



2023 Surrey Roads Survey

Surrey Transportation Priorities

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Surrey Board of Trade

WHO WE ARE

The Surrey Board of Trade is a city-building business organization that supports, promotes, and advocates for commercial and industrial interests for Surrey businesses — the city's economic drivers. With Surrey's rapidly growing significance in the Lower Mainland, the role of the Surrey Board of Trade has never been more important than now to champion a strong, vibrant business community for needed economic and infrastructure assets.

OUR MEMBERSHIP

The Surrey Board of Trade is a powerful link between business, government, and community with a membership representing over 6,000 member contacts and 60,000 employees.

WHAT WE DO

The Surrey Board of Trade provides businesses and organizations with:

- Economic opportunity
- Workplace development and education
- International trade
- Government advocacy
- Business connections

ADVOCACY

As a city-building business organization, the Surrey Board of Trade is an independent voice of business that develops positions on relevant economic topics of concern to our members and the business community at large.

PURPOSE OF SURVEYS

The Surrey Board of Trade implements surveys on a range of topics to obtain input from its membership. Member participation is voluntary and anonymous; however, the data is an invaluable tool for the Surrey Board of Trade's advocacy and policy development. These surveys are sent to its membership by email.

Introduction

The Surrey Board of Trade believes that transportation is one of the key economic foundations of building our city. Representing the interests of our members, we advocate in support of transportation infrastructure improvements for the safe and efficient movement of people and commercial traffic throughout Surrey. To do this, we need to continually assess areas in Surrey that may be impediments for our businesses and industry. Results of this survey are shared with the City of Surrey for their consideration.

CITY OF SURREY ROAD IMPROVEMENT PLANNING PROCESS

The City's network of over 4,500 lane kilometres of road is seeing increasing commuter and commercial usage. The 10-Year Servicing Plan (YSP) establishes the Engineering Department's capital expenditure program, including road improvement projects. While the 10-YSP is not a commitment to construct all of the identified projects, it identifies projects that will be constructed on a year-to-year basis as funding becomes available. Priorities are evaluated annually.

SURREY BOARD OF TRADE INPUT

Since last year's survey, the City of Surrey has completed many of the road corridor projects SBOT members identified as top priorities. These include 140 Street widening between 88 Avenue and 90 Avenue, Fraser Highway widening between 140 Street and 148 Street, 32 Avenue widening between 160 Street and 162 Street, cycling upgrades in City Centre and Fleetwood, and more accessible crosswalks throughout the city. Five more projects are planned to be completed over the next five years. These include 32 Avenue widening from King George Boulevard to 164 Street, 32 Avenue widening between 176 Street and 188 Street, 84 Avenue improvements between 120 Street and Fraser Highway, 152 Street road upgrades, and protected cycling network quick-build projects.

The seventh annual road survey includes the results from 2016 to 2022. The 2016 snapshot is the baseline from which the Surrey Board of Trade and the City of Surrey can measure improvement over time. Survey responses for this survey were obtained between October and December 2022.

The Surrey Board of Trade will continue to implement the Surrey Roads Survey to track improvements where they occur and identify concerns as they arise for our members to:

- Gain a deep understanding of our members' commute and business travel trends.
- Determine any actions, recommendations, or policies that may be required.
- Add to our body of knowledge that will lead to better movement of people and goods through Surrey and the South Fraser Economic Region.

Executive Summary

The first Surrey Roads Survey, completed in 2016, is the baseline from which we measure change. Other than the list of City of Surrey projects, the addition of questions from the City of Surrey, and questions on COVID-19 impacts, all questions remain the same.

Business travellers are tracked with this annual survey. It was found that 57.3% of respondents live and work in Surrey, which is an increase from 2021. 84.2% of respondents work in Surrey, an increase from the previous year.

Patterns are emerging with seven years of comparable data. We observed an increase in those driving for business purposes during the workday in 2022. Although, less people are driving their own vehicle to get to work in 2022 (78.7%) compared with 2021 (91.9%). Many more respondents are carpooling (11.2%). Only 4.5% used transit, an increase from 1% the previous year, and 2.3% walked, up from 1% the previous year.

We noted that the majority of respondents spend between 15-30 minutes in traffic during their average commute one-way.

The top 3 choices for corridors to be improved are:

- 152 Street Overpass of Highway 99: Widen to 4 lanes with transit, walking and cycling facilities
- 80 Avenue: Widen to 4 lanes with walking and cycling facilities from 132 Street to King George Boulevard
- 64 Avenue: Widen to 4 lanes with walking and cycling facilities from 177 Street to 184 Street

Surrey is spread out geographically, and the ability for commuters to use bicycling as a transportation option is not efficient to get to and from work. More respondents were willing to bicycle to work if given safe infrastructure.

Support for a new Pattullo Bridge with an expanded 6 lanes is strongly supported, as is replacing the Massey Tunnel with a bridge.

RECOMMENDATIONS

As a result of survey responses and voluntary additional comments, the Surrey Board of Trade recommends:

1. Planning all major infrastructure projects to anticipate growing population needs.
2. All levels of government work together to develop a comprehensive and sustainable inter-regional transit/transportation plan for the South Fraser Economic Region, that would not change with election cycles.

Survey Highlights

The daily commute	<p>57.3% of respondents live and work in Surrey – this has increased since last year</p> <p>15.7% work in Surrey but live South of the Fraser or in Metro Vancouver, up from the previous year</p> <p>78.7% drove their own vehicle to work – down from 2021 (91.9%)</p> <p>2.3% walked to work, up from the previous year (1%)</p>
Traveling for business	<p>21.4% drive 4 or more days a week for work</p> <p>24.7% drive 2-3 days per week</p> <p>16.9% rarely drive, a significant increase from previous surveys indicative of work from home</p>
Work from home	<p>39.4% work from home 3-5 days a week</p> <p>40.5% do not work from home at all</p>
Travel destinations	<p>24.7% travel within Surrey, down from the 2021 survey</p> <p>46.1% travel throughout the South Fraser (Surrey plus options combined)</p> <p>84.3% travel throughout Metro Vancouver (combining multiple options)</p>
Employee travel	<p>52.8% of respondents estimate that 0-20% of their colleagues travel for business purposes</p> <p>51.7% of colleagues travel 1 to 2 hours per day on average, down from the previous survey</p>
Barriers to choosing alternative modes of transportation	<p>40.5% indicated that there are no barriers to choosing different options – up from the previous year's survey responses</p> <p>45% indicated that there is a barrier</p>
Traffic congestion impact on business operations	<p>31.2% indicated there was a limited impact to business operations, up substantially from last year</p> <p>42.9% indicated traffic congestion somewhat impacted business operations</p> <p>26% indicated traffic congestion had a significant impact business operations, down from last year</p>
Top 3 corridors requiring attention	<p>42.7% chose 152 Street Overpass of Highway 99: Widen to 4 lanes with transit, walking and cycling facilities</p> <p>35.3% want 80 Avenue: Widen to 4 lanes with walking and cycling facilities from 132 Street to King George Boulevard</p> <p>33.8% want 64 Avenue: Widen to 4 lanes with walking and cycling facilities from 177 Street and 184 Street</p>
Top choice for road connections	<p>66.2% prioritized 72 Avenue with new construction from Fraser Highway to 184 Street</p>

Top 3 intersections requiring improvement	<p>69.8% indicated 88 Avenue and 140 Street, which was the top of the list in 2021</p> <p>58.7% indicated 104 Avenue and 156 Street, which was also the second most frequently chosen option in 2021</p> <p>52.4% indicated 88 Avenue and Harvie Road</p>
Transit needed	<p>73.9% of respondents stated that we <i>should have</i> and <i>definitely need</i> better east/west bus service across Surrey</p> <p>73.4% of respondents stated that we <i>should have</i> and <i>definitely need</i> new/increased bus service to neighbourhoods not served by transit</p> <p>63.1% of respondents determined that we <i>should have</i> and <i>definitely need</i> enhanced bus stops, shelters, benches, and sidewalk access improvements</p>
Curbside bus pull-outs	<p>69.1% believe that curbside pull-outs for buses are <i>very important</i> and <i>extremely important</i>, which is a slight decrease compared to 2021</p> <p>70.6% believe that curbside pull-outs for buses would be effective in reducing congestion along major arterial roadways, which is a 15.5% decrease compared with 2021</p>
Safety first	<p>51.5% support lower speed limits to help reduce the severity of collisions in Surrey</p> <p>44.3% stated that reducing speed would not reduce collisions in Surrey</p>
Bike sharing	<p>15.6% of respondents would be very unlikely to cycle to work if Surrey had bike sharing, up from 2021 but still below 2020 levels (46.5%)</p> <p>49.4% of respondents would be <i>very likely</i> to <i>somewhat likely</i> to use bike sharing, up significantly from 2020 and 2021</p>
Major infrastructure	<p>80.6% want the Pattullo Bridge to have 6 lanes available on opening day</p> <p>52.2% want a bridge (whether as originally planned or with fewer lanes) to replace the Massey Tunnel</p>

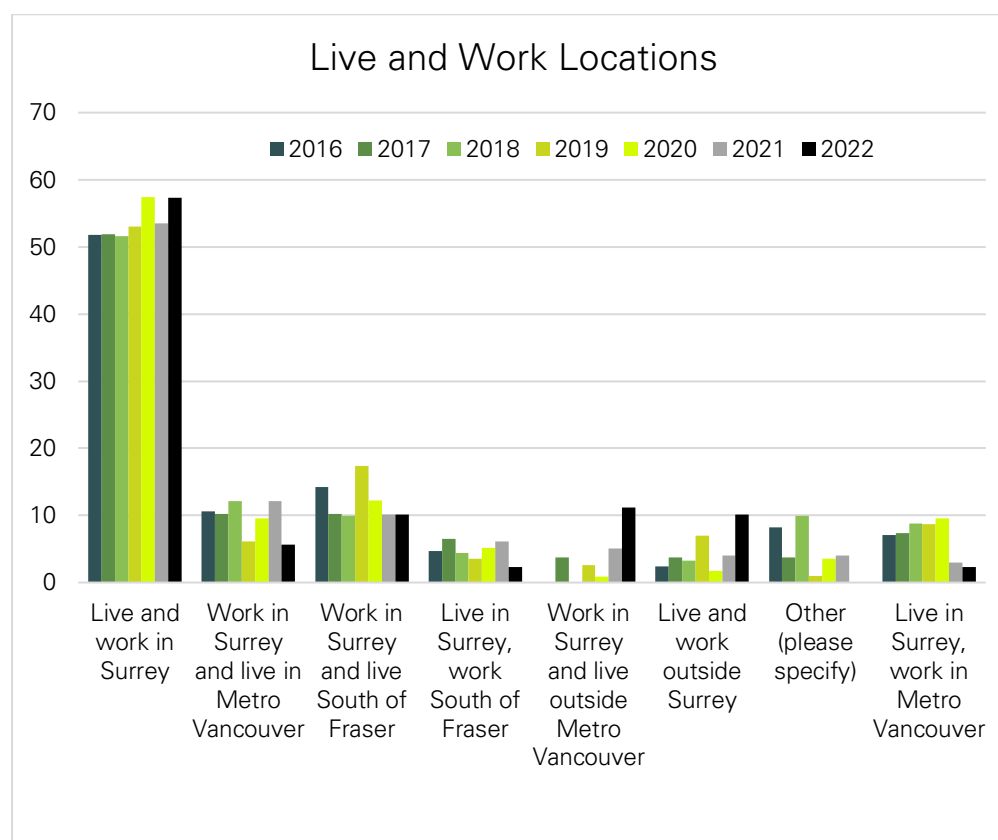
Methodology

The Surrey Roads Survey was distributed via email to our membership representing over 6,000 member contacts and 60,000 employees. The survey was also promoted on our website (businessinsurrey.com), and our various social media channels such as Facebook, Instagram, Twitter, and LinkedIn.

