



**2025 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.

The South Surrey & White Rock Chamber of Commerce and the Surrey Board of Trade are currently undergoing a merger to form the Surrey & White Rock Board of Trade. This merger represents a significant milestone in the business community, bringing together two like-minded organizations to better serve the needs and interests of businesses in Surrey and White Rock.

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

The ninth annual road survey includes the results from 2016 to 2024. 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 2024.

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, all questions remain the same.

Business travellers are tracked with this annual survey. It was found that 58.5% of respondents live and work in Surrey, which is an increase from 2023. 79.8% of respondents work in Surrey, an increase from the previous year.

Patterns are emerging with nine years of comparable data. We observed an increase in those driving for business purposes during the workday in 2024. More people are driving their own vehicle to get to work in 2024 (85.1%) compared with 2023 (84.4%). Only 4.3% used transit, 2.1% walked, and 4.3% cycled.

We noted that the majority of respondents spend between 15-45 minutes in traffic during their average commute one-way (51.1%).

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
- 88 Avenue: Widen to 4 lanes with walking and cycling facilities from 156 Street to 176 Street
- 16 Avenue: Widen to 4 lanes with walking and cycling facilities from Highway 99 to 176 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 the new Pattullo Bridge with an expanded 6 lanes is strongly supported, while 56.7% of respondents indicated support for the Massey Tunnel replacement project.

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>58.5% of respondents live and work in Surrey – this has increased since last year</p> <p>18.1% work in Surrey but live South of the Fraser or in Metro Vancouver, up from the previous year</p> <p>85.1% drove their own vehicle to work – up from 2023</p> <p>2.1% walked to work, up from the previous year (1.1%)</p> <p>4.3% use transit</p> <p>4.3% cycle</p>
Traveling for business	<p>25.5% drive 4 or more days a week for work – down from 2023</p> <p>24.5% drive 2-3 days per week, down from 2023</p> <p>11.7% rarely drive, a decrease from previous surveys</p>
Work from home	<p>18.1% work from home 3-5 days a week, down from 2023 (35.6%)</p> <p>47.9% do not work from home at all, up from 2023</p>
Travel destinations	<p>18.1% travel within Surrey, up from the 2023 survey</p> <p>46.8% travel throughout the South Fraser (Surrey plus options combined)</p> <p>78.7% travel throughout Metro Vancouver (combining multiple options)</p>
Employee travel	<p>41.5% of respondents estimate that 0-20% of their colleagues travel for business purposes</p> <p>54.3% of colleagues travel 1 to 2 hours per day on average, up from the previous survey</p>
Barriers to choosing alternative modes of transportation	<p>43.6% indicated that there are no barriers to choosing different options – up from the previous year’s survey responses</p> <p>42.6% indicated that there is a barrier</p>
Traffic congestion impact on business operations	<p>22% indicated there was a limited impact to business operations, down substantially from last year</p> <p>35.2% indicated traffic congestion somewhat impacted business operations</p> <p>42.9% 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>36% chose 88 Avenue: Widen to 4 lanes with walking and cycling facilities from 156 Street to 176 Street</p> <p>30.7% chose 16 Avenue: Widen to 4 lanes with walking and cycling facilities from Highway 99 to 176 Street</p>

Top choice for road connections	68.1% prioritized 72 Avenue: New construction from 152 Street to Fraser Highway
Top 3 intersections requiring improvement	62.9% indicated 88 Avenue and 140 Street
	60% indicated 104 Avenue and 156 Street
	55.7% indicated 88 Avenue and Harvie Road
Transit needed	69.3% of respondents stated that we <i>should have</i> and <i>definitely need</i> rapid transit on King George Boulevard from Newton to South Surrey
	66.7% of respondents determined that we <i>should have</i> and <i>definitely need</i> rapid transit on King George Boulevard from City Centre to Newton
	58.7% of respondents determined that we <i>should have</i> and <i>definitely need</i> rapid transit on 104 Avenue from City Centre to Guildford
Curbside bus pull-outs	69.3% believe that curbside pull-outs for buses are <i>very important</i> and <i>extremely important</i> , which is a slight decrease compared to 2023
	73.3% believe that curbside pull-outs for buses would be effective in reducing congestion along major arterial roadways, a reduction from the 2023 results
Safety first	49.3% support lower speed limits to help reduce the severity of collisions in Surrey, an increase from the results of 2023.
	37.3% did not support lowering speed limits to reduce the severity of collisions in Surrey
Cycling	53.5% of respondents would be <i>very unlikely</i> to <i>somewhat unlikely</i> to cycle to work if Surrey had a network of safe, protected and connected cycling facilities
	33.7% of respondents would be <i>very likely</i> to <i>somewhat likely</i> to cycle, down significantly from 2023
Major infrastructure	46.0% want the Pattullo Bridge to have 6 lanes available when traffic wait times extend beyond 10 minutes to cross the bridge beyond the peak hours
	18.9% want the Pattullo Bridge to have 6 lanes available when population levels increase
	63.5% are fine with the current design of the new Massey Tunnel replacement project

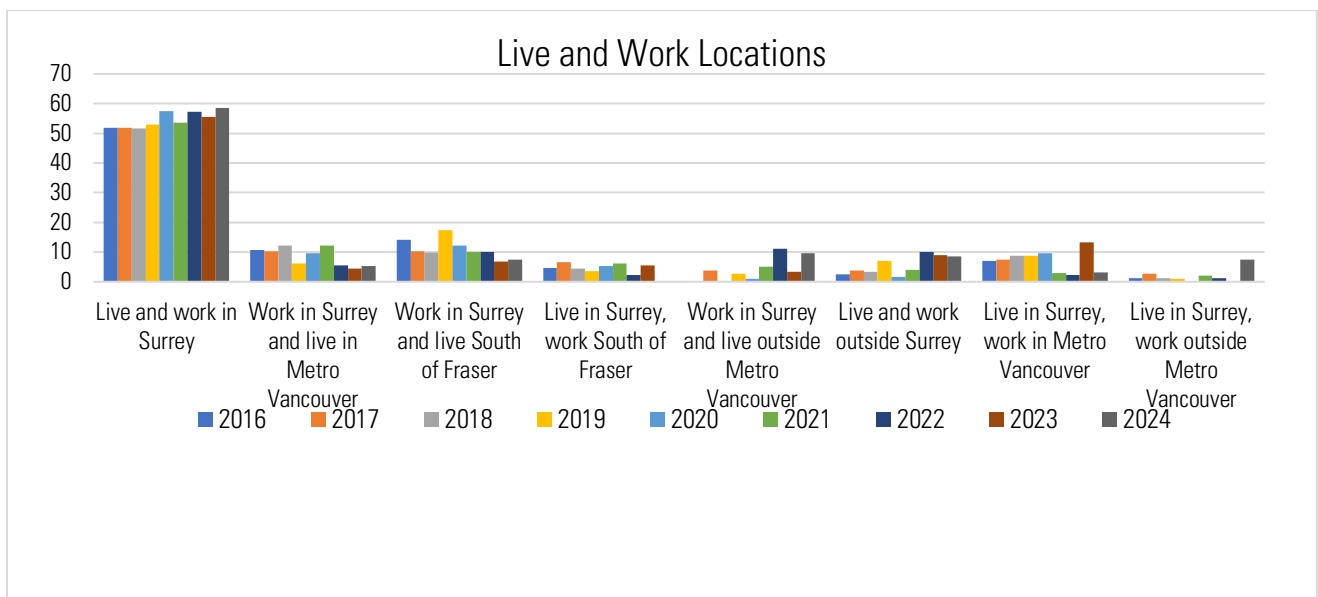
Methodology

The Surrey Roads Survey was distributed via email to our membership representing over 3,000 members, and by email to the South Surrey & White Rock Chamber of Commerce membership. The survey was also promoted on our website (businessinsurrey.com), and our various social media channels such as Facebook, Instagram, X (formerly Twitter), and LinkedIn.

Overview of Results

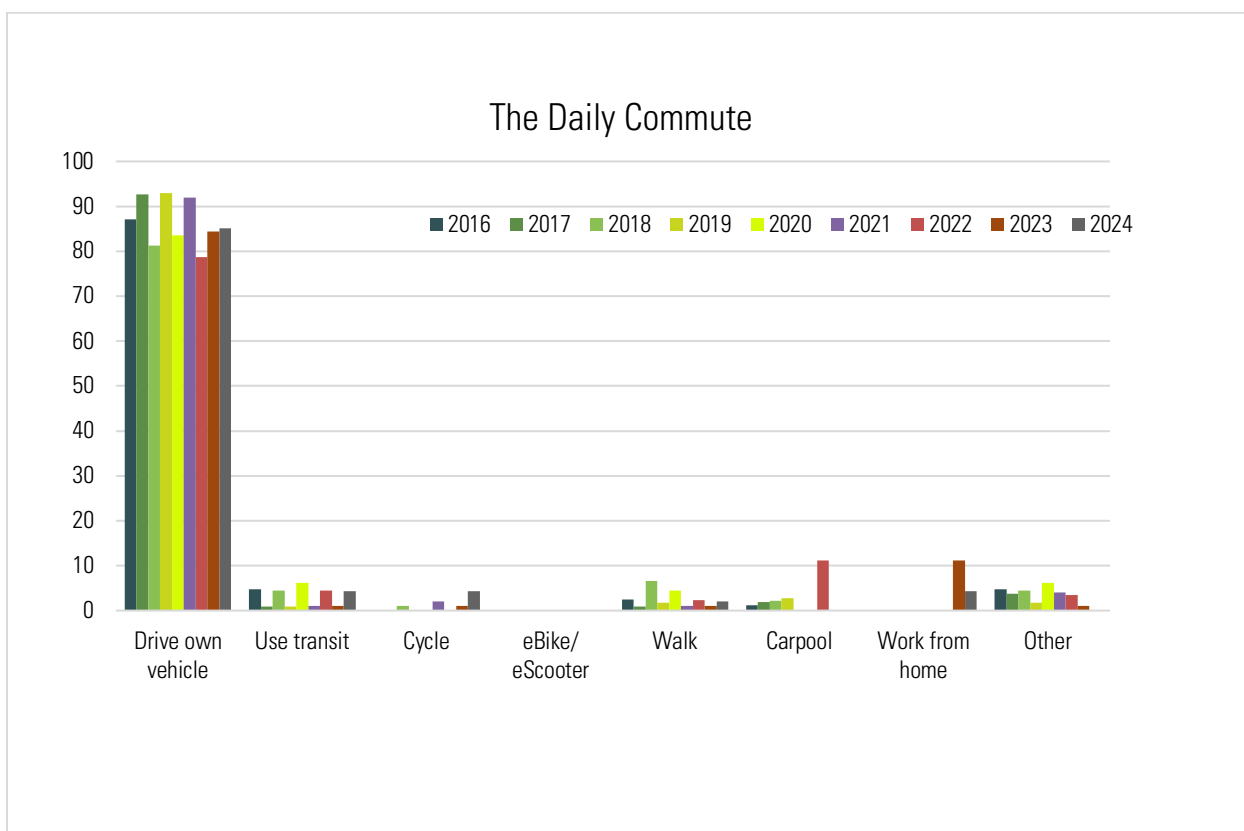
Please note: Details and tables of results are in Appendix 2 on page 32. All data are in percentages unless otherwise indicated. Numerical data, where given, have been rounded to the first decimal, therefore results may not add up to 100%.

