



SURREY BOARD OF TRADE
TRANSPORT 2050 SUBMISSION
THE NEED FOR VISIONARY TRANSPORTATION SERVICES

September 19, 2019

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1. INTRODUCTION

The Surrey Board of Trade (SBOT) is a not-for-profit organization with a membership of over 6,000 business contacts and close to 3,000 businesses. The Surrey Board of Trade supports business and attracts business. Our role is to enhance economic opportunities and contribute to city-building initiatives that enhance livability in Surrey.

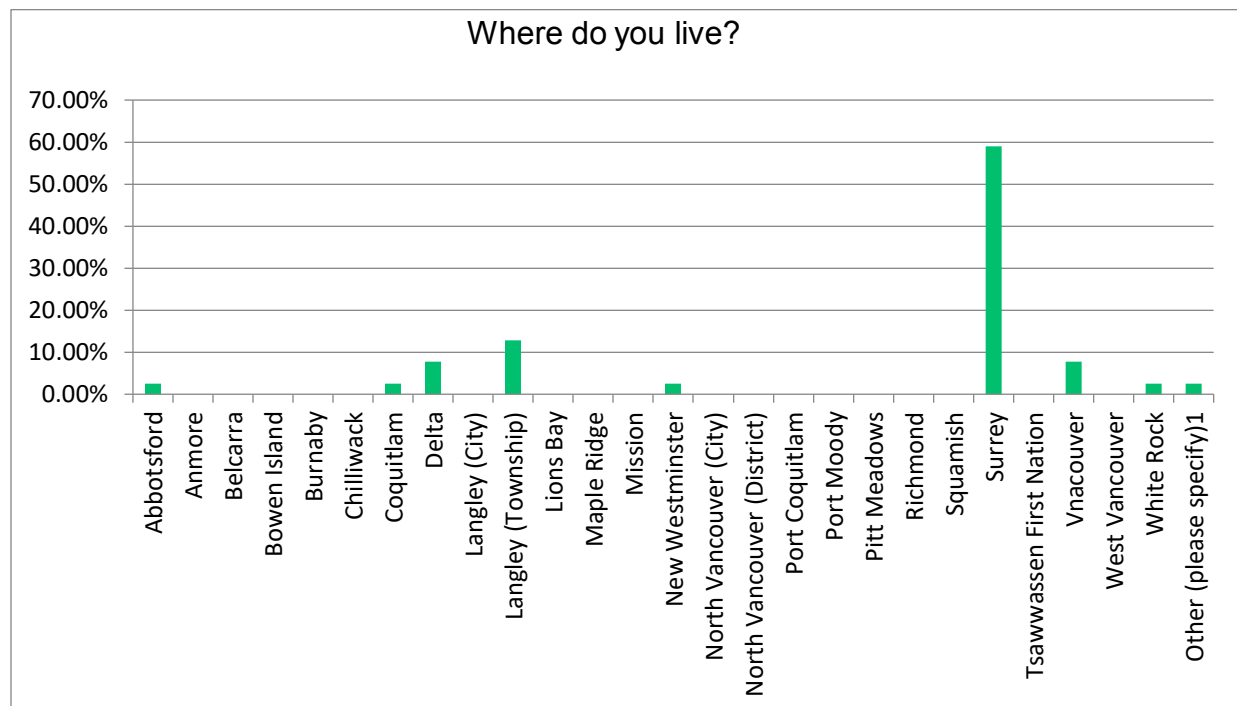
TransLink is leading the development of Transport 2050, a new shared regional strategy that will help navigate the next 30 years of transportation. Previous transportation strategies have helped make Metro Vancouver the livable region that it is today. TransLink has asked for the public and stakeholder input to provide their insight into transportation needs for Metro Vancouver. The Surrey Board of Trade's input will help create a new vision for the region, which will help guide decisions for decades to come.

The Surrey Board of Trade asked its membership through a survey for their input on what they value most about where they live, what their transportation priorities are, and what ideas they have for future transportation modes and methods. There was an overwhelming response indicating the need for more services that are efficient, cost effective, and diverse modes of transportation for residents and businesses. Surrey businesses called for the need for easy transportation options to commute within Surrey and between Metro Vancouver cities.