Overview of Results

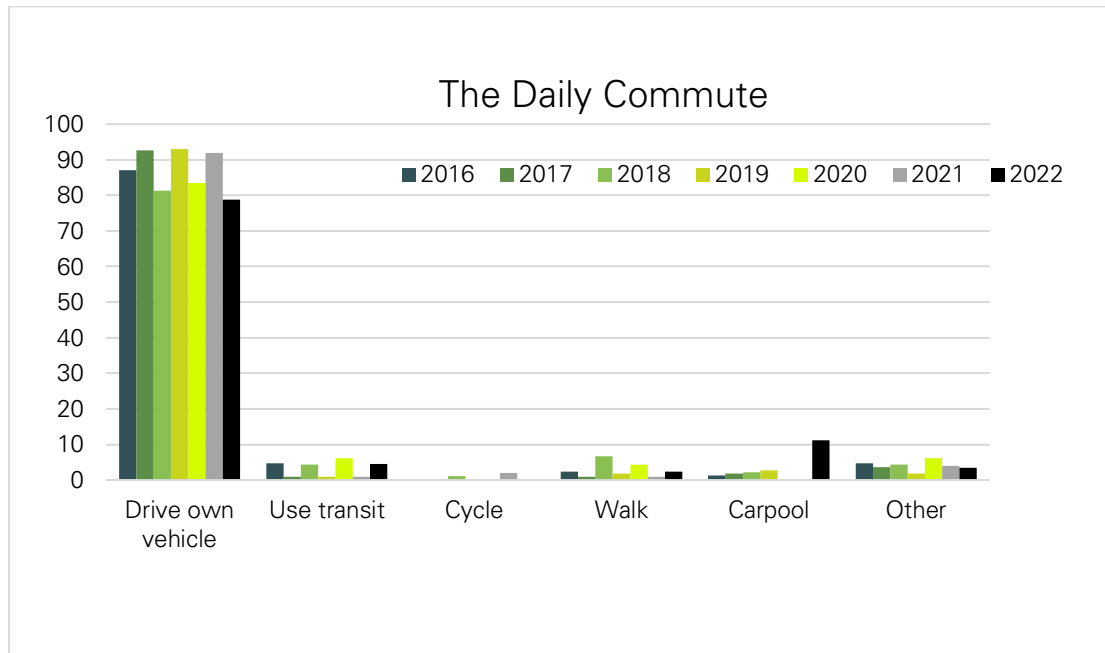
Please note: Details and tables of results are in [Appendix 2 on page 33](#). All data are in percentages unless otherwise indicated. Numerical data, where given, have been rounded to the first decimal, therefore results may not add up to 100%.

COMMUTING IN SURREY



One of the more important metrics to measure is how many respondents work in Surrey. Over 57.3% live and work in Surrey, and this is consistent over the past seven years. Also consistent is that nearly 86.5% of respondents work South of the Fraser. Most of those who chose *other* pointed out that they work from home or are retired.

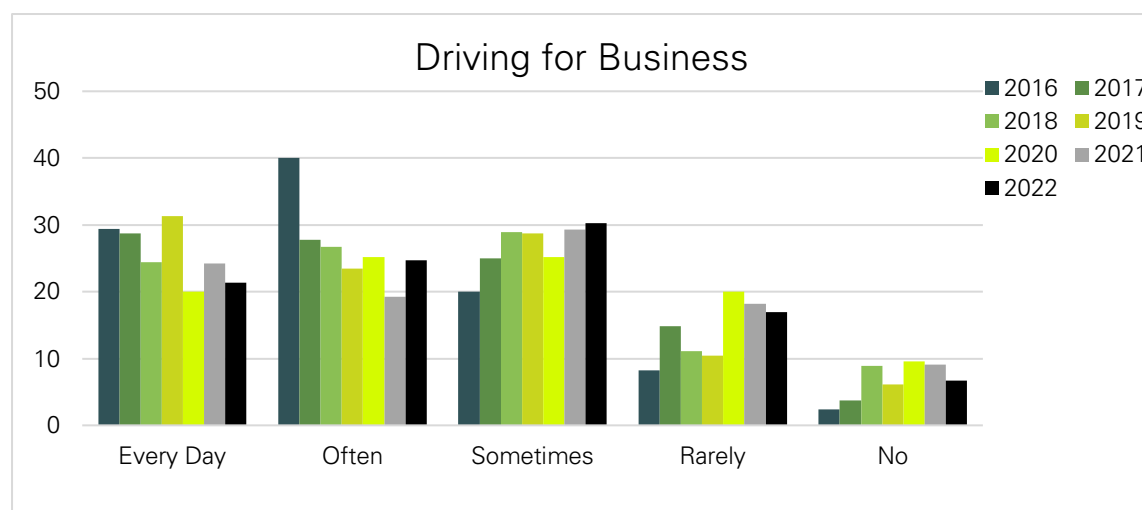
Transit usage is consistently low over the history of the survey. This year, 4.5 percent indicated they use transit for their daily commute. As later responses demonstrate, the low ridership numbers are most indicative of a lack of reasonable transit options for potential riders in Surrey. 'Reasonable' is variously defined by municipal or transit planners as being within 5 to 10 minutes walking distance to a transit stop. Additionally, the pandemic further reduced ridership as individuals were fearful of contracting COVID-19. In 2022, we saw more individuals using transit.



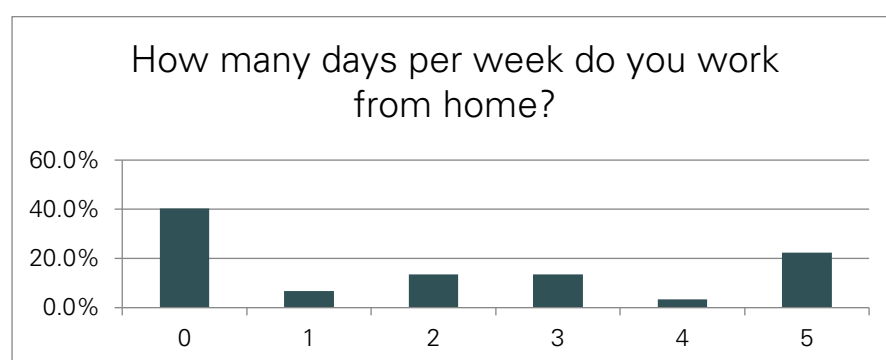
We saw a remarkable decrease in respondents that cycled to work, with no respondents indicating as such. Carpooling and walking increased. Overall, respondents mostly live and work South of the Fraser and will drive as part of their commute. Those that indicated 'Other' would be working from home and/or use another mode of transportation.

RESPONDENTS' WORK-RELATED TRAVEL

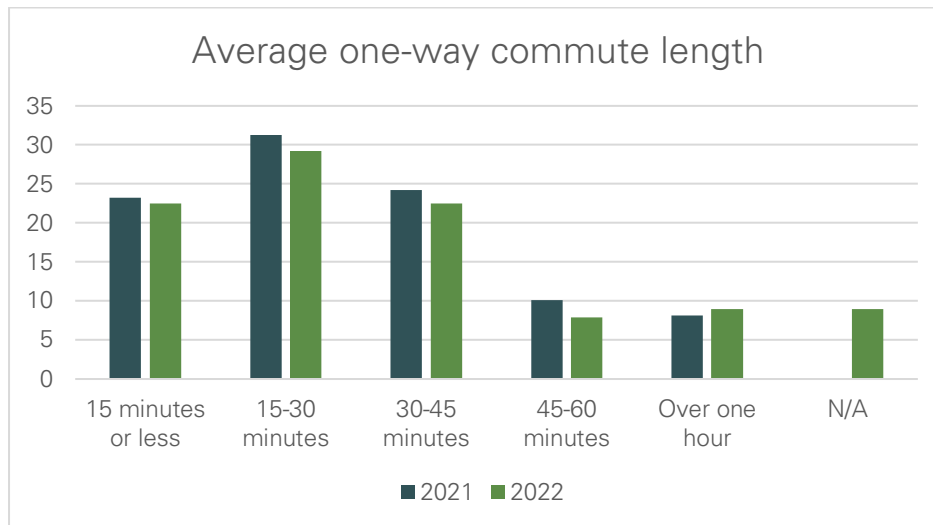
Travelling to and from work, as well as heading out to sales calls, meetings, and other errands, can consume a good portion of a workday. With seven years of data, we can speculate that there is a trend developing in daily business travel. There was an upward trend of those who responded that they *often or sometimes travelled daily for business during the day*. Those who *do not drive at all for business during the day* is down compared to 2021. Those who drive *every day* has decreased. These results should not be surprising as COVID-19 pushed much of the workforce to work from home arrangements and has led to reduced road users, however, many returned to work (office workers and essential jobs).



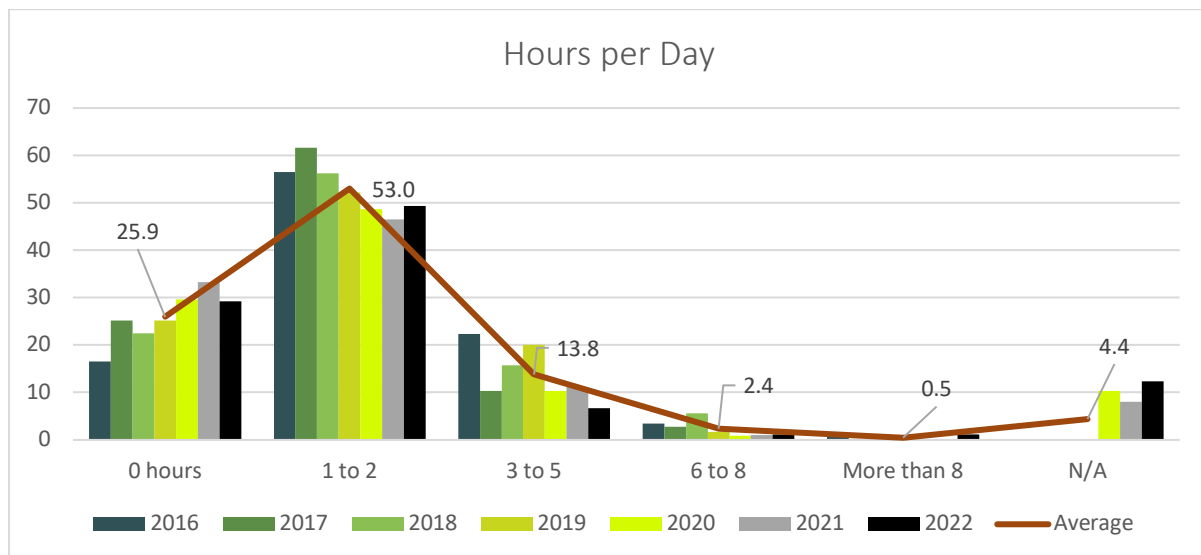
We asked respondents to specifically tell us how many days per week they work from home. We saw that 59.5% of respondents work from home between 1-5 days but there were quite a few (40.5%) that did not work from home at all.



When respondents were asked how long their average commute was one-way, the majority spend between 0-45 minutes in traffic. The number of respondents spending more than one hour in traffic has increased, and those not in traffic at all has also increased.



The following information is related to travel during the day to meetings, sales calls, etc. Overall, the pattern for number of hours travelled per day has been relatively consistent with the most travel time being between 1 to 2 hours during the day.

