</p> <p>Please do not remove more of green timbers forest at 140th. We don't need a station there. We would rather keep the trees.</p> <p>We are not okay with eco terrorism. That is what destruction of forestry is called. It's eco terrorism. And we song want it in Surrey</p> <p>DO BETTER!!!</p>
2481	Not sure what the point of these surveys are. the designs are pretty much finalized, no? One major issue with passenger flow in stations is not to have blind 90 degree corners in stations. There's so many, and passengers are always bumping into each other from the opposite direction not being able to see them coming around the corner. Metrotown middle stairway is an example of poor flow design. People are always bumping into each other at the blind corners. Same with Lougheed side platform bus loop side, top of the stairs turning to walk along the platform. Corners should be rounded or at 45 degrees so you can see people coming around corners. Also, there should be no flat surfaces or ledges people can put or leave things on creating garbage and safety issues. So many stations have flat areas where people leave things. Lastly, there should be locked electrical outlets since so many people loiter and charge their devices. And no outlets placed close to station entrances.
2496	Will there be clearly marked signage for bringing people to the Cascades Casino/into the historic Downtown Langley at the Langley City Centre station?
2526	Boring look/ design we need a better looking exterior
2531	Please do not cheap out on materials as the project goes on. South of the Fraser deserves good looking stations too.
2546	It should include restroom facilities, especially at stations with a bus exchange, to make transfers more comfortable.

ID#	Verbatim Comments – Online Feedback
2566	<p>Glad to see bike parking at some key stations and also the availability of Washrooms.</p> <p>The important thing I noticed is that the Cafe or food is available on Stations where there is already a place around and not seen where needed.</p> <p>Like, don't see 140, 166, but see 152 (already commercial), Willow Brook(already commercial).</p>
2571	<p>on one station, there was a pedestrian bridge across the less busy road, but not across Fraser highway. i imagine that was due to having the land available there, but I wonder how busy the crosswalks will become at each transit station, and if pedestrians will have separate walking time during traffic cycles to ensure safe and efficient movement</p>
2591	<p>152 street and Fleetwood station both have double elevator access to the platforms for reasons that are not obvious. Staged elevators access is infuriatingly slow for disabled users compared to a single elevator from ground level to platforms and increases the out of service probability.</p> <p>Where it is possible to have single elevator access to one or both platforms, it should be done.</p>
2596	<p>Overall the designs look great, love the modern look with lots of natural light. The road crossing at 152nd is brilliant as well. Looking forward to seeing the stations in person in a few years. Keep up the good work!</p>
2626	<p>Most stations look pretty good, except the Langley City Centre Station. For a Terminus station it looks pretty underwhelming and small. Too bad Translink couldnt have secured the corner lot at 203rd and Fraser Highway and had a whole larger Pedestrian Plaza that leads to where the station is located.</p>
2631	<p>The bike infrastructure doesn't seem complete and is disjointed between the stations. More attention needs to be taken with the pedestrian and bike connections.</p>
2671	<p>I love the number of bike parkades. I like the minimal pick-up/drop-off zones</p> <p>I don't love the location for most stations. They're very car-heavy, they come out at areas designed exclusively for cars (Fraser Hwy, 203, Willowbrook), and the urban design of those areas encourages speeding and reckless / distracted driving</p> <p>I hope those areas will have urban improvements for pedestrians and cyclists, because anything that makes an area better for driving, makes life as a pedestrian worse (wide roads, lots of lanes, right-on-red, minimal shade trees, bike lanes *with barriers*, speed limits >50km/h leading to lots of traffic noise, large parking lots for pedestrians to traverse, etc)</p> <p>The only way to improve the stations (which look wonderful otherwise!) is to add additional traffic calming and pedestrian safety measures</p>
2696	<p>Fish bowl. Wooden ceiling with flip up entrances are very welcoming. Hopefully, details will be added to the exteriors of back of house buildings so that pedestrians have something more interesting than a blank cement wall to walk beside.</p>
2721	<p>Don't bring sky trains to Langley. I can see this befitting a few hundred people, but even to those few hundred, I can still see this long construction to be wildly inconvenient to everyone in Langley and to anyone travelling through. I thought you were trying to make 15 minute cities? So why are we creating a skytrain to have people leave their city? Instead of creating this skytrain and bringing homelessness from Vancouver into Langley (which Langley already has a bad homelessness problem), why not use this money that will be wasted on a skytrain and do something useful with it? Why not help make more accessible resources to homeless people? Create more and better living spaces for them. Have more people on the streets paroling to ensure safe injections are happening and keeping homeless people in line, maybe have them tell homeless people about resources and how they can ask for help. Some people are genuinely unaware, embarrassed or just scared to ask for help.</p>
2731	<p>Two questions.</p> <ol style="list-style-type: none"> 1. Is the big tree located near the Langley City Centre Station not able to be kept and incorporated into the station grounds? 2. Many of the stations seem to have those yellow "slippery when wet" cones out all the time whether it's raining or not. Are there more slip resistant flooring that can be used so as not to have to place the cones out as often?