2. RESULTS SUMMARY

A survey was distributed to our membership and network via various marketing strategies. We received input from 32% of our membership. The survey contained the eight questions that the Transportation 2050 survey asked:

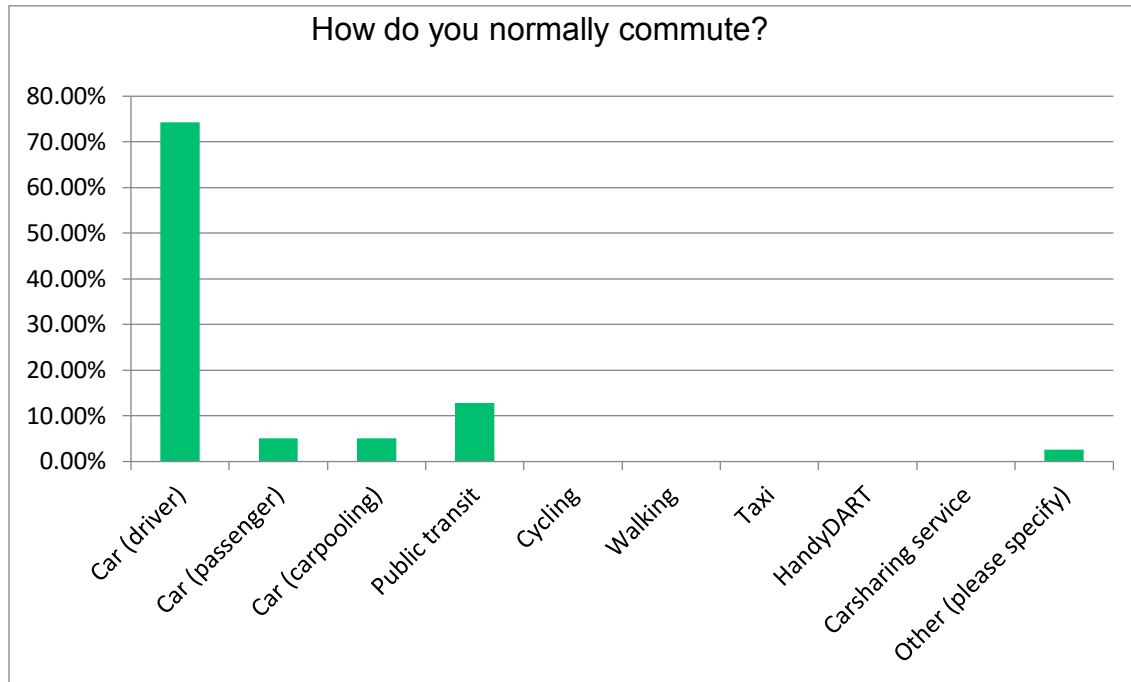
Question 1



As seen in the graph above, the majority of respondents reside in Surrey. As a city-building organization, the Surrey Board of Trade represents Surrey's business community. The fact that some respondents live in cities that surround Surrey (Langley, Delta, Coquitlam, Abbotsford, White Rock) is within reason as 15% of SBOT's members are outside of Surrey.

¹ In question 1 the other response is "Delta"

Question 2



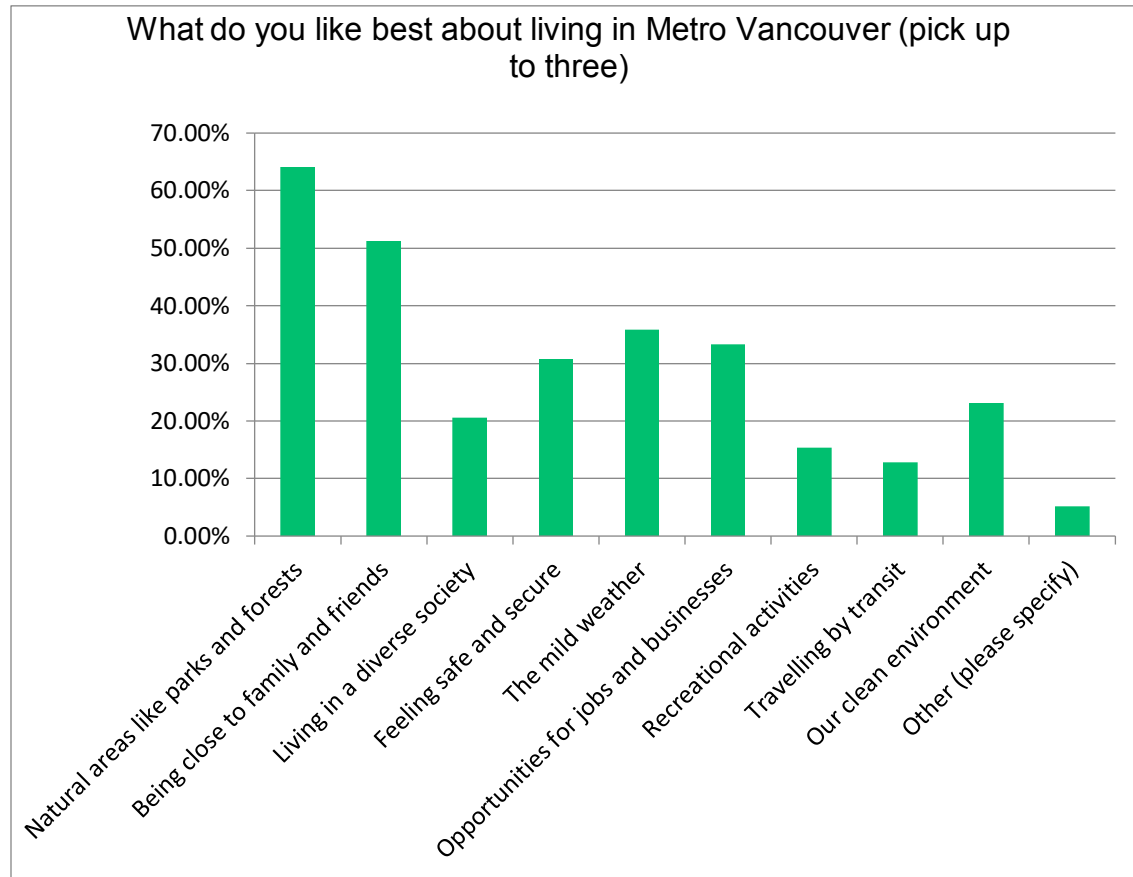
In this question, many respondents – over 70% indicated that they drive as their primary mode of transportation. This is not surprising as public transit – the second highest selected response – options are unreliable within Surrey and across municipalities. Other comments noted using a mixture of bicycling and public transit.

The average person will choose the transportation option that is more cost effective and efficient. At this point, public transportation does not adequately meet the needs of Surrey Board of Trade members.

Surrey needs innovative transportation methods. Respondents noted the need for innovative methods to include: the use of ride-hailing; increased frequency of and more accessible public transit options; effective route planning software, and; improved transportation and road networks – creating designated pull-in and pull-out spots for buses to get out of the way of other traffic.

None of the respondents reported that they or their employees used taxi, cycling, or walking as a means to get around. Surrey is a geographically large area. As a result, it is unreasonable to assume people would be able to walk or cycle to get around. In a previous report published by the Surrey Board of Trade, its members noted that cycling is too hazardous on Surrey roads to use as a mode of transportation regularly.

