

Surrey Transportation Plan

Phase 3 Public Survey

Survey Results
September 8, 2021

The results of this survey, conducted between June 15, 2021 and August 2, 2021, are not weighted to the City of Surrey's population.

The results are based on 4,119 survey responses (complete & partial responses).

Background

City of Surrey is creating a new, innovative transportation plan for the Surrey of the future. Rooted in community values through four phases of public consultation, the plan will be 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, we launched phase 2 of public consultation to better understand community values and the current Surrey transportation experience. With input from residents, businesses and stakeholders, 10 themes emerged:

- Safety drives transportation choices
- Almost everyone wants to walk/bike/transit more
- Local connected walk and roll networks are needed
- Land use shapes transportation outcomes
- Equity needs improving
- Change requires community-wide commitment
- Shift to zero carbon transportation is broadly supported but needs investment
- The sharing economy provides an opportunity to improve choices
- Walking, cycling and transit need increased investment and prioritization to be viable alternatives to car trips
- Rapid transit is needed to connect all Surrey communities

Background

Based on this feedback, the City has created a draft vision and identified four Bold Moves that respond to community values, improve safety, tackle the climate crisis, and better connect people and places. We are seeking community input on the vision and four proposed Bold Moves, including potential trade-offs, to help us prioritize key transportation investments over the next 10 years.

In this survey, participants had the option to provide feedback on one or all of these Bold Moves. Short videos introducing the proposed vision and Bold Moves were followed by questions to understand how survey participants felt about them and to help identify any gaps and areas for improvement.

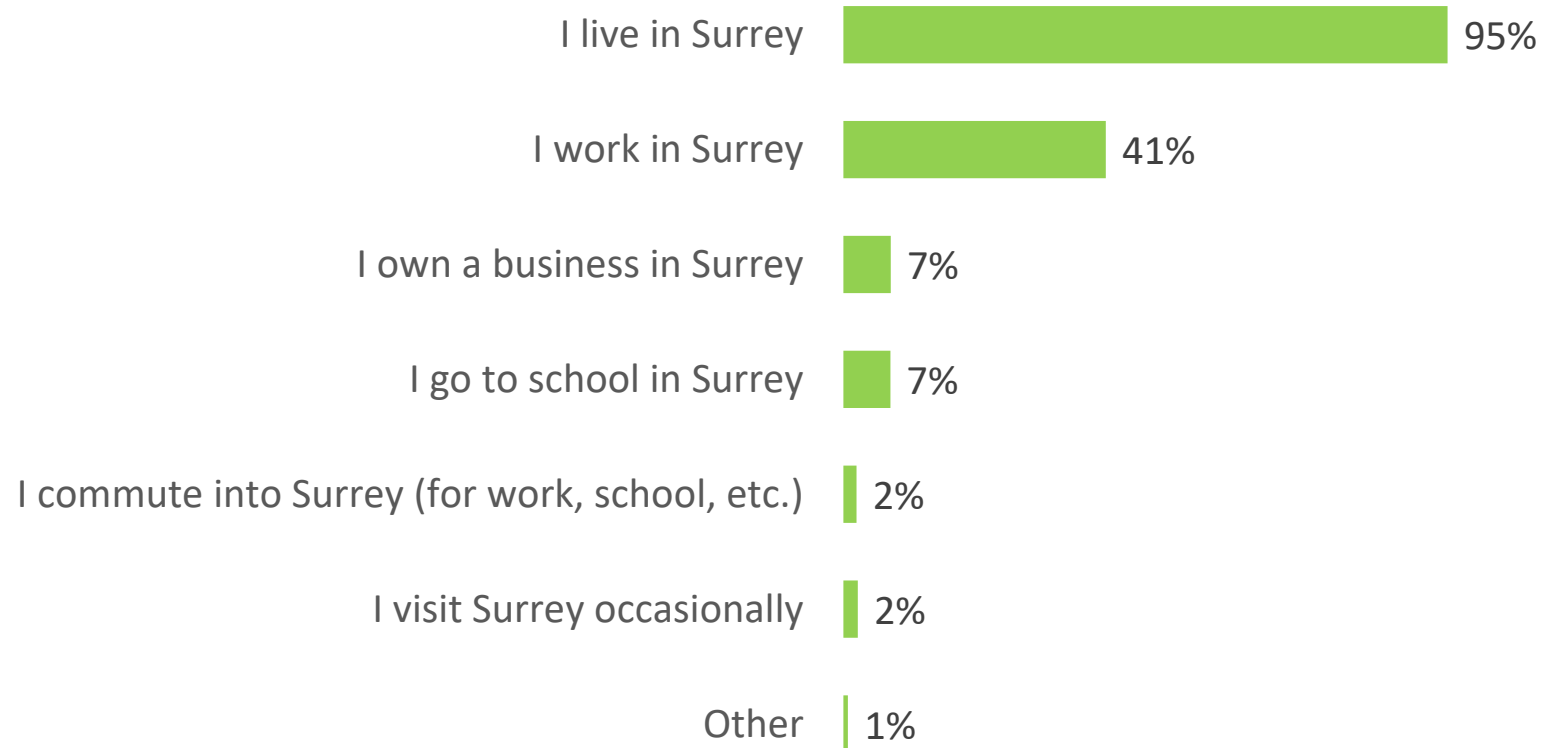
These results are based on 4,119 responses received from two online surveys:

CitySpeaks Panel Survey: 1,117 responses from June 15, 2021 to August 2, 2021

Open Community Survey: 3,002 responses from June 15, 2021 to August 2, 2021

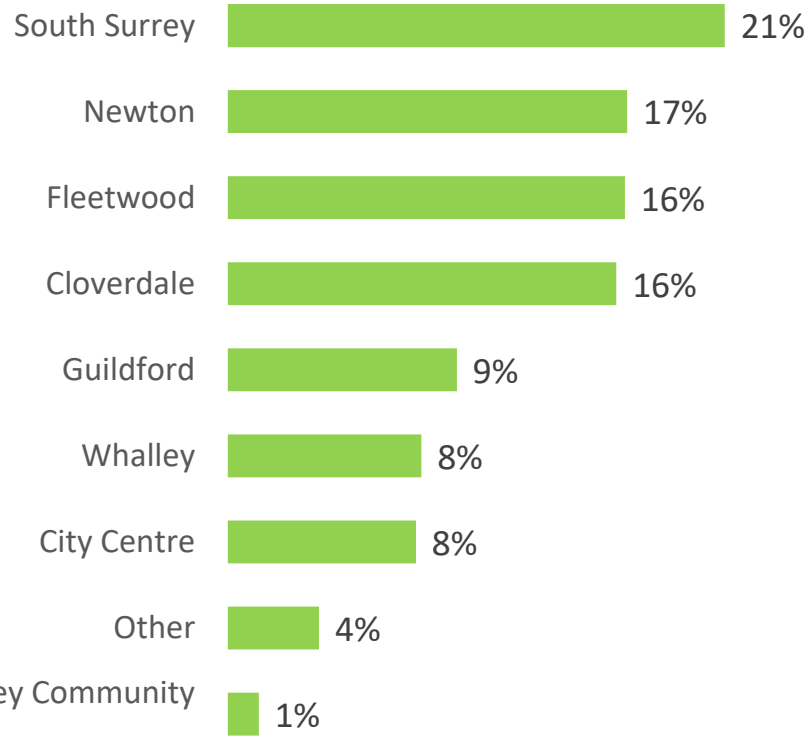
Profile of Survey Participants (#1)

Ties to Surrey

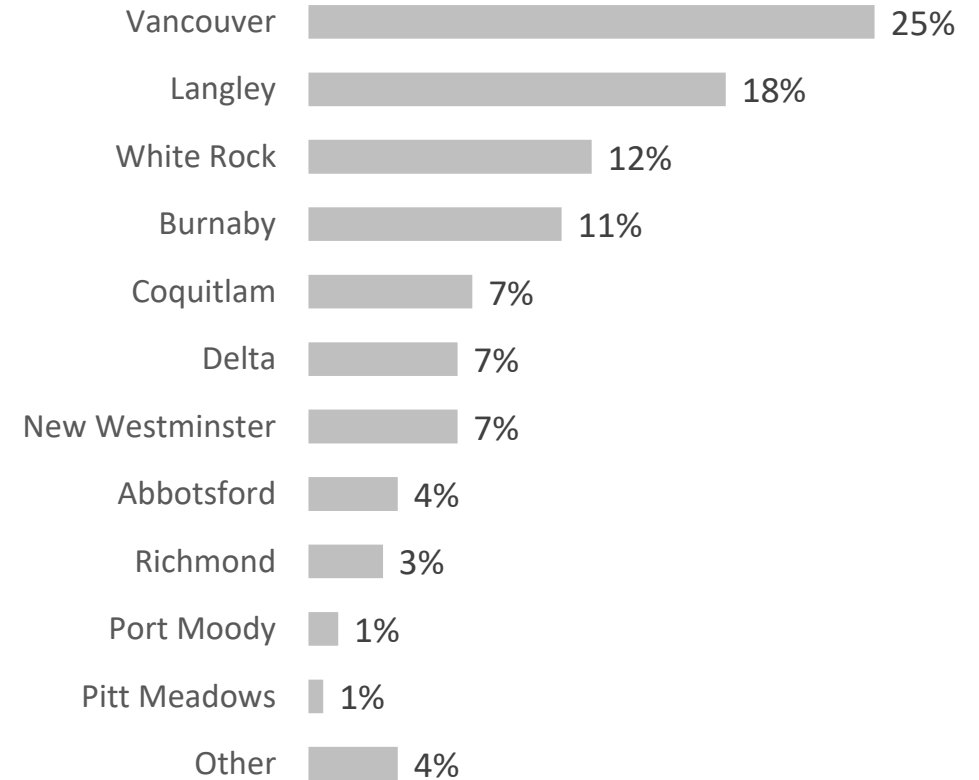


Profile of Survey Participants (#2)

Surrey Community



Other City of Residence

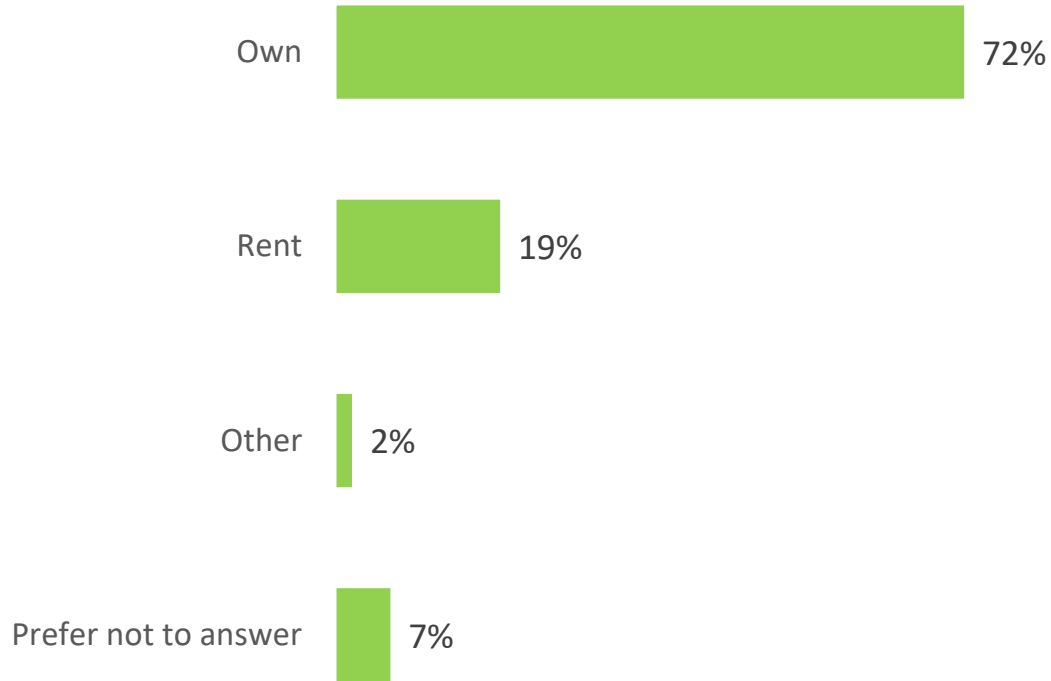


DEMOGRAPHICS

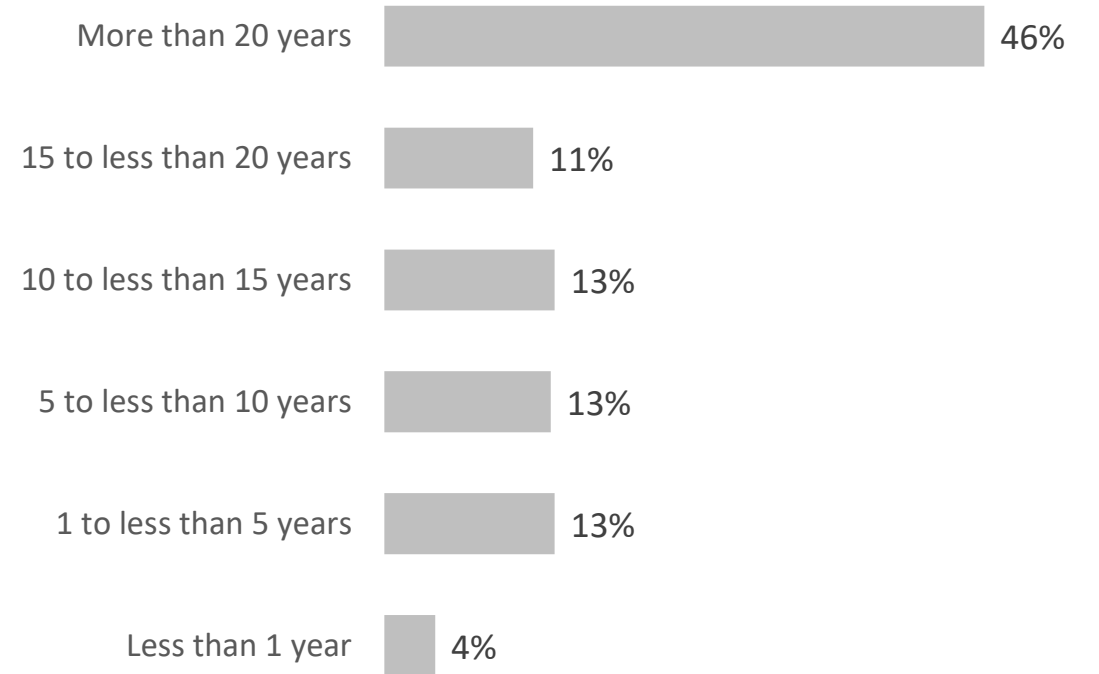
Demographics are provided as background on the composition of survey respondents. Please note these results are not weighted to the City of Surrey's population.

Profile of Survey Participants (#3)

Tenure

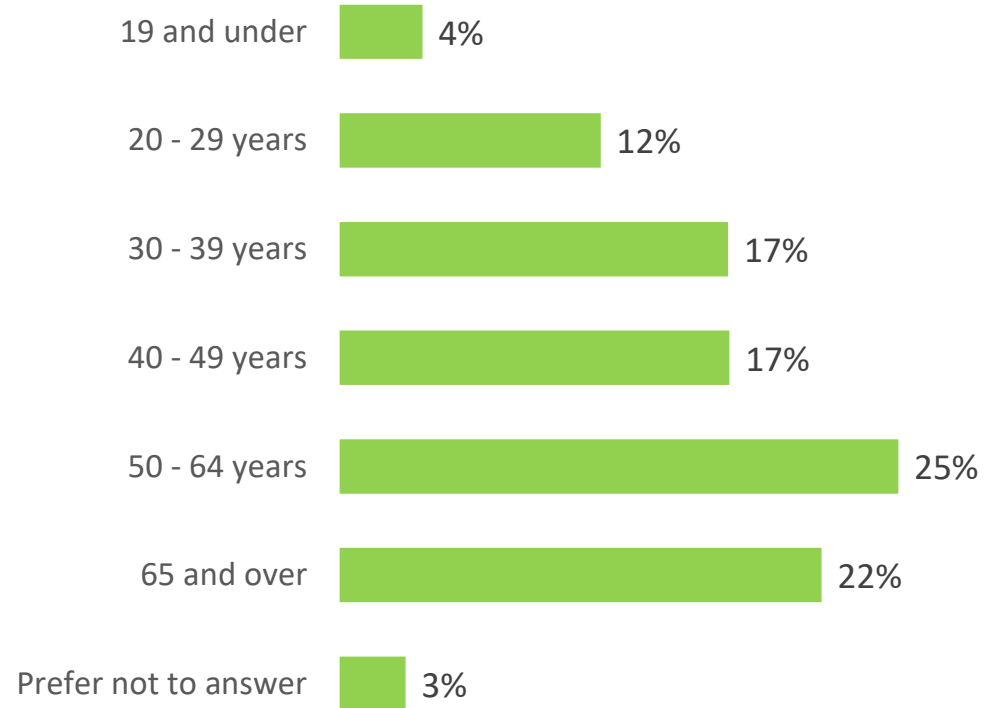


Years Living in Surrey

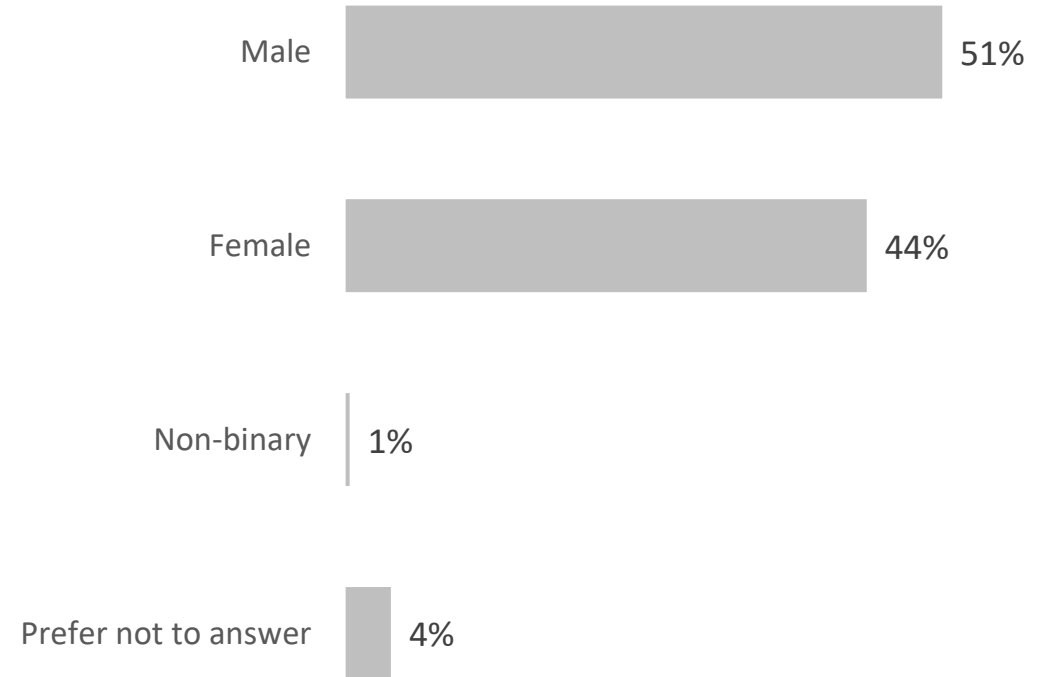


Profile of Survey Participants (#4)

Age Range

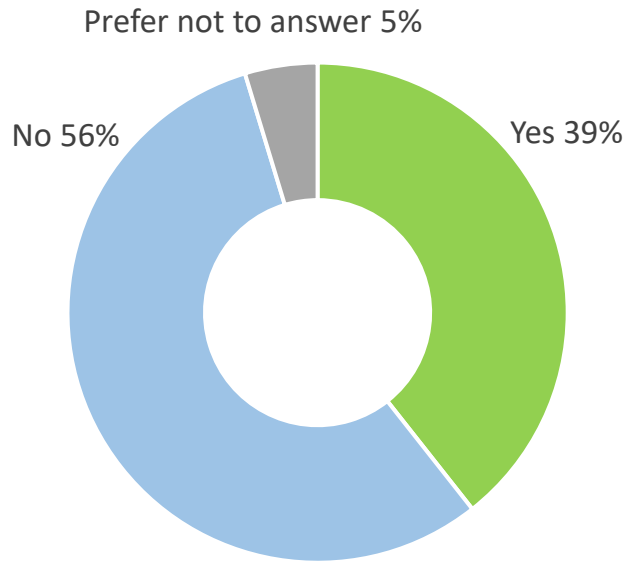


Gender

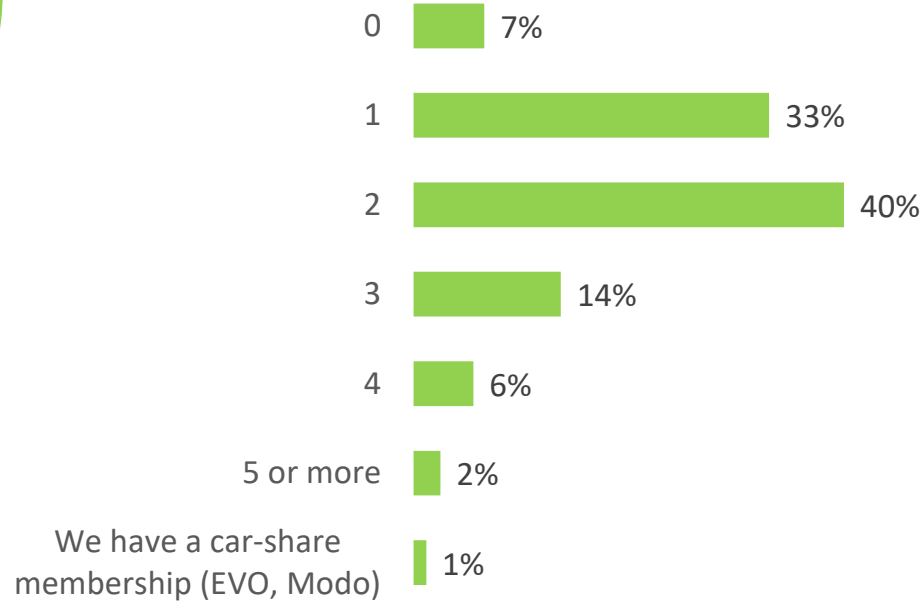


Profile of Survey Participants (#5)

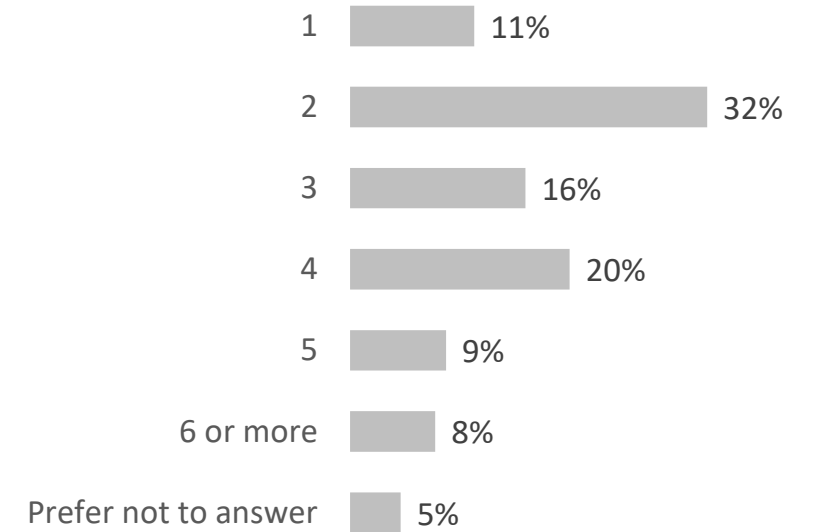
Children Living at Home



Number of Vehicles in Household

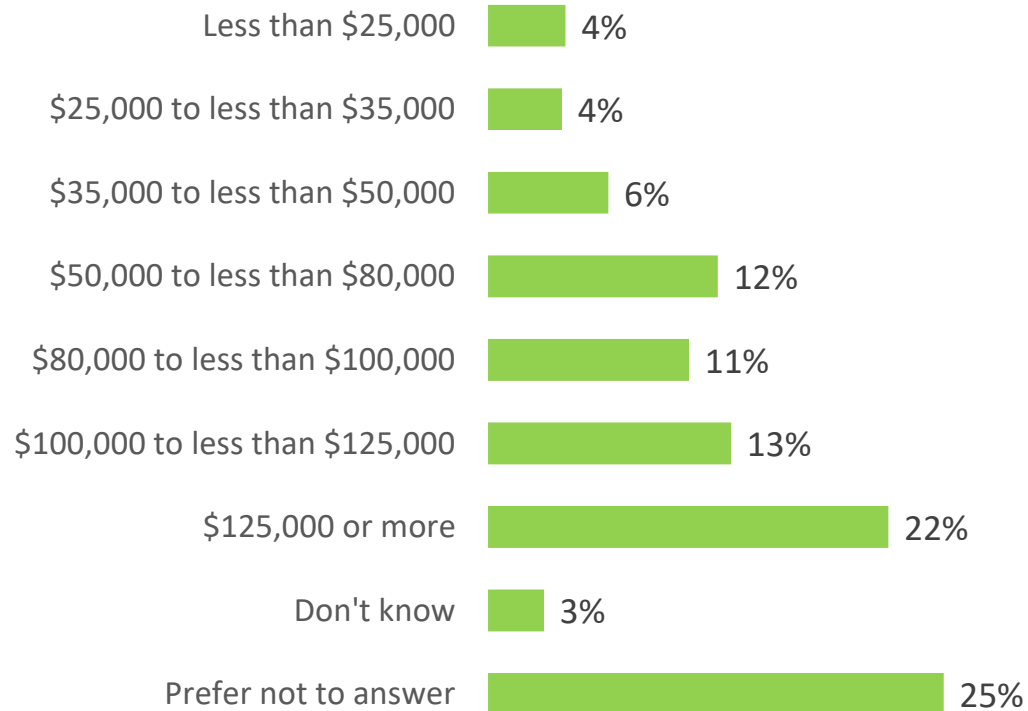


Number Living in Family/Household

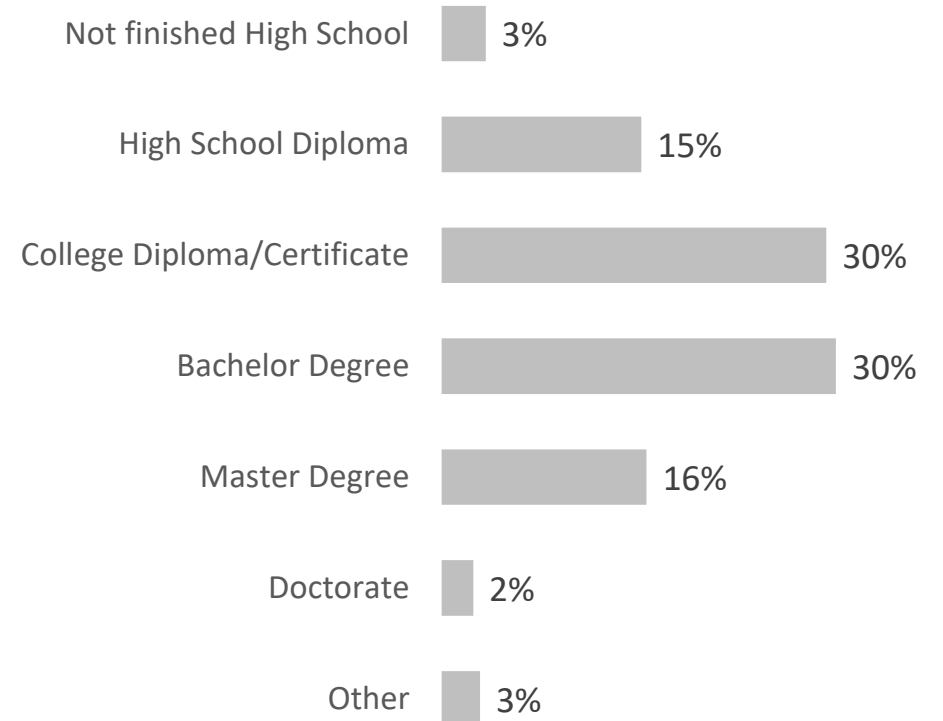


Profile of Survey Participants (#6)

Household Income

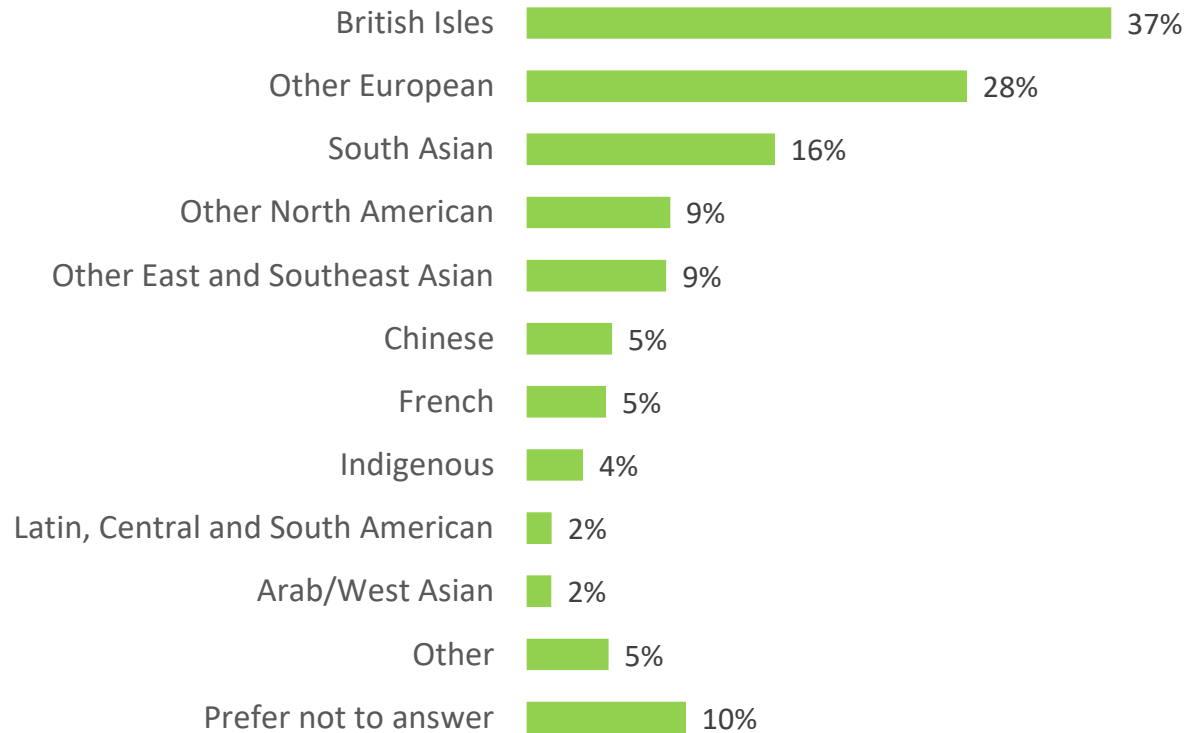


Highest Level of Education

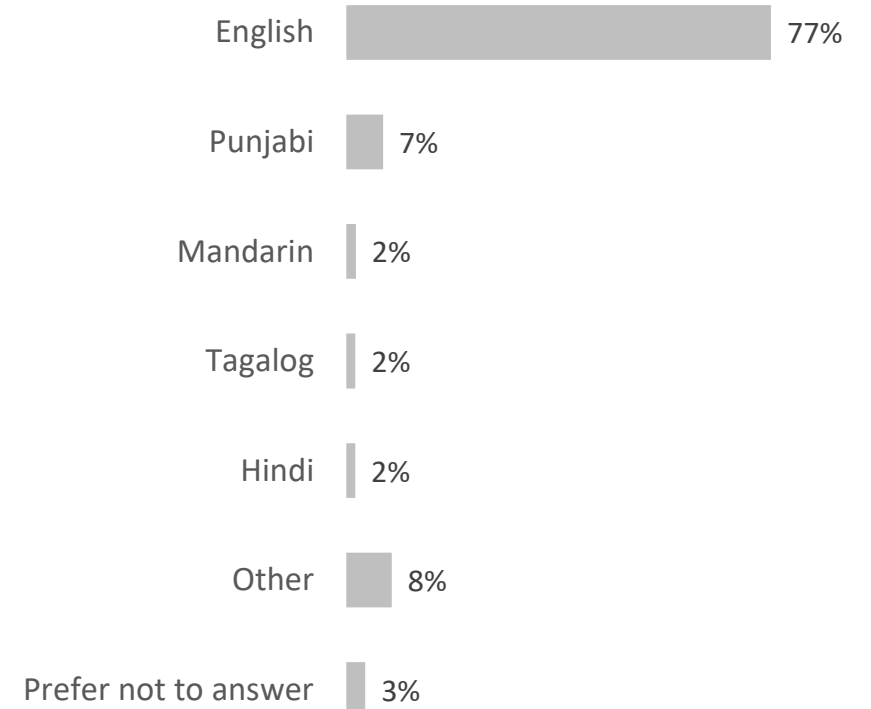


Profile of Survey Participants (#7)

Ethnicity/Cultural Origins

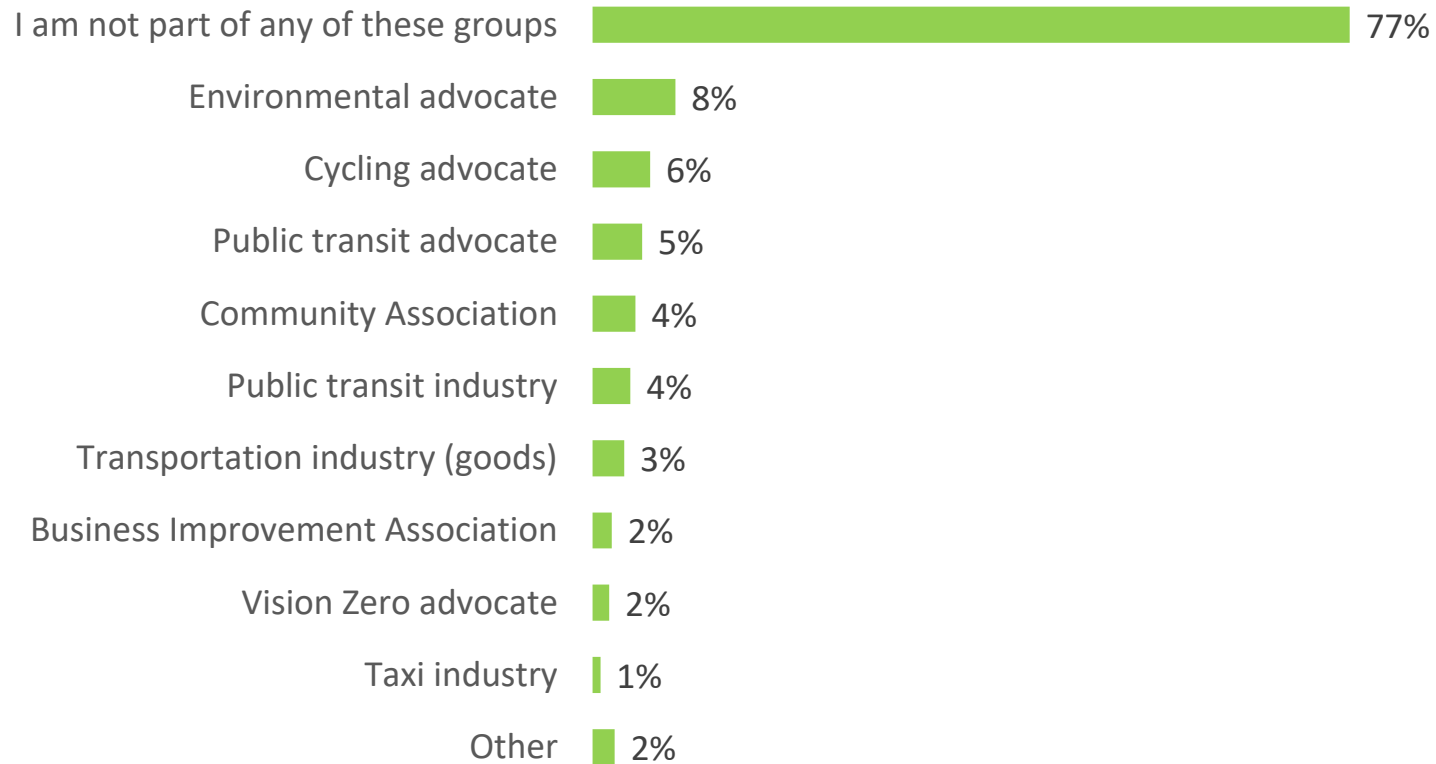


Language spoken most often at home



Profile of Survey Participants (#8)

Stakeholder Groups

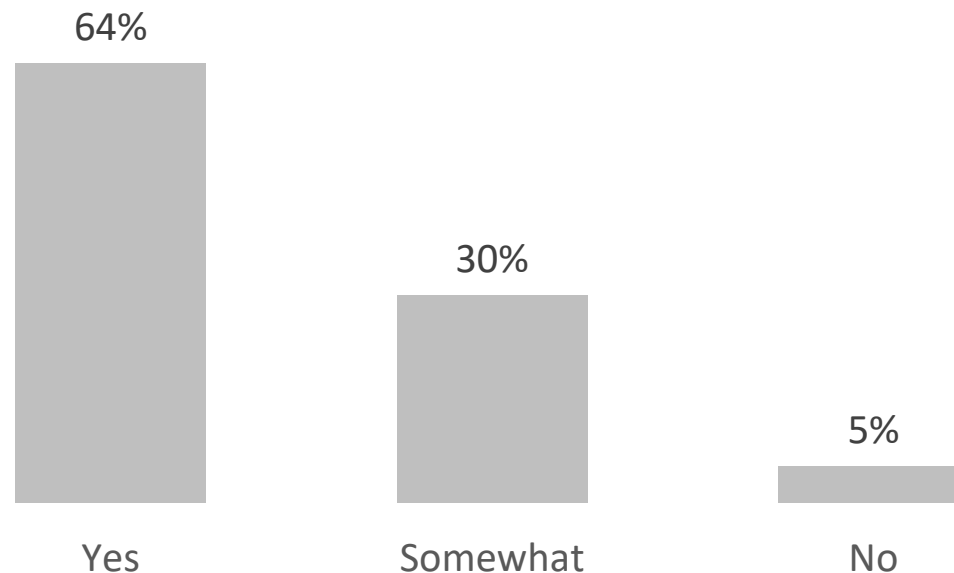


Draft Vision: Values & Vision Captured

We are creating a new transportation plan that improves safety, tackles the climate crisis, and better connects people and places for the Surrey of the future. We've created a draft Vision and identified four Bold Moves that respond to the community values and current Surrey transportation experience that our citizens shared with us in the second phase of public engagement.

With what we heard; the draft Vision for Transportation in Surrey is:

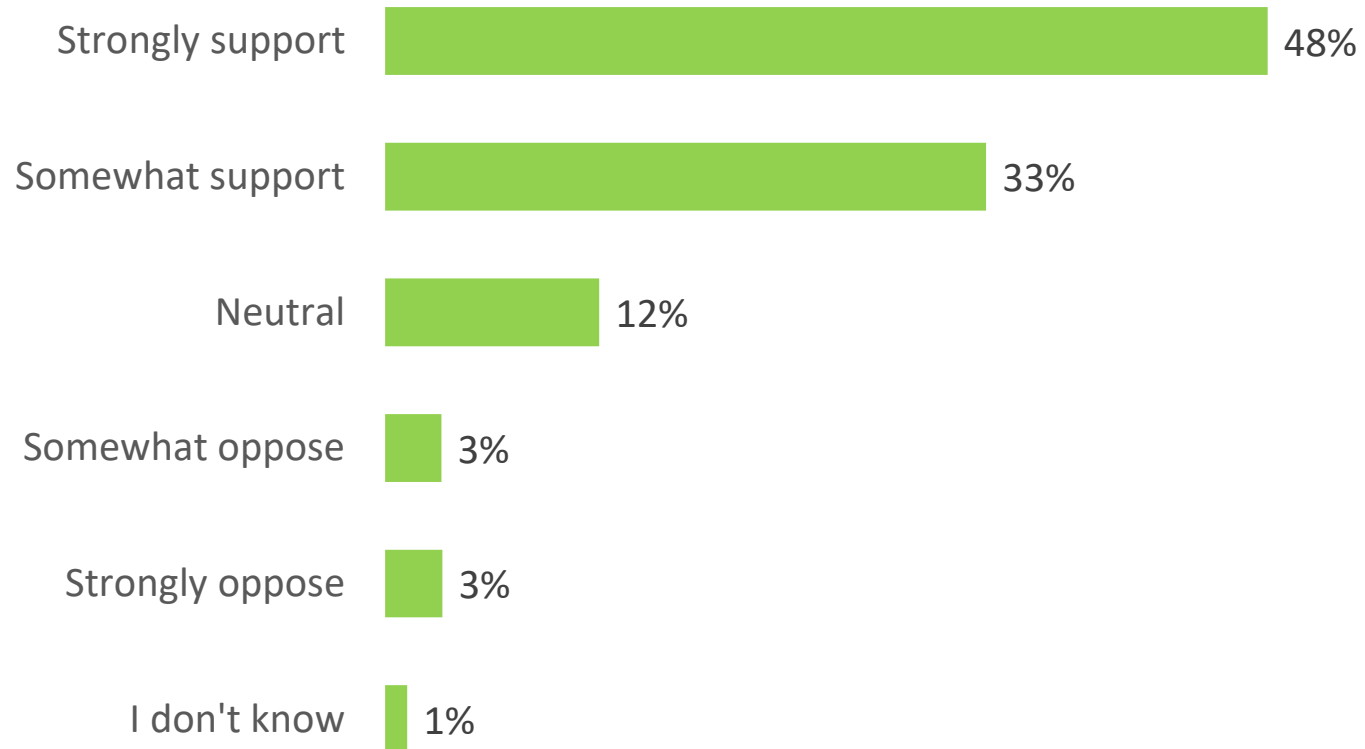
Connecting a million people and places with safe, convenient, and green transportation choices for all



Q: Does the Vision capture your values and your vision for the future of transportation in Surrey?

Total participants: 4119

Draft Vision: Level of Support or Opposition



Q: To what extent do you support or oppose this vision for future transportation in Surrey?
Total participants: 4119

Draft Vision: Reasons for Support

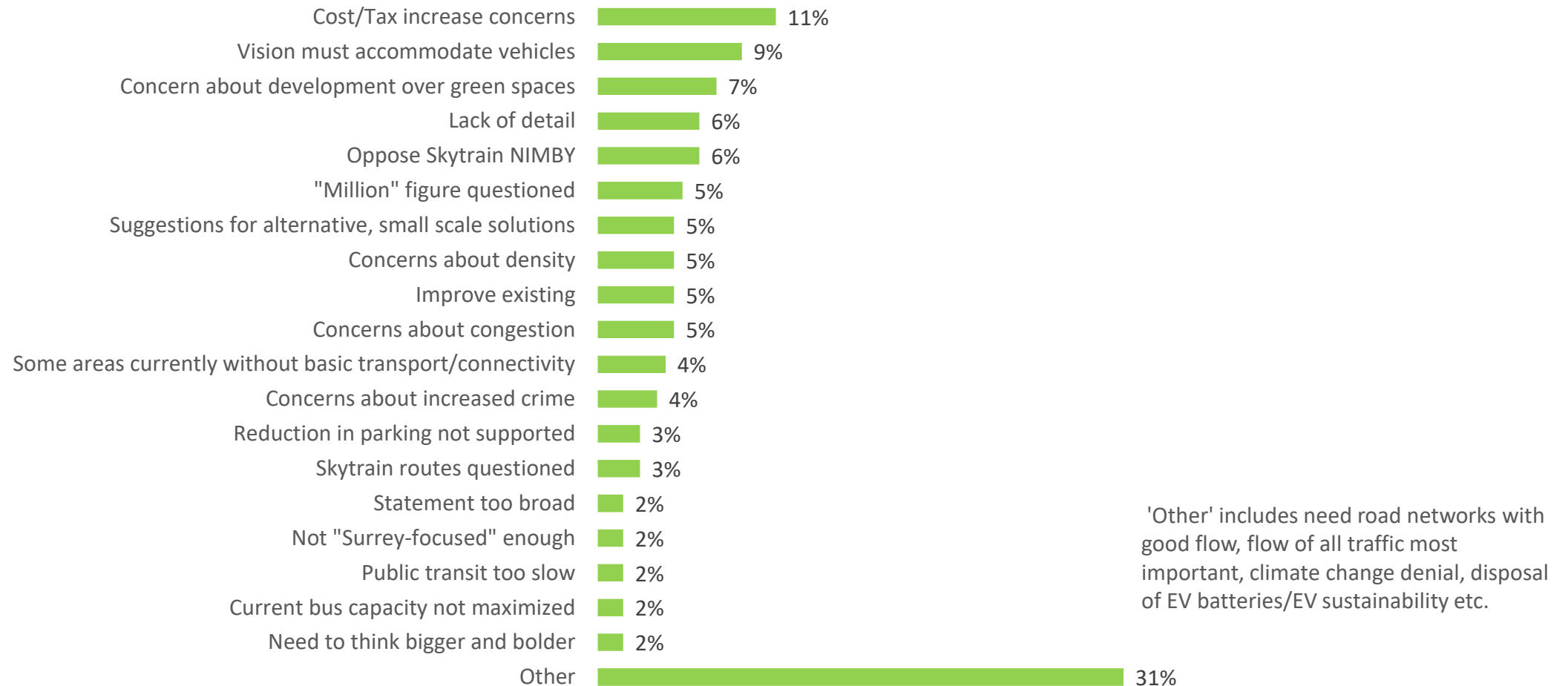
- Rapid growth in population requires more public transit options.
 - Given Surrey's geographic size, more options are necessary to enable free movement of people.
 - Need to recognize that not everyone can walk or use public transit to meet their daily needs.
- Connectivity of transportation modes is important whether by car or bus to rapid transit and vice versa.
- Increased public transit modalities and reach will reduce dependency on cars.
- In general, the plan addresses the climate crisis.

Q: Please tell us why you support this vision. (optional)

Please refer to the Verbatims file to read all the comments submitted for this question.

Total participants: 1499

Draft Vision: Reasons for Opposition (responses from the 6% opposed)



Q: Please tell us why you oppose this vision. (optional)

Please refer to the Verbatims file to read all the comments submitted for this question.

Total participants: 199

Draft Vision: Suggested Improvements

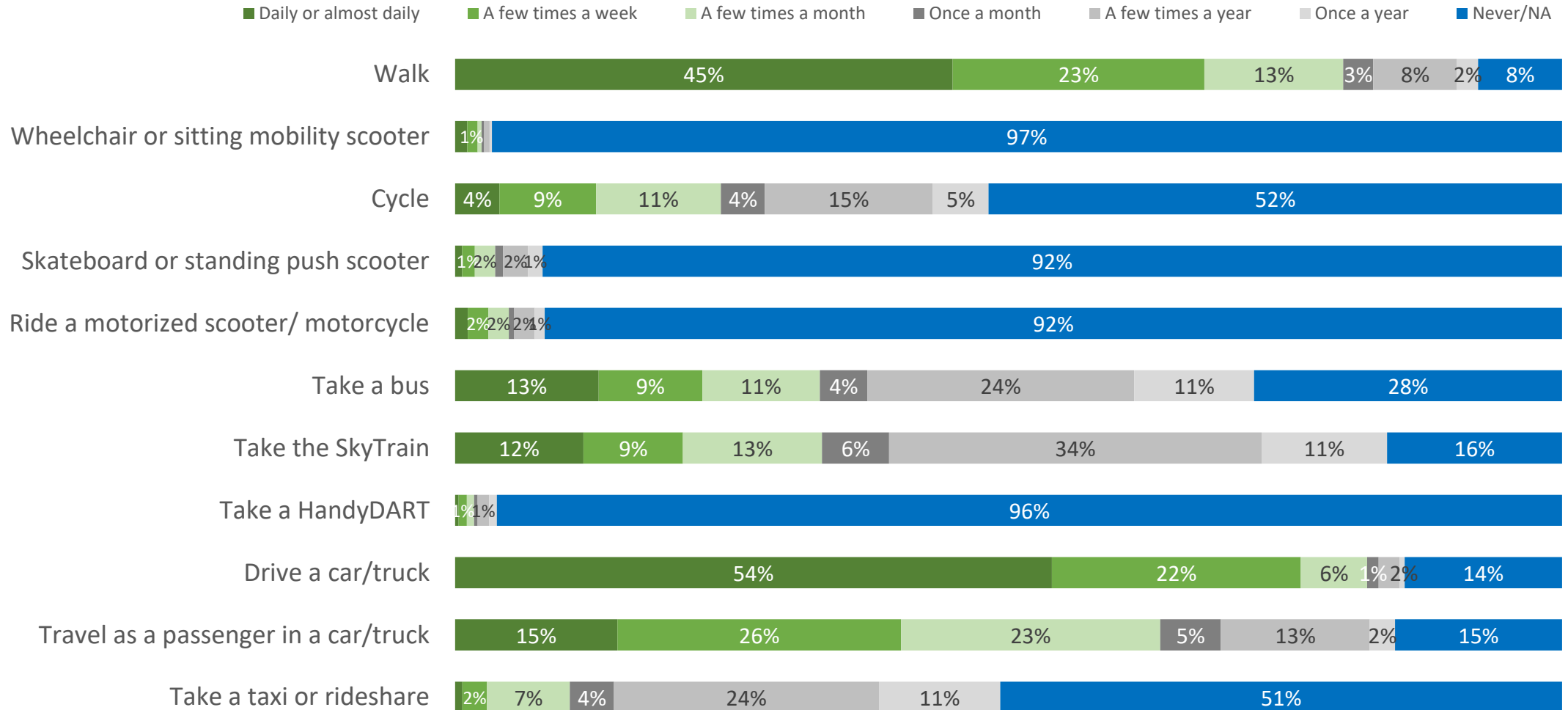
- Affordability is considered an imperative.
- Connected, multi-modal systems within the City are of high importance.
- Frequency of services, (both time of day and day of week), regardless of modality is top of mind.
- Any improvements must consider the automobile.
- The issue of speed limit reduction is not top of mind as a safety measure.
- Accessibility for all also top of mind.

Q: Do you have any suggestions for improving this vision? (optional)

Please refer to the Verbatims file to read all the comments submitted for this question.

Total participants: 1297

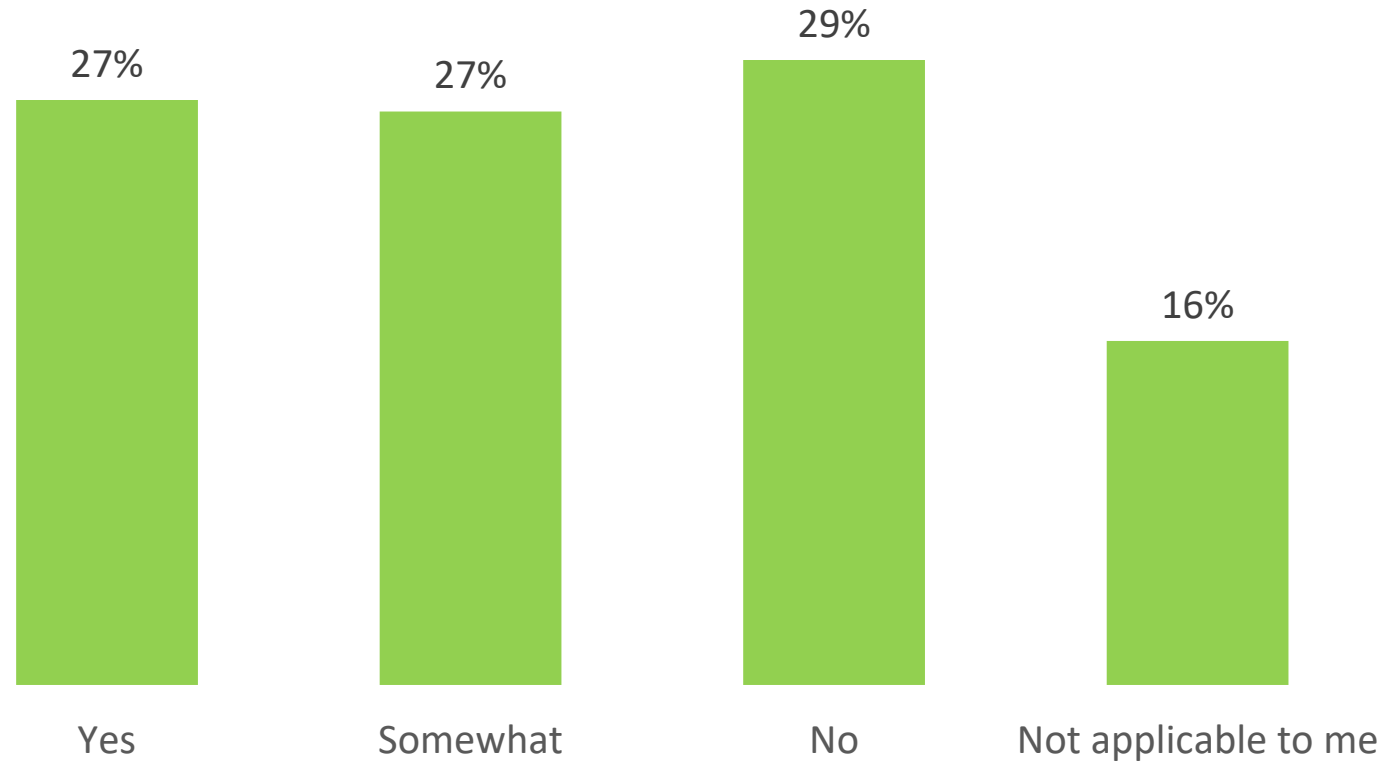
Transportation Modes: Frequency of use



Q: How frequently do you use the following modes of transportation to get around Surrey:

Total participants: 3908 - 3911

Transportation Modes: Interest in walking more

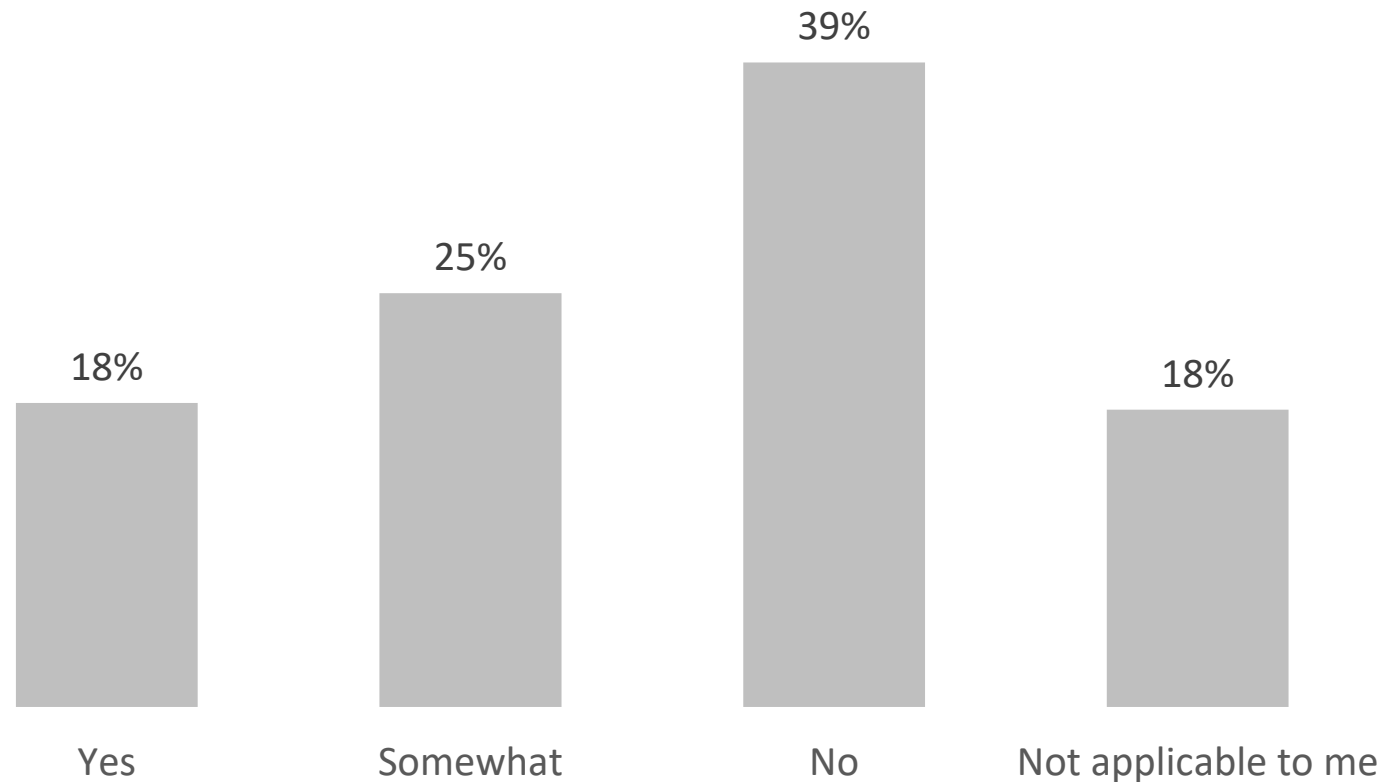


Q: Are you interested in walking more?

Those who selected *Once a year or Never/NA* for Walk in *How frequently do you use the following modes of transportation to get around Surrey?*

Total participants: 371

Transportation Modes: Interest in cycling more

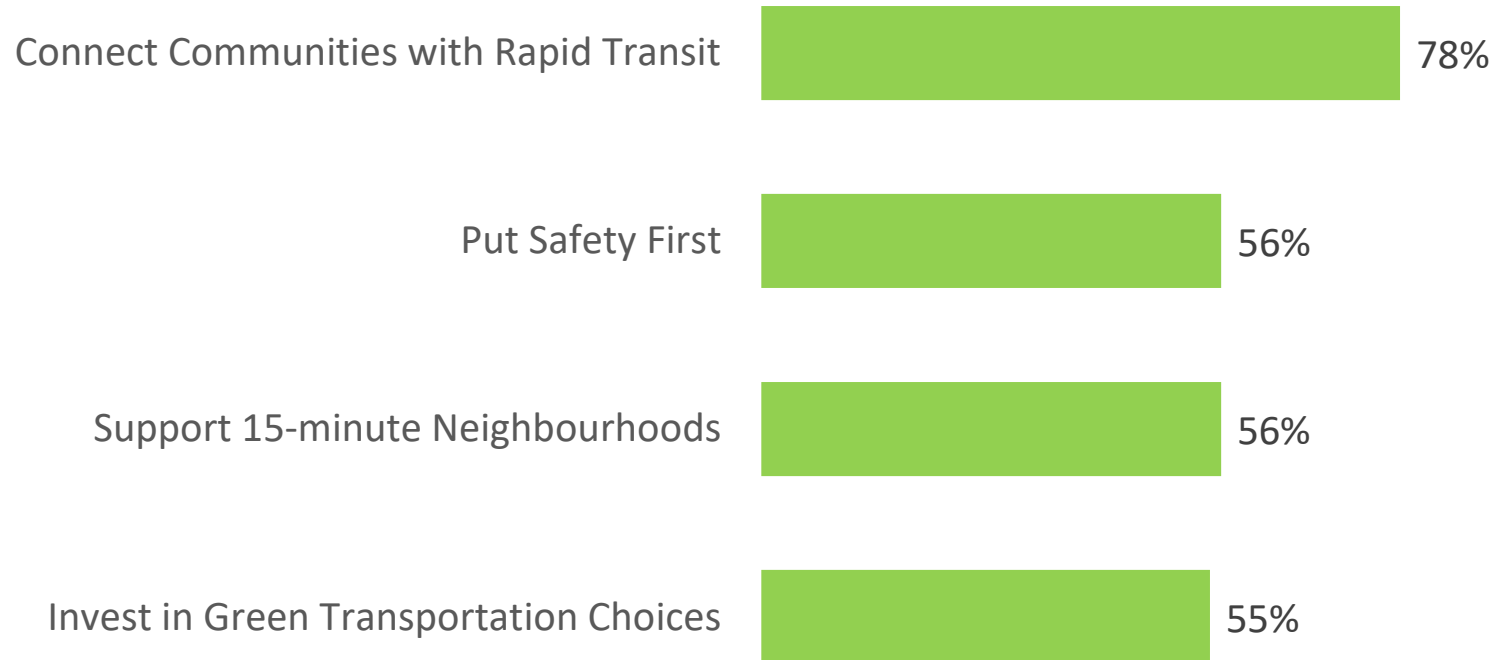


Q: Are you interested in cycling more?

