

NO: R250

COUNCIL DATE: December 2, 2024

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**REGULAR COUNCIL**

TO: **Mayor & Council**

DATE: **November 28, 2024**

FROM: **General Manager, Engineering**

FILE: **1724-002/00**

SUBJECT: **72 Avenue Corridor Public Engagement and Project Design**

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**RECOMMENDATION**

The Engineering Department recommends that Council:

1. Receive this report for information;
2. Direct staff to proceed with finalizing design and tendering Segment one – 72 Avenue Improvements from 144 Street to 152 Street (as show in Appendix “I”);
3. Direct staff to proceed with detailed design of Segment two - 72 Avenue extension from 152 Street to Highway 15, including design options for the connection to Highway 15 (as show in Appendix “I”);
4. Authorize staff to proceed with procurement of pre-loading, in multiple phases, of Segment two - 72 Avenue extension from 152 Street to Highway 15 (as show in Appendix “I”); and
5. Direct staff to proceed with tendering Segment three – 72 Avenue Improvements from 188 Street to 196 Street (as show in Appendix “I”).

**INTENT**

The intent of this report is to inform Council of the public engagement undertaken for the 72 Avenue corridor and to obtain approval to proceed with design and/or tendering of the various road segments, including the design of the 72 Avenue extension from 152 Street to Highway 15 (“Segment two”), along with procurement for pre-loading in multiple phases.

**BACKGROUND**

The Engineering 10-Year Servicing Plan has identified two segments of 72 Avenue to be upgraded to four travel lanes. At the July 8, 2024 Regular Council Meeting, Council endorsed through Corporate Report No. R138; 2024 (attached as Appendix “II”), undertaking preliminary designs of the 72 Avenue extension from 152 Street to Highway 15. Council provided direction to proceed with preliminary designs based on a road design providing two travel lanes in each direction, improved agricultural ditches, and providing wide road shoulders to allow farm vehicles to use the road while allowing vehicles to pass along the inside travel lane.

Combined, the proposed improvements to 72 Avenue will provide an alternate east-west corridor between Newton and Cloverdale that will serve to meet growing capacity needs and alleviate traffic congestion on Highway 10, 64 Avenue, and 88 Avenue.

Recently, the City completed community engagement for all three segments of the 72 Avenue corridor. This report provides a summary of the feedback received during the public engagement.

Furthermore, the City has completed preliminary designs for Segment two and has established the agricultural property impacts, environmental impacts, and mitigation plans for the project. Through the development of these preliminary designs, the City has also advanced discussions with local farmers and Provincial and Federal regulatory agencies regarding this project.

## **DISCUSSION**

### **Public Engagement Responses and Key Findings**

The City held two public engagement sessions, one in Newton on September 25 and another in Cloverdale on September 26, 2024. The City also issued an online project survey on the 72 Avenue corridor improvements. Feedback was sought and received on the road designs, cycling and pedestrian connections, and agricultural and environmental opportunities. The survey also included open-ended comment boxes for the public to provide additional feedback.

The project survey was very successful, as the City received 2,480 responses, reached over 43,000 community members, and reached the City's diverse population with the following demographics:

- 96% of the respondents live in Surrey (38% in Newton, 32% in Cloverdale, 20% in Fleetwood, and the remainder living throughout the City);
- 56% of the respondents were under the age of 50;
- 93% of respondents drive as their primary mode of transportation; and
- 59% of respondents frequently drive along the 72 Avenue corridor.

A copy of the Public Engagement Summary Report is provided in Appendix "III". Overall, a majority of the respondents were satisfied or very satisfied with the proposed plans for the 72 Avenue corridor, with a recurring theme from respondents that the 72 Avenue corridor improvements are needed and that the City's designs/plans achieve a balance of the broader community needs while limiting the impacts to farmers and the environment. The following provides a summary of the design and feedback received for each road segment.

#### Segment One: 144 Street to 152 Street

This segment provides two travel lanes in each direction with left-turn lanes at major intersections and a multi-use pathway along the north side of the road corridor for cyclists and pedestrians. Due to insufficient road allowance fronting the Valley View Memorial Gardens Cemetery and need to maintain the existing left-turn movements at 146 Street, the south side of the road corridor fronting this property will include a narrow boulevard with a sidewalk.

Overall, 74% of respondents were satisfied or very satisfied with the design along this segment. 10% were neutral and 14% either dissatisfied or very dissatisfied.

Some respondents questioned the sufficiency of four travel lanes and instead suggested the City include six travel lanes, to which there is insufficient road width, and others prefer separate cycling and walking facilities instead of multi-use pathways, to which there is insufficient road width. Also, a small number of respondents raised concerns with the removal of on-street parking and requested on-street parking be maintained.

Public desires for additional travel lanes, safe-protected left-turn lanes, parking lanes, or separate cycling and walking facilities all have competing needs for constrained road allowance and cannot be accommodated in a cost-effective manner without impacting a significant number of residential properties. To balance these competing interests, the proposed design is a four-lane cross-section with a safe, protected left-turn at 146 Street, with a cycling/pedestrian multi-use pathway on the north side of 72 Avenue, and sidewalk (no cycling) on the south side. This is generally consistent with the segment of 72 Avenue between Scott Road and 144 Street.

#### Segment Two: 152 Street to Highway 15/Fraser Highway

The preliminary design provides two travel lanes in each direction, improved agricultural ditches, and providing wide road shoulders to allow oversized farm vehicles to use the road without impeding other vehicles.

Overall, 72% of respondents were satisfied or very satisfied with the design along this segment. 10% were neutral and 17% either dissatisfied or very dissatisfied. Of those respondents dissatisfied with the plans, 129 respondents out of the 2,480 surveyed provided comments regarding their concern with the lack of protected cycling or pedestrian path along this road segment, even though the City is investing \$40-60 million in alternate cycling routes on Fraser Highway and 64 Avenue, because this small percentage of residents desires protected cycling on all road projects.

The road cross-section for this segment of 72 Avenue through the Agricultural Land Reserve (“ALR”) is based on a combination of factors:

1. Transportation demand (traffic, pedestrians, cycling, transit, volume projections);
2. Feedback from the City’s Agricultural and Food Policy Advisory Committee (“AFPAC”); and
3. Feedback from adjacent farmers regarding access, egress, and public trespass with this being a new road segment.

Desires from the AFPAC and farming community are for new roads through ALR to not introduce the potential for public trespass, through walkways or pathways. In addition, the farming community prefers wider asphalt lanes or shoulders, without curbs, in order for their farming equipment and trailers to have sufficient access and egress from their properties. Cycling advocates desire curbs to provide protection from motor vehicles, which competes against the interests of the agricultural community. The addition of protected cycling along this segment of the corridor would require an additional \$20 million, plus increased property removed from the ALR.

To balance competing interests, the proposed design is a four-lane cross-section with wider paved shoulders (no curbs), which supports the farming interests given the location of this road. Cyclists and pedestrians travelling east-west will have a protected facility on Fraser Highway and semi-protected facilities along 64 Avenue.

### Segment Three: 188 Street to 196 Street

In 2013 to 2014, the City completed construction of 72 Avenue improvements between 192 Street and 196 Street. At that time, the vision and design for the corridor was four travel-lanes plus on-street cycling facilities, consistent with a number of arterial roads in Surrey and the segment of 72 Avenue immediately east in the Township of Langley. During construction, fronting residents on 72 Avenue in East Clayton expressed significant concerns over the loss of on-street parking, and the road was constructed to a four-lane standard; however, “temporary on-street parking” was permitted, thereby deferring the opening of four lanes. Since that time, further development has occurred in East Clayton, the Township of Langley has completed their portion of 72 Avenue to a four-lane standard, and the City’s road requires re-paving within the next year.

The City is seeking to improve 72 Avenue, from 188 Street to 192 Street, to a four-lane standard, with cycling and sidewalks, as all the fronting development is complete. At this time, the City is also seeking to activate the segment from 192 Street to 196 Street (i.e., convert from two travel lanes plus parking to four travel-lanes) such that the entire segment from 188 Street through to 200 Street in Langley is complete and consistent.

Currently, there is approximately space for approximately 300 cars to park along 72 Avenue between 188 Street to 196 Street. The City recognizes the high demand for parking in Clayton, and the project design proposes to maintain 97 on-street parking spaces (188 Street to 193 Street) plus an estimated 74 on-street spaces on adjacent side streets in the immediate area, thus resulting in an estimated net reduction of 129 on-street parking spaces.

Overall, 65% of respondents were satisfied or very satisfied with the design along this segment, 17% were neutral and 15% either dissatisfied or very dissatisfied.

127 respondents expressed their concern over the loss of on-street parking along 72 Avenue, even though the City is proposing to mitigate some of the parking losses and even in recognition of SkyTrain service coming to the area by 2030. 30 respondents expressed their desire for retrofitting the existing road with protected cycling, even though the entire corridor from 191 Street to 202A Street in Langley has on-street cycling facilities. Staff estimate retrofitting 72 Avenue between 188 Street and 196 Street from on-street cycling to protected cycling will cost in the range of \$2-3 million, which is not currently available within the Transportation Budget.

### **72 Avenue Corridor Connection with Highway 15**

The connection of the 72 Avenue corridor with Highway 15, and particularly the allowance of movements on and off the highway, is necessary in order for 72 Avenue to be a continuous east-west corridor across the City. The 72 Avenue extension provides more complete east-west connectivity for multiple communities in Surrey, and the extension has regional significance becoming a continuous connection between Highway 91 to Highway 15.

Recognizing the importance of the 72 Avenue corridor, the City has recently received a letter of support from the Ministry of Transportation and Infrastructure (“MOTI”) for the connection of 72 Avenue with Highway 15 and Fraser Highway.

Both the 72 Avenue corridor and Highway 15 will have significant traffic volumes, and as highways typically have controlled access points to minimize interruptions to the highway corridor, the connection of Highway 15 will likely require grade separation, with southbound to west and eastbound to north movements being the most important connections to and from the Highway.

Based on conceptual level designs, estimated cost for a grade separated connection is approximately \$35 million, which was not anticipated as part of the original project budget, as this was discovered during the preliminary design stage. Staff recommend proceeding with a functional design and cost estimate for two potential scenarios in order to develop plans in consultation with MOTI.

### **72 Avenue Extension and BC Hydro Considerations**

BC Hydro's transmission lines diagonally cross the 72 Avenue corridor between 160 Street and 168 Street, with one of the transmission towers located within the un-opened road corridor. The 20-metre wide un-opened road corridor was established in 1875 and prior to BC Hydro constructing their overhead transmission lines in the 1950's.

BC Hydro has indicated that the City's project will require one transmission support tower to be relocated. The overhead transmission lines will also have to be raised to allow sufficient vertical clearances for vehicles travelling along the 72 Avenue corridor. Cost estimates have not been prepared for this work but based on similar instances elsewhere in the region, staff anticipate the cost for this work will be in the order of \$15-20 million.

The relocation and raising of BC Hydro's infrastructure will be critical to the schedule for the 72 Avenue extension. Should Council approve the recommendations of this report, in order to avoid delays to the project, it will be necessary for BC Hydro to commence relocation of their infrastructure immediately.

### **72 Avenue Extension and Adjacent Properties and Agricultural Considerations**

The 72 Avenue extension will have a direct impact on approximately 17 properties located along the road corridor. Currently, the 20-metre un-opened road corridor is being occupied with private crops, drainage ditches, and private farm access roads. The agricultural drainage ditches that exist within the 20-metre un-opened road corridor will need to be relocated outside the road corridor, and it is anticipated that approximately 24 acres of ALR land would be utilized to construct the proposed drainage and irrigation improvements. Furthermore, approximately one acre of land would be required from the ALR, for roadway purposes, to construct full movement intersections at major intersection locations.

### **72 Avenue Extension and Regulatory Agency Approvals**

This project triggers a number of Provincial and Federal regulatory agency approvals. The City has met with staff from key agencies, such as the Agricultural Land Commission along with Provincial and Federal Environmental agencies to confirm the regulatory approvals required for the 72 Avenue Extension Project. Staff will initiate these regulatory agency approvals as part of the detailed designs for the project.

### **Next Steps**

Detailed design and construction of the 72 Avenue corridor improvements and extension (all three segments) is anticipated to commence in multiple phases as described in the table below, subject to Council approval.

<b>Project Schedule for 72 Avenue Corridor Improvements</b>	
<b>Segment one - 72 Avenue from 144 Street to 152 Street</b>	
Detail Design & Tendering	January-Fall 2025
Construction	January 2026 to Fall 2026
<b>Segment two - 72 Avenue from 152 Street to Highway 15</b>	
Detailed Design	January to Fall 2025
Property Acquisitions & Regulatory Approvals	January to Fall 2025
Pre-load Placement Contract #1 between 152 Street to Bear Creek <i>(Subject to securing necessary regulatory permitting and property)</i>	Spring 2025 to Fall 2025
Pre-load Placement Contract #2 between 152 Street to Highway 15	Fall 2025 to Fall 2026
Pre-load Settlement Period	2026 to 2027
Roadway Construction	2028 to 2030
<b>Segment three - 72 Avenue from 188 Street to 196 Street</b>	
Tendering	February 2025
Construction	2025-Spring 2026

## FUNDING

The funding of the 72 Avenue corridor improvements between 144 Street to 152 Street (Segment one) and between 188 Street and 196 Street (Segment three) is approved in the City's Engineering 10-Year Servicing Plan.

The preliminary estimated costs of the 72 Avenue extension between 152 Street and Highway 15, including the 72 Avenue and Highway 15 interchange (Segment two), is \$173 million, which includes the cost of design and contingency. It is anticipated that approximately 40-45% of the project funding would be growth-related and funded through Development Cost Charges, with the remaining 55-60% funded through the Roads and Traffic Safety Levy (the "Levy"). There is potential for external funding from TransLink should the 72 Avenue corridor extension be added to the Major Road Network, as well as BC Hydro for the infrastructure relocation and MOTI for the Highway 15 connection.

The current 2024-2028 Five-Year Financial Plan includes a 1% increase in the Levy in 2025 and 1% in 2026, which was sufficient for the 72 Avenue project (excluding BC Hydro relocation and grade-separation at Highway 15). Should Council direct staff to proceed with the project, staff will seek BC Hydro relocate their infrastructure at their expense, as well as work with Province on funding opportunities for the Highway 15 grade-separation.

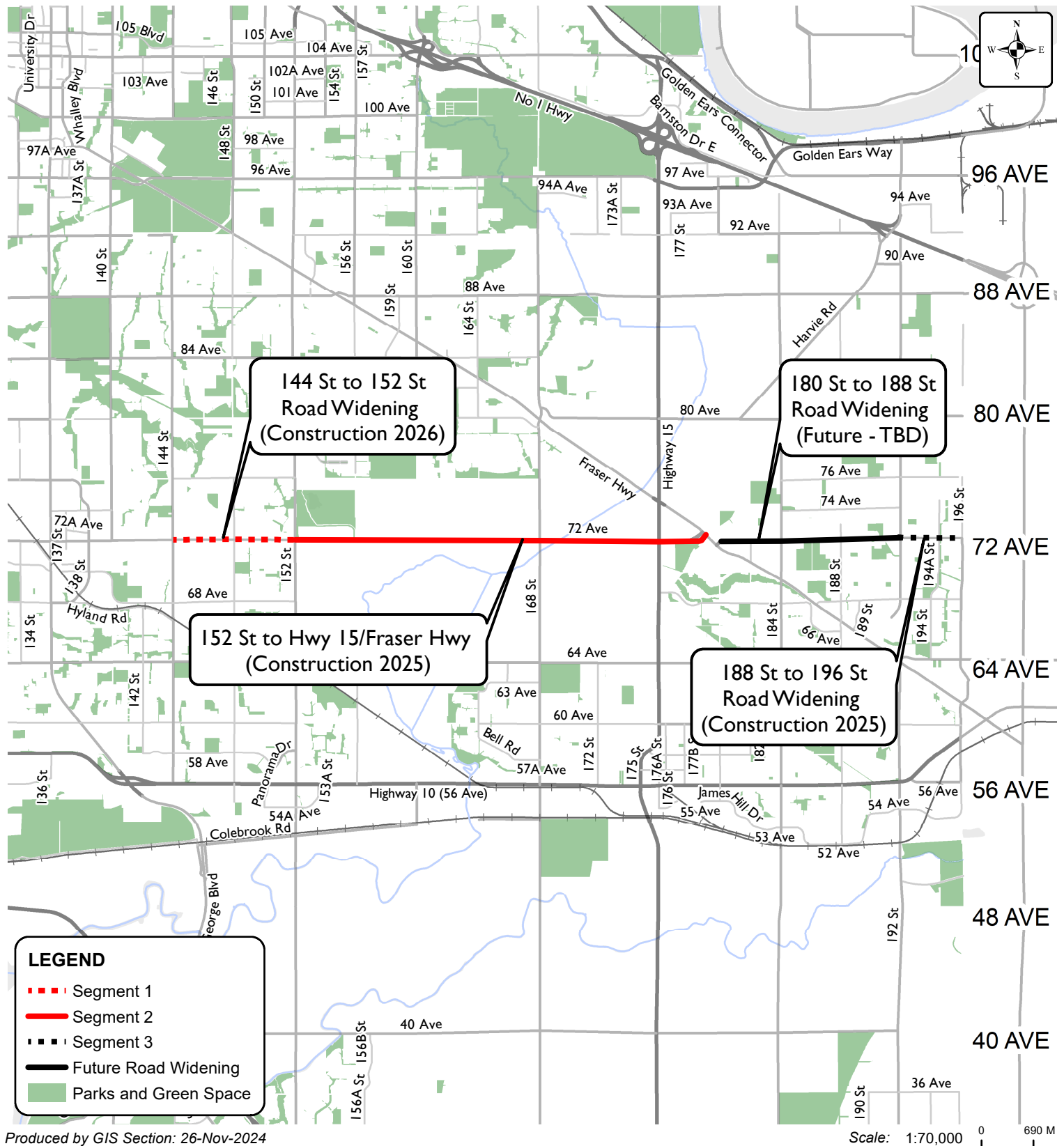
## CONCLUSION

Staff have completed the public engagement for the 72 Avenue corridor improvements and extension which has received overall support from the community. The intent of this report is to seek Council approval to proceed with detail design and tendering the 72 Avenue improvements from 144 Street to 152 Street (Segment one) and from 188 Street to 196 Street (Segment three). As well, the report seeks approval to proceed with the detailed design of the 72 Avenue extension from 152 Street to Highway 15 (Segment two), including functional designs for the connection to Highway 15 and Fraser Highway, along with procurement for pre-loading.

Scott Neuman, P.Eng.  
General Manager, Engineering

VJ/cc

Appendix "I" – 72 Avenue Corridor Plan  
Appendix "II" – Corporate Report No. R138; 2024  
Appendix "III" - Public Engagement Summary Report



Produced by GIS Section: 26-Nov-2024

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## 72 Avenue Corridor Plan

ENGINEERING DEPARTMENT



NO: R138

COUNCIL DATE: July 8, 2024

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**REGULAR COUNCIL**

TO: Mayor & Council

DATE: July 2, 2024

FROM: General Manager, Engineering

FILE: 1724-002/05

SUBJECT: Award of Contract No. 1724-002 D3  
Design of the 72 Avenue Extension from 152 Street to 176 Street

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**RECOMMENDATION**

The Engineering Department recommends that Council:

1. Award Consultant Design Agreement No. 1724-002 D3 to Aplin & Martin Consultants Ltd. at an estimated fee limit of \$743,787.87 (including GST) for the preliminary design of the 72 Avenue Extension from 152 Street to 176 Street;
2. Set the expenditure authorization limit for Consultant Design Agreement No. 1724-002 D3 at \$820,000.00 (including contingencies and GST);
3. Authorize the inclusion in the Consultant Design Agreement an option in favour of the City to retain Aplin & Martin Consultants Ltd. to provide engineering services for the optional detailed design services of the 72 Avenue Extension from 152 Street to 176 Street at an estimated fee limit of \$580,000.00 (including contingencies and GST);
4. Authorize the inclusion in the Consultant Design Agreement an option in favour of the City to retain Aplin & Martin Consultants Ltd. to provide engineering services for the optional construction services of the 72 Avenue Extension from 152 Street to 176 Street.
5. Authorize the General Manager, Engineering to award and execute Consultant Agreements with Aplin & Martin Consultants Ltd. for the preliminary design and optional detailed design of the 72 Avenue Extension from 152 Street to 176 Street should the optional detail design services to retain Aplin & Martin Consultants Ltd. be undertaken.

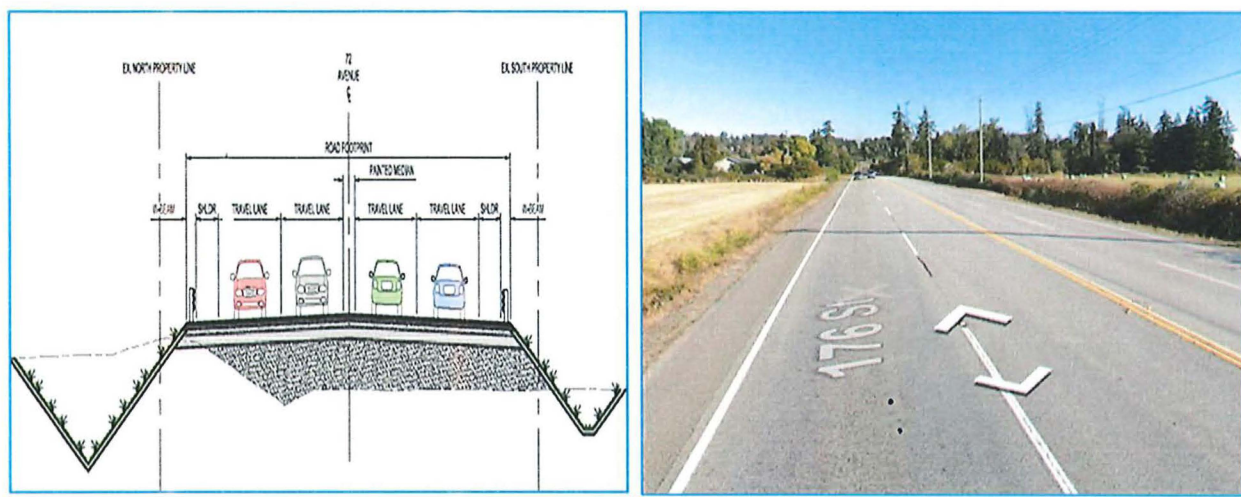
**INTENT**

The intent of this report is to seek Council's approval to award Consultant Design Agreement No. 1724-002 D3 for engineering services for the design of the 72 Avenue Extension from 152 Street to 176 Street, as illustrated on the map attached to this report as Appendix "I".

## BACKGROUND

At the March 11, 2024 Regular Council Meeting, Council approved Corporate Report No. R052; 2024 which directed staff to proceed with procurement for the detail design of the 72 Avenue extension between 152 Street to Highway 15. The 72 Avenue corridor extension will serve to meet growing capacity needs and alleviate traffic congestion on Highway 10, 64 Avenue, and 88 Avenue.

Council provided direction to proceed with the procurement for the detailed design of the 72 Avenue extension based on a road design providing two travel lanes in each direction, improved agricultural ditches, and providing wide road shoulders to allow farm vehicles to use the road while allowing vehicles to pass along the inside travel lane. The wider road shoulders would also allow for confident cyclists, but not those of all ages and abilities. The road design would look similar to 176 Street south of 8 Avenue, as illustrated in the graphics below.



The estimated construction value of the road corridor is \$138 million.

## SCOPE OF WORK

Work within this design assignment involves engineering services for the preliminary design of the 72 Avenue Extension from 152 Street to 176 Street. The preliminary design phase involves overall project management, structural and geotechnical design, road design, environmental and agricultural permitting, and liaison with third party utilities.