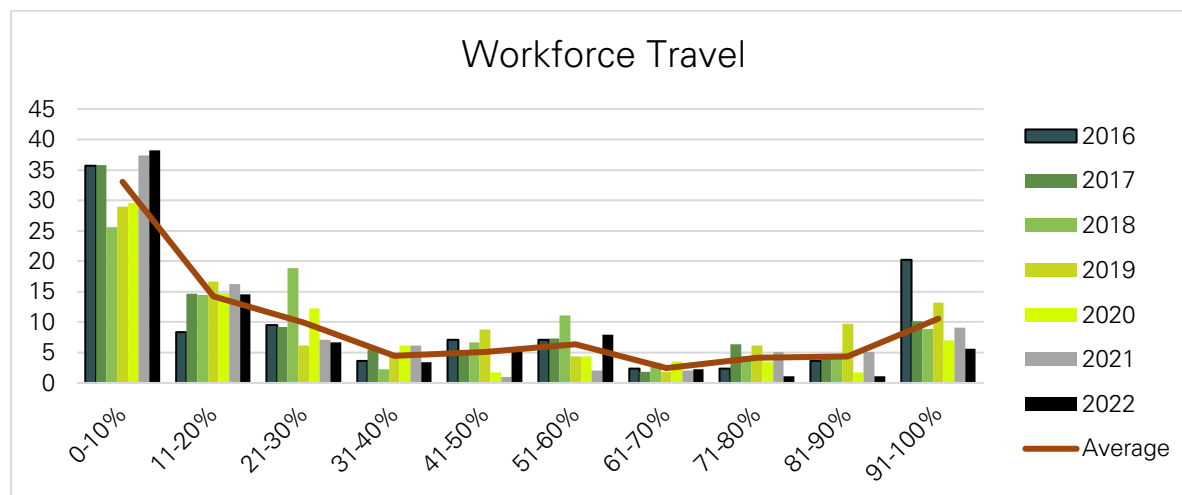


When respondents were asked that if they did drive for business purposes, where did they do most of their driving? Respondents this year travelled mostly within Surrey (adding respondents that indicate *Within Surrey and Mostly Surrey* together), an increase compared to the previous 4 years, and many more that did not travel (N/A) as part of their business.

	2016	2017	2018	2019	2020	2021	2022
Within Surrey	18.1	16	15.9	20.4	22.6	30.3	24.7
Mostly Surrey, and some travel to other municipalities South of the Fraser	22.9	22	14.8	25.7	20	17.2	18
Through most municipalities South of the Fraser	4.8	11	9.1	5.3	8.7	6.1	3.4
Mostly within the Metro Vancouver Region, North and South of Fraser	45.8	46	55.7	46	32.2	29.3	38.2
Travel beyond Metro Vancouver	1.2	3	1.1	2.7	1.7	3	3.4
Other (please specify)	7.2	2	3.4	0	0.9	10.1	0
N/A	-	-	-	-	13.9	4	12.4

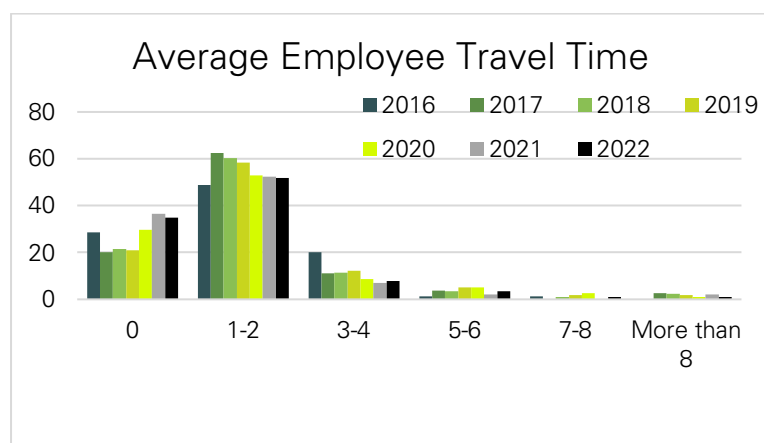
EMPLOYEES' TRAVEL FOR BUSINESS

Respondents were asked to assess the work-related travel by other employees in their company. Most of the respondents over the years travel minimally for work (0-30%). There was an unusual increase in respondents travelling between 41-60% of the time.



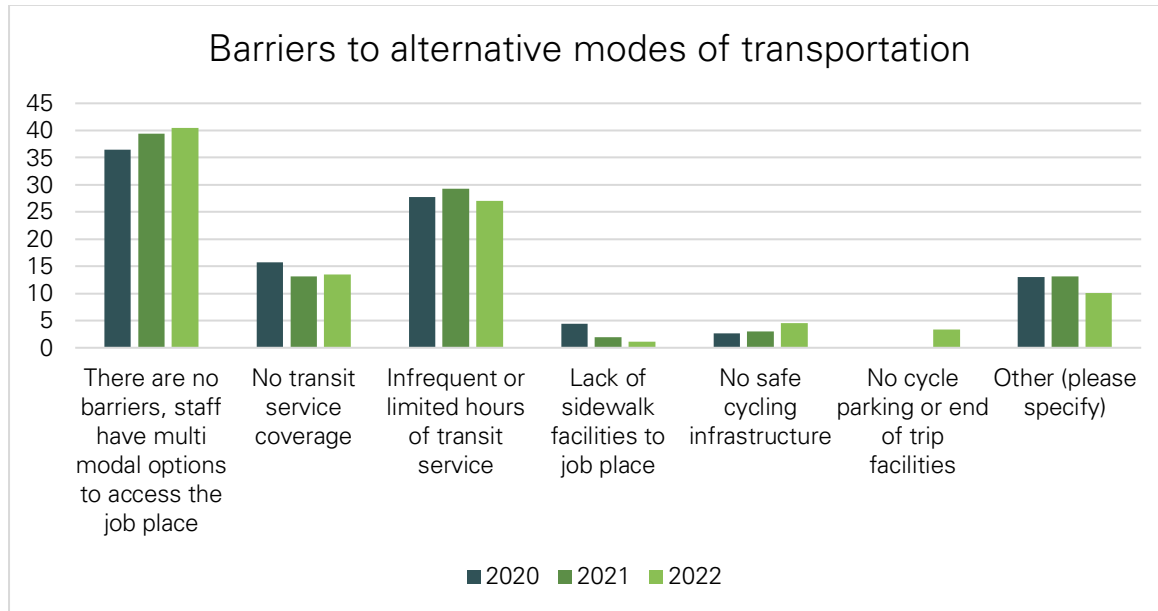
The percentages chosen are “guestimates” made by respondents and are not likely to be an accurate reflection of the travel patterns of a company, particularly a larger business. However, we do see that most respondents and their coworkers do not travel often.

Despite relying on the guestimates of respondents, 2016 to 2022 results for the estimated travel time of employees are very similar. The number of hours per day a co-worker or employee travels during the day stayed relatively consistent over the past three years (2020-2022).



BARRIERS TO CHOOSING ALTERNATIVE MODES OF TRANSPORTATION

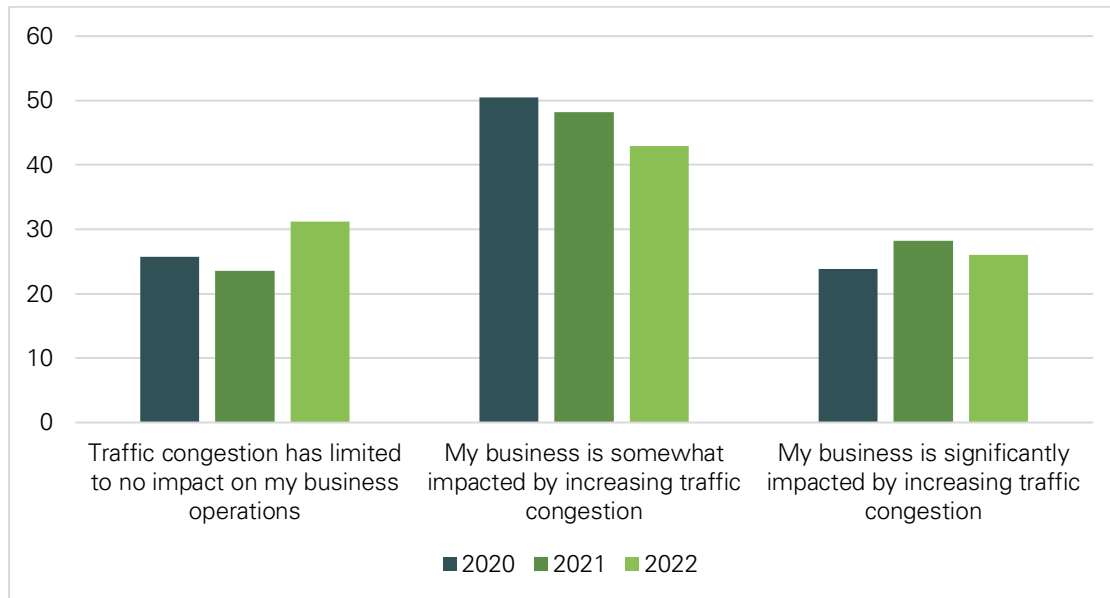
We asked whether employees have barriers to choosing an alternative to driving to their place of employment.



More respondents are indicating there are no barriers compared to the previous years, although lack of transit service and cycling infrastructure is a prevalent concern to the business community. Those that indicated '*Other*' stated that employees had to carry tools, equipment, and visit and transport clients.

TRAFFIC CONGESTION AND ITS IMPACTS ON BUSINESS OPERATIONS

Impact could be characterized as customers experiencing longer delivery times, employees/employers experiencing unpredictable travel times between job sites, uncertain times to ship or receive goods, etc.



This year, we found that congestion is impacting businesses less than in 2020 and 2021.

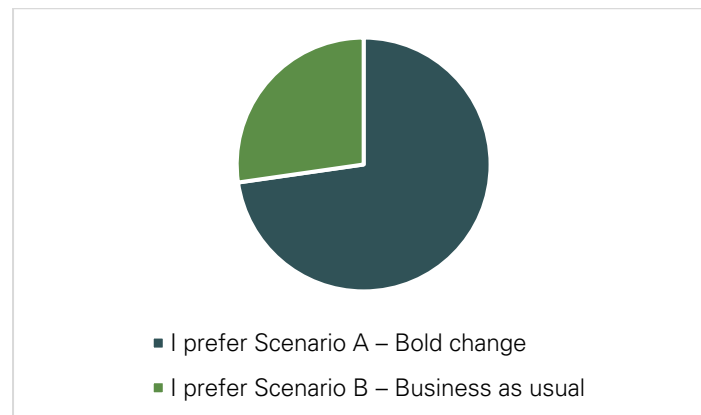
INNOVATION IN TRAFFIC REDUCTION STRATEGIES

The Surrey Transportation Plan has set three 2050 targets to make roads safer for people of all ages and abilities (zero killed and seriously injured), reduce GHG emissions from transportation (zero GHG) and tackle the climate crisis (50% transit, walk, bike, and mode share).

We asked respondents which approach they want Surrey to take to achieve these objectives:

Scenario A – Bold Change: Work boldly to make changes in the next 10 years to significantly increase transportation choices, reduce serious injuries and deaths, and help avert the worst impacts of climate change. I'd rather see less emphasis on road expansion, economical ways to reallocate road space, and invest more money to improve walking, cycling and transit options.

Scenario B – Business as Usual: Continue today's gradual change and implementation, evenly spread over the next 30 years. I'd rather see minor impacts for private vehicle drivers over a longer period of time, even if it means there is a slower reduction in the number of people killed and seriously injured, climate impacts increase, fewer choices in the transportation network and it is harder for future generations to achieve our objectives.



Most respondents (72.7%) prefer Scenario A. The business community requires certainty to operate and understanding the plan forward will help set them up for success. The City communicating their long-term intent with as little changes and disruptions are favourable.

SURREY'S TRANSPORTATION PLAN

The City of Surrey is creating a new, innovative transportation plan for the Surrey of the future. This is an opportunity for Surrey Board of Trade members to offer their input on the plan. The plan will be rooted in community values informed through public consultation, including the Board of Trade, and built on five key pillars:

1. Grow the transportation network
2. Prioritize human life above all else
3. Tackle the climate crisis
4. Innovate through technology and new mobility
5. Balance equity

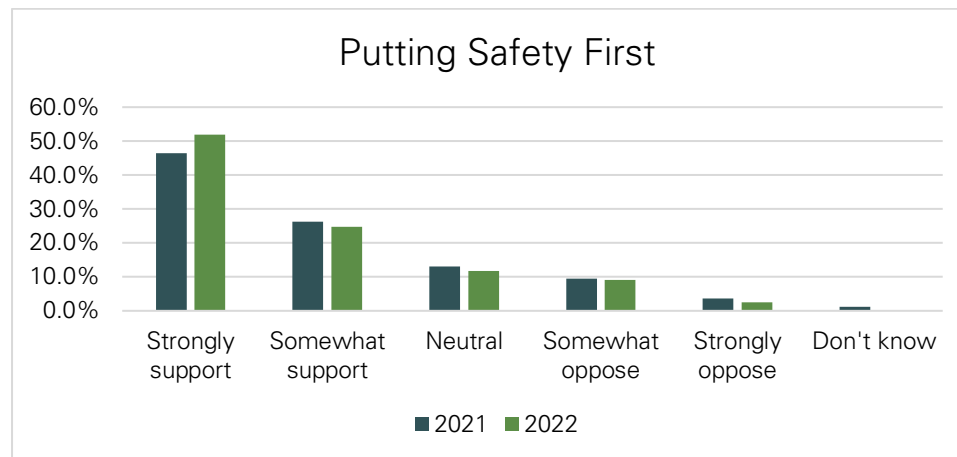
In fall 2020, phase 2 of public consultation explored community values and the current Surrey transportation experience, with input from residents, businesses and stakeholders including the Surrey Board of Trade. Based on this feedback, the City created a draft vision and identified four bold moves that deliver on the five pillars. Some of them are outlined in the following pages.

The City is now working to refine the bold moves which will be undertaken over the next 10 years to deliver the new vision for transportation in Surrey.

BOLD MOVE: PUT SAFETY FIRST

Value human life above all else in the transportation network by building streets that prioritize safety over the movement of vehicles.

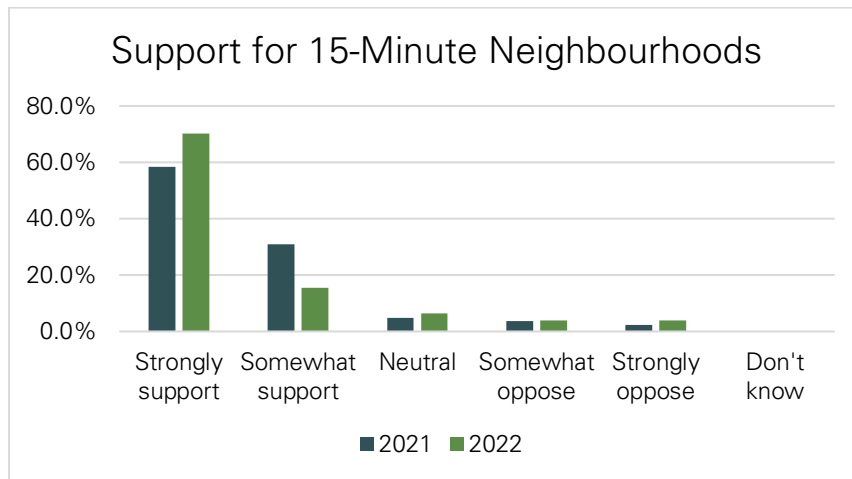
We asked respondents to what extent they support or oppose this bold move for the future of transportation in Surrey. There was a strong majority that strongly or somewhat supported this initiative, as per the graph below. People support this move much more strongly than last year.



BOLD MOVE: SUPPORT 15-MINUTE NEIGHBOURHOODS

What is a 15-minute neighbourhood? It is localized shops and services, and access to transit within a short distance from your home. It supplements the greater level of services provided in areas like Surrey City Centre and the town centres such as Newton and Cloverdale, so that more services are closer to home. By having daily needs close at hand, we can spend less time in traffic and more time with friends and family.

We wanted to know whether the business community supported the 15-minute neighbourhood concept.

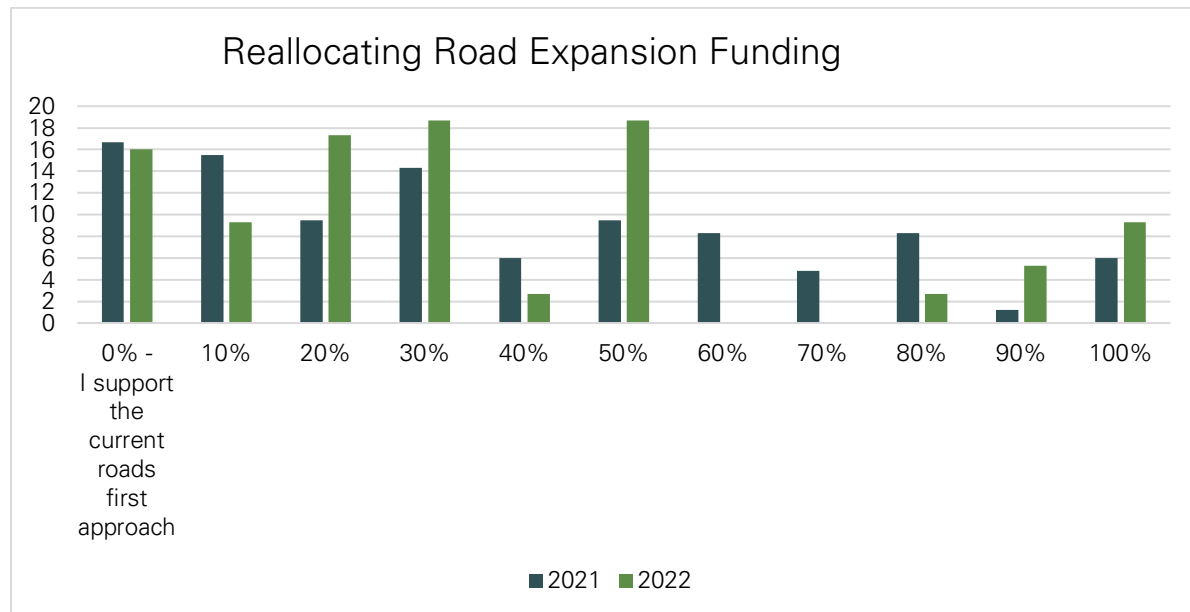


The majority of respondents supported the concept with very few (7.8%) opposing the concept.

REALLOCATING ROAD EXPANSION FUNDING

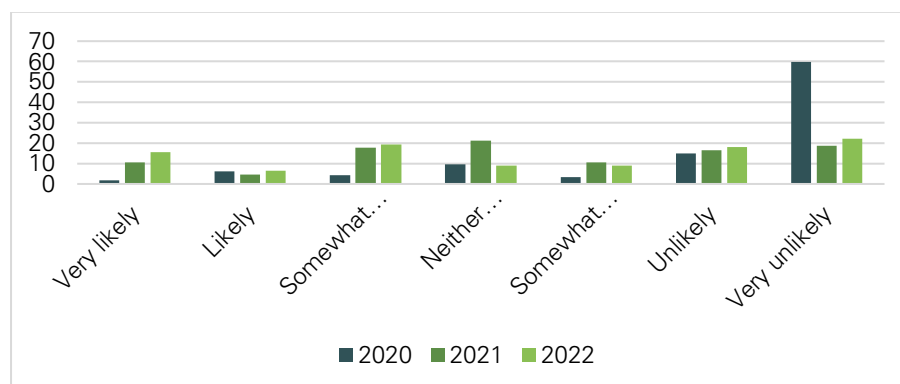
Surrey's current 10-year capital plan proposes to invest \$940 million to improve the transportation network. Currently, 90% of that funding is for road expansion, while walking, cycling and transit combined represent about 10%.

Respondents were asked what percentage of existing funding for adding new car lanes would they support reallocating to safety improvements that will increase choices for walking, rolling and transit. Many respondents this year indicated 50% or less should be reallocated.



CYCLING TO WORK

We wanted to ensure that the City was aware that the business community has an opinion on cycling to and from work. We first asked this question in 2020 and saw that there was little interest in cycling. Now, we can see more people would be at least somewhat likely to take up cycling to and from work. The City needs to act upon this level of interest and start building cycling networks into road projects as they develop.



CITY ROADS AND PROJECTS

Each survey features several questions designed by the City of Surrey staff as part of their information gathering. The City of Surrey has a 10-year plan for road improvement projects. Priorities are evaluated annually with major projects taking approximately 3 years from planning to completion. As these differ annually, there are no comparatives. Respondents were also given an opportunity to recommend projects to City staff, and many were suggested.

Of the identified projects, respondents were asked to select their top three choices. These are included here in order of preference.¹ For the full table, please see Appendix 2, page 43.

ROAD CORRIDORS

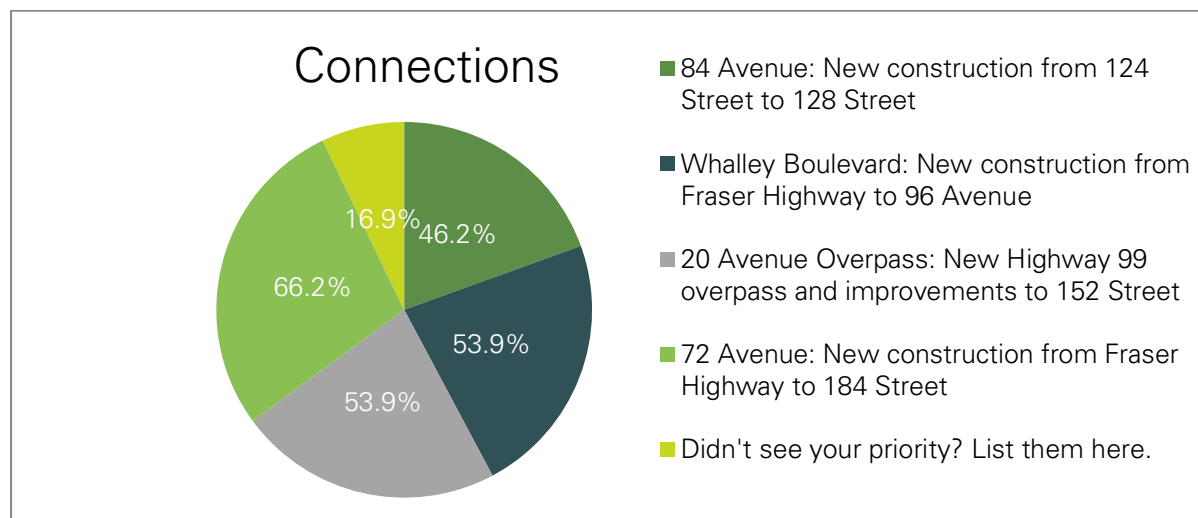
- | | | |
|----|--|-------|
| 1. | 152 Street Overpass of Highway 99: Widen to 4 lanes with transit, walking and cycling facilities | 42.7% |
| 2. | 80 Avenue: Widen to 4 lanes with walking and cycling facilities from 132 Street to King George Boulevard | 35.3% |
| 3. | 64 Avenue: Widen to 4 lanes with walking and cycling facilities from 177 Street to 184 Street | 33.8% |

About 25% of the respondents had suggestions in addition to those provided by the City. See appendix 2, page 43 for the entire list.

¹ Totals will not add up to 100 as respondents were asked to choose their top 3.

CONNECTIONS

The City of Surrey has been considering closing several network gaps in order to improve connectivity. Respondents were asked to pick their top three priorities. Of the choices given, new construction on 72 Avenue from Fraser Highway to 184 Street was picked most.



Close to 17% of respondents provided alternative choices. See appendix 2, page 44 for the full list of responses.

"148 Street between 84 Avenue and 108 Avenue. There is construction and improvements happening every other month with no end in sight. It needs to be widened."

INTERSECTIONS

Of the four intersection choices provided, the following were selected as the top three priorities for improvements by respondents.²

1. 88 Avenue and 140 Street	69.8%
2. 104 Avenue and 156 Street	58.7%
3. 88 Avenue and Harvie Road	52.4%

Various intersections on Fraser Highway and King George Boulevard dominated the recommendations by the 39% of respondents who provided additional suggestions. For a full list of alternative recommendations, see appendix 2, page 45.

² Totals will not add up to 100 as respondents were asked to choose their top 3.

TRANSIT

Respondents were asked to rate transit improvement options. The top three options that respondents indicated we *should have* and *definitely need* include:

1. Rapid transit on King George Boulevard from City Centre to Newton	79.4%
2. Rapid transit on 104 Avenue from City Centre to Guildford	70.6%
3. Rapid transit on King George Boulevard from Newton to South Surrey	64.7%

Respondents rated a number of proposed transit projects that the City of Surrey is considering or has already started to work on. The top three transit improvement projects that respondents indicated we *should have* and *definitely need* include³:

1. Better east/west bus service across Surrey	73.9%
2. New/increased bus service to neighbourhoods not served by transit	73.4%
3. Later service on bus routes	63.1%

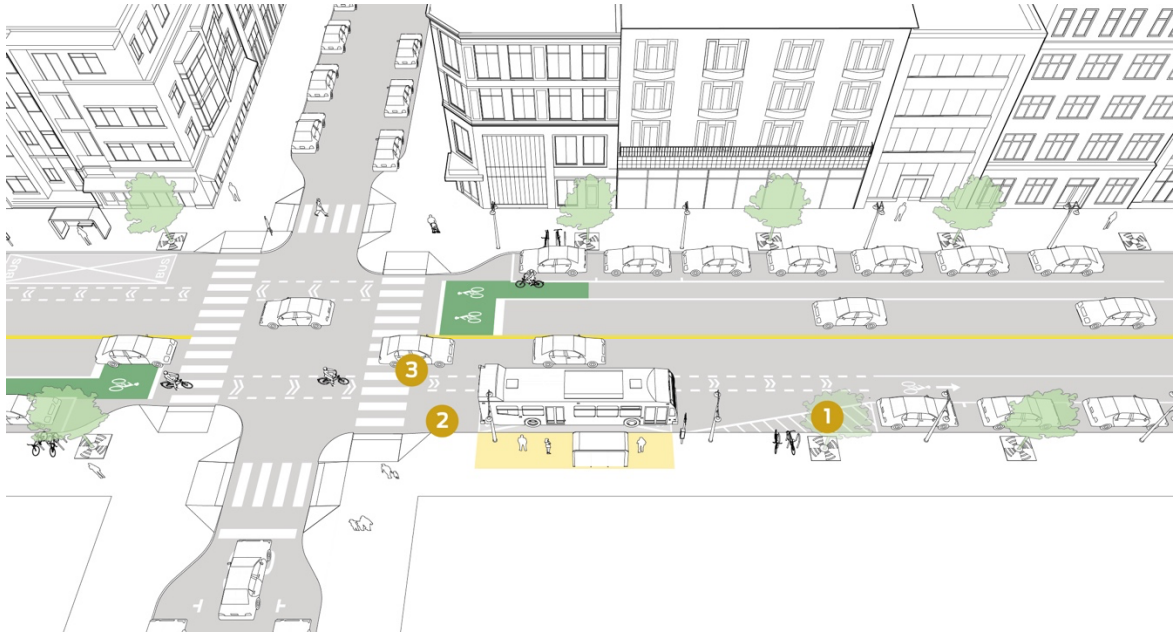
There may be debate around the technology, but there is no denying a strong need for improved transit and improved connection within Surrey.

Least favoured, 152 Street RapidBus service, with bus only lanes, from Newton to Coquitlam Centre. This year, only 47% of respondents felt that this mode is something we *should have* and *definitely need*.

Respondents were given a final opportunity to comment, and many were flagged for future consideration in both the annual survey and the City of Surrey's planning. Respondents recommended SkyTrain along north-south routes and improved transit to Campbell Heights.

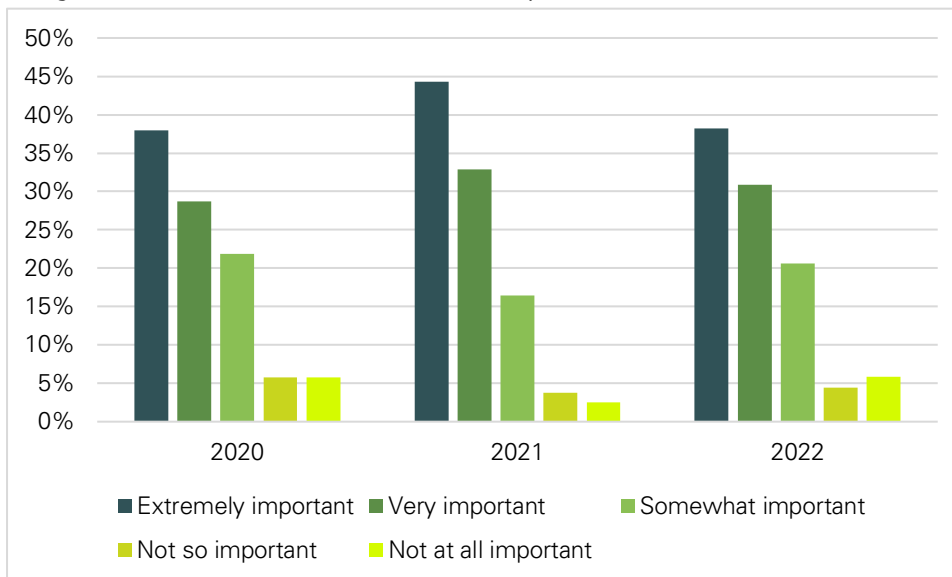
³ Totals will not add up to 100 as respondents were asked to choose their top 3.

CURBSIDE PULL-OUTS

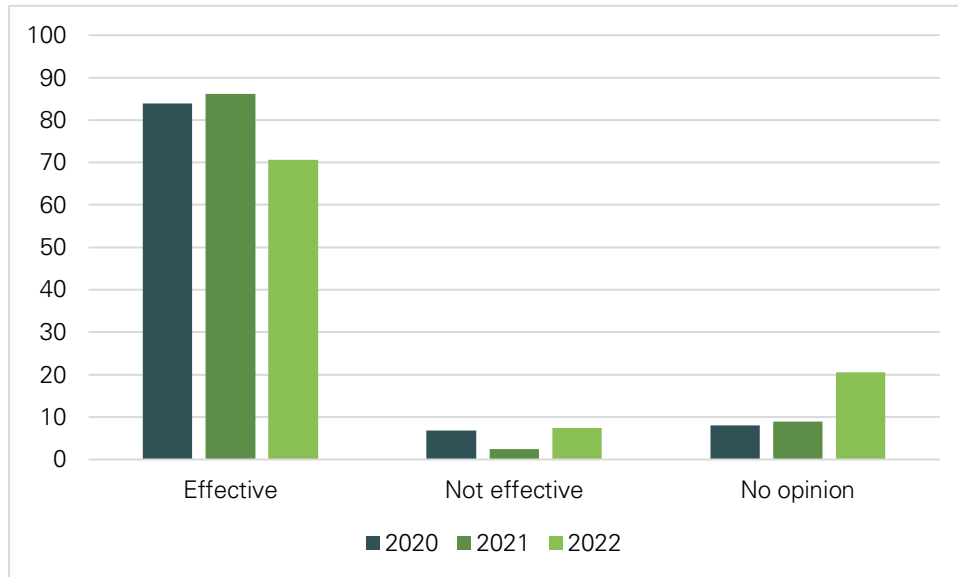


Innovation in road layout is a key aspect of reducing congestion. Curbside pull-outs allow buses to move out of the way of traffic. This allows for limited congestion as cars are not stopping behind the buses when they pick up or drop off passengers.

We asked respondents again to rank curbside pull-outs and their effectiveness on reducing traffic and congestion. Respondents indicated that pull-outs are important for reducing congestion, a consistent trend over the years.



We also asked respondents how effective curbside pull-outs along arterial roadways such as 104 Avenue, Fraser Highway, King George Boulevard, 128 Street, 72 Avenue, 88 Avenue, and others would be at reducing congestion. The vast majority (70.6%) indicated that it would be effective in reducing congestion.



ROAD SAFETY

The City is conducting a Slow Streets Pilot that is evaluating how reducing speed limits impacts driver behaviour and safety on streets. Research shows that high speed is the key factor in the survival rate of traffic collisions. Some municipalities are working to reduce the speed limit on some roads.

We asked respondents whether they support lower speed limits as a way to help reduce the severity of collisions in Surrey and 51.5% responded positively.

The City is also investigating a new technology to reduce speeding and the severity of traffic collisions with Automated Speed Enforcement (ASE).

It is a system that uses a camera and a speed measurement device to detect and capture images of vehicles travelling in excess of the posted speed limit. When installed at locations such as high injury/collision intersections, or school zones, and done with clear warning and high visibility identification of the ASE zone, it is a tool to reduce severe injury collisions. The system is currently used as part of the Province's Intersection Safety Cameras at 7 intersections in Surrey.

When asked whether respondents would be supportive of expanding ASE to be used in other priority zones beyond the Intersection Safety Cameras when implemented with high visibility and identification of the ASE zone, 66.2% responded that they would.

MAJOR INFRASTRUCTURE

Bridges, tunnels and highways impact daily travel whether a commuter is taking those routes or not. Congestion negatively impacts business. We asked our members whether they traveled across the Fraser River and to give their opinion on how the crossings could be improved.

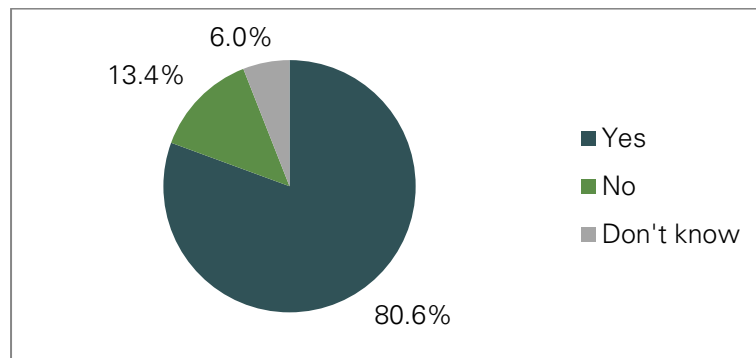
PATTULLO BRIDGE

The table below indicates the usage of the Pattullo Bridge.

Yes, daily	4.5%
Yes, 2 or 3 times a week	14.9%
Sometimes, a few times a month	17.9%
Sometimes, a few times a year	28.4%
No, not for business travel	34.3%

Plans to replace the Pattullo Bridge are well underway. The new bridge is scheduled to open in fall 2023. The existing bridge will remain in use until the new bridge is open to traffic. Once the new bridge is open, the existing bridge will be removed. Geotechnical investigations and other work to gather information within the project area in New Westminster and Surrey began last spring. Preliminary in-river work began in February 2021 on the new toll-free Pattullo Bridge replacement. However, the new bridge will be a 4-lane crossing when opened.

Respondents were unequivocal on what they want available on the opening day of a new Pattullo Bridge. Respondents were asked if the bridge should open with six lanes and they agreed.



Respondents were given an option to provide other thoughts on the Pattullo crossing. Three themes dominated:

1. Build it wider now to serve future population growth as it is cheaper to open it at six lanes today than it will be in the future
2. Increase capacity in New Westminster to allow for six lanes on the off/on ramps now
3. Safe access and crossing for bicycles and pedestrians is paramount

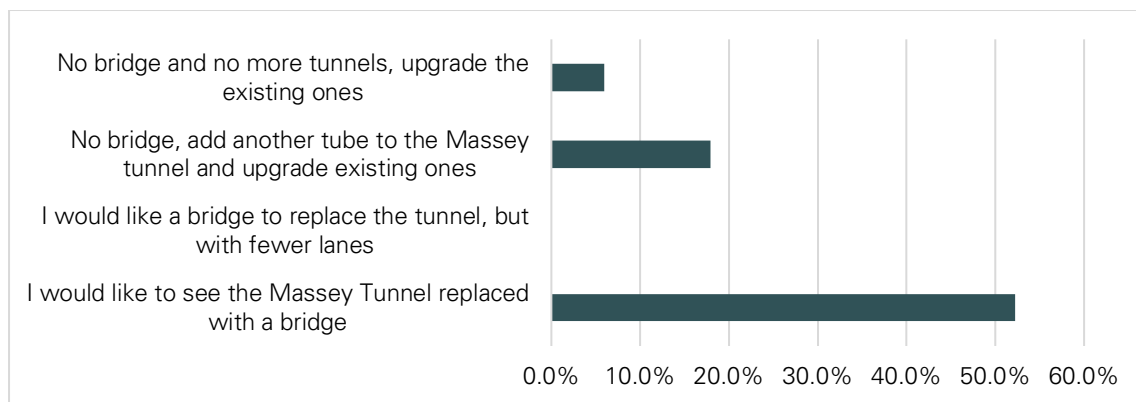
"The new bridge will likely stand for around 50 years. Plan for the next 50 years."