Those who selected *Once a year or Never/NA* for Cycle in *How frequently do you use the following modes of transportation to get around Surrey?*

Total participants: 2222

Bold Moves Selected



Q: Which Bold Moves would you like to provide feedback on? Select all that apply.
Total participants: 3732

Bold Move 1: Put Safety First

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

According to the fall 2020 citywide survey, safety is the top community value and number one barrier to walking, cycling and taking transit more.

To address this, we are seeking your feedback on Bold Move number one: Safety First. This means building streets that prioritize safety over the movement of vehicles while supporting the Vision Zero Surrey Safe Mobility Plan. The plan is Surrey's commitment to reducing the number of injuries and fatalities down to zero, and increasing safe, healthy and equitable mobility for all so that human life is valued above all else in the transportation network.

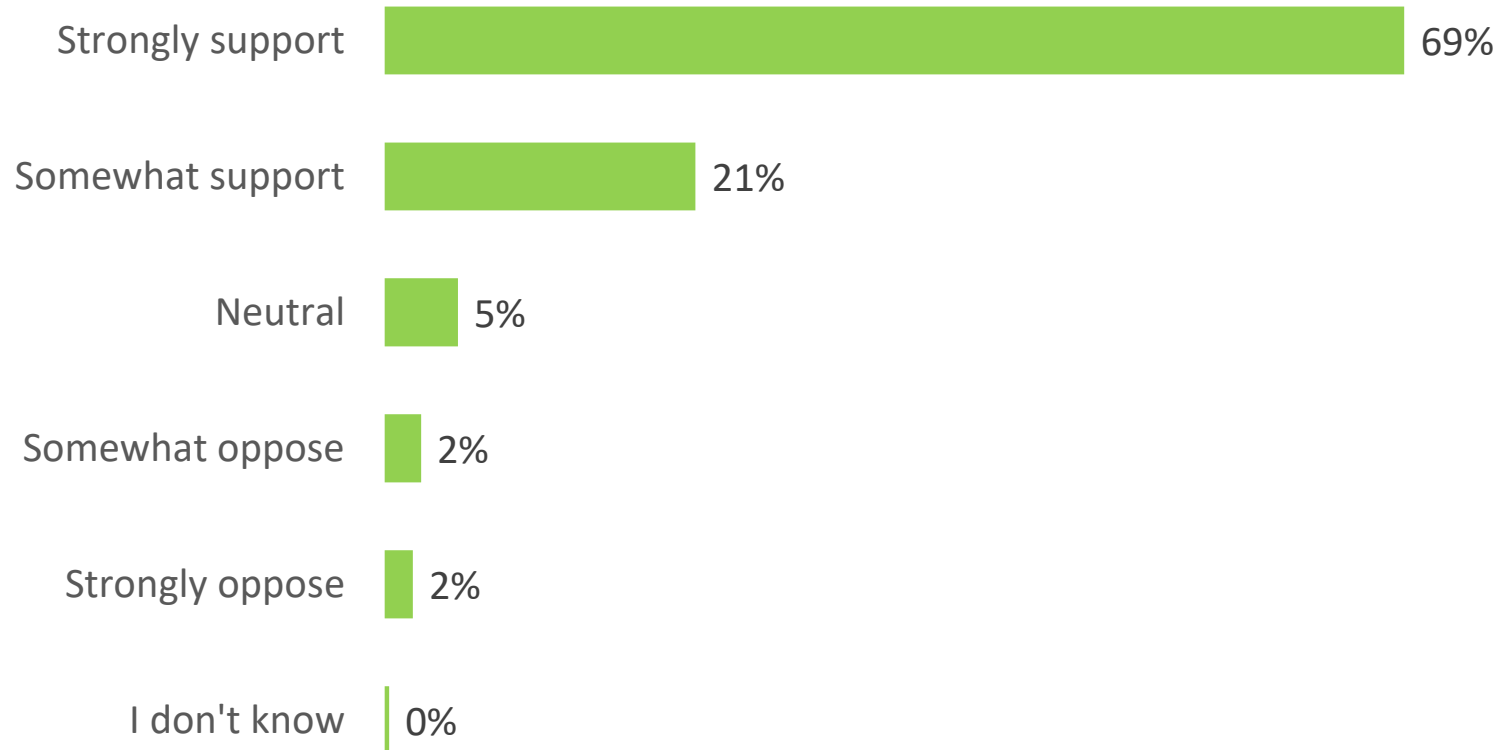
Safe mobility is considered a human right and loss of life shouldn't be viewed as an inevitable aspect of transportation. Each year on average, 20 people are killed and 12,000 are injured. These aren't just numbers. They're real people. No matter who you are, where you're going or how you get there, you should be able to do so safely.

By focusing on this Bold Move—Safety First—the City will work in collaboration with our partners, and take equitable, data-driven, evidence-based actions to ensure that City resources are spent where they will have the greatest impact on creating safer streets.

With each of the four proposed Bold Moves, there will be various considerations and trade-offs. For example, if lower speed limits improved road safety but resulted in a slight increase to your travel time, would you still support reduce speed limits?

Safety First means building streets that prioritize safety over the movement of vehicles while supporting Vision Zero Surrey Safe Mobility Plan which was developed with the vision of having zero people killed and seriously injured on our roads, and that human life is valued above all else in the transportation network.

Bold Move 1: Level of Support or Opposition for Put Safety First



Q: To what extent do you support or oppose Put Safety First?
Total participants: 1990

Bold Move 1:

Reasons for Support for Put Safety First

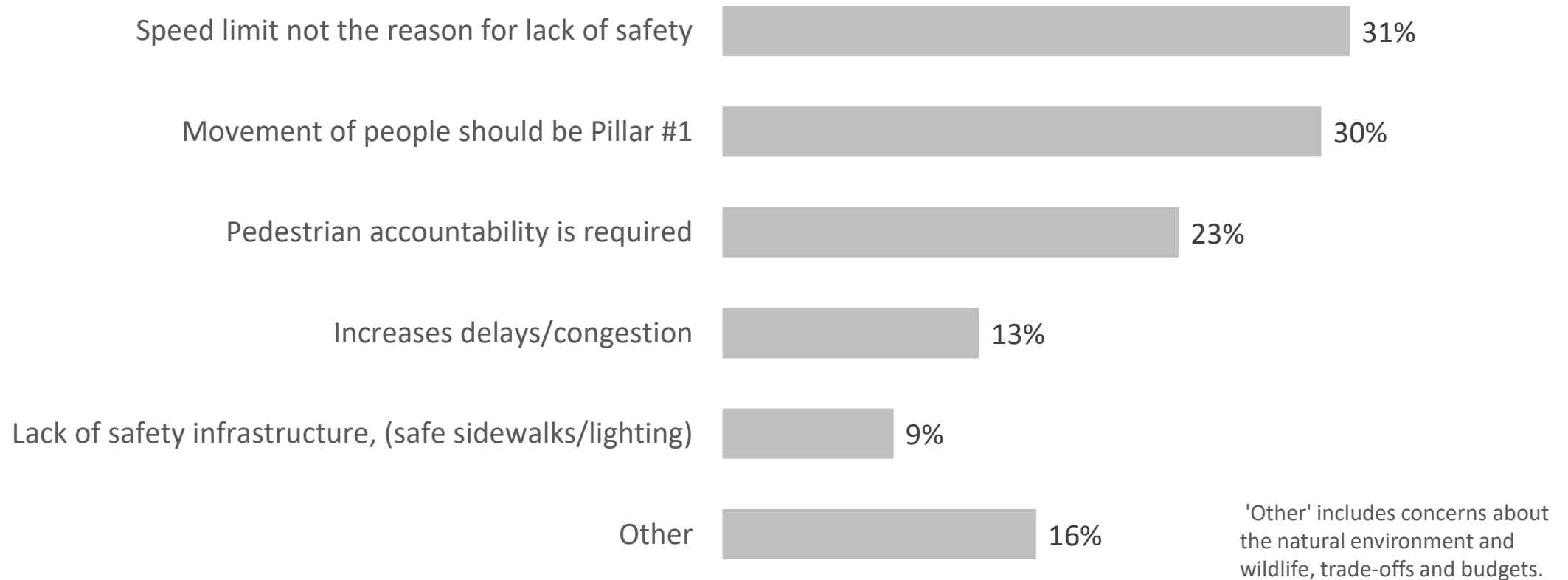
- Human Life is #1.
- Pedestrians and cyclists are equally fearful, regardless of neighbourhood or area.
- Increased accountability and responsibility is an expectation of all participants (drivers, pedestrians, and cyclists).
- Improvements to existing infrastructure such as sidewalk improvements/pavement and roadway conditions where accidents occur to the pedestrian or cyclist are required.
- Improving traffic flow is considered a high priority and does not include reducing speed limits in general.

Q: Please tell us why you support Put Safety First. (optional)

Please refer to the Verbatims file to read all the comments submitted for this question.

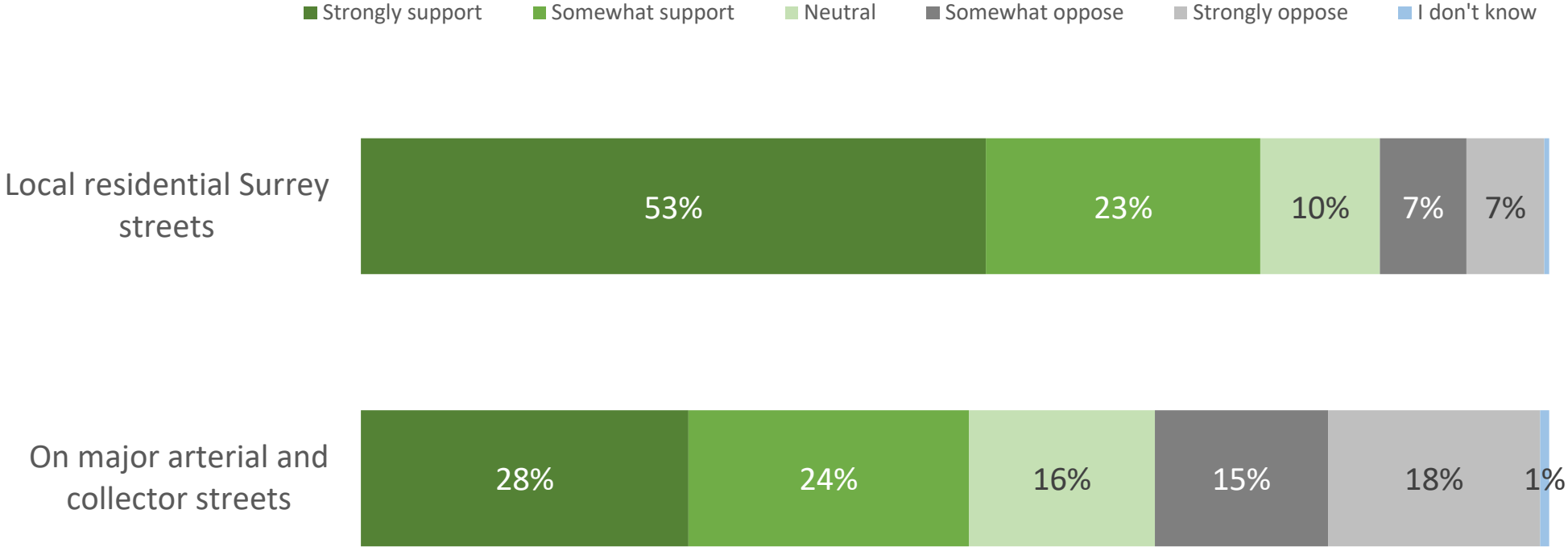
Total participants: 760

Bold Move 1: Reasons for Opposition to Put Safety First (responses from the 4% opposed)



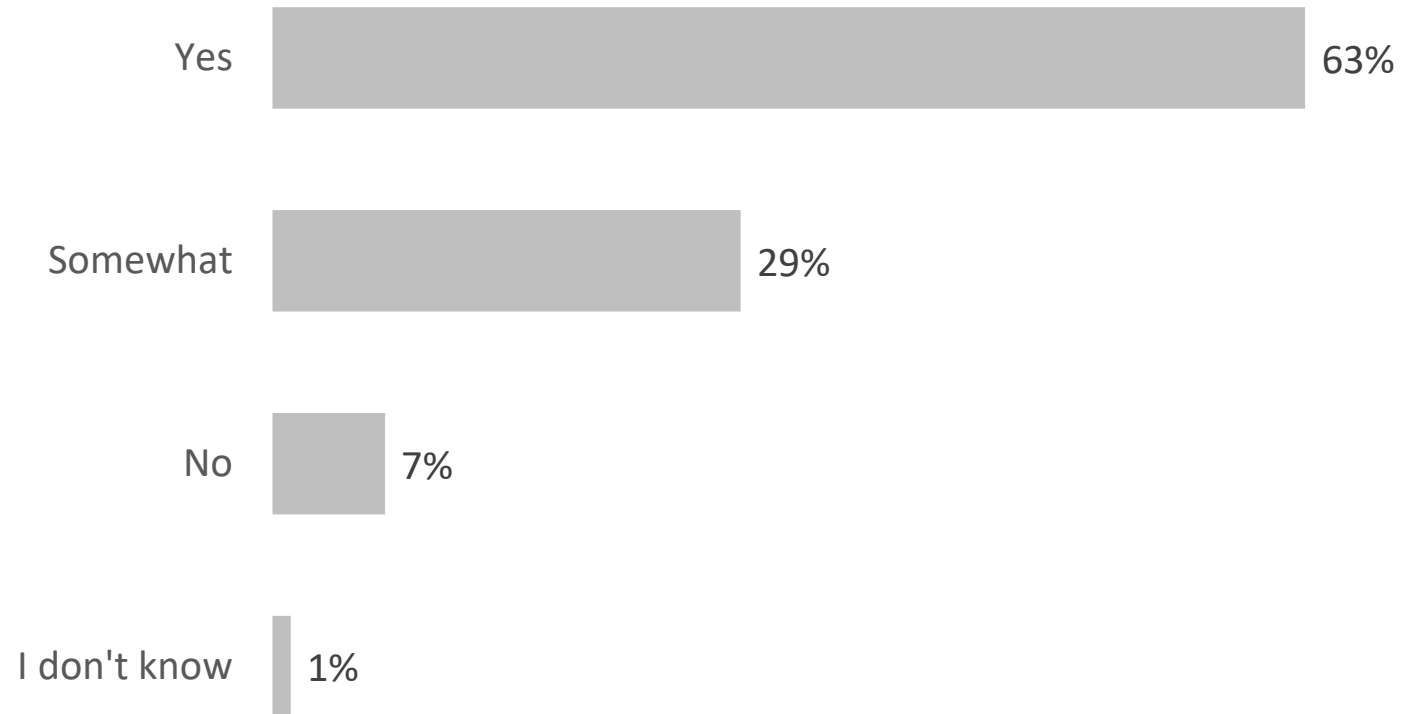
Q: Please tell us why you oppose Put Safety First. (optional)
Please refer to the Verbatims file to read all the comments submitted for this question.
Total participants: 70

Bold Move 1: Level of Support or Opposition for reducing speed limits across the City if it helped improve road safety



Q: How strongly do you support or oppose reducing speed limits across the City in the following areas if it helped improve road safety:
Total participants: 1949

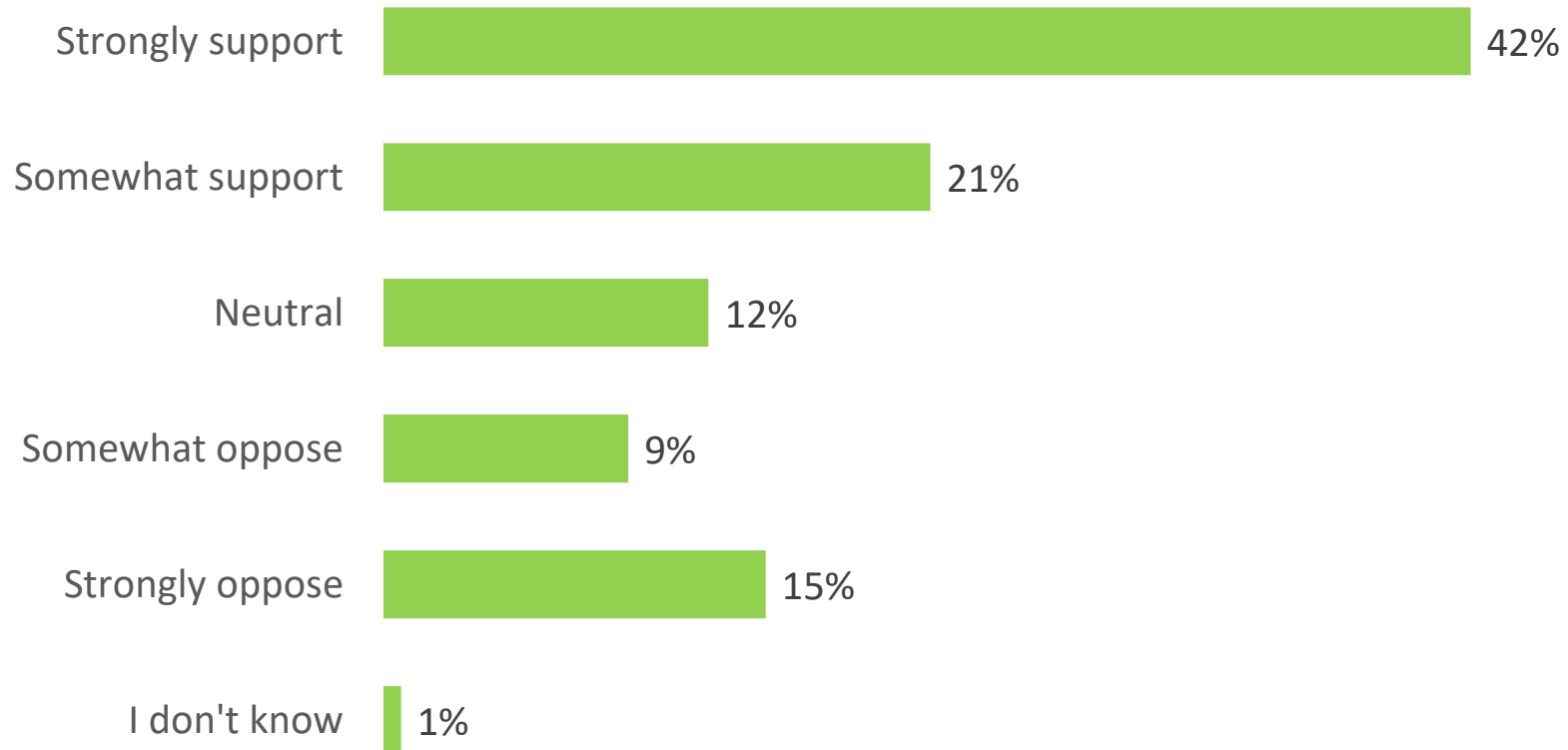
Bold Move 1: Support if lower speed Limits resulted in a slight increase to travel time



Q: If lower speed limits resulted in a slight increase to your travel time, would you still support reducing speed limits?

Total participants: 1523

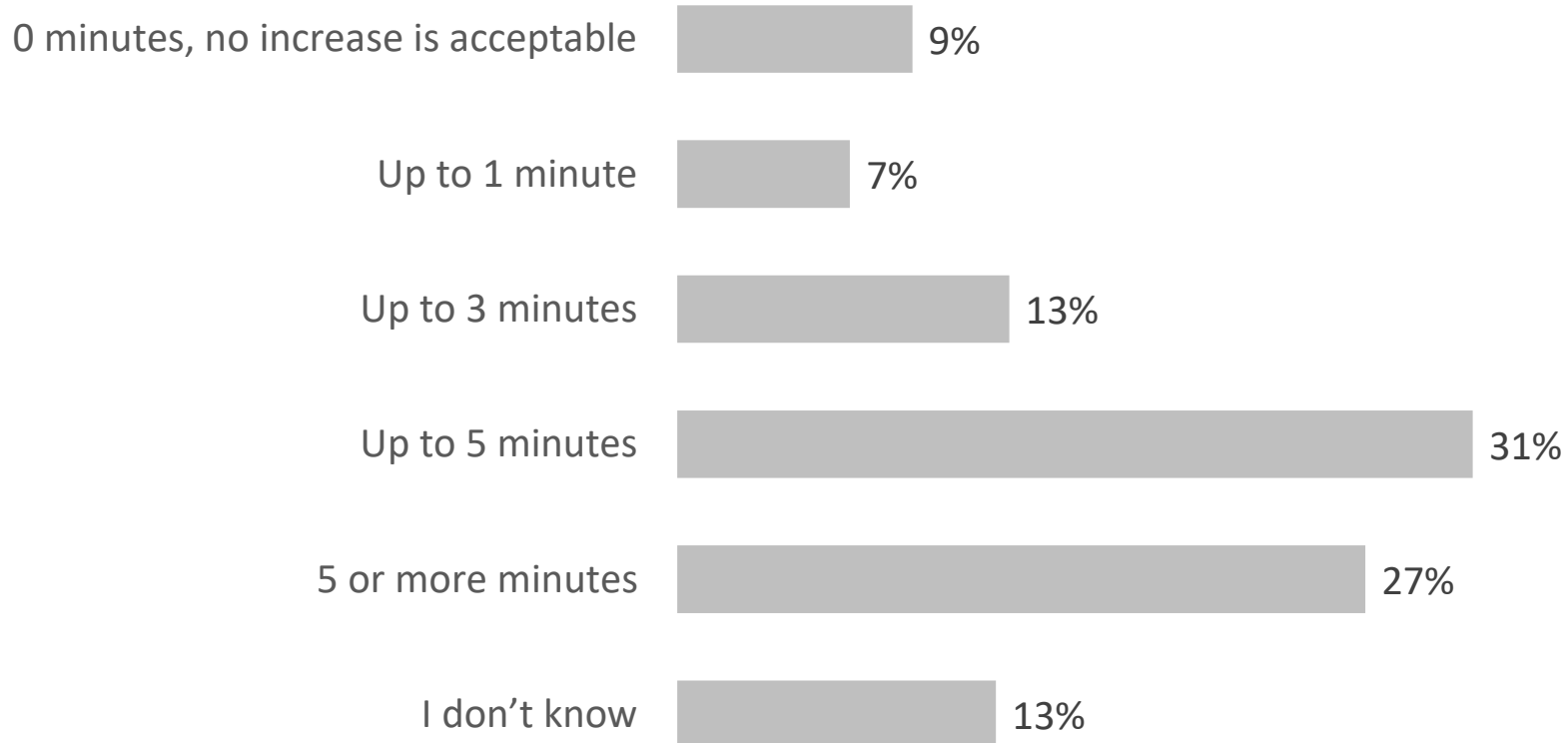
Bold Move 1: Level of Support or Opposition for speed enforcement cameras if all revenue is re-invested in safety for all road users



Q: To what extent do you support or oppose speed enforcement cameras, if all revenue is re-invested in safety for all road users?

Total participants: 1914

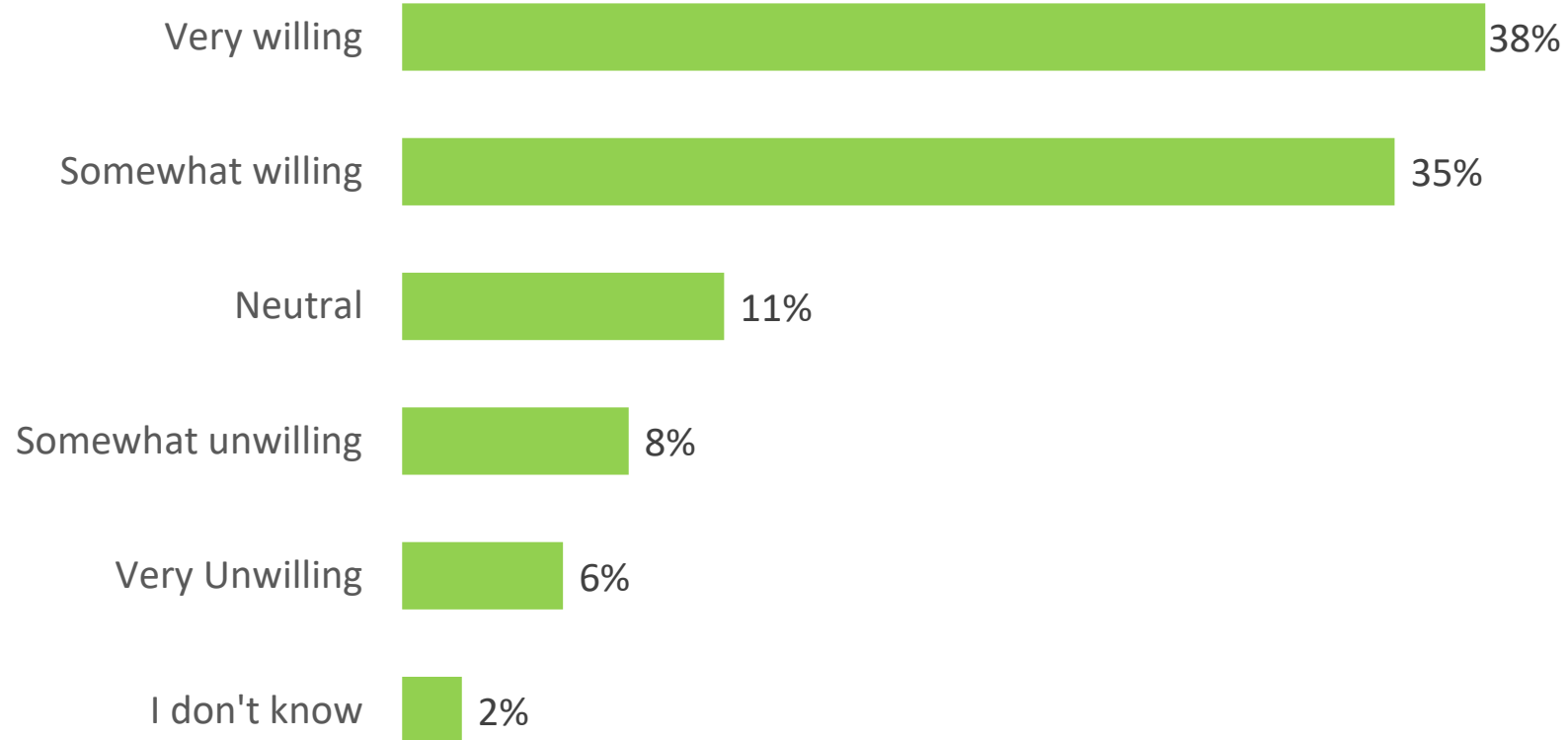
Bold Move 1: Acceptable maximum increase in travel time for driving for a single trip if it increased road safety for all



Q: What is the maximum increase in travel time for driving that you would accept for a single trip if it increased road safety for all?

Total participants: 1914

Bold Move 1: Willingness to accept a less direct route for driving to a destination in order to increase road safety for all



Q: Imagine if you knew that having the shortest route to a destination was creating a safety hazard for yourself and others. How willing would you be to accept a less direct route for driving to a destination in order to increase road safety for all?
Total participants: 1909

Bold Move 1: Suggested Improvements to Put Safety First

- Improve traffic flow so that getting from point A to B is most efficient.
- Decreasing speed limits addresses vehicles but does nothing to support the improved flow of all traffic.
- Enhanced driver, cyclist and pedestrian awareness and education can help support the safety concerns raised.

Q: Do you have any suggestions for improving our first Bold Move, Put Safety First? (optional)

Please refer to the Verbatims file to read all the comments submitted for this question.

Total participants: 606

Bold Move 2: Support 15-minute Neighbourhoods

Complete the walk and bike networks for all Surrey residents that live within an easy walk (including mobility scooters and wheelchairs on the sidewalk) or roll (pedal and electric bike or scooter, hoverboard, self-balancing unicycle, skateboard etc. in a protected lane) of their daily needs.

According to the fall 2020 citywide survey, 95% of citizens want to walk more, and 70% want to bike more, for daily trips. But a lack of destinations close at hand and incomplete walk and bike networks are key barriers.

To address this, we are seeking your feedback on Bold Move #2: Support 15-Minute Neighbourhoods. This means building and completing the walk and bike networks in existing and new communities and allowing residents to access and connect to their daily needs within a safe, easy 15-minute walk or bike from home.

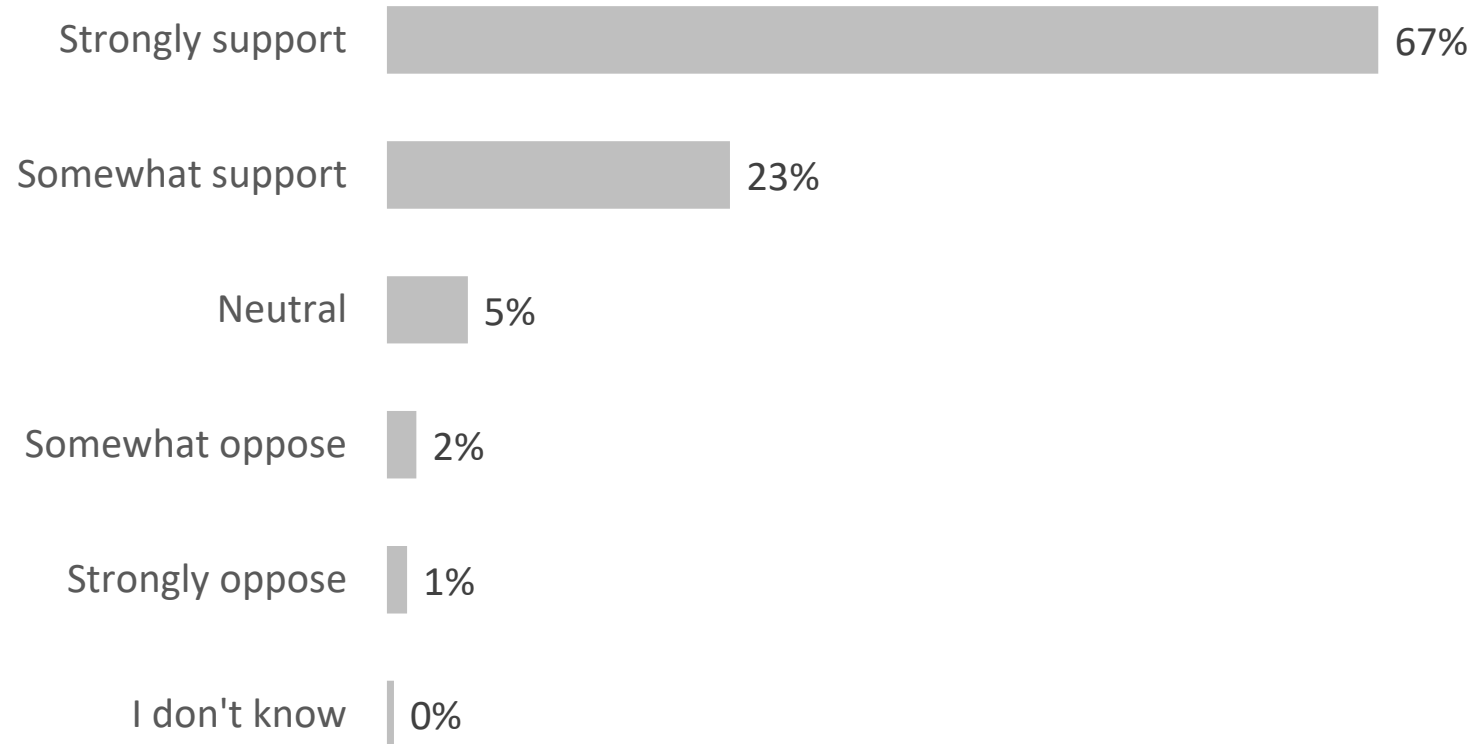
What is a 15-Minute Neighbourhood? It is shops and services and frequent transit within a short distance of your home. By having daily needs close at hand, we can spend less time in traffic and more time with friends and family.

By focusing on this Bold Move—Support 15-Minute Neighbourhoods—the City will address and be able to prioritize walking, cycling and transit infrastructure. We can do this through completing local protected bike and sidewalk networks as well as working with TransLink to provide frequent transit service to more areas to better connect neighbourhoods and services.

With each of the four proposed Bold Moves, there will be various considerations and trade-offs. For example, there could be changes to parking and driving on local roads to make more space for walking and cycling.

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.

Bold Move 2: Level of Support or Opposition for Support 15-Minute Neighbourhoods



Q: To what extent do you support or oppose Support 15-Minute Neighbourhoods?
Total participants: 1892

Bold Move 2:

Reasons for Support for Support 15-Minute Neighbourhoods

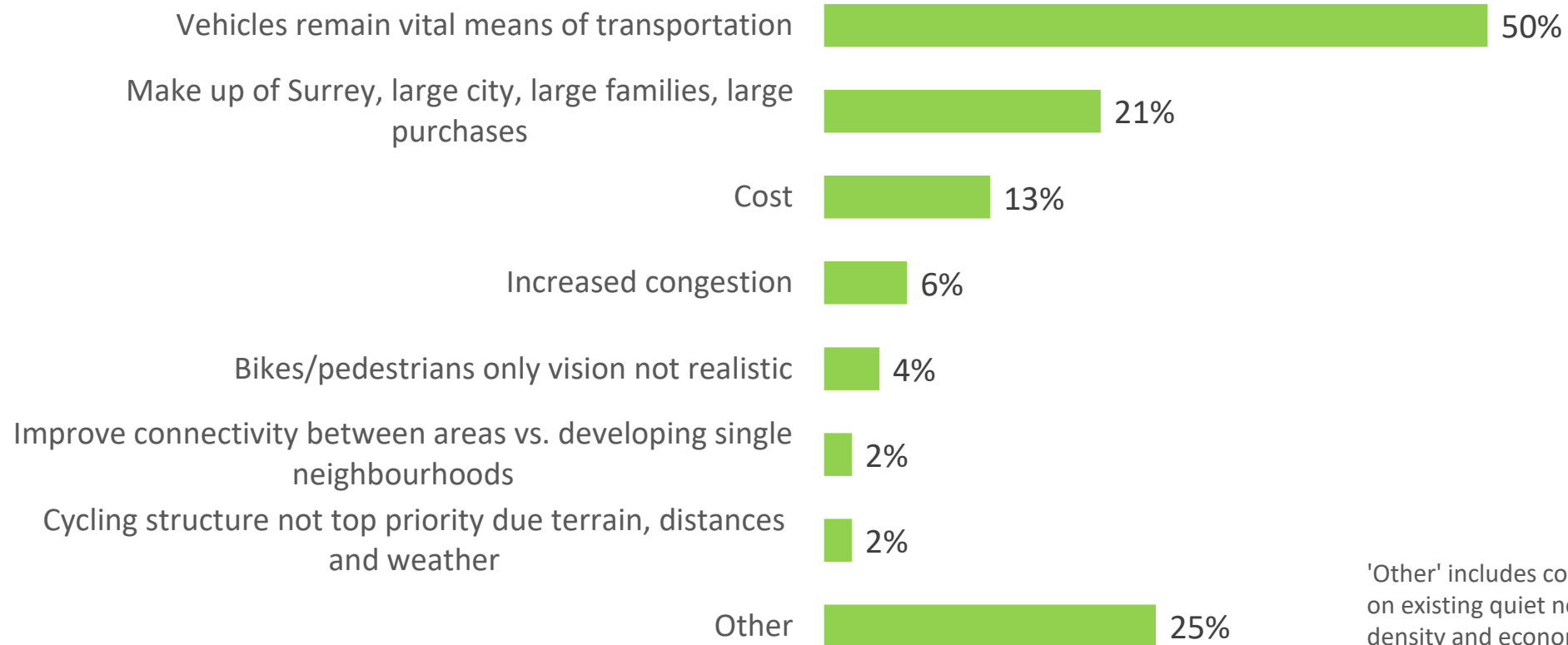
- Health benefits are many - healthier lifestyles, happier society, environmental protection etc.
- Reduces reliance on automobiles, improving traffic congestion and reducing pollution.
- Can increase local shopping and support local business.
- Most of the city is very spread out. How can it be accomplished throughout?
 - Challenging to reduce car dependencies for the elderly, disabled and those who need to drive to work when the transit system does not meet their needs.

Q: Please tell us why you Support 15-Minute Neighbourhoods. (optional)

Please refer to the Verbatims file to read all the comments submitted for this question.

Total participants: 802

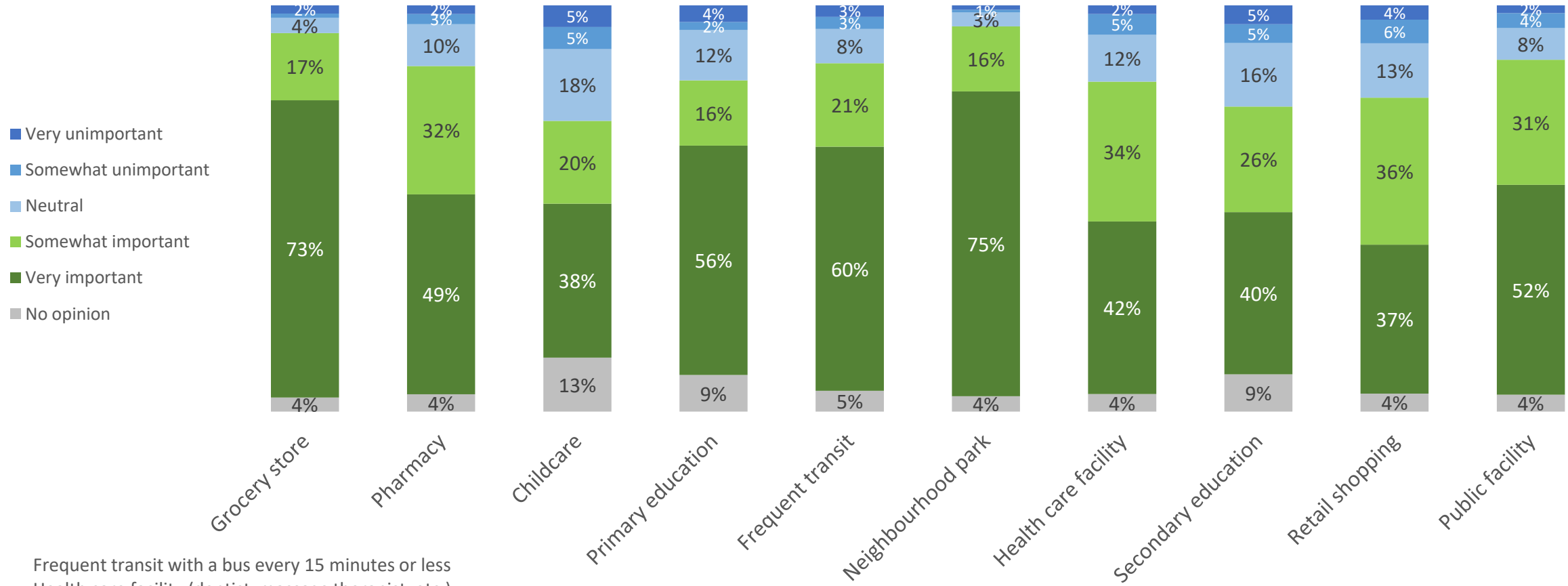
Bold Move 2: Reasons for Opposition to Support 15-Minute Neighbourhoods (responses from the 3% opposed)



'Other' includes concerns about the impact on existing quiet neighbourhoods, increasing density and economic needs not being met by shopping locally.

Q: Please tell us why you oppose Supporting 15-Minute Neighbourhoods. (optional)
Please refer to the Verbatims file to read all the comments submitted for this question.
Total participants: 48

Bold Move 2: Importance of facilities/services within a 15-minute walk of where you live

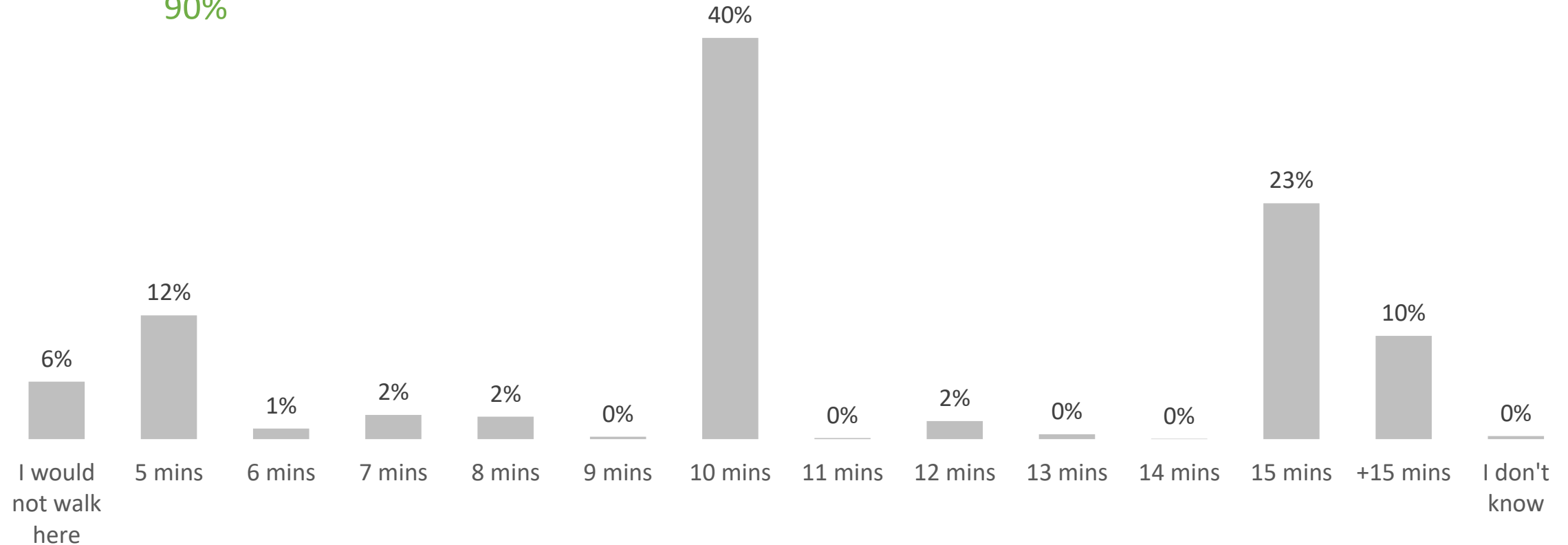


Frequent transit with a bus every 15 minutes or less
 Health care facility (dentist, massage therapist, etc.)
 Public facility (library, arena, rec centre, youth centre, etc.)

Q: How important is it to you to have the following within a 15-Minute walk of where you live?
 Total participants: 1269-1800 (excludes *Not applicable*)

Bold Move 2: Willingness to walk for daily needs – Grocery Store

Very Important/ Somewhat Important
to have within a 15-minute walk
90%



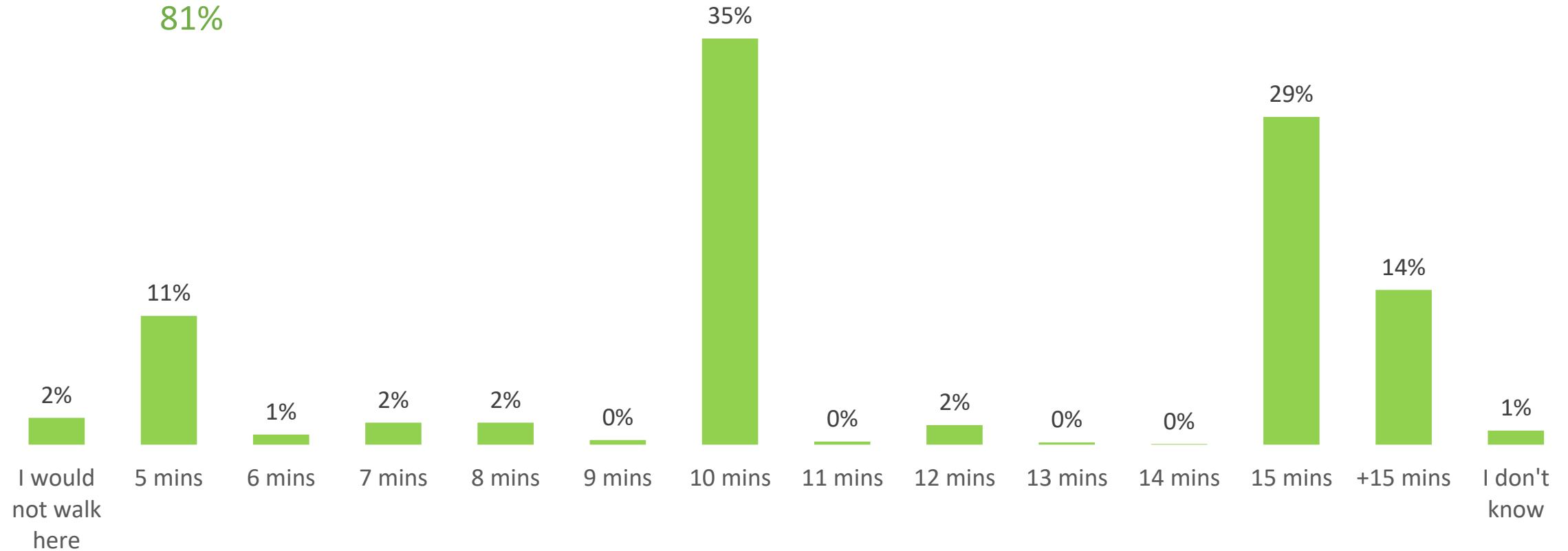
Q: If there were safe walking routes to your destination(s), how long would you be willing to walk for the following daily needs?

Those who selected *Very important* or *Somewhat important* for *How important is it to you to have the following within a 15-Minute walk of where you live?*

Total participants: 1614

Bold Move 2: Willingness to walk for daily needs – Pharmacy

Very Important/ Somewhat Important
to have within a 15-minute walk



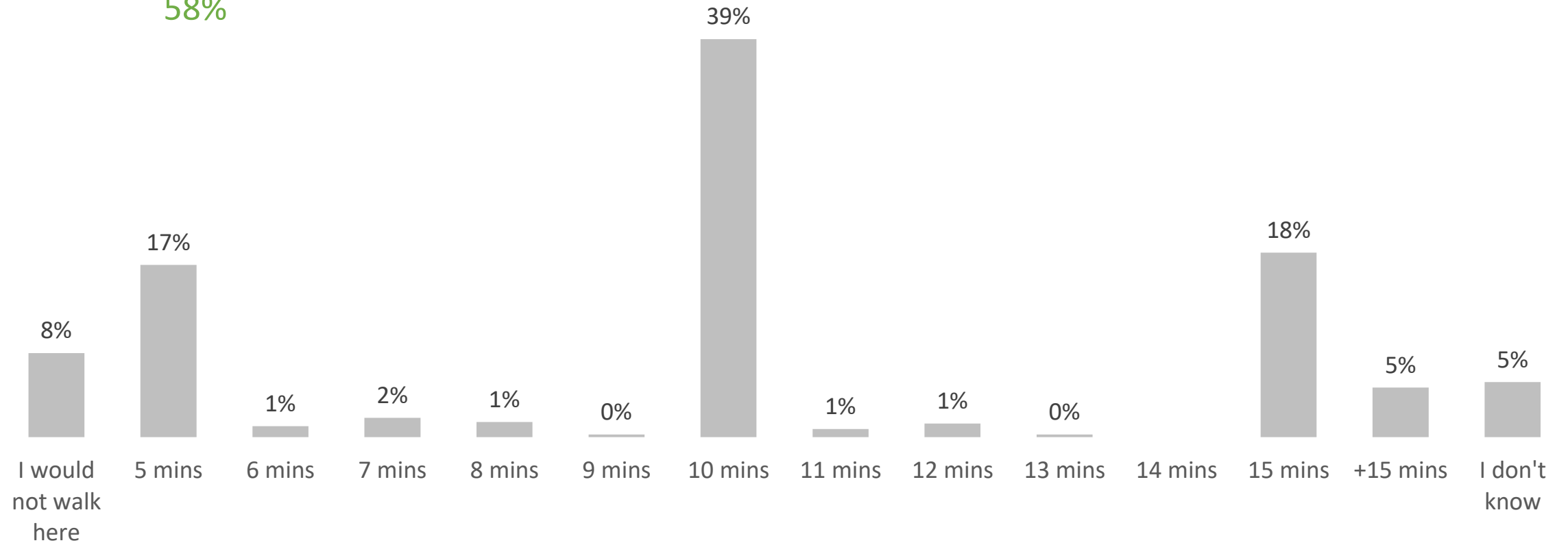
Q: If there were safe walking routes to your destination(s), how long would you be willing to walk for the following daily needs?

Those who selected *Very important* or *Somewhat important* for *How important is it to you to have the following within a 15-Minute walk of where you live?*

Total participants: 1448

Bold Move 2: Willingness to walk for daily needs – Childcare

Very Important/ Somewhat Important
to have within a 15-minute walk
58%

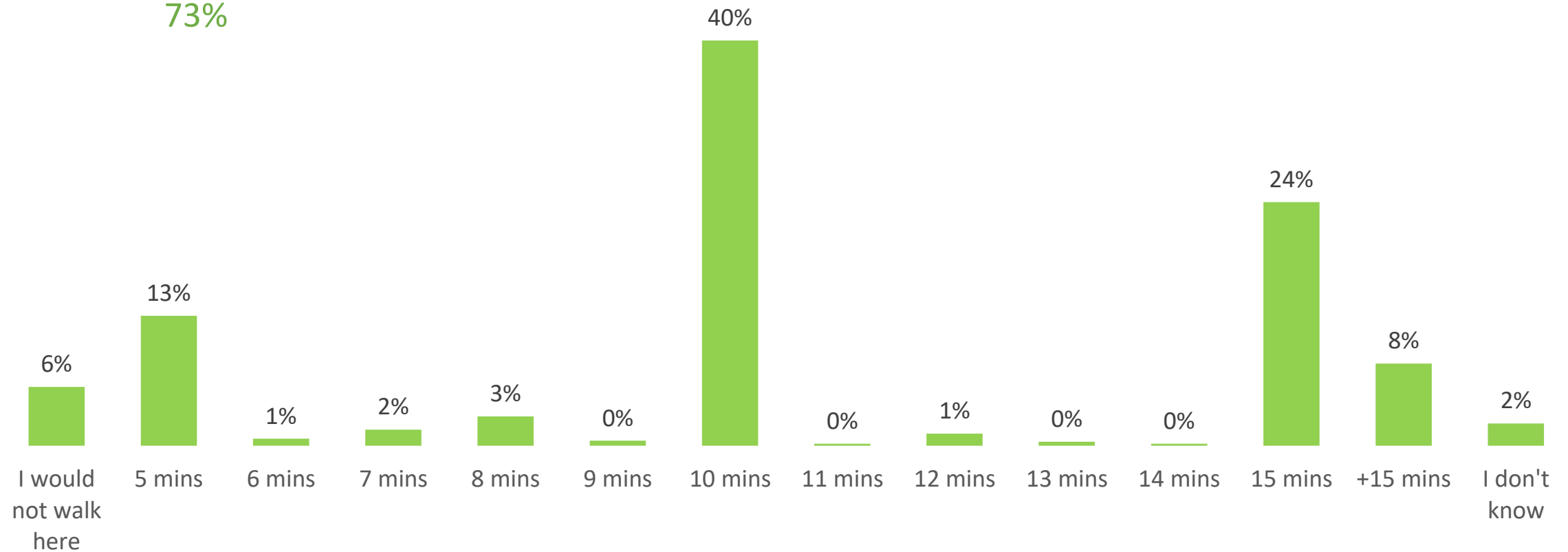


Q: If there were safe walking routes to your destination(s), how long would you be willing to walk for the following daily needs?
Those who selected *Very important* or *Somewhat important* for *How important is it to you to have the following within a 15-Minute walk of where you live?*
Total participants: 738

Bold Move 2: Willingness to walk for daily needs – Primary Education

Very Important/ Somewhat Important
to have within a 15-minute walk

73%



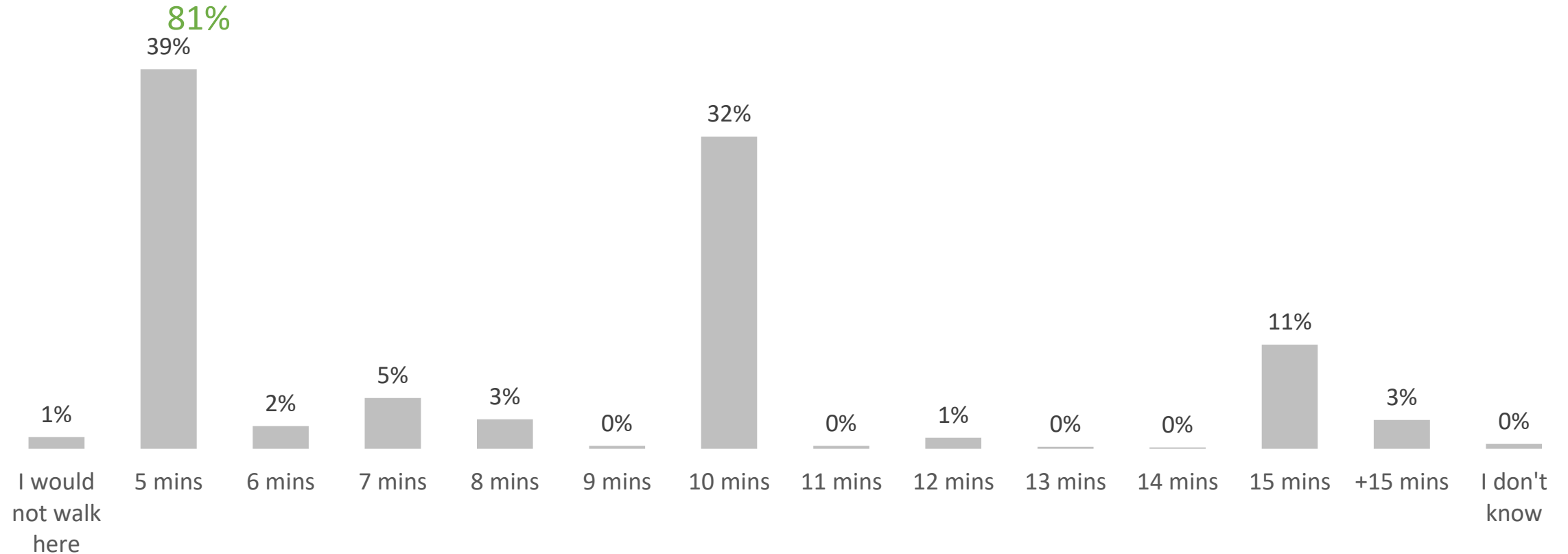
Q: If there were safe walking routes to your destination(s), how long would you be willing to walk for the following daily needs?

Those who selected *Very important* or *Somewhat important* for *How important is it to you to have the following within a 15-Minute walk of where you live?*

Total participants: 1005

Bold Move 2: Willingness to walk for daily needs – Frequent Transit

Very Important/ Somewhat Important
to have within a 15-minute walk



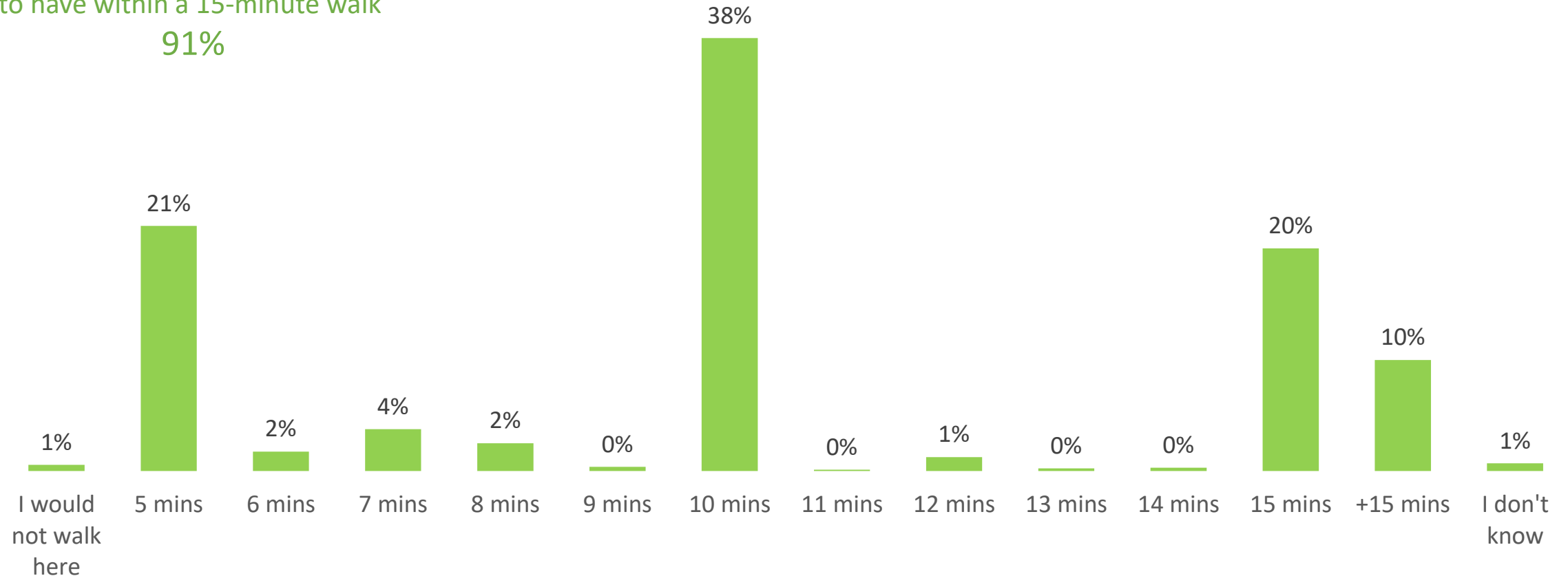
Q: If there were safe walking routes to your destination(s), how long would you be willing to walk for the following daily needs?

Those who selected *Very important* or *Somewhat important* for *How important is it to you to have the following within a 15-Minute walk of where you live?*

Total participants: 1407

Bold Move 2: Willingness to walk for daily needs – Neighbourhood Park

Very Important/ Somewhat Important
to have within a 15-minute walk



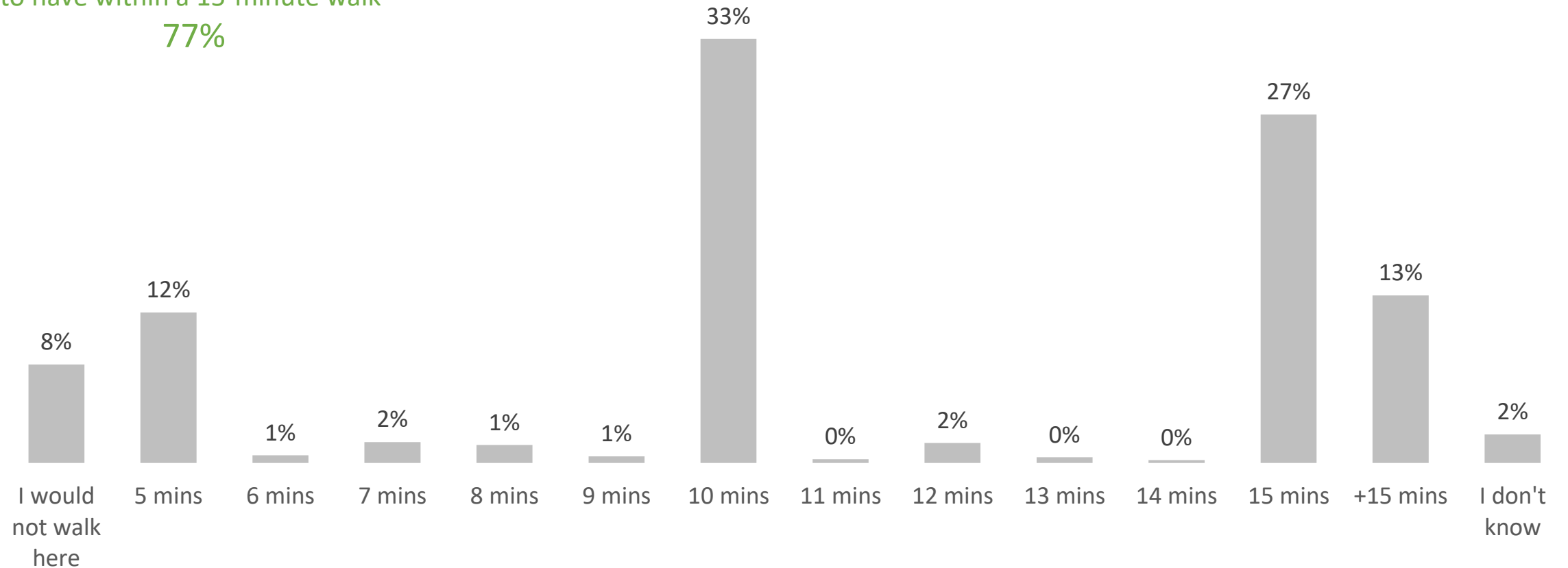
Q: If there were safe walking routes to your destination(s), how long would you be willing to walk for the following daily needs?