Question 3

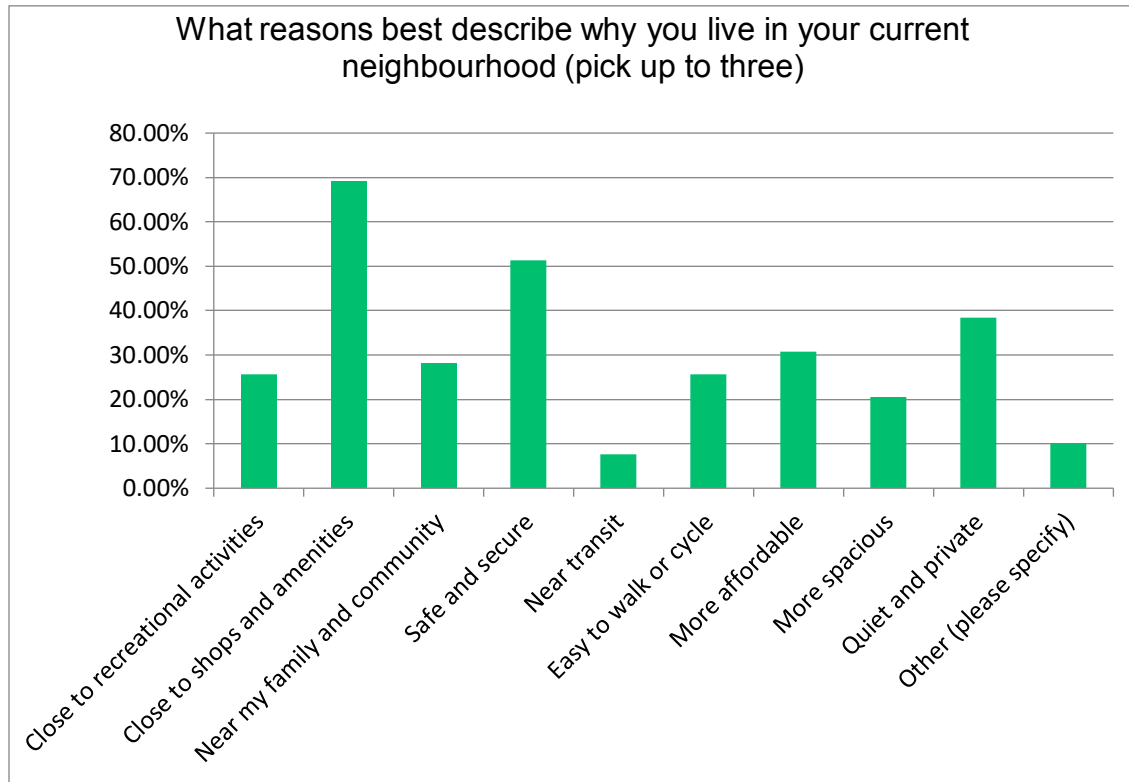


Since this question allowed respondents to choose up to 3 options, the totals are above 100%. There is, however, a clear indication that parks and forests (public spaces), proximity to family and friends, the weather, and opportunities for jobs and businesses were the most attractive options.

There were two respondents that chose “other” in addition to two listed responses. These respondents stated that they appreciated the ability to walk to where they want to go, and working locally in Surrey – the latter response being closely related to “Opportunities for jobs and businesses”.

Travelling by transit is relatively low with 5 selections by all respondents. This seems to indicate that current transit modes do not attract the business community of Surrey. TransLink, the City of Surrey, Metro Vancouver, and the Province can make Surrey a more attractive destination by improving transportation infrastructure.