ID#	Verbatim Comments – Online Feedback
2761	<p>These stations, and all skytrain stations for that matter, should be designed in a way that allows for entry and exit from both sides of the train car to allow for the most efficient boarding and deboarding of the trains. The amount of people that will use these trains, especially on nights where there are large events going on in the city, these trains and stations will be clogged with so many people all trying to board and leave the trains. we're not planning for the long term success and mitigating the need to redesign these or be stuck with an inefficient design that cannot be altered in the future. we have an opportunity to make it right and adjust course and allow for boarding and deboarding on both sides of each train right now. we should incorporate that now!</p>
2766	<p>Transit stations: Include washrooms at all facilities, at each station. This is a basic human courtesy.</p> <p>Transit stations: Ensure that there is something unique with each station - think about being a tourist and only using it a few times before you leave back to your home country.</p> <p>Transit stations: Will there be enough space for bikes, scooters, wheelchairs and baby carriages and luggage wheelers? With no cut-off times.</p> <p>Transit stations: I'm sure handicapped needs have been taken care of as well as those with sight / hearing scenarios.</p> <p>Transit stations: Are there resting zones for those who need to sit?</p> <p>Transit stations: Will there be easy curb side for those being picked up once they leave a station (via evo, modo, uber, taxi, bus, etc)</p> <p>Transit stations: Will consideration be given for storage lockers that can hold luggage? (thinking tourists, not at all stations)</p>
2776	<p>Better areas for people to take rests and breaks - with water stations and eateries.</p>
2781	<p>See my previous comments</p>
2801	<p>Lack of some parking options at any of the stations is disappointing. Many people would use the skytrain if they can drive short distances home when leaving a station. Not just on bicycles which are difficult for young families to use year round.</p>
2816	<p>Some stations are not designed for inclement weather. We will get wet and cold waiting for the trains.</p>
2826	<p>Would like to see sustainable materials used.</p>
2836	<p>Please ensure that the final station is designed with the expectation that the line will be extended in the future.</p>
2911	<p>Ensure that all stations are fully accessible for physically disabled and visually disabled with lights and sounds installed</p>
2936	<p>ensure bus connection to the skytrain line is efficient and reliable</p> <p>safety is a concern, in/around the skytrain and the stations</p> <p>increased crowdedness in the rush hours need to be accommodated</p>
2941	<p>I noticed that there are no options for park and ride at any of the stations, only passenger drop-off and pick-up. Will there be any options for riders who wish to drive to the stations and park their car before getting on the SkyTrain? Will the bus routes will be modified so that most of them stop at the SkyTrain stations at some point? I currently use the surrey central station most often when going into downtown for work, and I am concerned with the number of passengers taking the SkyTrain, especially during rush hour times. It gets extremely crowded and makes the SkyTrain experience very poor. With these additional stations, it will bring even more riders, and I am concerned about the number of people on the SkyTrains. Are there plans to increase the frequency of trains during these rush hour times or increase the size of trains to accommodate more people?</p>

ID#	Verbatim Comments – Online Feedback
2961	Good stuff. Feel like they could be a bit less overbuilt in terms of height on the first couple stations? The intermediate mezzanine level on Green Timbers for example. But overall translink knows how to make good stations, these are quite good. Not monstrosities and they will be quick to get from the entrances to the platforms which is important. I like that many have multiple entrances too. If there's one thing Translink needs to improve on it's having more entrances. Not just on each side but on each end of the station too.
2991	Continue developing focus on safety through design. Ensure there is more/brighter lighting and open spaces at these stations. Look to incorporate more neutral colors and eliminate dark colors wherever possible. Focus on bringing in elements of nature in architecture and wherever else possible (i.e., wooden beams, water features, plants/trees, moss wall). This will promote calm and order through environmental stimuli.