Those who selected *Very important* or *Somewhat important* for *How important is it to you to have the following within a 15-Minute walk of where you live?*

Total participants: 1634

Bold Move 2: Willingness to walk for daily needs – Health Care Facility

Very Important/ Somewhat Important
to have within a 15-minute walk
77%



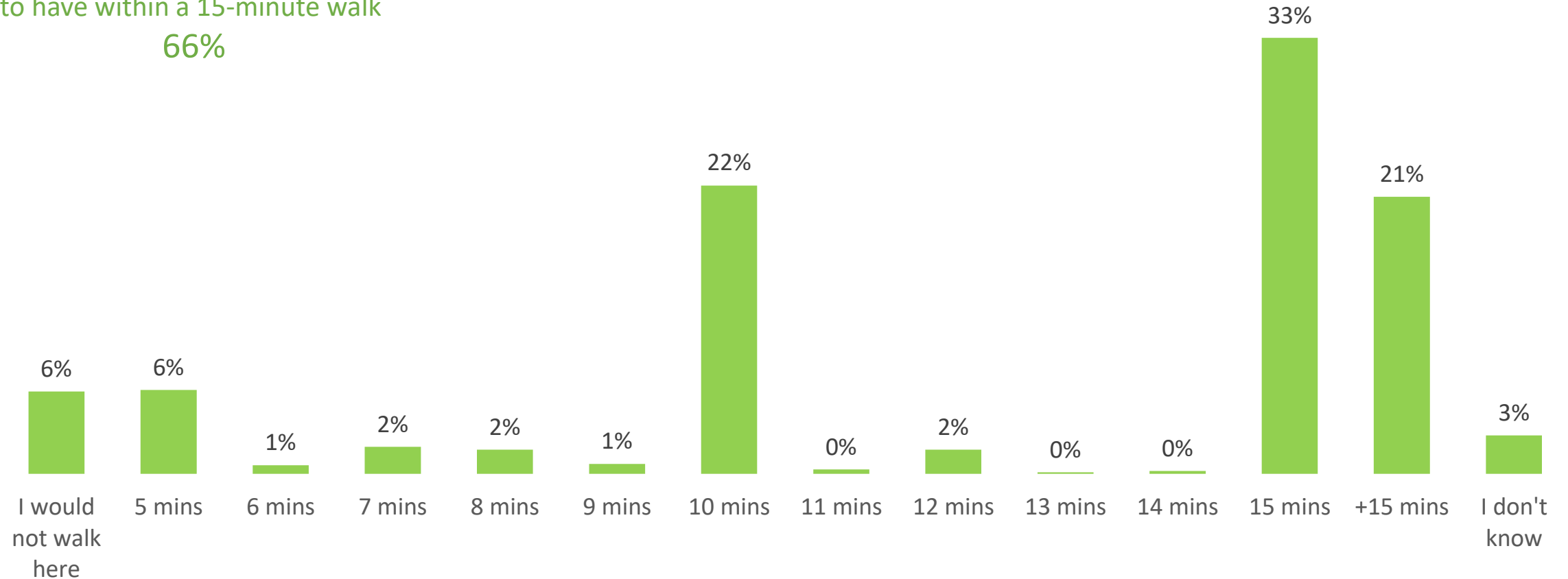
Q: If there were safe walking routes to your destination(s), how long would you be willing to walk for the following daily needs?

Those who selected *Very important* or *Somewhat important* for *How important is it to you to have the following within a 15-Minute walk of where you live?*

Total participants: 1376

Bold Move 2: Willingness to walk for daily needs – Secondary Education

Very Important/ Somewhat Important
to have within a 15-minute walk
66%



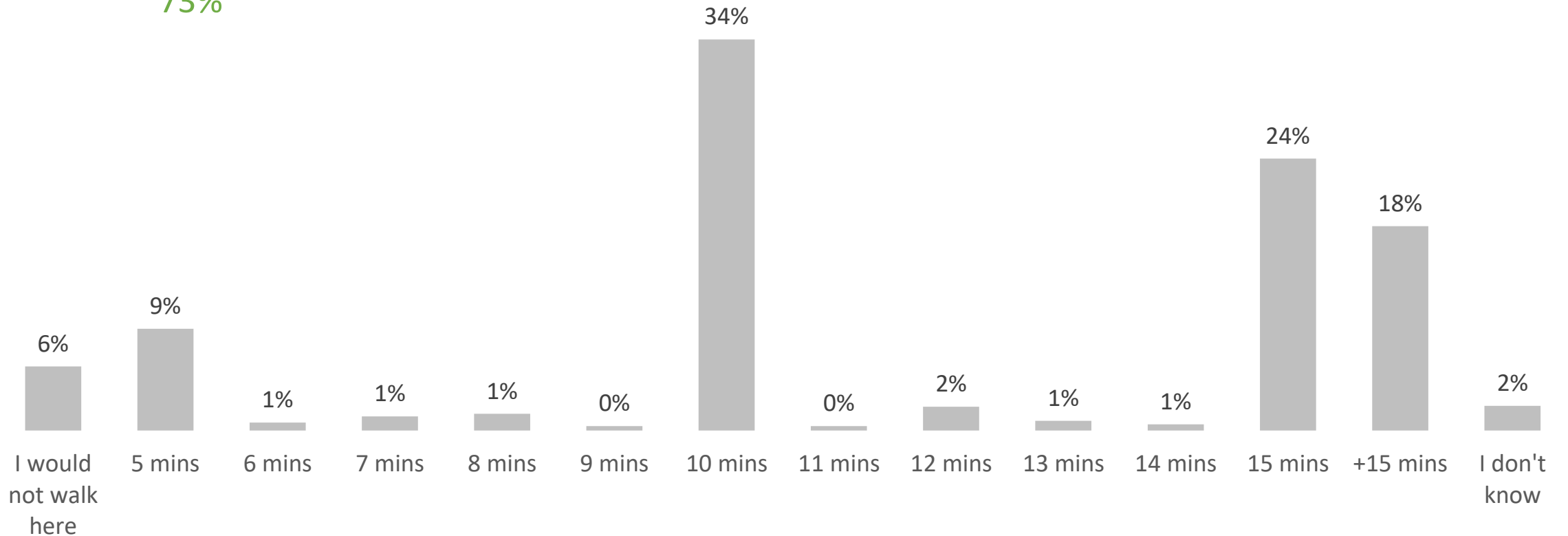
Q: If there were safe walking routes to your destination(s), how long would you be willing to walk for the following daily needs?

Those who selected *Very important* or *Somewhat important* for *How important is it to you to have the following within a 15-Minute walk of where you live?*

Total participants: 921

Bold Move 2: Willingness to walk for daily needs – Retail Shopping

Very Important/ Somewhat Important
to have within a 15-minute walk
73%



Q: If there were safe walking routes to your destination(s), how long would you be willing to walk for the following daily needs?

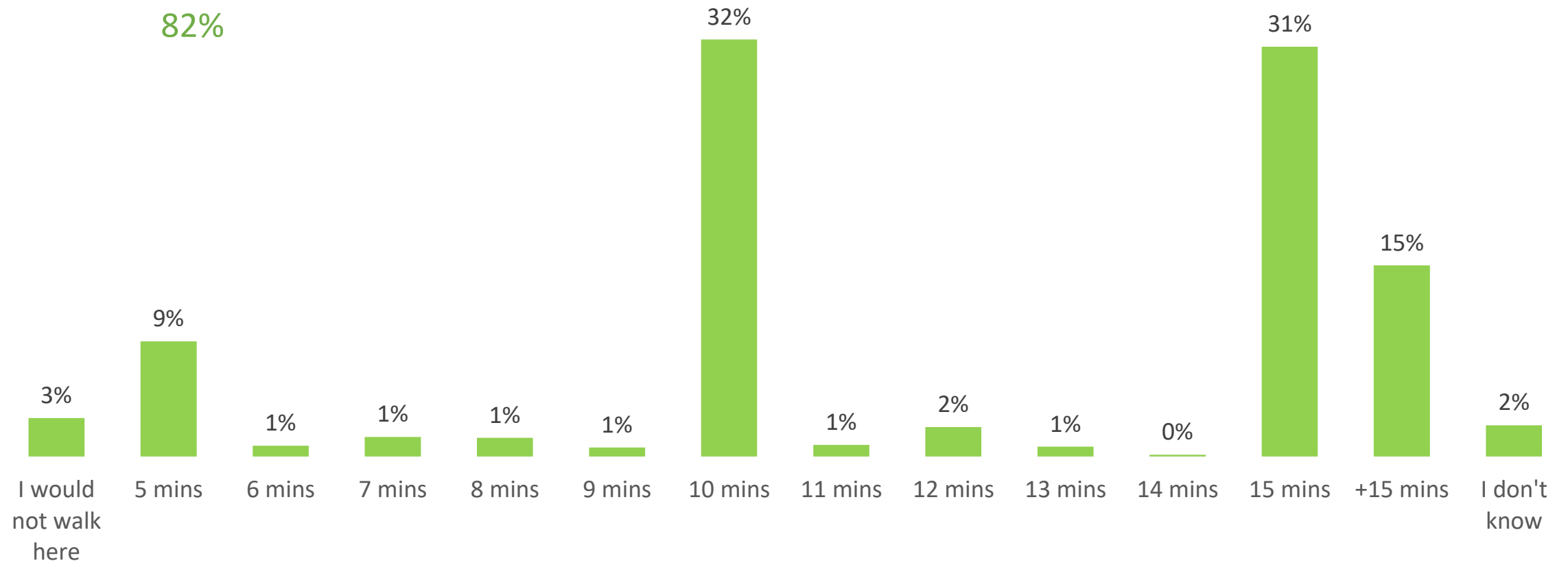
Those who selected *Very important* or *Somewhat important* for *How important is it to you to have the following within a 15-Minute walk of where you live?*

Total participants: 1305

Bold Move 2: Willingness to walk for daily needs – Public Facility

Very Important/ Somewhat Important
to have within a 15-minute walk

82%

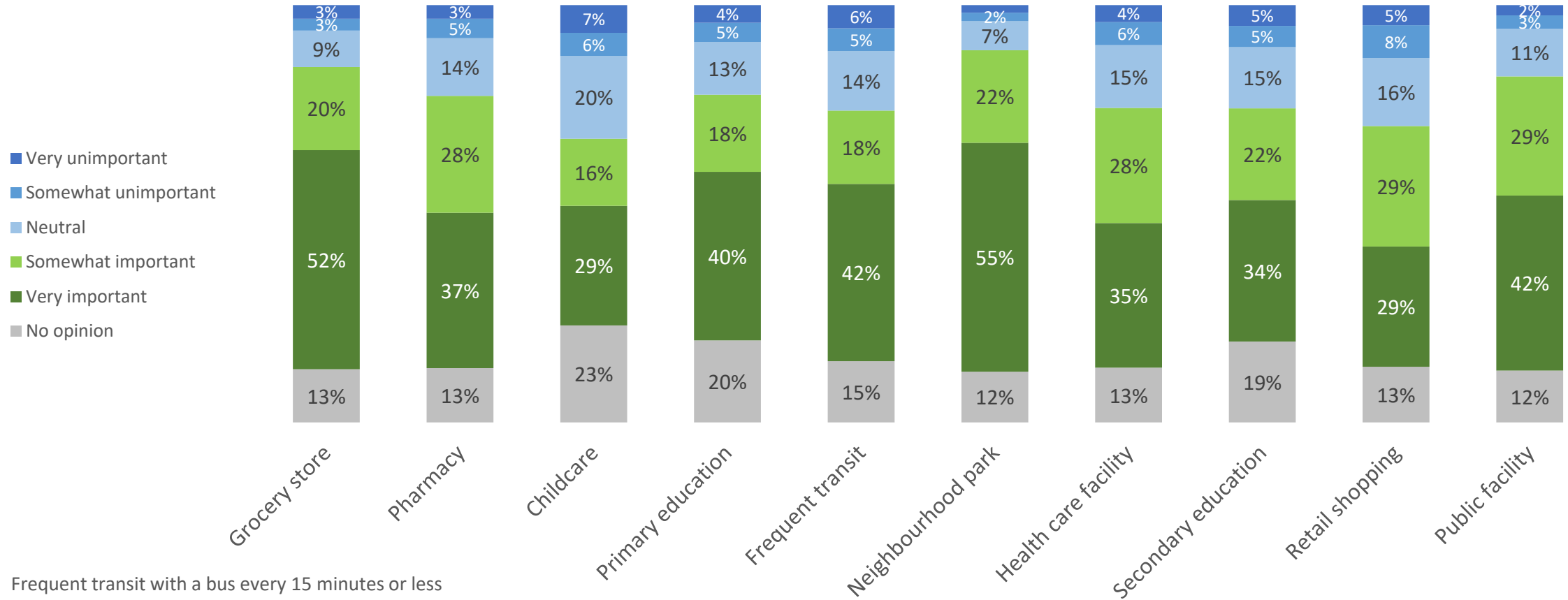


Q: If there were safe walking routes to your destination(s), how long would you be willing to walk for the following daily needs?

Those who selected *Very important* or *Somewhat important* for *How important is it to you to have the following within a 15-Minute walk of where you live?*

Total participants: 1471

Bold Move 2: Importance of facilities/services within a 15-minute cycle or roll of where you live



Frequent transit with a bus every 15 minutes or less

Health care facility (dentist, massage therapist, etc.)

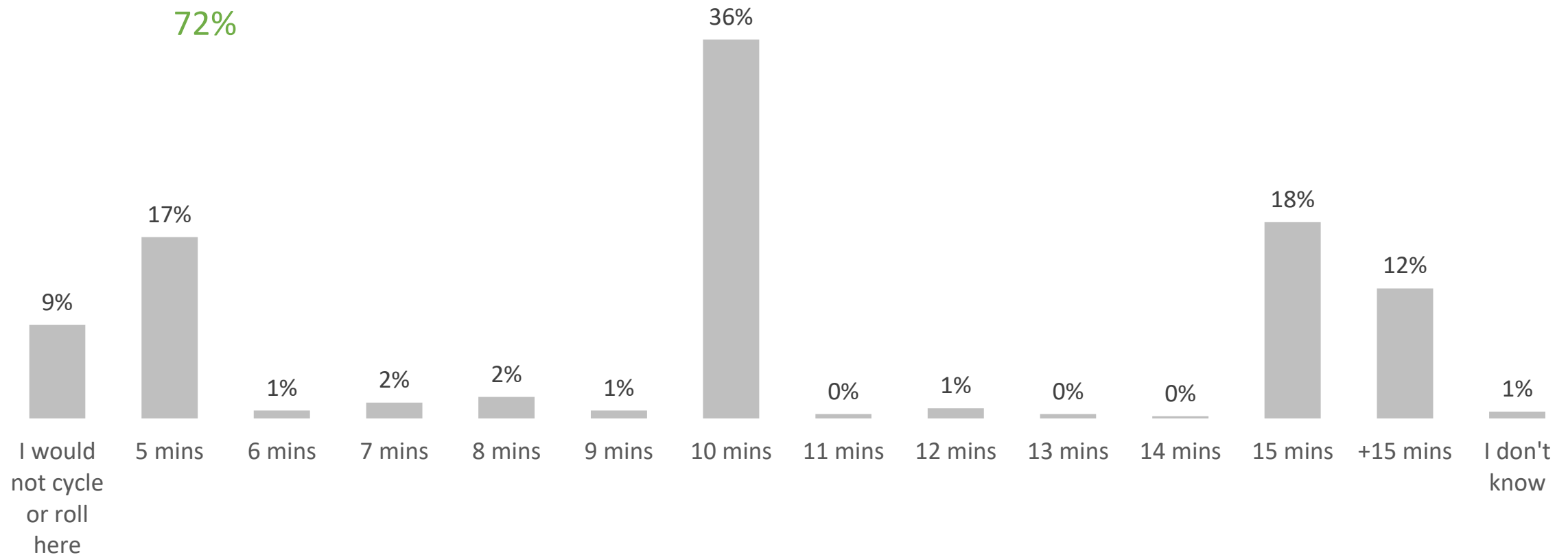
Public facility (library, arena, rec centre, youth centre, etc.)

Q: How important is it to you to have the following within a 15-Minute cycle or roll of where you live?

Total participants: 964-1293 (excludes *Not applicable*)

Bold Move 2: Willingness to cycle or roll for daily needs – Grocery Store

Very Important/ Somewhat Important
to have within a 15-minute cycle or roll
72%



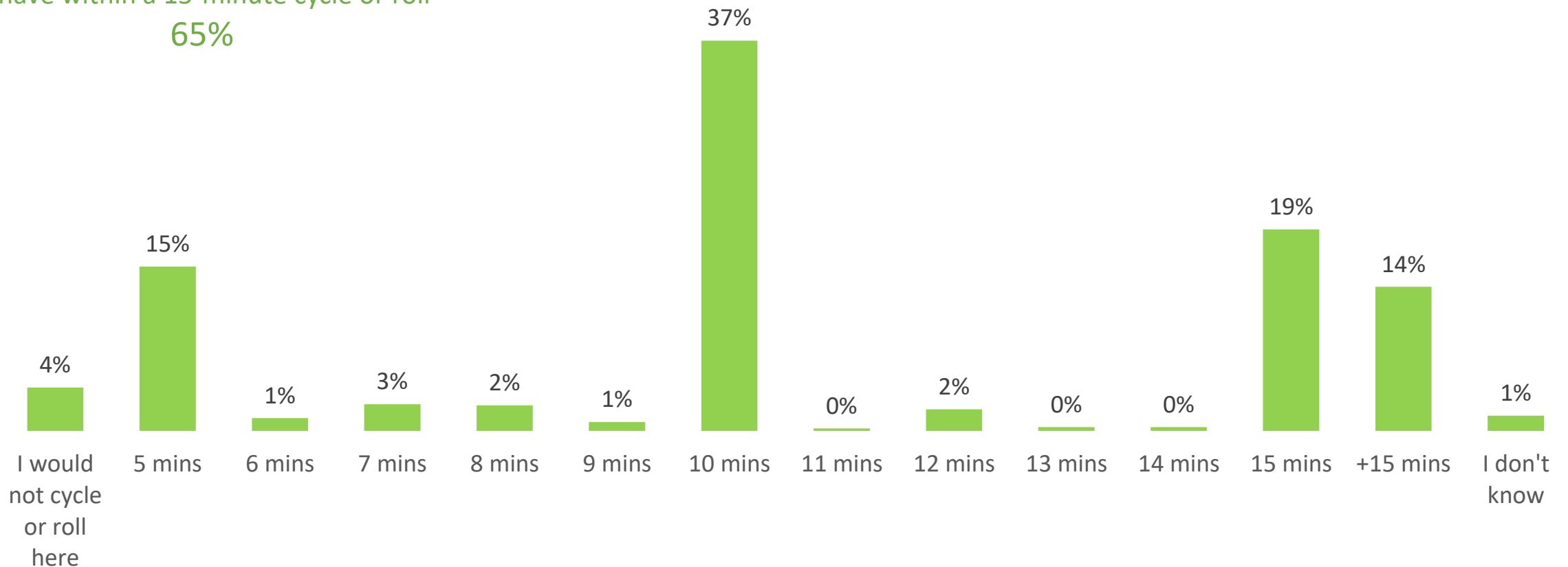
Q: If there were safe bike routes to your destination, how far would you be willing to cycle or roll for the following daily needs?

Those who selected *Very important* or *Somewhat important* for *How important is it to you to have the following within a 15-Minute cycle or roll of where you live?*

Total participants: 931

Bold Move 2: Willingness to cycle or roll for daily needs – Pharmacy

Very Important/ Somewhat Important
to have within a 15-minute cycle or roll
65%



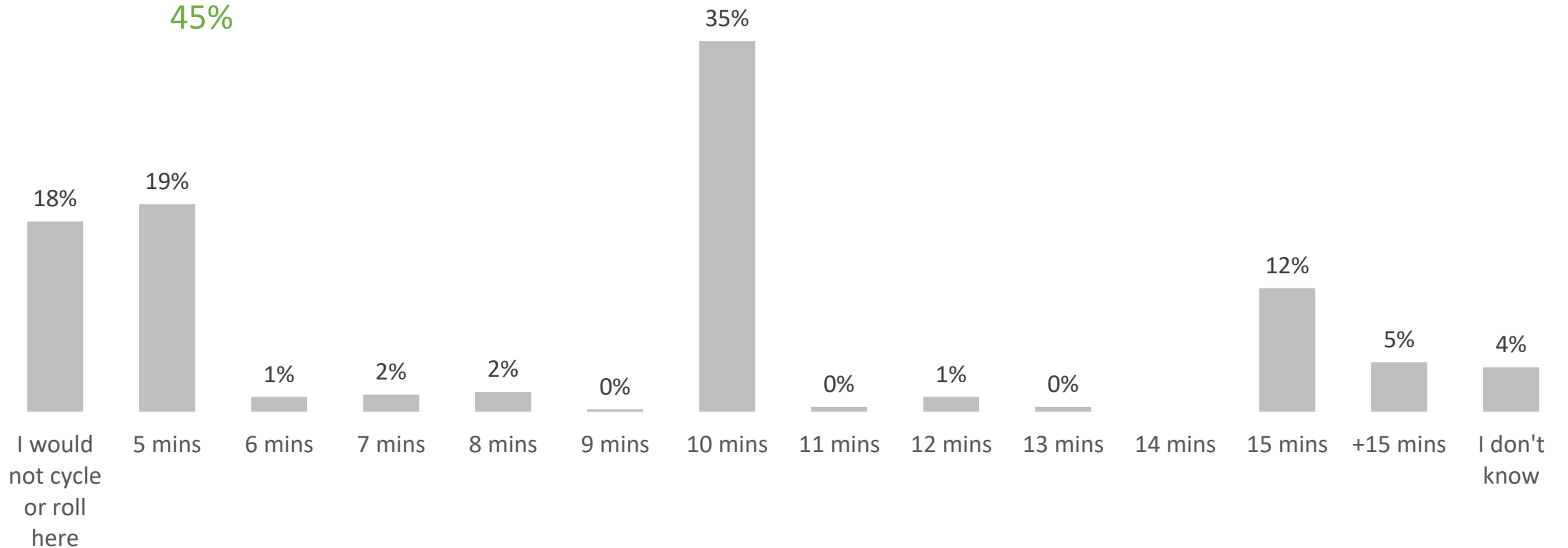
Q: If there were safe bike routes to your destination, how far would you be willing to cycle or roll for the following daily needs?

Those who selected *Very important* or *Somewhat important* for *How important is it to you to have the following within a 15-Minute cycle or roll of where you live?*

Total participants: 835

Bold Move 2: Willingness to cycle or roll for daily needs – Childcare

Very Important/ Somewhat Important
to have within a 15-minute cycle or roll



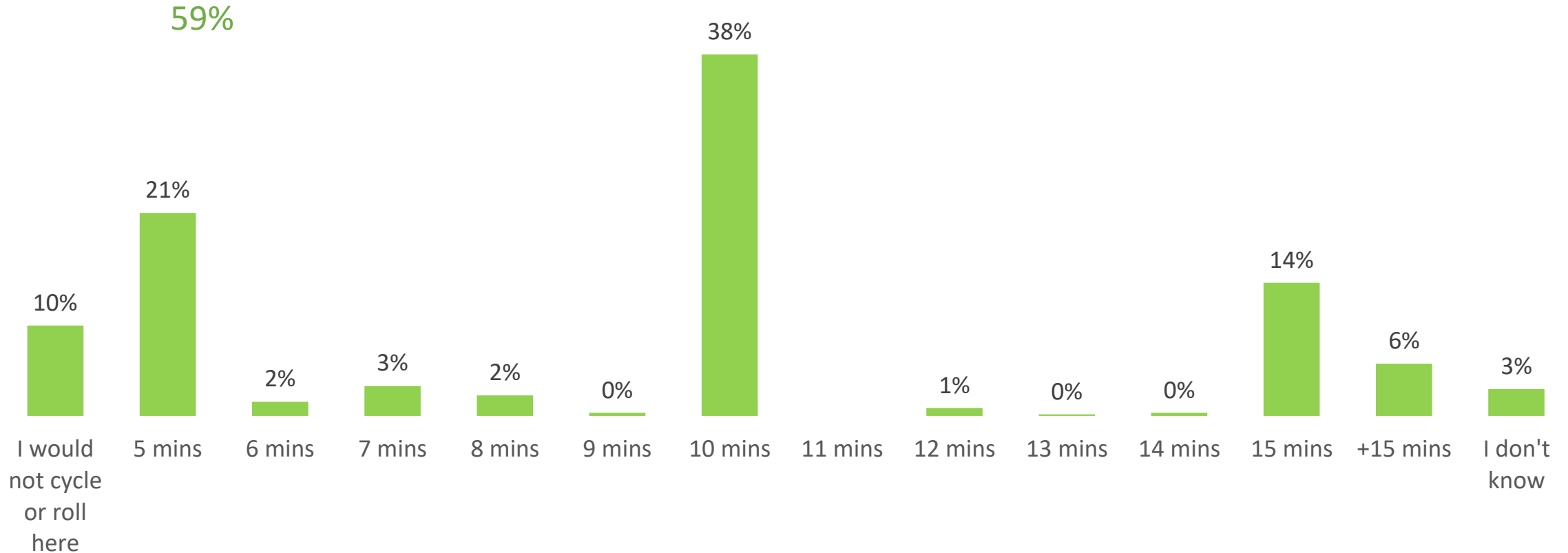
Q: If there were safe bike routes to your destination, how far would you be willing to cycle or roll for the following daily needs?

Those who selected *Very important* or *Somewhat important* for *How important is it to you to have the following within a 15-Minute cycle or roll of where you live?*

Total participants: 431

Bold Move 2: Willingness to cycle or roll for daily needs – Primary Education

Very Important/ Somewhat Important
to have within a 15-minute cycle or roll



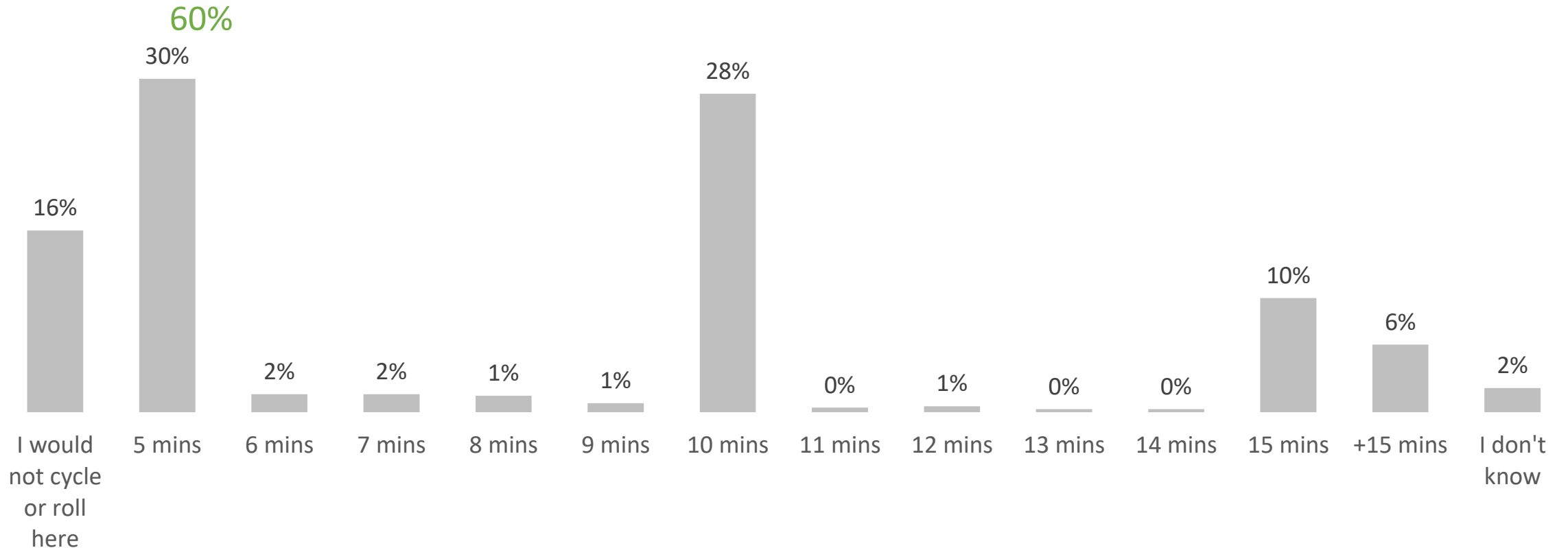
Q: If there were safe bike routes to your destination, how far would you be willing to cycle or roll for the following daily needs?

Those who selected *Very important* or *Somewhat important* for *How important is it to you to have the following within a 15-Minute cycle or roll of where you live?*

Total participants: 598

Bold Move 2: Willingness to cycle or roll for daily needs – Frequent Transit

Very Important/ Somewhat Important
to have within a 15-minute cycle or roll



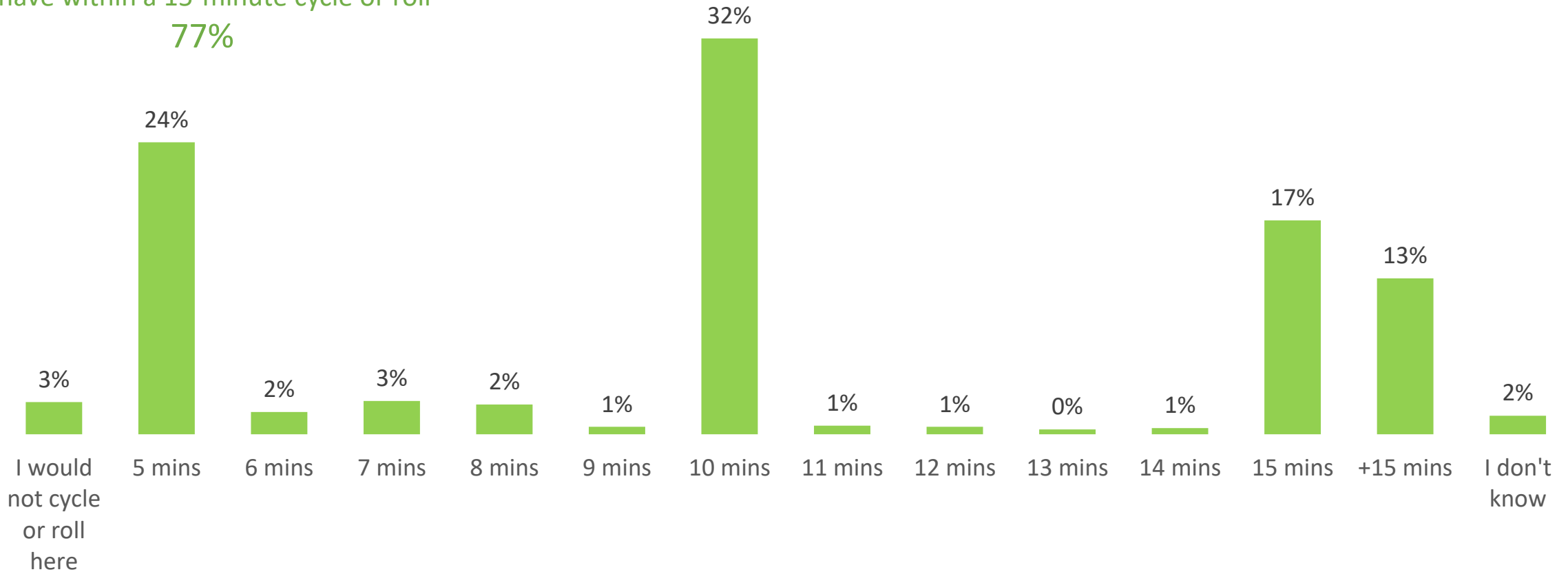
Q: If there were safe bike routes to your destination, how far would you be willing to cycle or roll for the following daily needs?

Those who selected *Very important* or *Somewhat important* for *How important is it to you to have the following within a 15-Minute cycle or roll of where you live?*

Total participants: 744

Bold Move 2: Willingness to cycle or roll for daily needs – Neighbourhood Park

Very Important/ Somewhat Important
to have within a 15-minute cycle or roll
77%



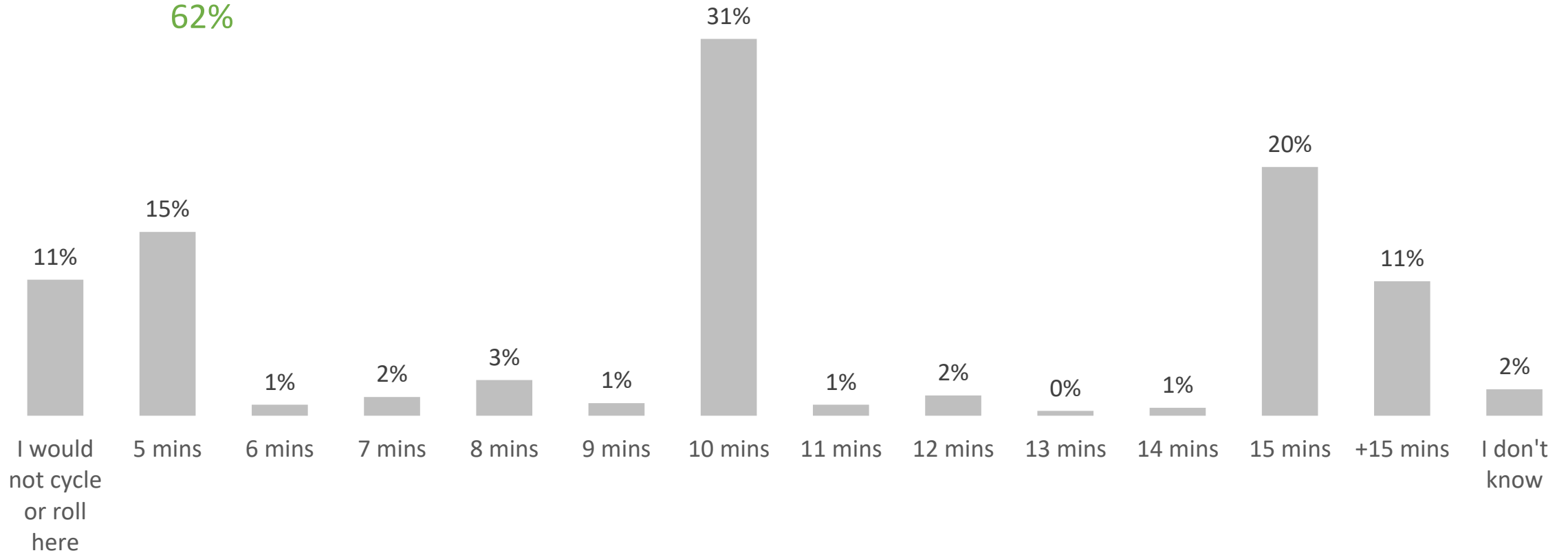
Q: If there were safe bike routes to your destination, how far would you be willing to cycle or roll for the following daily needs?

Those who selected *Very important* or *Somewhat important* for *How important is it to you to have the following within a 15-Minute cycle or roll of where you live?*

Total participants: 993

Bold Move 2: Willingness to cycle or roll for daily needs – Health Care Facility

Very Important/ Somewhat Important
to have within a 15-minute cycle or roll
62%



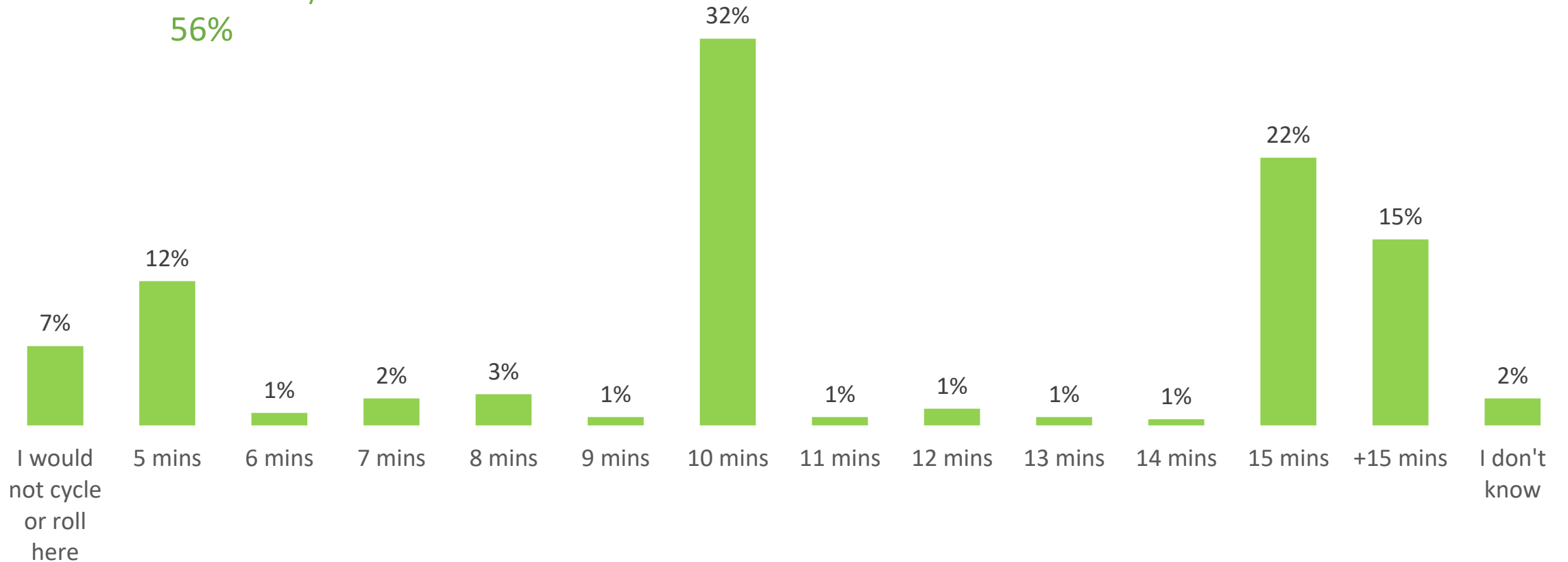
Q: If there were safe bike routes to your destination, how far would you be willing to cycle or roll for the following daily needs?

Those who selected *Very important* or *Somewhat important* for *How important is it to you to have the following within a 15-Minute cycle or roll of where you live?*

Total participants: 794

Bold Move 2: Willingness to cycle or roll for daily needs – Secondary Education

Very Important/ Somewhat Important to have within a 15-minute cycle or roll
56%



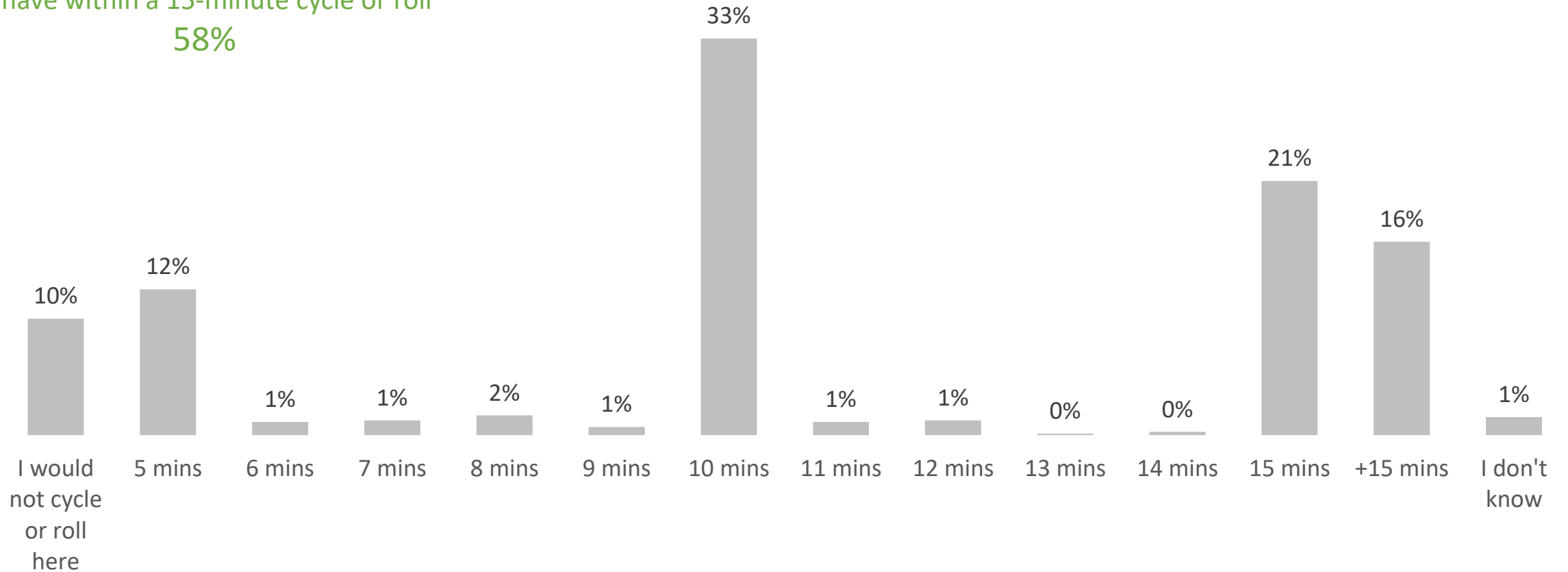
Q: If there were safe bike routes to your destination, how far would you be willing to cycle or roll for the following daily needs?

Those who selected *Very important* or *Somewhat important* for *How important is it to you to have the following within a 15-Minute cycle or roll of where you live?*

Total participants: 579

Bold Move 2: Willingness to cycle or roll for daily needs – Retail Shopping

Very Important/ Somewhat Important
to have within a 15-minute cycle or roll
58%



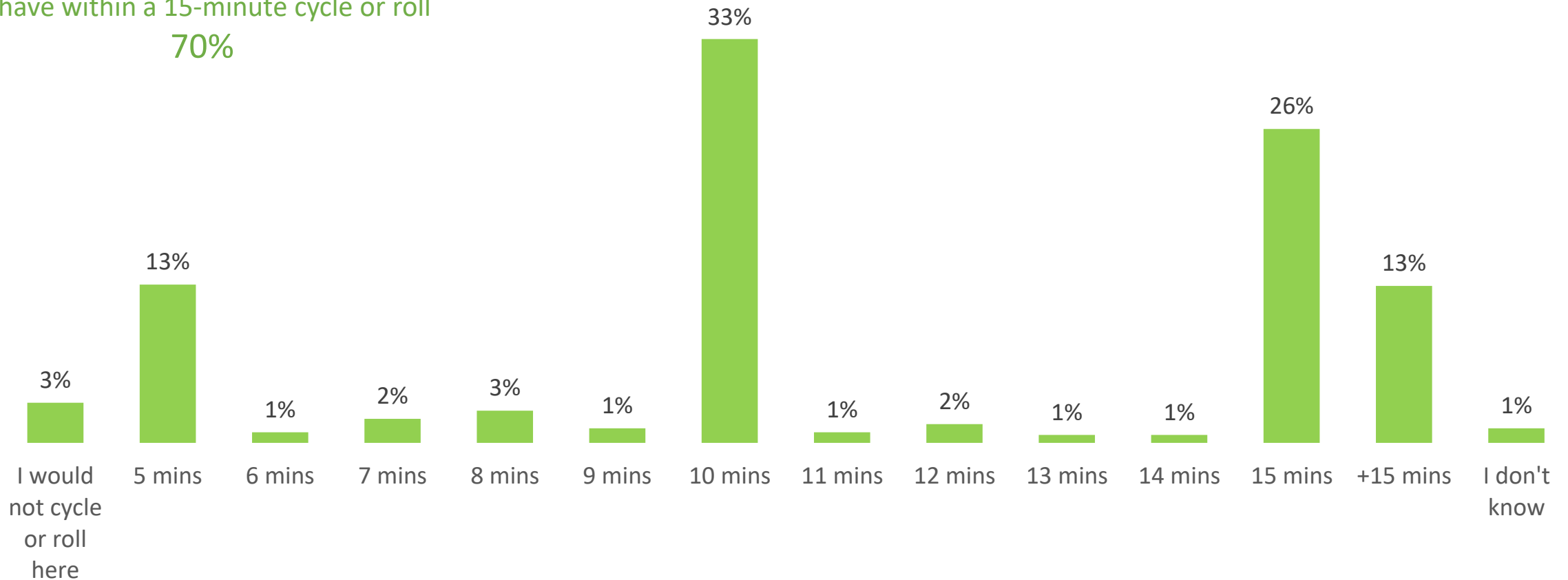
Q: If there were safe bike routes to your destination, how far would you be willing to cycle or roll for the following daily needs?

Those who selected *Very important* or *Somewhat important* for *How important is it to you to have the following within a 15-Minute cycle or roll of where you live?*

Total participants: 740

Bold Move 2: Willingness to cycle or roll for daily needs – Public Facility

Very Important/ Somewhat Important
to have within a 15-minute cycle or roll
70%

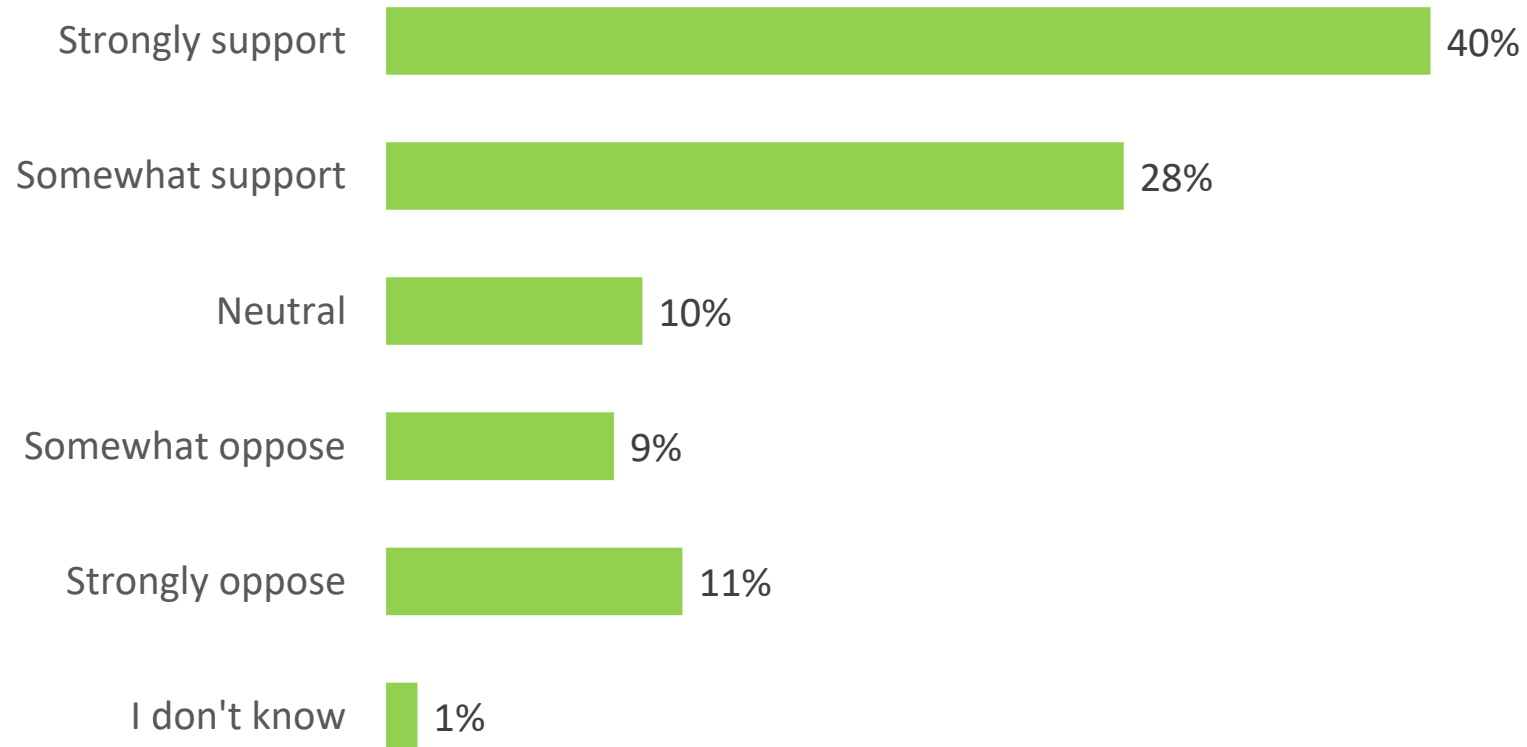


Q: If there were safe bike routes to your destination, how far would you be willing to cycle or roll for the following daily needs?

Those who selected *Very important* or *Somewhat important* for *How important is it to you to have the following within a 15-Minute cycle or roll of where you live?*

Total participants: 906

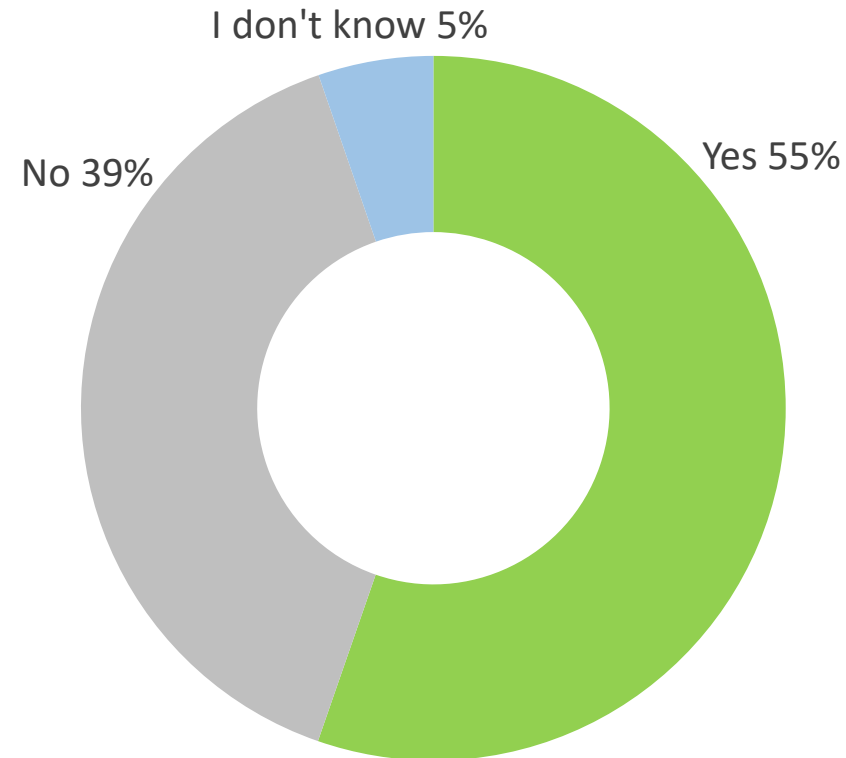
Bold Move 2: Level of Support or Opposition for transportation investments supporting a 15-minute neighbourhood if transportation infrastructure in neighbourhood would change



Q: To what extent do you support or oppose transportation investments supporting a 15-minute neighbourhood if it means the transportation infrastructure in your neighbourhood would change, for example converting on-street parking to walking or cycling routes?

Total participants: 1741

Bold Move 2: Living in a 15-minute neighbourhood now



Q: Do you feel like you live in a 15-minute neighbourhood now?
Total participants: 1741

Bold Move 2:

Improvements to 15-minute neighbourhood

- More, wider, sidewalks and controlled crossings.
- Additional transit options, type, frequency and access to create better connectivity with other neighbourhoods and municipalities.
- More cycling infrastructure (better connected, safer and separated walking and cycling infrastructure, secure bike parking at transit stations etc.)
- More local grocers and retail, as well as public facilities/amenities such as libraries, recreation centres etc.)

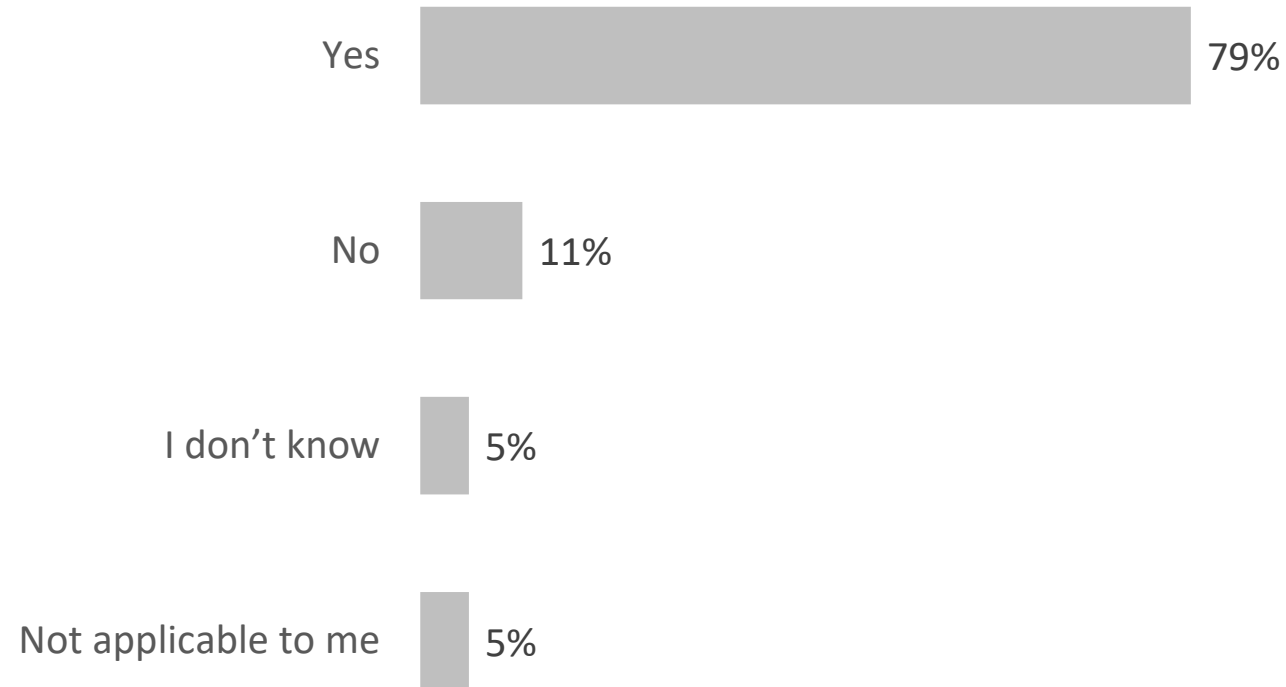
Q: What would make your 15-minute neighbourhood better? What's missing? (optional)

Please refer to the Verbatims file to read all the comments submitted for this question.

Total participants: 571

Bold Move 2:

Desire to be able to walk to shops and businesses in neighbourhood



Q: Would you like to be able to walk to shops and businesses in your neighbourhood?

Total participants: 778

Bold Move 2: Reasons for desire to be able to walk to shops and businesses in neighbourhood

- Health, economic and environmental benefits.
- Increases convenience if needed amenities are available.
- Concern about geographic diversity of Surrey – is this realistic?

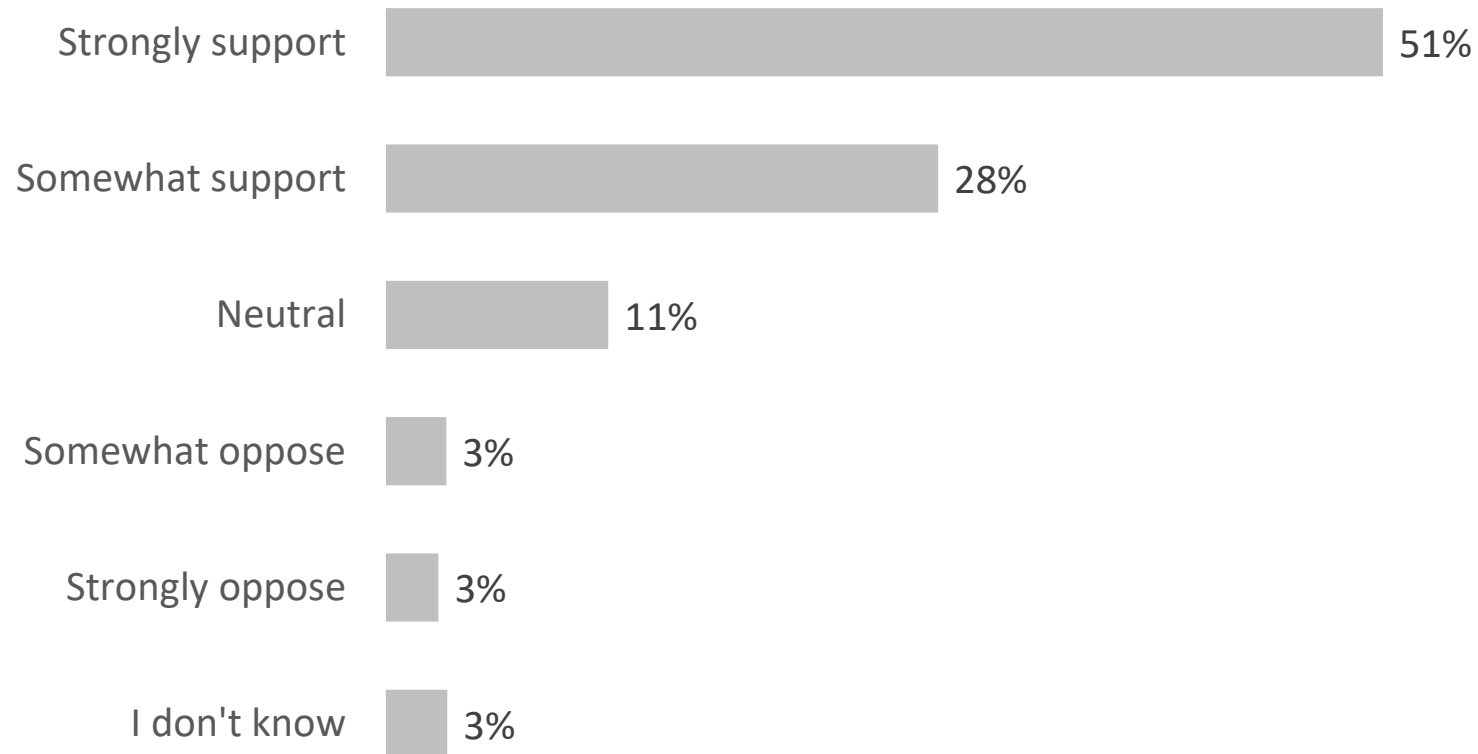
Q: Would you like to be able to walk to shops and businesses in your neighbourhood?

Q: Please tell us why. (optional)

Please refer to the Verbatims file to read all the comments submitted for this question.

Total participants: 355

Bold Move 2: Level of Support or Oppose for a long-range target of most Surrey residents living in a 15-minute neighbourhood



Q: To what extent do you support or oppose a long-range target of most Surrey residents living in a 15-minute neighbourhood?

Total participants: 1741

Bold Move 2: Suggested Improvements to Support 15-minute Neighbourhood

- Parking considerations are important (on-street, additional residential, underground etc.)
- Separate pedestrians and cyclists from cars.
- Ensure affordable grocers/retail/services are available.
- Create safer walking environments (e.g., sidewalks separated from cyclists and vehicles).
- Must be part of a broader plan that considers all modes of transportation.

Q: Do you have any suggestions for improving our second Bold Move, 15-minute Neighbourhood? (optional)

Please refer to the Verbatims file to read all the comments submitted for this question.

Total participants: 490

Bold Move 3: Connect Communities with Rapid Transit

Build a Rapid Transit Network that supports and connects all of Surrey's Town Centres.

Based on public input, City of Surrey has identified four Bold Moves to improve safety, tackle the climate crisis, and better connect people and places for the Surrey of the future.

We heard that getting around our city is difficult and that rapid transit between each of the communities is a priority. Surrey is a large and growing city. In fact, Newton alone is already the same population as Burnaby. We've learned that 70% of trips that start in Surrey, end in Surrey. However, the main rapid transit option we currently have in Surrey, SkyTrain, is designed for trips that leave Surrey.

