

2021 SURREY ROADS SURVEY

EXECUTIVE SUMMARY

Over 30% of respondents identified as employers – others were employees, self-employed, contractors, consultants, or retired. Over 83% of Surrey Board of Trade member respondents drove their own vehicle to work – down from 2019 (92.9%), 2017 (92.6%), and 2016 (87.1%) but up from 2018 (81.3%).

HIGHLIGHTS:

1. Widen on-and-off ramps of bridges;
2. Plan all major infrastructure projects that anticipates needs and that results in infrastructure construction well in advance of increased demand, not long after the capacity is exceeded
3. That all levels of government work together to develop an inter-regional transit/transportation plan for the South Fraser economic region; one that would not be subject to political interference but based on best transportation practice.

The daily commute **57.4%** Respondents live and work in Surrey – this has increased compared with previous years
21.8% work in Surrey but live South of the Fraser or Metro Vancouver, down from 2016
83.5% drove their own vehicle to work – down from 2019 (92.9%) and 2017 (92.6%) 2016 (87.1%), but up from 2018 (81.3%)
4.4% walked to work, up from 1.8% in 2019, 0.9% in 2017, and 2% in 2016 but down from 6.6% in 2018

Traveling for business **20%** drive 4 or more days a week for work, down from all previous years
25.2% drive 2-3 days per week, higher than 2019 but lower than 2016, 2017, and 2018
20% rarely drive, a significant increase from previous surveys

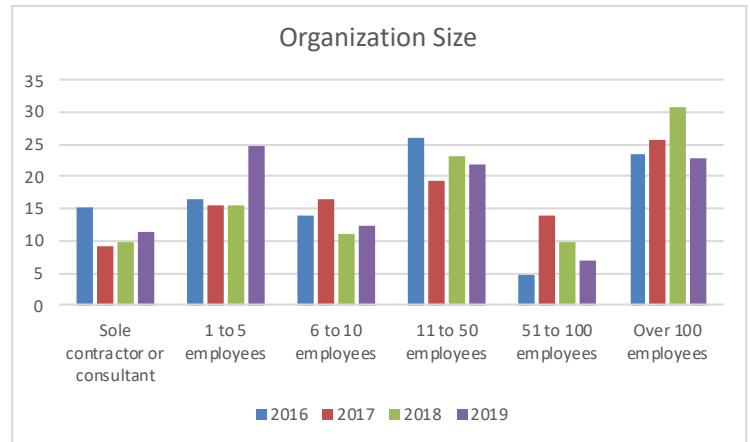
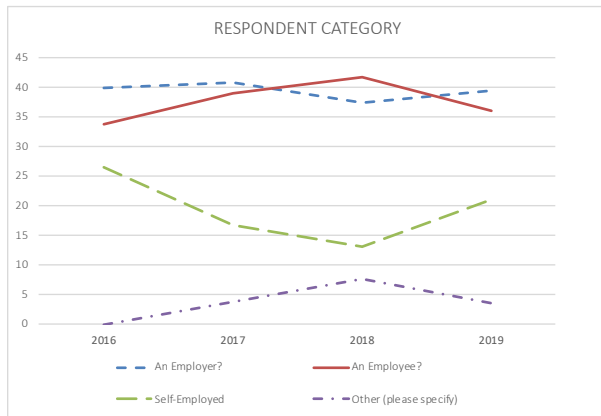
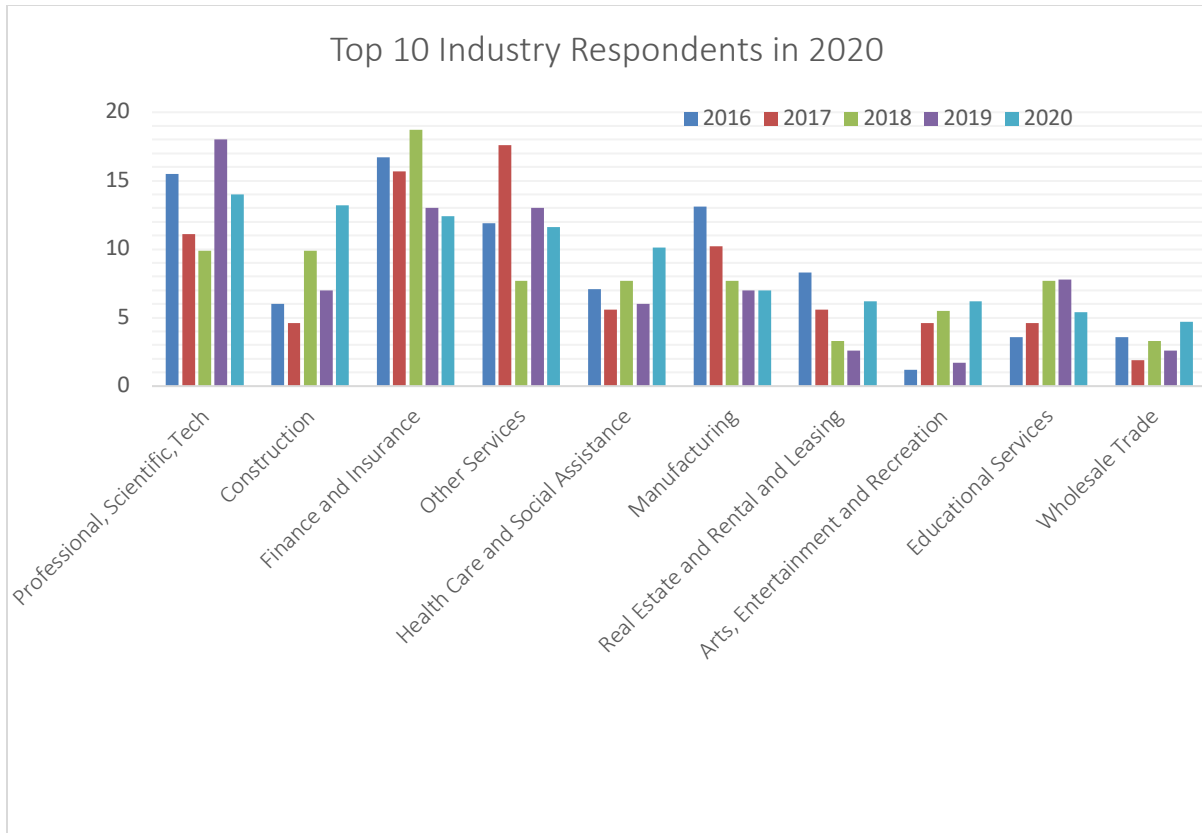
Travel destinations **22.6%** travel within Surrey, an increasing trend since 2018
51.3% travel throughout South Fraser (Surrey plus options combined), comparable to 2019
83.5% travel throughout Metro Vancouver (combining multiple options)