3006	One comment, when I saw the SkyTrain open house, the station materials and finishes table used blistered wayfinding tile as a guide for visually impaired people around the station. Linear bumps on the tiles for the guidance path would be better than blisters because they are mostly used to describe where a footway ends.
3016	I think there should be a bus exchange at 152 St. I am very concerned with the safety of the Bonnie Shrenk Park near 166 St. as kids frequent the recreation centre. Hopefully it doesn't turn into a refuge for the unhoused. Also concerned about noise
3026	Ease of bus bays and flow of vehicle traffic are my main concerns.
3041	Please include indigenous art work or carvings, wood or glass
3046	Ensure enough secure bicycle storage that is secure. Washrooms would be great at all locations
3071	Consistently across these designs, active transportation appears marginalized. In the 184th st renderings, there are no bikes and scooters are riding on sidewalks. There is negligible connectivity outline in the terminal Langley station. The connectivity at 166th/Bakersview appears convoluted and dangerous in accessing the little "island" where the station will be located.
3076	Langley Center has no nearby parking. They'll park at one of three places which will make normal commerce a nightmare: Valley Center, the Casino, or the 56/203 shopping center. Other than the casino, i use the other two for groceries, etc. I don't want to pay for parking to get groceries in Langley.
3091	Most can be absolutely identical -- that reduces the construction cost. Pointless frills on many of the stations which don't add anything, just architectural noise.
3106	All skytrain stations should have a bike locker room. The skytrain network should extend further in all directions
3131	Park and Ride?
3161	Make it so the busses and cars have a separate section for pick up and drop off so it's easy flow. Ex. 2-3 lanes(1 for drop off others for driving through) It looks very mall like however goes with the look of the city's. Could add benches outside if people are waiting.
3166	1. Have some rest stops/ lounges for people that have to wait for a ride/ a bus. 2. Optional: Make it or some of the details pink (#FFC0CB)

ID#	Verbatim Comments – Online Feedback
3191	<p>There doesn't seem to be a clear delineation between people walking and people rolling on bikes, scooters etc. at some of the stations. It also looks like people may be lining on the cycling facility. There needs to be a clear distinction between cycling/rolling facilities and walking/waiting areas to avoid conflicts, collisions and to make cycling along this facility an attractive, fast, safe and convenient place to travel. The intersections would be best if there is a separation between walking and cycling as well to avoid conflicts and to maximize movement for everyone. Please use Translink's transit/cycling design guide: "Design Guide for Bus Stops Adjacent to Cycling Infrastructure" https://www.translink.ca/resources/translink/plans%20and%20projects/managing%20the%20transit%20network/bus_stops_adjacent_cycling_design_guide</p> <p>Also please incorporate design features for blind people to delineate cycle paths from walking paths.</p>
3196	Supportive of greenery and landscaping
3221	Make it safer
3231	<ul style="list-style-type: none"> - First of all, I like how spacious and airy the new stations look, and how they include retail areas - I think this will make the stations a wonderful gathering place for the communities - Is it possible to enclose the platform area such that the area can be heated/sheltered in the winter time? Winter commutes are somewhat miserable because of how exposed to the elements the current skytrain platform areas are - Thank you!
3256	not at this time
3266	Stations should use center platforms since they are easier to navigate and more space efficient.
3281	If you're going to pack that many people in this area you need to make the platforms longer to allow longer trains in the future.
3296	This station should have public washrooms.
3311	All the stations are elevated, not being exposed to the harsh elements would be beneficial, no one wants to get wet with the wind blowing whilst it's raining or snowing!
3321	<p>I really want to emphasize the importance of multiple elevators for stations, or a central platform with 2 elevators, so that when an elevator is down for servicing, it is not an impediment to access for old or disabled people. Similarly, having accessible washrooms that don't require a skytrain attendant to access would be preferable, even though I understand the cost and safety considerations behind why you do not.</p> <p>Lastly, these new stations would be an ideal opportunity to have safety barriers, decrease the risk of medical emergencies, and improve overall safety.</p>
3336	For Langley station unsure if that is bus parking or pickup zone. It looks small and could have congestion issues. Along with the station seems to be small compared to growth of the city.