MASSEY TUNNEL

The George Massey Tunnel is 61 years old and connects Delta with Richmond under the Fraser River. It is also the major crossing for those using Highway 99 through the City of Vancouver to the Peace Arch Border and Interstate 5 in the USA. Interstate 5 runs uninterrupted from the Canadian border down to the Mexican border and is arguably West Coast USA's "backbone." All of this is to point out the importance of a 10-lane bridge crossing.

No one argues that traffic, especially during peak hours, has far exceeded the tunnel's capacity. However, there is ongoing debate regarding the Massey Tunnel replacement. Only 3% use the tunnel daily (up from 1.3% in 2021), and a total of 37.3% use it frequently (daily to a few times a month).

The former Liberal Provincial Government administration started work on a 10-lane bridge to replace the tunnel. The Surrey Board of Trade supported this proposal as many Surrey business members would use the crossing.



Unfortunately, the bridge construction was put on hold by the current Provincial Government. The new Metro Vancouver Mayors' Council has opted to recommend an 8-lane tunnel to the Provincial Government. The BC Government will be constructing the 8-lane tunnel.

52.2% of respondents preferred wanting the originally planned 10-lane bridge. Adding another tube was selected by 17.9% of respondents. Upgrading the existing tube was selected by 6% of respondents. A bridge with fewer lanes was not selected by any respondent.

Very few respondents thought that all crossings, including the Alex Fraser Bridge, the Golden Ears Bridge, and the Port Mann Bridge, were fine as is. The comments for these transit and final comments are summarized as follows:

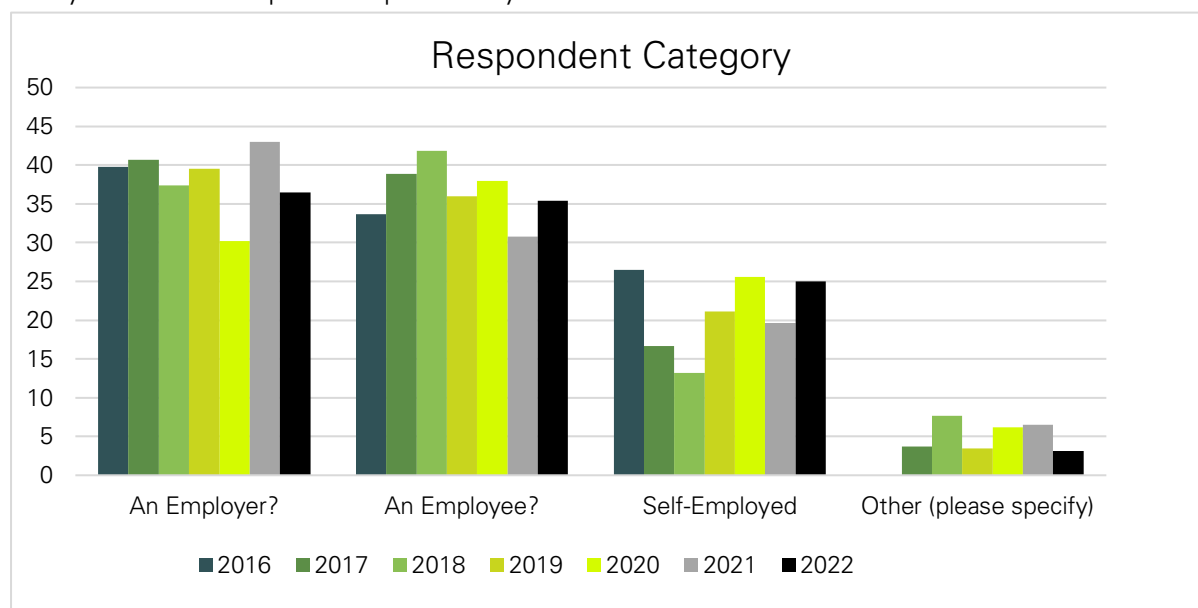
- Highway 15 connects east Surrey and one of the largest business parks in the country. Transit is horrible and we should not have to take transit to Langley to get to Cloverdale.
- Get a SkyTrain to SFU.
- Running SkyTrain or LRT across the Port Mann Bridge and along Highway 1 through Surrey, Langley and eventually Abbotsford to Chilliwack should be done. Then once better rapid transit is in place, more eco-friendly (biking, walking, public transit) transit options can be added. Better road networks are needed for now until rapid transit is much better in Surrey.

- Takes 2 hours from Surrey to Richmond on transit. Some take SkyTrain from Surrey to waterfront and then catch the Canada Line. It takes too long.
- No tolls unless every bridge in BC is tolled (share the burden).
- Need to focus on safety improvements for walking and biking, and massive increase in bus service.
- Port Mann needs to be multi modal.
- Speed on the Alex Fraser should be 90km/hr. As soon as you come off the bridge on the north side its 90km/hr on a tight turn with merge and an exit. Why have it 70km with four lanes and straight roadway, then increase the speed limit at a choke point?
- Have the SkyTrain expansion in place as a priority, sooner rather than later, especially the one on Fraser Highway from Whalley to Langley.
- I believe that better public transit must be in place before focusing on biking and walking. Public transit investment has not kept pace with Surrey's rapid population and business growth. We need more roads and wider roads now or business will suffer. Employees must drive to work still as public transit is not good enough yet. The rain, snow and weather which is a fact of life in Vancouver will also limit biking as a viable option for work commuting no matter how many bike lanes are built. This is a fact that should not be ignored.
- Traffic is worse every year, yet transit hasn't kept pace with the growth. Developers should be forced to put a portion of their profits towards services including transportation, schools, rec services, mental health/social/health services.
- Families must travel for sports and other activities for their kids. They are NOT all transit, cycle, or walking friendly.
- Add more lanes where is possible because it's getting congested.
- Upgrade the traffic management system. Real-time automated detection for traffic light signaling will vastly improve traffic flow and volume at a fraction of the cost of added traffic lanes.
- We are in a climate crisis. We need more transit and safe walking and biking routes.
- SkyTrain expansion. Autonomous vehicles in cities. High frequency bus service on busy routes. Strong advocacy for carpooling and cycling.
- I would like to see a proposal to increase motorcycle, scooter, or other motorized "two-wheeled" transportation methods utilization. They are more cost effective and have a much smaller environmental footprint.

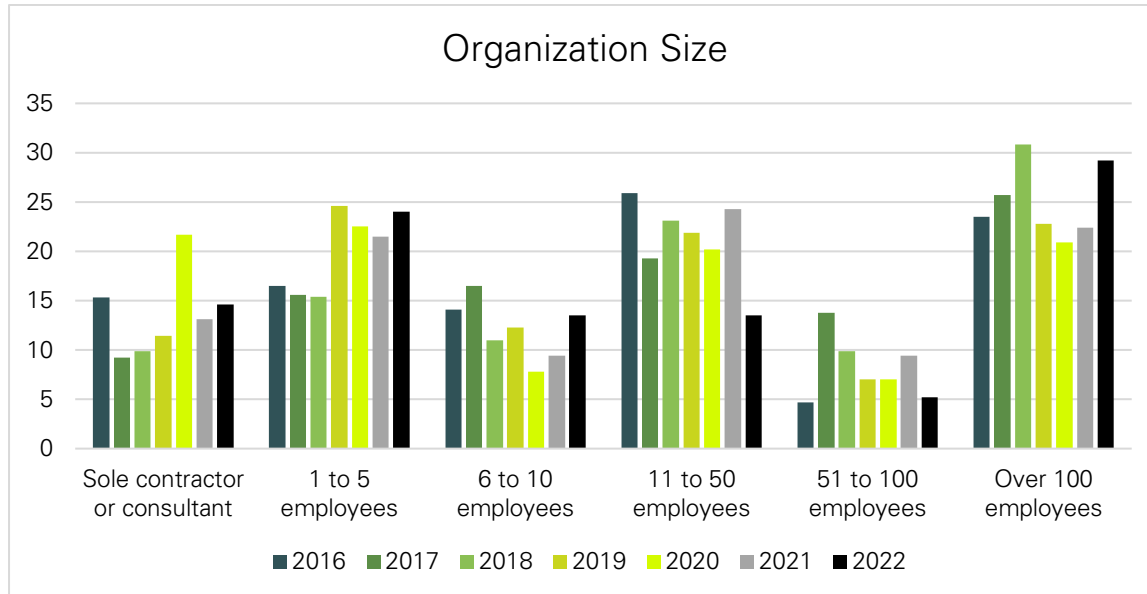
APPENDIX 1 – Respondents in Detail

Responding to the survey is voluntary. Who chooses to respond, their industry or sector, and their particular concerns influences the data collected. Three questions are consistently asked for each survey implemented by the Surrey Board of Trade: whether they are employers or employees; how large is the organization for which they work; and what industry they work within. All response data is presented in percentages.

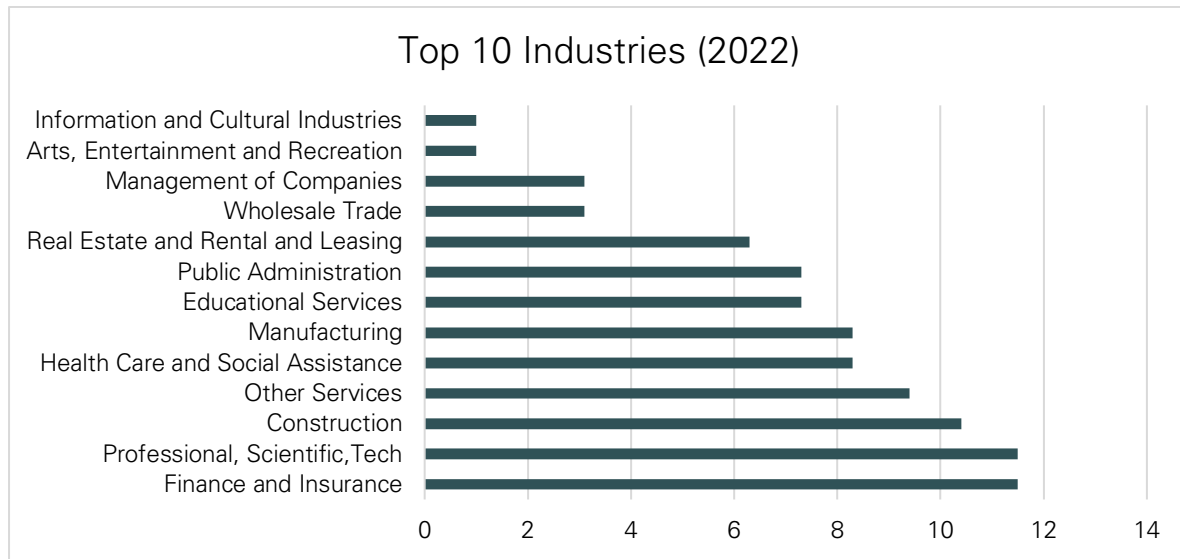
We saw a large increase in employees and self-employed individuals responding to the survey this year when compared to previous years.



Most respondent organizations in 2022 fall within the range of 1 to 50 employees (51%). 34.4% of respondent's organizations have 51 to 100+ employees. Surrey and the Surrey Board of Trade are primarily comprised of small to medium-sized enterprises⁴ and that is reflected in this survey.