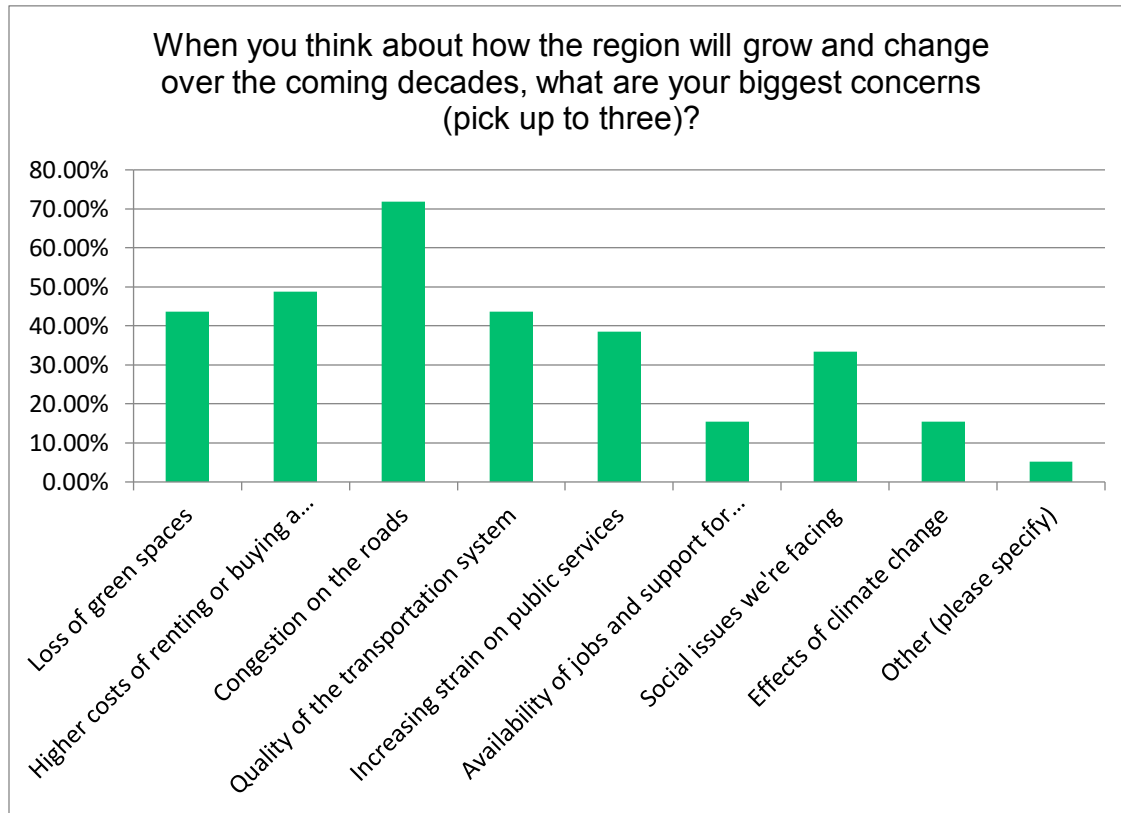
Question 4



The number one reason selected by respondents were to be close to shops and amenities (27 selections). The other responses (4) stated that it was near their place of work, the property was large, their neighbourhood is close to the border, and everything is within walking distance. The last option is similar to “Close to shops and amenities”, and should be included in the top answer. Safety was the second most selected reason, with the fact that it is near transit ranking last.