Employee travel **45.7%** Respondents estimate that 0-20% of their colleagues travel for business, up by 5% from previous years
52.2% of colleagues travel 1 to 2 hours per day on average, up from 49% in 2016 but down from 60% in 2018

Barriers to choosing alternative modes of transportation **36.5%** indicated that there are no barriers to choosing different options
50.4% indicated that there is a barrier

Traffic congestion impact on business operations **25.7%** indicated there was a limited impact to business operations
50.5% indicated traffic congestion somewhat impacted business operations
23.8% indicated traffic congestion had a significant impact business operations

Three key strategies for managing traffic congestion	<p>Improving Efficiency ranked highest as a method to managing traffic congestion</p> <p>Increasing Capacity came in second</p> <p>Managing Traffic Demand was the least popular selection</p>
Top 3 corridors requiring attention	<p>63.2% chose arterial widening to 4 lanes on Fraser Highway between Whalley Boulevard and 148 Street, including through Green Timbers Park</p> <p>52.9% want 152 Street widened to 4 lanes between 40 Avenue to 50 Avenue</p> <p>51.7% want to widen 64 Avenue to 5 lanes between 176 Street and Fraser Highway</p>
Top choice for road connections	<p>68.2% prioritized a new construction on Whalley Boulevard connecting Fraser Highway to 96 Avenue</p>
Top 3 intersections requiring improvement	<p>74.7% indicated 64 Avenue and 168 Street</p> <p>73.5% indicated 104 Avenue and 156 Street</p> <p>71.1% indicated Fraser Highway and 184 Street</p>
Transit needed	<p>79.3% of Respondents stated that we <i>should have</i> and <i>definitely need</i> rapid transit on Fraser Highway (City Centre to Langley)</p> <p>67.8% of Respondents determined that we <i>should have</i> and <i>definitely need</i> rapid transit between Guildford, City Centre and Newton on King George Boulevard and 104 Avenue</p> <p>66.7% believe that we <i>should have</i> and <i>definitely need</i> a new B-Line bus service to South Surrey/White Rock</p>
Curbside bus pull-outs	<p>66.7% believe that curbside pull-outs for buses are <i>very important</i> and <i>extremely important</i></p> <p>83.9% believe that curbside pull-outs for buses would be effective in reducing congestion along major arterial roadways</p>
Safety first	<p>96.6% planners should use data and best practice to determine the areas where road improvements should be made</p> <p>96.6% stated that they either agree or strongly agree that we all need to do our part to keep our most vulnerable road users safe</p> <p>96.6% stated that they either agree or strongly agree that it is a shared responsibility between users and designers/maintenance</p> <p>50.6% stated that reducing speed would not reduce collisions in Surrey</p>
Ridesharing	<p>63.5% want ridesharing services without pickup location restrictions</p>
Bike sharing	<p>46.5% of Respondents would be very unlikely to cycle to work if Surrey had bike sharing, down from 2019 (59.7%)</p> <p>14.9% of Respondents would be <i>very likely</i> to <i>somewhat likely</i> to use bike sharing, up from 2019 (12.3%)</p>
Bridges wanted	<p>74.7% want the Pattullo Bridge to have 6 lanes available on opening day</p> <p>56.3% want a bridge (whether as originally planned or with fewer lanes) to replace Massey Tunnel; only 18.4% would support expanding the tunnel with another tube and upgrades</p>



SNAPSHOT OF COMMENTS:

1. Add on/off ramps at 152 Street, 24 Avenue and 20 Avenue to stop the congestion on the few access ramps existing
2. Improve arterial roadways and side street issues will inherently reduce. Frustration drives excess speed in many cases
3. The new bridge will likely stand for around 50 years. Plan for the next 50 years.
4. The survey does not mention the Interurban Line, which has been overlooked. In order to gauge the effectiveness of transportation and to get a clear picture of the needs, all options must be included in the survey
5. Make Transit the #1 priority for the crossing, ahead of the car traffic priority
6. Increase investments for more sidewalks, bus pullouts, especially on 104 avenue and curb ramps

7. Lack of Transit/LRT running north/south in Surrey
8. Widen 148 Street between 108 Avenue and 84 Avenue
9. Transit service is poor, with limited hours of service, lack of sidewalks
10. Re-pave existing roads
11. Extending 166 Street north of Fraser Highway

Read the full 2021 Surrey Roads Survey Report: