

Surrey Roads *Survey Report*

2026

SWRBOT

SURREY & WHITE ROCK BOARD OF TRADE

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About Us

WHO WE ARE

The Surrey & White Rock Board of Trade (SWRBOT) is dedicated to driving economic growth, attracting investment, and supporting the long-term success of businesses across all sectors in our region. Representing both our members and the broader business community, we champion policies, partnerships, and programs that make Surrey and White Rock destinations for innovation, opportunity, and prosperity.

Through our work in government advocacy, workforce development, international trade, and business connectivity, we help create the conditions for business to thrive - locally, regionally, and globally. At the heart of our work is a simple principle: a strong business community builds strong and resilient cities.

OUR MEMBERSHIP

The Surrey & White Rock Board of Trade is a powerful connector between business, government, and community. Our membership spans all industries and business sizes, from entrepreneurs and small businesses to major employers and institutional partners, forming a unified voice for regional economic growth.

WHAT WE DO

Since 1918, the Surrey & White Rock Board of Trade has supported the business community by delivering programs and advocacy in four key areas:

1. Economic opportunity – advancing business competitiveness and investment attraction.
2. International trade – supporting export growth and global market access.
3. Government advocacy – representing business interests at all levels of government.
4. Business connections – building networks that foster collaboration and growth.

Through events, policy advocacy, and leadership development, members have opportunities to expand their reach, and influence decisions that shape Surrey and White Rock's economic future.

ADVOCACY

As an independent, non-partisan voice for business, we develop evidence-based positions on key policy issues that impact the success of our members. We engage collaboratively with all levels of government to ensure regulations and programs support business growth.

We believe that no business thrives in isolation. The Surrey & White Rock Board of Trade is here to connect, convene, and champion the business community; amplifying our members' concerns, sharing their solutions, and ensuring their voices are heard.

PURPOSE OF SURVEYS

To effectively advocate for our members, the Surrey & White Rock Board of Trade regularly implements surveys, both targeted and broad, to measure business sentiment, identify barriers, and inform our business recommendations.

All surveys are voluntary and anonymous, providing valuable data that informs our research and advocacy work. We thank the many members that contribute their insights to help shape smarter policies and more responsive government practices.

Introduction

SURREY ROADS SURVEY

The Surrey & White Rock Board of Trade recognizes that a reliable, efficient transportation system is fundamental to building strong, competitive, and connected communities. As the voice of business, we continually assess the transportation challenges that affect economic activity, goods movement, and the daily mobility of residents and workers. Understanding where bottlenecks occur, where safety or congestion issues create real costs, and which priorities require urgent attention is essential to shaping meaningful solutions.

This survey is designed to capture insights from those who live, work, or do business in Surrey, as well as from White Rock residents and businesses who rely on Surrey's transportation network. Responses from this year's survey will directly inform our advocacy efforts, guide our recommendations to all levels of government, and support our ongoing dialogue with the City of Surrey as it plans future transportation infrastructure improvements.

This year marks the tenth annual Surrey Roads Survey, which captures members' experiences with transportation across Surrey and connectivity with the broader Metro Vancouver region. Conducted between December 2025 and late January 2026, the survey was distributed via multiple member communications and through social media. The Surrey & White Rock 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.

CITY OF SURREY 10-YEAR SERVICING PLAN

Surrey's extensive transportation network, spanning more than 4,500 lane kilometres of roadway, is experiencing growing commuter and commercial demand. The 10-Year Servicing Plan outlines the Engineering Department's capital program, including planned road and transportation upgrades. While the plan does not guarantee construction of every identified project, it establishes priorities and identifies which projects may advance each year as funding becomes available. These priorities are reassessed annually to ensure the City can respond to evolving needs and pressures.

Executive Summary

The 2026 Surrey Roads Survey provides insight into how transportation infrastructure, congestion, and mobility options affect businesses and residents in Surrey and the surrounding region. Overall, the results show that road reliability and congestion are major operational concerns, particularly those that depend on employee travel, deliveries, or movement between job sites.

The survey was live from December 17, 2025 to January 23, 2026, providing Surrey & White Rock Board of Trade members and residents an opportunity to share their feedback on transportation and connectivity across Surrey and the broader Metro Vancouver region.

Most respondents are small to medium-sized businesses, with strong representation from professional services, finance, and other service-based sectors. While the majority of respondents both live and work in Surrey, a significant share commute across the South of Fraser and broader Metro Vancouver regions, highlighting the regional nature of business mobility.

KEY FINDINGS

- **Driving remains the primary mode of transportation to work.** Most respondents report commuting by personal vehicle, reflecting the continued reliance on the road network for mobility. Other modes of travel include transit, walking, and cycling, though these represent a significantly smaller share of commuting patterns.
- **Traffic congestion is a material operational challenge.** Approximately three quarters of respondents report that congestion moderately or significantly impacts their business operations, affecting delivery timelines, travel between job sites, and employee productivity.
- **Businesses rely heavily on road-based transportation.** Employees and business operators frequently travel for work, with the most common range being 1–2 hours per day of work-related travel.
- **Transit limitations remain a barrier.** Many respondents report that employees face challenges using alternatives to driving due to limited transit service frequency or coverage.
- **Support exists for pedestrian improvements,** particularly sidewalk connectivity near schools, transit stops, and commercial areas.
- **Cycling adoption appears limited for commuting among employees,** even if infrastructure improves, suggesting that cycling is unlikely to substantially replace vehicle commuting for most workers in the business community.

2026 RECOMMENDATIONS

Based on the survey results, the Surrey & White Rock Board of Trade recommends the following actions to improve mobility and strengthen transportation reliability for businesses, workers, and residents.

1. **Prioritize investments that improve road network efficiency and reduce congestion.**

Accelerate targeted road infrastructure improvements, including intersection upgrades, corridor improvements, and congestion management that improve travel time reliability for workers, service providers, and goods movement.

2. **Expand transit frequency and connectivity to employment areas.**

Increase service frequency and expand routes connecting residential areas with key employment centres in Surrey and across the South of Fraser region to provide more viable commuting alternatives for workers.

3. **Strengthen regional transportation planning and coordination.**

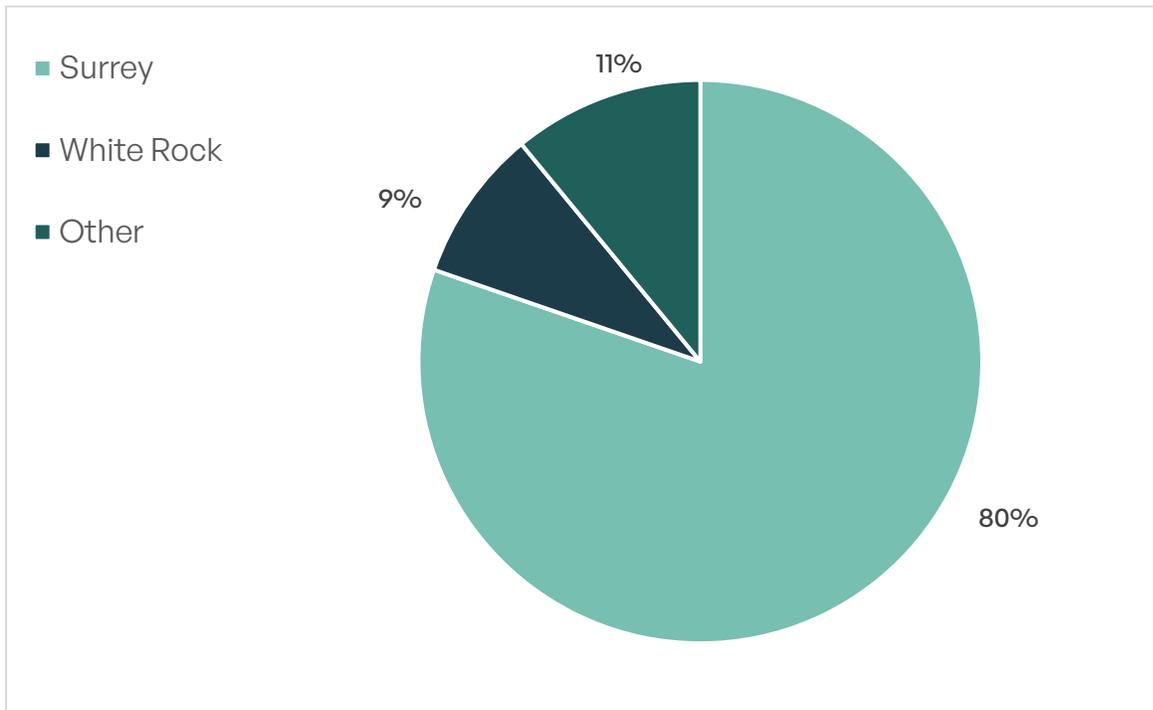
Local governments across Metro Vancouver should work collaboratively to align transportation investments and planning decisions, recognizing that workforce mobility and business activity frequently cross municipal boundaries and require a coordinated regional approach.

Overall, the survey indicates that respondents prioritize improvements that increase transportation reliability, reduce congestion, and improve connectivity for goods movement and workforce mobility. While active transportation investments receive moderate support, road network efficiency and transit accessibility remain the leading priorities for the business community and residents.

Detailed Survey Analysis

The following are questions that are asked in each annual Surrey Roads Survey, with some new additions based on evolving priorities. Answers are shown 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.

Question 1: Which municipality is your business located in?

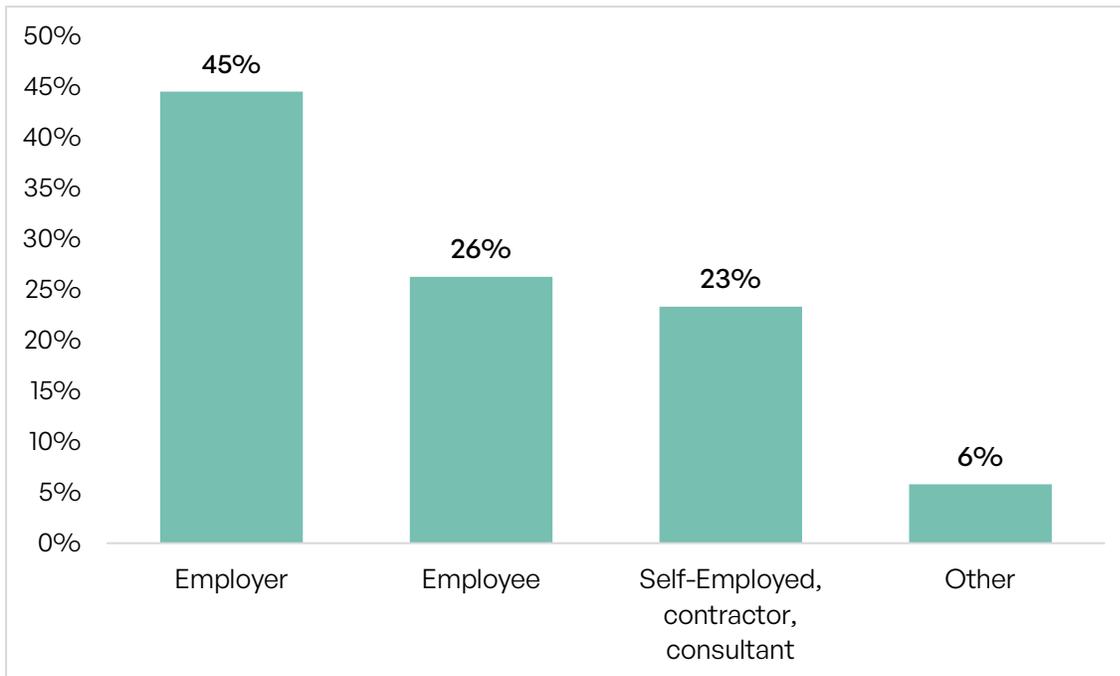


Most respondents work in Surrey, with a smaller share in White Rock and other municipalities. This confirms that the survey findings primarily reflect the experiences of businesses operating in Surrey's transportation network.

The concentration of respondents in Surrey emphasizes the importance of examining local transportation conditions, particularly road congestion and commuting patterns within the city.

However, responses from businesses outside Surrey, such as in Langley, Burnaby, and Delta reinforces that transportation and connectivity is not isolated to one jurisdiction; it is a regional issue that affects business competitiveness and mobility across Metro Vancouver.

Question 2: What best describes you?



*Categories without adequate responses not shown.

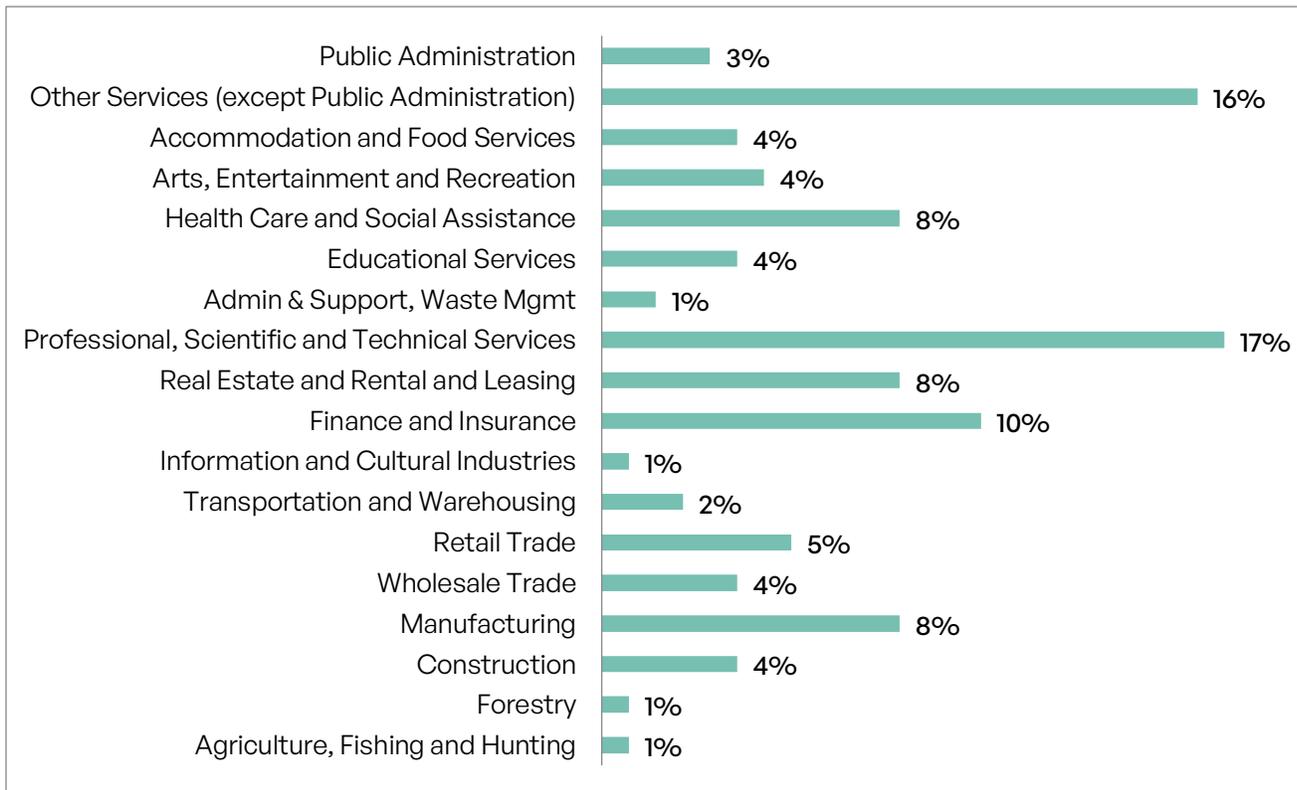
In each survey conducted by the Surrey & White Rock Board of Trade, there are priming questions asked to ensure that the results are indicative of the business community the Board of Trade represents. There are many businesses that are members ranging from sole contractors to employing hundreds, if not thousands of people.

Employers represent the largest group of respondents (45%), meaning the survey results reflect perspectives from individuals responsible for business operations, workforce management, and logistics decisions.

Employees (26%) and independent contractors (23%) also represent a significant share of respondents, providing insights into daily commuting experiences and workplace mobility challenges.

This combination provides a balanced perspective that captures both strategic operational concerns (from employers) and day-to-day transportation experiences (from employees).

Question 3: What sector or industry do you operate in?¹



*Categories without adequate responses not shown.

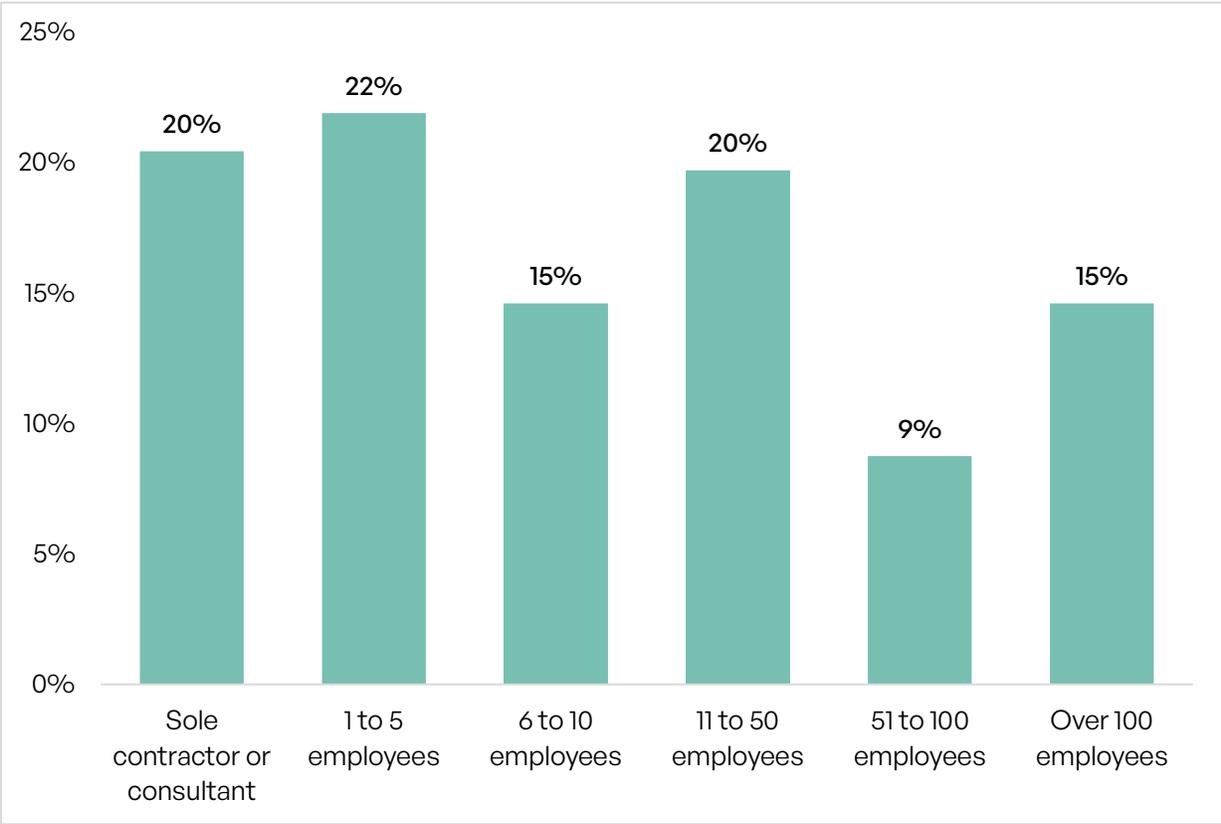
Respondents represent a diverse cross-section of industries, including professional, scientific, and technical services (17%), finance and insurance (10%), manufacturing (8%), real estate and rental (8%), and health care and social assistance (8%). Smaller representation was observed in primary industries such as agriculture and forestry.

The broad industry mix mirrors Surrey and White Rock’s diversified economy. Many sectors represented rely heavily on workforce mobility, client visits, service calls and supply deliveries.

Even sectors not traditionally considered transportation intensive, such as professional services, often require employees to travel between clients, offices, and project sites, reinforcing the importance of reliable transportation infrastructure.

¹ North American Industry Classification System (NAICS) based categories.
<https://www23.statcan.gc.ca/imdb/p3VD.pl?Function=getVD&TVD=1369825>

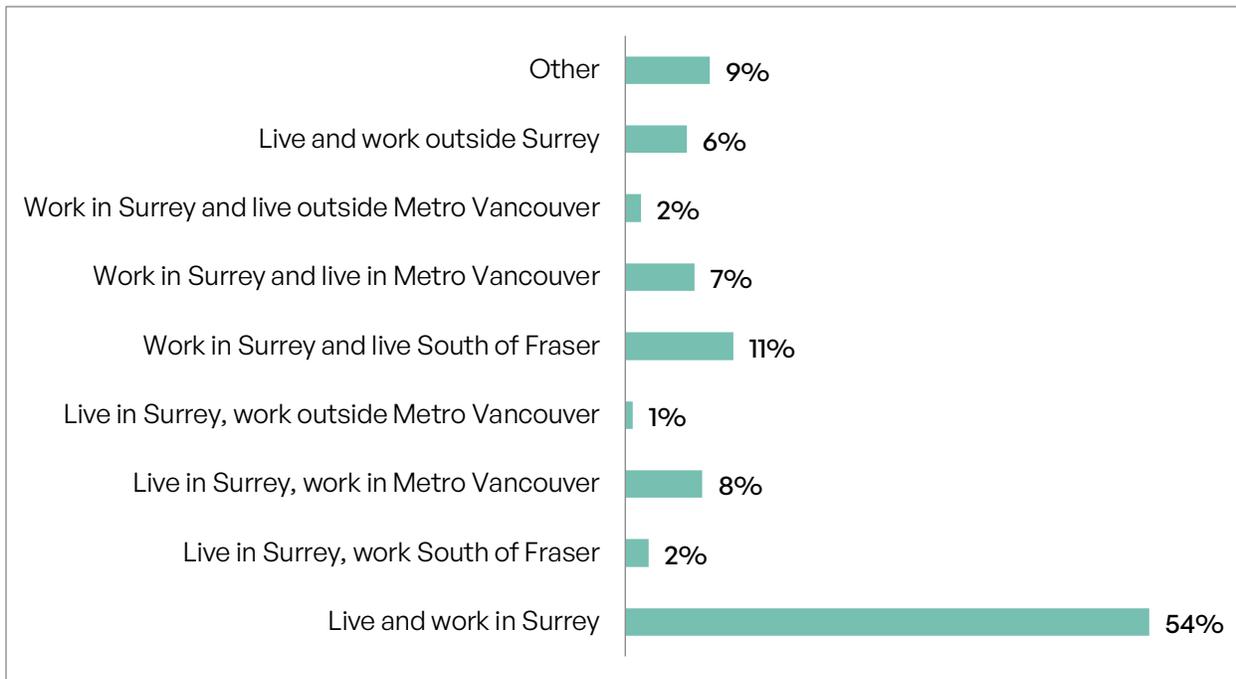
Question 4: How many individuals work for your company?



The results indicate strong representation from small and medium-sized businesses, which make up the majority of Surrey and White Rock’s business community. However, the presence of mid-sized employers suggests that the survey also captures perspectives from organizations with larger workforces and more complex mobility needs.

Small and medium-sized businesses typically have less operational flexibility when transportation disruptions occur, directly impacting service delivery, client meetings, and scheduling efficiency. Unlike larger employers that may have more of a distributed workforce, multiple facilities, and a logistics department, smaller firms often depend on direct travel by owners and staff.

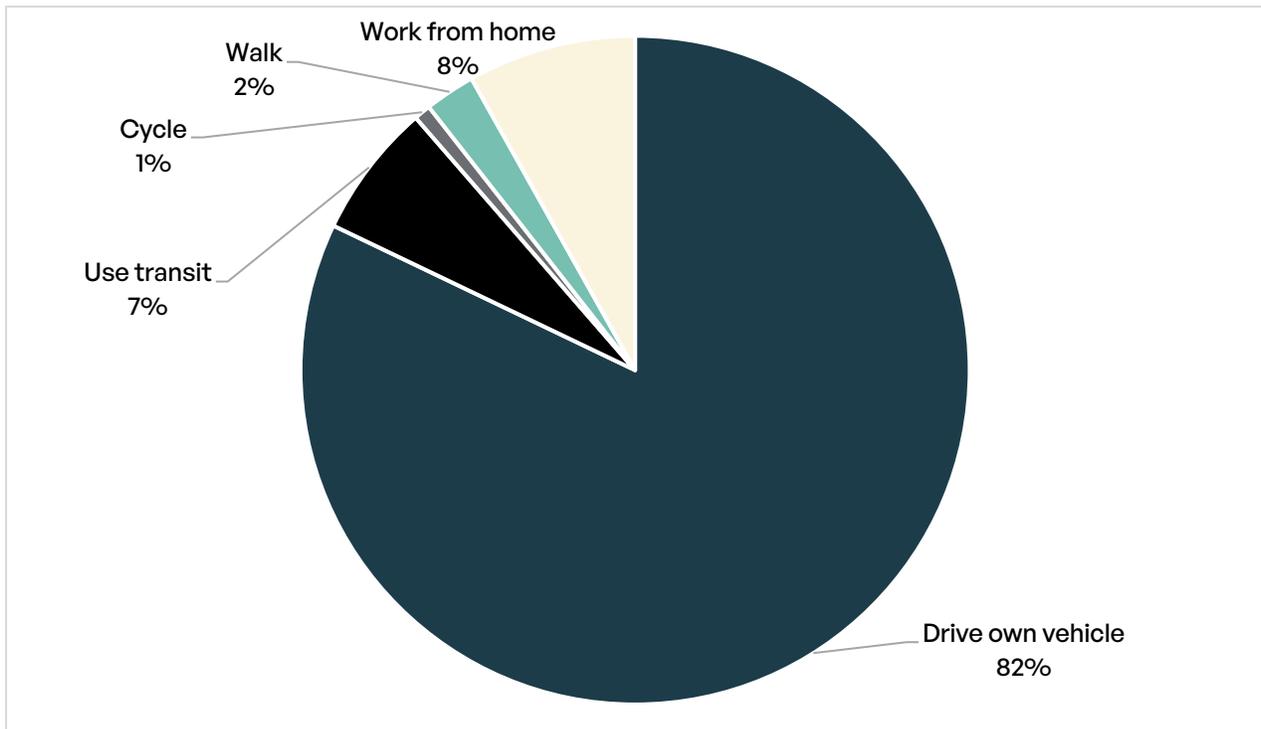
Question 5: Where do you live and work?



Many respondents both live and work within Surrey, though a meaningful portion of respondents commute across municipal boundaries. This reflects Surrey's role as both a major employment centre and a residential hub within Metro Vancouver.

These findings highlight the importance of regional transportation connectivity, particularly between Surrey and surrounding municipalities such as White Rock, Langley, Delta, Richmond, and Vancouver.

Question 6: How do you usually get to work?



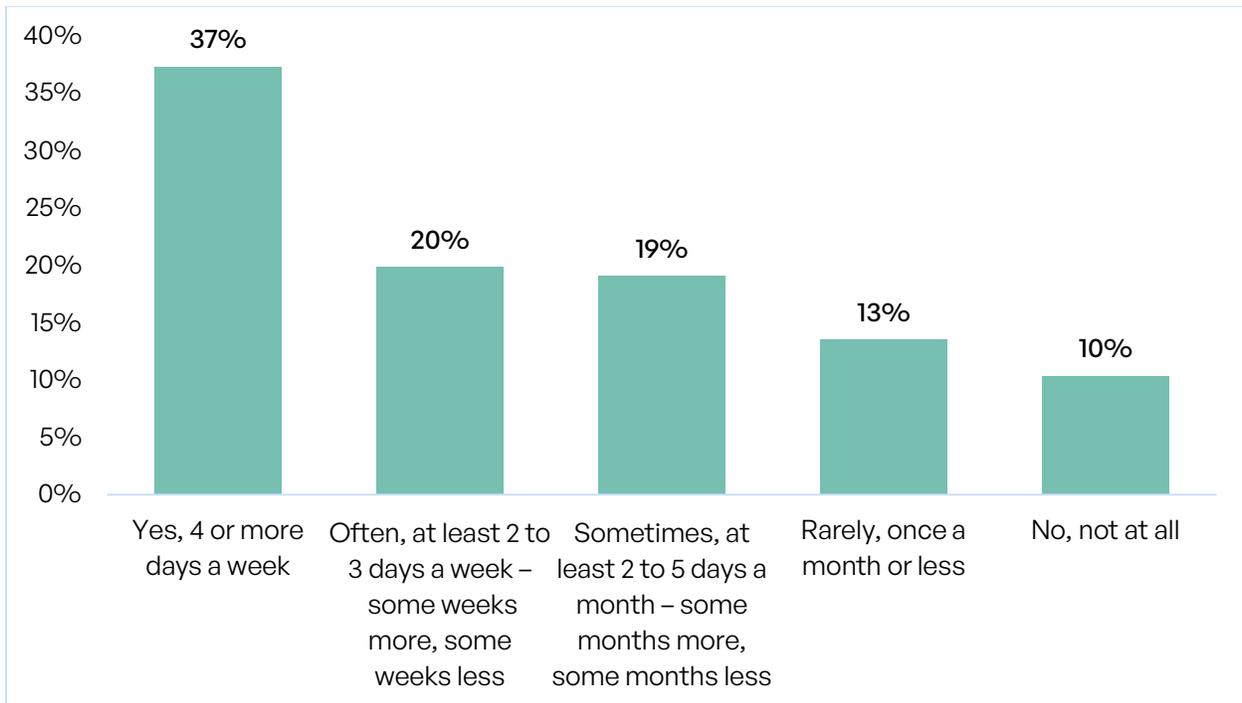
The results demonstrate that personal vehicles are the dominant commuting mode for commuters, with approximately four out of five respondents relying on driving to reach their workplace. This level of dependence reflects the geographic and transportation realities of Surrey and the broader South of Fraser region, where employment centres, residential communities, and commercial districts are often spread over larger distances.

Transit use represents a relatively small share of commuting behaviour among respondents. While some workers use transit, it currently serves only a small portion of the surveyed population compared to private vehicles. Walking and cycling account for a minimal share of commuting, likely reflecting both longer commuting distances and infrastructure limitations in many areas.

For comparison, in the 2025 Surrey Roads Survey, 4.3% of respondents indicated that they work from home. In this year's survey, that share increased to 8%, suggesting that hybrid and remote work arrangements introduced during the COVID-19 pandemic continue to persist within the business community. While this represents a noticeable increase from the previous year, the overall proportion remains relatively small compared to the number of respondents who continue to commute to a physical workplace on a regular basis. Further insight into work-from-home patterns is provided in Question 8.

Overall, the results highlight that road infrastructure and traffic conditions remain critical determinants of workforce mobility for the majority of businesses and employees.

Question 7: Do you usually travel during your workday as part of your job? E.g. sales calls, goods deliveries, service provider, etc.



The results indicate that work-related travel is a routine part of the job for a significant share of respondents. More than half report traveling during the workday multiple times per week, and over one-third report doing so four or more days per week.

This finding highlights that transportation infrastructure is not only important for commuting but also for day-to-day business operations. Many businesses depend on employees traveling between job sites, client meetings, service calls, or project locations throughout the workday.

For industries such as construction, consulting, professional services, and sales, work-related mobility is an integral part of service delivery. As a result, delays caused by congestion or transportation inefficiencies can reduce productivity and limit the number of appointments or job sites employees can visit in a day.

These findings emphasize that transportation planning should consider both commuting patterns and business travel during the workday, as both have significant economic implications.

Question 8: How many days per week do you work from home?

	2023	2024	2025	2026
0 days	41%	41%	48%	48%
1 days	7%	13%	16%	15%
2 days	14%	10%	18%	12%
3 days	14%	16%	8%	10%
4 days	3%	2%	3%	2%
5 days	23%	18%	8%	13%

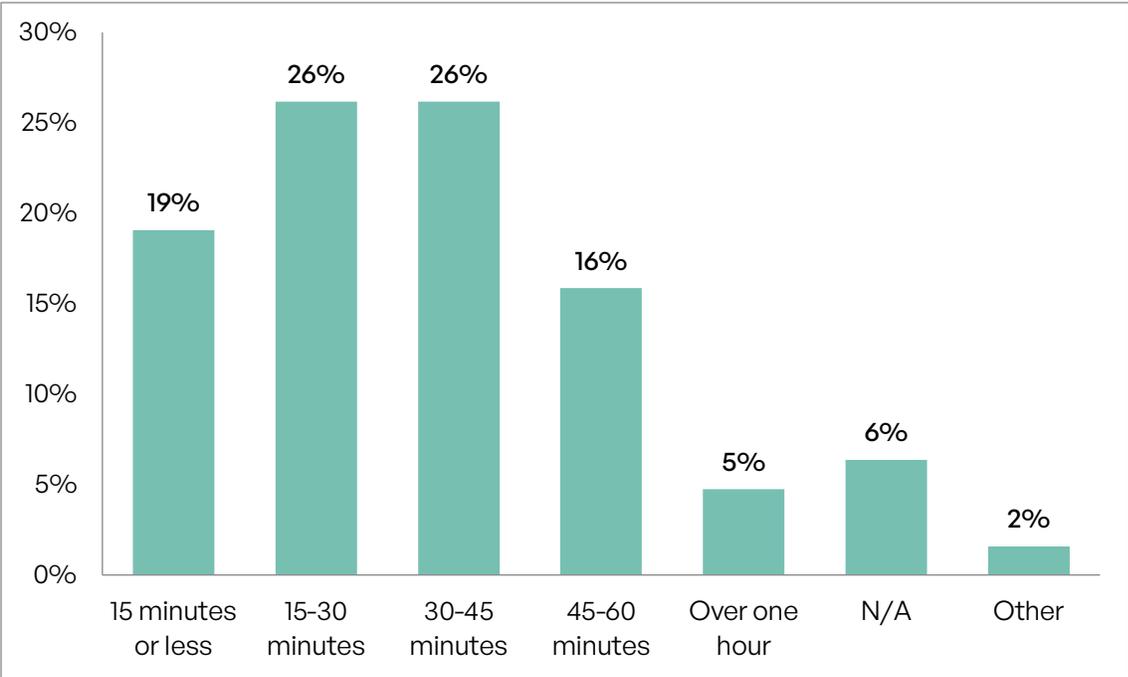
The results show that in-person work remains dominant, while hybrid work has stabilized rather than continued to grow.

In 2026, 48% of respondents report working from home 0 days per week, unchanged from 2025 but notably higher than 41% in both 2023 and 2024. This indicates a post-pandemic normalization, where many workers, particularly in operations, trades, and service-oriented roles have returned to fully on-site.

At the same time, hybrid work remains a persistent secondary trend. A combined share of respondents continue to work from home 1–3 days per week, though the distribution has shifted year-over-year. Notably, the percentage working from home 2–3 days per week has fluctuated, suggesting that while hybrid work is still present, it is not the dominant model across the workforce. Full-time remote work (5 days per week) shows a decline from 23% in 2023 to 13% in 2026, despite a slight rebound from 2025.

From a transportation perspective, these trends suggest that while hybrid work may slightly reduce peak demand on certain days, it has not fundamentally altered the need for improved transportation infrastructure. The majority of workers are still commuting regularly, with some throughout the day, and depend on reliable road networks. As a result, transportation planning should continue to prioritize reliability and regional connectivity.

Question 9: How long is your average commute one-way?



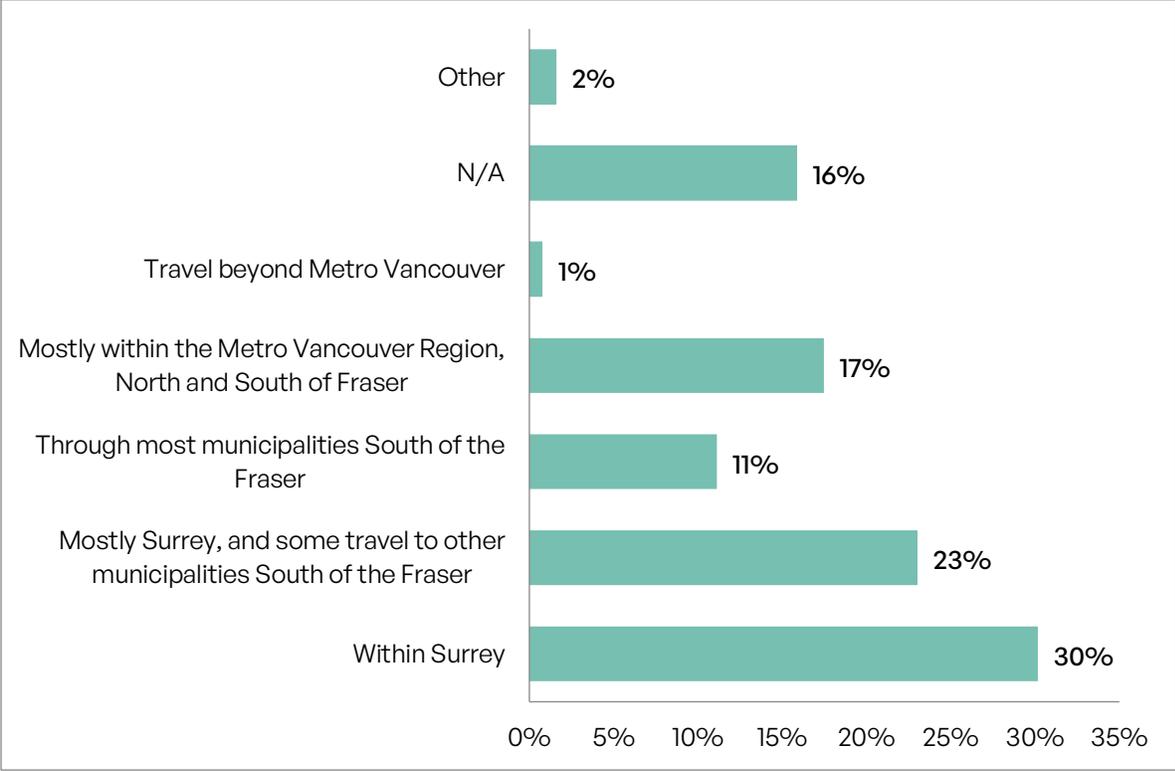
The results indicate that most respondents experience moderate commute lengths, with the most common ranges being 15–30 minutes and 30–45 minutes. Together, these two categories account for over half of all responses.

This suggests that many respondents commute within Surrey or between neighbouring municipalities, rather than traveling extremely long distances. However, a significant share still reports commute times approaching or exceeding one hour, reflecting cross-regional travel within Metro Vancouver.

Longer commute times can affect employee well-being and job satisfaction while also influencing business recruitment and retention. Those facing lengthy commutes may be more sensitive to traffic delays, fuel costs, and transportation reliability.

These findings reinforce the importance of transportation investments that improve travel efficiency and reduce congestion, particularly along key regional corridors connecting residential communities to employment centres.

Question 10: If you drive for work, where do you do most of your driving?

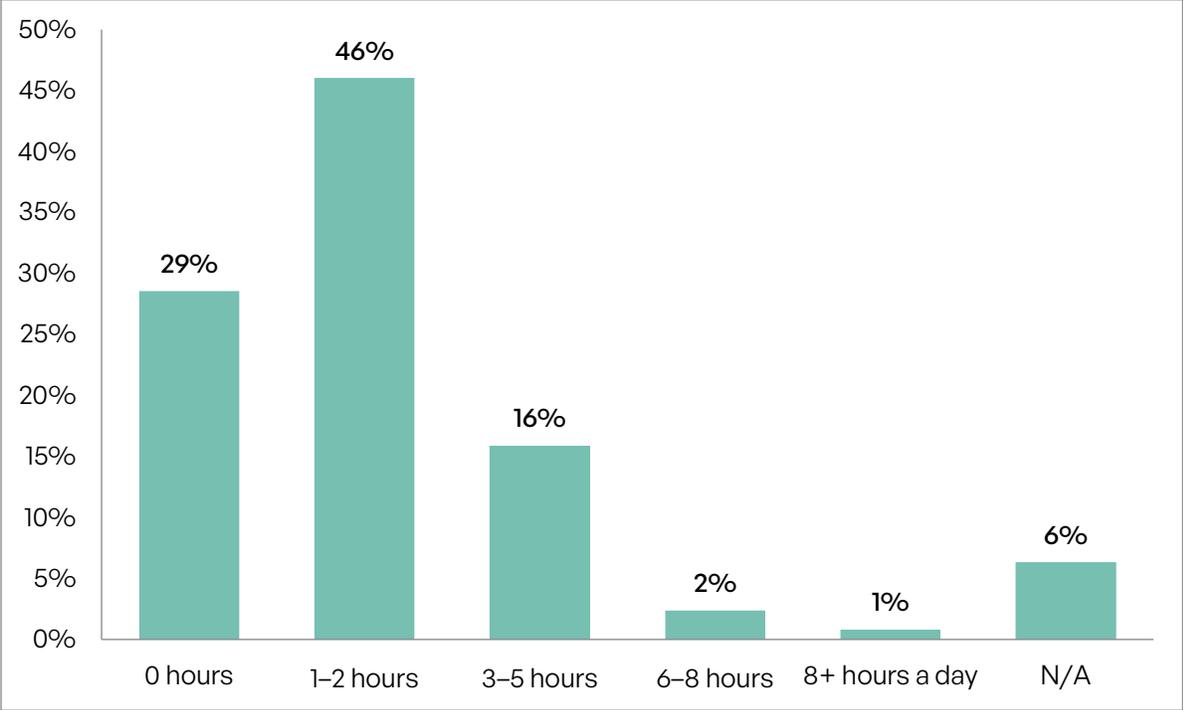


The results indicate that most work-related driving occurs within Surrey or within the broader South of Fraser region. However, a substantial number of respondents also travel beyond Surrey to other parts of Metro Vancouver.

Businesses frequently operate across municipal boundaries, meaning that transportation challenges in Surrey are closely connected to broader regional infrastructure conditions.

For example, employees traveling between Surrey, White Rock, Langley, Delta, and other municipalities rely on major regional corridors to conduct daily business activities. Congestion or inefficiencies along these routes can therefore affect business operations across the entire region.

Question 11: Excluding your commute, approximately how many hours per day do you spend traveling for work?



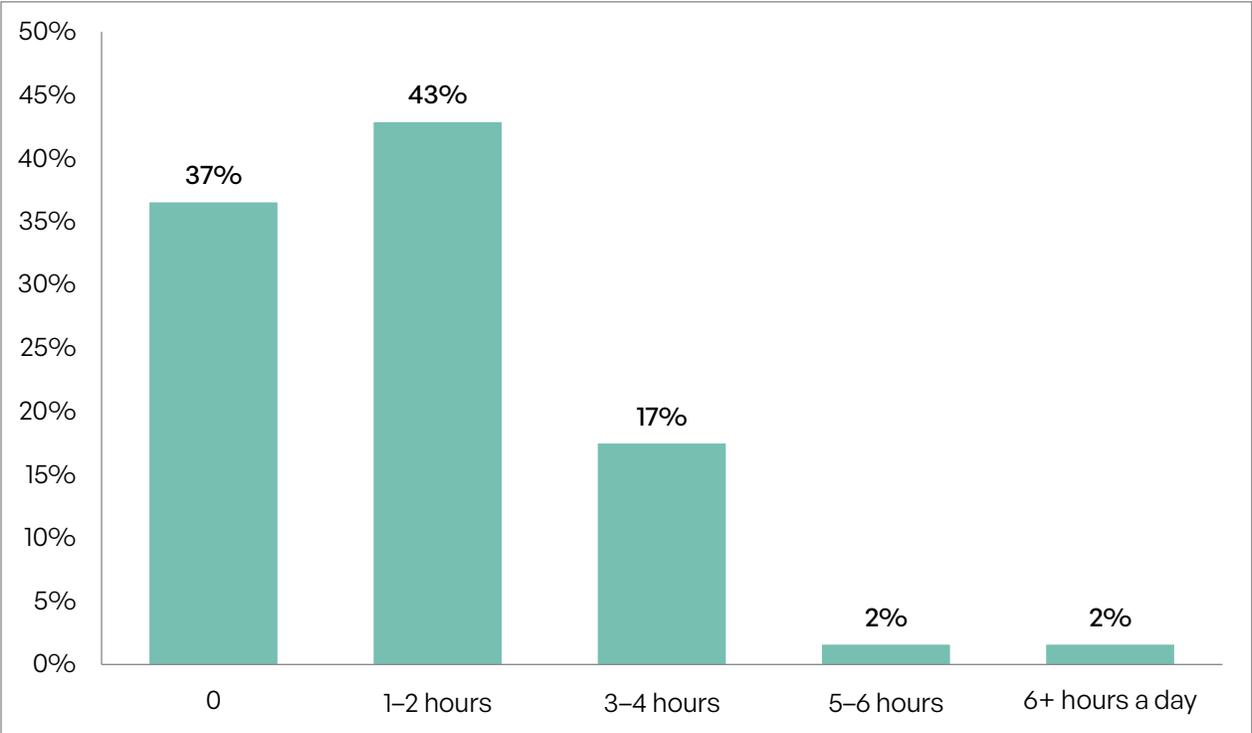
Nearly half of respondents spend 1–2 hours driving during the workday, while an additional 19% spending three hours or more traveling for work-related purposes.

This demonstrates that driving is not limited to just commuting — it is also a core operational requirement for many businesses. Employees frequently travel between worksites, clients, suppliers, or service locations.

This pattern suggests that road reliability and congestion can directly influence business productivity. When travel times increase due to congestion, businesses may experience:

- reduced number of appointments per day;
- higher fuel and vehicle operating costs;
- scheduling disruptions;
- reduced efficiency for mobile workforces.

Question 12: Excluding commuting, approximately how many hours per day does the average employee in your company spend traveling for work?