To address this, we are seeking your input on the third Bold Move: Connect Communities with Rapid Transit. Rapid transit is any form of transit that is fast, frequent, and high capacity. By focusing on this Bold Move, the City will plan a rapid transit network that supports and connects all of Surrey's six communities: Whalley and City Centre, Cloverdale, Fleetwood, Guildford, Newton and South Surrey.

We know that transit demand in Surrey is high. Prior to the pandemic, bus ridership was growing faster than any other city in North America—up 50% in four years from 2015 to 2019. The region has had a lot of success in the past with SkyTrain, which we know and love, but Surrey is so large it is challenging and expensive to build SkyTrain everywhere. Regardless of the type, shifting people to rapid transit will not only get people where they need to go faster, it will improve travel times for drivers.

To connect all Surrey communities, we need to explore all rapid transit options which may include:

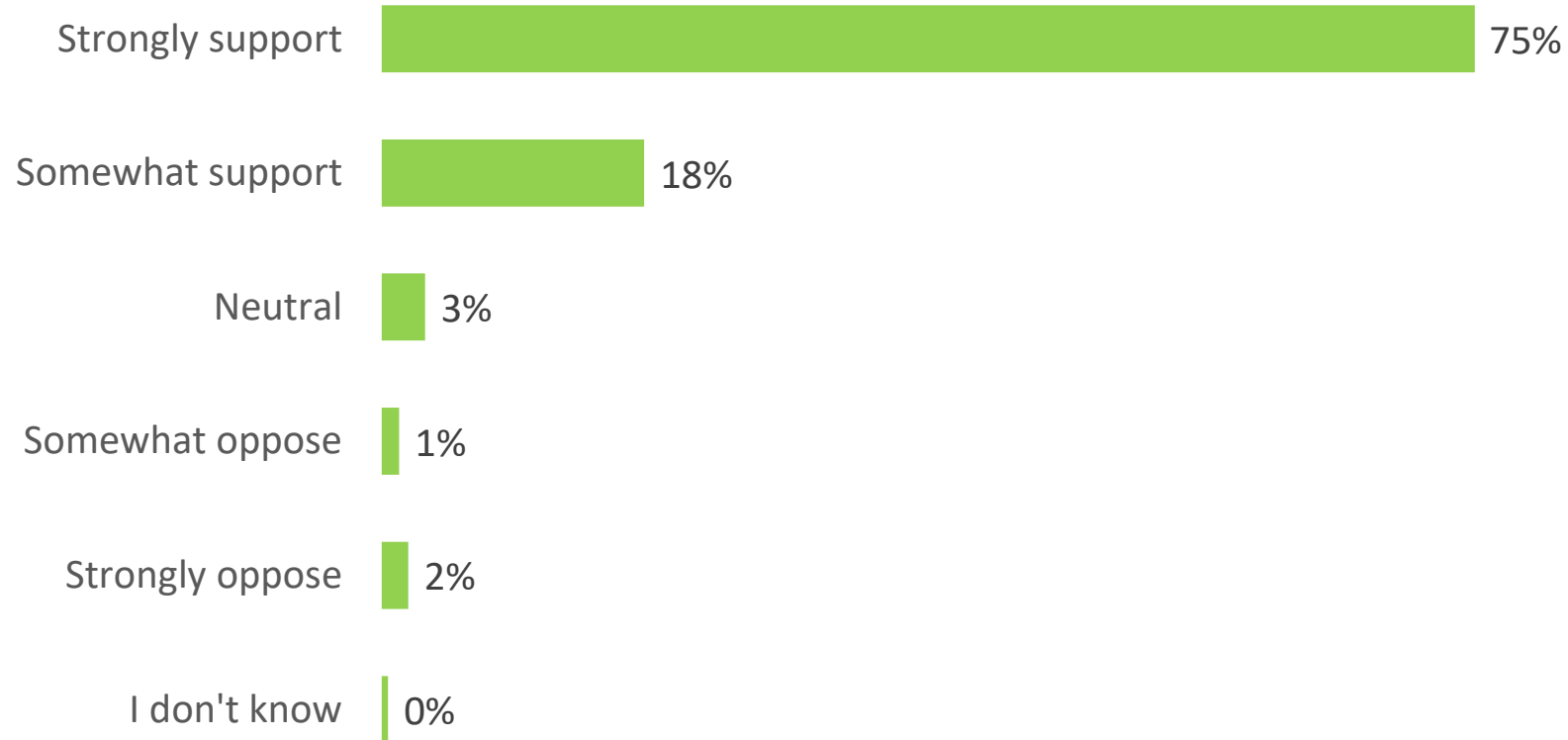
Underground or above the street like SkyTrain

On the street like bus rapid transit in an exclusive lane that isn't blocked at intersections or by turning vehicles

With each of the four proposed Bold Moves, there will be various considerations and trade-offs.

Rapid transit is any form of transit that is fast, frequent, and high capacity. By focusing on this bold move the City will plan for a rapid transit network that supports and connects all of Surrey's Town Centres—Whalley and City Centre, Cloverdale, Fleetwood, Guildford, Newton and South Surrey.

Bold Move 3: Level of Support or Opposition for rapid transit connecting all Surrey town centres



Q: To what extent do you support or oppose rapid transit connecting all Surrey Town Centres?
Total participants: 2508

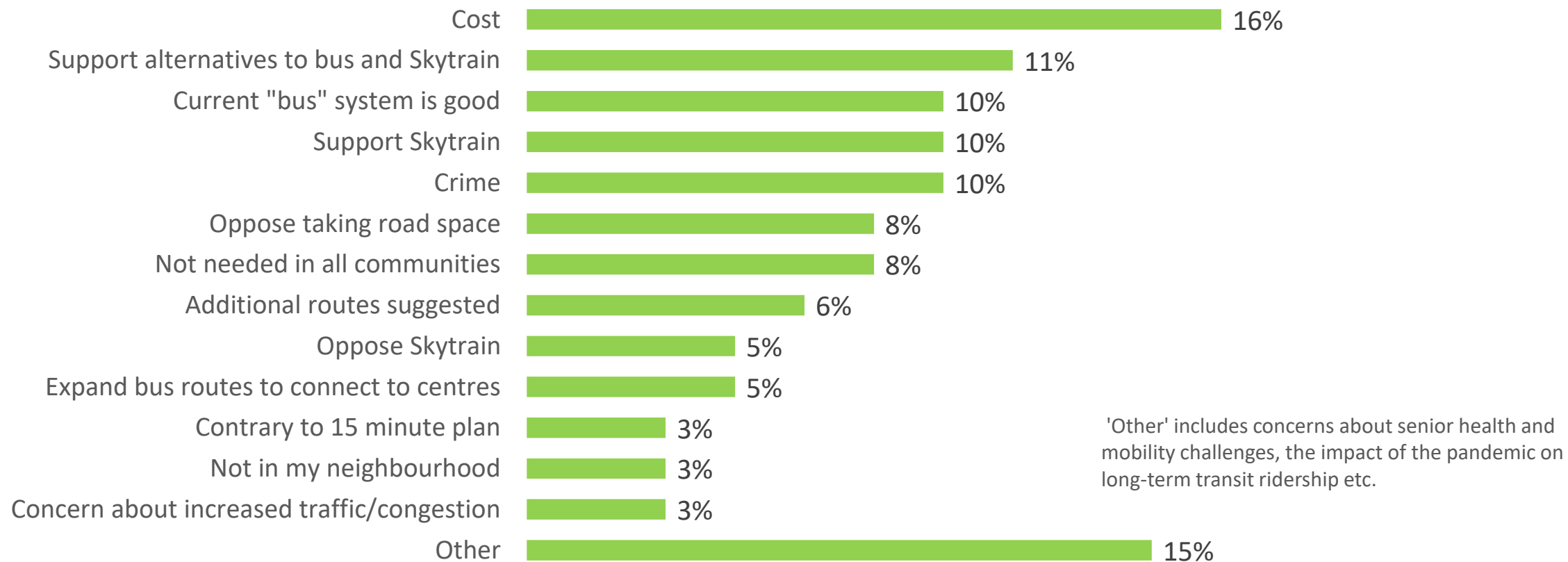
Bold Move 3:

Reasons for Support for Connect Communities with Rapid Transit

- Access to effective and efficient transportation leads to the increased mobility for residents and citizens.
- Rapid transit could help in repurposing buses on different routes, extending reach and accessibility.
- Well-connected public transport provides convenience, is cost effective, reduces dependency on individual vehicles and relieves traffic congestion.

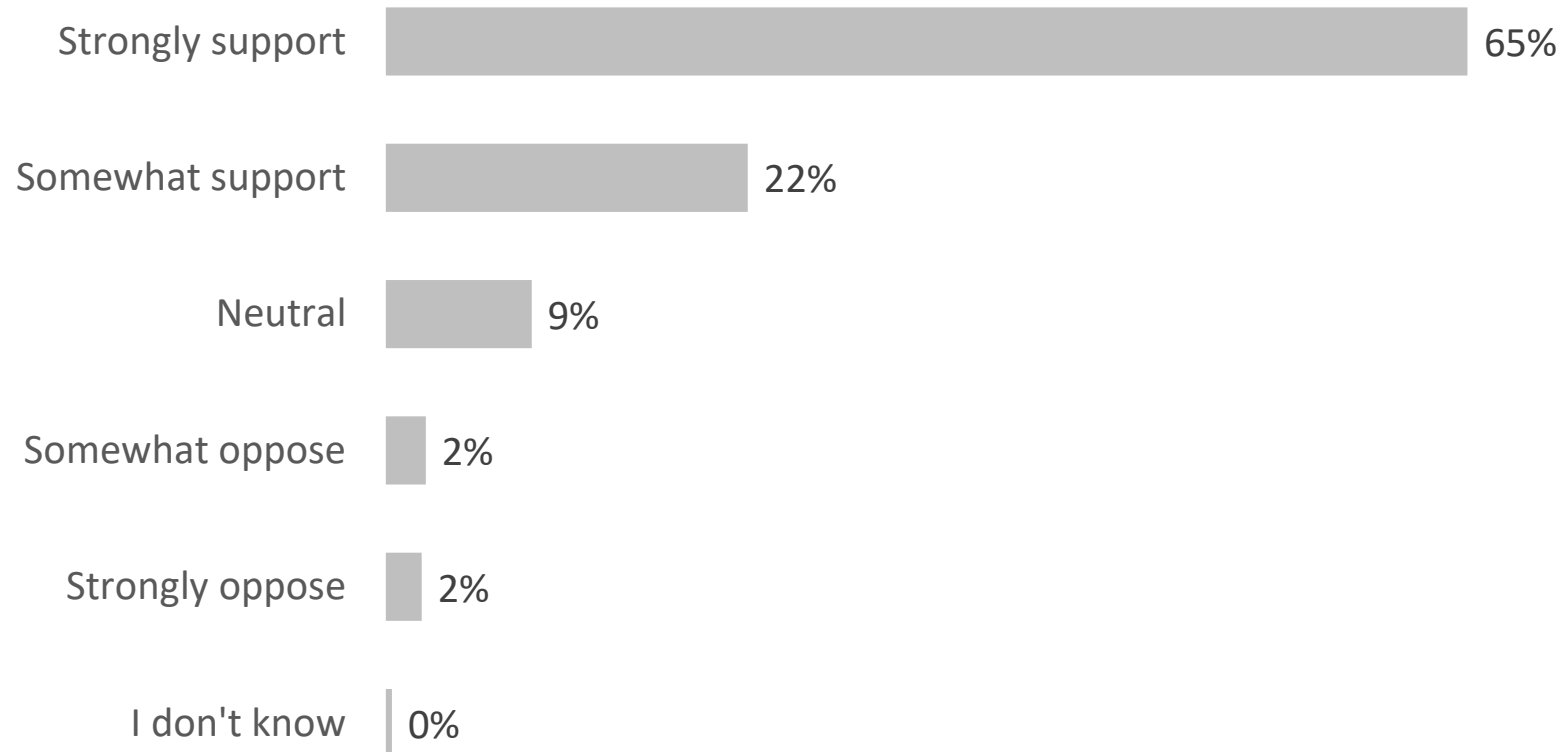
Q: Please tell us why you support Connect Communities with Rapid Transit. (optional)
Please refer to the Verbatims file to read all the comments submitted for this question.
Total participants: 1100

Bold Move 3: Reasons for Opposition to Connect Communities with Rapid Transit (responses from the 3% opposed)



Q: Please tell us why you oppose Connect Communities with Rapid Transit. (optional)
Please refer to the Verbatims file to read all the comments submitted for this question.
Total participants: 62

Bold Move 3: Level of Support or Opposition for frequent bus transit (every 15 mins or less) connecting all neighbourhoods and employment centres



Q: To what extent do you support or oppose frequent bus transit (every 15 minutes or less) connecting all neighbourhoods and employment centres?

Total participants: 2476

Bold Move 3: Reasons for Support for frequent bus transit (every 15 mins or less) connecting all neighbourhoods and employment centres

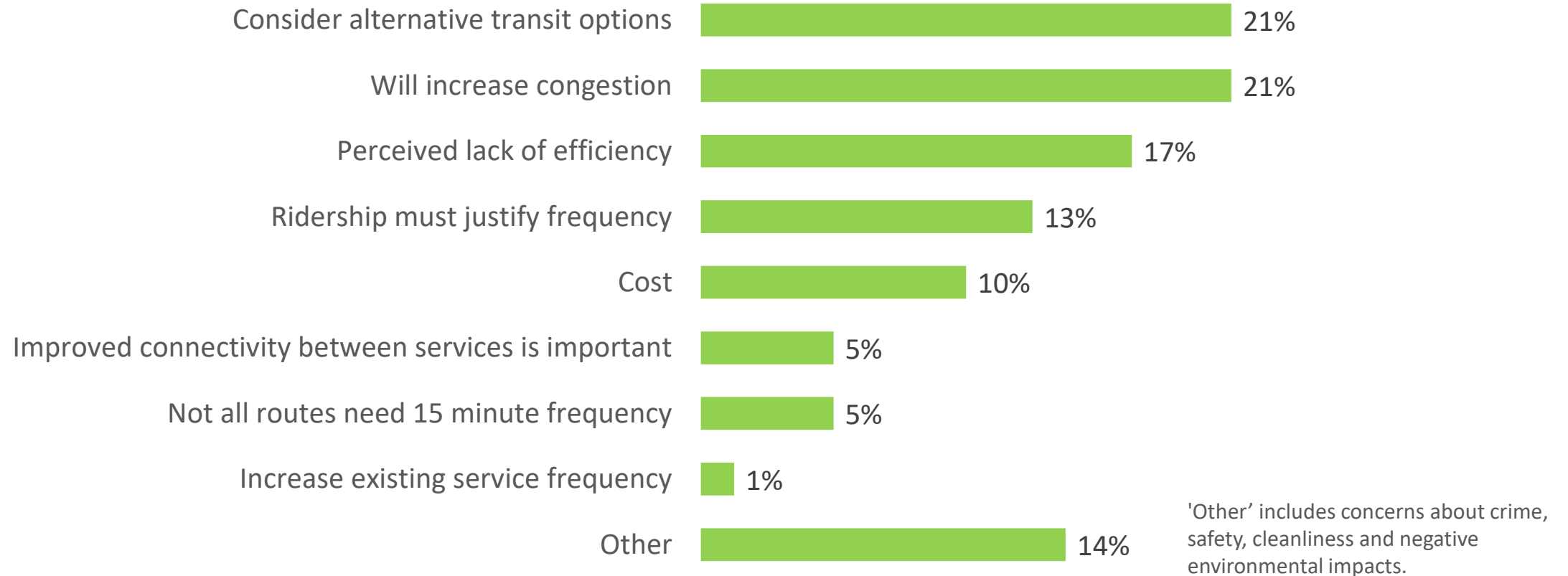
- With better and faster bus service more people would use transit and fewer cars.
- It will encourage going to different areas for both employment and shopping which is good for the local economy.
- Will save time and money.
- Need reliability and availability.
- Need speed and efficiency.

Q: Please tell us why you support frequent transit connecting all neighbourhoods and employment centres. (optional)

Please refer to the Verbatims file to read all the comments submitted for this question.

Total participants: 777

Bold Move 3: Reasons for Opposition to frequent bus transit (every 15 mins or less) connecting all neighbourhoods and employment centres (responses from the 4% opposed)

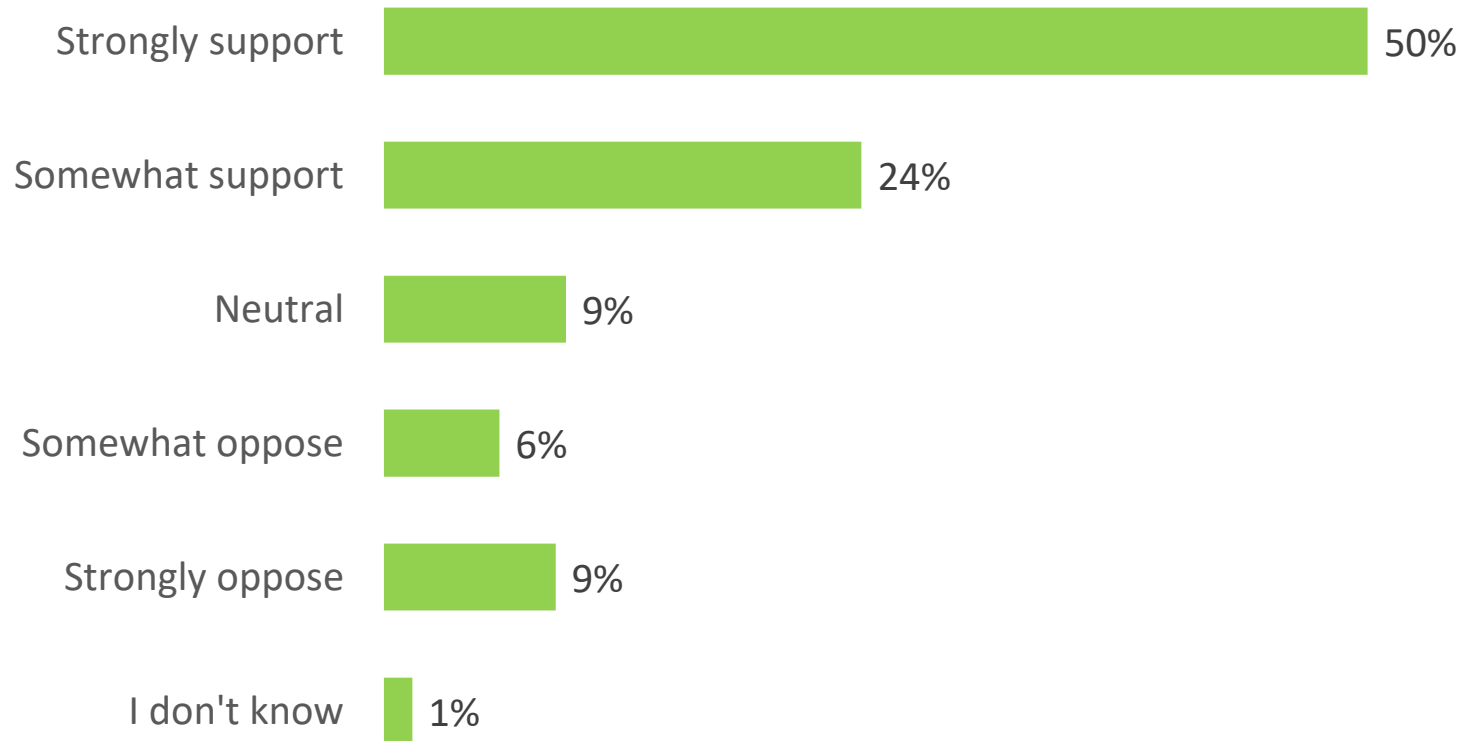


Q: Please tell us why you oppose frequent transit connecting all neighbourhoods and employment centres (optional)

Please refer to the Verbatims file to read all the comments submitted for this question.

Total participants: 78

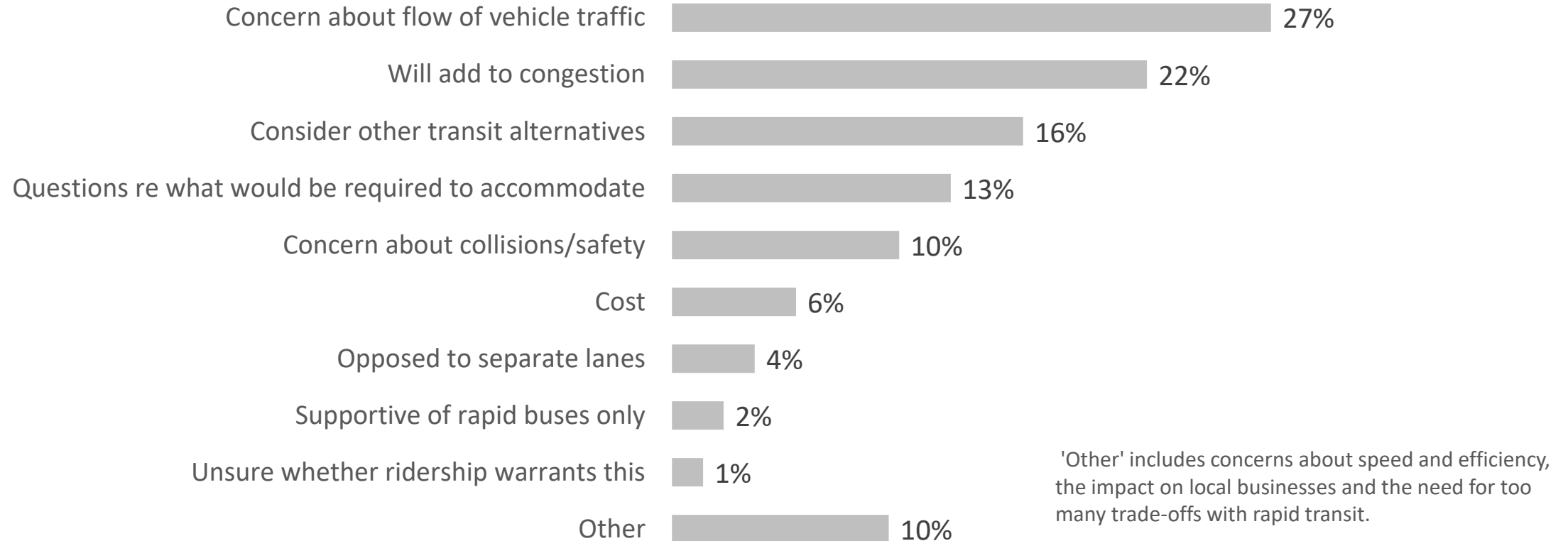
Bold Move 3: Level of Support or Opposition for building and expanding rapid transit on the street in an exclusive lane that isn't blocked at intersections or by turning vehicles to reach more people and places sooner



Q: To what extent do you support or oppose building and expanding Rapid Transit on the street in an exclusive lane that isn't blocked at intersections or by turning vehicles to reach more people and places sooner?

Total participants: 2474

Bold Move 3: Reasons for Opposition to building and expanding rapid transit on the street in an exclusive lane that isn't blocked at intersections or by turning vehicles to reach more people and places sooner (of the 15% opposed)

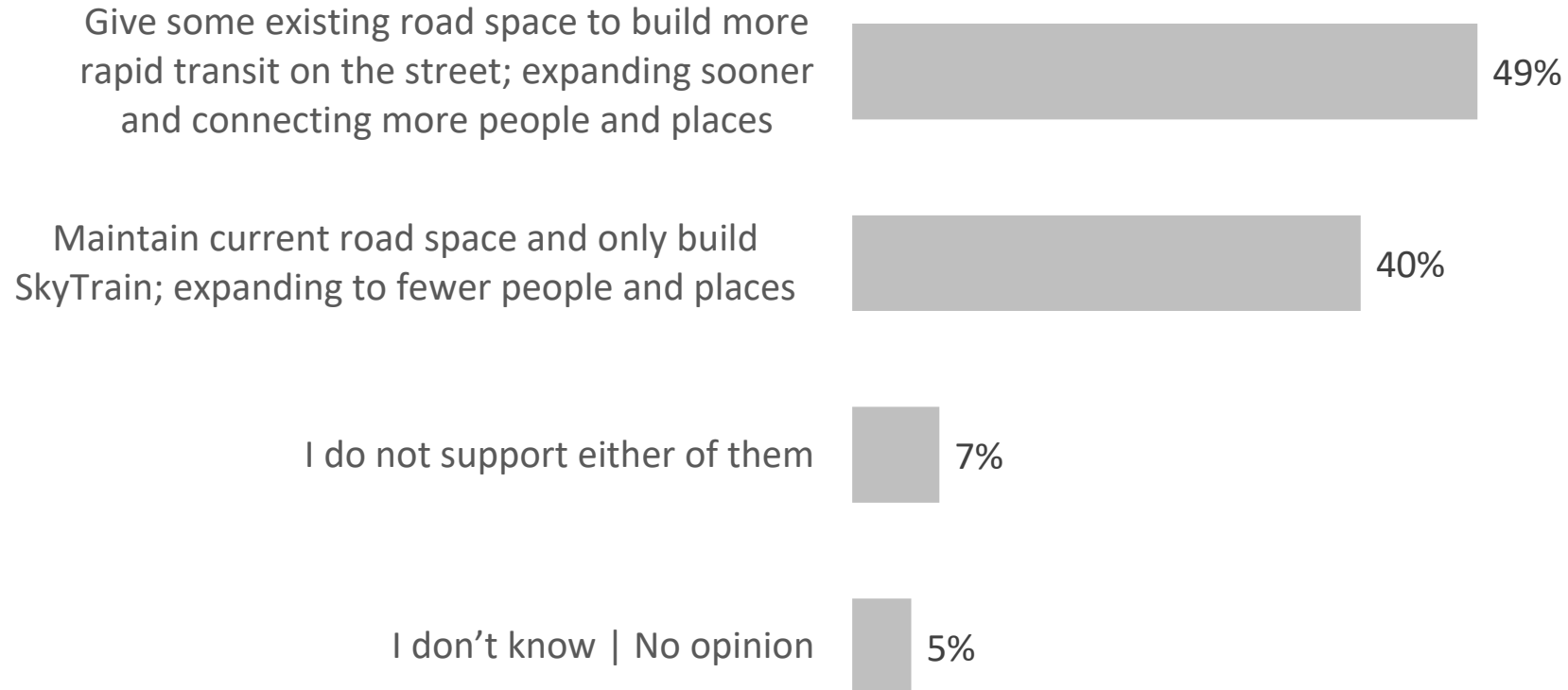


Q: To what extent do you support or oppose building and expanding Rapid Transit on the street in an exclusive lane that isn't blocked at intersections or by turning vehicles to reach more people and places sooner?

Q: Please tell us why not. (Optional)

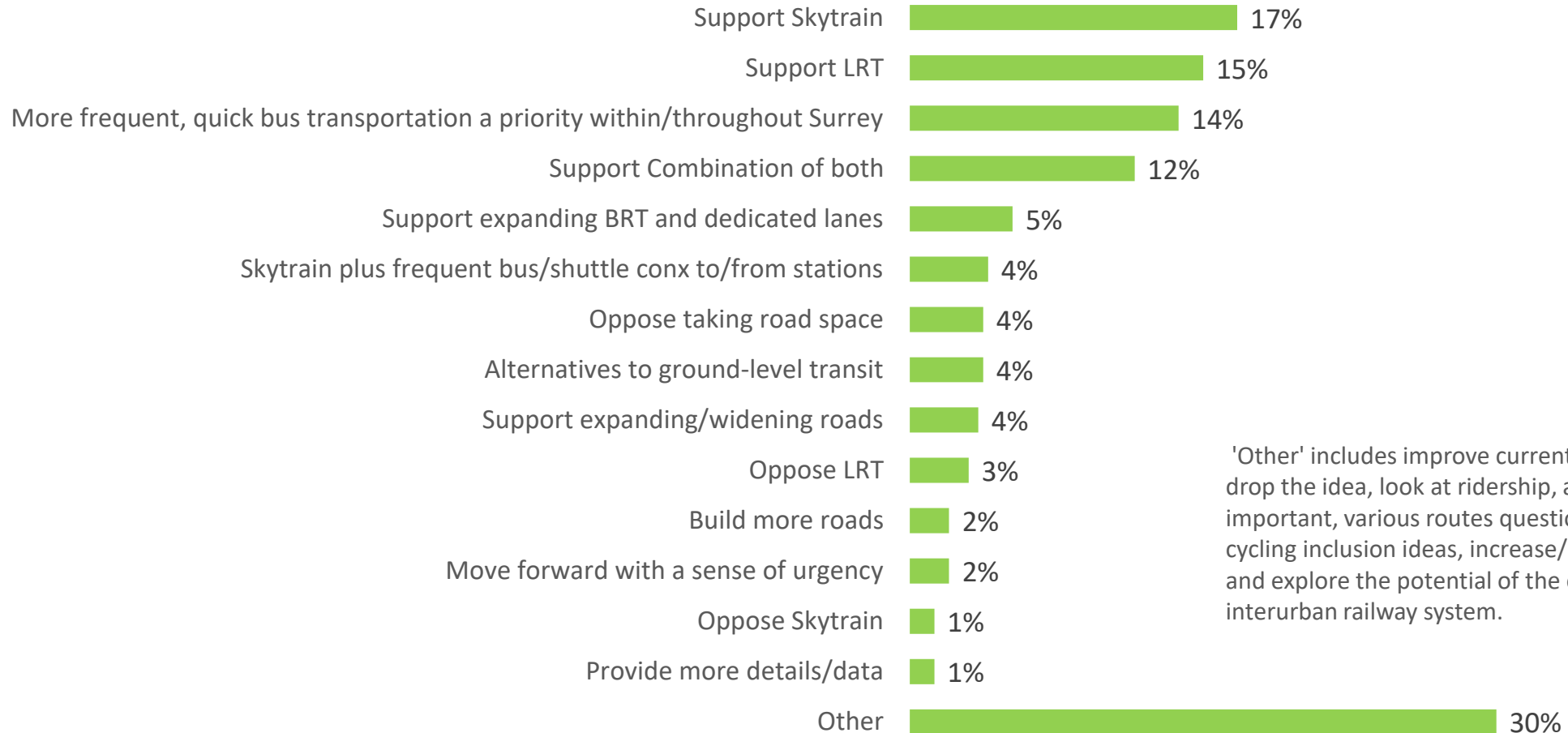
Please refer to the Verbatims file to read all the comments submitted for this question.

Bold Move 3: Support for road space options



Q: Which of the following two options would you be more supportive of?
Total participants: 2454

Bold Move 3: Suggested Improvements to Connected Communities with Rapid Transit



'Other' includes improve current infrastructure, drop the idea, look at ridership, automobile is still important, various routes questioned/suggested, cycling inclusion ideas, increase/reduce parking and explore the potential of the existing interurban railway system.

Q: Do you have any suggestions for improving our third Bold Move, Connected Communities with Rapid Transit? (optional)

Please refer to the Verbatims file to read all the comments submitted for this question.

Total participants: 821. Analysis is based on a random sample of 400 comments.

Bold Move 4: Invest in Green Transportation Choices

Strengthen the multi-modal grid by prioritizing walking, cycling and transit before personal vehicles.

According to the fall 2020 citywide survey, citizens want more transportation choices—95% of respondents want to walk more, 89% want to take transit more, and 70% want to bike more than they do today. However, a key barrier to walking and cycling more for local trips was a lack of sidewalks, safe bike lanes, and transit.

To address this, we are seeking input on the fourth Bold Move: Invest in Choices. This means strengthening the multi-modal grid by prioritizing investment in walking, cycling and transit, and exploring innovative ideas to provide more convenient, accessible transportation options.

We know transportation choices depend on the purpose of the trip, where you are going, and what options are available. And for many citizens, driving is the only option. However, with the high cost of vehicle ownership, a lot of people get left out from the road investments we make. We also know we can't build our way out of congestion so, as we grow, everyone driving will be worse off no matter what.

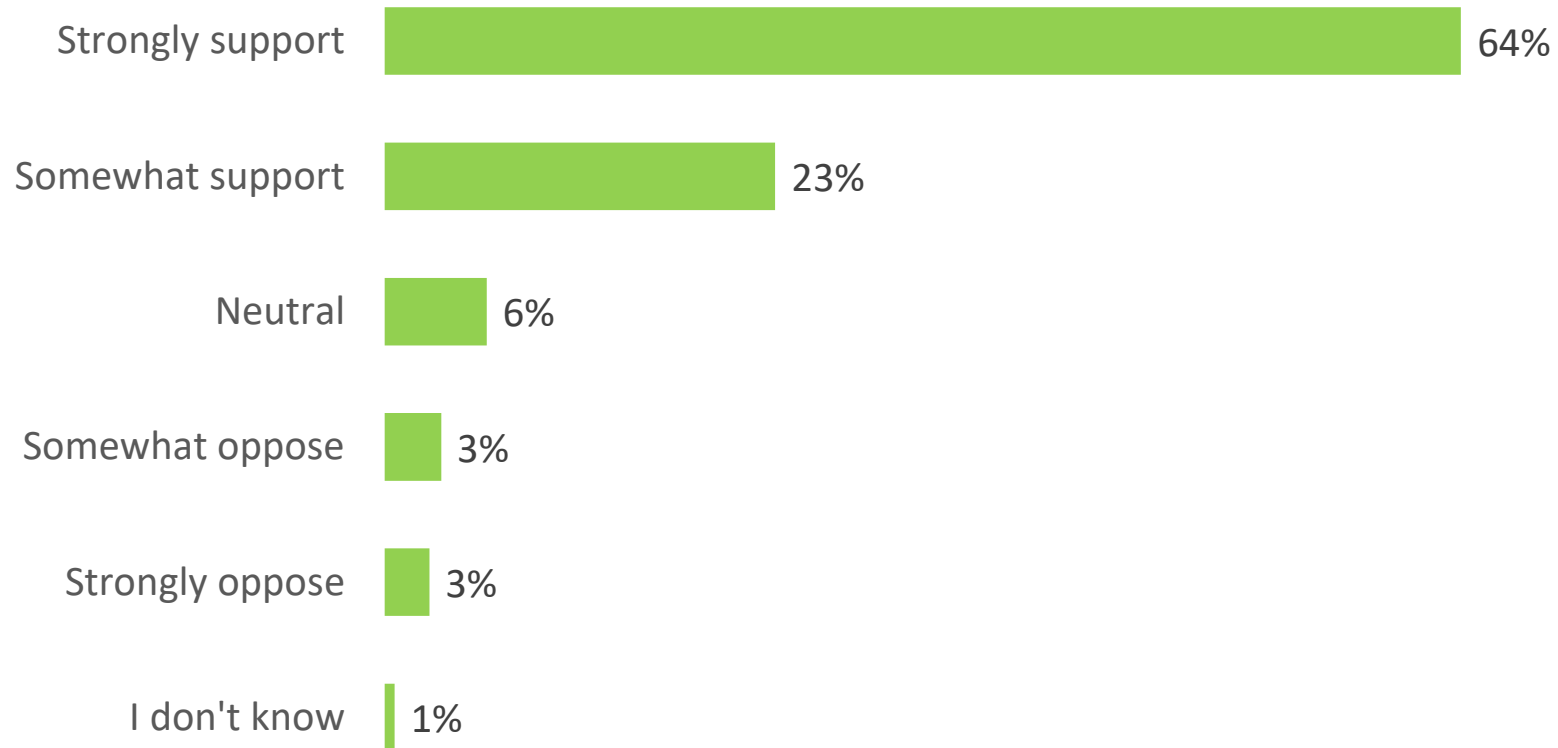
Providing options and flexibility for how you move means that not everyone has to drive for every trip. In addition to public health and environmental benefits, with fewer cars on the road, it is even better for people who have to, or choose to, drive.

By focusing on this Bold Move—Investing in Choices—the City is proposing to prioritize investments, large and small. It's not just investing in sidewalks and bike paths. It's about providing choice for people who are using scooters, e-bikes, and other small personal mobility options. This also includes exploring ride sharing and new transportation technologies, as well as making the walking and biking experience safe and pleasant with the addition of trees, benches and other amenities.

With each of the four proposed Bold Moves, there will be various considerations and trade-offs. For example—while still building some new roads to service growth and maintain funding for operations and maintenance—investing less in road expansion for motor vehicles so we can invest more in better walk and bike routes in local neighbourhoods.

Invest in Green Transportation Choices. This means strengthening the multi-modal grid by prioritizing investment in walking, cycling and transit before personal vehicles, and exploring innovative ideas to provide more convenient, accessible transportation options.

Bold Move 4: Level of Support or Opposition for Invest in Green Transportation Choices



Q: To what extent do you support or oppose Invest in Green Transportation Choices?
Total participants: 1695

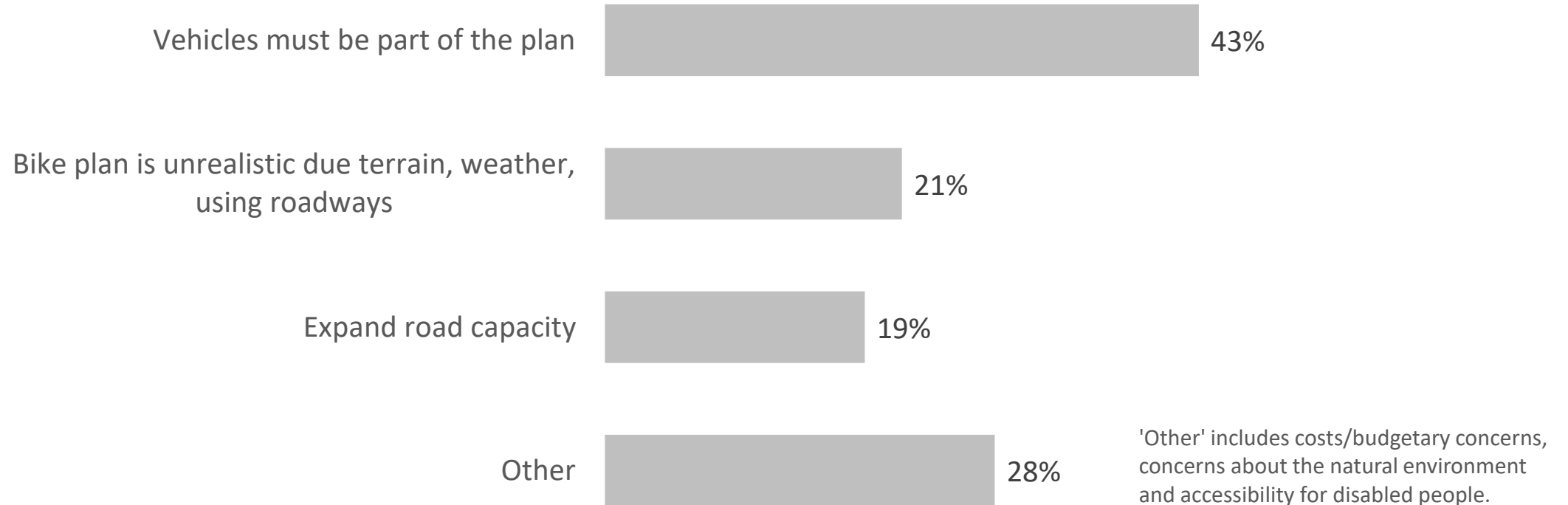
Bold Move 4:

Reasons for Support for Invest in Green Transportation Choices

- Will have a positive impact in the environment and will help to address the climate crisis.
- With reliable, frequent transit options, people will use them.
- Generates a better and healthier balance for cyclists, pedestrians and motorists.

Q: Please tell us why you support Invest in Green Transportation Choices. (optional)
Please refer to the Verbatims file to read all the comments submitted for this question.
Total participants: 575

Bold Move 4: Reasons for Opposition to Invest in Green Transportation Choices (responses from the 6% opposed)



Q: Please tell us why you oppose Invest in Green Transportation Choices. (optional)
Please refer to the Verbatims file to read all the comments submitted for this question.
Total participants: 75

Bold Move 4: Level of Support or Opposition for approaches

■ Strongly support
 ■ Somewhat support
 ■ Neutral
 ■ Somewhat oppose
 ■ Strongly oppose
 ■ I don't know

Shift some of the current funding for adding new car lanes towards safety improvements that will increase choices for walking, rolling (cycling, electric scooters, etc.) and transit, even if it means building fewer roads?



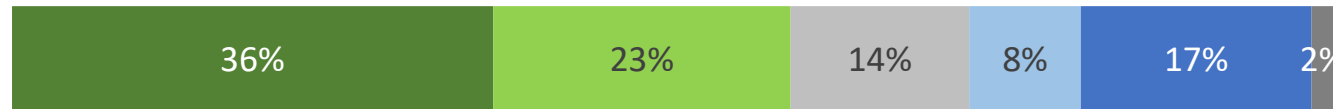
When adding new lanes for motor vehicles, we also include safety improvements for pedestrians, wheelchair and scooter users and cyclists, even if it means building fewer roads



Removing on-street parking or a lane of traffic from major arterial and collector streets to build safer walking and cycling networks

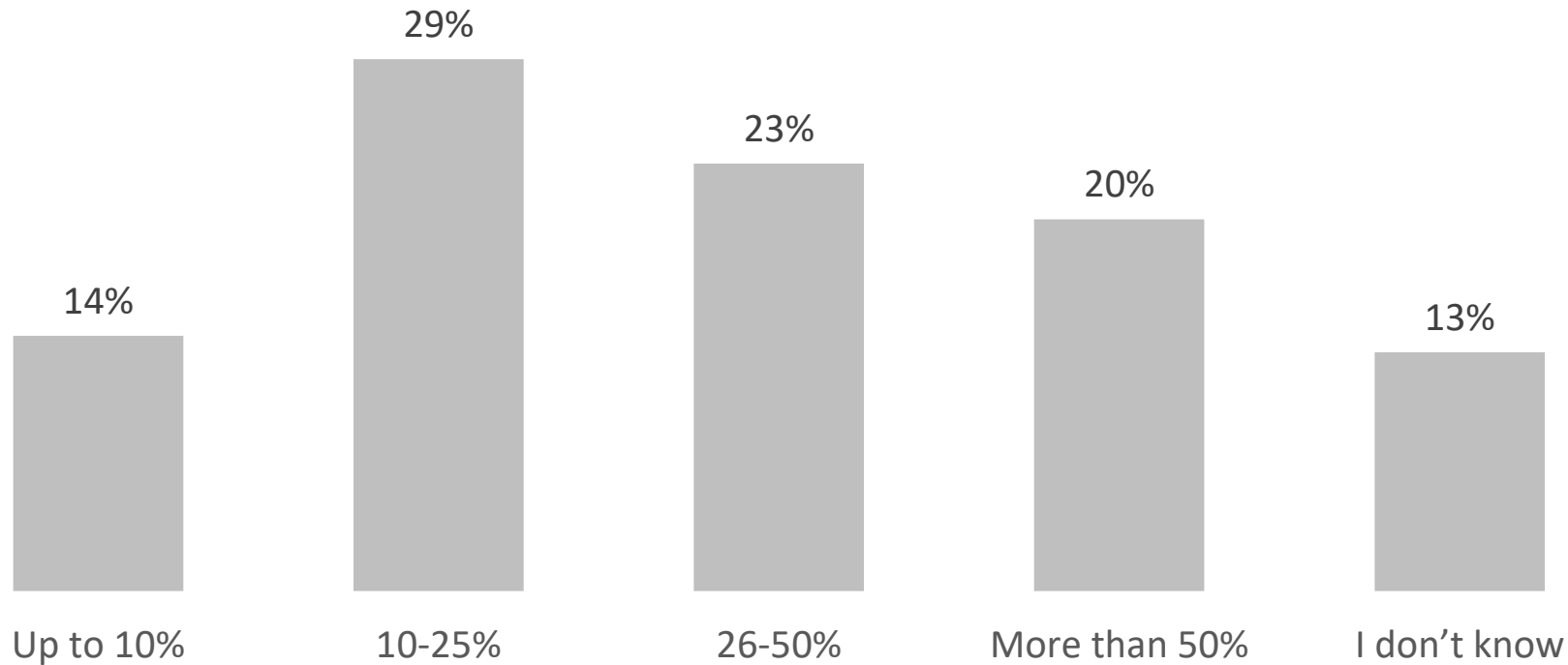


New (dedicated) levy to fund expanded walk, bike and transit options



Q: To what extent do you support or oppose the following approaches:
Total participants: 1667

Bold Move 4: Reallocating percentage of existing funding for adding new car lanes to safety improvements that will increase choices for walking, rolling and transit

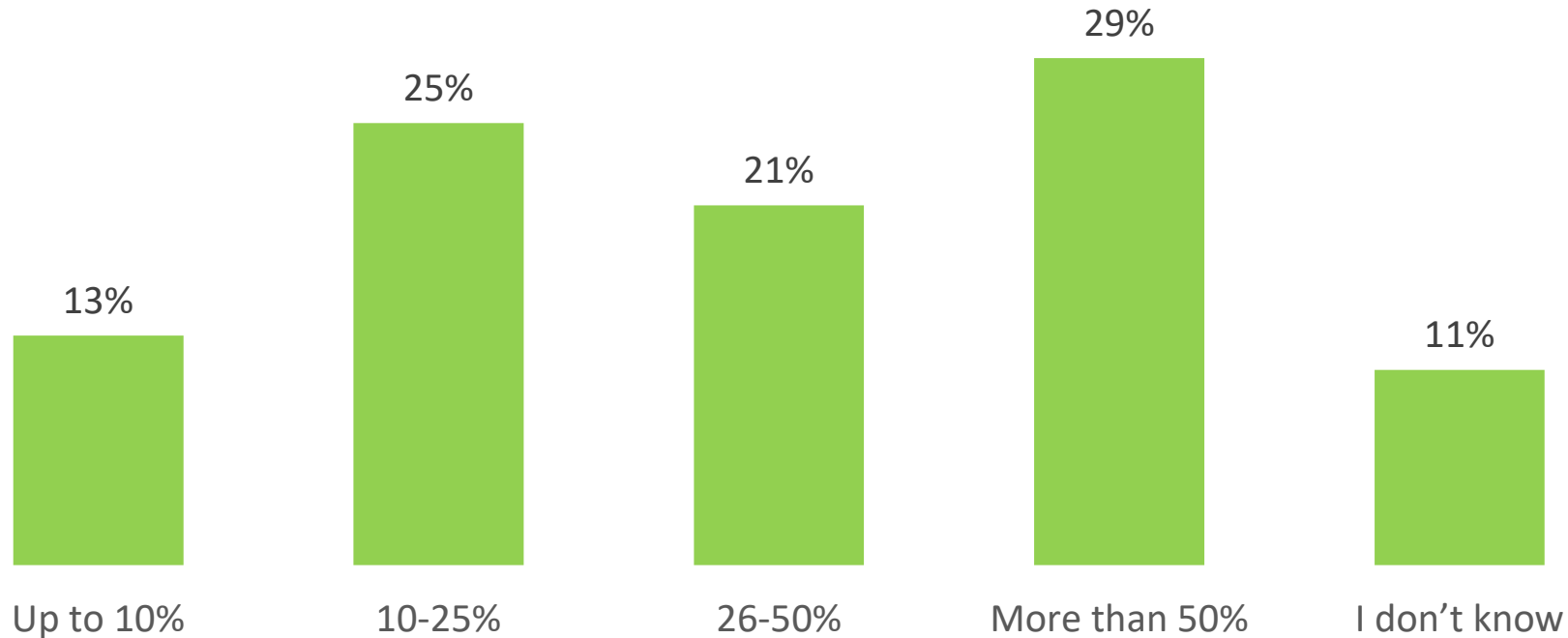


Q: What percentage of existing funding for adding new car lanes would you support reallocating to safety improvements that will increase choices for walking, rolling and transit?

Those who selected *Strongly Support* or *Somewhat Support* for *To what extent do you support or oppose the following approaches: Shift some of the current funding for adding new car lanes towards safety improvements that will increase choices for walking, rolling (cycling, electric scooters, etc.) and transit, even if it means building fewer roads?*

Total participants: 1208

Bold Move 4: Removing percentage of on-street parking or lanes of traffic from major arterial and collector streets to prioritize fast, frequent, high capacity rapid transit

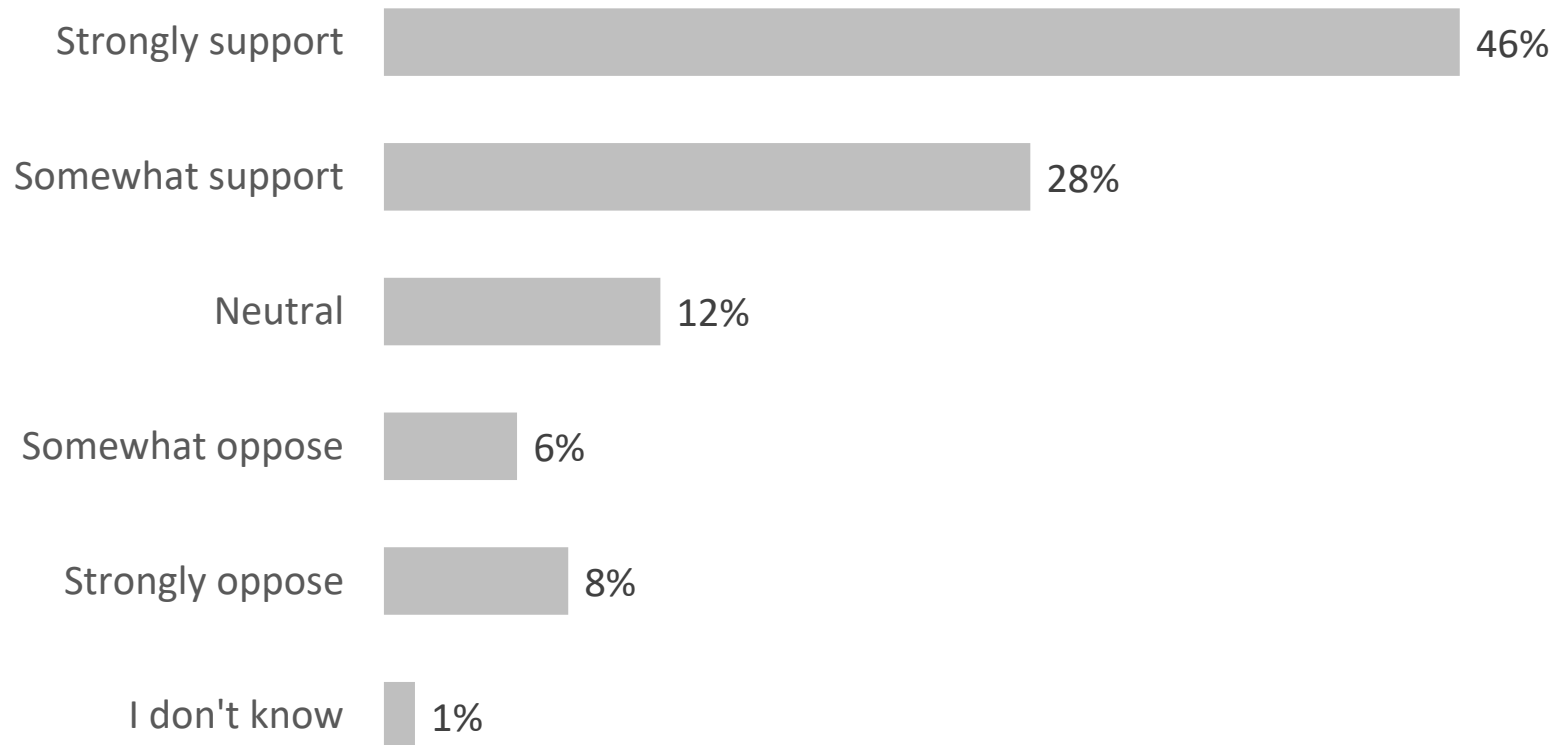


Q: What percentage of on-street parking or lanes of traffic would you support removing from major arterial and collector streets to prioritize fast, frequent, high capacity rapid transit?

Those who selected *Strongly Support* or *Somewhat Support* for *Removing on-street parking or a lane of traffic from major arterial and collector streets to build safer walking and cycling networks*.

Total participants: 1012

Bold Move 4: Level of Support or Opposition for making walking and rolling routes safer and more comfortable using quicker, cheaper pilot opportunities



Q: To what extent do you support or oppose making walking and rolling routes safer and more comfortable using quicker, cheaper pilot opportunities such as those shown in the images below:

Total participants: 1656

Bold Move 4:

Suggested Improvements to Invest in Choices

- Be realistic. Take into consideration the aging population and those who would be physically unable to ride a bike or walk great distances.
- Suggestions have the appearance of being done at the expense of the existing road network.
- Cycling infrastructure requires more planning to address concerns.
- Improvements to the flow of traffic will have a greater impact on the environment resulting in reduced trip times, idling and congestion and fewer greenhouse gases.
- Caution around removing parking that may have negative effect on business and neighbourhoods. Alternatives will be necessary.
- Population is exploding in Surrey - need more mass transit options.

Q: Do you have any suggestions for improving our fourth Bold Move, Invest in Choices? (optional)

Please refer to the Verbatims file to read all the comments submitted for this question.

Total participants: 446

Final comments on Surrey's Transportation Plan

- South Surrey consideration mentioned frequently (growing population needs more road expansion, rapid transit, Skytrain etc.)
- Strong sense of urgency.
- Amenities and accessibility is important but needs to be balanced.
- Need a better balance between residential development and supporting educational, medical and transportation infrastructure.

Q: Do you have any final comments on Surrey's Transportation Plan? (optional)

Please refer to the Verbatims file to read all the comments submitted for this question.

Total participants: 1173

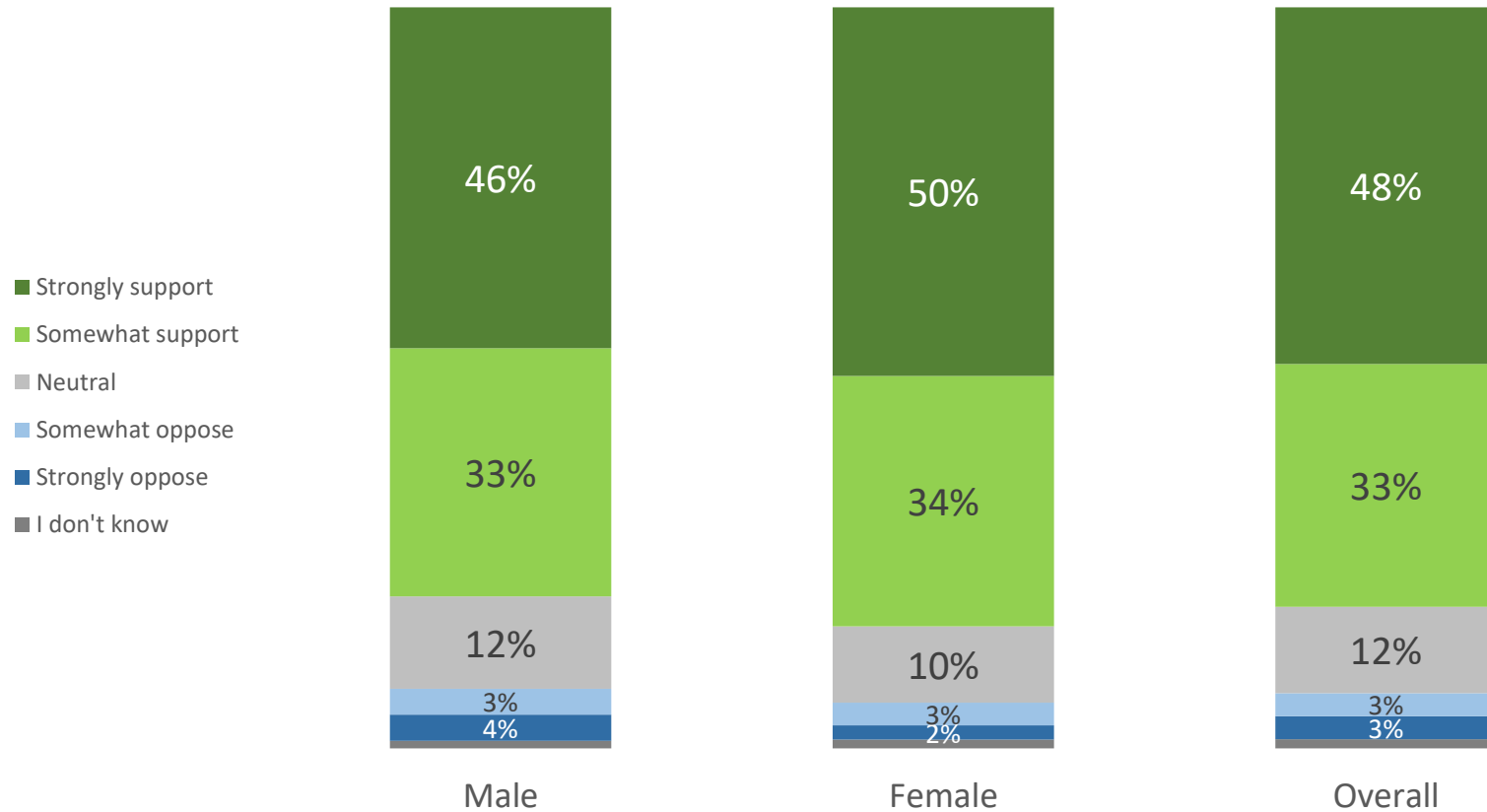
Appendix

The following slides present results by key demographics and classification variables:

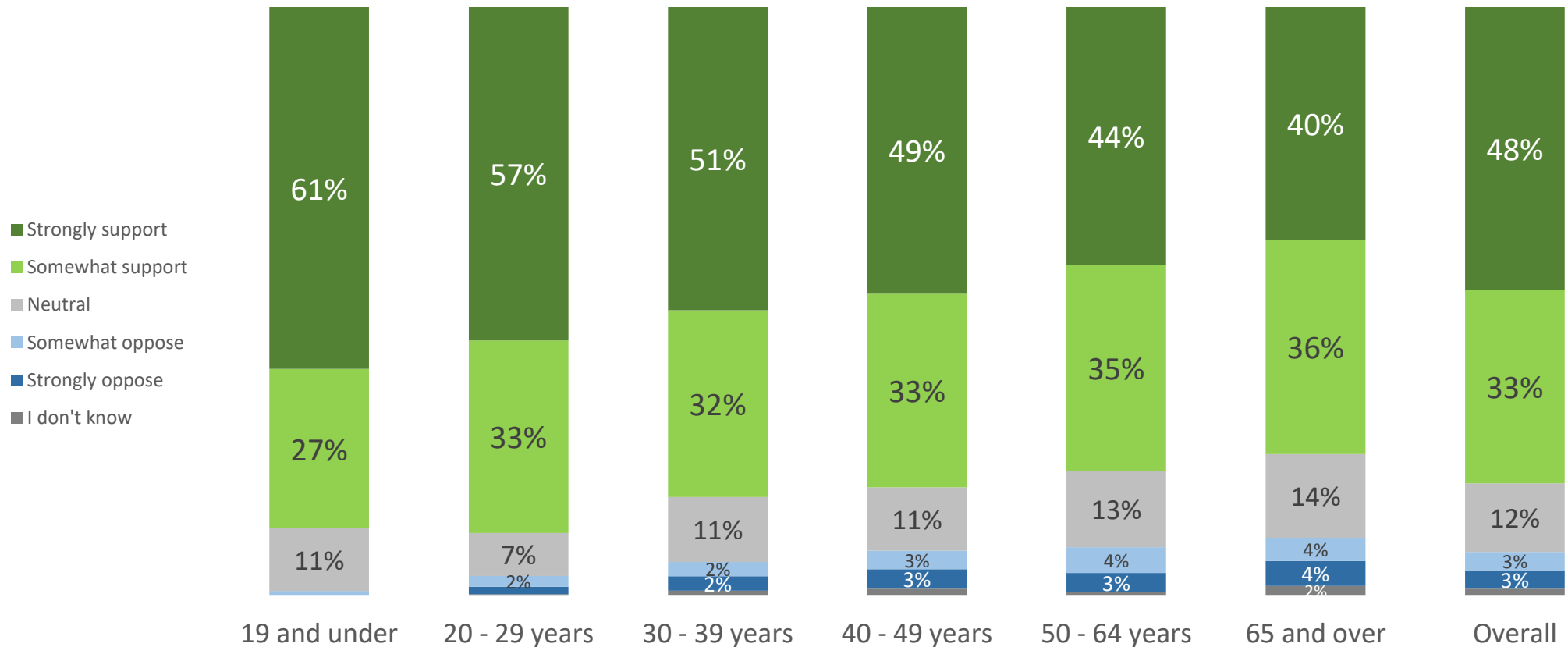
- Gender
- Age Range
- Surrey Community
- Transportation Mode

Transportation Mode distinguishes between those survey participants who indicated that they *drive daily or almost daily* or *a few times a week*, and all other survey participants (Frequent Drivers vs. Others).

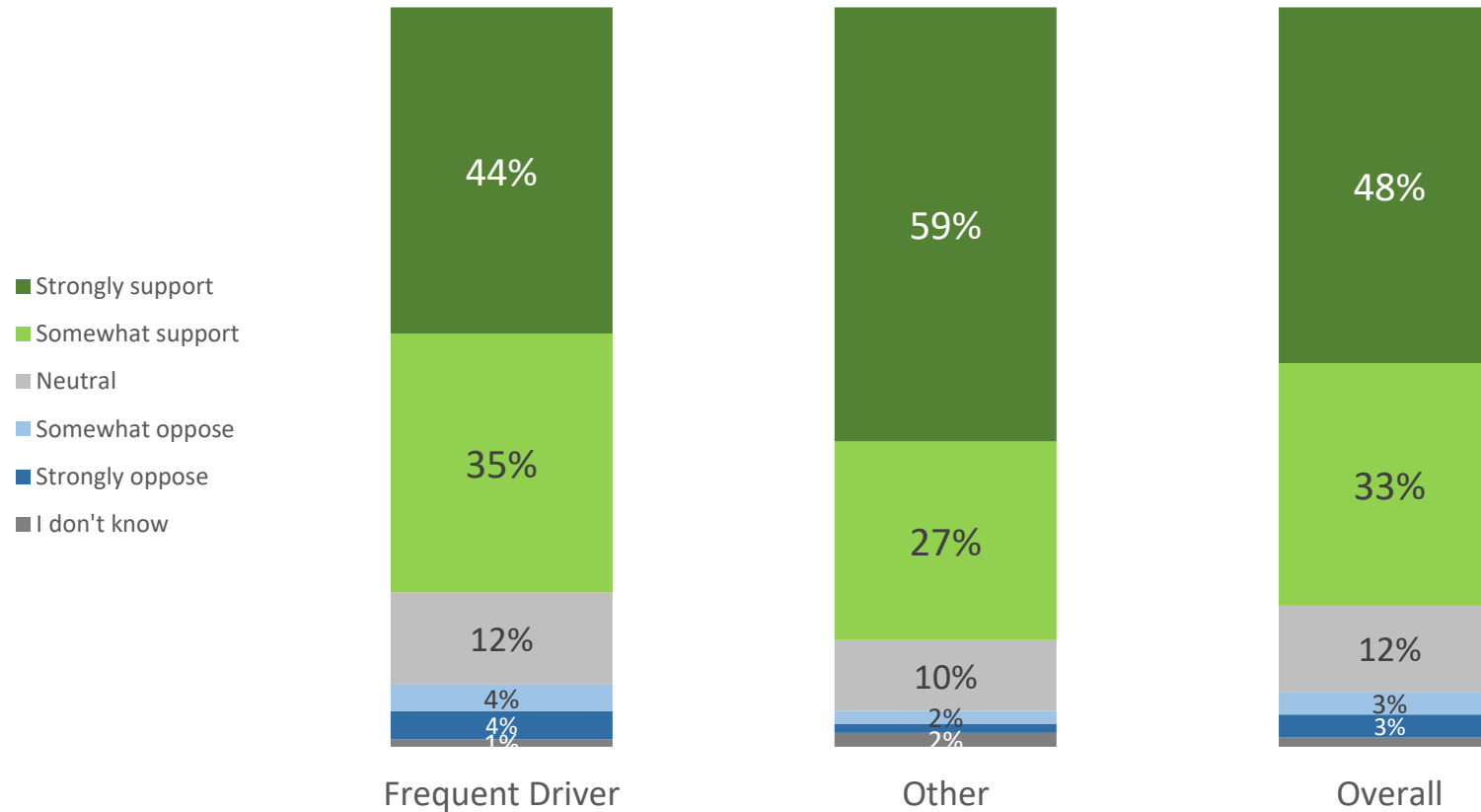
Draft Vision: Level of Support or Opposition by Gender



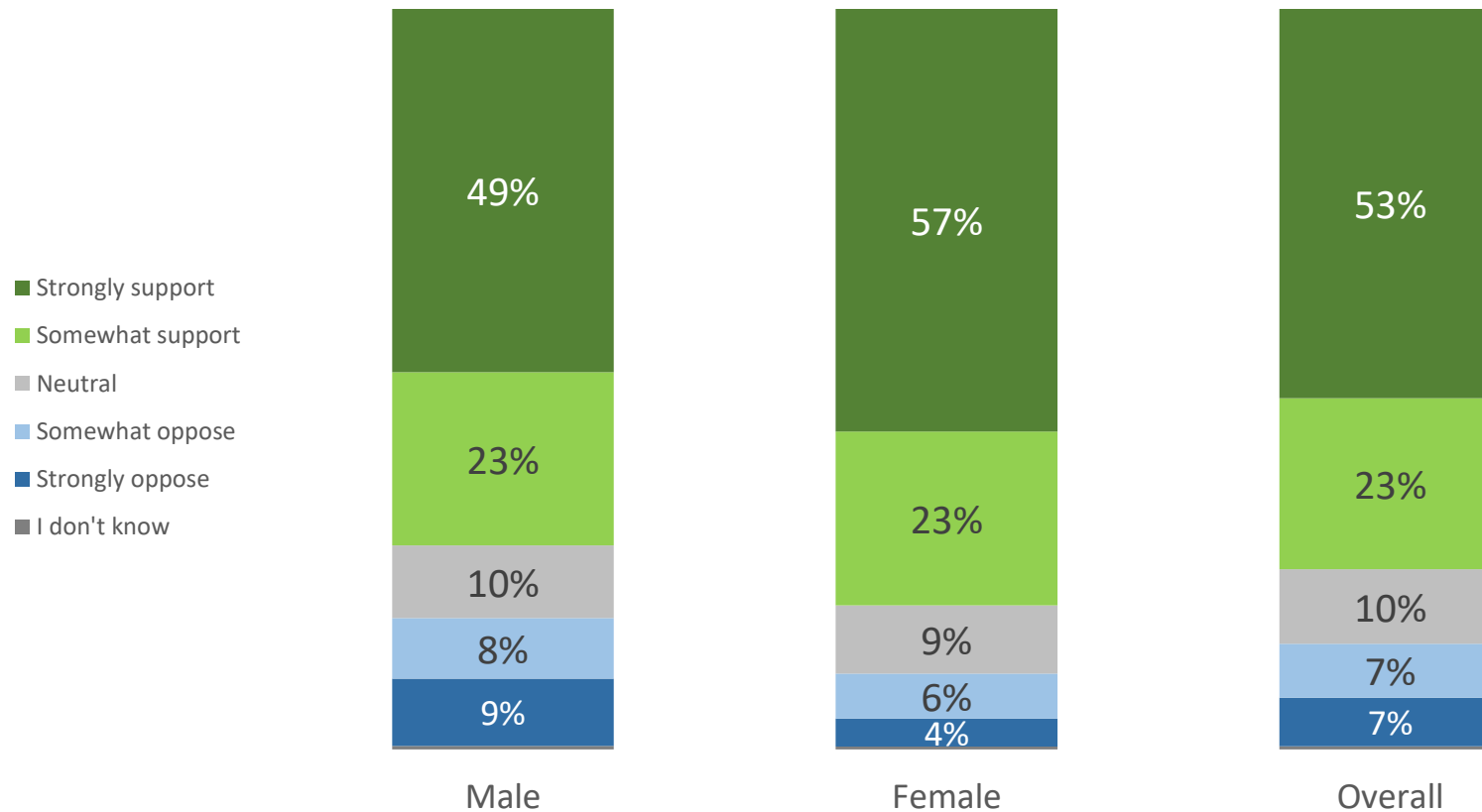
Draft Vision: Level of Support or Opposition by Age Range



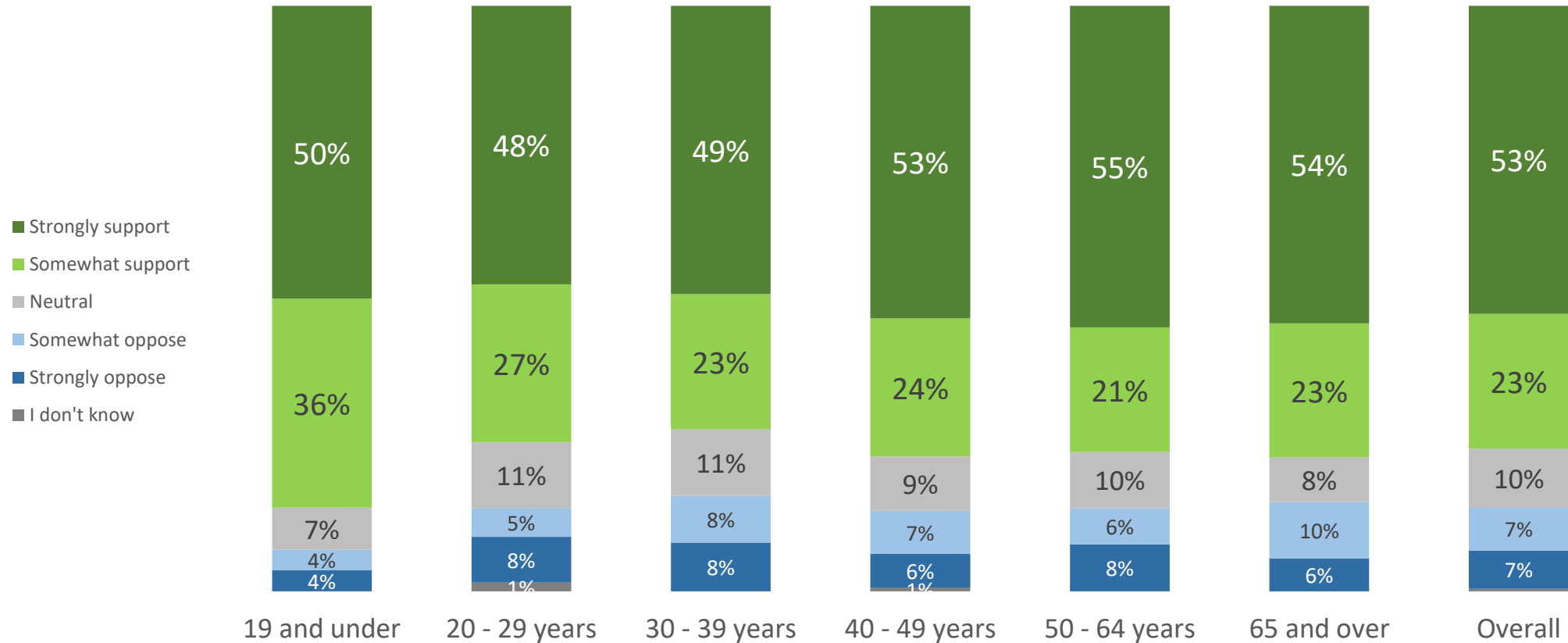
Draft Vision: Level of Support or Opposition by Transportation Mode



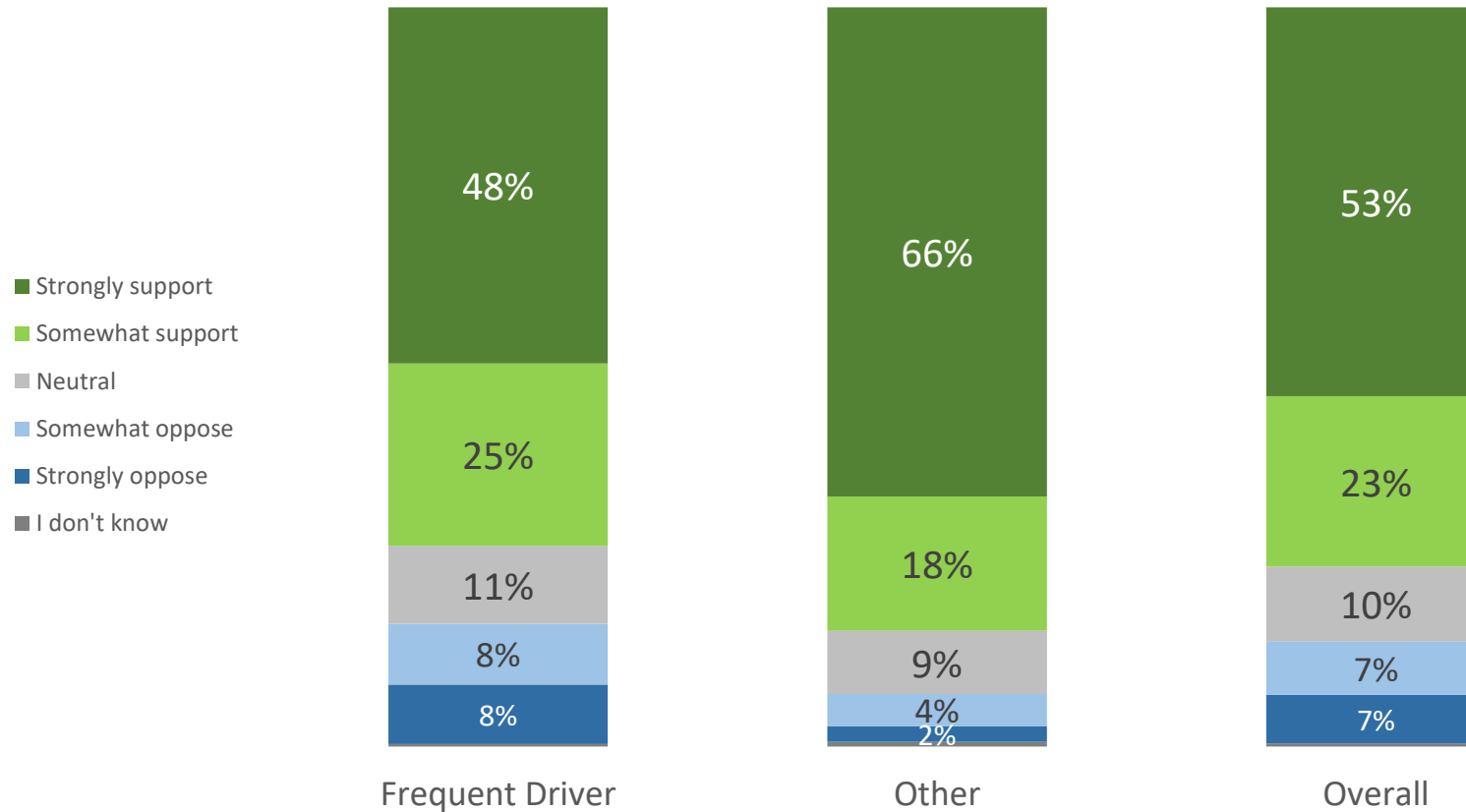
Bold Move 1: Level of Support or Opposition for reducing speed limits across the City if it helped improve road safety – Local residential Surrey streets by Gender



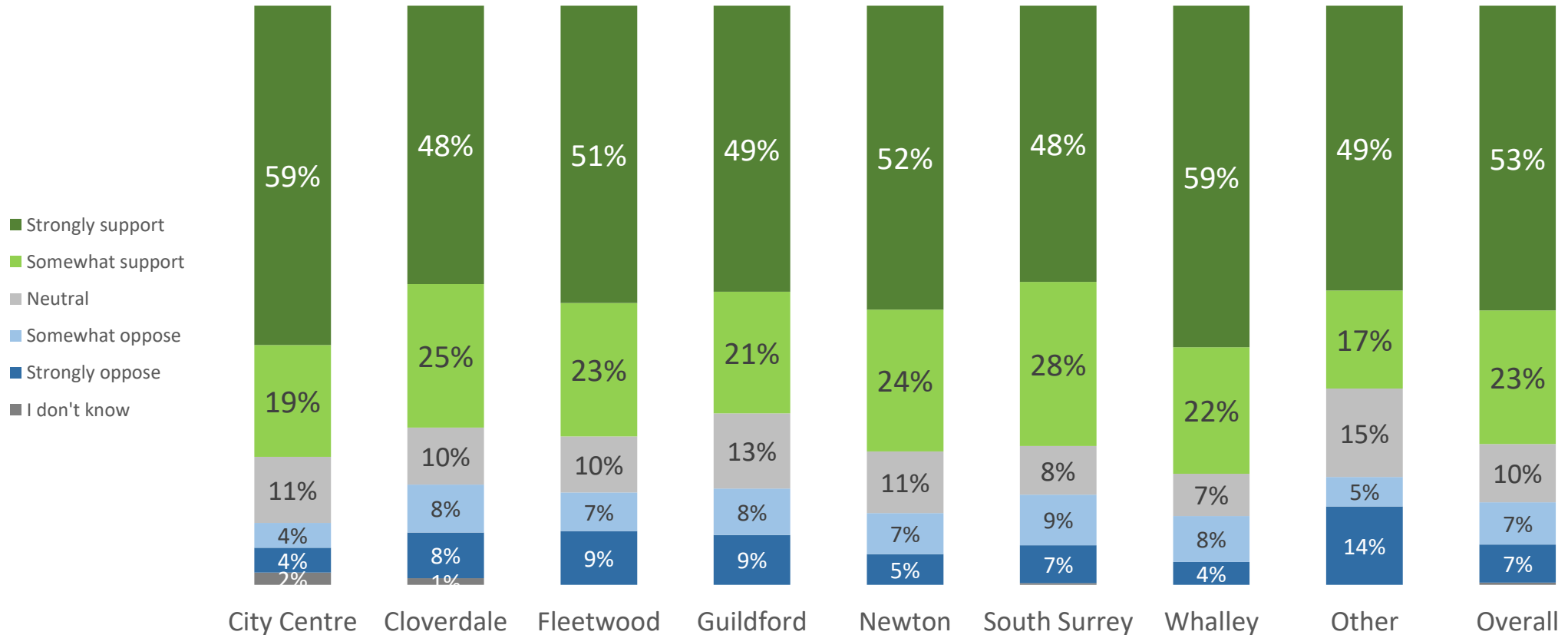
Bold Move 1: Level of Support or Opposition for reducing speed limits across the City if it helped improve road safety – Local residential Surrey streets by Age Range



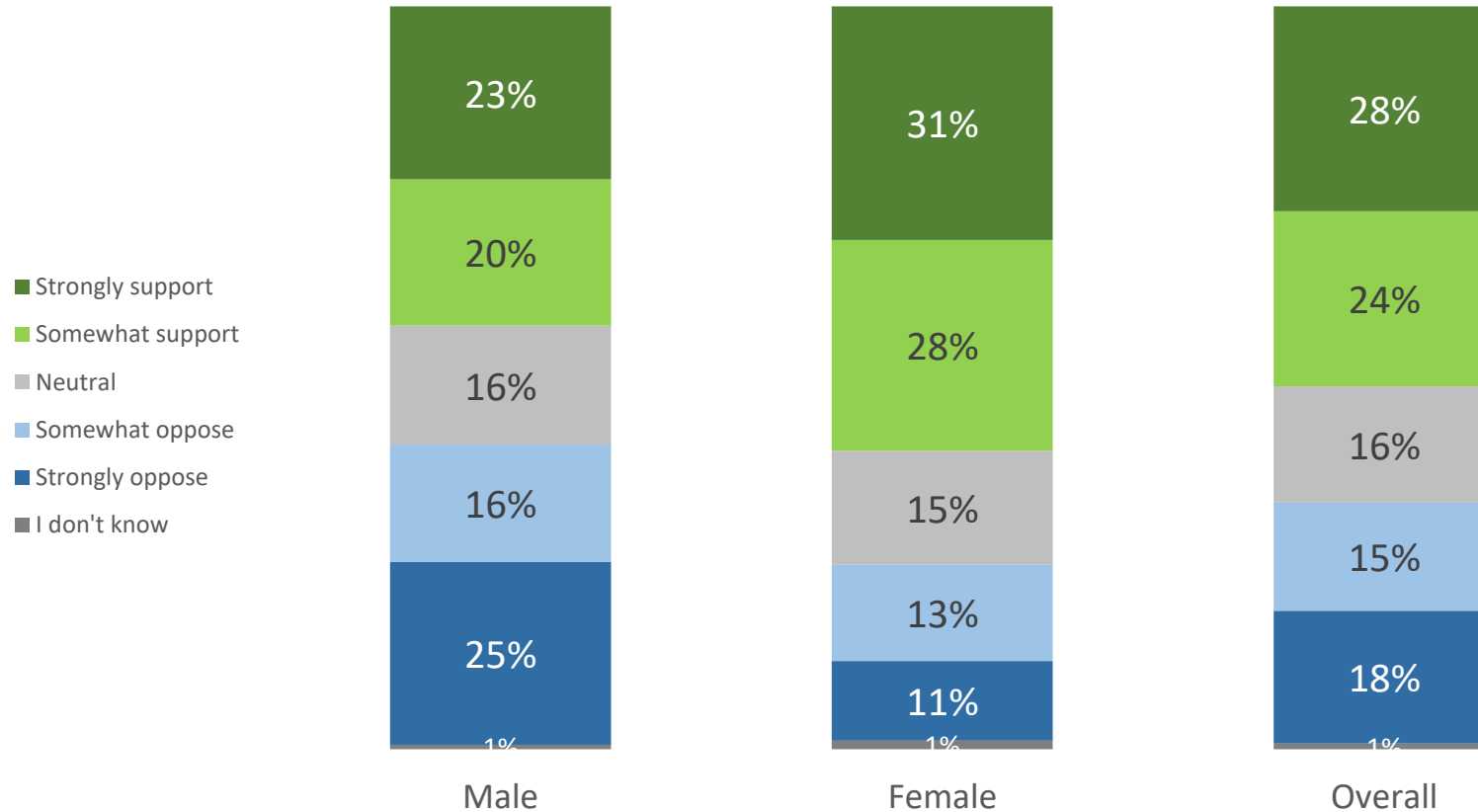
Bold Move 1: Level of Support or Opposition for reducing speed limits across the City if it helped improve road safety – Local residential Surrey streets by Transportation Mode



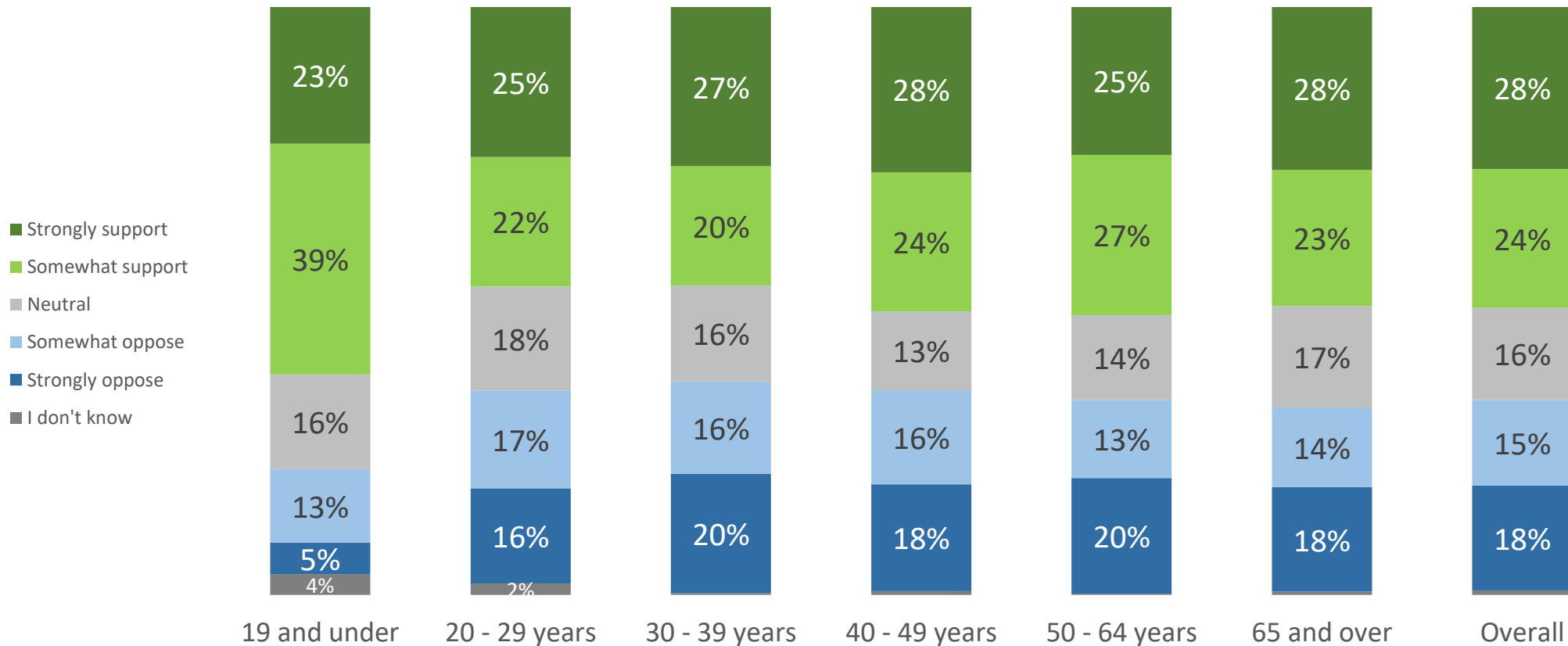
Bold Move 1: Level of Support or Opposition for reducing speed limits across the City if it helped improve road safety – Local residential Surrey streets by Surrey Community



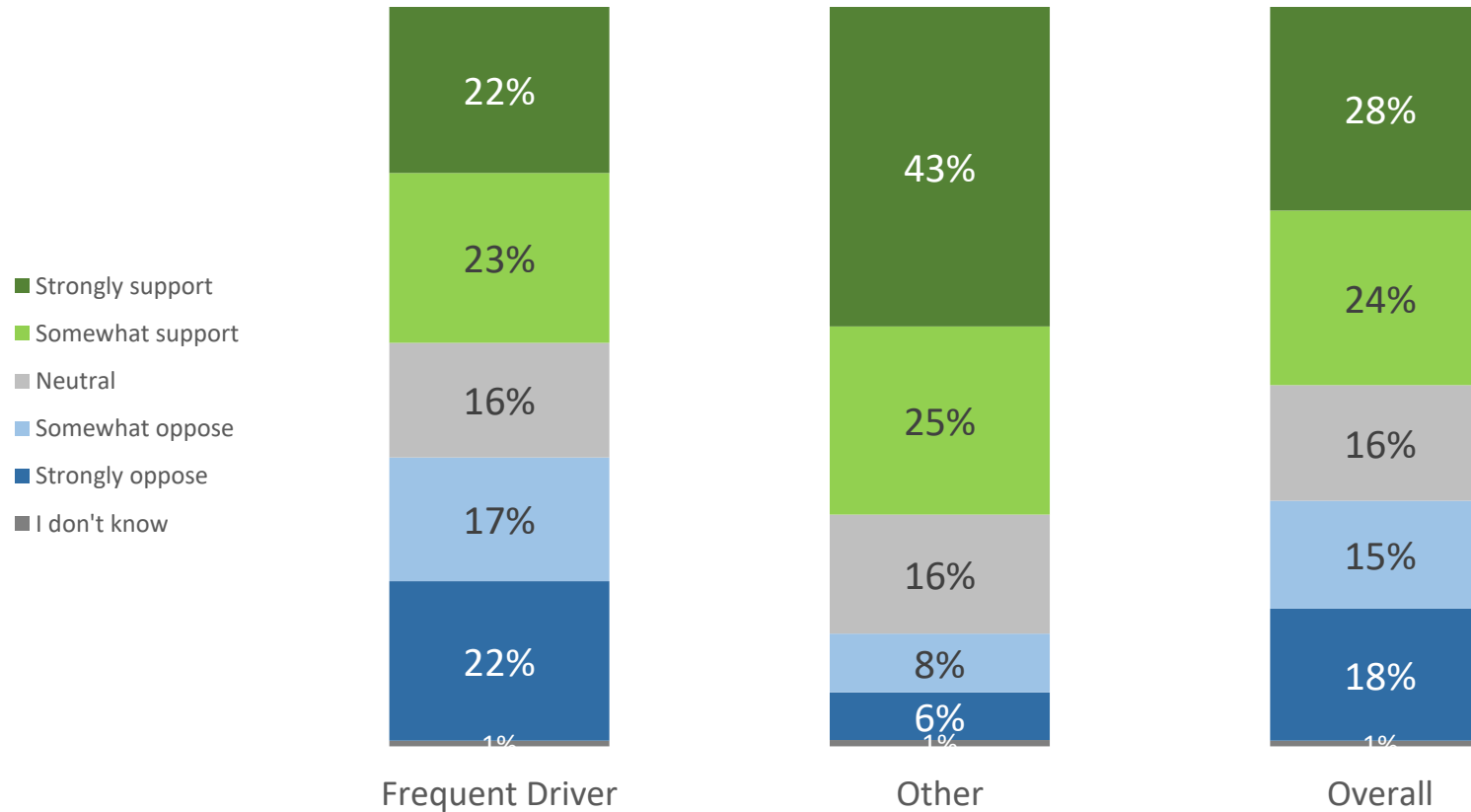
Bold Move 1: Level of Support or Opposition for reducing speed limits across the City if it helped improve road safety – On major arterial and collector streets by Gender



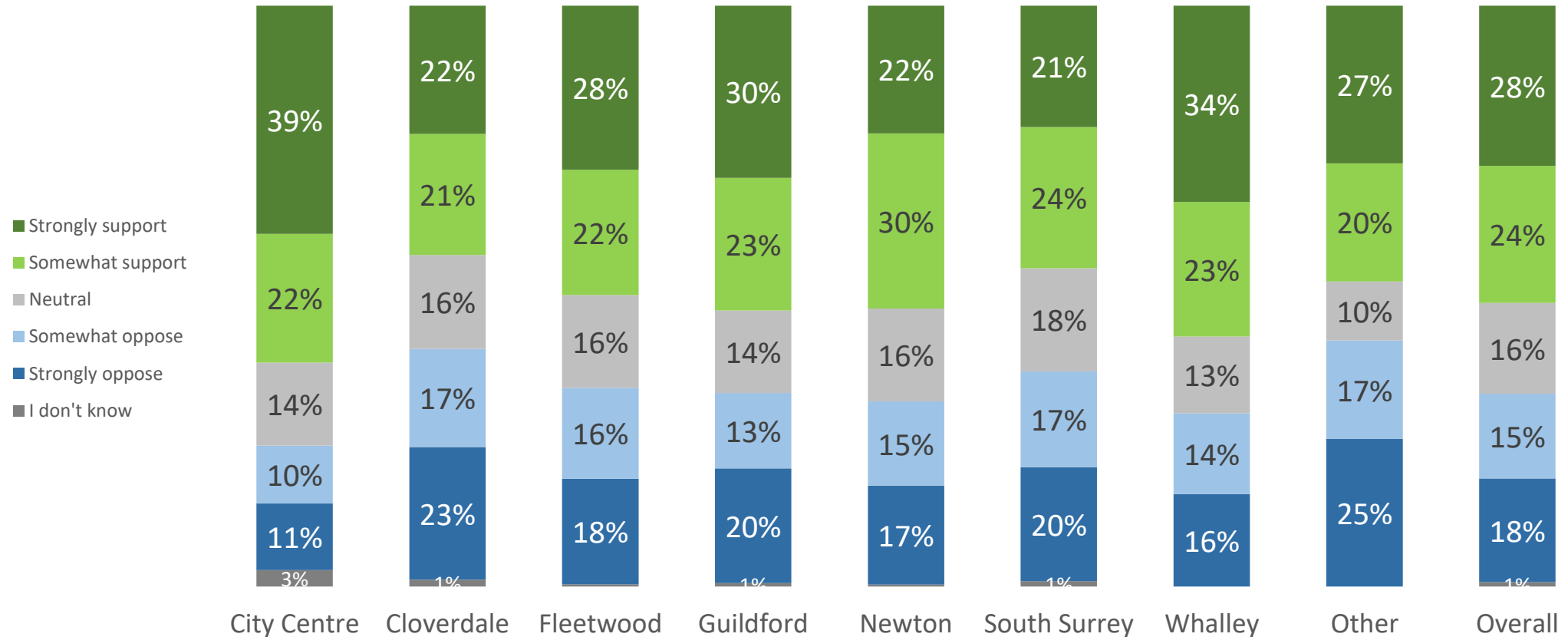
Bold Move 1: Level of Support or Opposition for reducing speed limits across the City if it helped improve road safety – On major arterial and collector streets by Age Range



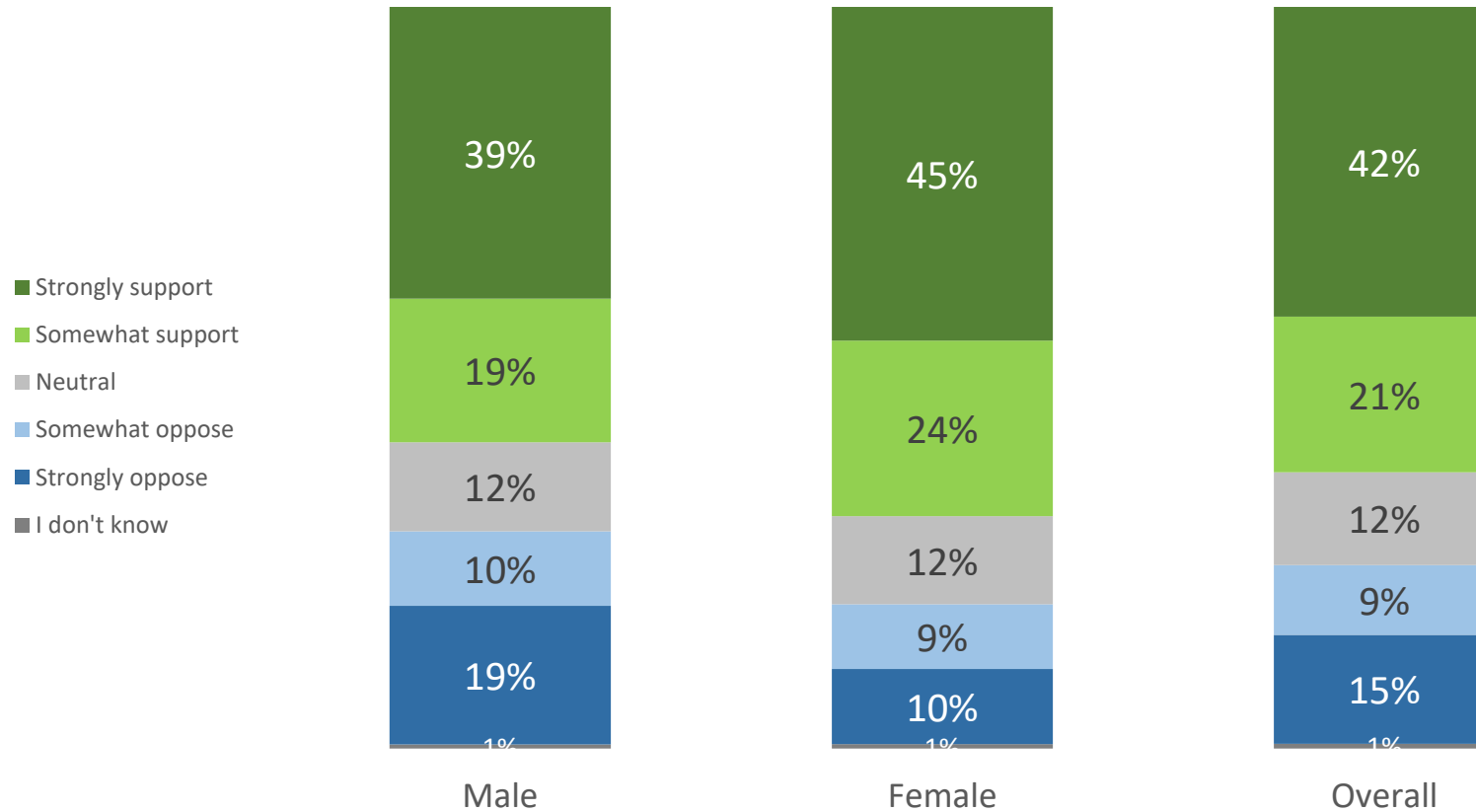
Bold Move 1: Level of Support or Opposition for reducing speed limits across the City if it helped improve road safety – On major arterial and collector streets by Transportation Mode



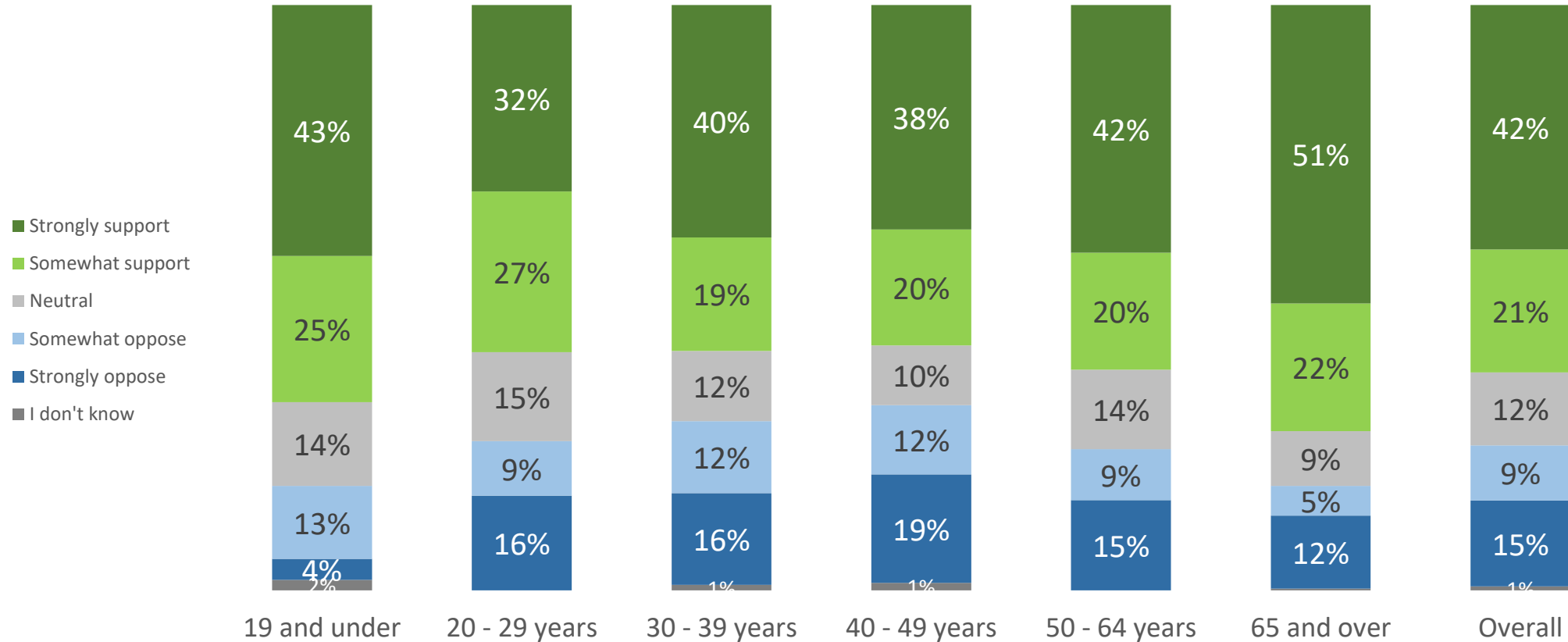
Bold Move 1: Level of Support or Opposition for reducing speed limits across the City if it helped improve road safety – On major arterial and collector streets by Surrey Community



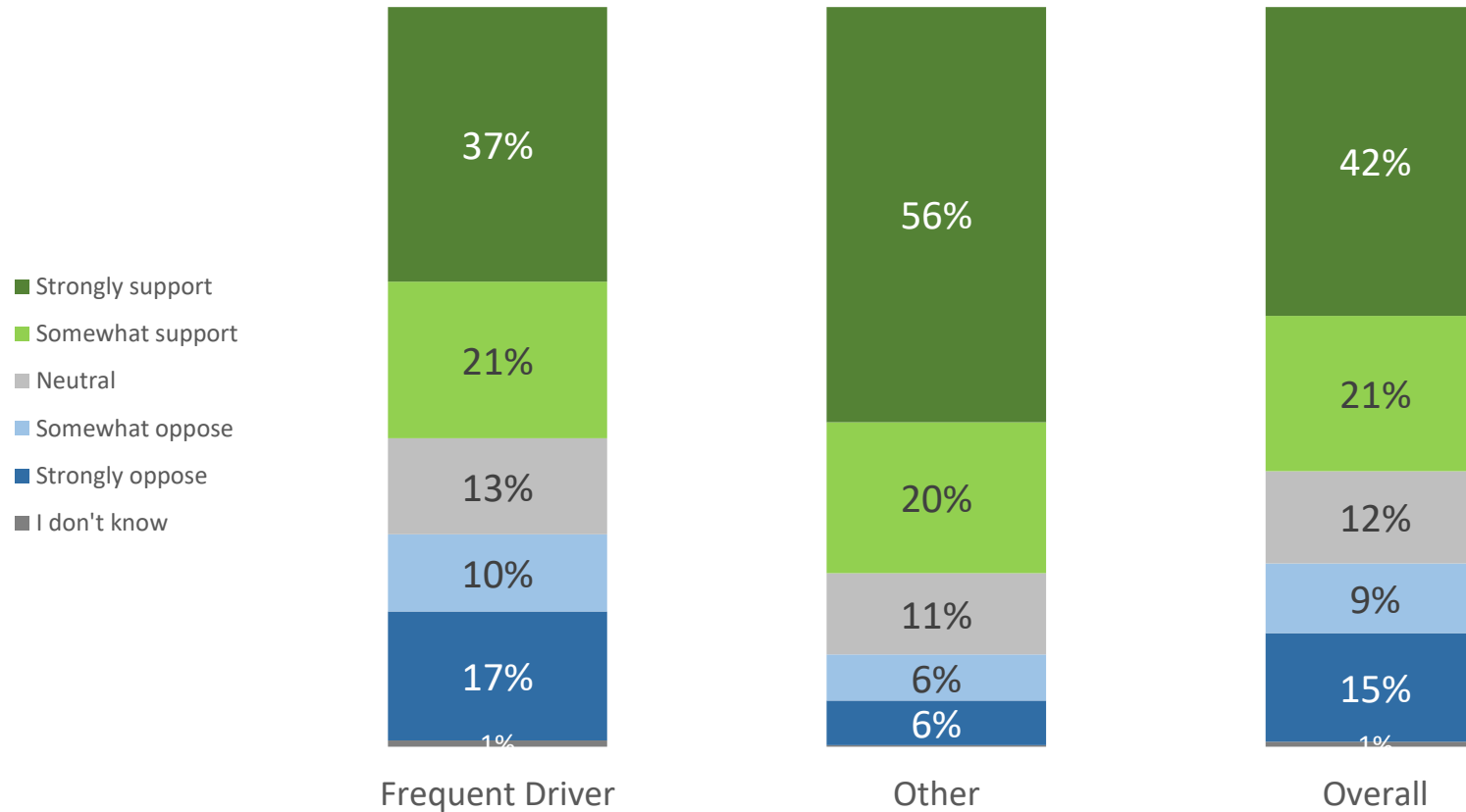
Bold Move 1: Level of Support or Opposition for speed enforcement cameras if all revenue is re-invested in safety for all road users by Gender



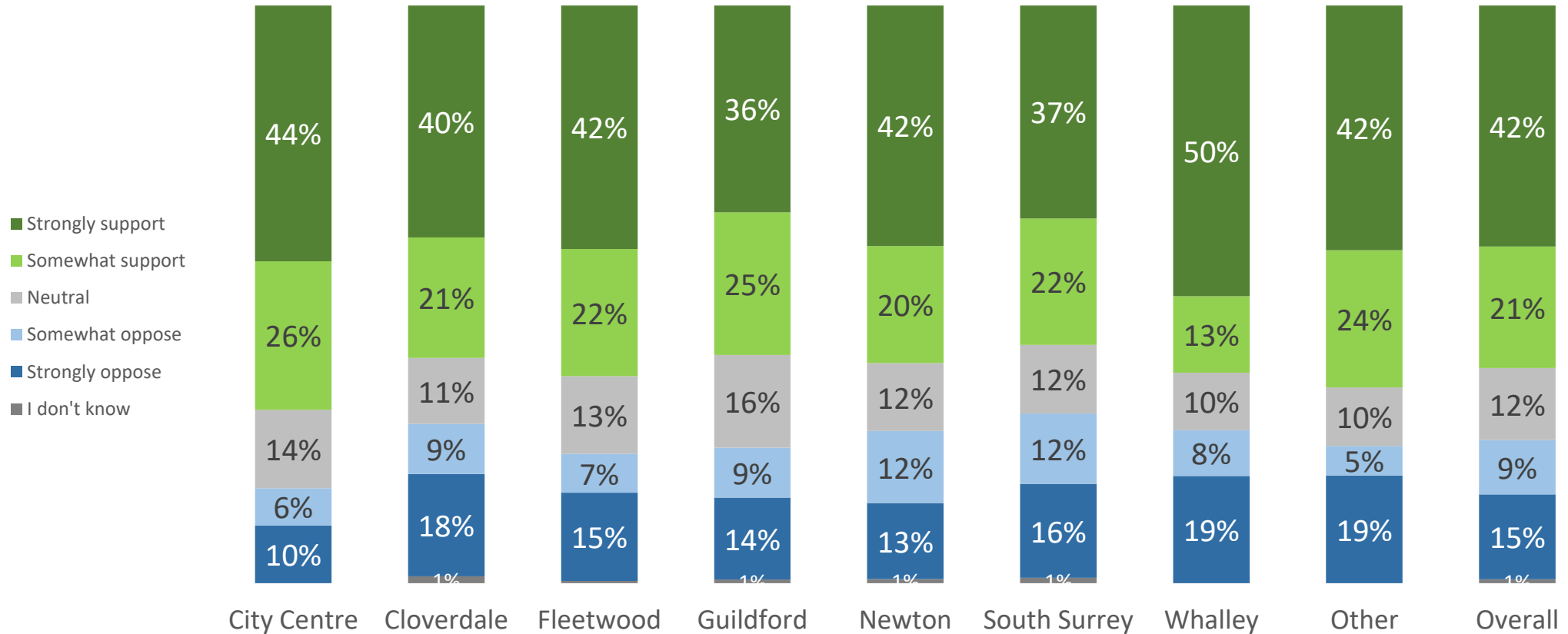
Bold Move 1: Level of Support or Opposition for speed enforcement cameras if all revenue is re-invested in safety for all road users by Age Range



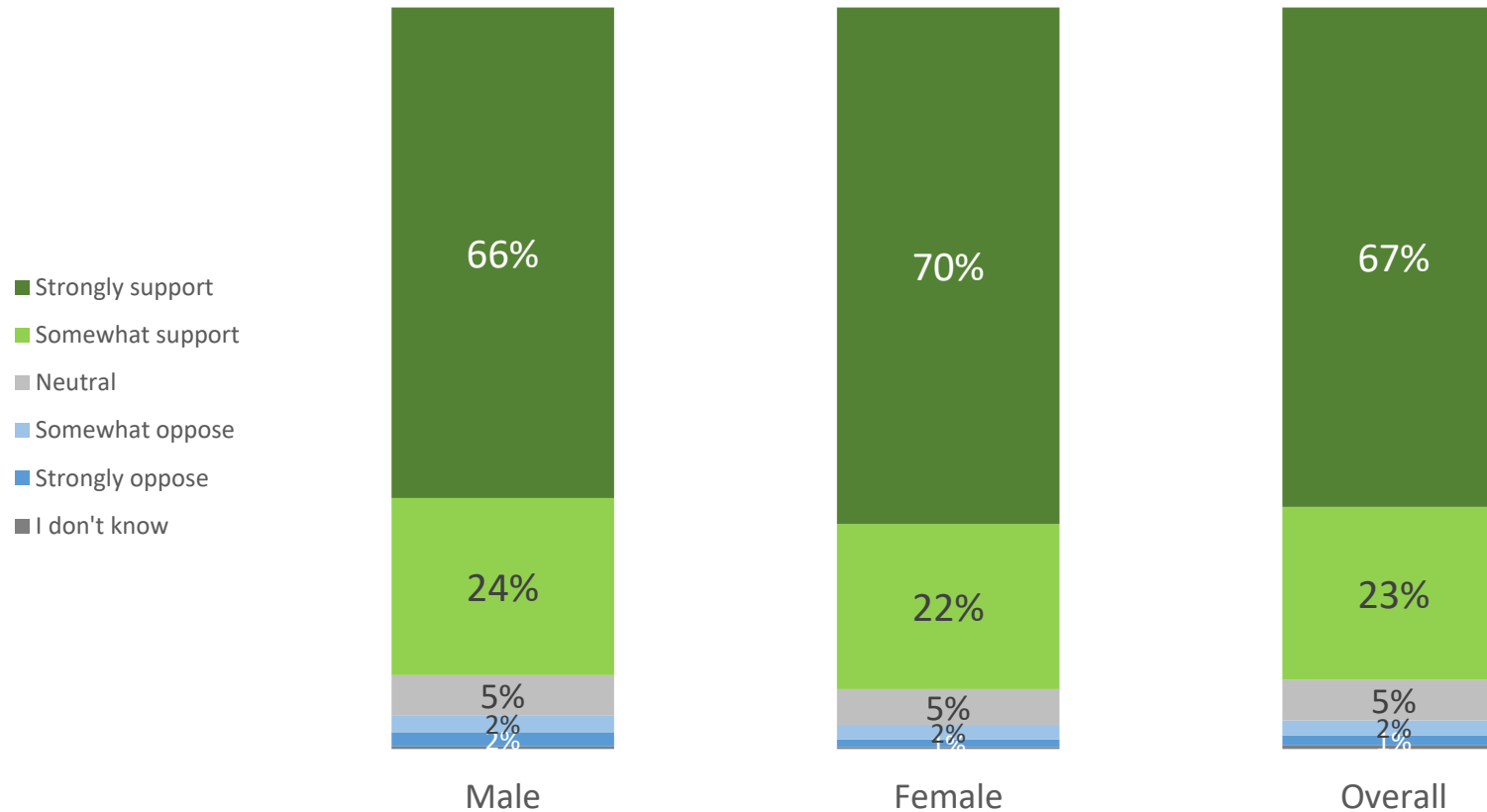
Bold Move 1: Level of Support or Opposition for speed enforcement cameras if all revenue is re-invested in safety for all road users by Transportation Mode



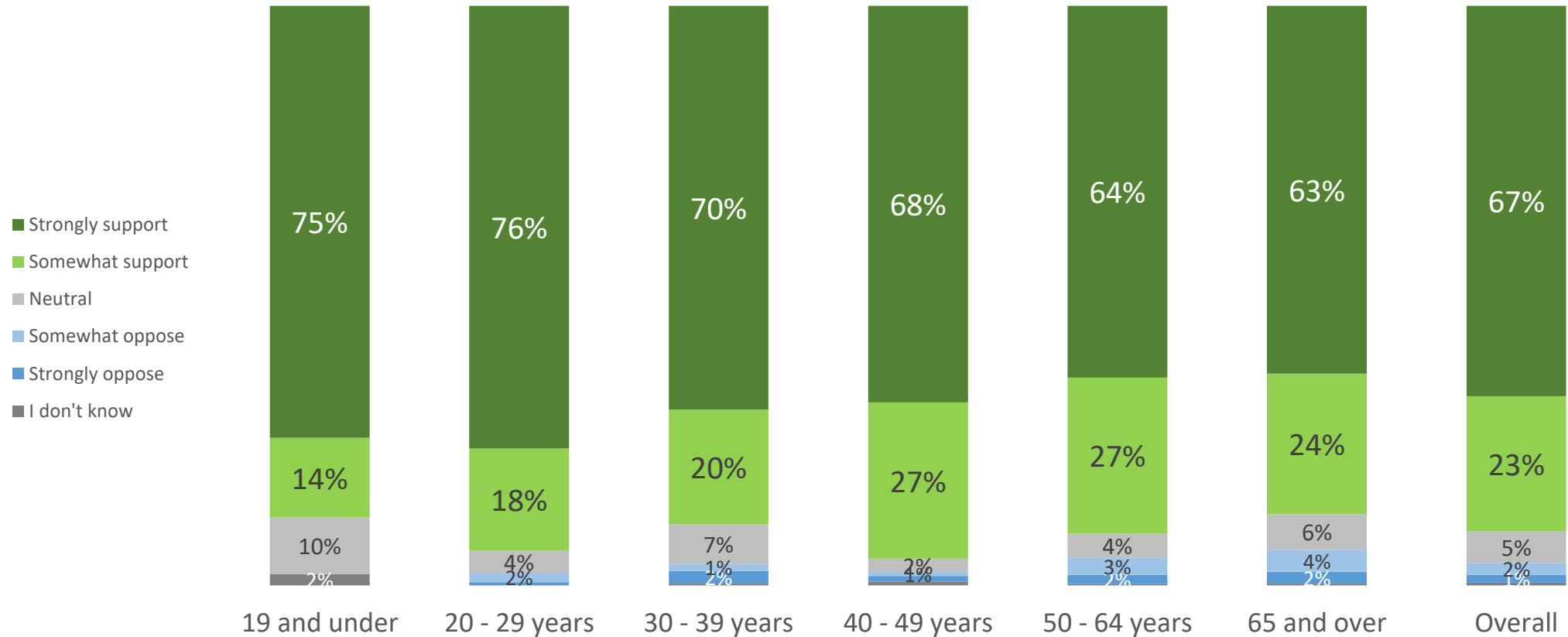
Bold Move 1: Level of Support or Opposition for speed enforcement cameras if all revenue is re-invested in safety for all road users by Surrey Community



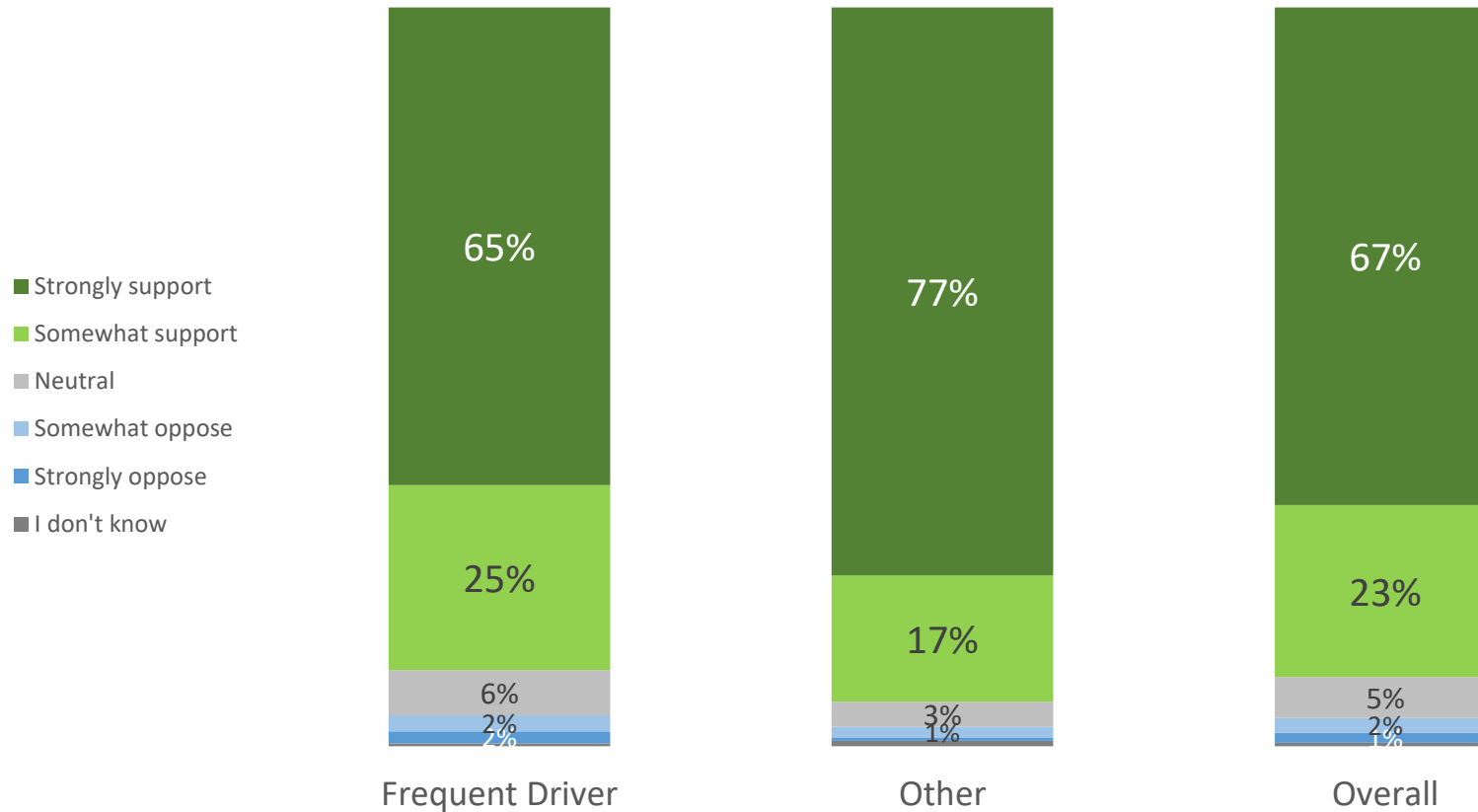
Bold Move 2: Level of Support or Opposition for Support 15-Minute Neighbourhoods by Gender



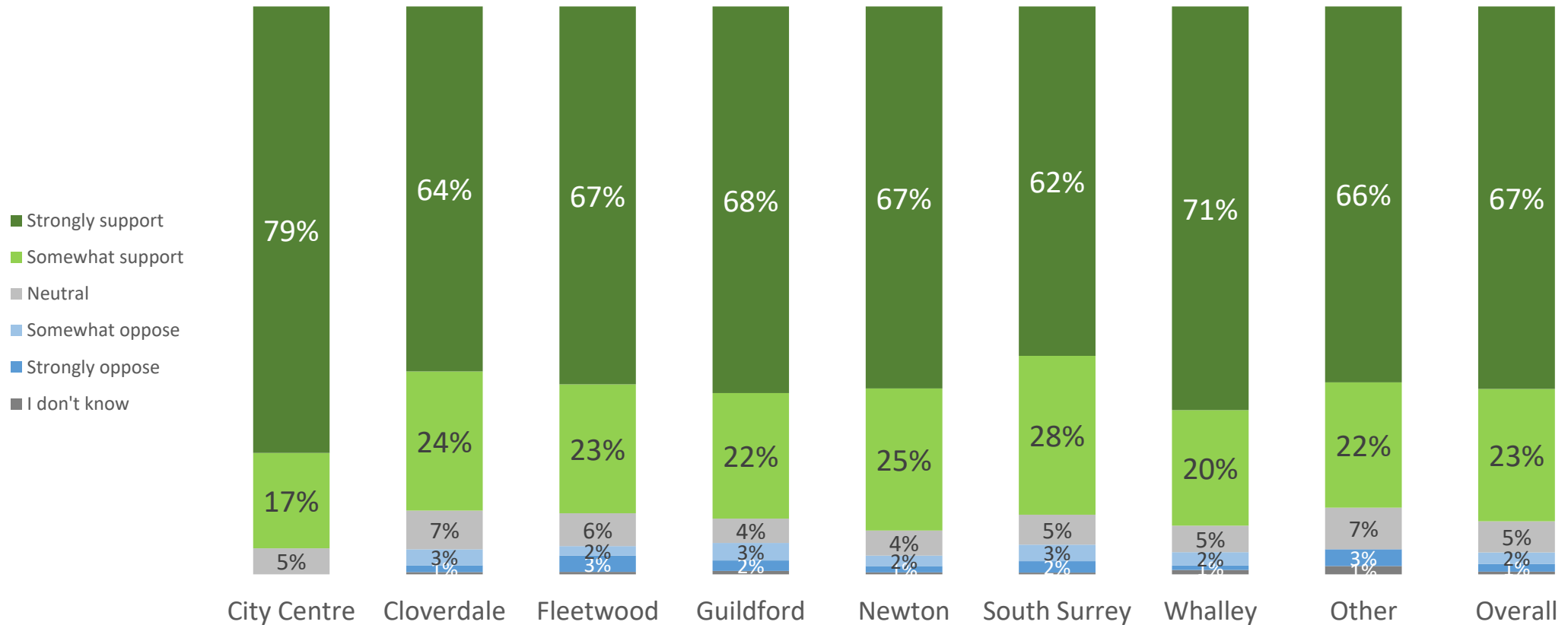
Bold Move 2: Level of Support or Opposition for Support 15-Minute Neighbourhoods by Age Range



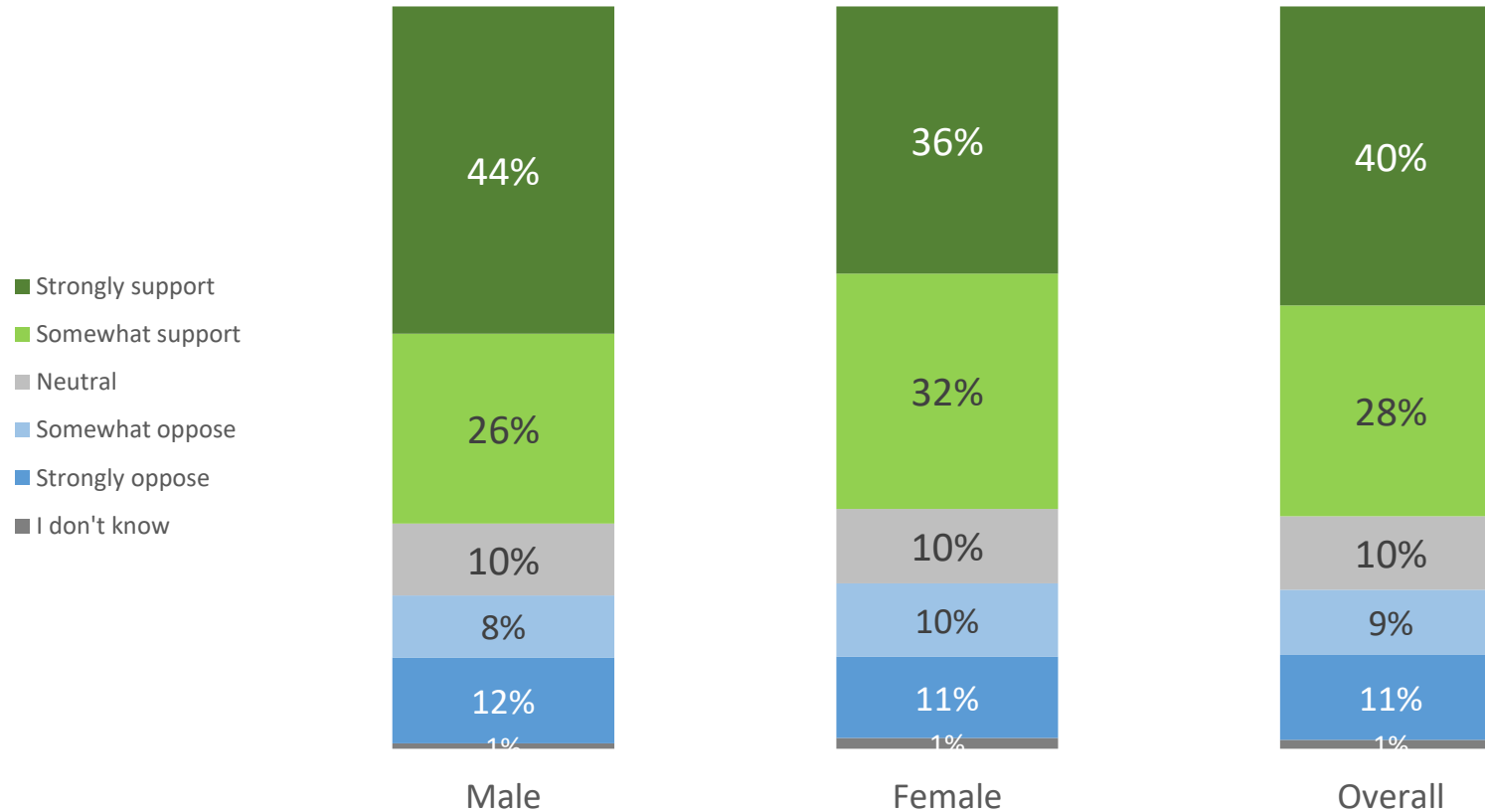
Bold Move 2: Level of Support or Opposition for Support 15-Minute Neighbourhoods by Transportation Mode



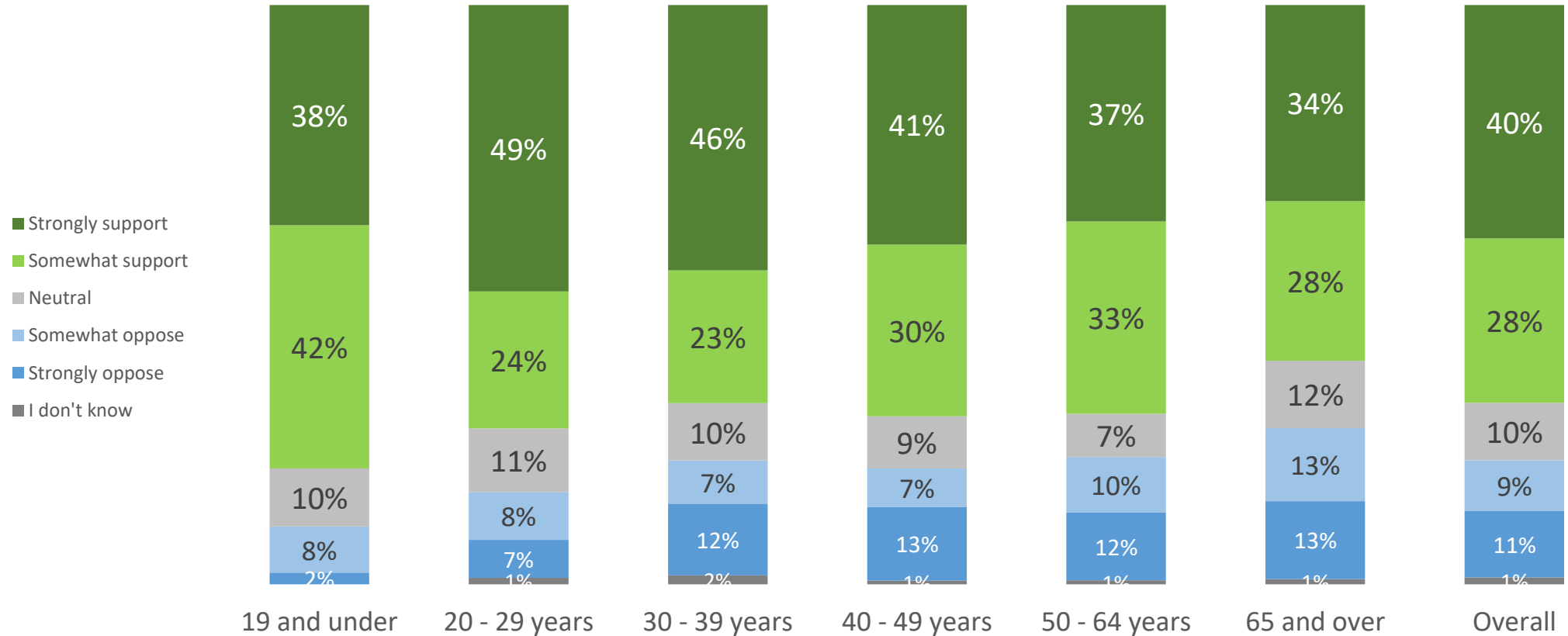
Bold Move 2: Level of Support or Opposition for Support 15-Minute Neighbourhoods by Surrey Community



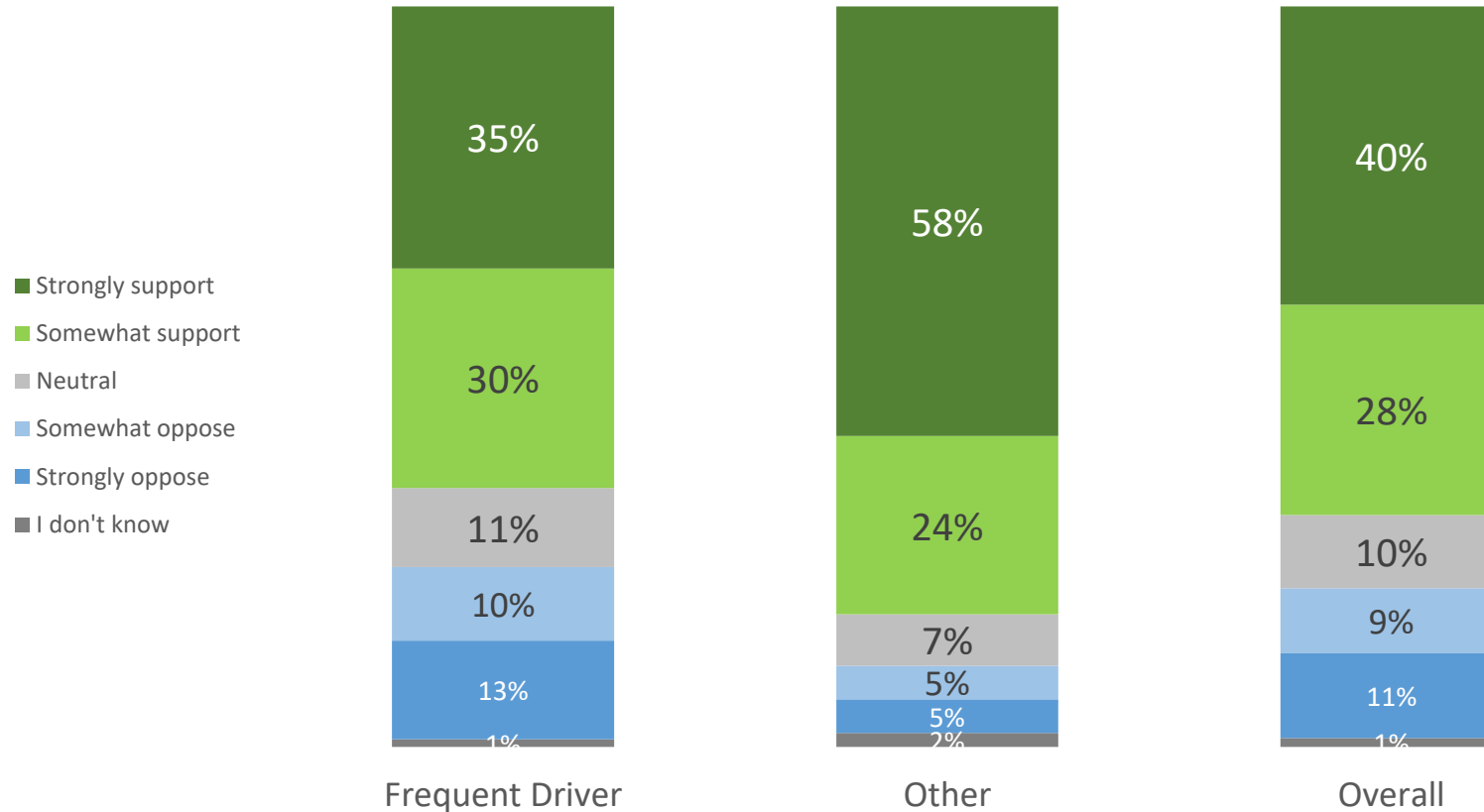
Bold Move 2: Level of Support or Opposition for transportation investments supporting a 15-minute neighbourhood if transportation infrastructure in neighbourhood would change by Gender



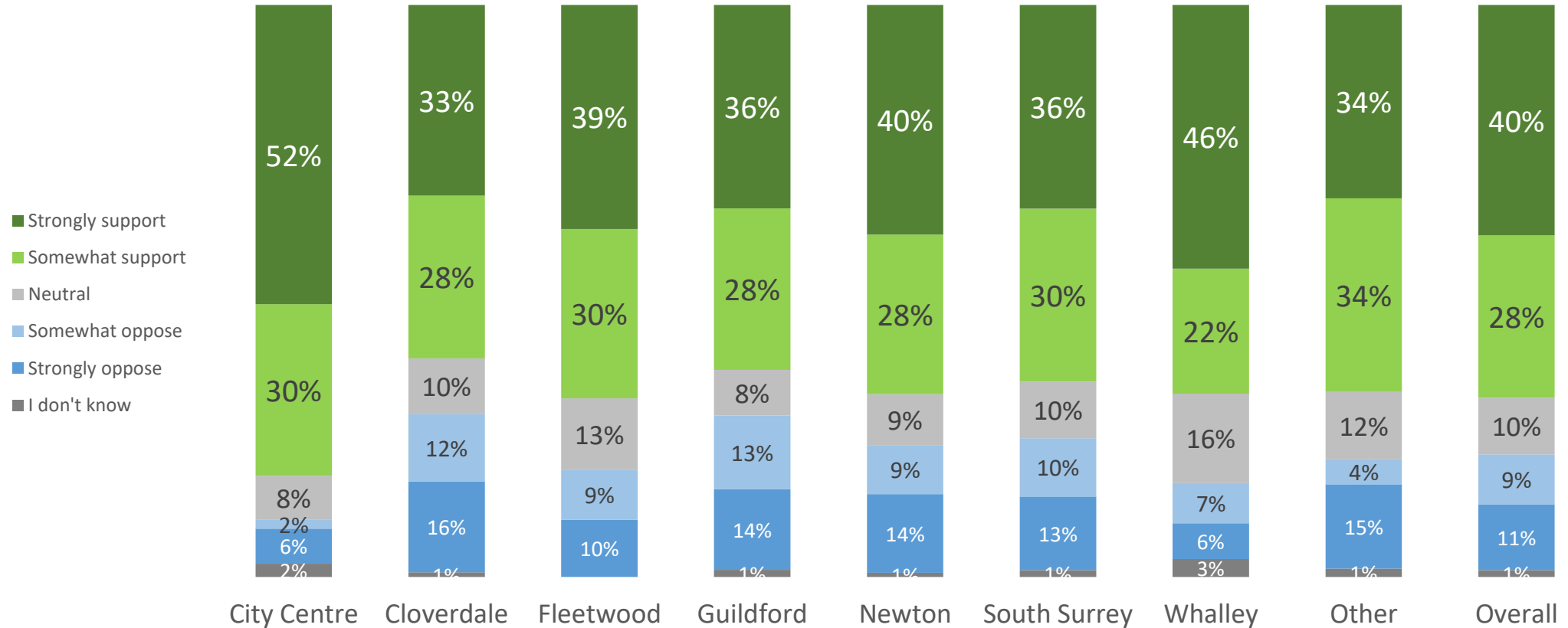
Bold Move 2: Level of Support or Opposition for transportation investments supporting a 15-minute neighbourhood if transportation infrastructure in neighbourhood would change by Age Range



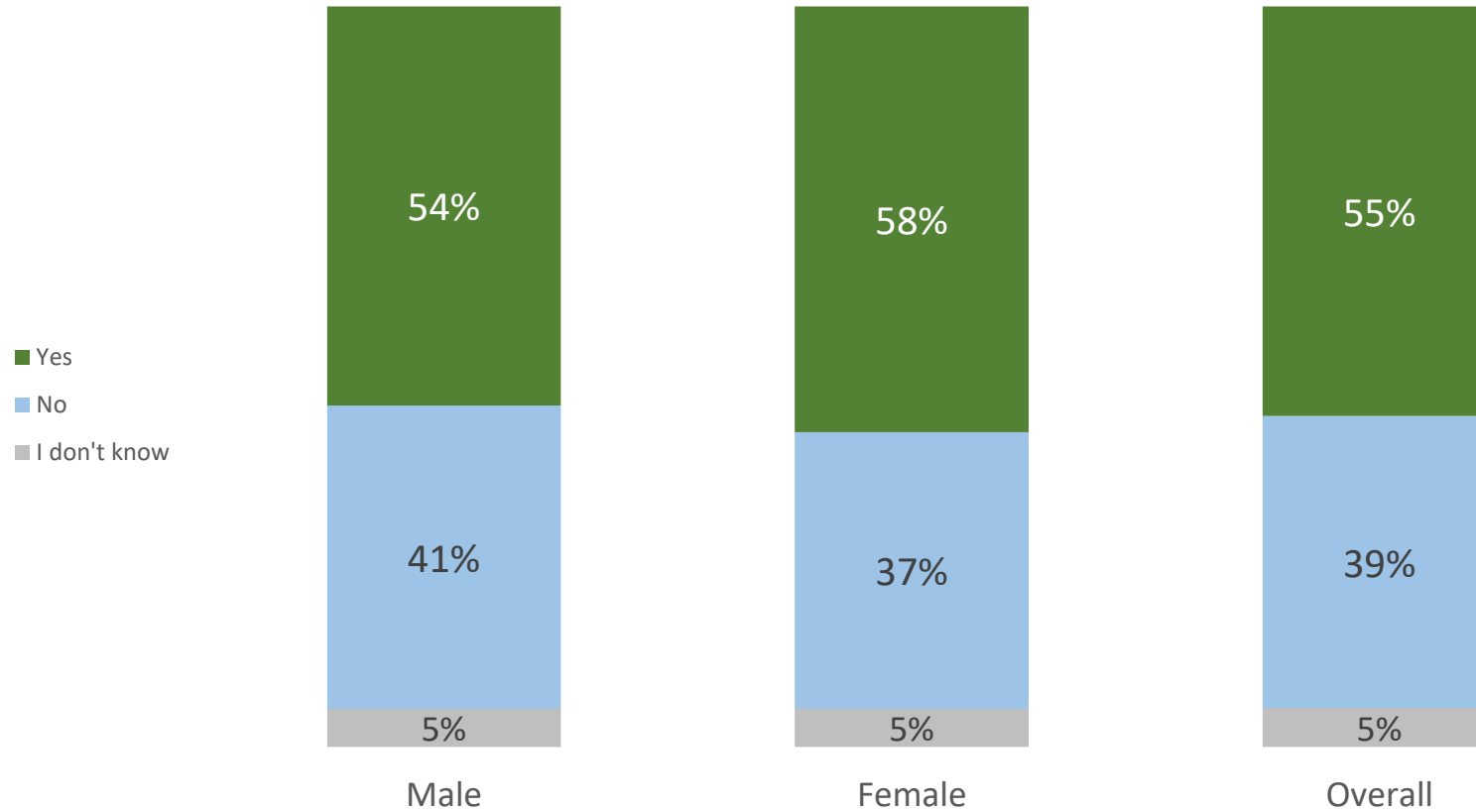
Bold Move 2: Level of Support or Opposition for transportation investments supporting a 15-minute neighbourhood if transportation infrastructure in neighbourhood would change by Transportation Mode



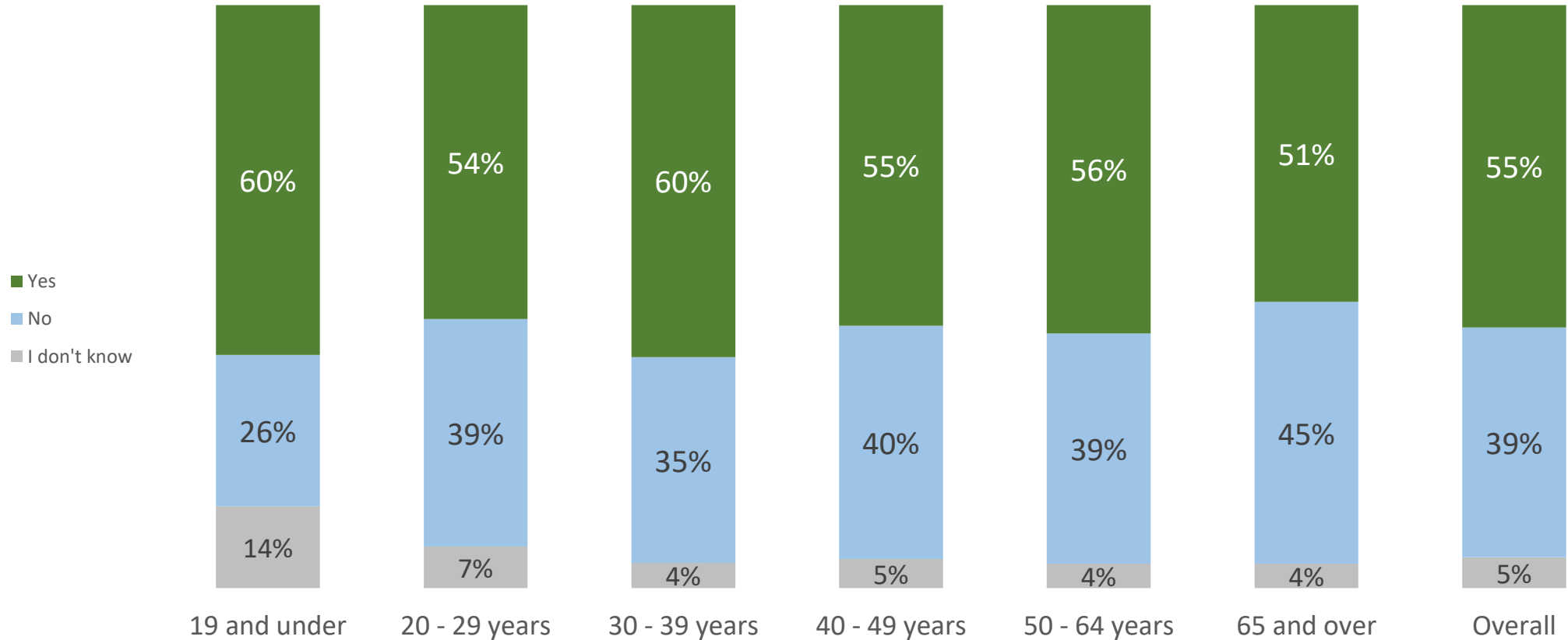
Bold Move 2: Level of Support or Opposition for transportation investments supporting a 15-minute neighbourhood if transportation infrastructure in neighbourhood would change by Surrey Community



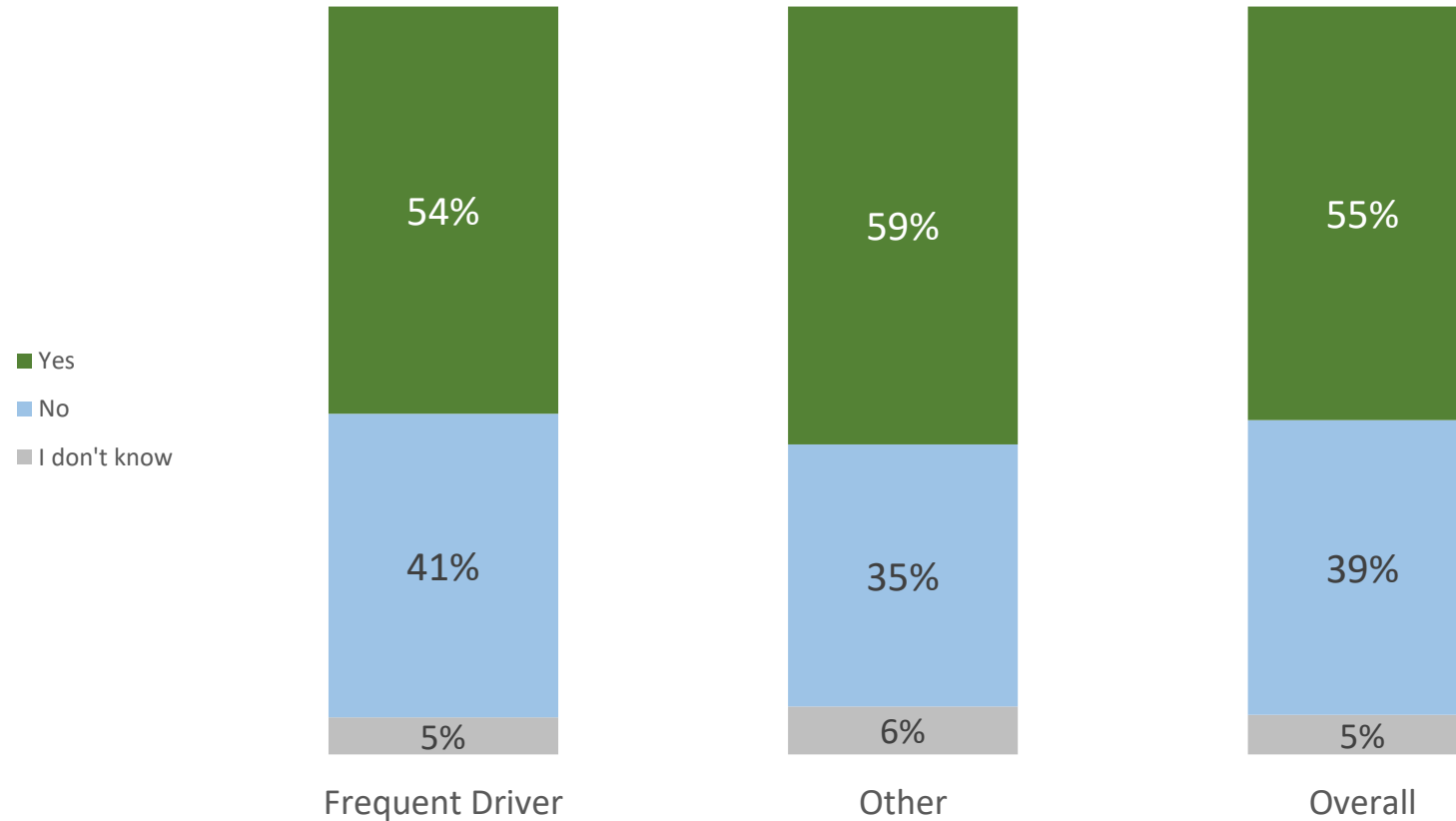
Bold Move 2: Living in a 15-minute neighbourhood now by Gender



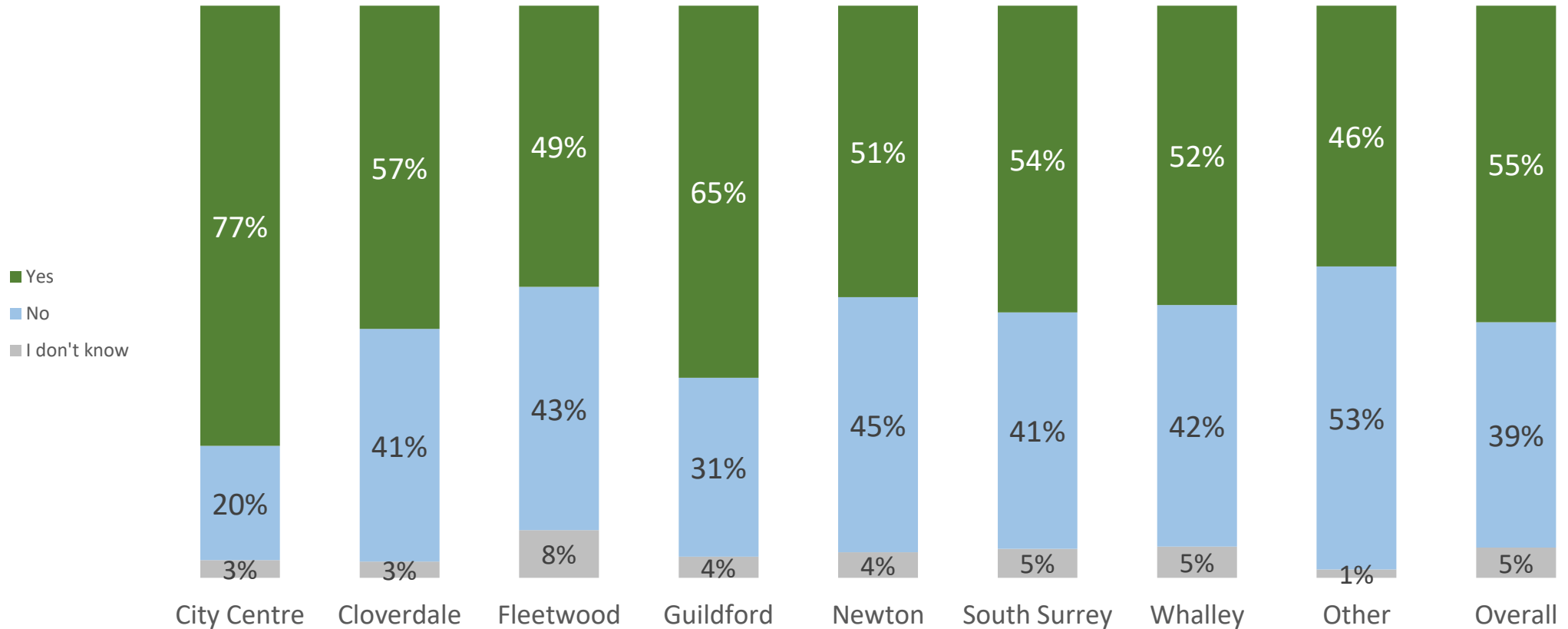
Bold Move 2: Living in a 15-minute neighbourhood now by Age Range



Bold Move 2: Living in a 15-minute neighbourhood now by Transportation Mode

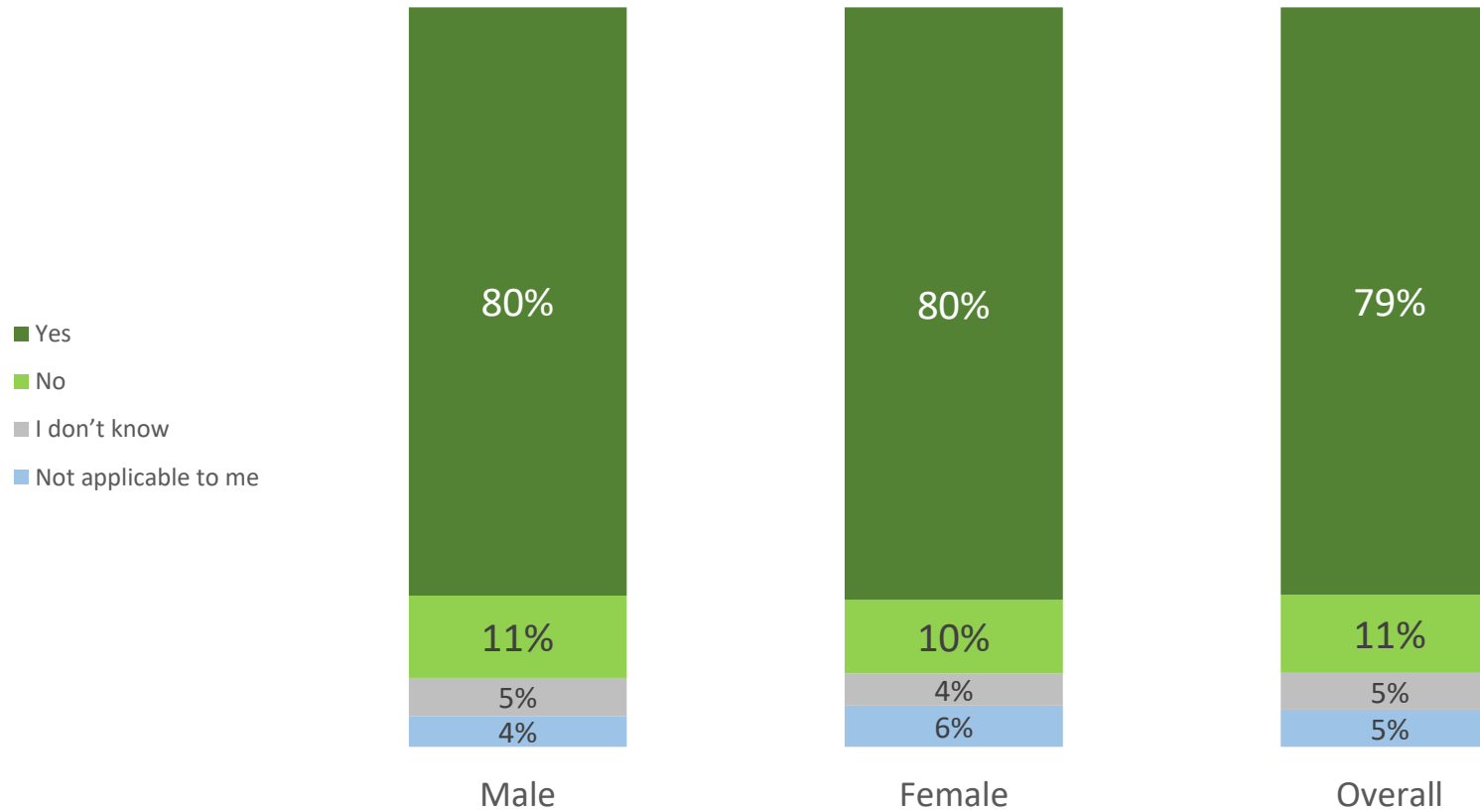


Bold Move 2: Living in a 15-minute neighbourhood now by Surrey Community

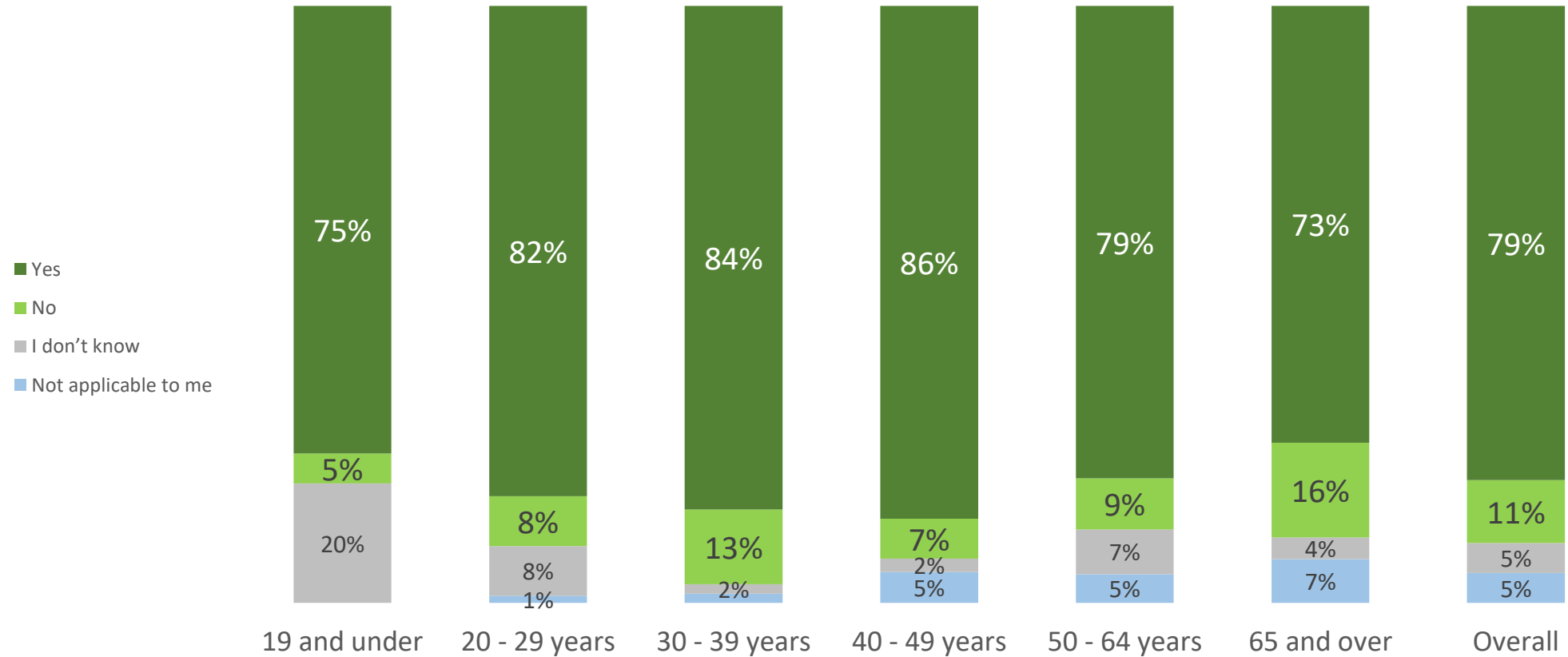


Bold Move 2:

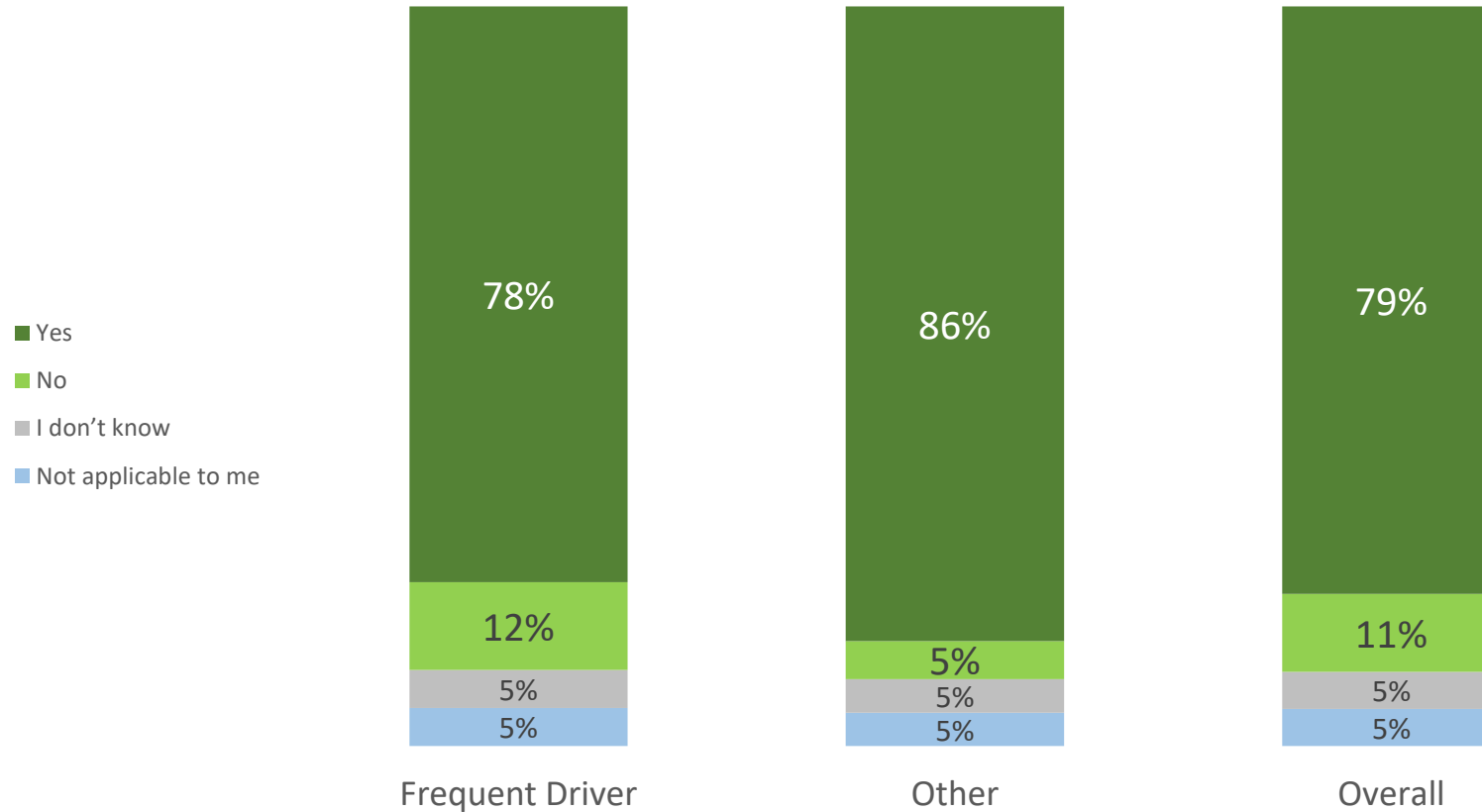
Desire to be able to walk to shops and businesses in neighbourhood by Gender



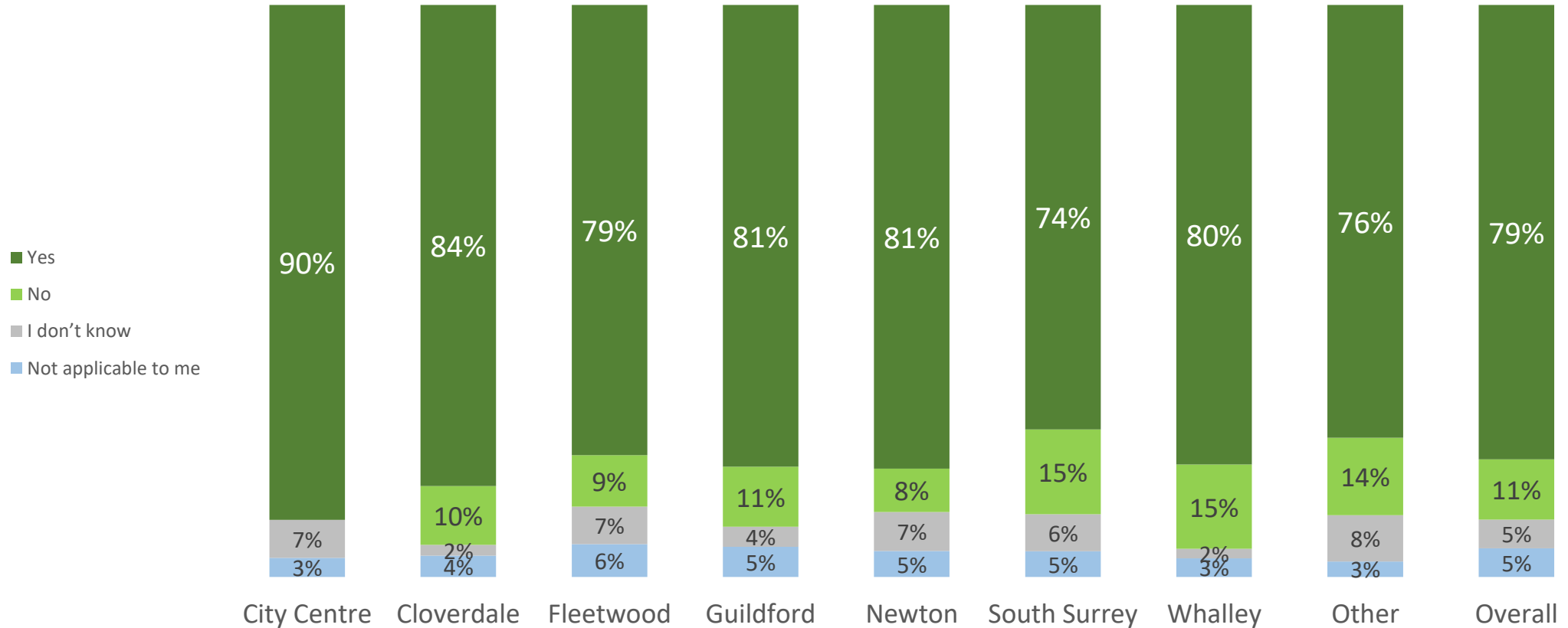
Bold Move 2: Desire to be able to walk to shops and businesses in neighbourhood by Age Range



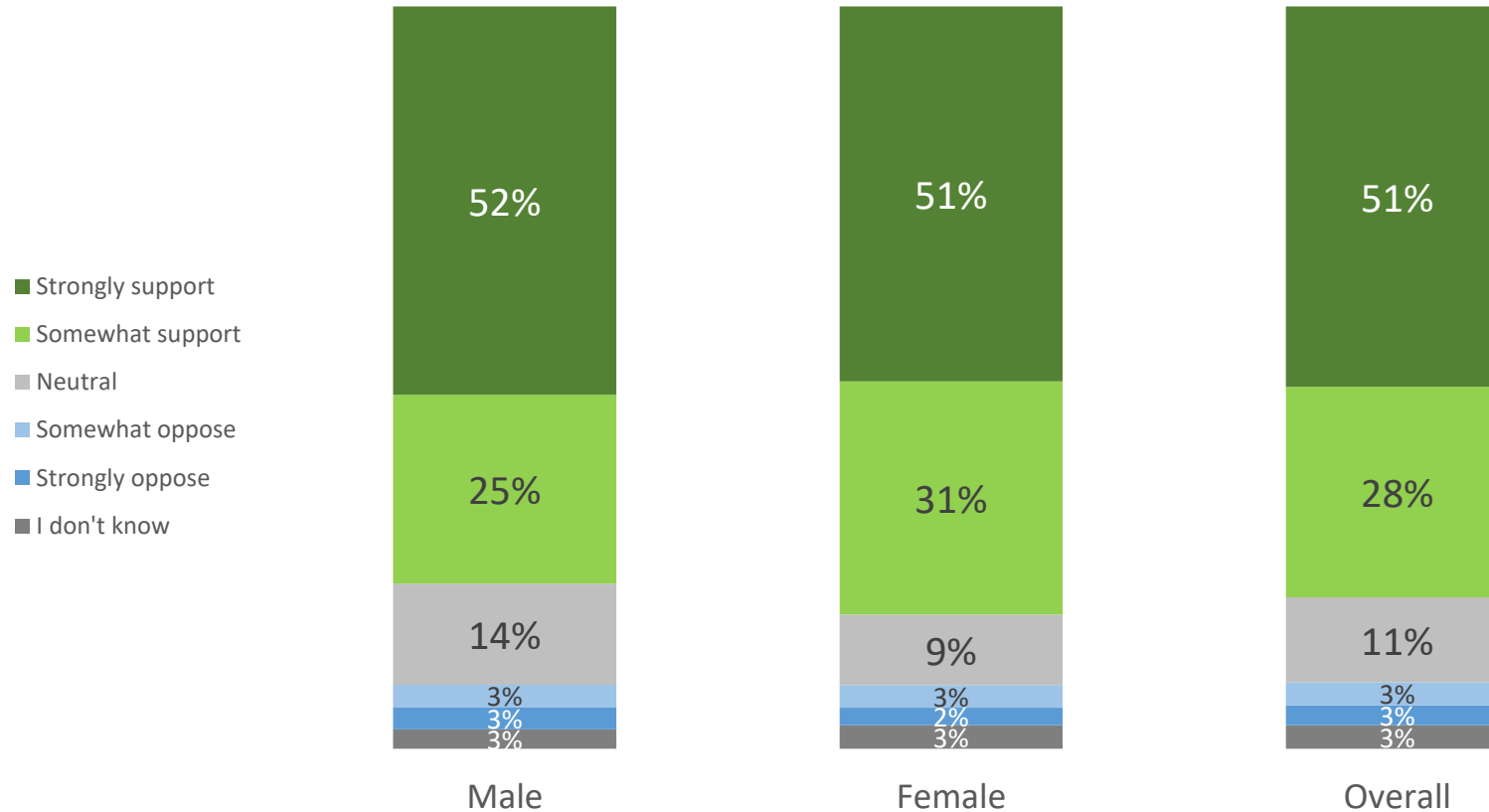
Bold Move 2: Desire to be able to walk to shops and businesses in neighbourhood by Transportation Mode



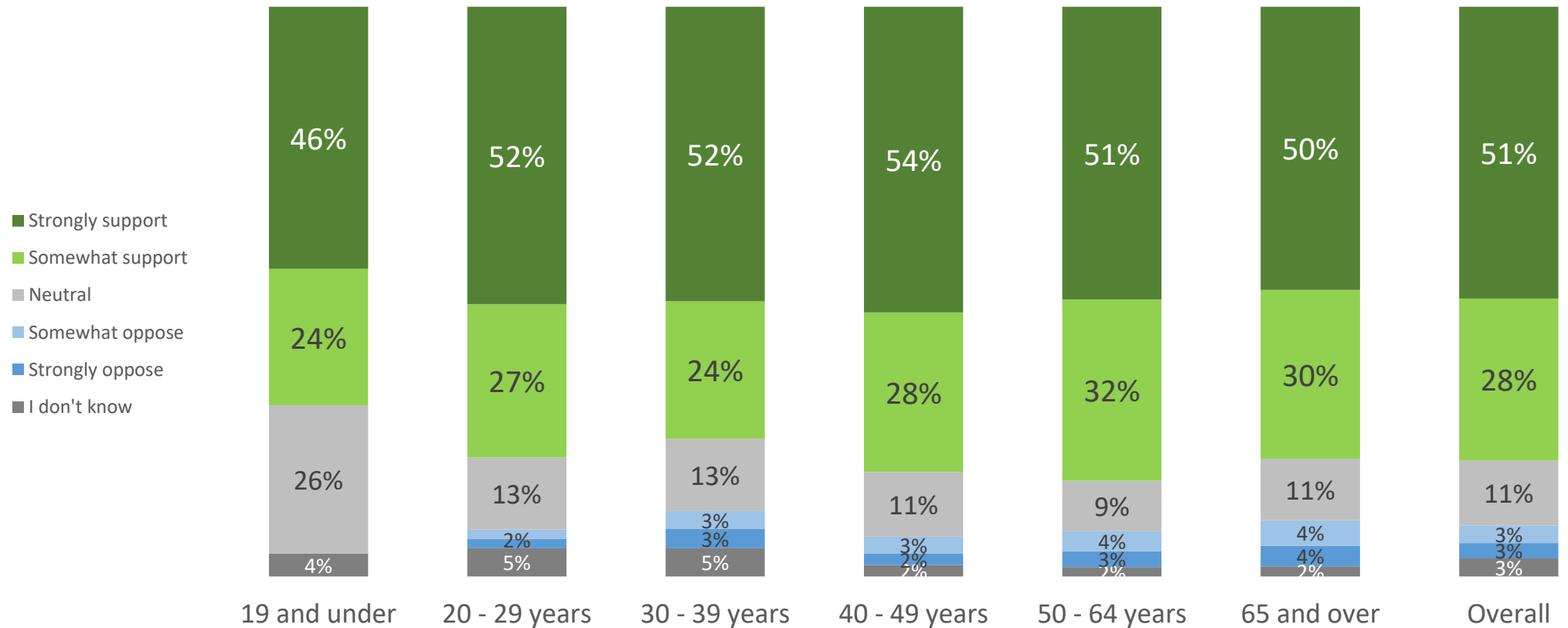
Bold Move 2: Desire to be able to walk to shops and businesses in neighbourhood by Surrey Community



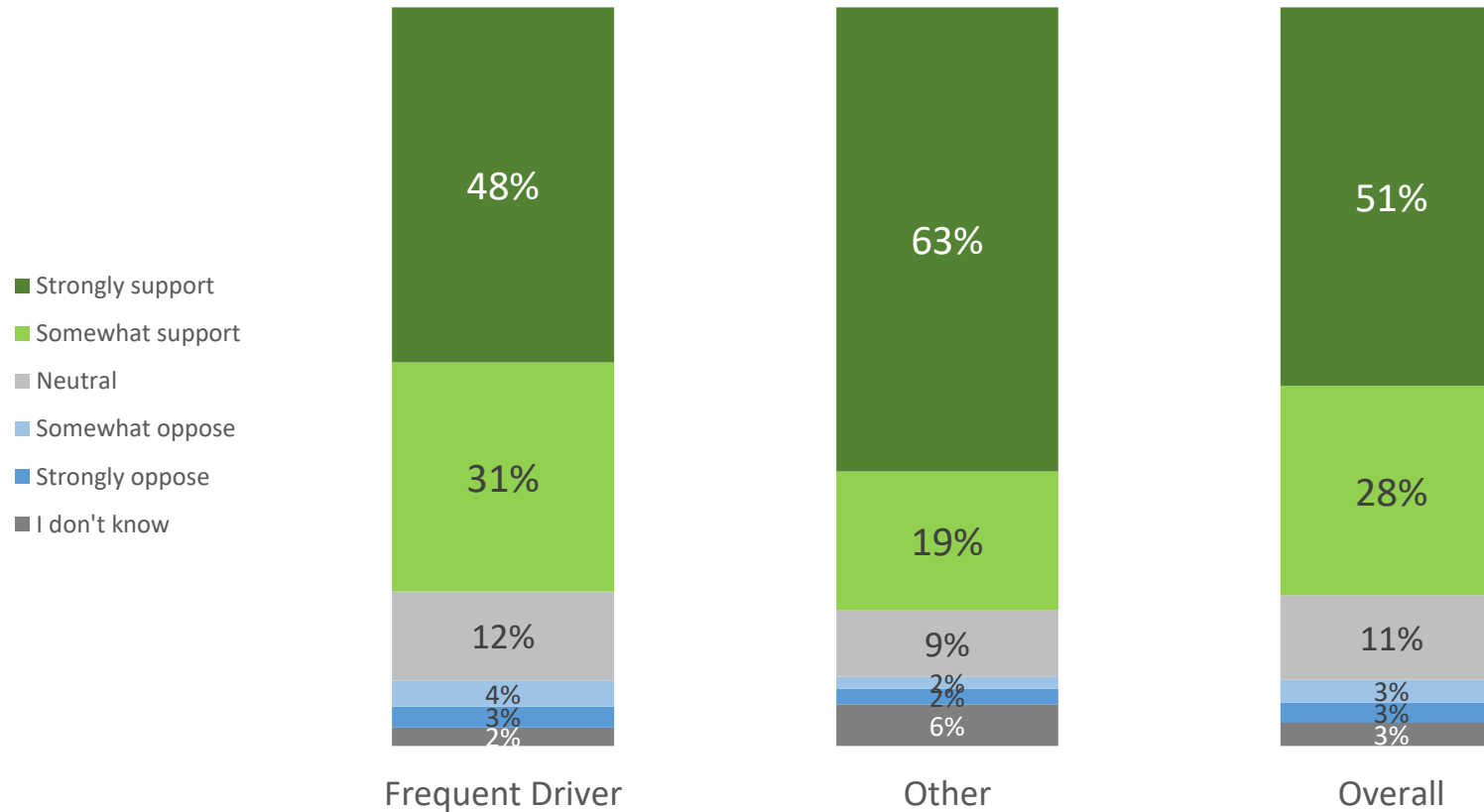
Bold Move 2: Level of Support or Oppose for a long-range target of most Surrey residents living in a 15-minute neighbourhood by Gender



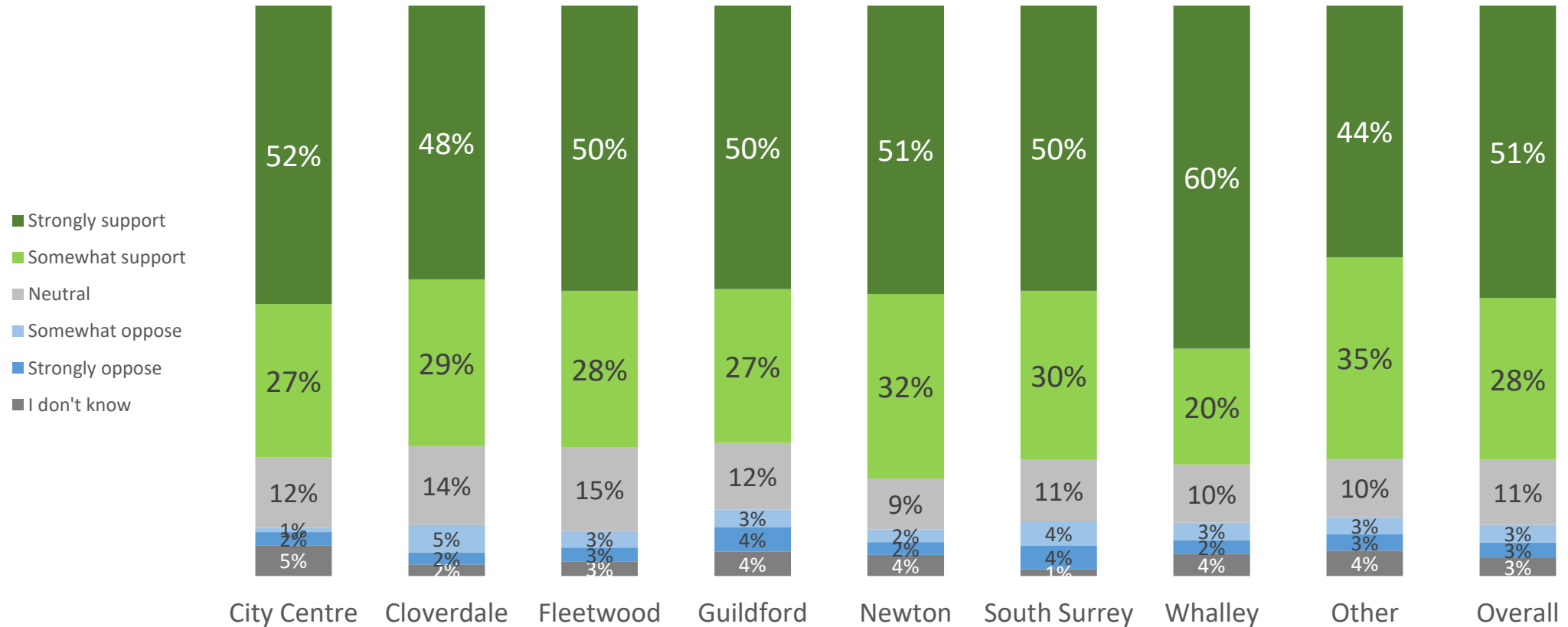
Bold Move 2: Level of Support or Oppose for a long-range target of most Surrey residents living in a 15-minute neighbourhood by Age Range



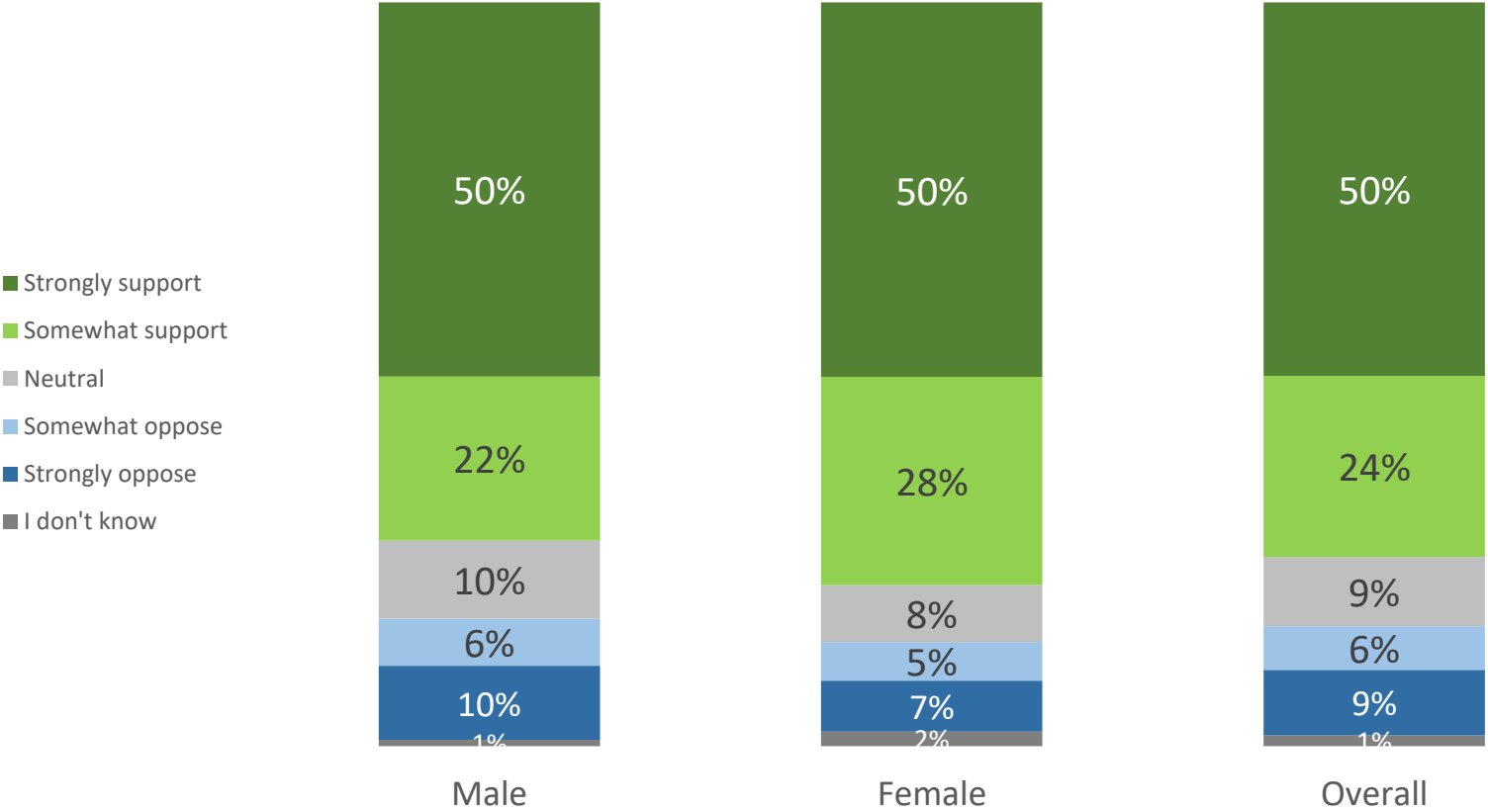
Bold Move 2: Level of Support or Oppose for a long-range target of most Surrey residents living in a 15-minute neighbourhood by Transportation Mode