It is not surprising that being near transit ranked last as the majority of respondents did not rely or utilize transit as their primary mode of transportation. There are opportunities for TransLink and other public agencies to ensure that transit opportunities in the future are accessible and attractive to Metro Vancouver’s workforce.

Question 5



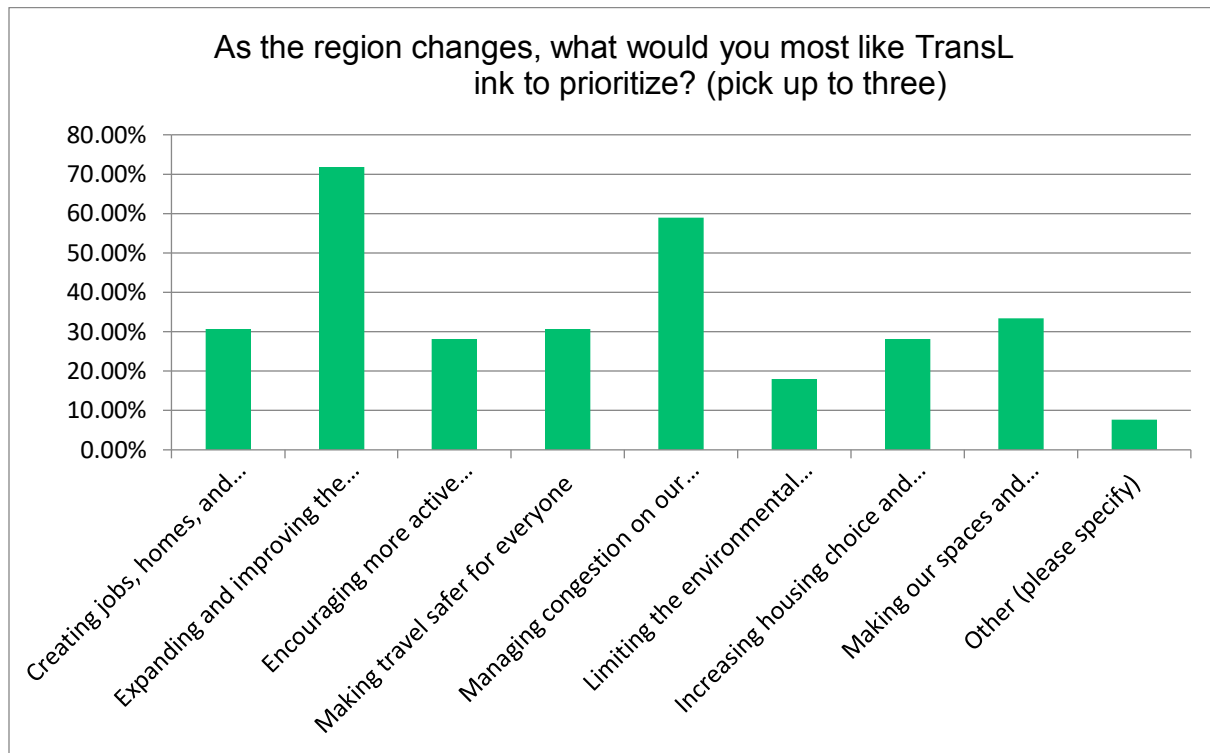
The options were:

- Loss of green spaces
- Higher costs of renting or buying a home
- Congestion on the roads
- Quality of the transportation system
- Increasing strain on public services
- Availability of jobs and support for businesses
- Social issues we're facing
- Effects of climate change
- Other (please specify)

The top answer to this question, as shown in the graph, is congestion on the roads. Cost of renting or buying a home is a great concern coming in at 49% of respondents. The quality of a transportation system (44%) and the loss of green space (44%) are tied. Other responses included: density issues, and; loss of architecture/lower density because of the need to build along new transit routes like Cambie [which changed the neighbourhood].

The business community in Surrey is concerned about congestion. The local and provincial governments, and the transit authority must work collaboratively and use innovative methods when developing transportation plans. The Surrey Board of Trade believes that using antiquated transportation modes, and not adequately improving the transportation network would be detrimental to the region's economic development.

Question 6

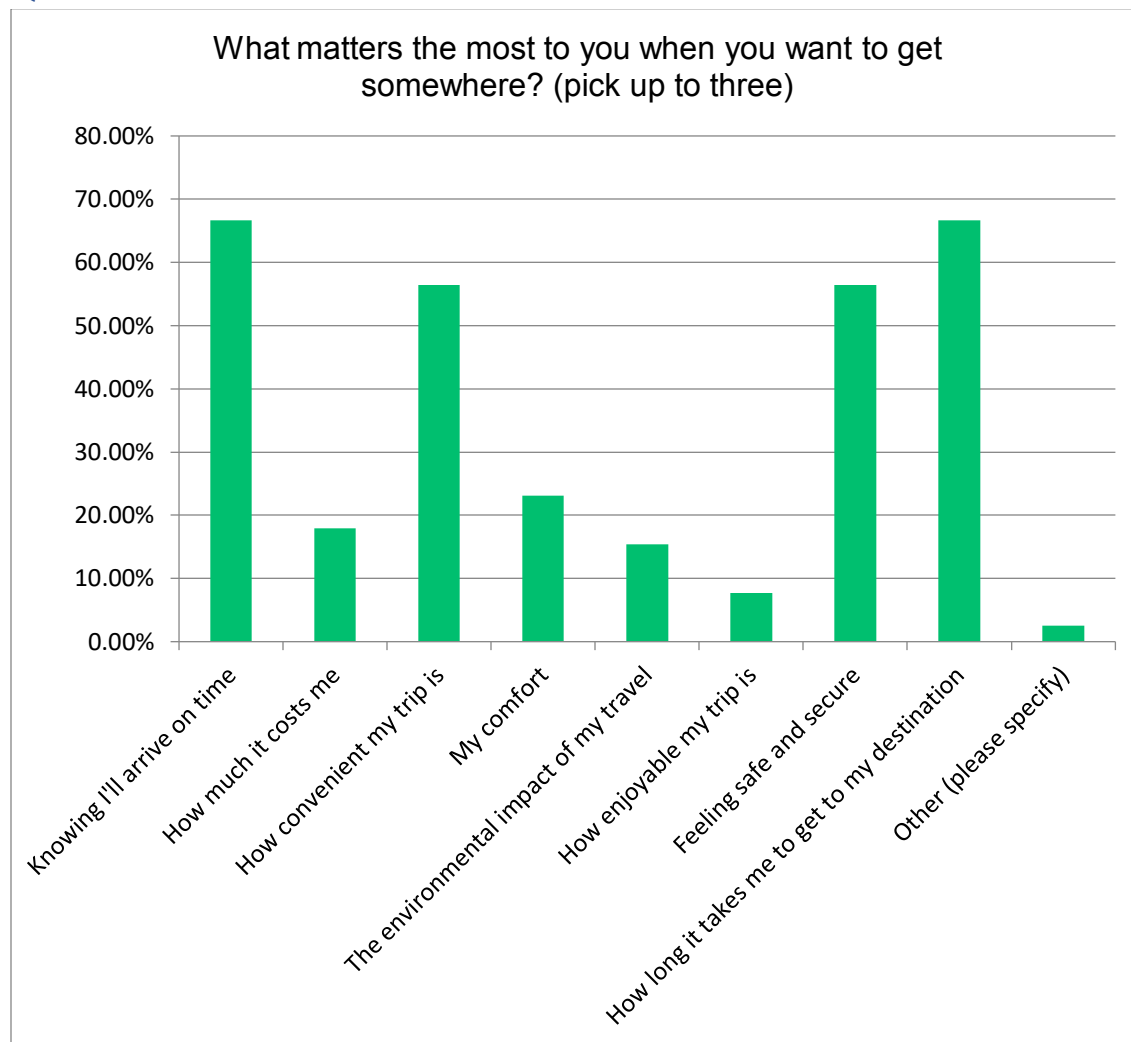


The options were:

- Creating jobs, homes, and services closer together
- Expanding and improving the transit system
- Encouraging more active transportation like walking and cycling
- Making travel safer for everyone
- Managing congestion on our roadways
- Limiting the environmental impacts of local travel
- Increasing housing choice and affordability
- Making our spaces and transportation accessible to everyone
- Other (please specify)

Expanding and improving the transit system and managing congestion on our roadways is top of mind for Surrey's business community. Accessibility is also an issue that has affected more individuals as we become more aware of barriers that exist for all people, especially as our population ages. The other comments included: expanding roads; utilizing the interurban line; SkyTrain or subway north to south. An additional response indicated that all transportation plans should be fully funded and have the authority to override changing political climates to a degree. Without certainty of transportation investments, the Lower Mainland faces consequences that are detrimental to the economy. As British Columbia's transit authority, TransLink should prioritize these issues when determining the vision for transit in 2050.