3361	<p>Station attendee and fare-evasion preventing oriented turnstiles/gate is extremely crucial for safety and operational profitability for translink.</p> <p>Multiple exit/entrance channels are also mandatory for stations with higher traffic like Surrey Central/ Metrotown.</p>
3371	<p>Concerned that there is still a barrier in using the washrooms. There needs to be a way to provide public washrooms without needing to talk to an attendant. I frequently am with children on the sky train and have no means to use the toilet. There needs to be sufficient parking at each station.</p> <p>The architectural design is objectively fine, but it is not in keeping with the character of any of these neighbourhoods. Take a look around. Are the buildings and houses in these areas modern, full of glass? Nope. I'd be happy to know if I'm wrong on this but I bet this survey may bring to light that it's not everyone's taste. People in the suburbs do not come here for the ultra modern. We come for the trees. For the heritage areas like Cloverdale and downtown Langley and Fort Langley. We live in this glorious natural setting full of parks and forests. We have so many beautiful buildings that are in keeping with the heritage and history of this area. The sky train stations stick out.</p>

ID#	Verbatim Comments – Online Feedback
3391	Put in parking. No one cares that much about design
3396	<p>There should be escalators both going up and down.</p> <p>If possible if a ramp of circular or zigzag can be built within the skytrain for out of power purposes or maintenance for elevators for easier access for all like wheelchairs</p>
3401	I think the entrance ways should be consistent....the triangular ones look better. The rectangular ones look clunky and odd. Otherwise, the designs look great.
3416	I think each platform should have two elevators this way if one goes down then the other can be in service for ease of accessibility for wheelchair passengers. I noticed you mentioned bathrooms and commercial space but didn't see anything there on the floor maps. Perhaps I missed it. I think my favourite design is Green Timbers station.
3421	The stations do not have the barrier that prevent a person falling on the track similar to railway stations in japan.
3426	<p>I feel both the willowbrook and green timbers station need a walkway to cross the street that avoids traffic, like main street and commercial and new west have.</p> <p>There is a lot of foot traffic that would be best suited avoiding the lights and simply walking over the lanes. Willowbrook is horrible for jaywalking and I feel a station that close to the hospital like green timbers (and leading to school zones too) would invite something similar.</p>
3441	No
3446	<p>I think the designs are all good; however, I have not seen any plans for King George station as it really could use an escalator for the eastbound platform once the extension is in service. Also, I am very curious to see how the south of Fraser bus grid will be reorganized upon completion (we already had a small tease when the extension was only approved and funded to Bakerview-166 Street).</p> <p>P.S. please extend the N19 to King George station as the block surrounding the station has been fully built out, and then extend it all the way out to Langley Centre once the extension opens.</p>
3476	Just to clarify- Escalators must be there for both sides- going up and down. Like Metrotown Station, Burnaby. Washroom access should be controlled by one of the retail outlets for safety and upkeep.
3481	Lock in
3511	Thanks for the effort
3526	Very excited..Thank-you
3536	<p>1) Concerned about the statement about washroom accessibility (require an attendant to open the facility?)</p> <p>2) Concerned about traffic flow at the Langley Centre off 203rd. This is a major north/south route that will be affected by increased busses and vehicle traffic going to the station and avoiding railroad delays.</p>
3541	What about a roof design, like the pne's new amphitheater?
3551	<p>152 Street Station is on THE BUSIEST INTERSECTION IN SURREY.</p> <p>It absolutely needs a pedestrian overpass over Fraser Highway.</p> <p>Where are the bus and car drop-off areas on the south side of Fraser? The impact on eastbound traffic is going to be horrific.</p> <p>Thousands of pedestrians crossing Fraser at street level during the rush hours are going to make a mess of traffic and get people killed.</p>

ID#	Verbatim Comments – Online Feedback
3586	Personally I'd like to see some more classic/modest looking design. It's all very modern which we have seen time and time again fall short when it comes to aging well.
3631	<p>I don't see 'shade' or structures for those standing in the heat and rain waiting for buses! I believe it strongly needs to be considered, as a user of the system</p> <p>Recently returned from Japan, and was blown away with their systems, we need to do better with live updates at the bus stops at the stations. Color coding on the trains, live maps, and additional audio is required.</p> <p>Bathrooms need to be made available, why not have bathrooms in the paid zone. Kid travelling 2 hrs one way to Vancouver for school by bus, skytrain has no access to a bathroom; and has indicated its a problem! We need to do better</p>
3641	I don't see any parking for vehicles. We had a bus route before, but we don't anymore, so using SkyTrain won't help us unless there is parking. Bus route went to Aldergrove down 240th street in the morning a couple of times then later that same day. That was it. They put in handicapped ramps along 240th and right after bus was discontinued.