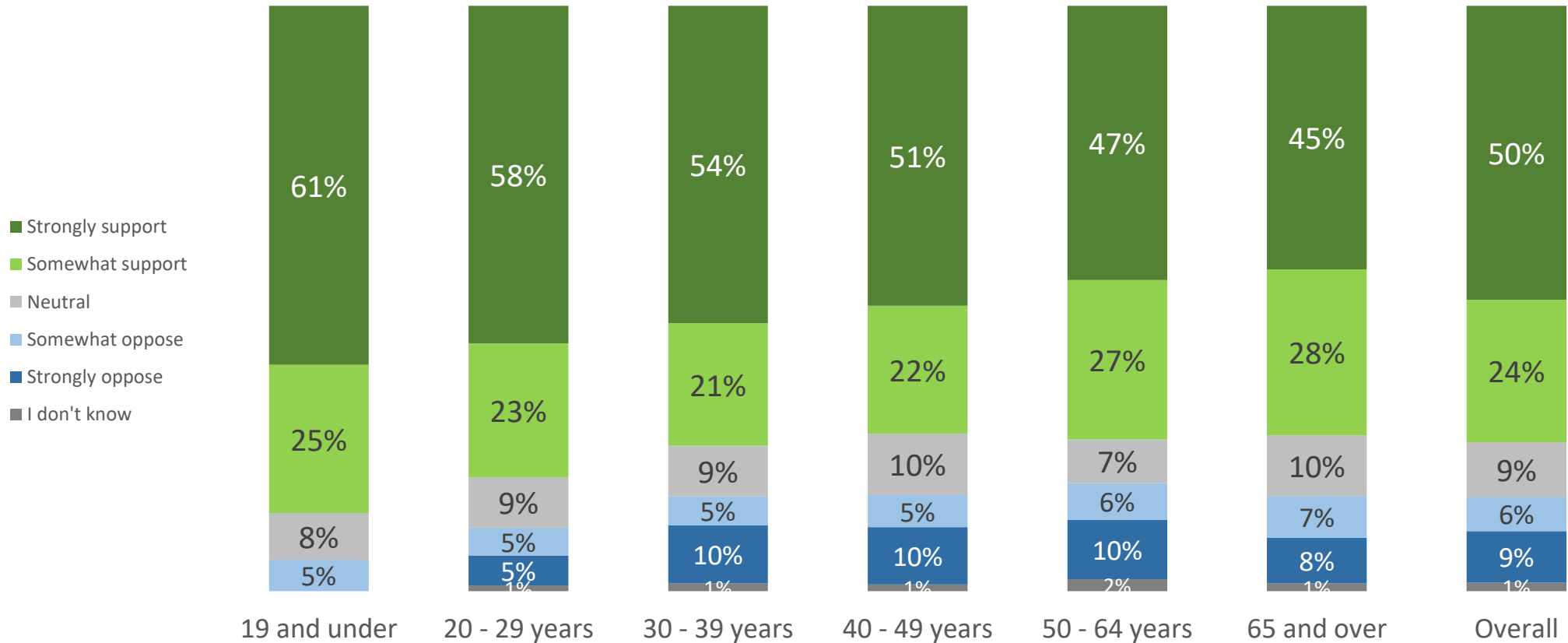
Bold Move 2: Level of Support or Oppose for a long-range target of most Surrey residents living in a 15-minute neighbourhood by Surrey Community



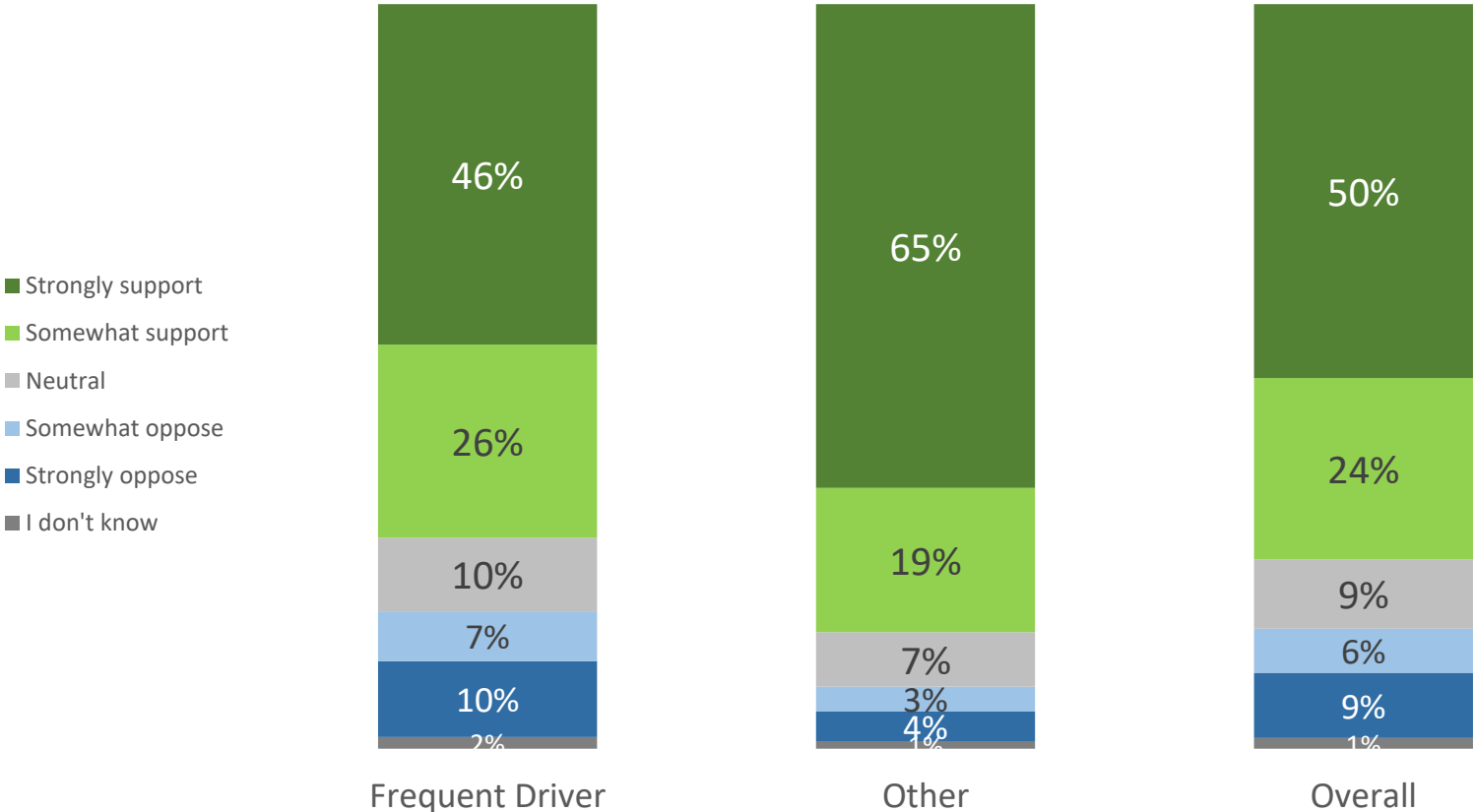
Bold Move 3: Level of Support or Opposition for building and expanding rapid transit on the street in an exclusive lane that isn't blocked at intersections or by turning vehicles to reach more people and places sooner by Gender



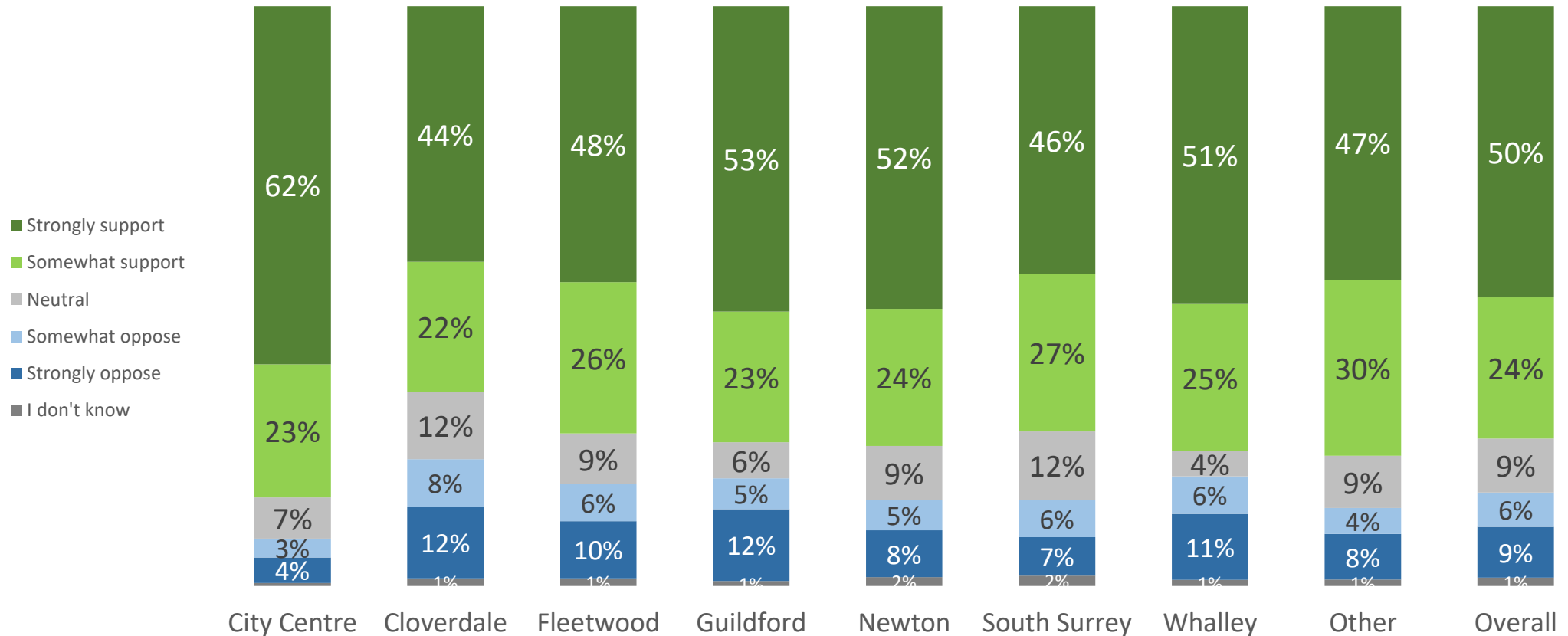
Bold Move 3: Level of Support or Opposition for building and expanding rapid transit on the street in an exclusive lane that isn't blocked at intersections or by turning vehicles to reach more people and places sooner by Age Range



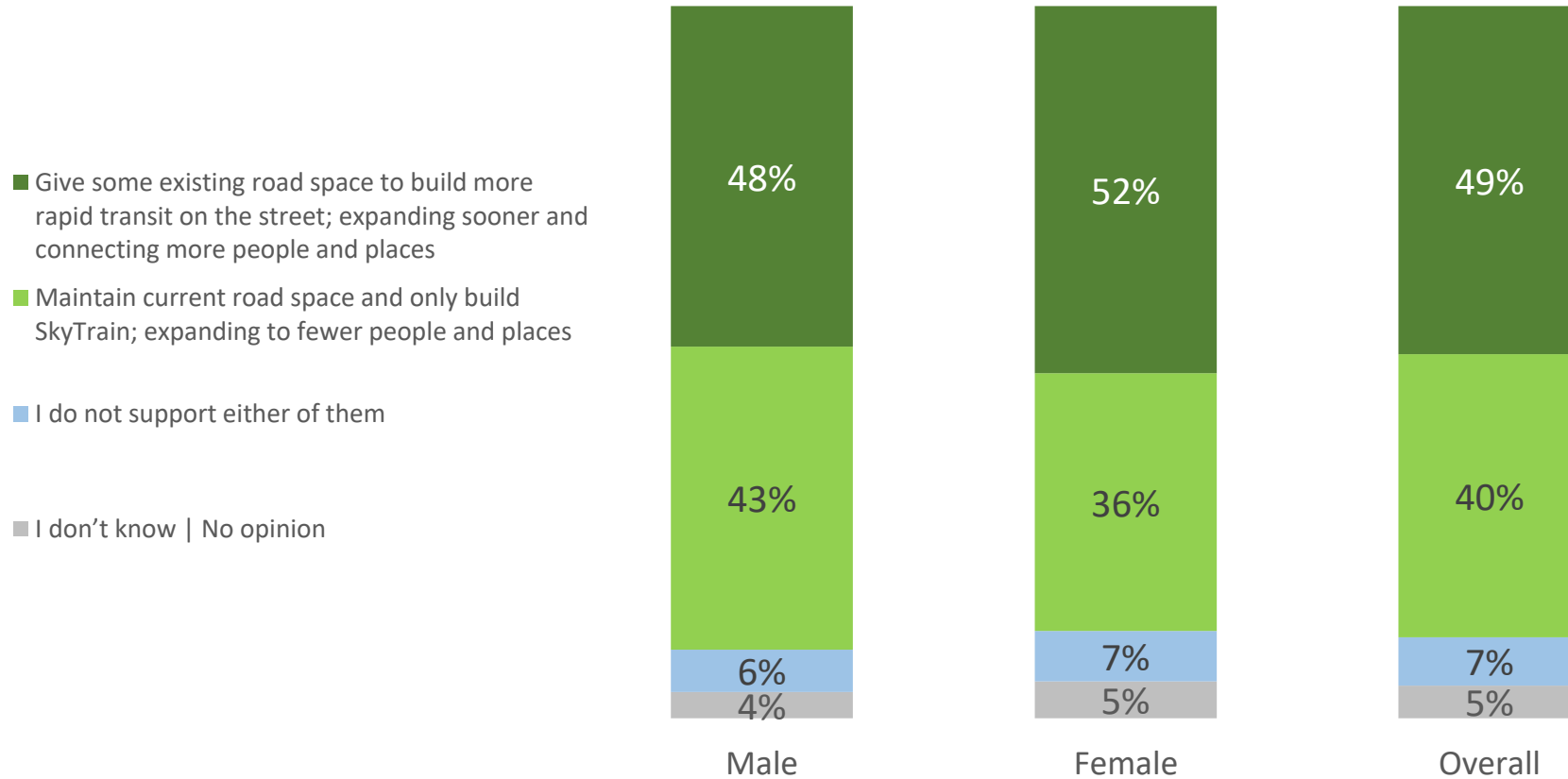
Bold Move 3: Level of Support or Opposition for building and expanding rapid transit on the street in an exclusive lane that isn't blocked at intersections or by turning vehicles to reach more people and places sooner by Transportation Mode



Bold Move 3: Level of Support or Opposition for building and expanding rapid transit on the street in an exclusive lane that isn't blocked at intersections or by turning vehicles to reach more people and places sooner by Surrey Community

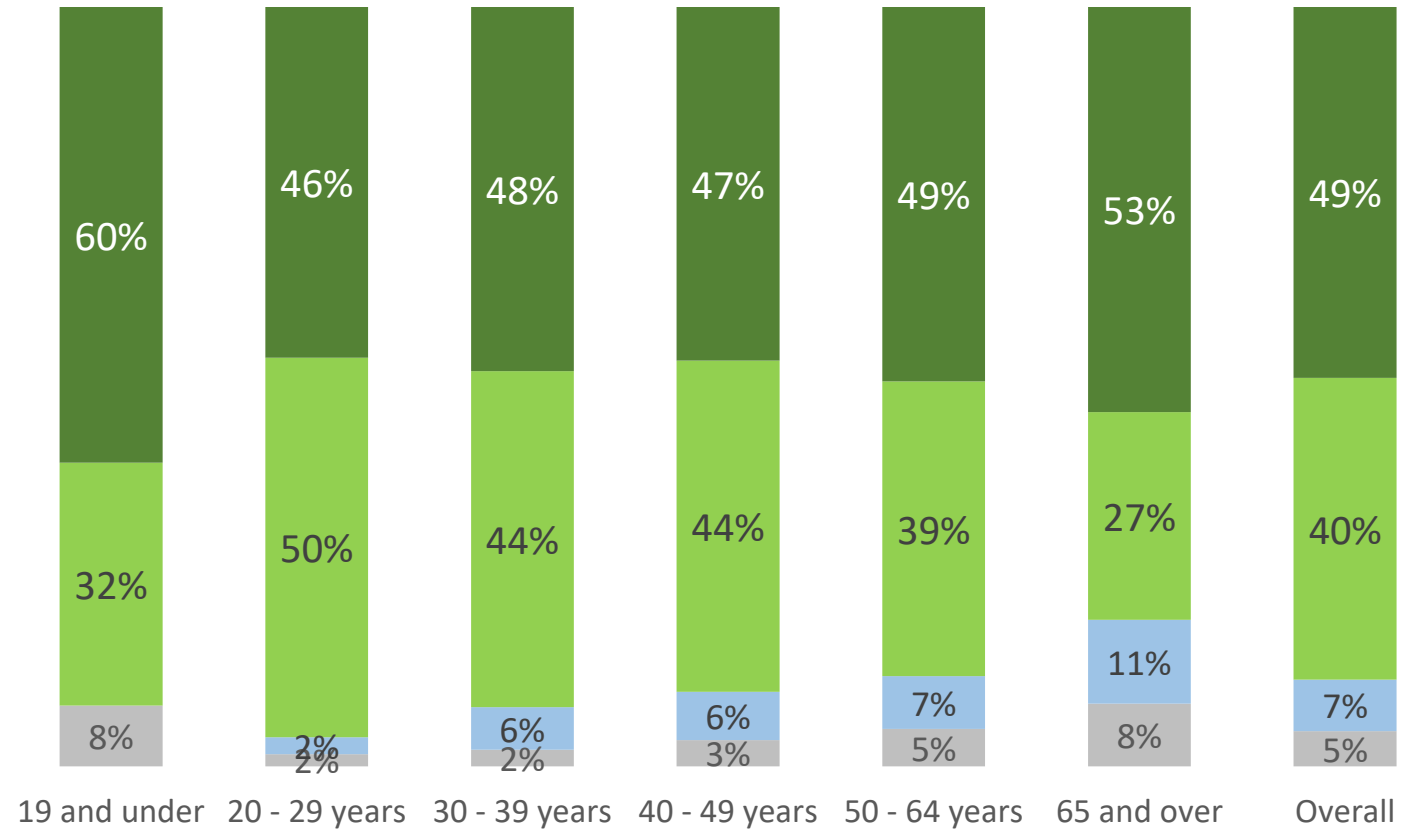


Bold Move 3: Support for road space options by Gender



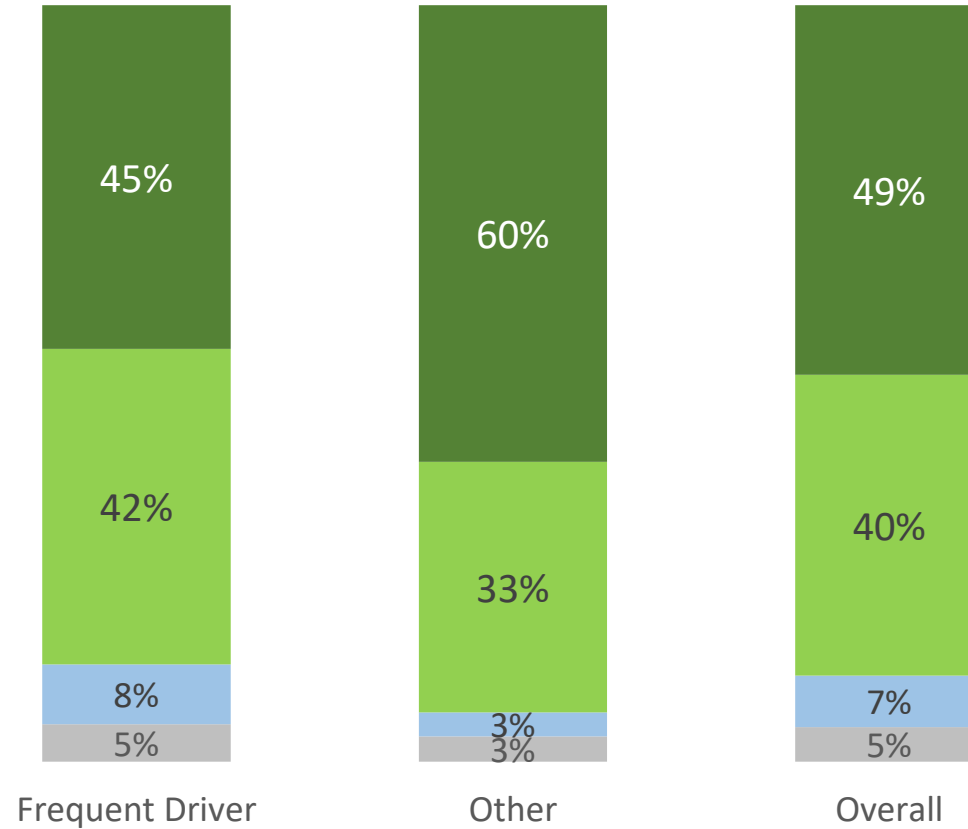
Bold Move 3: Support for road space options by Age Range

- Give some existing road space to build more rapid transit on the street; expanding sooner and connecting more people and places
- Maintain current road space and only build SkyTrain; expanding to fewer people and places
- I do not support either of them
- I don't know | No opinion

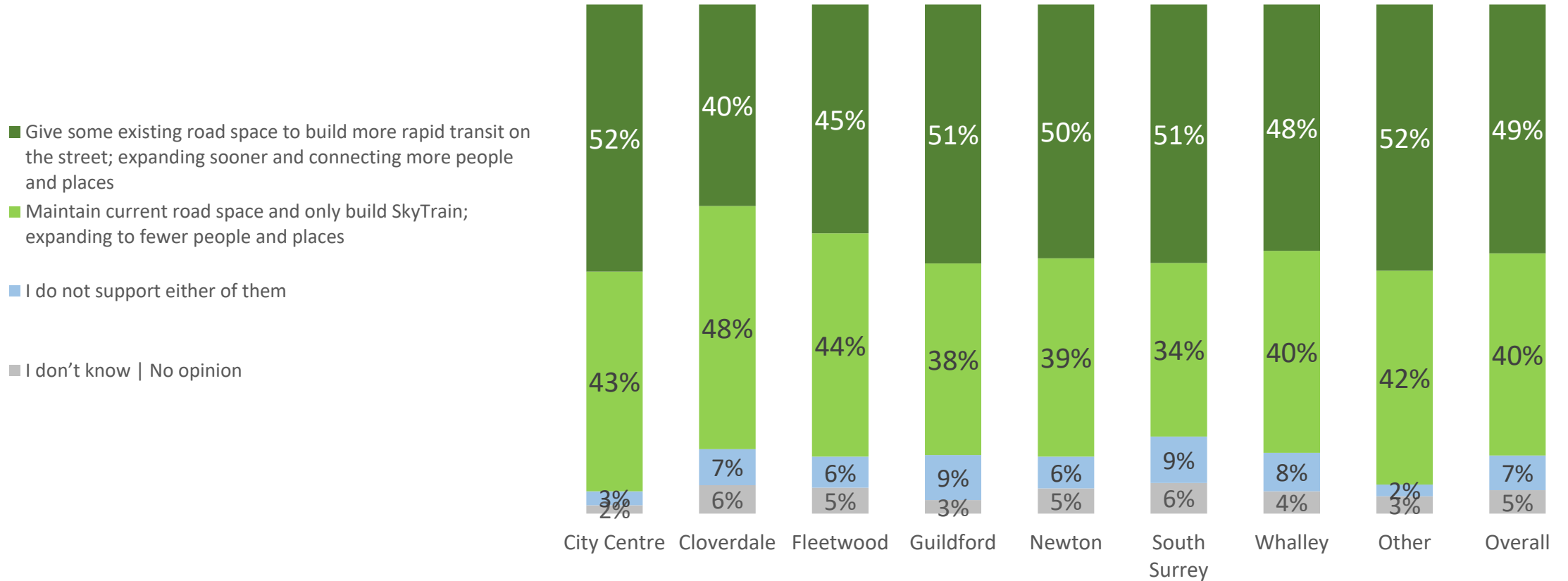


Bold Move 3: Support for road space options by Transportation Mode

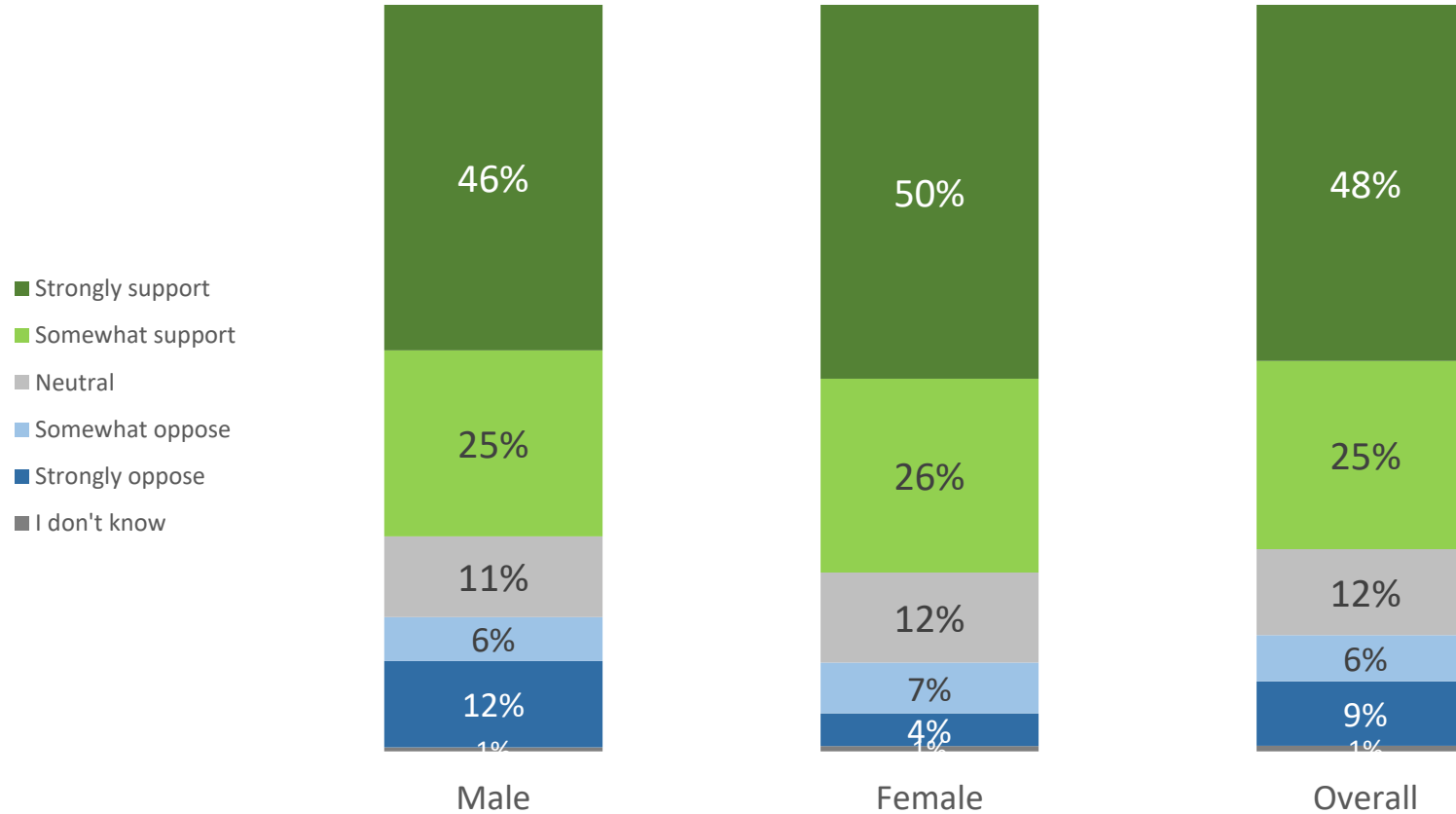
- Give some existing road space to build more rapid transit on the street; expanding sooner and connecting more people and places
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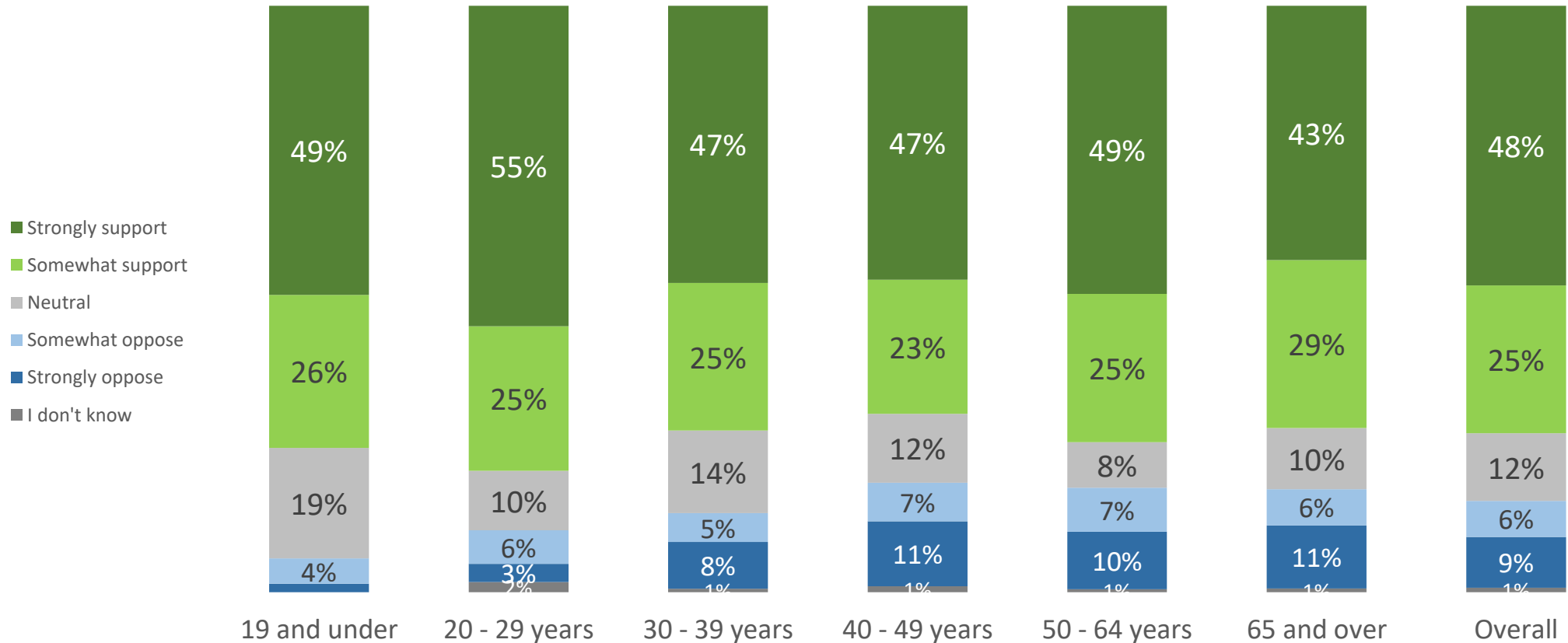
Bold Move 3: Support for road space options by Surrey Community



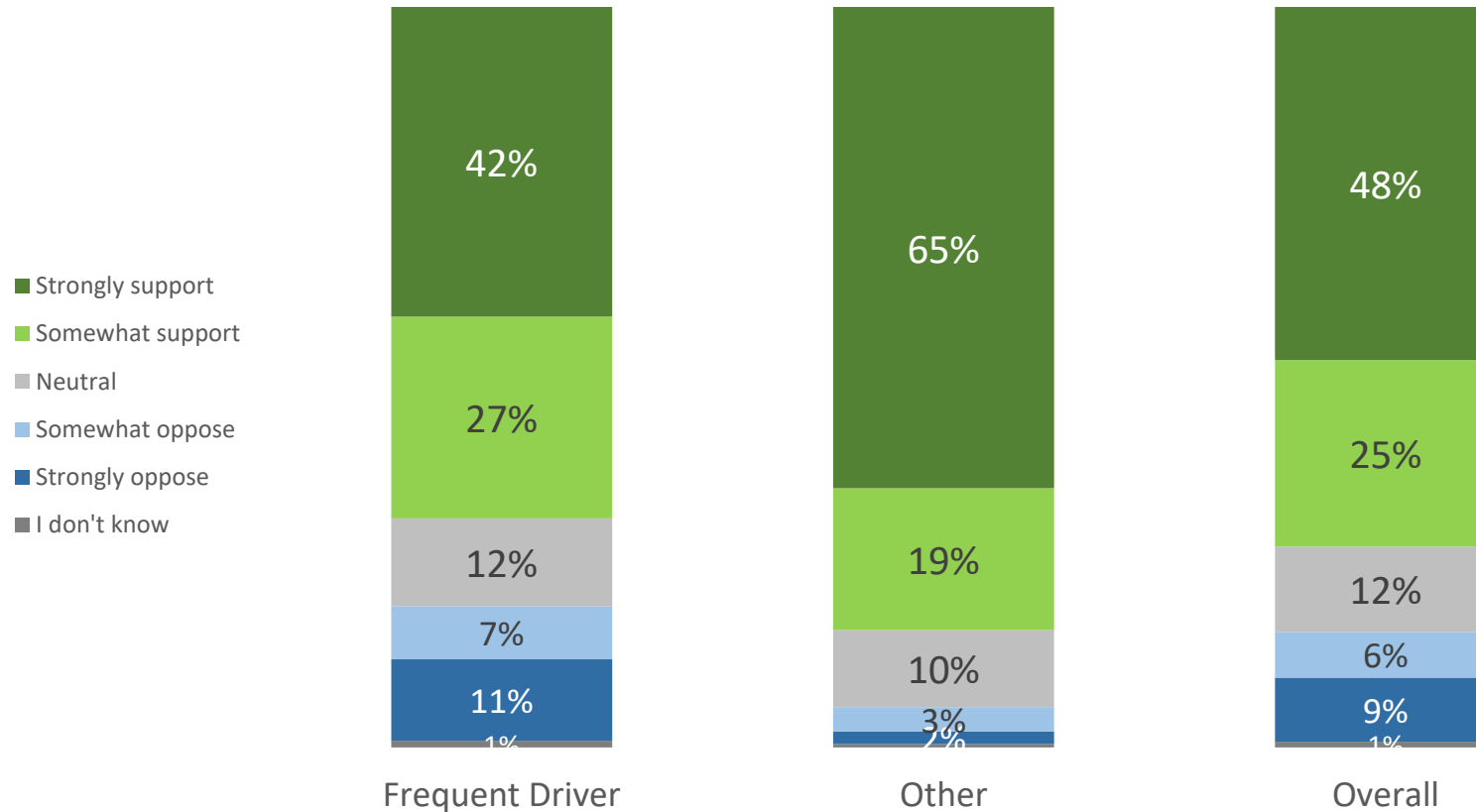
Bold Move 4: Level of Support or Opposition for Approaches - Shift some of the current funding for adding new car lanes towards safety improvements that will increase choices for walking, rolling (cycling, electric scooters, etc.) and transit, even if it means building fewer roads by Gender



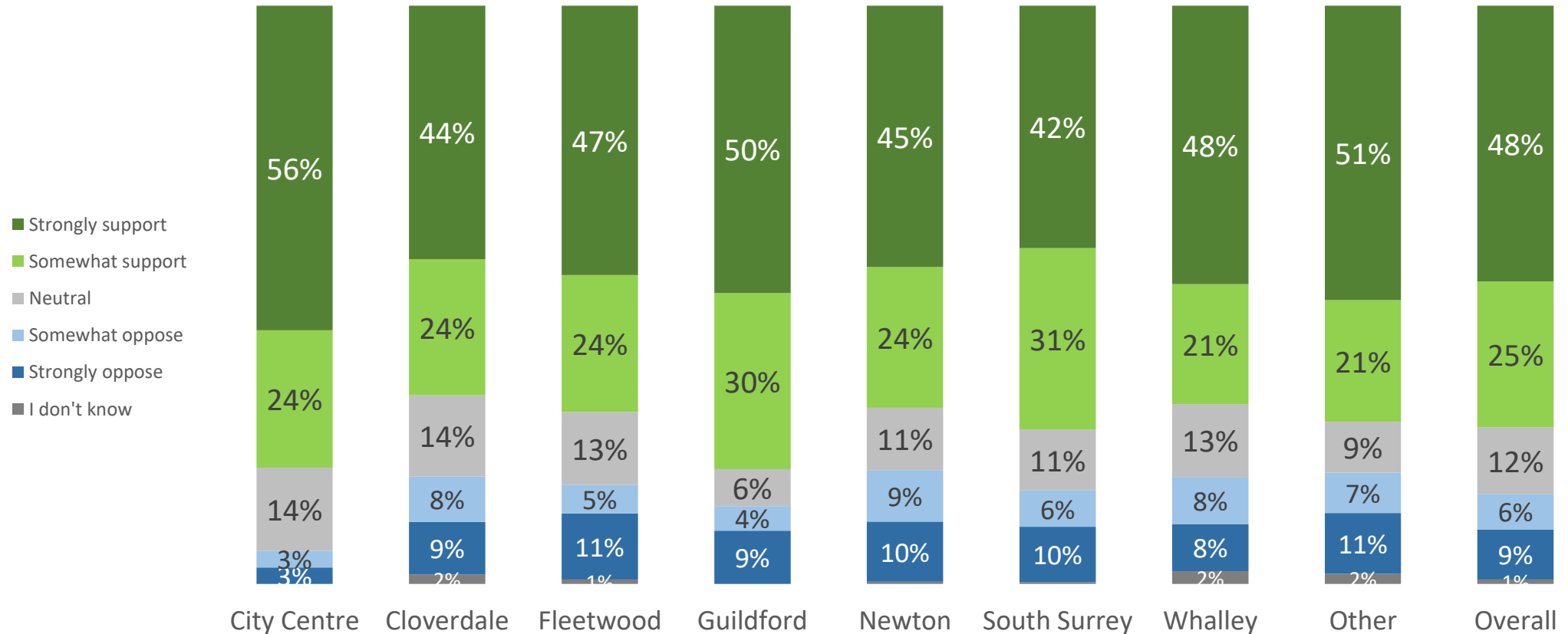
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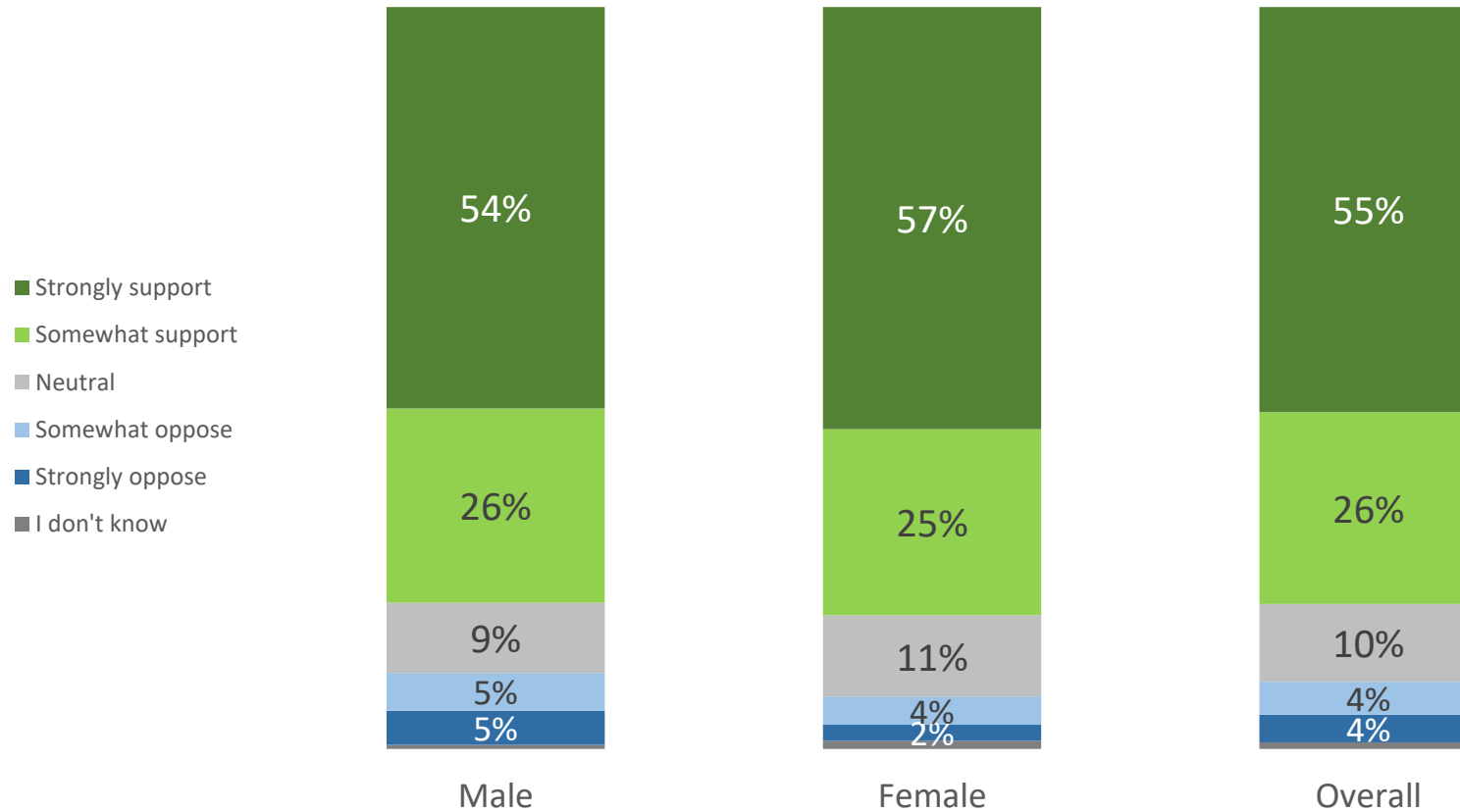
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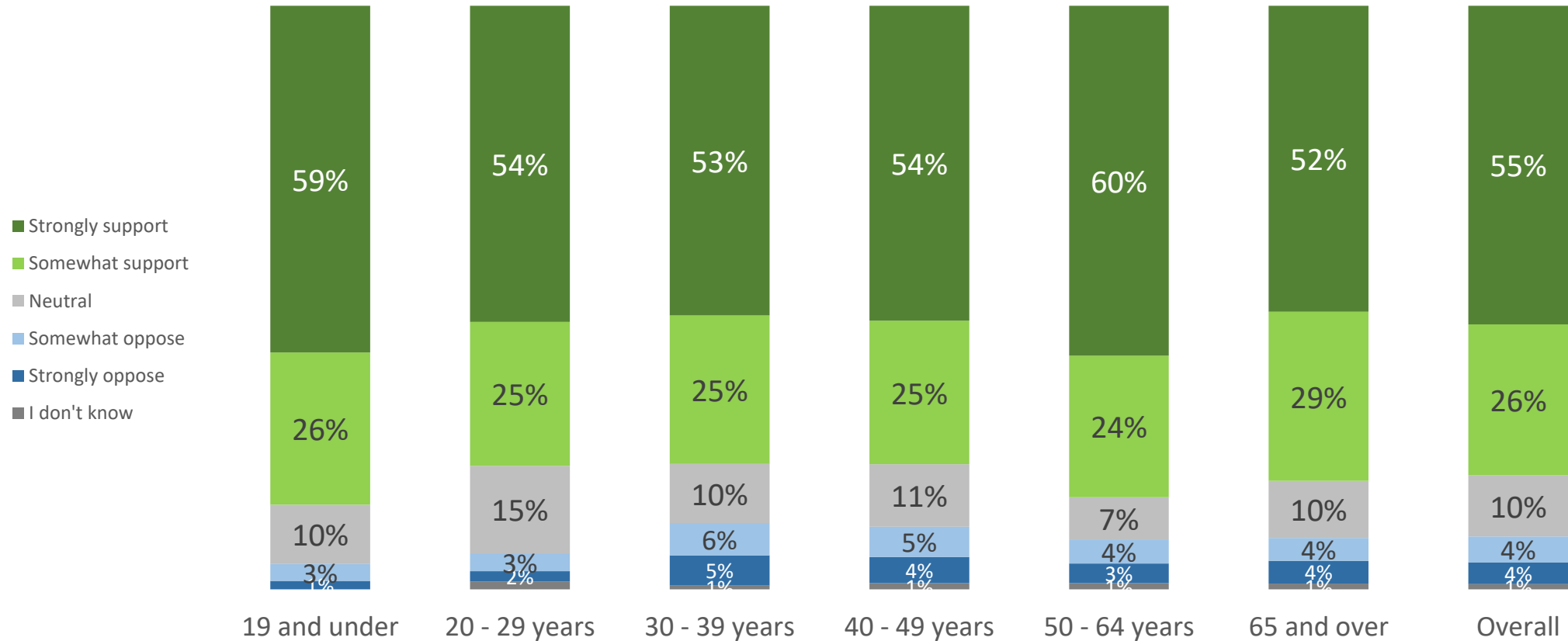
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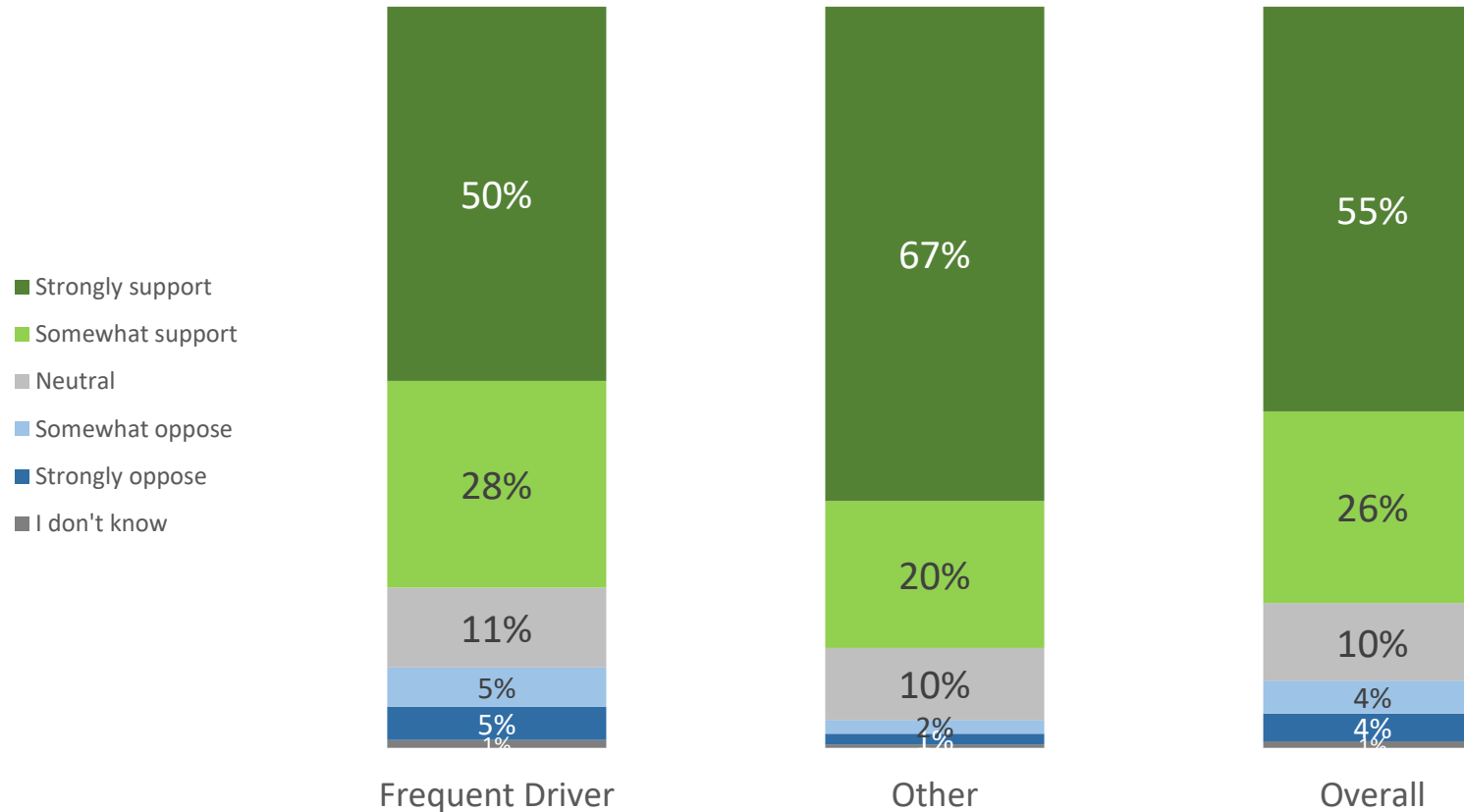
Bold Move 4: Level of Support or Opposition for Approaches - When adding new lanes for motor vehicles, we also include safety improvements for pedestrians, wheelchair and scooter users and cyclists, even if it means building fewer roads by Gender



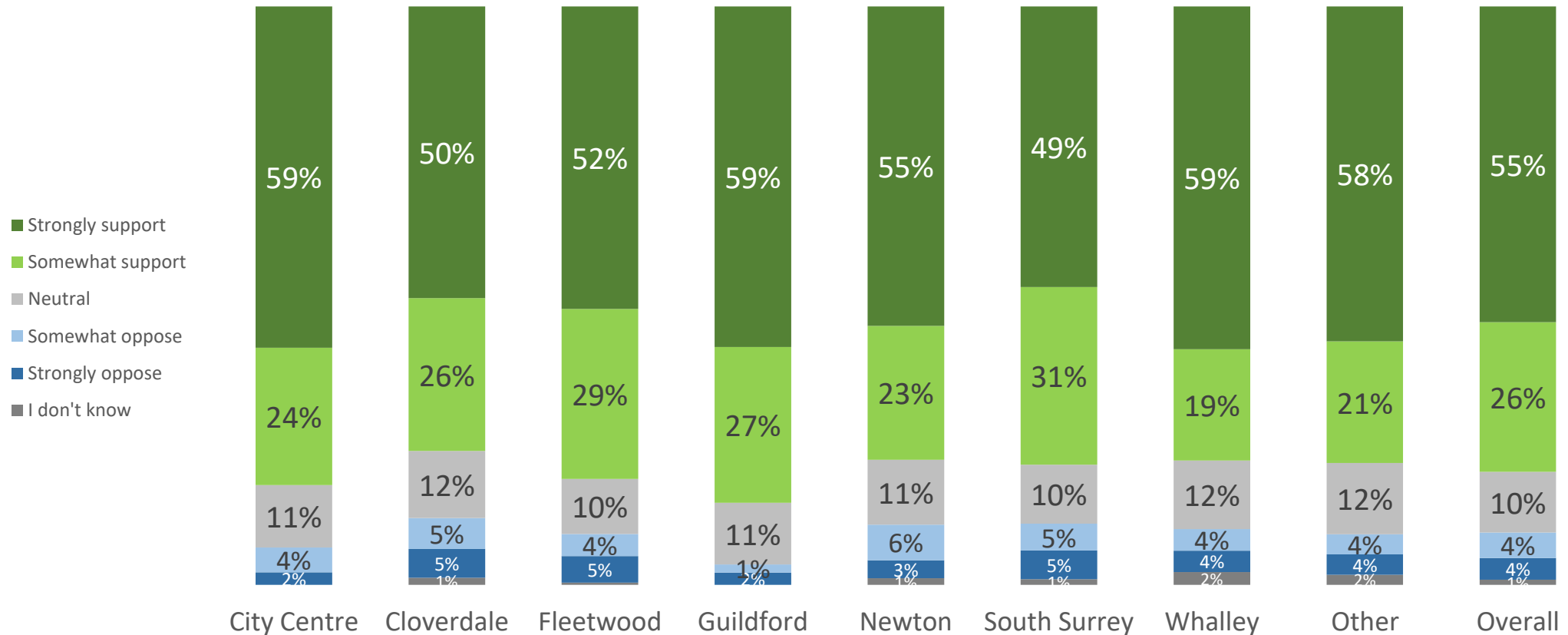
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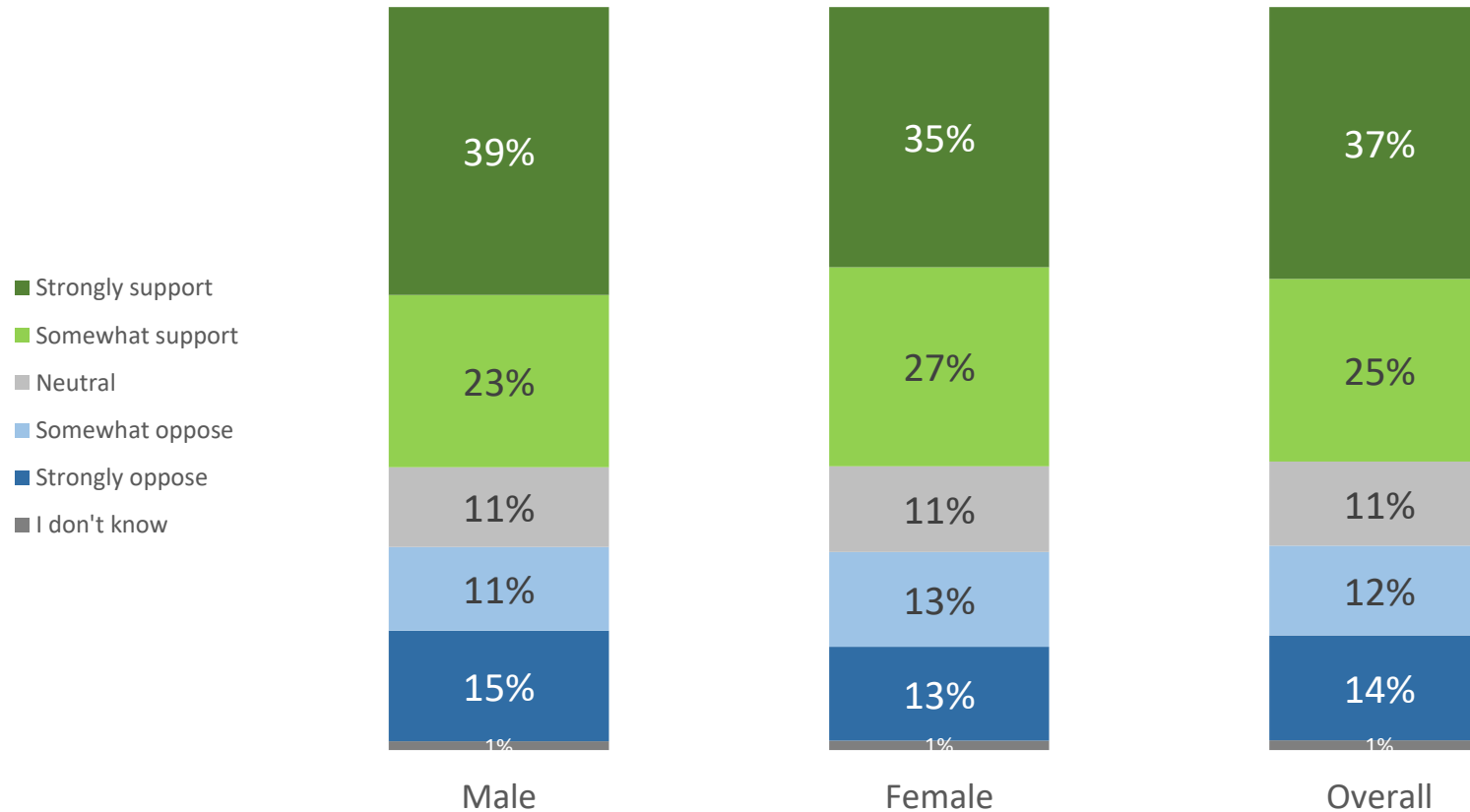
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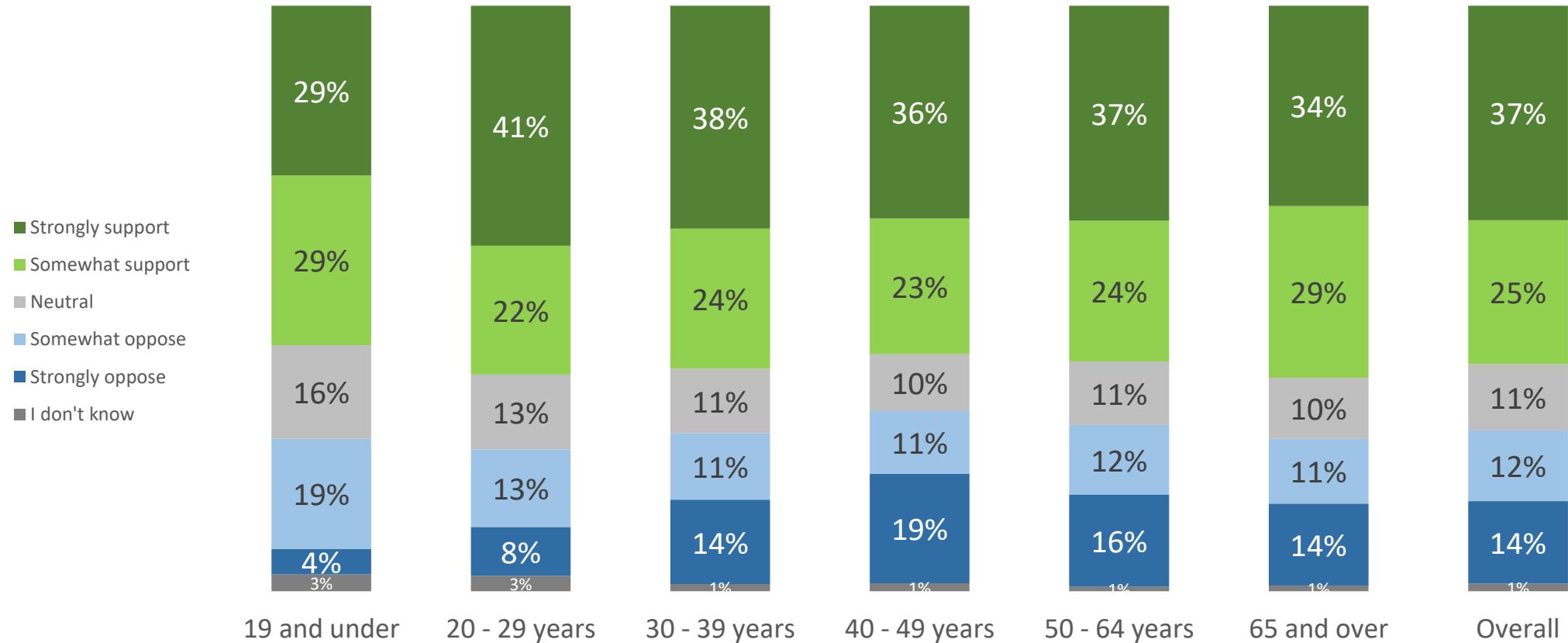
Bold Move 4: Level of Support or Opposition for Approaches - When adding new lanes for motor vehicles, we also include safety improvements for pedestrians, wheelchair and scooter users and cyclists, even if it means building fewer roads by Surrey Community



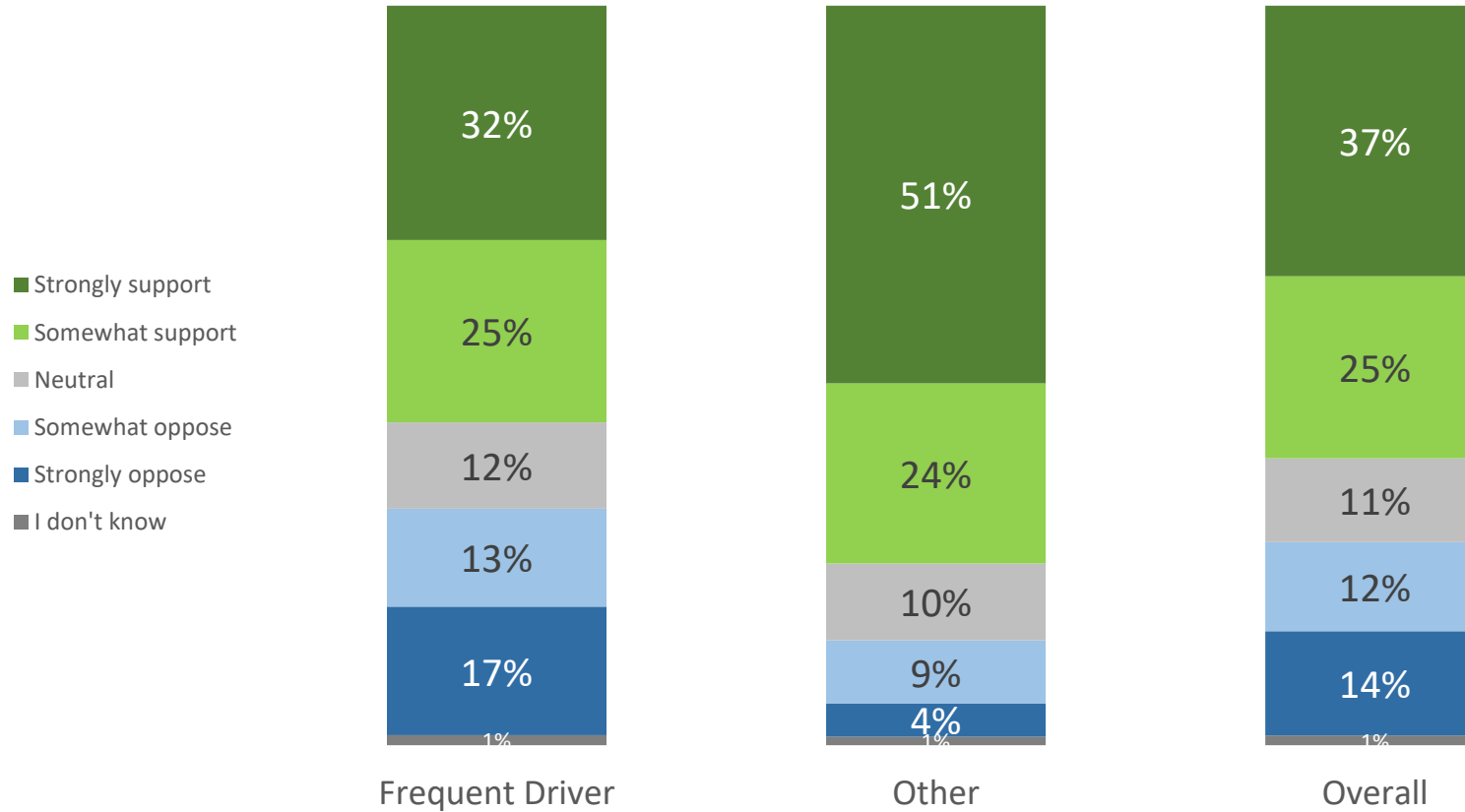
Bold Move 4: Level of Support or Opposition for Approaches - Removing on-street parking or a lane of traffic from major arterial and collector streets to build safer walking and cycling networks by Gender



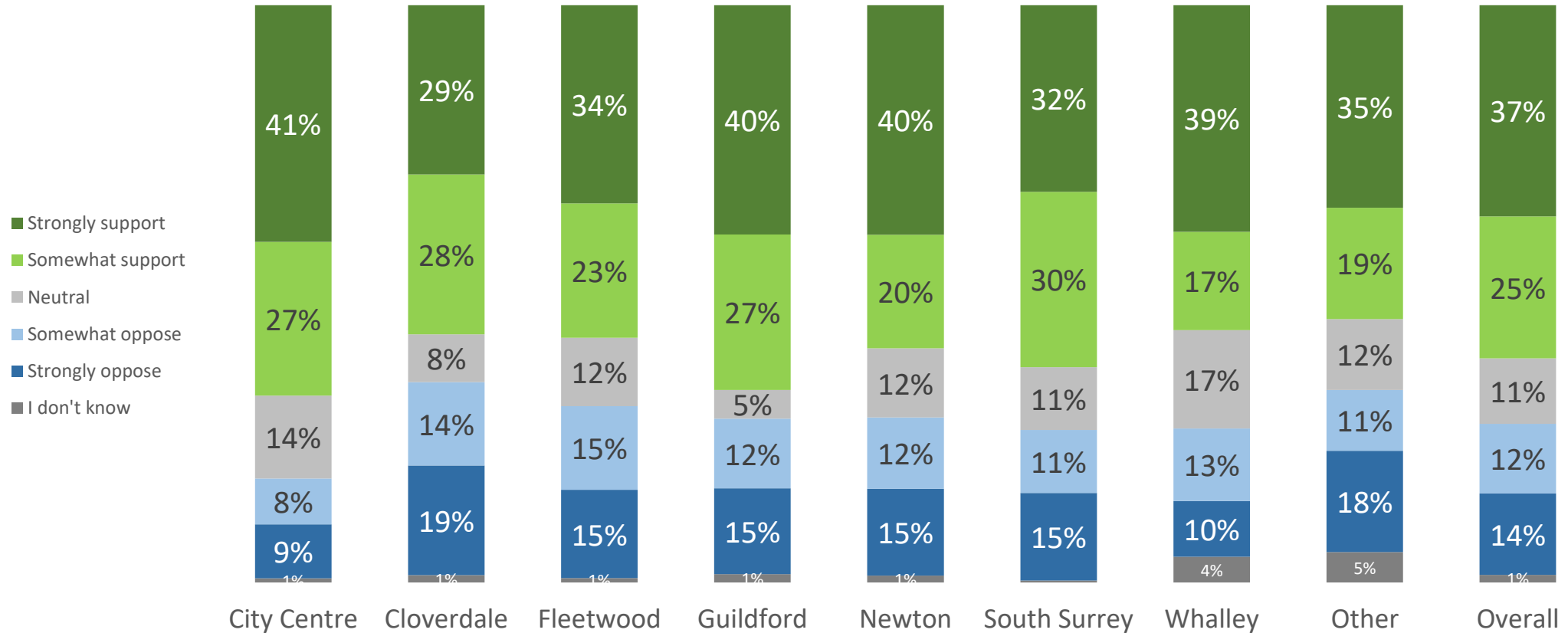
Bold Move 4: Level of Support or Opposition for Approaches - Removing on-street parking or a lane of traffic from major arterial and collector streets to build safer walking and cycling networks by Age Range



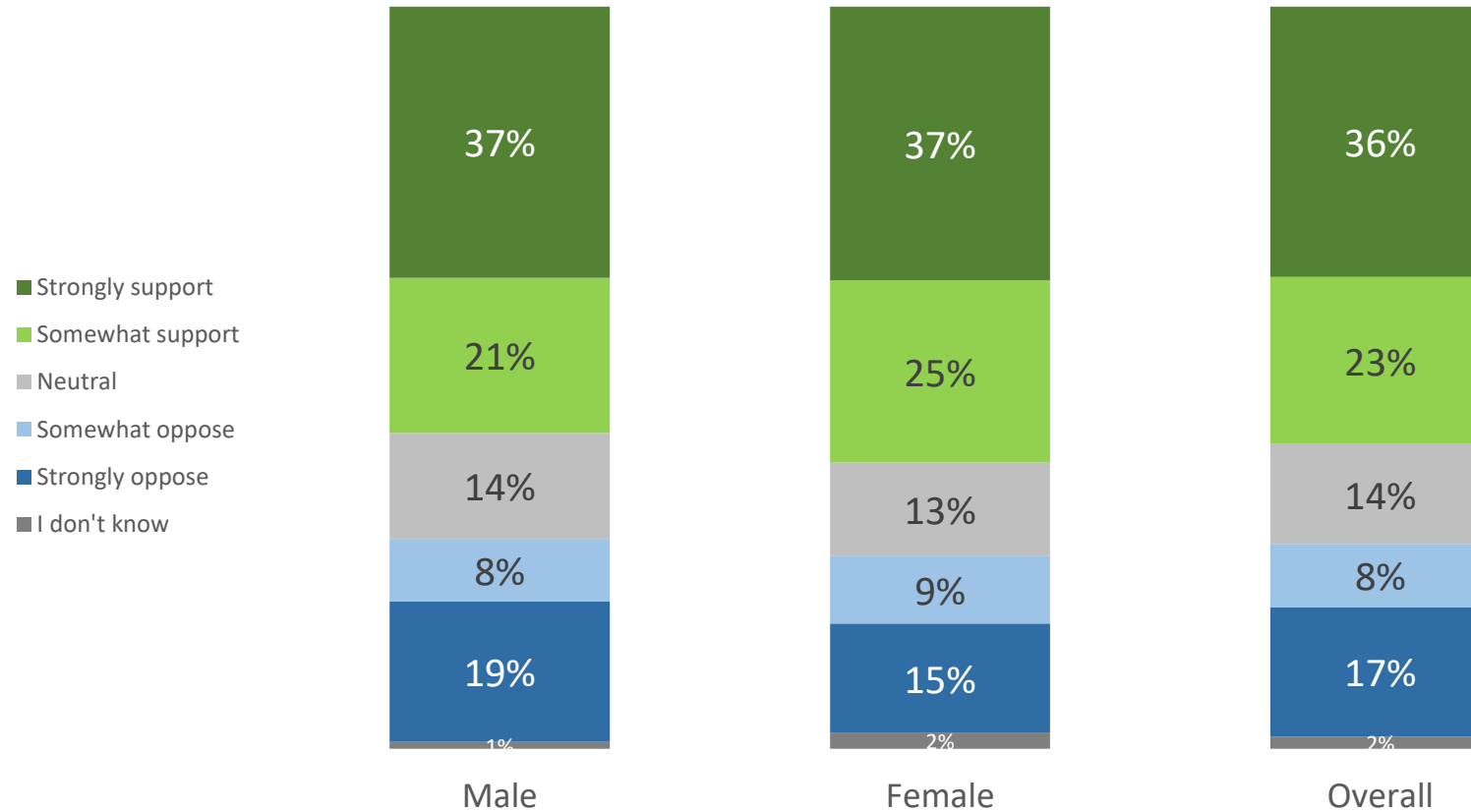
Bold Move 4: Level of Support or Opposition for Approaches - Removing on-street parking or a lane of traffic from major arterial and collector streets to build safer walking and cycling networks by Transportation Mode



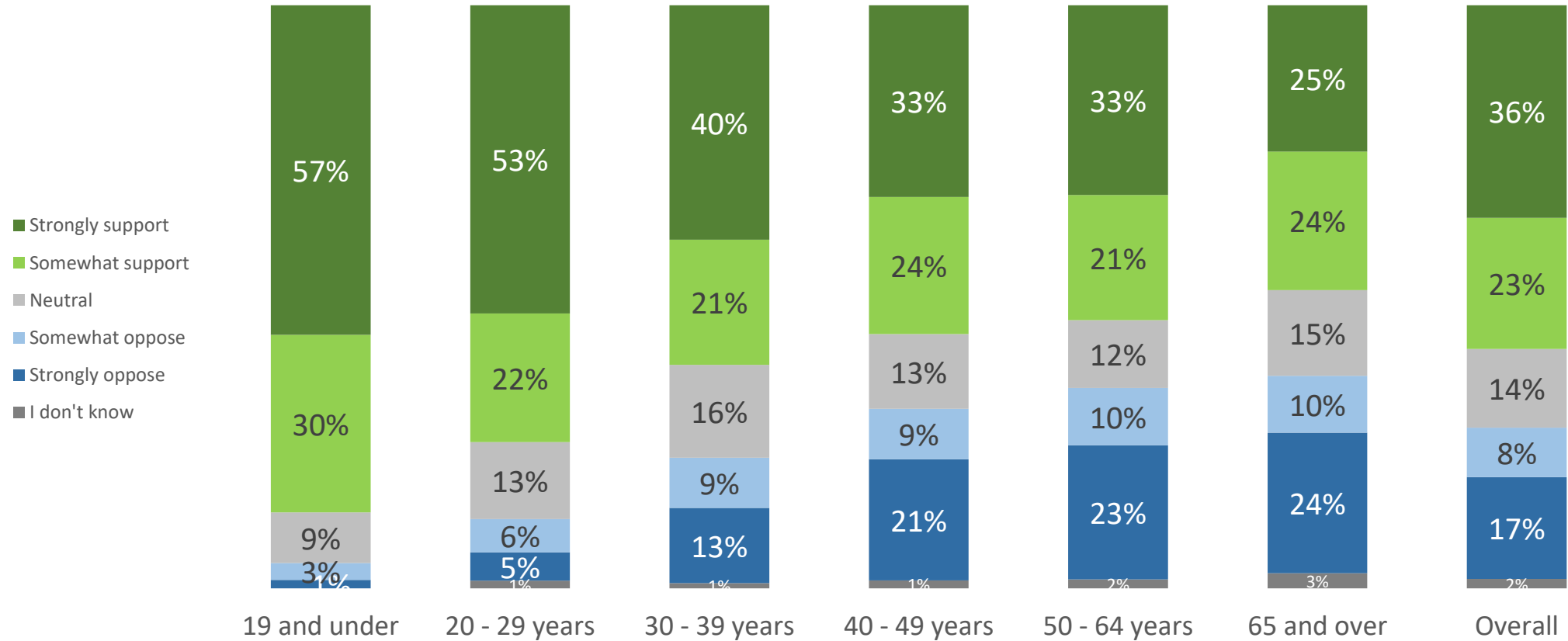
Bold Move 4: Level of Support or Opposition for Approaches - Removing on-street parking or a lane of traffic from major arterial and collector streets to build safer walking and cycling networks by Surrey Community



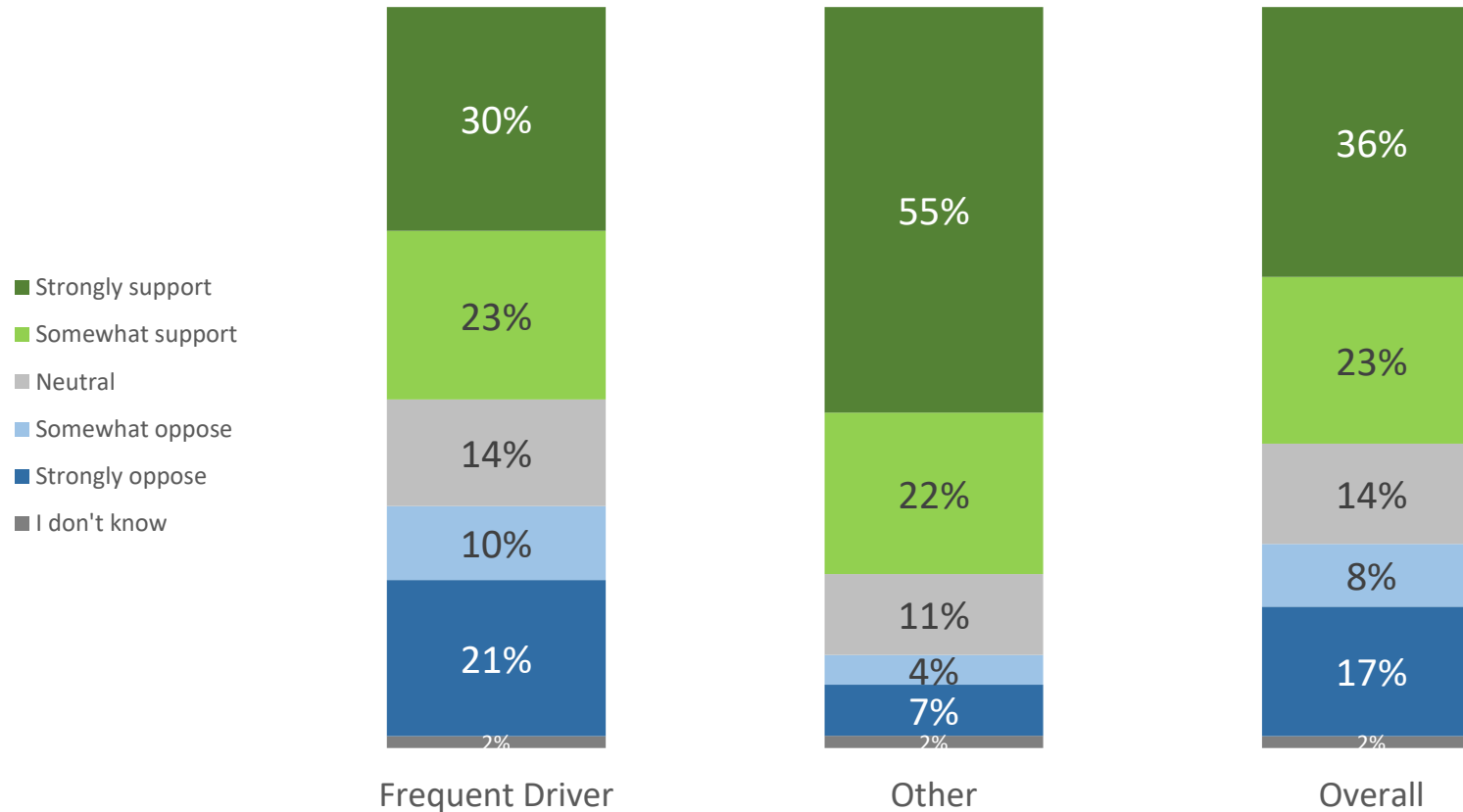
Bold Move 4: Level of Support or Opposition for Approaches - New (dedicated) levy to fund expanded walk, bike and transit options by Gender



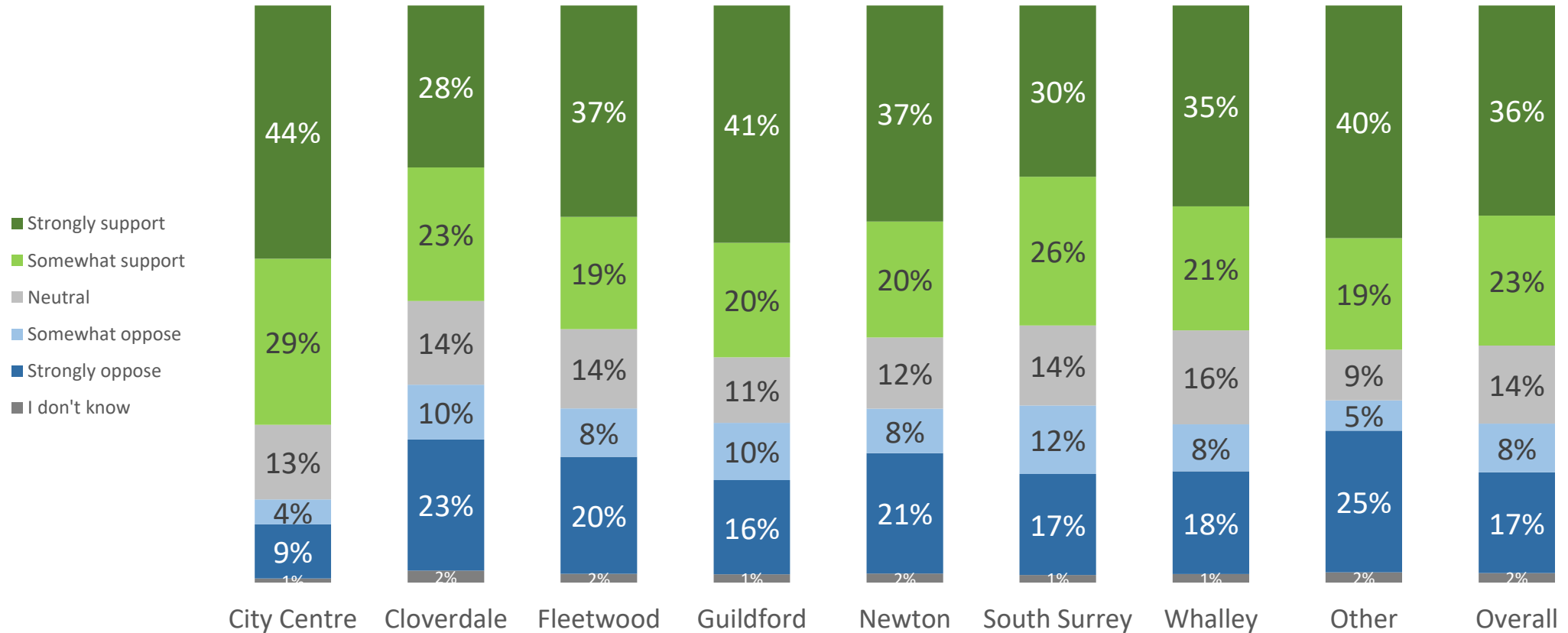
Bold Move 4: Level of Support or Opposition for Approaches - New (dedicated) levy to fund expanded walk, bike and transit options by Age Range



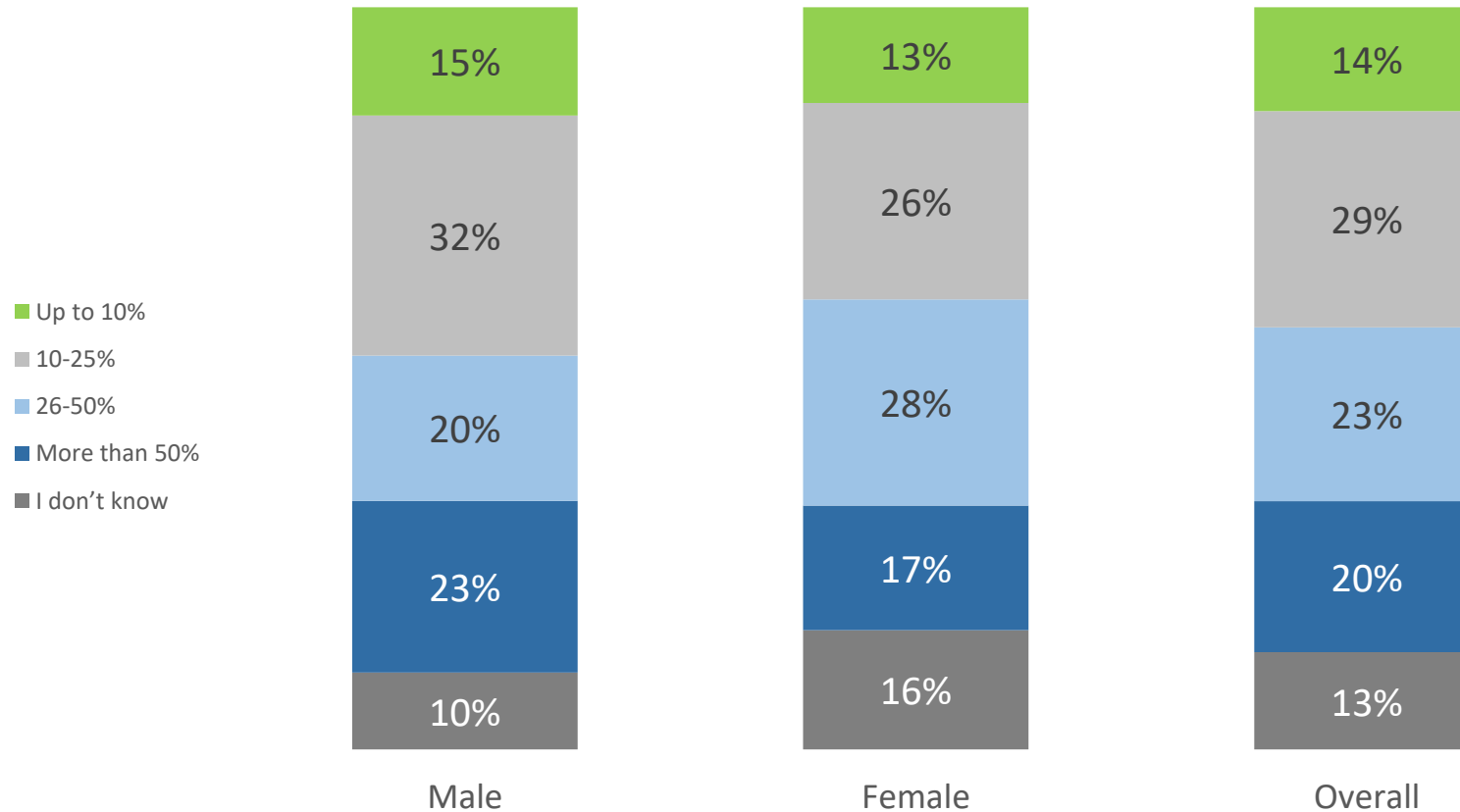
Bold Move 4: Level of Support or Opposition for Approaches - New (dedicated) levy to fund expanded walk, bike and transit options by Transportation Mode



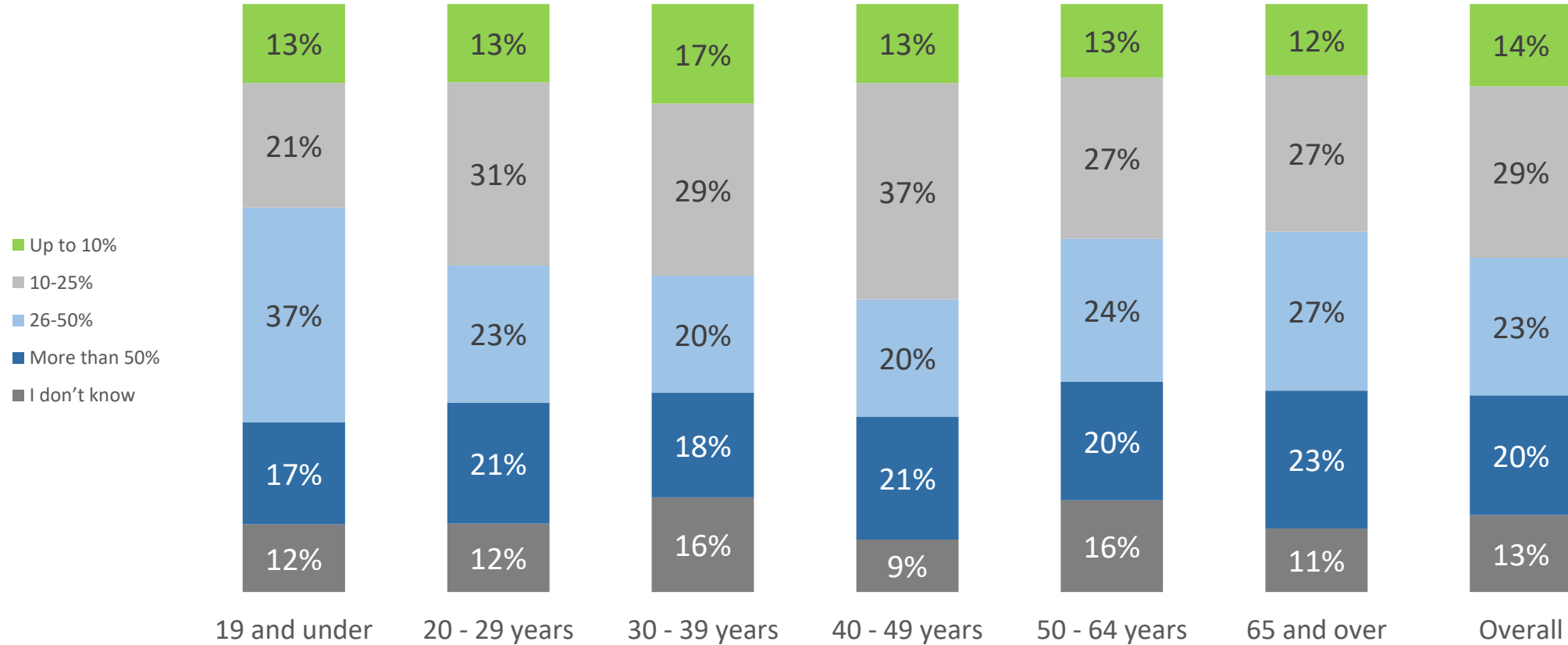
Bold Move 4: Level of Support or Opposition for Approaches - New (dedicated) levy to fund expanded walk, bike and transit options by Surrey Community



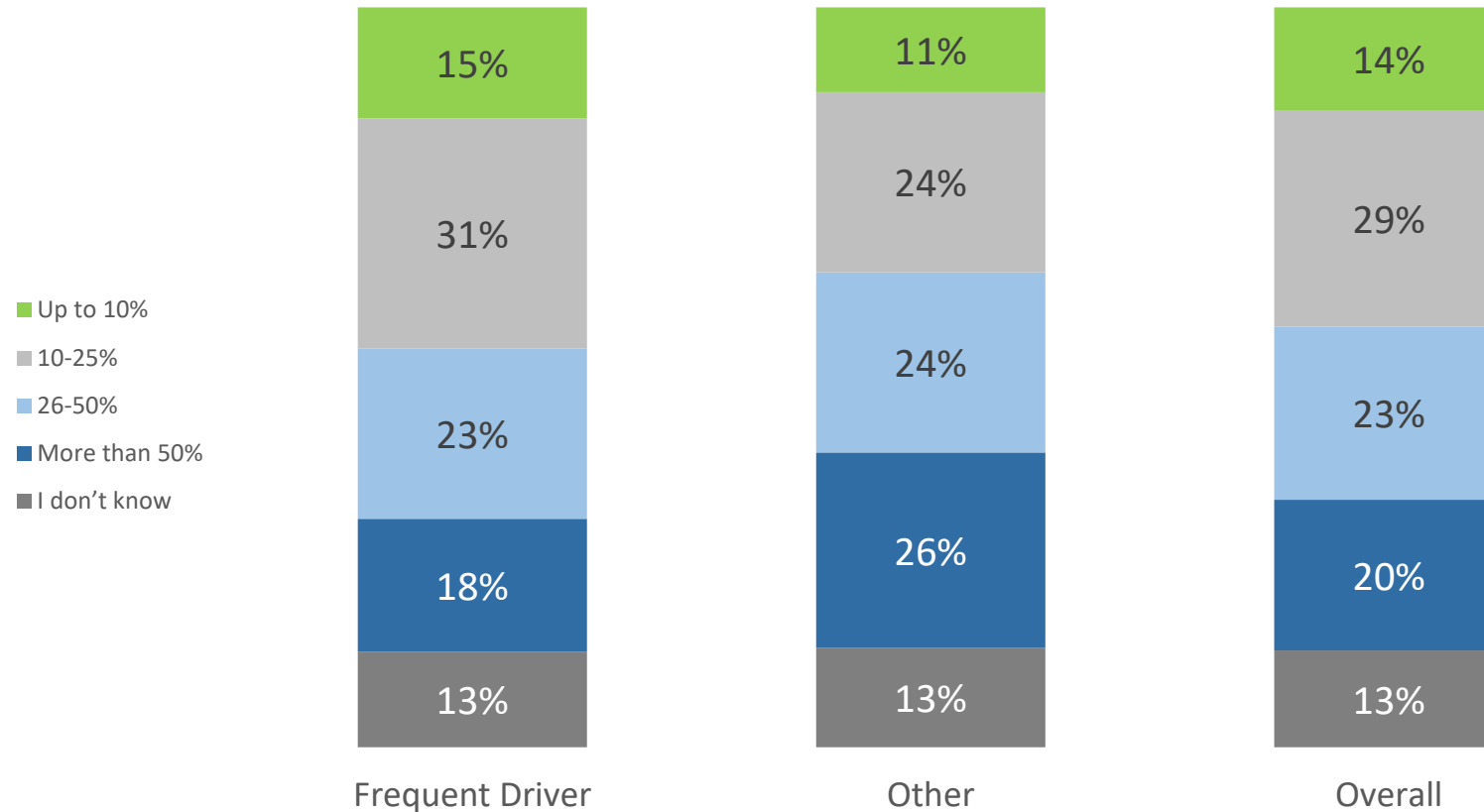
Bold Move 4: Reallocating percentage of existing funding for adding new car lanes to safety improvements that will increase choices for walking, rolling and transit by Gender



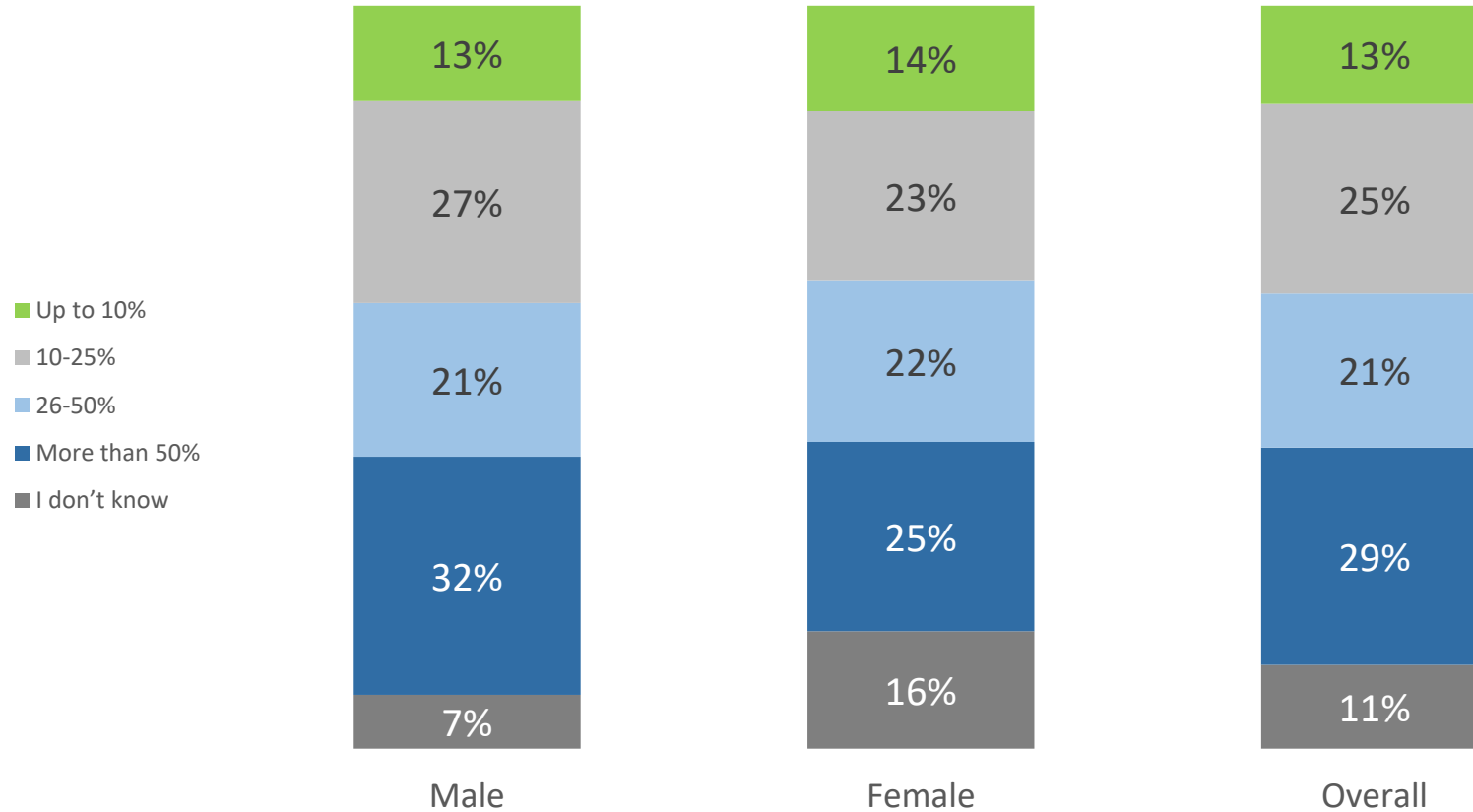
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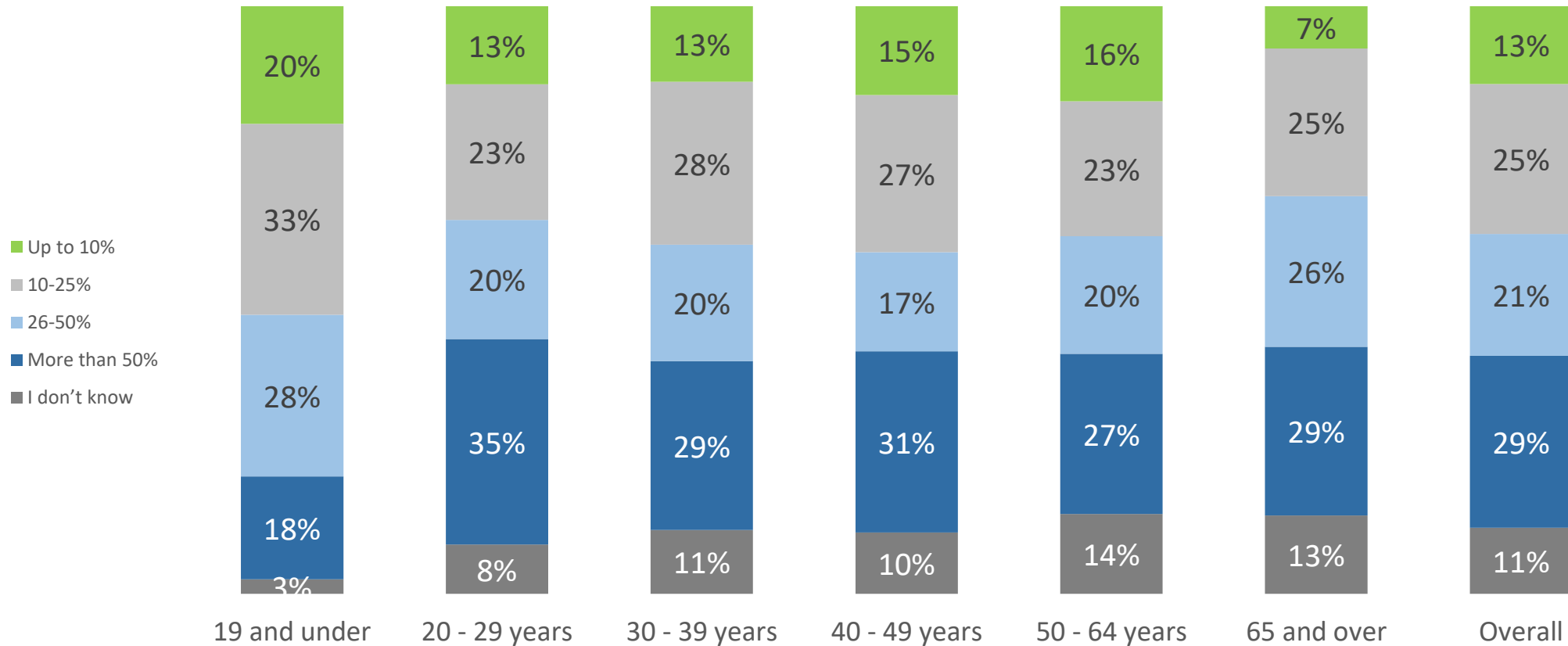
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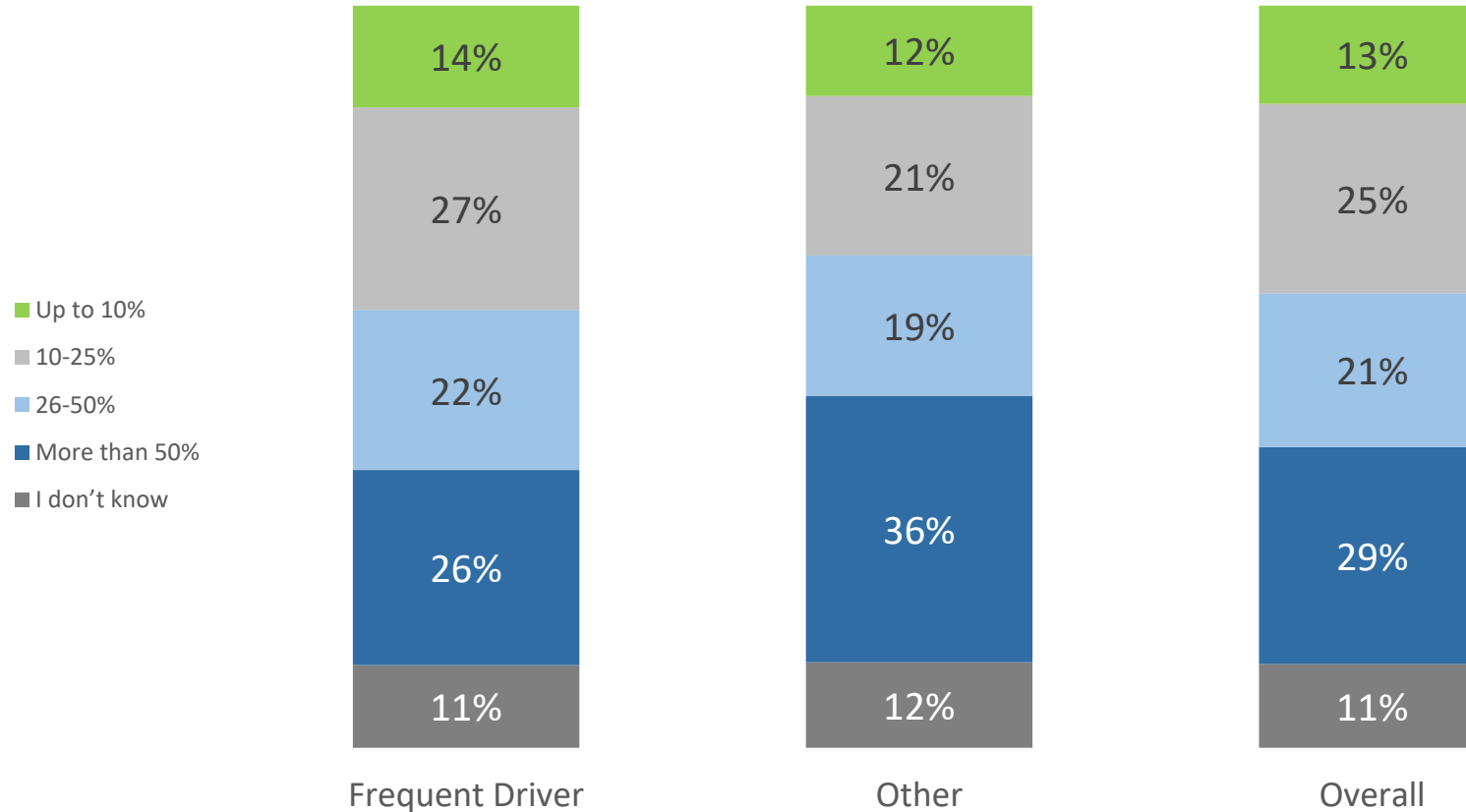
Bold Move 4: Removing percentage of on-street parking or lanes of traffic from major arterial and collector streets to prioritize fast, frequent, high capacity rapid transit by Gender



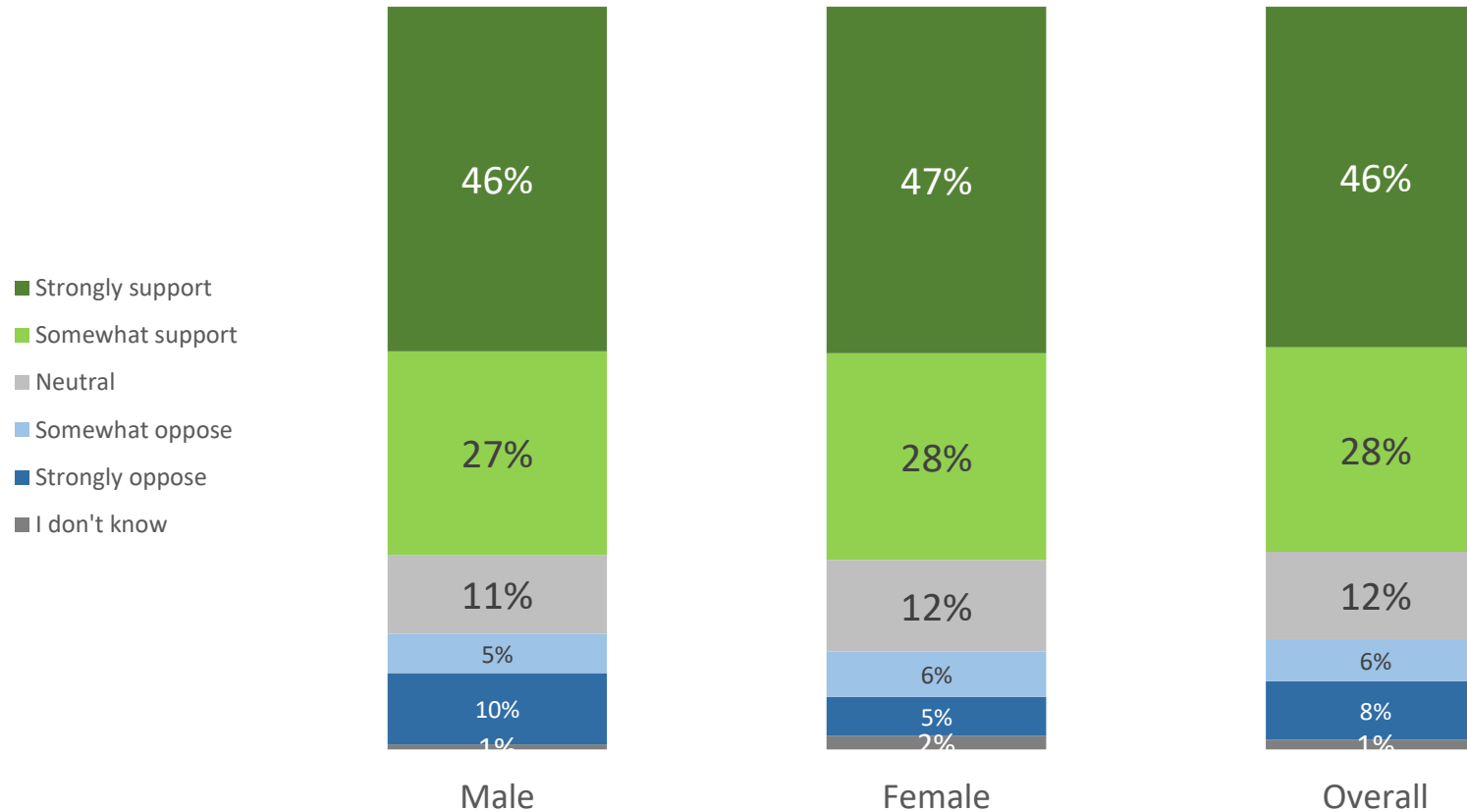
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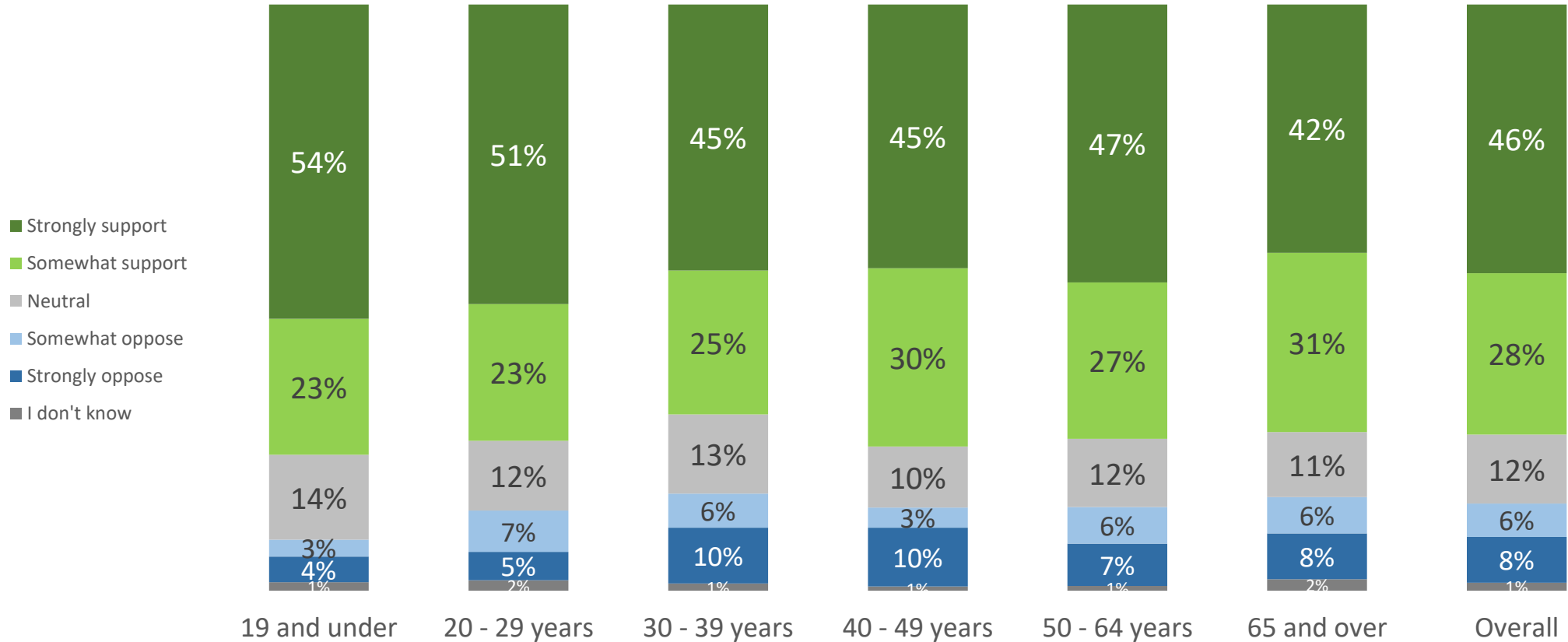
Bold Move 4: Removing percentage of on-street parking or lanes of traffic from major arterial and collector streets to prioritize fast, frequent, high capacity rapid transit by Transportation Mode



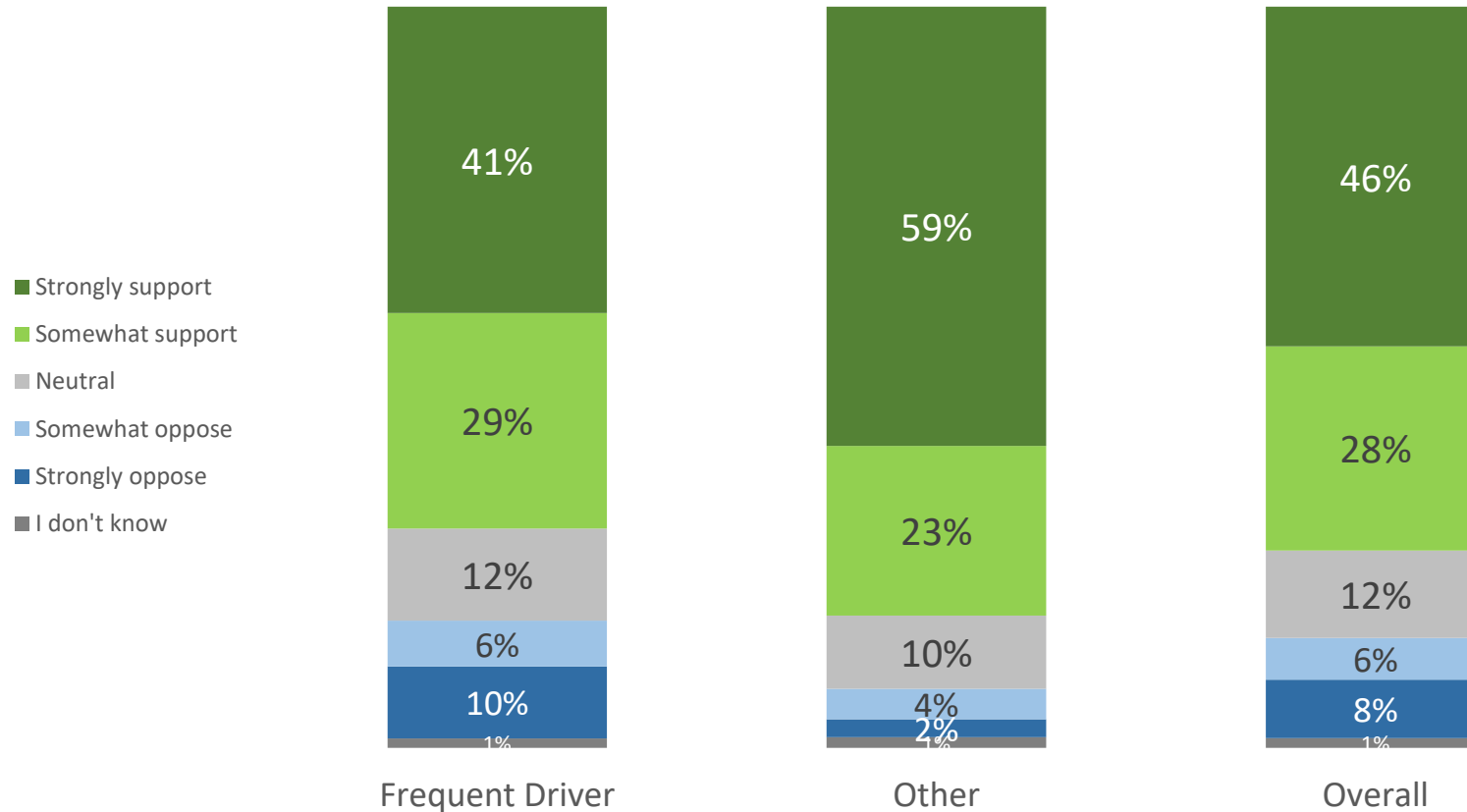
Bold Move 4: Level of Support or Opposition for making walking and rolling routes safer and more comfortable using quicker, cheaper pilot opportunities by Gender



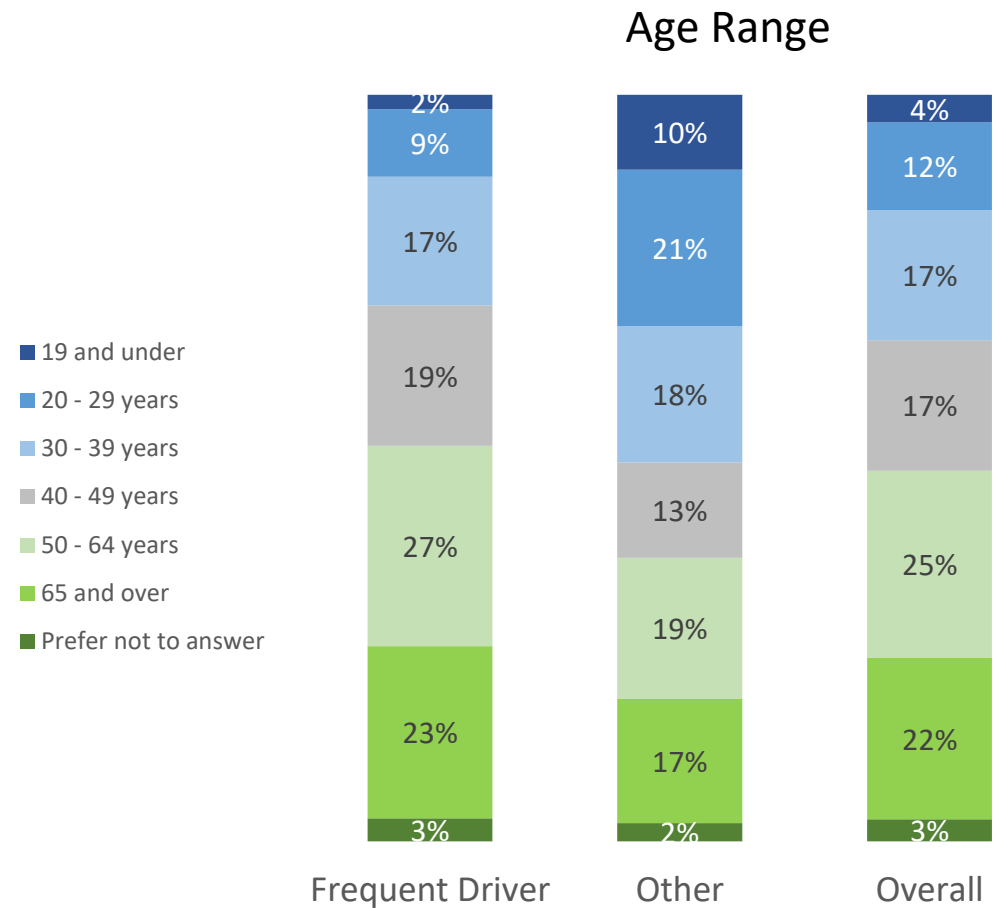
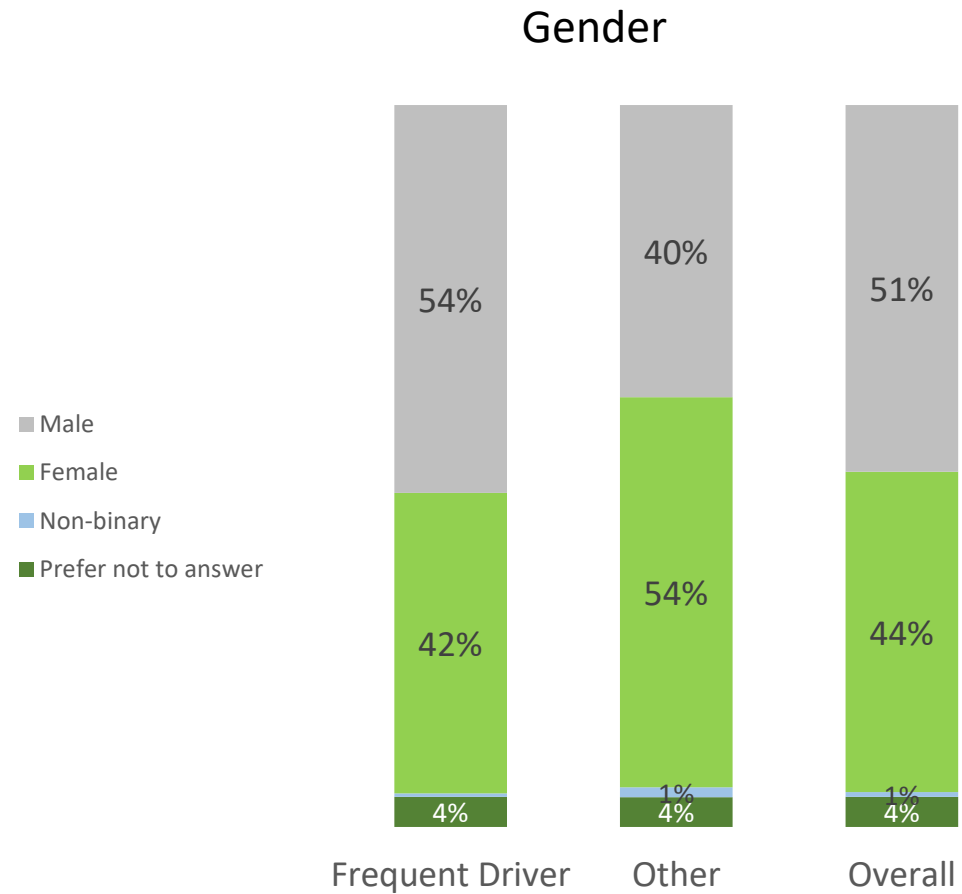
Bold Move 4: Level of Support or Opposition for making walking and rolling routes safer and more comfortable using quicker, cheaper pilot opportunities by Age Range



Bold Move 4: Level of Support or Opposition for making walking and rolling routes safer and more comfortable using quicker, cheaper pilot opportunities by Transportation Mode

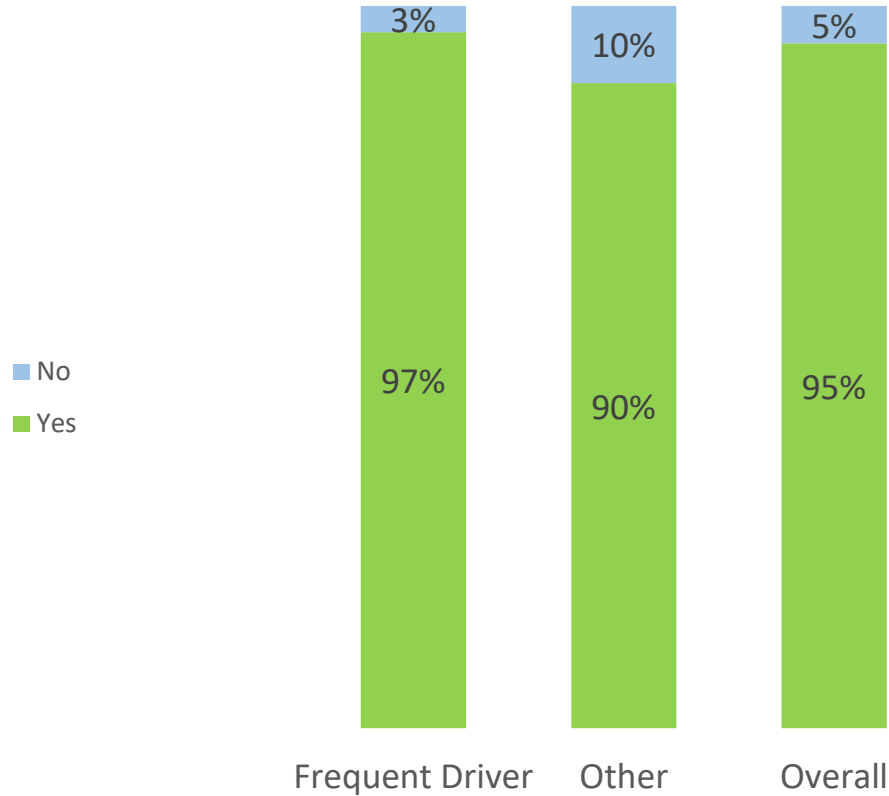


Transportation Mode Profiles (#1)



Transportation Mode Profiles (#2)

Live in Surrey



Surrey Community

- City Centre
- Cloverdale
- Fleetwood
- Guildford
- Newton
- South Surrey
- Whalley
- Other
- I am unsure which Surrey Community I live in