At this time, an agreement will be awarded for the preliminary design with the option to award the detailed design services upon successful completion of the preliminary design phase. Staff will report to Council on the results of the preliminary designs and City-led public engagement efforts, which is anticipated before the end of 2024.

Construction of this project is anticipated to commence in multiple phases. The first phase of work is anticipated to begin by Fall 2025, subject to Council approval and securing the necessary environmental permits, third-party utility approvals, and property. Construction would then be anticipated to be completed by 2030.

## EVALUATION

The City invited four engineering consultants to respond to a Request for Proposals (“RFP”):

- Aplin & Martin Consultants Ltd. (“Aplin”);
- Atkins Realis (“Atkins”);
- McElhanney Ltd. (“McElhanney”); and
- Parsons Corporation (“Parsons”).

Parsons declined to submit a proposal. The proposals were evaluated using the following criteria:

- Understanding of the assignment;
- Experience relative to the assignment;
- Strength of project manager and project team;
- Work plan and schedule; and
- Financial considerations.

Three submissions were received and were carefully reviewed for accuracy and completeness by a panel of four staff members, following a structured and standard evaluation process.

Aplin’s proposal demonstrated a thorough understanding of the scope of work and a strong proposed work plan. Furthermore, Aplin have put forth a team with considerable experience related to similar work. Their total engineering fee is competitive, is considered reasonable for this type of engineering assignment, and represents the best value for the City. Staff therefore recommend that this assignment be awarded to Aplin.

## FUNDING

Funding for this Contract is available in the approved 2024 Transportation Budget.



Scott Neuman, P.Eng.  
General Manager, Engineering

VJ/cc

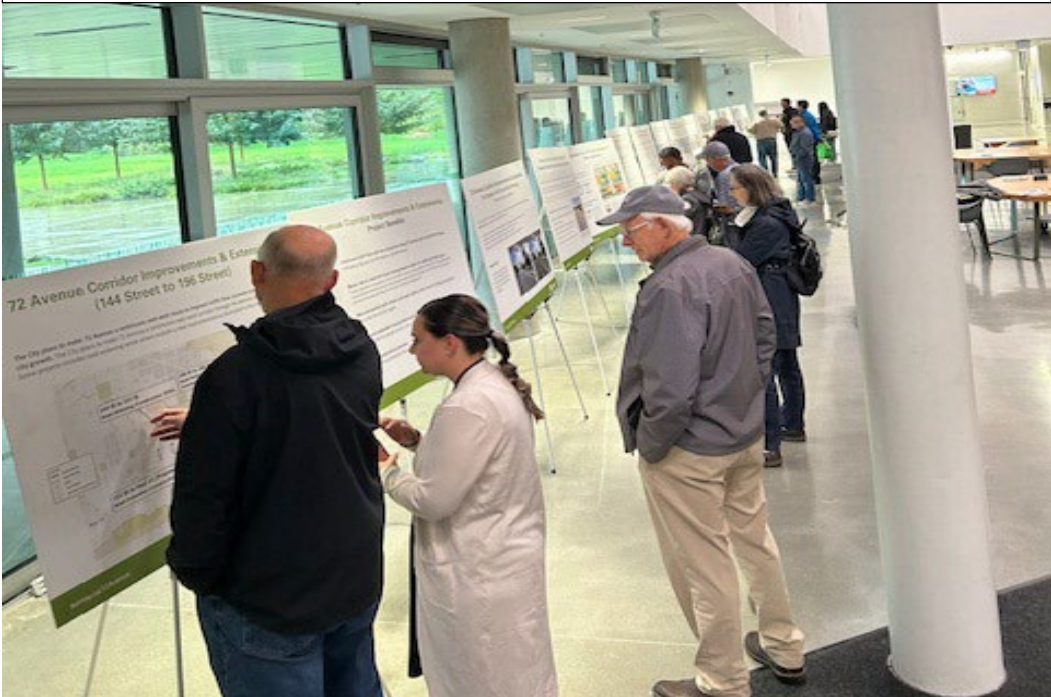
Appendix “I” – Map of Project Location

Appendix “II” - Corporate Report No. R052; 2024

**Note: Appendices available upon request**



**City of Surrey**  
**72 Avenue Corridor Improvements & Extension  
(144 Street to 196 Street)**  
**Engagement Report**  
December 2024



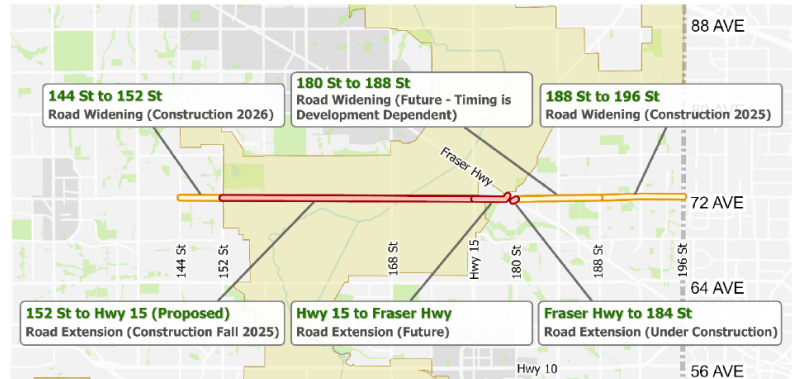
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## Executive Summary

In May 2023, Council identified and prioritized developing specific arterial roads to support the City's growth. The 72 Avenue corridor was prioritized and includes the following road projects:

- 144 Street to 152 Street Road Widening (in Newton)
- 152 Street to Highway 15 Road Extension (Proposed)
- 188 Street to 196 Street Road Widening (in Clayton)



The City conducted public engagement for the 72 Avenue corridor from 144 Street to 196 Street as a whole to streamline engagement and share the City's plans to make 72 Avenue a continuous east-west route. There were two opportunities for the public to learn about the 72 Avenue corridor projects and share their input:

1. An online survey with project information including road designs
2. In-person open houses in Newton and Clayton

The open houses and online survey generated 2,580 engagement interactions combined. The engagement was promoted extensively through multiple communication channels. As a result, over 43,033 were informed on the project.

### **144 Street to 152 Street Road Widening Project:**

- 74% of Surrey respondents were satisfied or very satisfied with the 144 Street to 152 Street Road Widening project.
- 77% of Newton respondents were satisfied or very satisfied with the 144 Street to 152 Street Road Widening project.
- Comments were generally favourable with many feeling that the project was much needed to help address congestion in the area.

### **152 Street to Highway 15 Road Extension Project:**

- 72% of Surrey respondents were satisfied or very satisfied with the 152 Street to Highway 15 Road Extension project. 10% were neutral.
- 66% of Surrey respondents were satisfied or very satisfied with "Ensuring access and use for adjacent farms". 19% were neutral.
- 70% of Surrey respondents were satisfied or very satisfied with "Balancing needs of the community". 11% were neutral.
- 68% of Surrey respondents were satisfied or very satisfied with "Preparing for future growth". 12% were neutral
- 50% of Surrey respondents were satisfied or very satisfied with the City's plans for cycling on Fraser Highway and 64 Avenue instead of 72 Avenue. 22% were neutral. 129 comments were received from respondents urging the City to include protected cycling and pedestrian infrastructure along the new road extension.
- 68% of Surrey respondents supported increased transit service on 72 Avenue. 19% were neutral.
- 66% of Surrey respondents were satisfied with the City's plans to minimize impacts to the environment. 19% were neutral.

### **188 Street to 196 Street project**

- 65% of Surrey respondents were satisfied or very satisfied with the 188 Street to 196 Street Road Widening project. 17% were neutral.
- 61% of Cloverdale/Clayton respondents were satisfied or very satisfied with the 188 Street to 196 Street Road Widening project. 14% were neutral.
- There was some opposition from Clayton residents concerned about the loss of on-street parking along 72 Avenue. 127 comments were received from local residents urging the City to reconsider reducing parking in the area given the density in the neighbourhood. In addition, 30 Cloverdale/Clayton respondents felt that bike lanes needed to be protected.

## Engagement Highlights

### Engagement Objectives:

The purpose of the engagement for the 72 Avenue Corridor Improvements and Extension (144 Street to 196 Street) was to inform residents and stakeholders of the City’s overall plans for the 72 Avenue corridor.

The engagement also gave the public an opportunity to provide feedback on the proposed road extension from 152 Street to Highway 15 and the road widening projects from 144 Street to 152 Street and 188 Street to 196 Street.

### Engagement Timeline:

The engagement was conducted over a two and half week period from September 18 to October 6, 2024.

### Who To Engage:

Engagement targeted the communities closest to the 72 Avenue corridor including Newton, Fleetwood and Cloverdale/Clayton, and Surrey as a whole.

### Engagement Techniques:

- An **online survey** to gauge satisfaction levels regarding road designs, cycling and pedestrian connections, as well as agricultural and environmental opportunities. The survey also included open-ended comment boxes for additional public feedback.
- Two **open houses** to provide residents with an opportunity to learn more about the projects in-person and speak to City staff: September 25 at Clayton Community Centre, and September 26 at Surrey Operations Centre.

### Engagement Promotion:

Engagement was promoted extensively through multiple communication channels including digital communications (project website, social media campaign including ads in Punjabi, City newsletters, CitySpeaks), media release, advertising on Punjabi radio stations, project board signs in three locations along the corridor, and postcard mailout to local residents.

### Engagement Results:

# 2,580

#### Engagement Interactions

2480 Survey respondents  
100 open house engagements

# 43,033

#### Informed Community Members

11,970 webpage visits  
12,511 public consultation newsletter subscribers  
3,232 CitySpeaks panel members  
13,792 social media engagement (577 clicks from Punjabi ad)  
1528 postcards mailed along the corridor

“Informed” is defined as an individual that has made at least one visit to the project webpage, received a direct email or postcard or engaged through social media. Others may have learned about the project by seeing the project board sign while driving or hearing an ad on the radio, but those numbers are not reflected here.



### How Feedback Will Be Used:

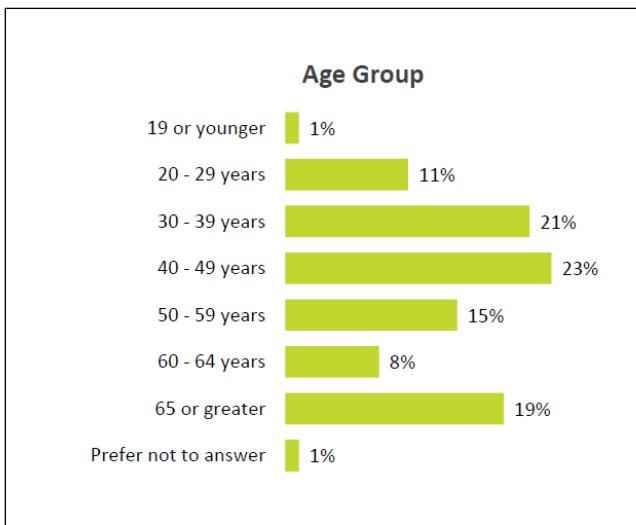
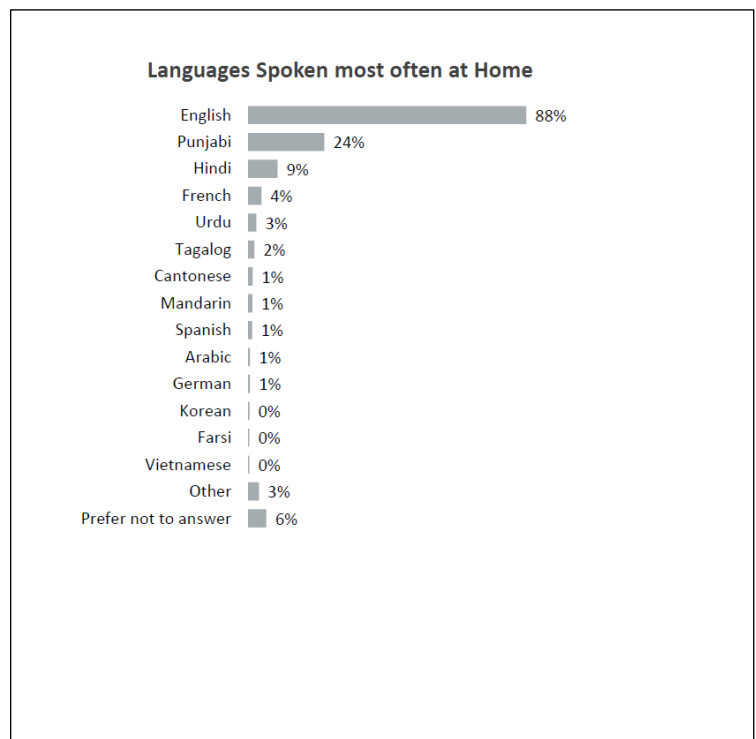
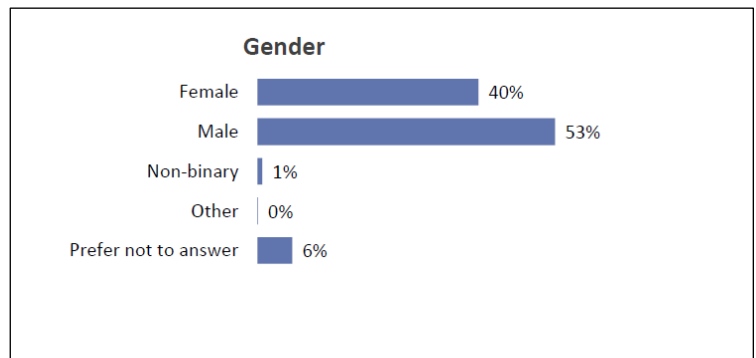
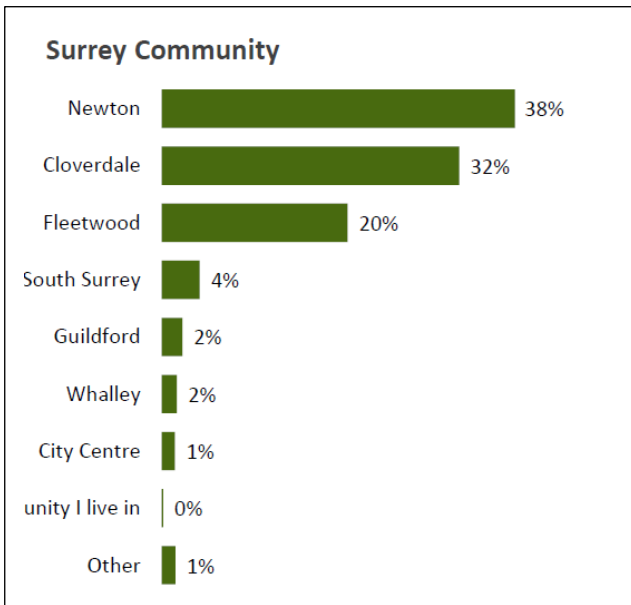
Feedback on the projects will be summarized and reported to Council for further direction.

Suggested improvements will be considered where feasible, taking into account the City’s responsibility to balance the needs of various stakeholders within the constraints of limited road space and budget when designing and constructing roads.

## Who We Heard From

The project survey received 2,480 responses. 96% of survey respondents live in Surrey with the three main communities most impacted by the 72 Avenue corridor projects were well represented: Newton (38%), Cloverdale/Clayton (32) and Fleetwood (20%). Survey respondents reflected City’s demographics:

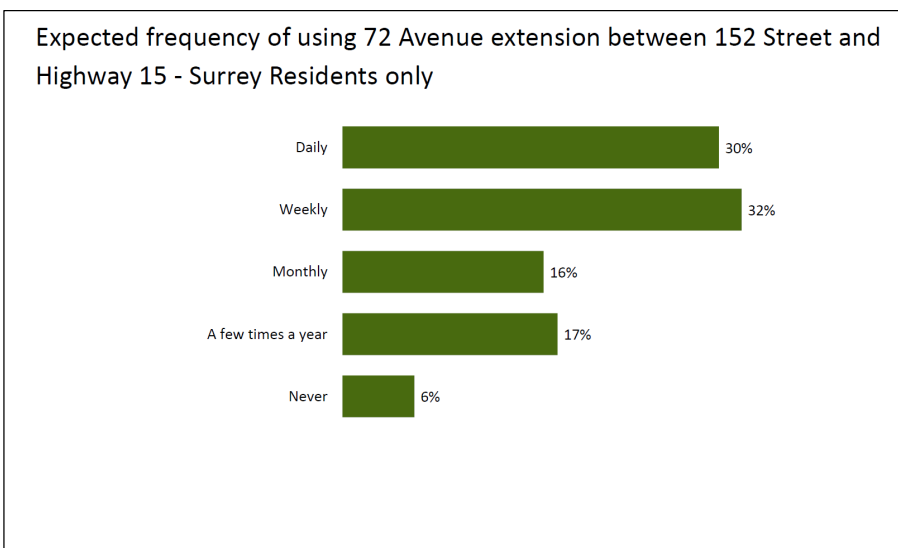
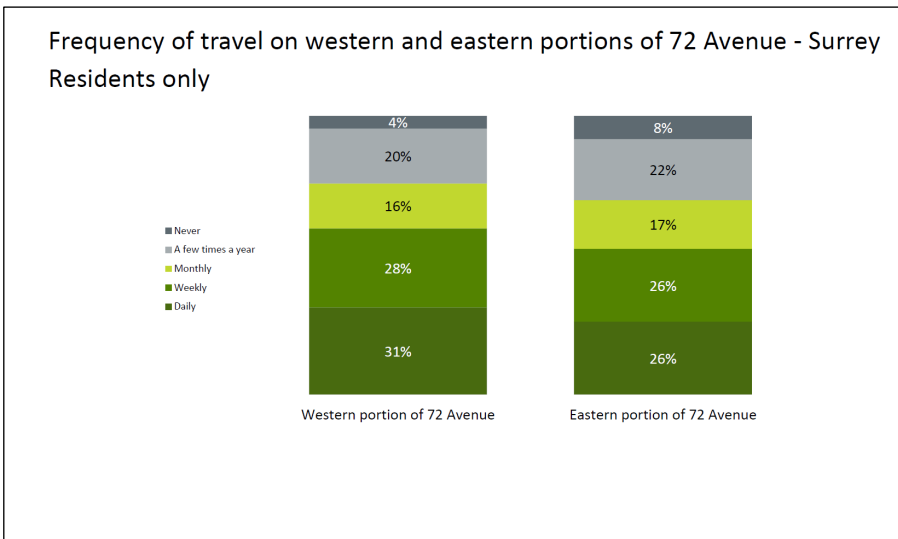
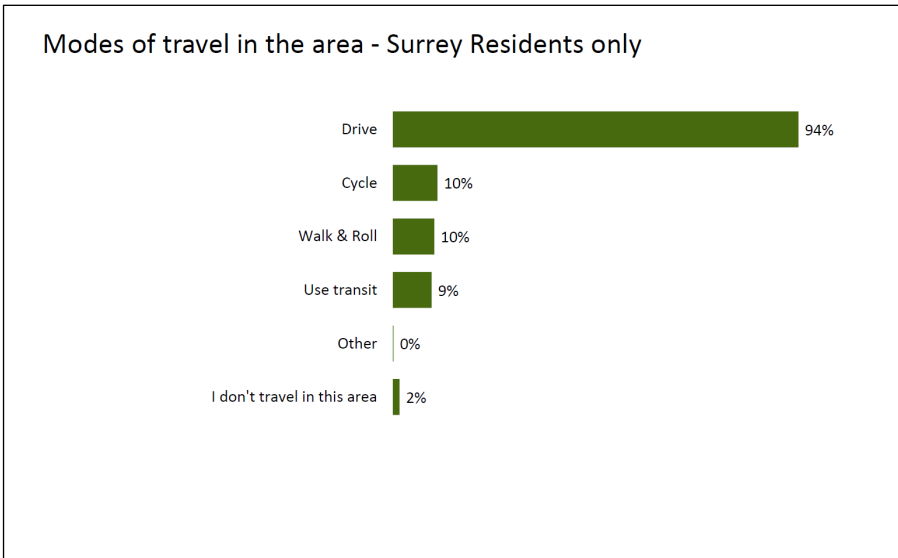
- 40% female and 53% male, while 6% chose not to share their gender
- 33% under 39, 38% between 40-59, and 27% over 60
- Languages spoken: 88% English, 24% Punjabi, 9% Hindi





## Engagement Results

94% of respondents drive as their primary mode of transportation. 52% of respondents frequently drive along the 72 Avenue corridor. 52% plan to drive along the road extension from 152 Street to Highway 15 on a daily or weekly basis.



### 144 STREET TO 152 STREET ROAD WIDENING

The City hosted an open house in Newton at the Surrey Operations Centre on September 26 to ensure that the local community had an opportunity to learn about the overall 72 Avenue corridor plans and the 144 Street to 152 Street Road Widening project. The open house also gave residents an opportunity to speak with project staff.



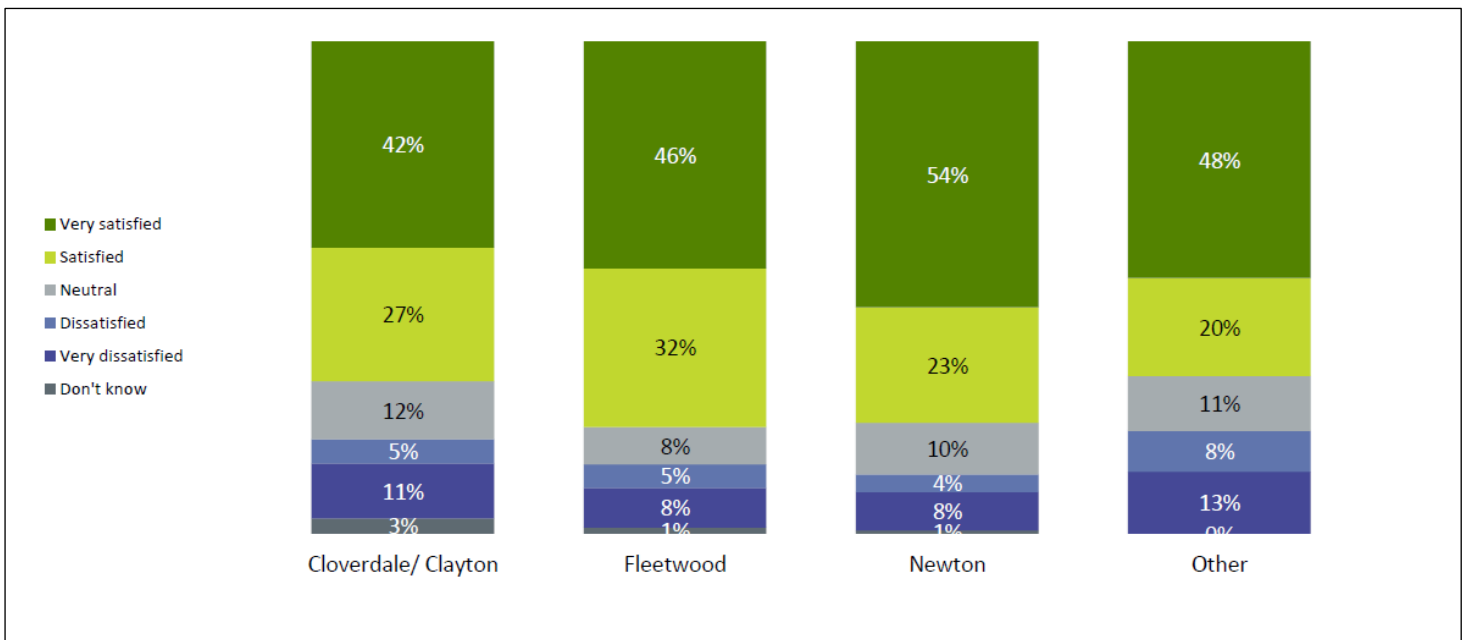
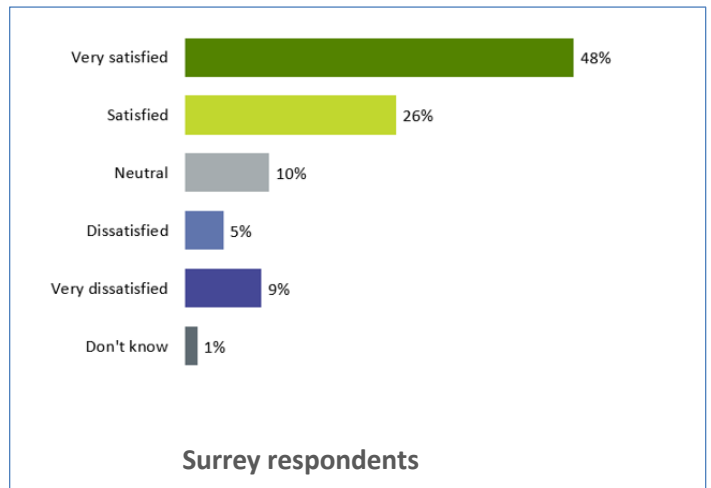
The engagement was promoted extensively across multiple communication channels including social media, postcards in the mail, and on local Punjabi radio stations.

The open house boards and survey shared project information with a Before & After artistic rendering and maps of road designs including parking impacts. Although attendance for the open house was low (30 people), 38% of the survey responses were from Newton residents.

### Satisfaction with the Road Widening

The survey asked participants to rate their level of satisfaction with the road segment.

The survey results indicate very strong support for the 144 Street to 152 Street Road Widening project with 77% satisfaction from Newton respondents and 74% satisfaction from Surrey residents overall.



## 144 STREET TO 152 STREET ROAD WIDENING

### Summary of open-ended comments:

The comments for this project were generally quite favourable. Many residents have felt the need for this project for a long time now with the level of congestion in the area. Many also believe the City should build for the future now with more lanes.

Those who oppose the project commented that road widening will not address congestion in the long run, the City needs to invest in sustainable transportation options.

The table below summarizes some of the main concerns raised by Newton residents. It does not include comments that were too general, whether in support or against the project.

Topic	# of responses	
More lanes or wider lanes	30	Build 6 lanes now to meet growth. Need wider traffic lanes for trucks and buses. (many complained City's new roads are too narrow)
Bike infrastructure	19	Need separated, protected cycling and pedestrian infrastructure. A few mentioned rolling.
MUP	18	Multi-use path for cycling and walking is good idea. Don't need separate bike lanes. Pedestrian area must be wide for safety reasons. Please make sidewalks wider so then it's safer for people to walk. 80th sidewalk you have to stop sometimes and let people walk by because it's not wide enough.
Minimize median	16	Reduce costs. Requires too much maintenance. Road space could be used for wider lanes or walking/cycling.
Parking	12	Street parking is needed along 72 Avenue. Some concerned sides streets will get more congested.
Traffic flow	9	Need better traffic management, fewer traffic lights, bus pullouts to keep traffic moving. 144 Street intersection gets backed up.
Transit	17	Need to improve public transit between 144 St to 152 St Make it three lanes or a bus lane at least. Please prioritize an expansion of public transit options instead.
Trees	6	Need trees. They help us breathe.
Speed	5	Widening won't make it any better or safer. Just more room for racing, speeding and collisions.



Artistic rendering only

## 152 STREET TO HIGHWAY 15 ROAD EXTENSION

There was considerable interest in the proposed road extension from 152 Street to Highway 15 project from Surrey residents, farmers, cycling advocates, and environmentalists.

Those who wanted to speak with project staff and learn about the proposed road extension project in-person were able to attend the open houses in Newton and Clayton. There were a few farmers in attendance at the Clayton open house.

The survey and open house boards explained the project in detail with maps of road designs.

An example of a similar existing corridor was provided to give participants a visual idea of what the road may look like.

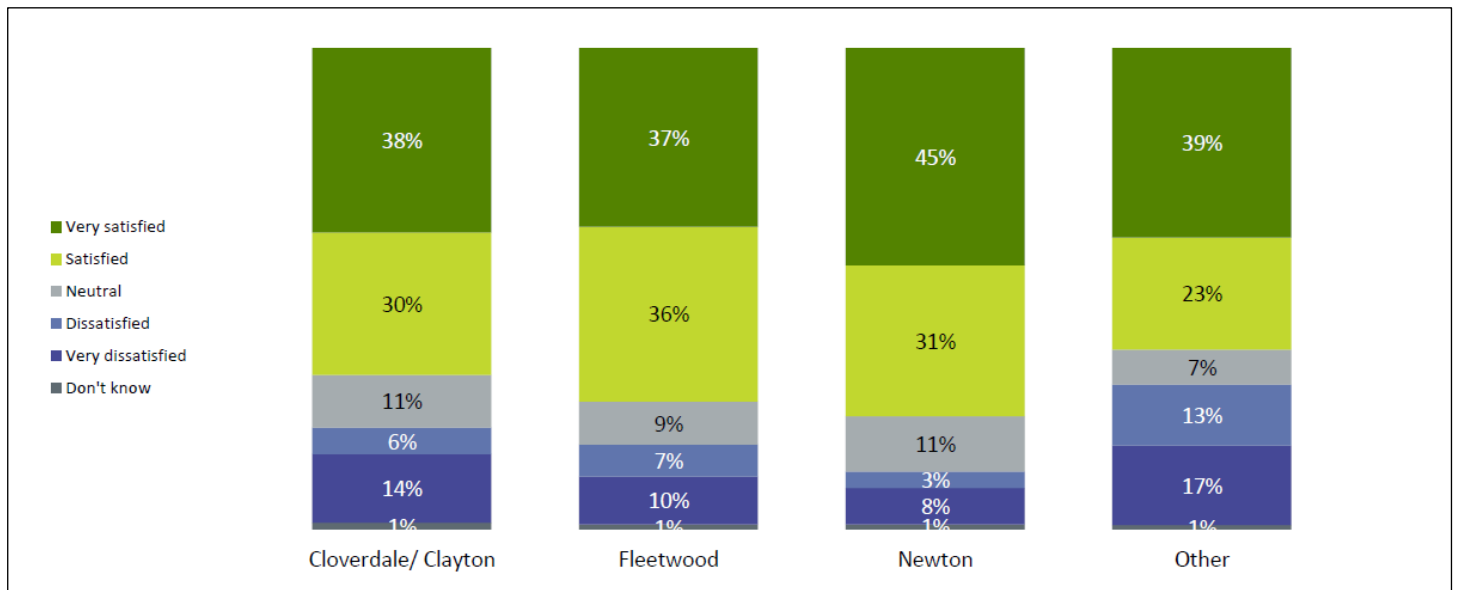
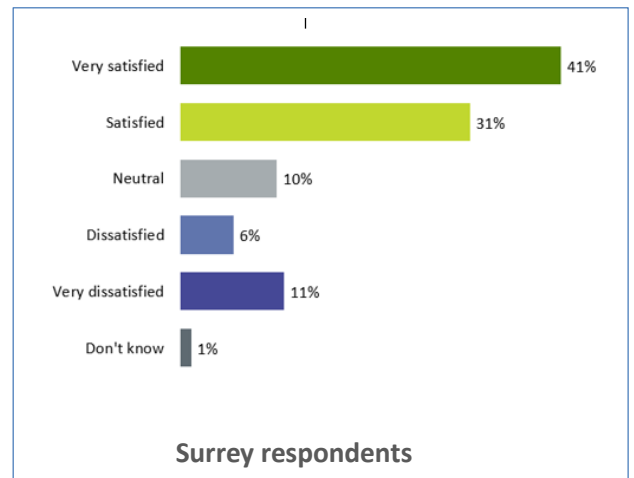


### Satisfaction with the Proposed Road Extension

The survey asked participants to rate their level of satisfaction with the road extension segment.

**The survey results show strong support for the 152 Street to Highway 15 road extension project across Surrey:**

- 72% of Surrey respondents were satisfied or very satisfied (10% neutral)
- 68% of Cloverdale/Clayton respondents were satisfied or very satisfied (11% neutral)
- 73% of Fleetwood respondents were satisfied or very satisfied (9% neutral)
- 76% of Newton respondents were satisfied or very satisfied (11% neutral)

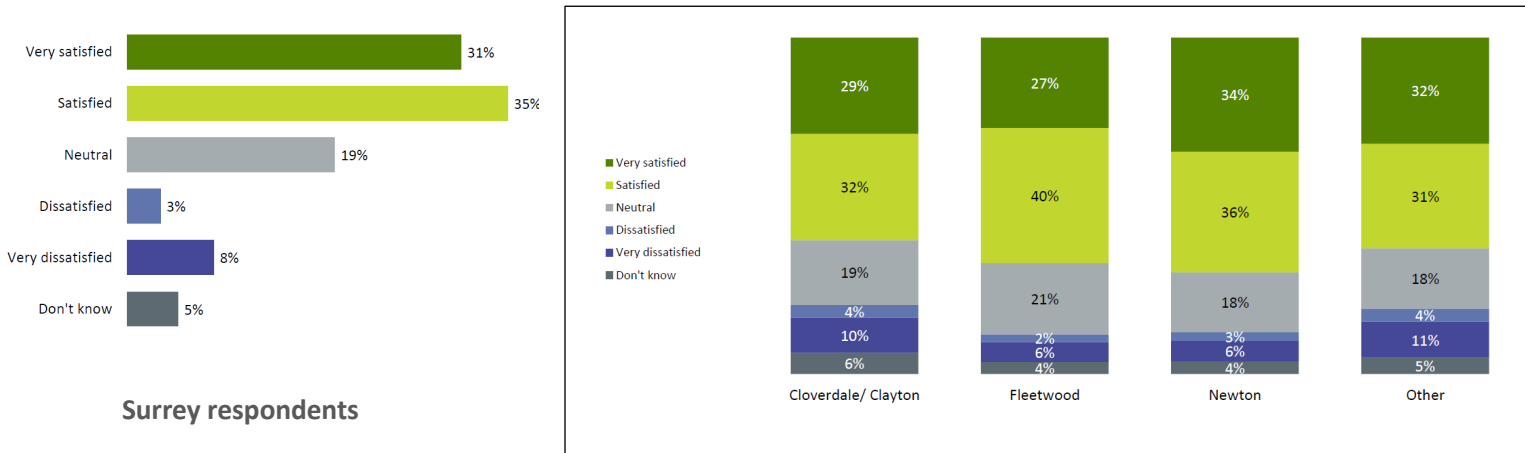


### 152 STREET TO HIGHWAY 15 ROAD EXTENSION:

Participants were also asked to share their level of satisfaction with how well the road extension design addressed the aspects below.