3656	Yes, the crime will go up with these stations. They should have gone along the highway one. You are just displacing crime like the way Vancouver displaced their gang and drug crime to Surrey, Langley and Abbotsford. Very disappointing to see the thought pattern on this. As well all those small businesses suffering along Fraser Hwy, lessons were not learned from the Olympic sky trains.
3671	My concern is 184 th and Fraser Hwy Safety concerns for Salish students
3681	Absolutely DO NOT want the skytrain to go down Fraser Hwy. The design of the stations should be nondescript and SHOULD blend in with the look and feel of the neighborhood. Underground stations would be way better BUT you will do what you want and YOU will not take anyone's comments into consideration as YOU will just say "It's too expensive". So not really sure why you ask the questions when you don't even consider the answers.
3686	Washroom Facilities, TransLink bus connectivity from Skytrain station
3691	Each station should preferably have a defining feature that people when they see the station can immediately identify what that station is. So far, the stations all look too generic or similar. A good example of station style that can be built cheaply and feel more people oriented would be the original stations of Manila's LRT stations. As for Langley City Centre Station, I like the covered area while waiting for the buses, but why can't the shelter be extended a few metres more to reach the entrance? It rains very frequently, and it would be better for people not to get soaked when they go to the bus loop.
3696	It's just my opinion, but mezzanines should be avoided as it adds to the travel time in getting up to platform level.
3701	The sidewalks adjacent to the Hillcrest-184 St Station along 184 St are far too narrow.
3706	The bus exchange for the Willowbrook Station is far too small. There is more than ample space to expand the bus exchange north and take out some of the excessive currently under utilized parking at the mall. Also, the Willowbrook Mall is owned by the provincial pension fund so obtaining a bit of additional land should not be a problem.
3716	For the Hillcrest-184 floorpan, if you are doing the drop off/pick next to the handydart section, can you separate it with dividers or put some sort of obstacle so drivers can't pull through into the handydart spot? I can see this happening lots without a physical barrier between them.
3721	For Fleetwood Station, why are there two elevators between the concourse and mezzanine, and why are the two elevators and stairs between the mezzanine and the platforms not aligned with each other (they are offset along the length of the platform)? Can they not be aligned for symmetry? Also, why are some of the elevators not within a concourse area with a coiling grille and surge area, like at Green Timbers Station and 152 St Station?

A record of verbatim comments to Q13 received on in person feedback forms has been collated and is provided in the following table.

ID#	Verbatim Comments – In Person Forms
a	The designs are great, can't wait to travel on the Surrey Langley line.
b	Lots of positive info.
c	Good to see pick-up and drop off areas, but maybe these should be larger. Please don't skimp on escalators.
d	I am counting on plenty of trees, shrubs and seasonal plantings to offset hardscape, and assuming regular landscape maintenance will be provided to ensure replacement of weakened / dead vegetation. Love the idea of art installations @ stations.
e	Car parking in proximity to the stations has been overlooked. There is no accommodation for seating while waiting for passengers to arrive. A substantial presence of security personnel, the distribution of drugs will be prevalent and very active.
f	As mentioned, there should be a drop zone within the station, similar to King George. Short term parking drop off where no one needs to cross busy streets. Has any thought been given to escalators without the stairs? Everyone would have access not have to rely on elevators for those that have mobility issues. Free for special events, like football, soccer games, included in the price of the game ticket. Dog Days – maybe once a month on a weekend where dogs can ride.
g	Cost – zones or is it a generic rate? Parking.
h	I want to see accessible washrooms.
i	I've chosen somewhat dissatisfied mostly because I would like to see platform in the centre of all the stations but most of them have the trains running through middle. It creates ease of (re)turning back when station is missed with a small child. The other factor having been a parent on transit is ease and simplicity; therefore stations with stairs (Bakerview) I rated lowest. As a regular SkyTrain user (no vehicle), huge fan of Green Timbers Lake and a parent, I am mostly dissatisfied with Green Timbers Station. Due to Hospital (I had surgery there) and Timbers Forest, I'd prefer more accessible station for patients and parents with kids (simpler, less floors and stairs) and pathway going directly into the forest (not along Fraser Highway traffic). Imagine my toddler on scooter. I propose swapping station designs of Green Timbers station and Clayton station for the simplicity and ease of accessibility for patients and children.
J	Senior accessibility to washroom especially at Langley City station.