⁴ According to the Organization for Economic Cooperation and Development, small firms are comprised of less than 50 employees, while medium enterprises have an upward limit of 250



Also tracked are the different industries that are represented by respondents. To be consistent, the Surrey Board of Trade uses the North American Industry Classification System (NAICS). NAICS is used by business and government to classify business establishments according to type of economic activity (process of production) in Canada, Mexico, and the United States of America.

APPENDIX 2 – Responses in Detail

The following are the questions and responses that are asked annually. There are some new questions that were added. All answers are in percentages unless otherwise indicated. The numbers are rounded to the first decimal and therefore the total may not add up to 100%. Written responses have been edited for clarity.

RESPONDENTS

Are you:	2016	2017	2018	2019	2020	2021	2022
An Employer?	39.8	40.7	37.4	39.5	30.2	43.0	36.5
An Employee?	33.7	38.9	41.8	36	38	30.8	35.4
Self-Employed, Contractor, Consultant?	26.5	16.7	13.2	21.2	25.6	19.6	25.0
Other (please specify)	0	3.7	7.7	3.5	6.2	6.5	3.1

For 2022, *other* comments included retired.

SIZE OF ORGANIZATION BY NUMBER OF EMPLOYEES

How many individuals (including FT, PT, casual, temporary/term, and regular contractors) are employed by your company?	2016	2017	2018	2019	2020	2021	2022
Sole contractor or consultant	15.3	9.2	9.9	11.4	21.7	13.1	14.6
1 to 5 employees	16.5	15.6	15.4	23.6	22.5	21.5	24
6 to 10 employees	14.1	16.5	11.0	12.3	7.8	9.4	13.5
11 to 50 employees	25.9	19.3	23.1	21.9	20.2	24.3	13.5
51 to 100 employees	4.7	13.8	9.9	7	7	9.4	5.2
Over 100 employees	23.5	25.7	30.8	22.8	20.9	22.4	29.2

RESPONDENTS BY INDUSTRY – TOP 10

Which category would best describe your company? (NAICS based choices)	2016	2017	2018	2019	2020	2021	2022
Finance and Insurance	16.7	15.7	18.7	13	12.4	10.3	11.5
Professional, Scientific, Tech	15.5	11.1	9.9	18	14	7.5	11.5
Construction	6	4.6	9.9	7	13.2	4.7	10.4
Other Services	11.9	17.6	7.7	13	11.6	14	9.4
Health Care and Social Assistance	7.1	5.6	7.7	6	10.1	13.1	8.3
Manufacturing	13.1	10.2	7.7	7	7	6.5	8.3
Educational Services	3.6	4.6	7.7	7.8	5.4	12.2	7.3
Public Administration	1.2	0.9	2.2	3.5	1.6	1.8	7.3
Real Estate and Rental and Leasing	8.3	5.6	3.3	2.6	6.2	8.4	6.3
Wholesale Trade	3.6	1.9	3.3	2.6	4.7	5.6	3.1

COMMUTING IN SURREY

How you get to and from work is as much a part of your workday as your business needs.

The choices below focus on Surrey. Do you:	2016	2017	2018	2019	2020	2021	2022
Live and work in Surrey	51.8	51.9	51.6	53	57.4	53.5	57.3
Live in Surrey, work South of Fraser	4.7	6.5	4.4	3.5	5.2	12.1	5.6
Live in Surrey, work in Metro Vancouver	7.1	7.4	8.8	8.7	9.6	10.1	10.1
Live in Surrey, work outside Metro Vancouver	1.2	2.8	1.1	0.9	0	6.1	2.3
Work in Surrey, live South of Fraser	14.2	10.2	9.9	17.4	12.2	5.1	11.2
Work in Surrey, live in Metro Vancouver	10.6	10.2	12.1	6.1	9.6	4	10.1
Work in Surrey, live outside Metro Vancouver	0.0	3.7	0.0	2.6	0.9	4	0
Live and work outside Surrey	2.4	3.7	3.3	7	1.7	3	2.3
Other	8.2	3.7	9.9	1	3.5	2	1.1

How do you usually get to work?	2016	2017	2018	2019	2020	2021	2022
Drive own vehicle	87.1	92.6	81.3	92.9	83.5	91.9	78.7
Use transit	4.7	0.9	4.4	0.9	6.1	1	4.5
Cycle	0.0	0.0	1.1	0	0	2	0.0
Walk	2.4	0.9	6.6	1.8	4.4	1	2.3
Carpool	1.2	1.9	2.2	2.7	0	0	11.2
Other	4.7	3.7	4.4	1.8	6.1	4	3.4

The *other* respondents in 2022 indicated a mix of transit, driving, and working from home.

RESPONDENTS WORK RELATED TRAVEL

Do you usually travel during your workday as part of your job? E.g., sales calls, goods deliveries, customer services, etc.	2016	2017	2018	2019	2020	2021	2022
4 or more days per week	29.4	28.7	24.4	31.3	20	24.2	21.4
Often, at least 2–3 days per week	40.0	27.8	26.7	23.5	25.2	19.2	24.7
Sometimes, at least 2 to 5 days per month	20.0	25.0	28.9	28.7	25.2	29.3	30.3
Rarely, once a month or less	8.2	14.8	11.1	10.4	20	18.2	16.9
None	2.4	3.7	8.9	6.1	9.6	9.1	6.7

How many days per week do you work from home?	2022
0	40.5%
1	6.7%
2	13.5%
3	13.5%
4	3.4%
5	22.5%

How long is your average commute one-way?	2020	2021	2022
15 minutes or less	20.0	23.2	22.5
15-30 minutes	45.2	31.3	29.2
30-45 minutes	20.0	24.2	22.5
45-60 minutes	7.0	10.1	7.9
Over one hour	1.7	8.1	9
N/A	4.4	0	9
Other (please specify)	1.7	3	0

Not including your commute to work, roughly how many hours do you travel a day as part of your business?	2016	2017	2018	2019	2020	2021	2022
0 hours	16.5	25.2	22.5	25.2	29.6	33.3	29.2
1 to 2	56.5	61.7	56.2	52.2	48.7	46.5	49.4
3 to 5	22.4	10.3	15.7	20	10.4	11.1	6.7
6 to 8	3.5	2.8	5.6	1.7	0.9	1	1.1
More than 8 hours a day	1.2	0	0	0.9	0	0	1.1
N/A ⁵					10.4	8.1	12.4

If you drive for business purposes, where do you do most of your driving?	2016	2017	2018	2019	2020	2021	2022
Within Surrey	18.1	16.0	15.9	20.4	22.6	30.3	24.7
Mostly Surrey, and some travel South of Fraser	22.9	22.0	14.8	25.7	20	17.2	18
Through most municipalities South of Fraser	4.8	11.0	9.1	5.3	8.7	6.1	3.4
Mostly within Metro Vancouver, north and south	45.8	46.0	55.7	46	32.2	29.3	38.2
Travel beyond Metro Vancouver	1.2	3.0	1.1	2.7	1.7	3	3.4
N/A ⁶					13.9	10.1	0
Other	7.2	2.0	3.4	0	0	4	12.4

⁵ The N/A option was added in 2020.

⁶ The N/A option was added in 2020.

EMPLOYEES TRAVEL FOR BUSINESS

Roughly what percentage of your company's workforce travel as part of their workday?	2016	2017	2018	2019	2020	2021	2022
1-10%	35.7	35.8	25.6	29	29.6	37.4	38.2
11-20%	8.3	14.7	14.4	16.7	14.8	16.2	14.6
21-30%	9.5	9.2	18.9	6.1	12.2	7.1	6.7
31-40%	3.6	5.5	2.2	4.4	6.1	6.1	3.4
41-50%	7.1	4.6	6.7	8.8	1.7	1	5.6
51-60%	7.1	7.3	11.1	4.4	4.4	2	7.9
61-70%	2.4	1.8	3.3	1.8	3.5	2	2.3
71-80%	2.4	6.4	4.4	6.1	3.5	5.1	1.1
80-90%	3.6	4.6	4.4	9.7	1.7	5.1	1.1
91-100%	20.2	10.1	8.9	13.2	7	9.1	5.6
N/A ⁷					15.7	9.1	13.5

Not including commuting time, roughly how many hours per day does the average employee in your company spend travelling for business?	2016	2017	2018	2019	2020	2021	2022
0 hours	28.6	20.2	21.6	25.2	29.6	36.4	34.8
1 to 2 hours	48.8	62.4	60.2	52.2	53	52.5	51.7
3 to 4 hours	20.2	11.0	11.4	20	8.7	7.1	7.9
5 to 6 hours	1.2	3.7	3.4	1.7	5.2	2	3.4
7 to 8 hours	1.2	0.0	1.1	0.9	2.6	0	1.1
More than 8 hours	0.0	2.6	2.3	25.2	0.9	2	1.1

⁷ The N/A option was added in 2020.

Do your employees/staff/co-workers have barriers to choosing an alternative to driving to their place of employment?	2020	2021	2022
There are no barriers, staff have multi modal operations to access the job place	36.5	39.4	40.5
No transit service coverage	15.7	13.1	13.5
Infrequent or limited hours of transit service	27.8	29.3	27
Lack of sidewalk facilities to job place	4.4	2	1.1
No safe cycling infrastructure	2.6	3	4.5
No cycle parking or end of trip facilities	0.0	0	3.4
Other (please specify)	13.0	13.1	10.1

No other choice but to use a car to travel to Merritt.

Lack of transit options/cycling infrastructure.

I live in South Surrey and transit to Burnaby is nonexistent.

I'd like to choose more than one answer on this question (no transit service/ infrequent or limited transit/ lack of sidewalk facilities/ no safe cycling infrastructure).

Workers need equipment on their vehicles.

Multiple barriers, no transit service, lack of sidewalk facilities, no safe direct way to walk here.

Many of our workers travel between work sites, and on work sites carrying tools, equipment, people.

STRATEGIES TO MANAGE TRAFFIC DEMAND

To what degree are your business operations impacted by traffic congestion? E.g. through longer delivery times, unpredictable travel times between job sites, uncertain times to ship or receive goods/service, etc.	2020	2021	2022
Traffic congestion has limited to no impact on my business operations	25.7	23.5	31.2
My business is somewhat impacted by increasing traffic congestion	50.5	48.2	42.9
My business is significantly impacted by increasing traffic congestion	23.8	28.2	26

Congestion is a growing concern on Surrey's roads. While there is a desire to add more lanes on many roads, experience from other North American cities tells us that building more lanes of traffic only temporarily reduces traffic congestion. In the longer-term, more lanes leads to more traffic and worsening congestion. How would you like Surrey to address this issue?	2022
Build fewer lanes of traffic for cars and increase the amount of transit priority, protected cycling lanes and sidewalks. I understand this may not reduce congestion immediately but in the medium to longer term more people will take transit, walk and cycle leaving more space on the roads for those who must travel by car.	49.4
Continue building more lanes of traffic for cars. I understand this may alleviate some congestion in the shorter-term but will lead to increased traffic in the longer term as more people are encouraged to travel by car and there are fewer opportunities for diverting car trips to transit, cycling and walking.	50.6

DRAFT VISION FOR FUTURE TRANSPORTATION

The City of Surrey is creating a new, innovative transportation plan for the Surrey of the future. This is an opportunity for the Surrey Board of Trade members to offer their input on the plan. The plan will be rooted in community values informed through public consultation, including the Board of Trade, and built on five key pillars:

1. Grow the transportation network
2. Prioritize human life above all else
3. Tackle the climate crisis
4. Innovate through technology and new mobility
5. Balance equity

What approach would you like Surrey to take to achieve these key pillars?	2021	2022
Scenario A – Bold Change: Work boldly to make changes in the next 10 years to significantly increase transportation choices, reduce serious injuries and deaths, and help avert the worst impacts of climate change. I'd rather see less emphasis on road expansion, economical ways to reallocate road space, and invest more money to improve walking, cycling and transit options.	46.4	72.7
Scenario B – Business as Usual: Continue today's gradual change and implementation, evenly spread over the next 30 years. I'd rather see minor impacts for private vehicle drivers over a longer period of time, even if it means there is a slower reduction in the number of people killed and seriously injured, climate impacts increase, fewer choices in the transportation network and it is harder for future generations to achieve our objectives.	26.2	27.3

The City is now working to refine the bold moves which will be undertaken over the next 10 years to deliver the new vision for transportation in Surrey.

Put Safety First: Value human life above all else in the transportation network by building streets that prioritize safety over the movement of vehicles. To what extent do you support or oppose this bold move for the future of transportation in Surrey?	2021	2022
Strongly support	46.4	52.0
Somewhat support	26.2	24.7
Neutral	13.1	11.7
Somewhat oppose	9.5	9.1
Strongly oppose	3.6	2.6
Don't know	1.2	0.0

Support 15-minute Neighbourhoods: Complete the walk and bike networks for all Surrey residents that live within an easy walk or roll of their daily needs. What is a 15 Minute Neighbourhood? It is localized shops and services and access to transit within a short distance from your home. It supplements the greater level of services provided in areas like Surrey City Centre and the Town Centres such as Newton so that more services are closer to home. By having daily needs close at hand, we can spend less time in traffic and more time with friends and family.

To what extent do you support or oppose this bold move for the future of transportation in Surrey?	2021	2022
Strongly support	58.3	70.1
Somewhat support	31	15.6
Neutral	4.8	6.5
Somewhat oppose	3.6	3.9
Strongly oppose	2.4	3.9
Don't know	0	0.0

Surrey's current 10-year capital plan proposes to invest \$940 million to improve the transportation network. Currently, 90% of that funding is for road expansion, while walking, cycling and transit combined represent about 10%.

What percentage of existing funding for adding new car lanes would you support reallocating to safety improvements that will increase choices for walking, rolling and transit?	2021	2022
0% - I support the current roads first approach	16.7	16
10%	15.5	9.3
20%	9.5	17.3
30%	14.3	18.7
40%	6	2.7
50%	9.5	18.7
60%	8.3	0
70%	4.8	0
80%	8.3	2.7
90%	1.2	5.3
100%	6	9.3

CITY ROADS AND PROJECTS

City roads, intersections, and projects change annually. All data are in percentages unless otherwise indicated. Results have been rounded to the first decimal and may not add up to 100%. Further, the options have been re-ordered to reflect order of choices.

Indicate which of the following road corridors would be your top 3 priorities for improvement – please choose only 3	
24 Avenue: Widen to 4 lanes with walking and cycling facilities from 184 Street to 192 Street	20.6
64 Avenue: Widen to 4 lanes with walking and cycling facilities from 177 Street to 184 Street	33.8
80 Avenue: Widen to 4 lanes with walking and cycling facilities from 132 Street to King George Boulevard	35.3
132 Street: Widen to 4 lanes with walking facilities from 72 Avenue to 76 Avenue	22.1
148 Street: Widen to 4 lanes with cycling facilities from 84 Avenue to 104 Avenue	33.8
160 Street: Widen to 4 lanes with walking and cycling facilities Fraser Highway to 88 Avenue	33.8
152 Street Overpass of Highway 99: Widen to 4 lanes with transit, walking and cycling facilities	42.7
New 24 Avenue and Highway 99 Interchange	25.0
Didn't see your priority? List it here:	25.0

16th Avenue east from Highway 99 to 176 Street widen to 4 lanes.

160 Street: widen to 4 lanes from 84 Avenue to 104 Avenue, with sidewalks, with or without cycling facilities. This will ease the traffic on 160 which has many schools and reduce the congestion on 152 Street.

Widen 24 Avenue from 164 Street to 176 Street.

Increase the number of residential area sidewalks.

140 Street widen to 4 lanes from 88 Avenue to 92 Avenue.

116 Avenue safety improvements.

196 Street widening to 4 lanes with residential parking - 64th Avenue to 72nd Avenue.

Fix the ramp on Highway 1 at 192nd Street.

Reconfigure Highway 99, 32 Avenue interchange.

160 Street: Widen to 4 lanes from Fraser Highway to 96 Avenue.

116 Avenue, Industrial Road is cut off by Highway 17 from Bridgeview to Old Yale, in an emergency we are stuck on the wrong side of the highway, either unable to get to work, or unable to leave work.

A north-to-south cycling option from Guildford to Panorama Ridge.

King George Boulevard between 64th and 88th Avenue.

No road widening.

Widen and soften the hills on 32 Avenue into Campbell Heights north given the growth of the commercial hub.

Truck bypass on Highway 10 from 168 Street to 192 Street south of the tracks.

The City is considering plans for new road connections to improve connectivity and mobility and complete network gaps. Indicate which of the following would be your top 3 priorities for improvement – please choose only 3.	
84 Avenue: New construction from 124 Street to 128 Street	46.2
Whalley Boulevard: New construction from Fraser Highway to 96 Avenue	53.9
72 Avenue: New construction from Fraser Highway to 184 Street	66.2
20 Avenue Overpass: A new Highway 99 overpass and improvements to 152 Street	53.9

Other comments include:

Truck bypass on Highway 10.

80 Avenue: A new road to connect 152 Street towards the east to connect with 80 Avenue, stopping at Sequoia Drive.

180 Street to Fraser Highway.

Build the SkyTrain.

Widen 168 Street from 24 Avenue to Fraser Highway for SkyTrain access in future.

Connect 115 Avenue across to 116 Avenue and access to Highway 17 at the intersection.

Add exit from Highway 99 northbound to 152 Street.

Industrial Road alternate access.

160 Street: From 56 Avenue to 80 Avenue.

Indicate which of the following road intersections would be your top 3 priorities for improvement – please choose only 3	
88 Avenue and 140 Street	69.8
104 Avenue and 156 Street	58.7
24 Avenue and 184 Street	50.8
88 Avenue and Harvie Road	52.4

Other feedback provided by respondents:

Highway 10 and 177B Street.

24 Avenue and Croydon.

160 Street and Fraser Highway.

Connect 115 Avenue across to 116 Avenue and access to Highway 17 at the intersection.

Bridgeview Road at Highway 17.

80 Avenue and Harvie Road.

Highway 10 and 168 Street.

24 Avenue at 160 Street, 156 Street, King George Boulevard and 152 Street.

Highway 10 and 160 Street.

Old Yale Road at Highway 17 needs a left turn advance going south. Hyland Road at 144 needs a light.

No road widening. The City should focus on safety improvements at the top injury locations.

Highway 17 and Bridgeview, Tannery Road and Scott Road and Highway 17 area.

BIKE SHARING IN SURREY

How likely would you be to cycle to work if Surrey had bike sharing?	2020	2021	2022
Very unlikely	46.5	10.6	15.6
Unlikely	22.8	4.7	6.5
Somewhat unlikely	8.9	17.7	19.5
Neither likely nor unlikely	6.8	21.2	9.1
Somewhat likely	8.9	10.6	9.1
Likely	3	16.5	18.2
Very likely	3	18.8	22.1

RAPID TRANSIT

Please rate the following transit improvement options:	Not really necessary	Somewhat necessary	Would be good to have	Should have	Definitely need it	Last three columns added
Rapid transit on King George Boulevard from City Centre to Newton	4.4	1.5	10.3	25.0	54.4	89.7
Rapid transit on King George Boulevard from Newton to South Surrey	4.4	5.9	22.1	16.2	48.5	86.8
Rapid transit on 104 Avenue from City Centre to Guildford	4.4	2.9	17.7	19.1	51.5	88.2
Rapid transit on Scott Road/72 Avenue	5.9	7.4	25.0	22.1	32.4	79.4

Please rate the following transit improvement options:	Not really necessary	Somewhat necessary	Would be good to have	Should have	Definitely need it	Last two columns added
152 Street RapidBus service, with bus only lanes, from Newton to Coquitlam Centre	15.2	6.1	24.2	27.3	19.7	47.0
New bus service on 96 Avenue from Scott Road to Langley	6.2	6.2	24.6	32.3	24.6	56.9
Better east/west bus service across Surrey	3.1	3.1	13.9	29.2	44.6	73.9

More frequent service on existing bus routes	3.2	6.4	19.1	22.2	39.7	61.9
New/increased bus service to neighbourhoods not served by transit	3.1	6.3	10.9	32.8	40.6	73.4
Later service on bus routes	3.1	10.8	12.3	30.8	32.3	63.1
Enhanced bus stops, shelters, benches, and sidewalk access improvements	4.6	6.2	20.0	26.2	36.9	63.1

CURBSIDE PULL-OUTS FOR BUSES

How important are curbside pull-out lanes to you?	2020	2021	2022
Extremely important	37.9	44.3	38.2
Very important	28.7	32.9	30.9
Somewhat important	21.8	16.5	20.6
Not so important	5.8	3.8	4.4
Not at all important	5.8	2.5	5.9

How effective would bus pull-outs be in reducing congestion along major arterial roadways such as 104 Avenue, Fraser Highway, King George Boulevard, 128 Street, 72 Avenue, 88 Avenue, etc.?	2020	2021	2022
Effective	83.9	86.1	70.6
Not effective	6.9	2.5	7.4
No opinion	8.1	8.9	20.6

ROAD SAFETY

The City is conducting a Slow Streets Pilot that is evaluating how reducing speed limits impacts driver behaviour and safety on streets. Research shows that high speed is the key factor in the survival rate of traffic collisions. Some municipalities are working to reduce the speed limit on some roads.

Do you support lower speed limits as a way to help reduce the severity of collisions in Surrey?	2022
Yes	51.5
No	35.3
Don't know	13.2

Automated Speed Enforcement (ASE) is a tool that helps reduce speeding and the severity of traffic collisions. Automated Speed Enforcement is a system that uses a camera and a speed measurement device to detect and capture images of vehicles travelling in excess of the posted speed limit. When installed at locations such as high injury/collision intersections, or school zones, and done with clear warning and high visibility identification of the ASE zone, it is a tool to reduce severe injury collisions. The system is currently used as part of the Province's Intersection Safety Cameras at 7 intersections in Surrey.

Would you be supportive of expanding ASE to be used in other priority zones beyond the Intersection Safety Cameras when implemented with high visibility and identification of the ASE zone?	2022
Yes	66.2
No	25
Don't know	8.8

MAJOR INFRASTRUCTURE

There are few crossings over the Fraser River, and if one or two have an incident during peak travelling times, i.e., rush hour, then the back-up is felt throughout the feeder routes. We asked our respondents to consider two projects and give their opinion on what they think ought to be done.

PATTULLO BRIDGE

Do you use the Pattullo Bridge while travelling for business?	2020	2021	2022
Yes, daily	1.2	2.6	4.5
Yes, 2 or 3 times a week	8.1	10.3	14.9
Sometimes, a few times a month	21.8	12.8	17.9
Sometimes, a few times a year	39.1	29.5	28.4
No, not for business travel	29.9	44.9	34.3

Should the Pattullo Bridge be a 6-lane crossing on opening day?	2020	2021	2022
Yes	74.7	76.9	80.6
No	11.5	10.3	13.4
Don't know	13.8	12.8	6.0

GEORGE MASSEY TUNNEL

Do you use the Massey Tunnel while travelling for business?	2020	2021	2022
Yes, daily	1.2	1.3	3.0
Yes, 2 or 3 times a week	6.9	15.4	9.0
Sometimes, a few times a month	26.4	25.6	28.4
Sometimes, a few times a year	26.4	19.2	25.4
No, not for business travel	39.1	38.5	34.3

Please choose one of the following options:	2020	2021	2022
I would like to see the Massey Tunnel replaced with a bridge	52.9	55.1	52.2
I would like a bridge to replace the tunnel, but with fewer lanes	3.5	0.0	0.0
I would like to see the results of the provincial report before deciding	21.8	26.9	23.9
No bridge, add another tube to the Massey tunnel and upgrade existing ones	18.4	14.1	17.9
No bridge and no more tunnels, upgrade the existing ones	3.5	3.9	6.0

"We need planning and action that anticipates needs and that results in infrastructure construction well in advance of increased demand, not long after the capacity is exceeded."

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