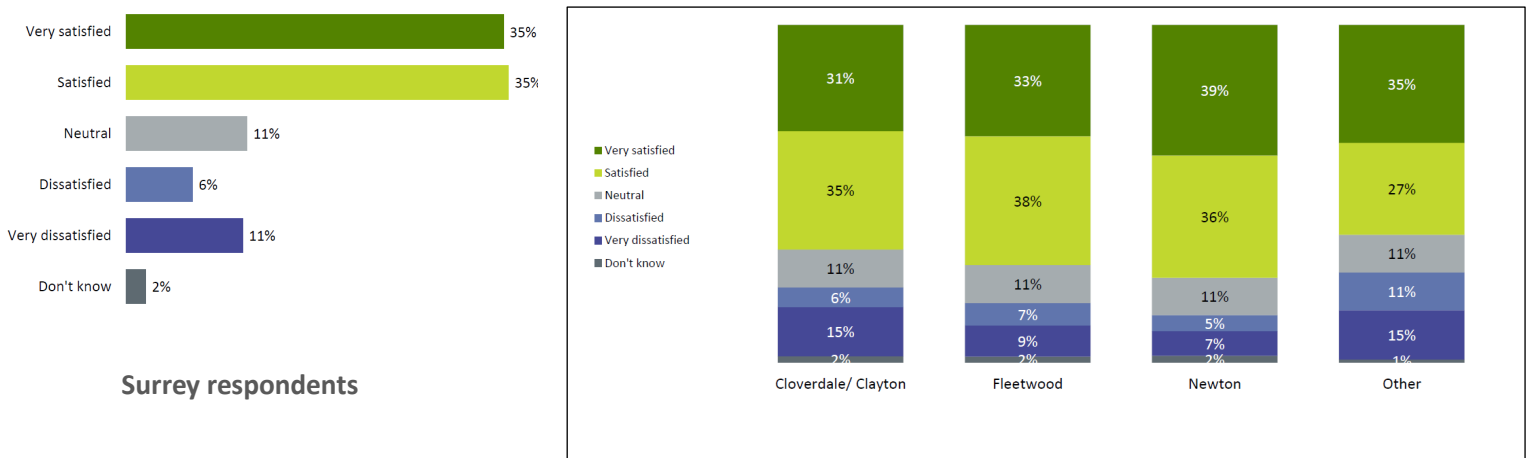
#### Satisfaction with Ensuring Access and Use for Adjacent Farms

The survey results show that 66% of Surrey residents are satisfied or very satisfied that the road design ensures access and use for adjacent farms. (19% neutral) 61% of Cloverdale/Clayton residents, 67 % of Fleetwood residents and 70% of Newton residents are satisfied with the design ensuring access and use for adjacent farms.



#### Satisfaction with Balancing Needs of the Community

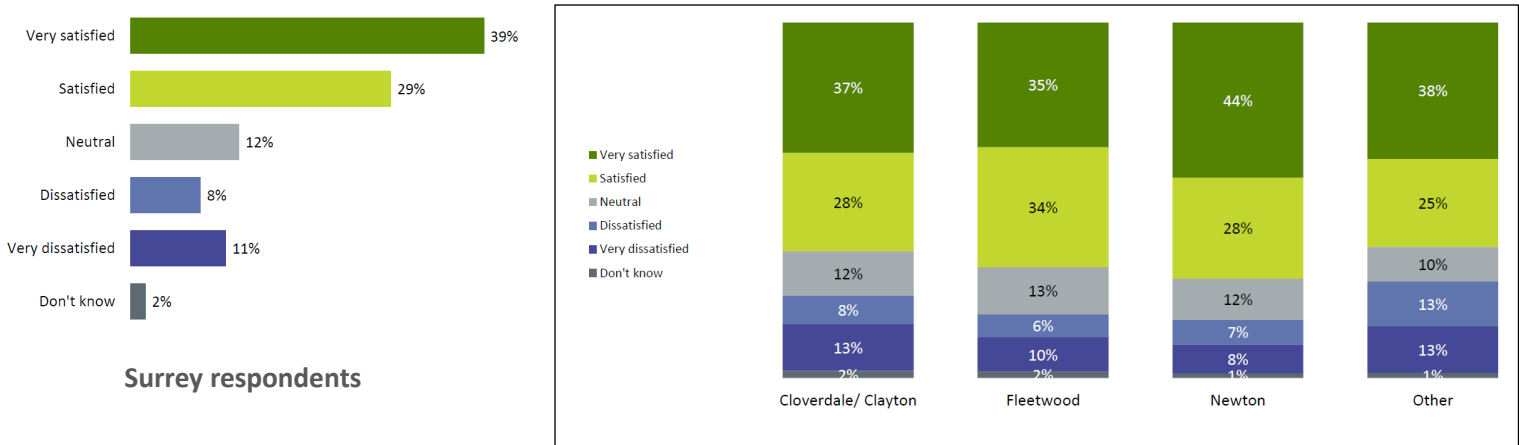
The survey results show that 70% of Surrey residents are satisfied or very satisfied with the design balancing needs of the community. (11% neutral) 66% of Cloverdale/Clayton residents, 71 % of Fleetwood residents and 75% of Newton residents are satisfied with the design preparing for future growth.



## 152 STREET TO HIGHWAY 15 ROAD EXTENSION:

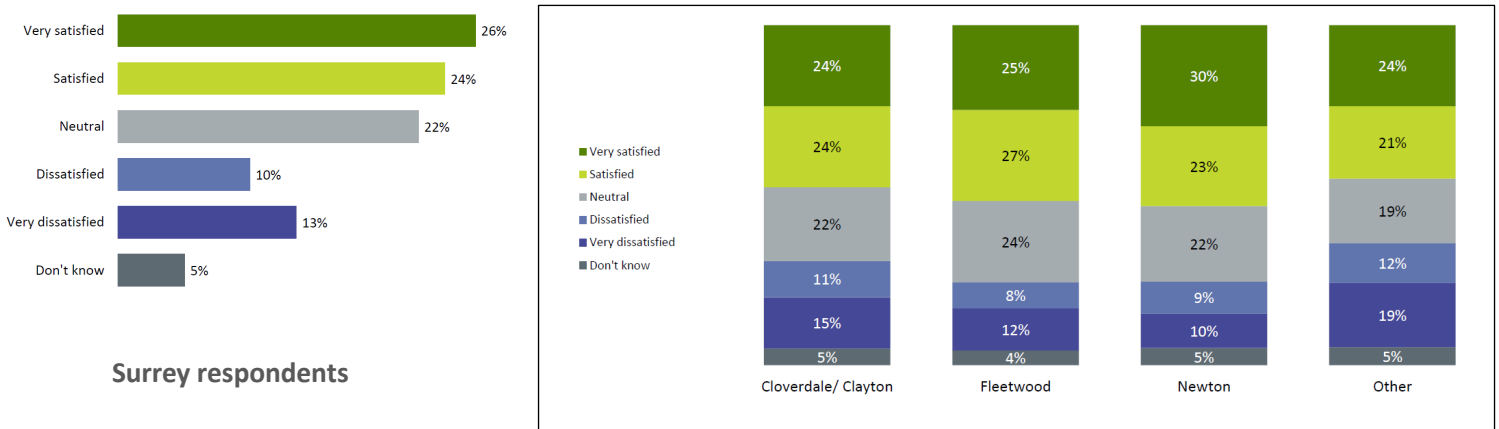
### Satisfaction with Preparing for Future Growth

The survey results show that 68% of Surrey residents are satisfied or very satisfied that the road design prepares for future growth. (12% Neutral) 65% of Cloverdale/Clayton residents, 69 % of Fleetwood residents and 72% of Newton residents are satisfied with the design preparing for future growth. (11% neutral)



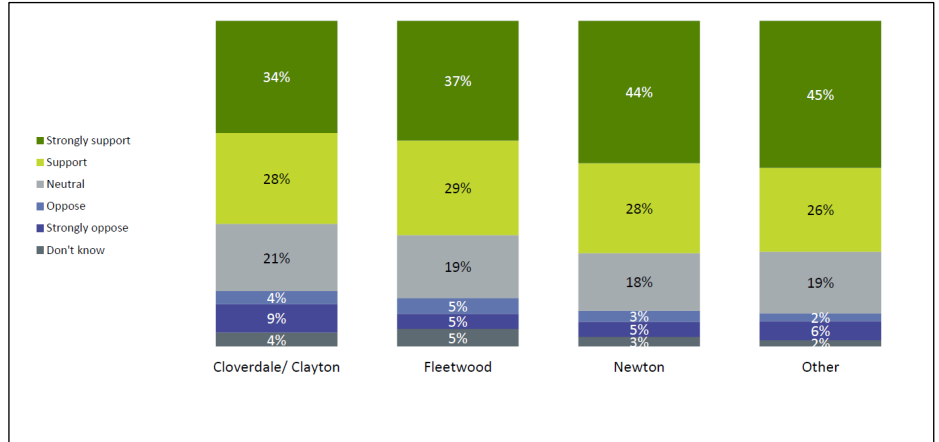
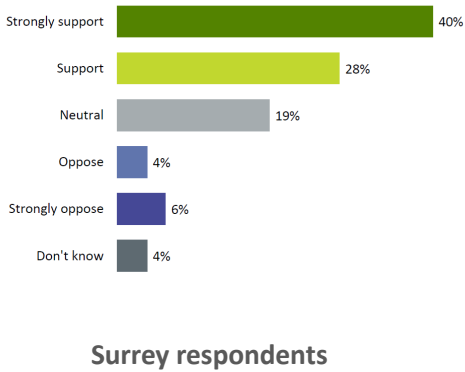
### Satisfaction with the City's Plans for Cycling on Fraser Highway and 64 Avenue instead of 72 Avenue

The survey results show that only 50% of Surrey residents are satisfied or very satisfied with the City's plans for cycling on Fraser Hw and 64 Ave instead of 72 Ave. 22% are neutral. 48% of Cloverdale/Clayton residents, 52 % of Fleetwood residents and 53% of Newton residents are satisfied with the City's cycling plans.



### Level of Support for Increased Transit Service on 72 Avenue

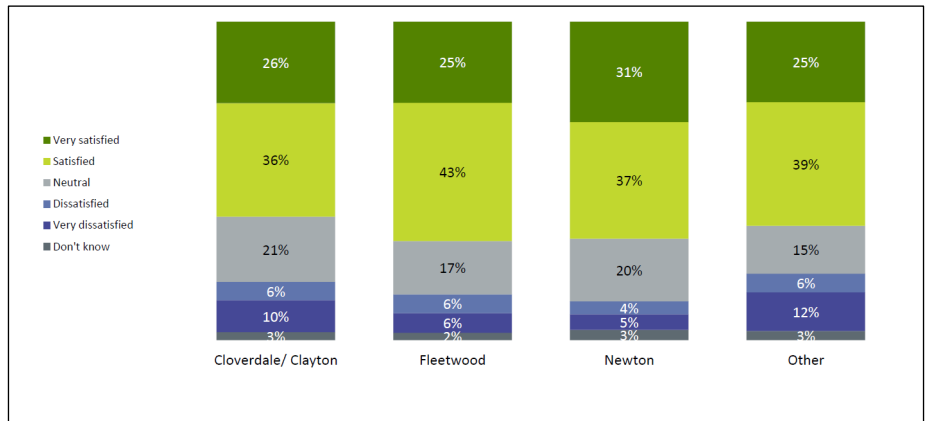
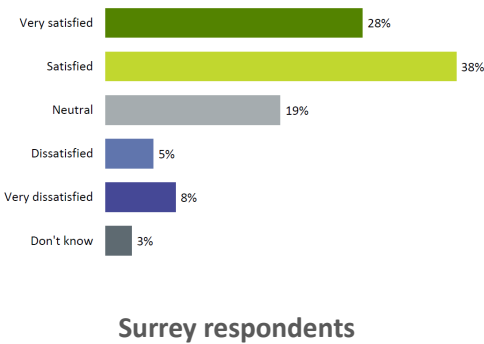
The survey results show that 68% of Surrey residents support increased transit service on 72 Avenue. (19% neutral) 62% of Cloverdale/Clayton residents, 66 % of Fleetwood residents and 72% of Newton residents support increased transit on 72 Avenue.



Although there was strong support for more and better transit services and infrastructure in this area, some questioned whether a transit route in this area is warranted based on the current low population density and the types of businesses located between 152 Street and Highway 15. A small group of participants expressed concerns about TransLink’s current funding challenges.

### Satisfaction with the City’s Plans to Minimize Impacts to the Environment

The survey results show that 66% of Surrey residents are satisfied or very satisfied with the City’s plans to minimize impacts to the environment. (19% neutral) 62% of Cloverdale/Clayton residents, 68 % of Fleetwood residents and 68% of Newton residents are satisfied with the City’s plans to minimize impacts to the environment.



## 152 STREET TO HIGHWAY 15 ROAD EXTENSION:

### Summary of Open-Ended Comments

Those in support of the road extension project commented the project is long overdue and necessary to improve traffic flow, reduce congestion, and shorten commutes.

Those who oppose the project commented on concerns about the pace of growth in Surrey and the need to preserve farmland and protect wildlife and our natural environment.

The table below summarizes some of the main concerns raised. It does not include comments that were too general, whether in support or against the project.

Topic	# of responses	Comments
More lanes or wider lanes	38	Build more lanes now to meet growth. Need wider traffic lanes, trucks and buses. (many complained City's new roads are too narrow)
Bike infrastructure	129	Need safe bicycle lanes or separated, protected and connected cycling and pedestrian infrastructure. The alternate routes proposed for cyclists are not practical, too far, too much vehicle traffic, lack of separated and protected cycling lanes, steep hills. The health and environmental benefits should encourage more residents to partake in active transportation and help reduce the dependence on personal vehicles. Farm access points and active transportation infrastructure need to co-exist.
Environment	30	Need environmental protections. Concerned about increased risks of air, noise and light pollution for the ecosystem, farmland and wildlife including barn owls, eagles and salmon Need more trees along roadway. Mature trees to be relocated if the area must be cleared. More trees need to be planted, particularly native species along ditches, in medians and along the roadway. Want openness and transparency from City (e.g. sharing environmental assessments publicly) Investing in transit and active transportation is better for the environment.
Traffic flow	30	Need better traffic management, new overpasses and fewer traffic lights. Some suggested an overpass at 176 St and 152 St, while others don't want to see new traffic lights and intersections on Highway 15.
Agriculture	87	Agricultural land is becoming scarcer and, as such, food security is at increased risk. Concerned ALR will be rezoned. Preserving farmland and focusing on the needs of the farming community located along this section of 72 Avenue is a priority.
Safety	21	Need street lighting. Keep our roads safer with 50km and traffic cameras Need pull out area for broken down vehicles
Transit	37	More and better transit services and infrastructure needed Dedicated bus lanes and bus pullouts are required to not hinder traffic flow Potential improvements in connectivity to Clayton, Newton and Langley.



## 186 STREET TO 196 STREET ROAD WIDENING

The City hosted an open house at the Clayton Community Centre on September 25 to ensure that the local community had an opportunity to learn about the 72 Avenue corridor plans including the 186 Street to 196 Street Road Widening project. The open house also gave residents and opportunity to speak with project staff.

The engagement was promoted extensively including a postcard mailout to local residents and social media advertising.

Staff engaged with 70 people at the open house, some who came specifically for the open house and others who were there for the facility.

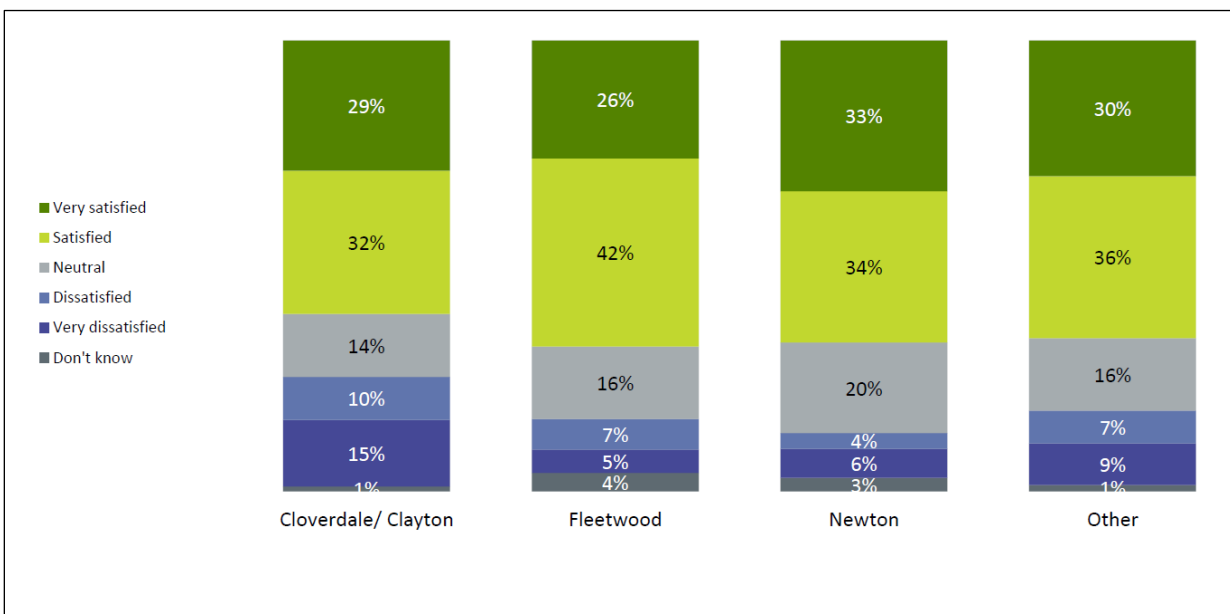
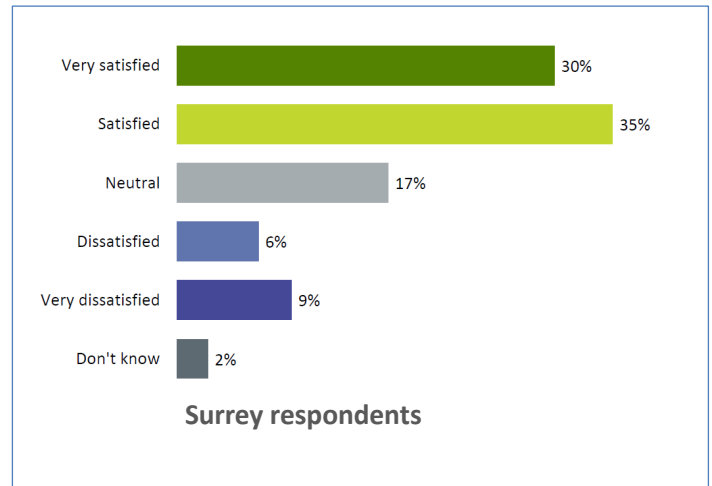
The survey and open house boards explained the project in detail with a Before & After artistic rendering and maps of road designs including parking impacts.

### Satisfaction with the Road Widening

The survey asked participants to rate their level of satisfaction with the road segment. Survey results show:

- 65% of Surrey residents were satisfied or very satisfied (17% were neutral)
- 61% of Cloverdale/Clayton respondents were satisfied or very satisfied (14% were neutral)

Results indicate support for the project from Surrey and Cloverdale/Clayton residents with many comments highlighting the project is long overdue. However, residents most directly impacted by loss of on-street parking on 72 Avenue were extremely upset and very dissatisfied with the project. In addition, there were some who wanted more protection for cyclists than the proposed bike lanes on the road.



The table below summarizes the main concerns heard from Clayton/Cloverdale residents:

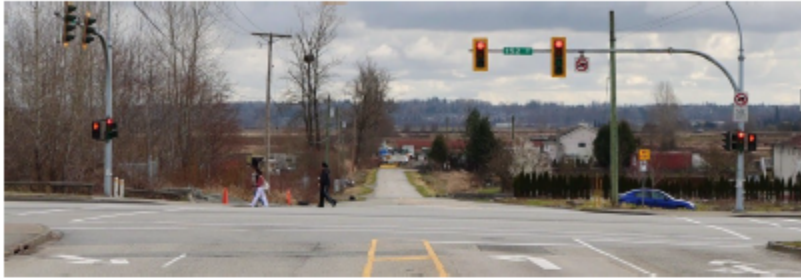
Topic	# of responses	
Need Parking	127	<p>The area already has a significant shortage of parking spaces.</p> <p>More parking solutions are needed. This plan does not take into account increased density and the significant lack of local transit.</p> <p>Removing street parking in some blocks will make an already challenging situation even harder for residents and families. Many of us rely heavily on this parking and losing it could cause significant hardship for those who call this area home.</p> <p>Explore alternatives that improve traffic flow while preserving much-needed parking for the community.</p> <p>With metro proposed station on 188 and 184. This area needs a park and ride like Scott Road station</p> <p>With respect to the temporary street parking, the signs currently state that angle parking is temporary, which many residents interpreted as meaning there will be a shift to parallel parking in the future -not the complete removal of parking. Eliminating these spaces would make parking in the affected neighborhoods extremely difficult.</p> <p><b>Some suggestions to alleviate the parking challenges faced by many residents include:</b></p> <ul style="list-style-type: none"> <li>• Residents should use their garages/ driveways to park their vehicles</li> <li>• The City could introduce paid parking or parking permits/ tags in high-demand areas</li> <li>• Stricter bylaw enforcement to crackdown on illegal rental suites should reduce the volume of vehicles in neighbourhoods</li> <li>• Developers should be forced to allocate adequate off-street parking as part of their development.</li> <li>• Allow overnight parking in the Clayton Rec Center parking lot</li> <li>• Allow on-street parking at non-rush hours (7 pm – 7 am)</li> <li>• Create parking lots somewhere where people can park. There could even be visitor spaces in it and reserved monthly pass spaces</li> <li>• An additional parking lot should be added in the Salmonberry Park at the NW corner of 72 &amp; 191.</li> <li>• An additional parking lot should be added along the South side of 72 to the E of 190. There is room N of the water reservoir.</li> </ul>
No street parking	13	<p>The proposal to provide more parking on side streets to compensate for the loss of parking on 72 Avenue will only increase congestion and parking issues on those smaller streets.</p> <p>Street parking hinders traffic flow, limits visibility and creates safety hazards.</p> <p>It is disappointing that this design includes painted bike lanes that are in between the travel lanes and the parking. On street parking on 72nd Ave specifically should not be prioritized over safe and active transportation, especially in this dense and soon to include Skytrain neighborhood of Clayton.</p>
Bike infrastructure	30	<p>Need protected bike lanes - they are too narrow.</p> <p>Need continuous, separated and protected cycling and pedestrian infrastructure. Parking next to bike lanes will likely pose safety hazards.</p>
Minimize Median	7	<p>Use space for parking</p>

Safety	20	Speeding is a concern. Consider traffic calming. Traffic light at 188. Someone suggested roundabout. The intersection at 192 and 72 is already so dangerous.
Access	3	Left in and left out should be provided to the Community Center. Need left turn onto 189th when travelling from west to east of 72ave Should provide left turn to 191 St from 72 Ave instead of 191 B. Lot of vehicles turning left to 191 St.
Not a highway	11	It's a residential area with schools, parks, community centre, not a highway Make it 1 lane each way with parking on both sides is critical to help the community maintain and grow its local community where people can walk between our local amenities safely by foot.
Transit	8	Transit is currently not a viable option Bus pullouts are required to not hinder traffic flow
Trees	4	Need trees and greenery along boulevards. The artificial grass is unattractive and doesn't age well. Not happy with cutting of mature trees. Move them instead of cutting them.
Wider lanes	4	Lanes are too narrow.