COMMUTING IN SURREY



One of the important metrics to measure is how many respondents work in Surrey. Over 58% live and work in Surrey, and this is consistent over the past nine years. The survey points out that the majority of respondents are individuals who use Surrey’s road networks quite frequently. While some may work from home, which will be quantified later in this report, the vast majority use the road networks every day. We can also assume that these road users are travelling for non-work-related trips as well, thereby further validating the findings of this report.

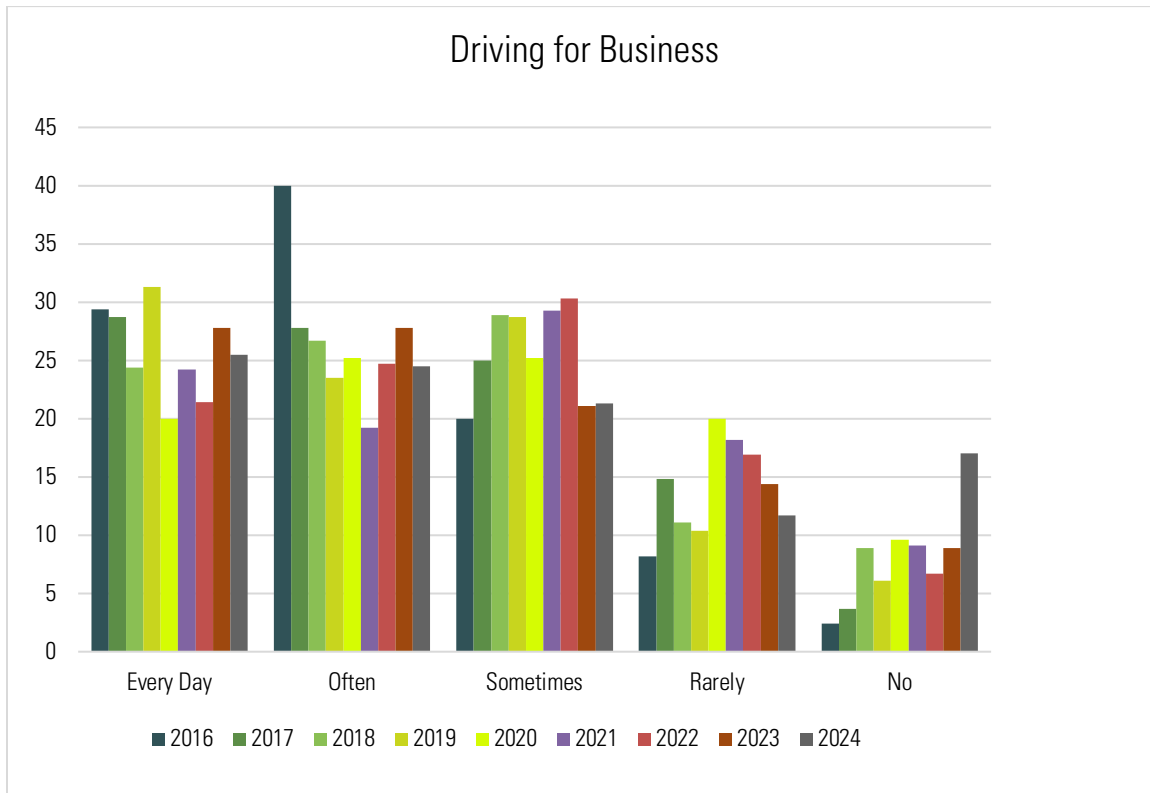
Transit usage is consistently low over the history of the survey. This year, 4.3 percent indicated they use transit for their daily commute, which is a significant increase from the levels reported in the year before (1.1 percent). As later responses demonstrate, the low ridership numbers are most indicative 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 2024, we saw that Surrey’s ridership exceeded pre-pandemic levels at 115% of 2019 levels.¹



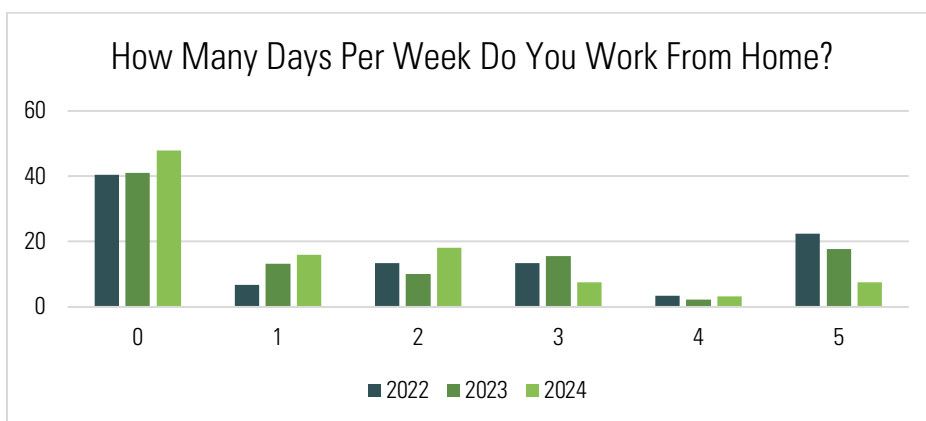
We saw another large increase in respondents that cycled to work (4.3% in 2024 and 1.1% in 2023). Respondents that walked to work also increased by one percent to 2.1% this year. There were less respondents that worked from home (4.3% in 2024 and 11.1% in 2023), signaling a shift from the work-from-home phenomenon. These results show that the Surrey Board of Trade and South Surrey & White Rock Chamber of Commerce members are returning to the office but also are using alternative forms of getting to and from work.

¹ <https://www.surrey.ca/news-events/news/surrey-urgently-calling-transit-plan-amid-rapid-growth>

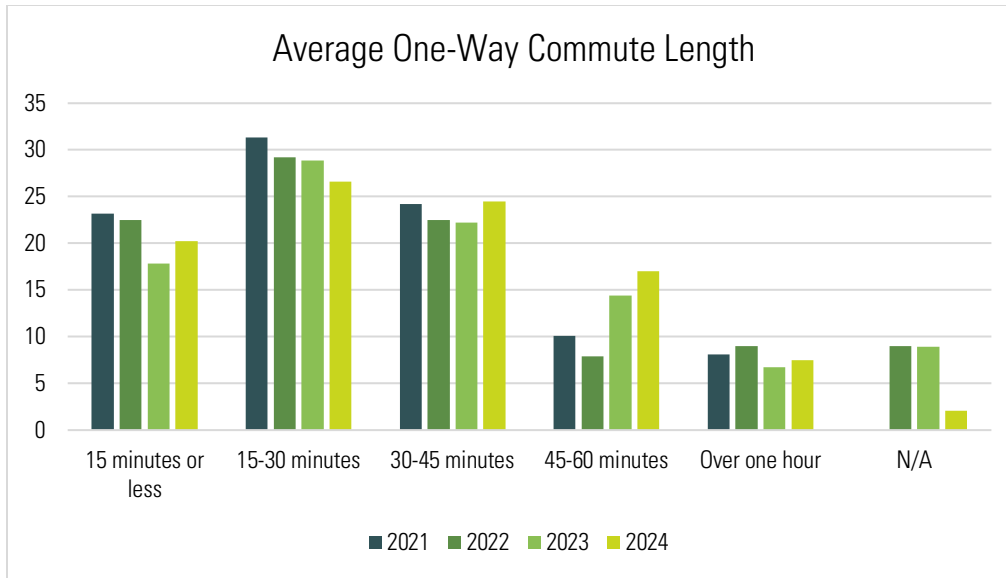
RESPONDENTS' WORK-RELATED TRAVEL



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 nine years of data, we can speculate that there is a trend developing in daily business travel. There was a downward trend of those who responded that they daily, often or sometimes travelled for business during the day. Those who do not drive at all for business during the day is up compared to 2023.



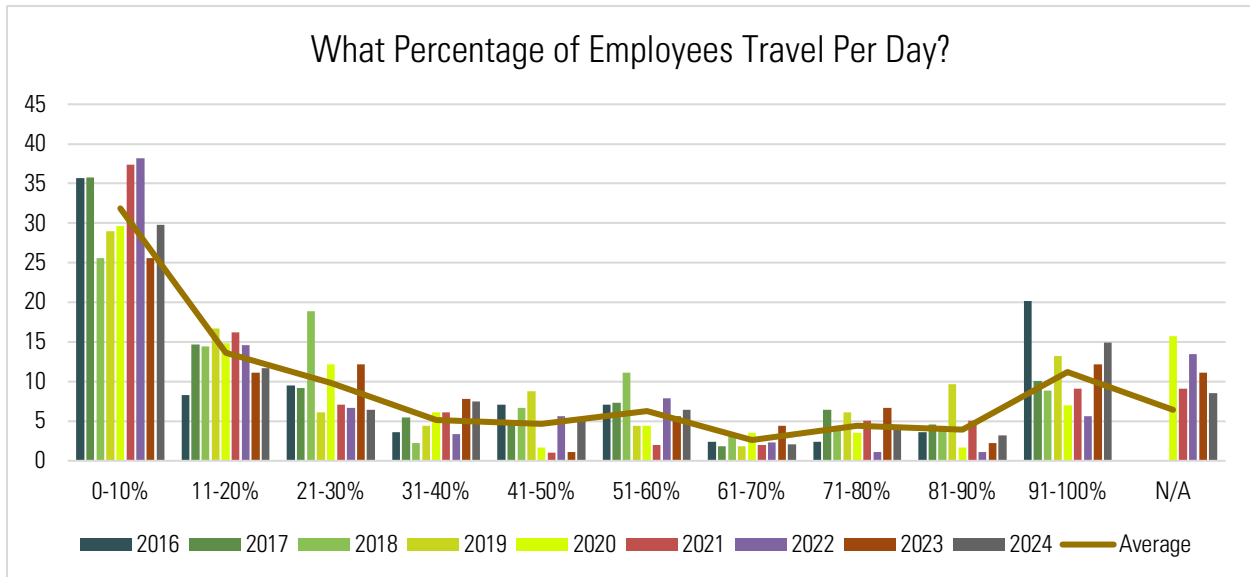
Working from home was less popular in this year’s survey compared to previous years. We can see that the era of working from home is coming to an end for the majority of employees/employers. Those that worked from home for five business days are working in the office more often now. This can help the City and the Province plan for the needs of the future.



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 45-60+ minutes in traffic has increased.

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 61-100% of the time.



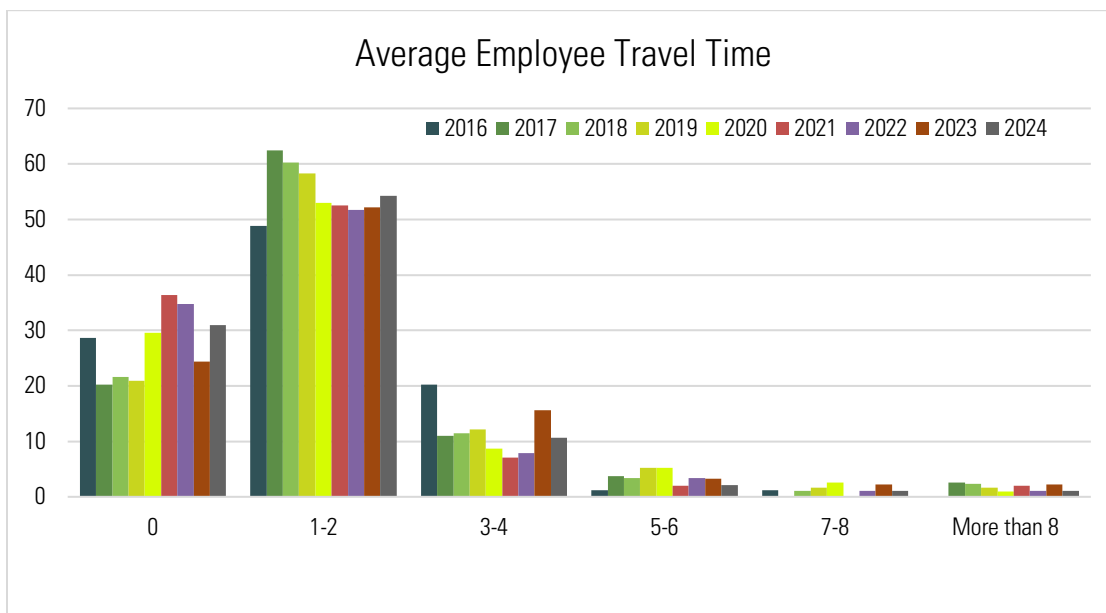
The percentages chosen are “guestimates” made by respondents and are not likely to be an accurate reflection of the travel patterns of a company, particularly a larger business. However, we do see that most respondents and their coworkers do not travel often.

	2016	2017	2018	2019	2020	2021	2022	2023	2024	Average
0 hours	16.5	25.2	22.5	25.2	29.6	33.3	29.2	22.2	27.7	25.7
1 to 2	56.5	61.7	56.2	52.2	48.7	46.5	49.4	51.1	46.8	52.1
3 to 5	22.4	10.3	15.7	20	10.4	11.1	6.7	14.4	10.6	13.5
6 to 8	3.5	2.8	5.6	1.7	0.9	1	1.1	3.3	2.1	2.4
More than 8	1.2	0	0	0.9	0	0	1.1	0	3.2	0.7
N/A	0	0	0	0	10.4	8.1	12.4	8.9	9.6	5.5

The above chart 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.

If you travel for work during the day, where do you mostly travel?	2016	2017	2018	2019	2020	2021	2022	2023	2024
Within Surrey	18.1	16	15.9	20.4	22.6	30.3	24.7	13.3	18.1
Mostly Surrey, and some travel to other municipalities South of the Fraser	22.9	22	14.8	25.7	20	17.2	18	34.4	22.3
Through most municipalities South of the Fraser	4.8	11	9.1	5.3	8.7	6.1	3.4	2.2	6.4
Mostly within the Metro Vancouver Region, North and South of Fraser	45.8	46	55.7	46	32.2	29.3	38.2	32.2	31.9
Travel beyond Metro Vancouver	1.2	3	1.1	2.7	1.7	3	3.4	5.6	4.3
Other (please specify)	7.2	2	3.4	0	0.9	10.1	0	1.1	0
N/A	0	0	0	0	13.9	4	12.4	11.1	17

Respondents are still travelling within the Metro Vancouver region during their workday. This shows that although respondents work and live within Surrey, they are still travelling all over the Lower Mainland as part of their jobs.² The only way to do so would require you to utilize federal and provincial road networks and infrastructure. This highlights the importance of maintaining our highways and bridges in addition to our roads. With people travelling across Metro Vancouver for work-related outings, we need to ensure adequate attention is paid to ensuring we are reducing congestion.

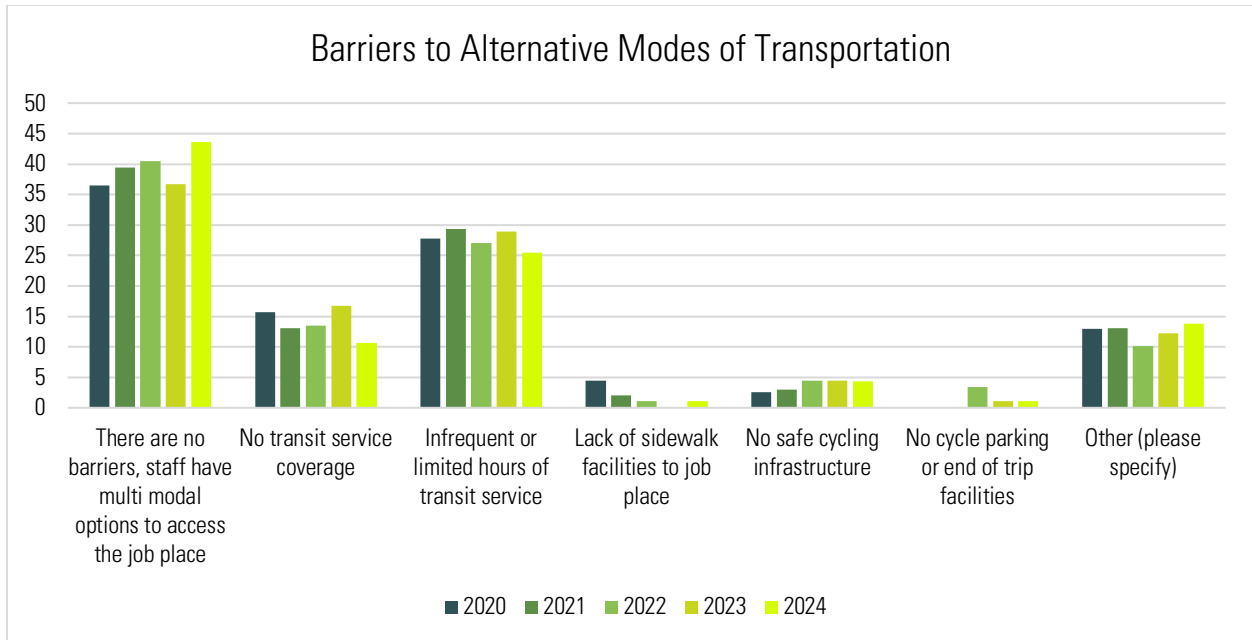


Despite relying on the guestimates of respondents, 2016 to 2024 results for the estimated travel time of employees are very similar. We can see that in 2024, employees are travelling less number of hours as part of their business day.

² The N/A option was not provided from 2016 – 2019, thus no data is presented in those sections.

BARRIERS TO CHOOSING ALTERNATIVE MODES OF TRANSPORTATION

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

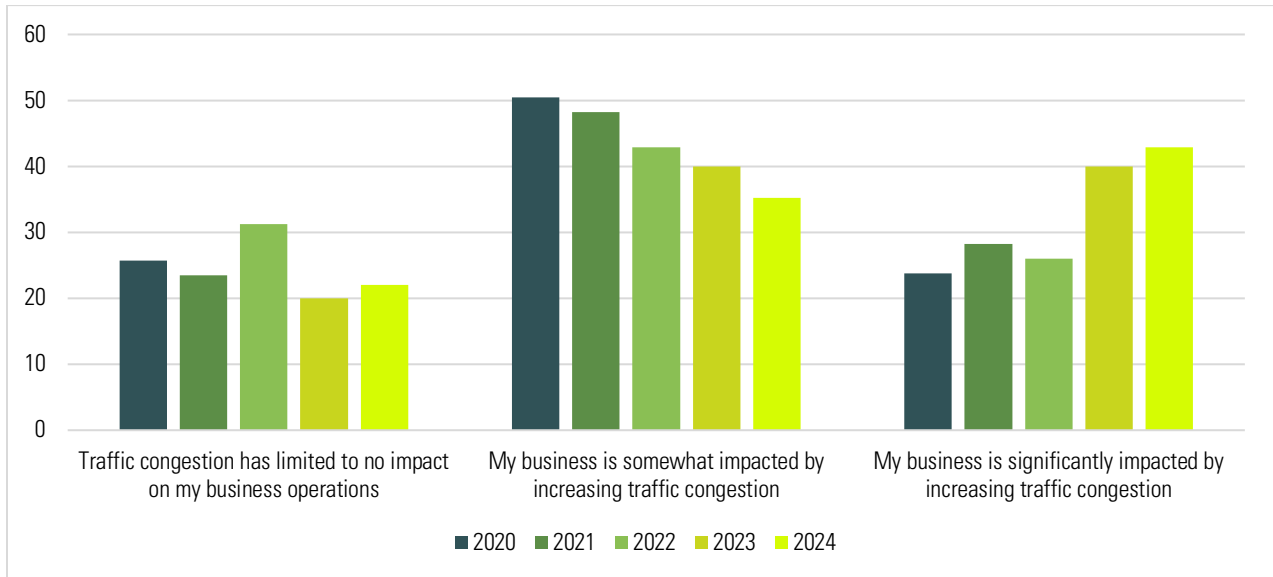


More respondents are indicating there are no barriers compared to the previous years, but the lack of transit service and limited service hours are prevalent concerns to the business community. Those that indicated 'Other' stated that construction on roads, the time it would take to travel by transit, or a mix of the barrier options presented were the barriers they experienced.

TRAFFIC CONGESTION AND ITS IMPACTS ON BUSINESS OPERATIONS

The impact of traffic congestion 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 significantly impacting businesses is more than previous years. This trend is continuing on an upward trajectory. Specifically, businesses are impacted by major capital projects such as construction, or the Surrey-Langley SkyTrain construction.

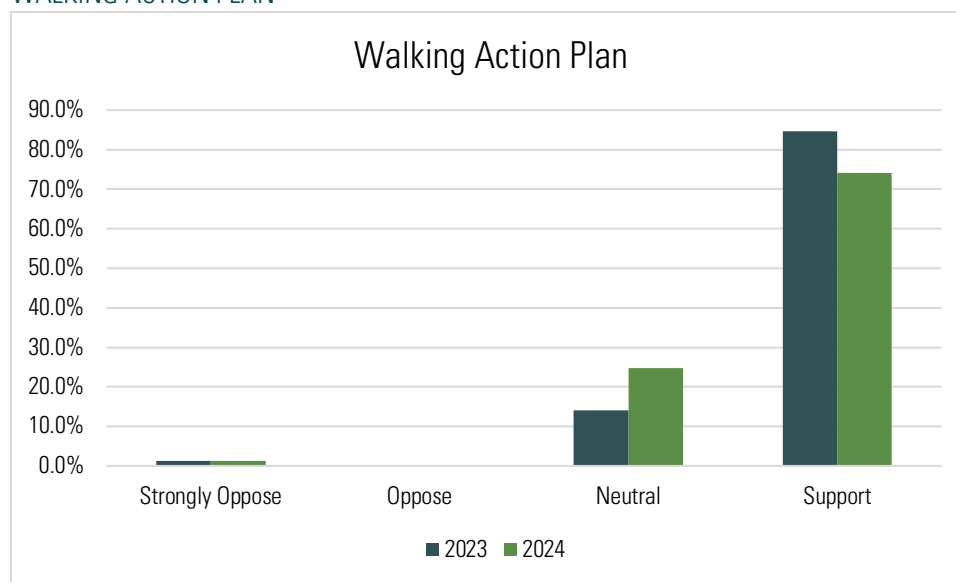


INNOVATION IN TRAFFIC REDUCTION STRATEGIES

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 lead to more traffic and worsening congestion. We asked how respondents would like Surrey to address this issue.

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.	39.6%
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.	60.4%

WALKING ACTION PLAN



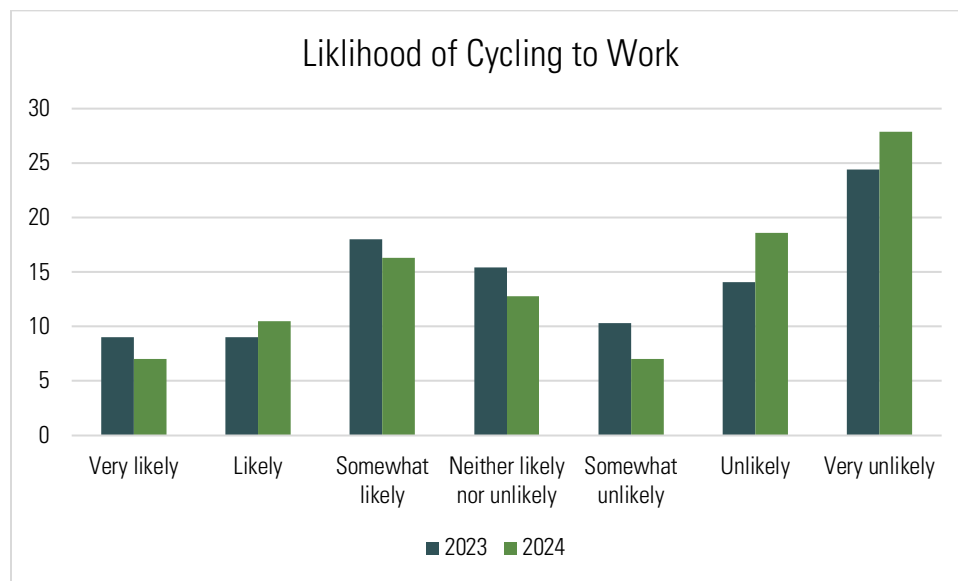
To make walking safer and easier, over the next 10 years Surrey would like to construct sidewalks within the following walking distances of these key amenities:

- Within a 5-minute walk of all schools
- Within a 2–3-minute walk of grocery stores and bus stops
- Within a 5-minute walk of SkyTrain stations

74.1% of people surveyed want to walk more than they do today, but people are concerned about missing sidewalks in Surrey.

CYCLING TO WORK

People told us they want to cycle more than they do today, but safety is the biggest barrier. People don't feel comfortable cycling on busy roads with cars and trucks. Surrey is proposing to build a safe, protected, and connected bike network focused on neighbourhoods in Surrey with the highest number of people and jobs where cycling has the greatest potential to access daily needs (for example in Surrey City Centre and Guildford). In some cases, protected cycling may impact on-street parking and narrow existing travel lanes. If Surrey had a network of safe, protected and connected cycling facilities, we asked how likely would employees be to cycle to work?

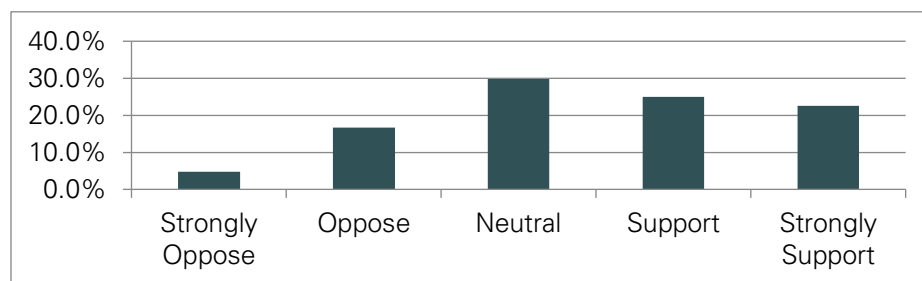


SUPPORT FOR A PROTECTED BIKE NETWORK

The City is proposing to build a network of protected, connected and continuous bike lanes on the following streets:

- All arterials and collectors in Surrey's town centres
- Within 800 metres of all existing and future rapid transit stations
- On key connections between town centres, including on TransLink's major bike network

The majority of respondents supported or strongly supported this approach (53.9%). Only 19.3% opposed or strongly opposed the approach.



TRANSIT ACTION PLAN

We know there is a strong demand for more and better transit service across Surrey. This includes more bus service, expanded RapidBus routes and more rapid transit – including bus rapid transit (BRT) where buses operate in an exclusive right of way, separated from general traffic, and board the bus at stations which feature advanced passenger amenities like real time information and off-board fare payment. The Transit Action Plan responds to this and includes working with TransLink to deliver T2050 10-year priorities in Surrey:

In the next five years:

- Deliver SkyTrain on Fraser Highway from King George Station to Langley
- Implement R6 Scott Road RapidBus on Scott Road and 72 Avenue between Scott Road Station and Newton Exchange
- Extend R1 King George Boulevard RapidBus from Newton to South Surrey/ Semiahmoo Town Centre
- Design study and prepare to deliver BRT on King George Boulevard from Surrey Centre to Newton/South Surrey

Over the next 10 years:

- Upgrade the R6 Scott Road RapidBus to rapid transit
- Implement new RapidBus service on 96 Avenue between Scott Road, City Centre, Anniedale/Tynehead, and Port Kells to Langley
- Implement new RapidBus service on 24 Avenue between South Surrey/Semiahmoo, Grandview Heights, Campbell Heights to 200 Street
- Implement new RapidBus service on 152 Street between Guildford and Newton

Over 82% of respondents supported or strongly supported the five and 10 year priorities that were listed. Only 1.2% strongly opposed these priorities.

Respondents also listed a few other priorities that weren't mentioned, which include:

- I support the above initiatives, but more is needed
- 88 Avenue/ Nordel Way should also be included in the five year plan
- East-west traffic across Surrey; build overpasses over major roads such as 8 Avenue, 16 Avenue, 24 Avenue, 32 Avenue, Highway 10, Fraser Highway, 88 Avenue, and 96 Avenue
- LRT within Surrey
- Cloverdale and Fleetwood internal travel should be a priority

TRANSIT PRIORITY ACCESS

Providing transit priority access makes transit more reliable, more time competitive with driving, and more attractive to use. Transit is also one of the most efficient uses of road space - a standard 40-foot bus can typically carry 50-60 people, which could potentially take the same number of single occupancy cars off the road, reducing traffic congestion and travel times for those that need to drive (like tradespeople and delivery drivers). We asked to what extent do you support or oppose transit priority (signals, queue jumpers) that improves the speed and reliability of buses and respondents indicated support (79.8%) while only 4.8% opposed or strongly opposed the plan. Support in 2023 was at 74% and opposition at 5.2%.

GOODS AND VEHICLE MOVEMENT ACTION PLAN

Surrey understands cars and trucks play an important role in the economic viability of our city. The majority of trips in Surrey are by private vehicles. In the future, the City wants to give people more sustainable choices in how they travel, but cars and trucks will continue to play a major role in transportation. The Goods and Vehicle Movement Action Plan proposes to provide strategic, targeted road expansion based on evidence – building more road capacity where it is most effective at reducing traffic congestion and supporting goods movement. Road expansion will focus on the following:

- Completing the arterial road network
- Supporting trades and goods movement, including the major road network and truck routes
- Intersection improvements where investment is most effective at reducing congestion
- Developing intelligent transportation systems to leverage new data and technology

This approach will help keep goods moving throughout the city, supporting economic and population growth. Respondents indicated that they supported or strongly supported this approach (84.5%).

MICROMOBILITY AS A MEANS TO REDUCE CONGESTION

This year, we asked if respondents would support the use of alternative micromobility solutions such as e-bikes and e-scooters. Over 61% of respondents indicated they would support the use, while 25.9% indicated they would not support the use of e-bikes or e-scooters. Some provided information on why they wouldn't support the use of these options and the top responses included:

- Storing the scooters or bikes is an issue
- Distance you would have to travel between town centres is too great
- Only in designated bike lanes, not on roads or the sidewalks
- Proper training for the riders is required
- Those that use e-bikes and e-scooters should have to carry insurance and be regulated
- Safety features, such as helmets, should be required

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 three 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.³ For the full table, please see Appendix 2, page 48.

ROAD CORRIDORS

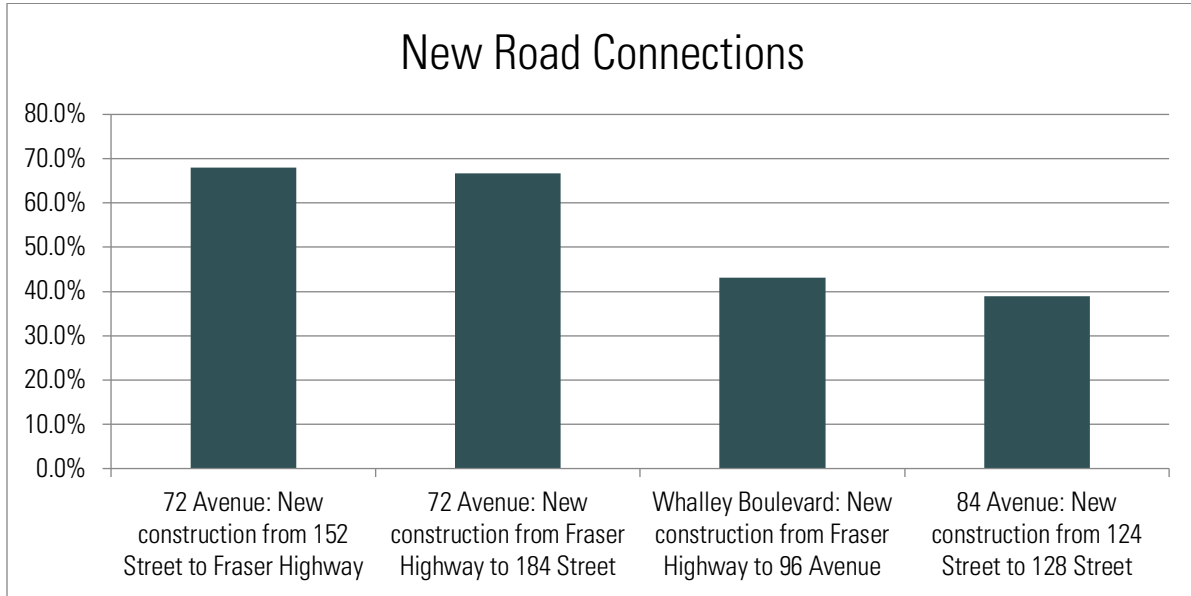
- | | | |
|----|--|-------|
| 1. | 152 Street Overpass of Highway 99: Widen to 4 lanes with transit, walking and cycling facilities | 42.7% |
| 2. | 88 Avenue: Widen to 4 lanes with walking and cycling facilities from 156 Street to 176 Street | 36.0% |
| 3. | 16 Avenue: Widen to 4 lanes with walking and cycling facilities from Highway 99 to 176 Street | 30.7% |

Some respondents had suggestions in addition to those provided by the City. See Appendix 2, page 47 for the entire list.

³ 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 152 Street to 184 Street was the priority.



Close to 21% of respondents provided alternative choices. See appendix 2, page 48 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.⁴

- | | |
|------------------------------|-------|
| 1. 88 Avenue and 140 Street | 62.9% |
| 2. 104 Avenue and 156 Street | 60.0% |
| 3. 88 Avenue and Harvie Road | 55.7% |

For a full list of alternative recommendations, see Appendix 2, page 49.

⁴ 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 Newton to South Surrey	69.3%
2. Rapid transit on King George Boulevard from City Centre to Newton	66.7%
3. Rapid transit on 104 Avenue from City Centre to Guildford	58.7%

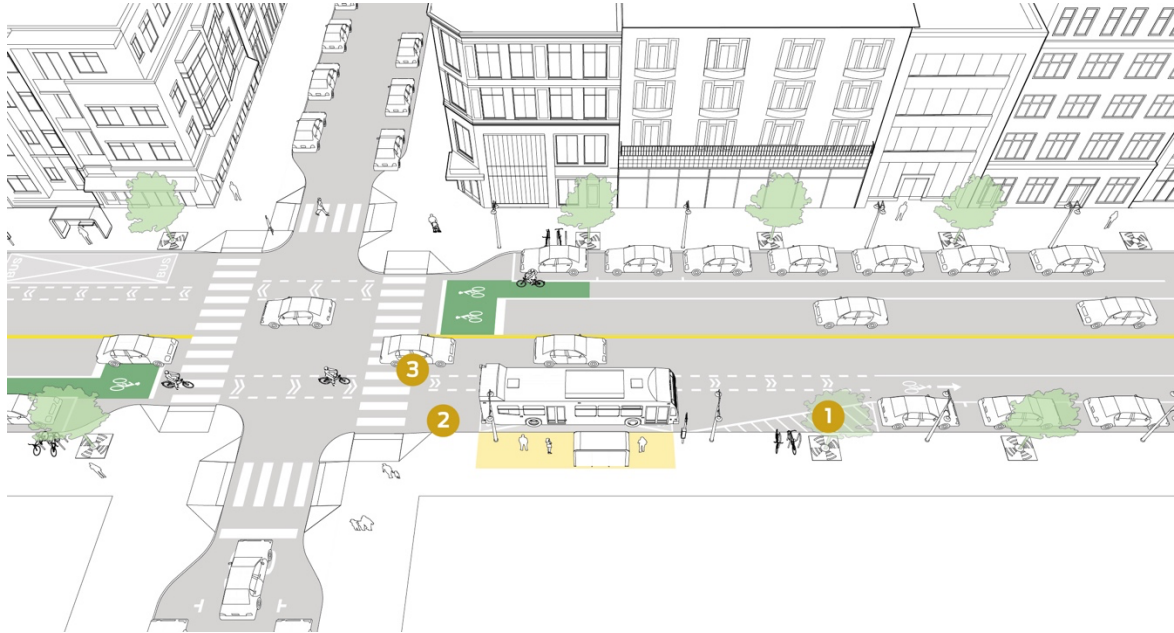
Respondents rated a number of proposed transit projects that the City of Surrey is considering or has already started to work on. The top three transit improvement projects that respondents indicated we should have and definitely need include⁵:

1. New/increased bus service to neighbourhoods not served by transit	72.2%
2. Enhanced bus stops, shelters, benches, and sidewalk access improvements	64.8%
3. More frequent service on existing bus routes	63.4%

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

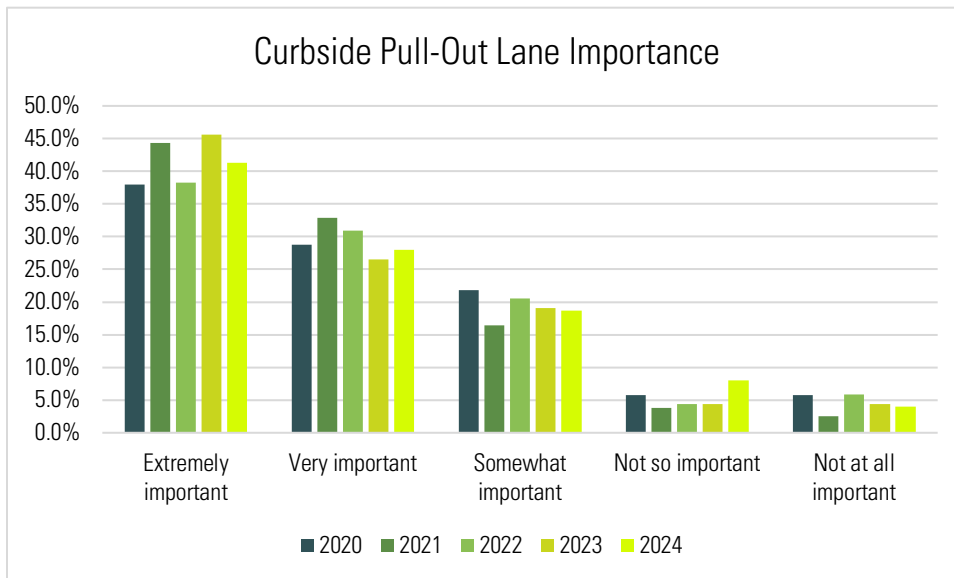
⁵ Totals will not add up to 100 as respondents were asked to choose their top 3.

CURBSIDE PULL-OUTS

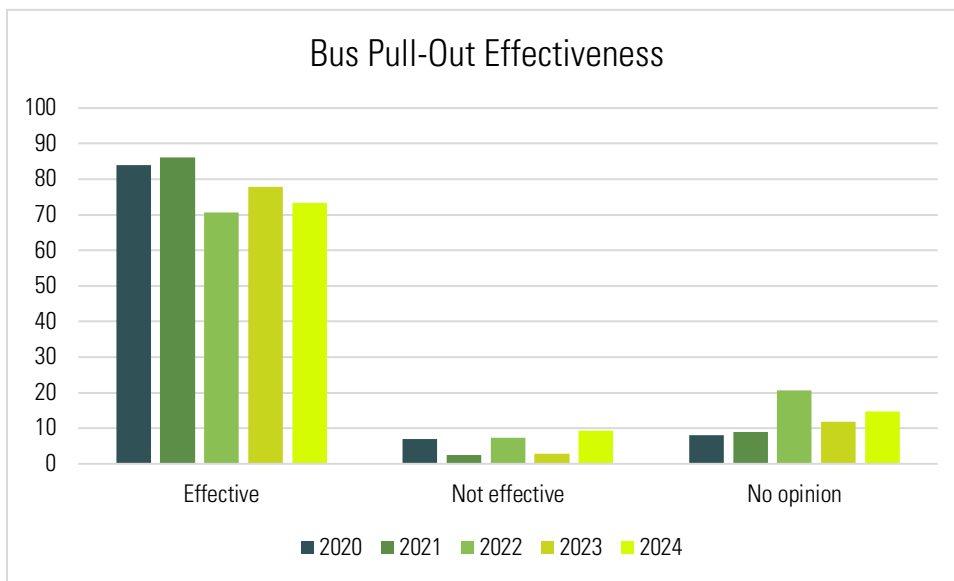


Innovation in road layout is a key aspect of reducing congestion. Curbside pull-outs allow buses to move out of the way of traffic. This allows for limited congestion as cars are not stopping behind the buses when they pick up or drop off passengers.

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 (73.3%) indicated that it would be effective in reducing congestion. It was noted that curbside pull-outs present a danger to bicyclists.



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 49.3% (up from 35.3%) responded positively. 37.3% did not support this initiative.

Do you support lower speed limits as a way to help reduce the severity of collisions in Surrey?	2022	2023	2024
Yes	51.5	35.3	49.3
No	35.3	47.1	37.3

AUTOMATED SPEED ENFORCEMENT (ASE)

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 seven intersections in Surrey.

When asked if 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, the majority (53.3%) supported the change while 32% did not.

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	8.1%
Yes, 2 or 3 times a week	6.8%
Sometimes, a few times a month	29.7%
Sometimes, a few times a year	27.0%
No, not for business travel	28.4%

Plans to replace the Pattullo Bridge are well underway. The new bridge is scheduled to open in 2025, two years later than originally indicated. 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.

In Surrey, girder installation is underway. Construction is underway on the Highway 17 off-ramp and multi-use path foundations, as well as the Highway 17/Old Yale Road overpass.

The current bridge is being constructed so it opens with four lanes with the possibility to widen it to six lanes.

Respondents were asked what should trigger the expansion of the Pattullo Bridge. The following options were noted:

Population increase	18.9%
Traffic wait times extending beyond 10 minutes to cross the bridge beyond the peak hours	46.0%
Don't know	13.5%
Other (please specify)	21.6%

Those that responded with 'Other' indicated that it should be built with six lanes now. Some stated there should be eight lanes.

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

MASSEY TUNNEL

The George Massey Tunnel is 62 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 the route.

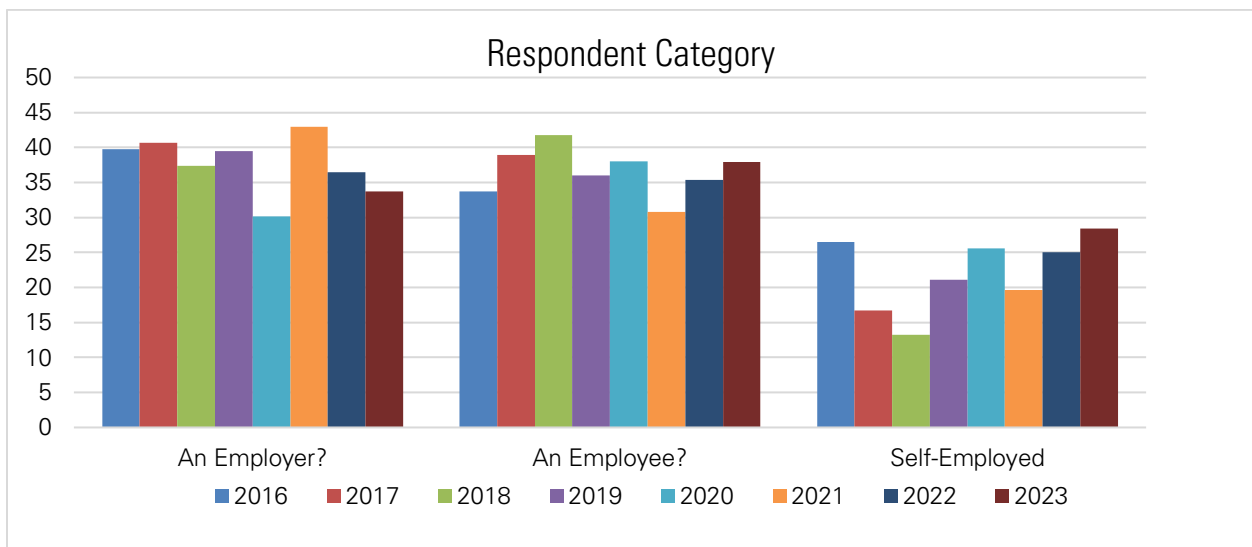
No one argues that traffic, especially during peak hours, has far exceeded the tunnel's capacity. However, there is ongoing debate regarding the Massey Tunnel replacement. Only 5.4% use the tunnel daily.

We asked respondents whether they support the replacement of the current George Massey tunnel with another tunnel. 63.5% of respondents were supportive of the replacement while 36.5% did not agree with the replacement of a tunnel with another tunnel.

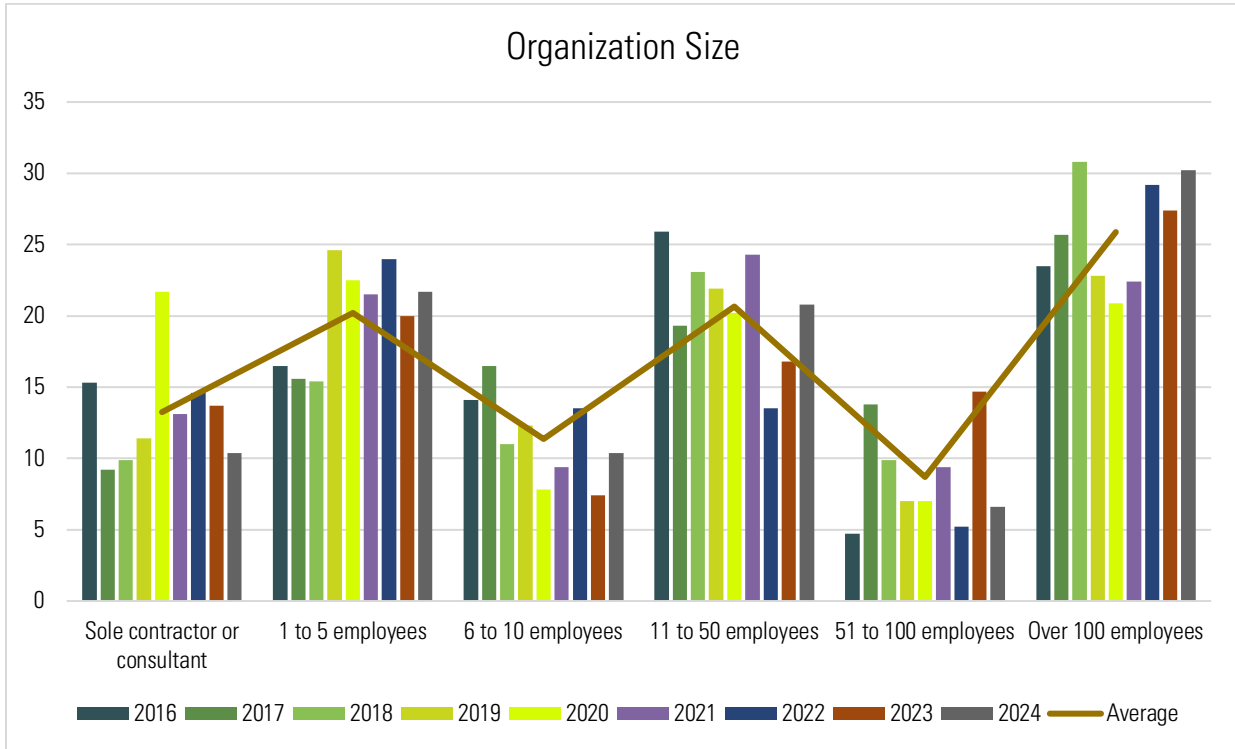
APPENDIX 1 – Respondents in Detail

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.

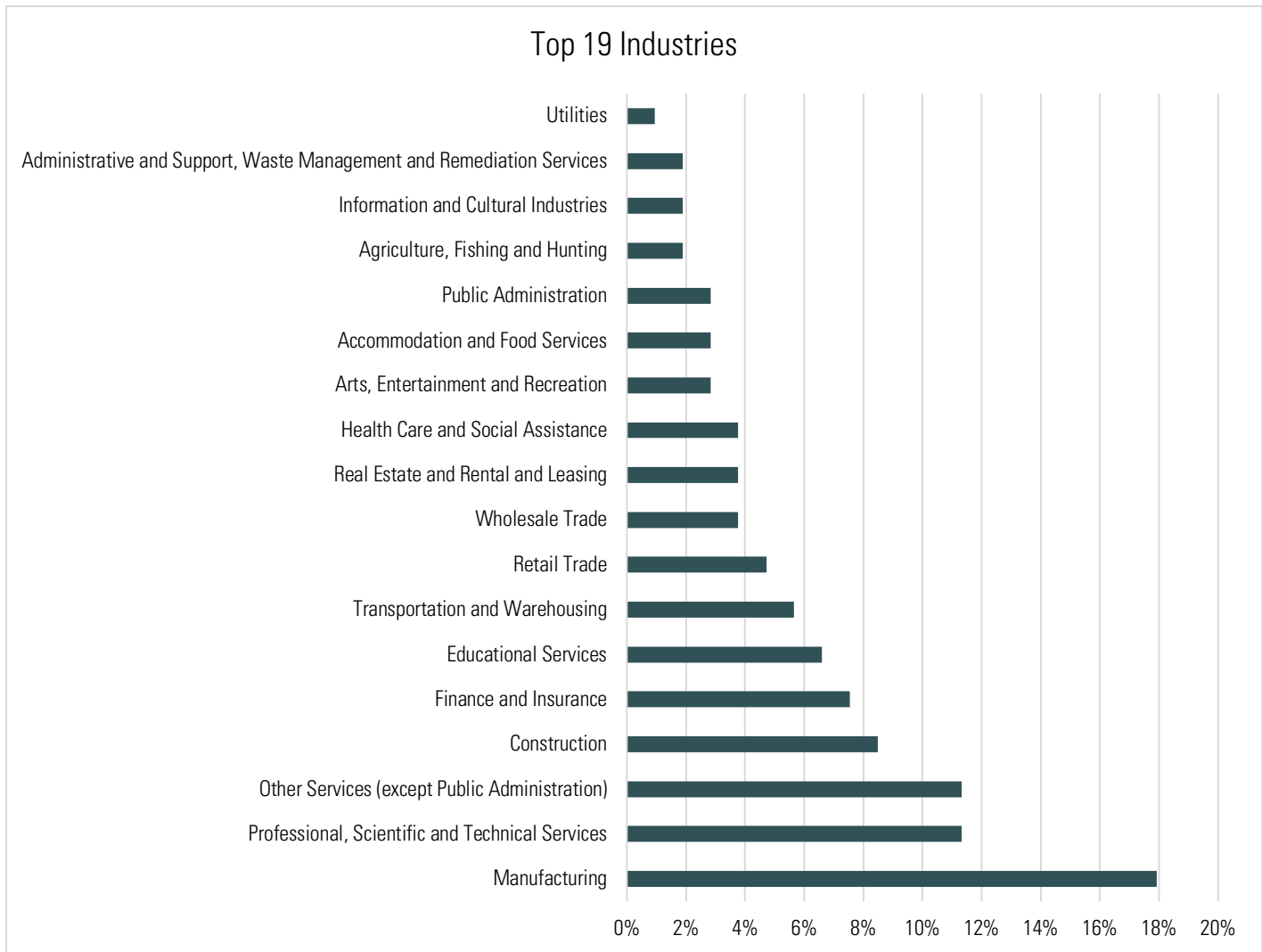
We saw a large increase in employees and self-employed individuals responding to the survey this year when compared to previous years.



Most respondent organizations in 2024 fall within the range of 1 to 50 employees (52.1%). 34.3% of respondent’s organizations have 51 to 100+ employees. Surrey and the Surrey Board of Trade are primarily comprised of small to medium-sized enterprises⁶ and that is reflected in this survey.



⁶ 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.

COMMUTING IN SURREY

How do you get to and from work?	2016	2017	2018	2019	2020	2021	2022	2023	2024
Live and work in Surrey	51.8	51.9	51.6	53.0	57.4	53.5	57.3	55.6	58.5
Work in Surrey and live in Metro Vancouver	10.6	10.2	12.1	6.1	9.6	12.1	5.6	4.4	5.3
Work in Surrey and live South of Fraser	14.2	10.2	9.9	17.4	12.2	10.1	10.1	6.7	7.5
Live in Surrey, work South of Fraser	4.7	6.5	4.4	3.5	5.2	6.1	2.3	5.6	0.0
Work in Surrey and live outside Metro Vancouver	0.0	3.7	0.0	2.6	0.9	5.1	11.2	3.3	9.6
Live and work outside Surrey	2.4	3.7	3.3	7.0	1.7	4.0	10.1	8.9	8.5
Live in Surrey, work in Metro Vancouver	7.1	7.4	8.8	8.7	9.6	3.0	2.3	13.3	3.2
Live in Surrey, work outside Metro Vancouver	1.2	2.8	1.1	0.9	0.0	2.0	1.1	0.0	7.5
Other (please specify)	8.2	3.7	9.9	1.0	3.5	4.0	0.0	2.2	0.0

How do you usually get to work?	2016	2017	2018	2019	2020	2021	2022	2023	2024
Drive own vehicle	87.1	92.6	81.3	92.9	83.5	91.9	78.7	84.4	85.1
Use transit	4.7	0.9	4.4	0.9	6.1	1.0	4.5	1.1	4.3
Cycle	0.0	0.0	1.1	0.0	0.0	2.0	0.0	1.1	4.3
eBike/eScooter	-	-	-	-	-	-	-	0.0	0.0
Walk	2.4	0.9	6.6	1.8	4.4	1.0	2.3	1.1	2.1
Carpool	1.2	1.9	2.2	2.7	0.0	0.0	11.2	0.0	0.0
Work from home	-	-	-	-	-	-	-	11.1	4.3
Other	4.7	3.7	4.4	1.8	6.1	4.0	3.4	1.1	0.0

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	2023	2024
4 or more days per week	29.4	28.7	24.4	31.3	20.0	24.2	21.4	27.8	25.5
Often, at least 2–3 days per week	40.0	27.8	26.7	23.5	25.2	19.2	24.7	27.8	24.5
Sometimes, at least 2 to 5 days per month	20.0	25.0	28.9	28.7	25.2	29.3	30.3	21.1	21.3
Rarely, once a month or less	8.2	14.8	11.1	10.4	20.0	18.2	16.9	14.4	11.7
None	2.4	3.7	8.9	6.1	9.6	9.1	6.7	8.9	17.0

How many days per week do you work from home?	2022	2023	2024
0	40.5	41.1	47.9
1	6.7	13.3	16.0
2	13.5	10.0	18.1
3	13.5	15.6	7.5
4	3.4	2.2	3.2
5	22.5	17.8	7.5

How long is your average commute one-way?	2020	2021	2022	2023	2024
15 minutes or less	20.0	23.2	22.5	17.8	20.2
15-30 minutes	45.2	31.3	29.2	28.9	26.6
30-45 minutes	20.0	24.2	22.5	22.2	24.5
45-60 minutes	7.0	10.1	7.9	14.4	17.0
Over one hour	1.7	8.1	9.0	6.7	7.5
N/A	4.4	0.0	9.0	8.9	2.1
Other (please specify)	1.7	3.0	0.0	1.1	0.0

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	2023	2024
0 hours	16.5	25.2	22.5	25.2	29.6	33.3	29.2	22.2	27.7
1 to 2	56.5	61.7	56.2	52.2	48.7	46.5	49.4	51.1	46.8
3 to 5	22.4	10.3	15.7	20.0	10.4	11.1	6.7	14.4	10.6
6 to 8	3.5	2.8	5.6	1.7	0.9	1.0	1.1	3.3	2.1
More than 8 hours a day	1.2	0	0	0.9	0.0	0.0	1.1	0	3.2
N/A ⁷	-	-	-	-	10.4	8.1	12.4	8.9	9.6

⁷ The N/A option was added in 2020.

If you drive for business purposes, where do you do most of your driving?	2016	2017	2018	2019	2020	2021	2022	2023	2024
Within Surrey	18.1	16.0	15.9	20.4	22.6	30.3	24.7	13.3	18.1
Mostly Surrey, and some travel South of Fraser	22.9	22.0	14.8	25.7	20.0	17.2	18.0	34.4	22.3
Through most municipalities South of Fraser	4.8	11.0	9.1	5.3	8.7	6.1	3.4	2.2	6.4
Mostly within Metro Vancouver, north and south	45.8	46.0	55.7	46.0	32.2	29.3	38.2	32.2	31.9
Travel beyond Metro Vancouver	1.2	3.0	1.1	2.7	1.7	3.0	3.4	5.6	4.3
N/A ⁸	-	-	-	-	13.9	10.1	0.0	1.1	17.0
Other	7.2	2.0	3.4	0.0	0.0	4.0	12.4	11.1	0.0

⁸ 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	2023	2024
1-10%	35.7	35.8	25.6	29	29.6	37.4	38.2	25.6	29.8
11-20%	8.3	14.7	14.4	16.7	14.8	16.2	14.6	11.1	11.7
21-30%	9.5	9.2	18.9	6.1	12.2	7.1	6.7	12.2	6.4
31-40%	3.6	5.5	2.2	4.4	6.1	6.1	3.4	7.8	7.5
41-50%	7.1	4.6	6.7	8.8	1.7	1.0	5.6	1.1	5.3
51-60%	7.1	7.3	11.1	4.4	4.4	2.0	7.9	5.6	6.4
61-70%	2.4	1.8	3.3	1.8	3.5	2.0	2.3	4.4	2.1
71-80%	2.4	6.4	4.4	6.1	3.5	5.1	1.1	6.7	4.3
80-90%	3.6	4.6	4.4	9.7	1.7	5.1	1.1	2.2	3.2
91-100%	20.2	10.1	8.9	13.2	7.0	9.1	5.6	12.2	14.9
N/A ⁹	-	-	-	-	15.7	9.1	13.5	11.1	8.5

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	2023	2024
0 hours	28.6	20.2	21.6	25.2	29.6	36.4	34.8	24.4	30.9
1 to 2 hours	48.8	62.4	60.2	52.2	53	52.5	51.7	52.2	54.3
3 to 4 hours	20.2	11.0	11.4	20.0	8.7	7.1	7.9	15.6	10.6
5 to 6 hours	1.2	3.7	3.4	1.7	5.2	2.0	3.4	3.3	2.1
7 to 8 hours	1.2	0.0	1.1	0.9	2.6	0.0	1.1	2.2	1.1
More than 8 hours	0.0	2.6	2.3	25.2	0.9	2.0	1.1	2.2	1.1

⁹ 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	2023	2024
There are no barriers, staff have multi modal operations to access the job place	36.5	39.4	40.5	36.7	43.6
No transit service coverage	15.7	13.1	13.5	16.7	10.6
Infrequent or limited hours of transit service	27.8	29.3	27	28.9	25.5
Lack of sidewalk facilities to job place	4.4	2.0	1.1	0.0	1.1
No safe cycling infrastructure	2.6	3.0	4.5	4.4	4.3
No cycle parking or end of trip facilities	0.0	0.0	3.4	1.1	1.1
Other (please specify)	13.0	13.1	10.1	12.2	13.8

Other comments include:

- Transit would take 1.5 hours each way.
- No cycle parking right at business, uncovered cycle parking nearby, no safe cycling infrastructure, infrequent transit with poor connections, frequently pedestrian and cyclist routes that do exist are closed or have long detours due to special events.
- Most work remotely, sometime visit client sites.
- Require vehicles for employment.
- Construction issues, and overcrowding.
- Construction obstructions and safety concerns.

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	2023	2024
Traffic congestion has limited to no impact on my business operations	25.7	23.5	31.2	20.0	22.0
My business is somewhat impacted by increasing traffic congestion	50.5	48.2	42.9	40.0	35.2
My business is significantly impacted by increasing traffic congestion	23.8	28.2	26.0	40.0	42.9

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	2023	2024
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	40.0	39.6
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	60.0	60.4

WALKING ACTION PLAN

People want to walk more than they do today, but people are concerned about missing sidewalks in Surrey. To make walking safer and easier, over the next 10 years Surrey would like to construct sidewalks within the following walking distances of these key amenities:

Within a 5-minute walk of all schools

Within a 2–3-minute walk of grocery stores and bus stops

Within a 5-minute walk of SkyTrain stations

To what extent do you support or oppose this approach?	2023	2024
Strongly Oppose	1.3	1.2
Oppose	0.0	0.0
Neutral	14.1	24.7
Support	84.6	74.1
Strongly Support	28.2	1.2

CYCLING ACTION PLAN

People want to cycle more than they do today, but safety is the biggest barrier. People don't feel comfortable cycling on busy roads with cars and trucks. Surrey is proposing to build a safe, protected, and connected bike network focused on neighbourhoods in Surrey with the highest number of people and jobs where cycling has the greatest potential to access daily needs (for example in Surrey City Centre and Guildford). In some cases, protected cycling may impact on-street parking and narrow existing travel lanes.

If Surrey had a network of safe, protected and connected cycling facilities, how likely would your employees be to cycle to work?	2020	2021	2022	2023	2024
Very unlikely	46.5	10.6	15.6	24.4	27.9
Unlikely	22.8	4.7	6.5	14.1	18.6
Somewhat unlikely	8.9	17.7	19.5	10.3	7.0
Neither likely nor unlikely	6.8	21.2	9.1	15.4	12.8
Somewhat likely	8.9	10.6	9.1	18.0	16.3
Likely	3.0	16.5	18.2	9.0	10.5
Very likely	3.0	18.8	22.1	9.0	7.0

TRANSIT ACTION PLAN

There is a strong demand for more and better transit service across Surrey. This includes more bus service, expanded RapidBus routes and more rapid transit – including bus rapid transit where buses operate in an exclusive right of way, separated from general traffic, and board the bus at stations which feature advanced passenger amenities like real time information and off-board fare payment.

The Transit Action Plan responds to this and includes working with TransLink to deliver Transport 2050 10-Year Priorities in Surrey. In the next five years the plan is to:

- Deliver SkyTrain on Fraser Highway from King George Station to Langley
- Implement the R6 Scott Road RapidBus on Scott Road and 72 Avenue between Scott Road Station and Newton Exchange
- Extend the R1 King George Boulevard RapidBus from Newton to South Surrey/Semiahmoo Town Centre
- Complete the design study and prepare to deliver BRT on King George Boulevard from Surrey Centre to Newton/South Surrey

Over the next 10 years the plan is to:

- Upgrade the R6 Scott Road RapidBus to rapid transit
- Implement new RapidBus service on 96 Avenue between Scott Road, City Centre, Anniedale/Tynehead, and Port Kells to Langley
- Implement new RapidBus service on 24 Avenue between South Surrey/Semiahmoo, Grandview Heights, Campbell Heights to 200 Street
- Implement new RapidBus service on 152 Street between Guildford and Newton

To what extent do you support or oppose these transit priorities?	2023	2024
Strongly Oppose	3.9	1.2
Oppose	0.0	0.0
Neutral	15.4	9.4
Support	35.9	41.2
Strongly Support	38.5	41.2
Have other priorities? List them here	6.4	1.2

- I support the above initiatives, but more is needed.
- 88 Avenue/ Nordel Way should also be included in the five year plan.
- East-west traffic across Surrey; build overpasses over major roads such as 8 Avenue, 16 Avenue, 24 Avenue, 32 Avenue, Highway 10, Fraser Highway, 88 Avenue, and 96 Avenue.
- LRT within Surrey.
- Cloverdale and Fleetwood internal travel should be a priority .

BIKE LANE PRIORITIES

The City is proposing to build a network of protected, connected and continuous bike lanes on the following streets:

- All arterials and collectors in Surrey’s town centres
- Within 800 metres of all existing and future rapid transit stations
- On key connections between town centres, including on TransLink’s major bike network.

To what extent do you support or oppose this approach?	
Strongly Oppose	4.8
Oppose	16.7
Neutral	29.8
Support	25.0
Don’t Know	22.6

TRANSIT PRIORITIES

Providing transit priority makes transit more reliable, more time competitive with driving, and more attractive to use. Transit is also one of the most efficient uses of road space - a standard 40-foot bus can typically carry 50-60 people, which could potentially take the same number of single occupancy cars off the road, reducing traffic congestion and travel times for those that need to drive (like tradespeople and delivery drivers). To what extent do you support or oppose transit priority (signals, queue jumpers) that improves the speed and reliability of buses?

To what extent do you support or oppose this approach?	2023	2024
Strongly Oppose	1.3	0.0
Oppose	3.9	4.8
Neutral	20.8	14.3
Support	74.0	79.8
Don't Know	0.0	1.2

GOODS AND VEHICLE MOVEMENT ACTION PLAN

Surrey understands cars and trucks play an important role in the economic viability of our city. The vast majority of trips in Surrey are by private vehicles. In the future we want to give people more sustainable choices in how they travel, but cars and trucks will continue to play a major role in transportation. The Goods and Vehicle Movement Action Plan proposes to provide strategic, targeted road expansion based on evidence – building more road capacity where it is most effective at reducing traffic congestion and supporting goods movement. Road expansion will focus on the following:

- Completing the arterial road network
- Supporting trades and goods movement, including the major road network and truck routes
- Intersection improvements where investment is most effective at reducing congestion
- Developing intelligent transportation systems to leverage new data and technology

This approach will help keep goods moving throughout the city, supporting economic and population growth.

To what extent do you support or oppose the Goods and Vehicle Movement Action Plan?	2023	2024
Strongly Oppose	1.3	1.2
Oppose	1.3	0.0
Neutral	16.7	14.3
Support	57.7	61.9
Strongly Support	23.1	22.6

MICROMOBILITY SOLUTIONS

Would you support the use of micromobility solutions such as e-bikes, and e-scooters?	2023	2024
Yes	56.6	61.2
No	36.8	25.9
Other	6.6	12.9

Other comments include:

- Maybe if they carry insurance, they are too dangerous.
- Only if they were regulated and wore helmets.
- Support but they need to follow the law without exceptions.
- Not suitable for our climate with so much rain and cold.
- Makes sense in Central City area but not in other areas.
- Only in designated bike lanes, not roads or sidewalks.
- Only with proper training for the riders and dedicated transport lanes.
- Except for e-bikes specifically, many of the e-devices (like e-unicycles for example) are illegal under current laws in BC and municipalities.
- Yes, but once they are regulated. There is no safety or regulation on speed currently and they are dangerous the way they are being used today.

CITY ROADS AND PROJECTS

Below is a table listing the road corridors that are priorities for the business community.

Indicate which of the following road corridors would be your top 3 priorities for improvement – please choose only 3	
152 Street Overpass of Highway 99: Widen to 4 lanes with transit, walking and cycling facilities	42.7
88 Avenue: Widen to 4 lanes with walking and cycling facilities from 156 Street to 176 Street	36.0
16 Avenue: Widen to 4 lanes with walking and cycling facilities from Highway 99 to 176 Street	30.7
24 Avenue: Widen to 4 lanes with walking and cycling facilities from 164 Street to 192 Street	29.3
64 Avenue: Widen to 4 lanes with walking and cycling facilities from 177 Street and 184 Street	28.0
160 Street: Widen to 4 lanes with walking and cycling facilities Fraser Highway to 96 Avenue	26.7
New 24 Avenue and Highway 99 Interchange	25.3
128 Street: Widen to 4 lanes with walking and cycling facilities from 88 Avenue to 104 Avenue	22.7
132 Street: Widen to 4 lanes with walking facilities from 72 Avenue to 96 Avenue	20.0
Didn't see your priority? List it here:	20.6

- Highway 10 through Cloverdale and to 200 Street. 200 Street around 64 Avenue.
- My priorities have already been or are already being addressed.
- 180 Street or 184 Street in the area of the new hospital.
- 168 Street - widen to 4 lanes from 64 Avenue to Fraser Highway.
- Southbound access onto Highway 99 from King George Boulevard.
- Intersection of 152 Street and Fraser Highway.
- Increase number of roundabouts in place of 4-way stops.
- Build the four lanes; build an overpass on Highway 15 for east-west traffic.
- I don't think any of the roads should be widened, I think they should all have protected cycling and pedestrian infrastructure installed.
- An overpass is needed on Highway 17 and Bridgeview Drive, Highway 17 and 104 Avenue.
- Widen 32 Avenue to 4 lanes from 164 Street to 184 Street.
- 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.

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.	
72 Avenue: New construction from 152 Street to Fraser Highway	68.1
72 Avenue: New construction from Fraser Highway to 184 Street	66.7
Whalley Boulevard: New construction from Fraser Highway to 96 Avenue	43.1
84 Avenue: New construction from 124 Street to 128 Street	38.9

Other comments include:

- 80 Avenue: 152 Street to 153A Street and 72 Avenue to Fraser Highway.
- Connecting protected cycling infrastructure to allow people to get across Surrey easily. Shouldn't take twice the distance to be safe.
- 32 Avenue from 184 Street to 176 Street - widen to four lanes.
- 64 Avenue should be 4 lanes all the way.
- 24 Avenue from King George Boulevard to 192 street.
- Work with Township of Langley to open 24 Avenue at 196 Street (closed presently).

Indicate which of the following road intersections would be your top 3 priorities for improvement – please choose only 3	
88 Avenue and 140 Street	62.9
104 Avenue and 156 Street	60.0
88 Avenue and Harvie Road	55.7
24 Avenue and 184 Street	52.9

Other feedback provided by respondents:

- Fraser Highway and 64 Avenue. 200 Avenue and 64 Avenue. 188 Street and Fraser Highway.
- 152 Street and Fraser Highway needs better movement, it's an absolute bottleneck.
- Fix the traffic timing of 168 Street and Highway 10.
- 152 Street and 100 Avenue, 152 Street and 88 Avenue.
- 20 Avenue and 176 Street.
- 84 Avenue and 132 Street.
- I don't have an intersection priority when considering how cars might travel through them faster. I think we need to redesign them to be safe for all users, including cyclists and pedestrians.
- Harvie Road and 80 Avenue, and 176 Street and Fraser Highway - time the turns longer.
- Tannery overpass! Fix the road and lights.
- Highway 17 and Bridgeview Drive.

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 two columns added
Rapid transit on King George Boulevard from Newton to South Surrey	2.7	2.7	20.0	28.0	41.3	69.3
Rapid transit on King George Boulevard from City Centre to Newton	1.3	6.7	20.0	24.0	42.7	66.7
Rapid transit on 104 Avenue from City Centre to Guildford	6.7	4.0	24.0	24.0	34.7	58.7
Rapid transit on Scott Road/72 Avenue	2.7	12.0	25.3	20.0	30.7	50.7

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
New/increased bus service to neighbourhoods not served by transit	5.6	4.2	16.7	36.1	36.1	72.2
Enhanced bus stops, shelters, benches, and sidewalk access improvements	5.6	4.2	22.5	23.9	40.9	64.8
More frequent service on existing bus routes	2.8	4.2	23.9	26.8	36.6	63.4
Later service on bus routes	4.2	4.2	19.7	31.0	31.0	62.0
Better east/west bus service across Surrey	2.8	4.2	29.6	21.1	38.0	59.2
New bus service on 96 Avenue from Scott Road to Langley	5.7	10.0	27.1	27.1	22.9	50.0
152 Street RapidBus service, with bus only lanes, from Newton to Coquitlam Centre	9.9	7.0	35.2	15.5	22.5	38.0

CURBSIDE PULL-OUTS FOR BUSES

How important are curbside pull-out lanes to you?	2020	2021	2022	2023	2024
Extremely important	37.9	44.3	38.2	45.6	41.3
Very important	28.7	32.9	30.9	26.5	28.0
Somewhat important	21.8	16.5	20.6	19.1	18.7
Not so important	5.8	3.8	4.4	4.4	8.0
Not at all important	5.8	2.5	5.9	4.4	4.0

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	2023	2024
Effective	83.9	86.1	70.6	77.9	73.3
Not effective	6.9	2.5	7.4	2.9	9.3
No opinion	8.1	8.9	20.6	11.8	14.7

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 Slow Streets Pilot as a way to help reduce the severity of collisions in Surrey?	2022	2023	2024
Yes	51.5	35.3	49.3
No	35.3	47.1	37.3

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?

Do you support expanding ASE?	2023	2024
Yes	66.2	53.3
No	25.0	32.0

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	2023	2024
Yes, daily	1.2	2.6	4.5	6.0	8.1
Yes, 2 or 3 times a week	8.1	10.3	14.9	13.4	6.8
Sometimes, a few times a month	21.8	12.8	17.9	17.9	29.7
Sometimes, a few times a year	39.1	29.5	28.4	22.4	27.0
No, not for business travel	29.9	44.9	34.3	40.3	28.4

What event should trigger the expansion from four to six lanes on the Pattullo Bridge?	2023	2024
Population increase	22.4	18.9
Traffic wait times extending beyond 10 minutes to cross the bridge beyond the peak hours	47.8	46.0
Don't know	16.4	13.5

Other comments include:

- Why wait at all?
- If the congestion on the other alternatives such as Port Mann and Alex Fraser increase noticeably, which is doubtful.
- Only should increase it if they are going to use those extra two lanes for bus only travel. No need for more car capacity, as you already state it just creates more traffic.
- It should have been replaced years ago.
- Do it now. Build for the future.
- Should be 6 lanes from day 1.
- It is already needed; no trigger is necessary.
- More roadways leading to and from it are necessary. The access to Highway 17 will be key, it needs to be easy.
- The only way the new bridge will work effectively as a 4-lane crossing is to keep the existing bridge for truck travel only and ban all commercial trucks from using the new bridge.

GEORGE MASSEY TUNNEL

Do you use the Massey Tunnel while travelling for business?	2020	2021	2022	2023	2024
Yes, daily	1.2	1.3	3.0	6.0	5.4
Yes, 2 or 3 times a week	6.9	15.4	9.0	17.9	10.8
Sometimes, a few times a month	26.4	25.6	28.4	19.4	28.4
Sometimes, a few times a year	26.4	19.2	25.4	20.9	21.6
No, not for business travel	39.1	38.5	34.3	35.8	33.8

Do you agree with the current design of the new Massey Tunnel?	2023	2024
Yes	56.7	63.5
No	43.3	36.5

“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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