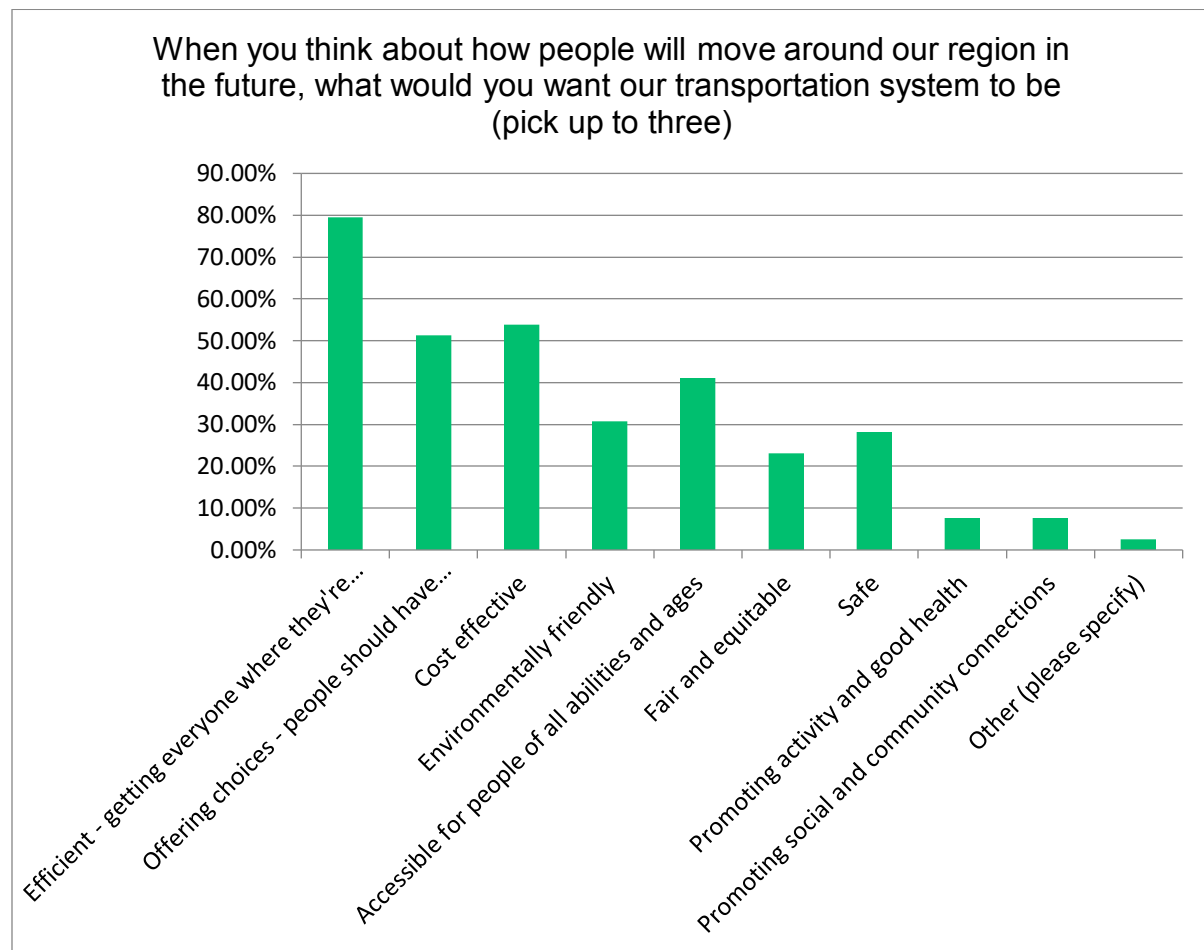
Question 7



Surrey Board of Trade's membership values efficiency, safety and effectiveness. TransLink should consider that it is competing with driving as the main transportation mode for the

business community. If they hope to increase ridership, it should be done by focusing on getting people where they need to go efficiently, quickly, and safely.

Question 8



The options are:

- Efficient - getting everyone where they're going on time
- Offering choices - people should have transportation options
- Cost effective
- Environmentally friendly
- Accessible for people of all abilities and ages
- Fair and equitable
- Safe
- Promoting activity and good health
- Promoting social and community connections



- Other (please specify)

As a response to this question, our members again reiterated the importance of efficiency, cost effectiveness, and choice. The business community is concerned with getting their workforce and products to their destination on time. This ensures that our economy continues to innovate and improve.

Although TransLink is focused on ideas for public transportation infrastructure, it is important not to forget that other road users will always exist. Another comment indicated that any transportation envisioned for the Lower Mainland should include efficiencies for other road users such as cars, bikes, motorcycles, and trucks.

3. CONCLUSION

The Surrey Board of Trade concludes that Surrey's business community, as well as local, provincial and federal governments have much to gain from implementing a transportation strategy that focuses on innovation, efficiency, cost-effectiveness, and improved road network layout. In addition to greater usage of the public transportation system, congestion will be decreased as a result of enhanced public transportation modes, road network efficiencies, and improved access.

Surrey needs improved public transportation infrastructure that is:

- Accessible
- Efficient
- Cost-effective
- Incorporates various transportation methods and modes (car, bike, rail, walking, and ridesharing)
- Has potential for future growth

Any transportation plan that is to take place must be fully planned and funded – having plans change after being approved delays economic development. We thank TransLink for considering the Surrey Board of Trade's input for the Transport 2050 strategy.