## Appendix A – Survey

# 72 Avenue Corridor Improvements & Extension Survey

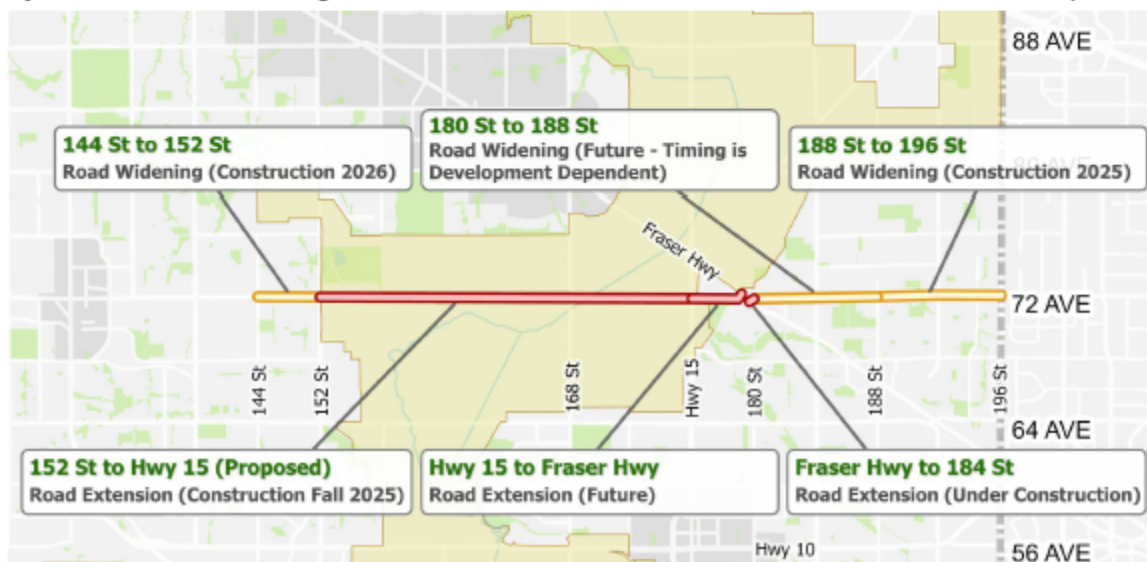
(144 Street to 196 Street)



The City plans to make 72 Avenue a continuous east-west route to achieve the following goals:

- Improve traffic flow and reduce congestion and travel times along 72 Avenue and on parallel routes including Highway 10, 64 Avenue, and 88 Avenue. Traffic modelling shows that by 2050, traffic will increase by 36-56% on east-west roads if 72 Avenue isn't extended from 152 Street to Highway 15;
- Increase connectivity with a direct east-west route to better connect people and goods movement across the city and the region. 72 Avenue connects the communities of Newton, Fleetwood, Cloverdale and Clayton. It also connects Surrey residents to Delta, Langley and beyond through regional highway connections; and
- Support city growth as Surrey's population is projected to reach one million people as early as 2042. In May 2023, Council identified and prioritized developing specific arterial roads to support the city's growth. The 72 Avenue corridor was prioritized including extending the road from 152 Street to Highway 15.

The City plans to make 72 Avenue a continuous east-west corridor through multiple projects. Some projects include road widening while others include a new road extension as illustrated in the map below.



The City wants to gather feedback from as many Surrey residents as possible, so we are promoting this survey in a number of different ways. You may receive a City eNewsletter referring to the survey or hear about it on social media, however, we ask that you only complete the survey once.

When travelling in this area, do you usually: (Select all that apply)

Drive     Cycle     Walk & Roll     Use transit     Other     I don't travel in this area

If other, please specify: \_\_\_\_\_

How often do you currently travel on:

Daily    Weekly    Monthly    A few times a year    Never

The western portion of 72 Ave? (West of 152 St.)                   

The eastern portion of 72 Ave? (East of 180 St.)                   

Once completed, how often do you expect to use the 72 Avenue extension between 152 Street and Highway 15?

Daily     Weekly     Monthly     A few times a year     Never

### 144 St to 152 St | Road Widening (Construction 2026)



Currently 72 Avenue is four lanes from 120 Street to 144 Street with no on-street parking. The 144 Street to 152 Street Improvements project will include the following:

- Widen the road from two to four travel lanes to reduce congestion and prepare for future growth.
- Add multi-use paths for cycling and walking on both sides of the road.
- Potential new traffic signal at 146 Street to improve access and safety.
- Upgrade transit stops and add bus shelters to increase safety and access to transit.

To make these improvements it will be necessary to remove the on-street parking to make room for the additional vehicle lanes and cycling and walking paths.

Project construction is anticipated to begin construction in 2026.



Before After



Artistic



Please rate your overall satisfaction with the proposed road widening. \*
Very dissatisfied Dissatisfied Neutral Satisfied Very satisfied
Don't know

Comments:

152 St to Hwy 15 (Proposed) | Road Extension (Construction Fall 2025)



In March 2024, Council directed staff to proceed with detail designs for the extension of 72 Avenue between 152 Street and Hwy 15. Although this area is within the Agriculture Reserve Area (ALR), there is a 20-metre-wide unopen road allowance that exists through the 5 km area between 152 Street and Hwy 15. This road allowance was established in 1875 for the purposes of this road corridor.



The City developed various road design options to determine a plan that best balanced the adjacent agriculture land uses and various transportation needs of the community including drivers, trucks/goods movements, transit riders, pedestrians and cyclists.

The road design will look similar to 176 Street, near 8 Avenue, as illustrated in the graphic below.



Council directed the City to proceed with a 4 lane road which includes:

- 2 Travel lanes in each direction to meet Surrey's future transportation needs and improve access to agricultural land
- Improved agricultural ditches and full movement access to farm properties
- Wide road shoulders for larger farm vehicles and confident cyclists
- Full movement intersections at 152 Street, 168 Street, and Hwy 15
- Bridge across Bear Creek and Serpentine River to reduce environmental impacts

Please rate your overall satisfaction with the proposed road design. \*

- Very dissatisfied   
  Dissatisfied   
  Neutral   
  Satisfied   
  Very satisfied  
 Don't know

Please rate how satisfied you are with the proposed road design based on the following.

	Very dissatisfied	Dissatisfied	Neutral	Satisfied	Very satisfied	Don't know
Ensuring access and use for adjacent farms	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Balancing needs of the community	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Preparing for future growth	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Comments:

## 152 St to Hwy 15 (Proposed) | Road Extension (Construction Fall 2025)



### Cycling and Walking

The proposed extension of 72 Avenue does not include multi-use paths for cycling and walking for several reasons:

- Local farmers expressed concerns that multi-use paths would hinder farm vehicle movement and access to nearby farms, as these paths require curbs that create physical barriers.
- The project costs would increase by \$20 million.
- The City is adding cycling lanes and sidewalks on parallel east-west roads such as 64 Avenue.

Additionally, the Province is investing \$40-60 million along Fraser Highway as part of the Surrey Langley SkyTrain project which will provide an adjacent east-west protected cycling corridor.

The City carefully considers each road corridor and the competing interests for road spaces when developing a road design, while minimizing project costs.

The proposed design strives to achieve an overall balance for the city's residents, businesses and agricultural community.

Please rate how satisfied you are with the City's plans for cycling on Fraser Highway and 64 Avenue instead of 72 Avenue. \*

Very dissatisfied    Dissatisfied    Neutral    Satisfied    Very satisfied    Don't know

Comments: \_\_\_\_\_

### Transit

72 Avenue between 120 Street to 152 Street is part of TransLink's Major Route Network (MRN), providing frequent transit service and a regional truck route. The City anticipates 152 St to Hwy 15 to be included in the MRN as a designated truck route. The segment from Hwy 15 to 196 St is not anticipated to be a truck route.

Which best describes your level of support for increased transit service on 72 Avenue? \*

Strongly oppose    Oppose    Neutral    Support    Strongly support    Don't know

Comments: \_\_\_\_\_

### Protecting the Environment

The City did an environmental assessment to ensure potential project effects are understood and addressed. The City will also obtain regulatory permits and incorporate best management practices during construction.



### Waterways

The environmental assessment identified a number of salmon bearing waterways including Bear Creek, Fleetwood Creek, the Serpentine River and some un-named ditches.

To minimize impacts to the creeks, the road corridor design will include:

- Bridges across Bear Creek and Serpentine River
- Large box culverts across Fleetwood Creek and 168 Street canal with the potential for fish and wildlife passage features.

### Wildlife

- The study also identified the Barn Owl as a species at risk with critical habitat near the project corridor, specifically east of the Serpentine River where the presence of suitable habitats, such as barns, exist. The 72 Avenue project is not anticipated to impact Barn Owl nesting habitat.
- There is also one bald eagle nest located within the 72 Avenue corridor alignment which may be impacted requiring relocation when the nest is inactive to either an adjacent tree or artificial nesting platform.

Please rate how satisfied you are with the City's plans to minimize impacts to the environment. \*

- Very dissatisfied    Dissatisfied    Neutral    Satisfied    Very satisfied    Don't know

Is there anything else you think the City should consider as part of the 72 Avenue design to further protect the environment?

### 188 St to 196 St | Road Widening (Construction 2025)



The City plans to widen the road from two to four travel lanes with sidewalks and paths for cycling on both sides of the road.

Project construction is anticipated to begin 2025.

The following are artistic renderings only. The actual design could change.

Before



After



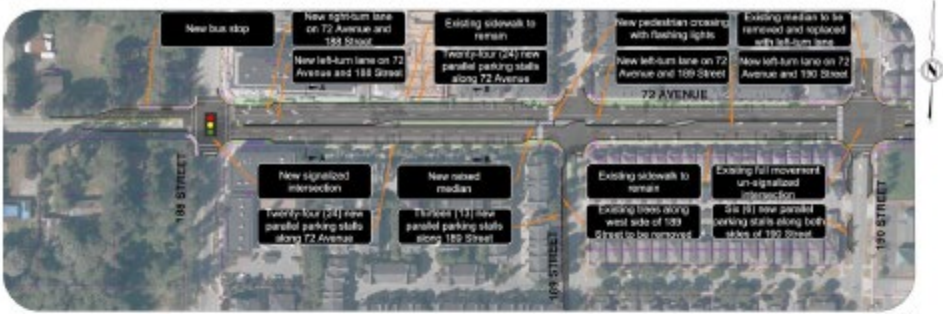
#### About Parking:

- On-street parking along this stretch of 72 Avenue was temporary as the existing parking signs indicate. Project will require removal of some on-street parking to make room for the additional vehicle lanes, sidewalks and cycling facilities on both sides.
- The City recognizes the high demand for parking in the area and will establish parking wherever feasible along this segment. The City will also add on-street parking pockets on other streets to mitigate the loss of on-street parking along 72 Ave.
- On-street Parking will be maintained on both sides from 188 St to 189 St, and on the south side between 190 St to 191 St and 192 St to 194 St.
- The City will create additional parking spaces on side streets along 189 St, 190 St, 191 St, 193 St, 194A St and 195 St and 196 St.



Please review the following images and provide your feedback below.

72 Avenue: 188 Street to 192 Street



72 Avenue: 192 Street to 196 Street



Please rate your satisfaction with the overall road segment. \*

- Very dissatisfied
- Dissatisfied
- Neutral
- Satisfied
- Very satisfied
- Don't know

Comments: \_\_\_\_\_

## Tell Us About Yourself

Why do we ask? Knowing who we've heard from helps our efforts to make sure we are hearing from our diverse Surrey community.

Do you live in Surrey?  Yes  No

If YES, in which Surrey community area do you currently live?

- City Centre  Cloverdale  Fleetwood  Guildford  Newton  South Surrey  Whalley  
 I am unsure which Surrey Community I live in.  Other, please specify \_\_\_\_\_

How long have you lived in Surrey? \*

- I don't live in Surrey  1 to less than 5 years  5 to less than 10 years  10 to less than 15 years  
 15 to less than 20 years.  More than 20 years

IF NOT SURREY, where do you live?

- Abbotsford  Burnaby  Chilliwack  Coquitlam  Delta  Langley  Maple Ridge  
 Mission  New Westminster  North Vancouver  Pitt Meadows  Port Coquitlam  
 Port Moody  Richmond  West Vancouver  Vancouver  White Rock  Other

What is your age group?

- 19 or younger  20 - 29 years  30 - 39 years  40 - 49 years  50 - 59 years.  60 - 64 years  65 or greater

Do you self-identify as belonging to any of the following groups? (Select All That Apply)

- Person with a disability  LGBTQ2S+  Low income  Indigenous  Visible Minority  
 Immigrant  Refugee  NONE  Other \_\_\_\_\_

How do you describe yourself?

- Female  Male  Non-binary  Other \_\_\_\_\_

What languages do you speak at home? (Please select all that apply)

- English  French  Punjabi  Arabic  Cantonese  Farsi  German  Hindi  
 Korean  Mandarin  Spanish  Tagalog  Urdu  Vietnamese  
 Other \_\_\_\_\_

What is your postal code? \_\_\_\_\_