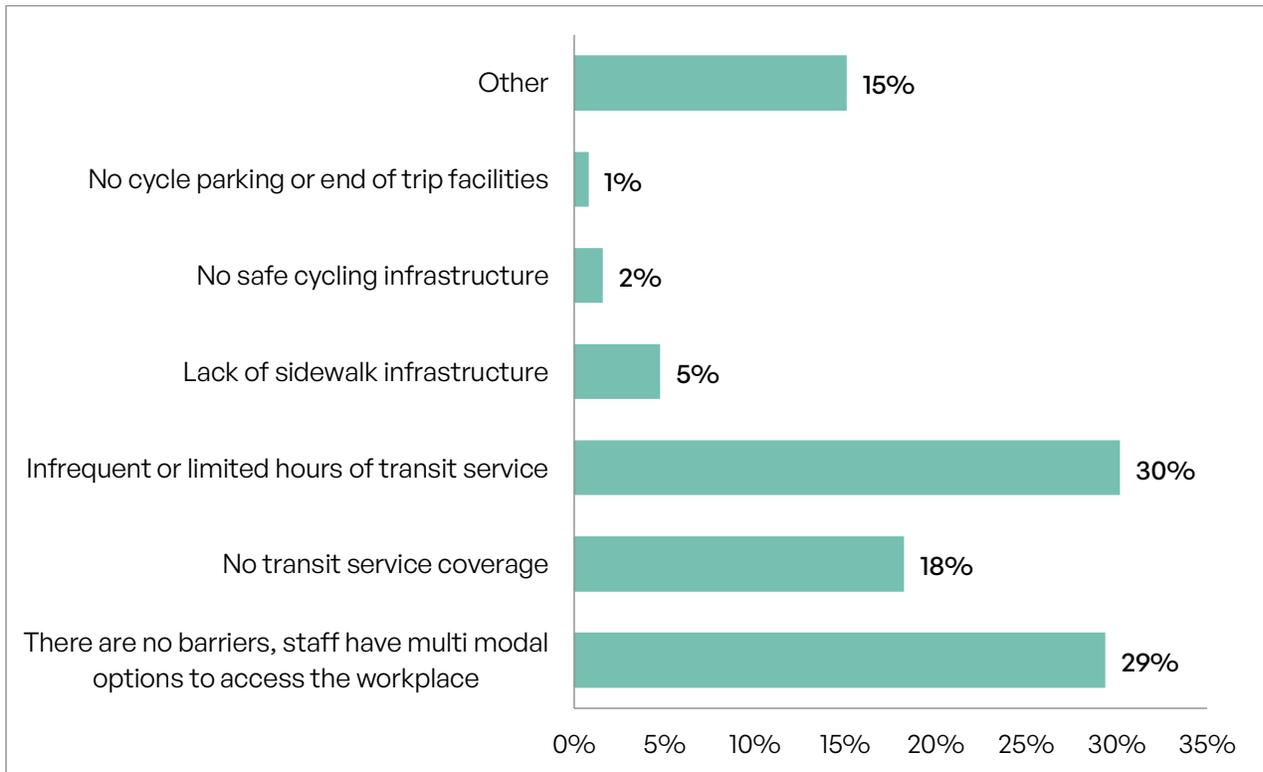


The responses largely mirror those from Question 11, indicating that employee travel patterns align closely with those of business operators. These results also confirm that many industries represented in the survey rely on mobile employees. Workers frequently travel throughout the workday to perform services or to manage projects.

Industries such as construction, professional services, maintenance, logistics, and consulting often require workers to travel between multiple locations.

This reinforces the importance of efficient road corridors and predictable travel times. Even small increases in congestion can reduce operational efficiency for businesses with employees traveling throughout the day.

Question 13: Do your employees face challenges when trying to use alternatives to driving to work?



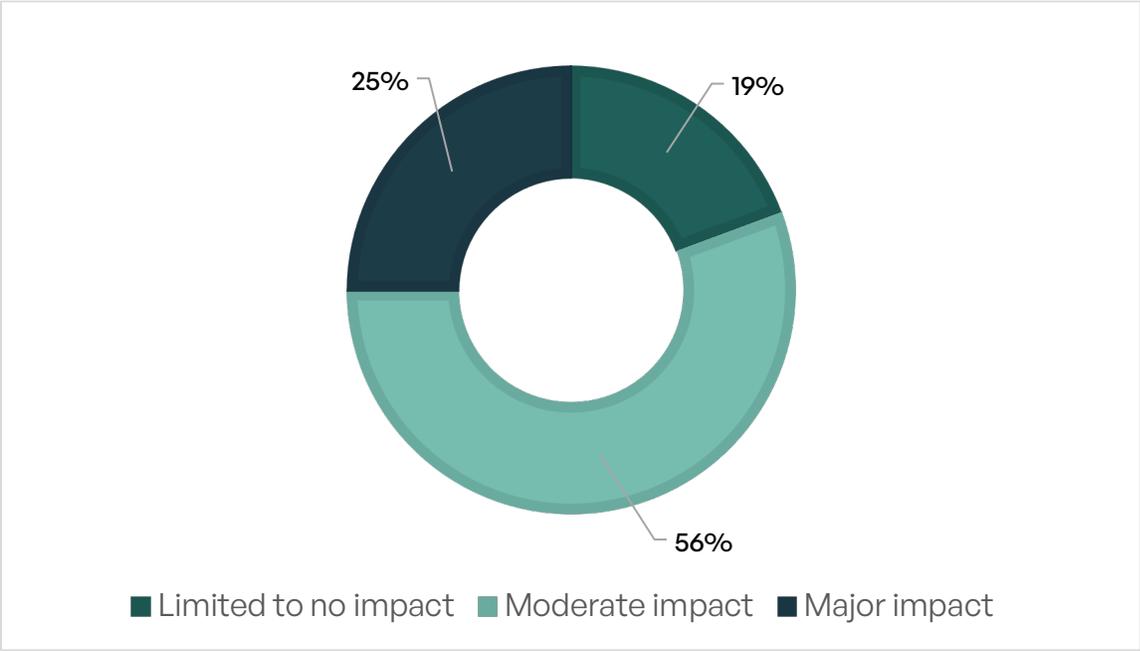
The results suggest that alternative transportation options remain constrained by infrastructure and transit service limitations. Even if employees are open to using alternatives to driving, many cannot do so due to insufficient transit routes, unreliable service, and limited connectivity.

Written submissions in the “other” category include:

- Too much road construction
- Poor SkyTrain to bus connections
- Transit often takes longer than driving
- Cars are required for business travel

These barriers reinforce current commuting patterns and contribute to continued reliance on private vehicles.

Question 14: How much does traffic congestion affect your business operations? E.g., through longer or unpredictable delivery times, delays between job sites, or uncertainty in shipping and receiving goods or services.



Over 80% of respondents report that congestion affects their business operations, with one-quarter describing the impact as major.

This finding represents one of the most significant insights in the survey, as congestion affects businesses in several ways:

- longer travel times between job sites;
- delivery delays;
- higher operating costs;
- reduced workforce productivity; and
- scheduling challenges.

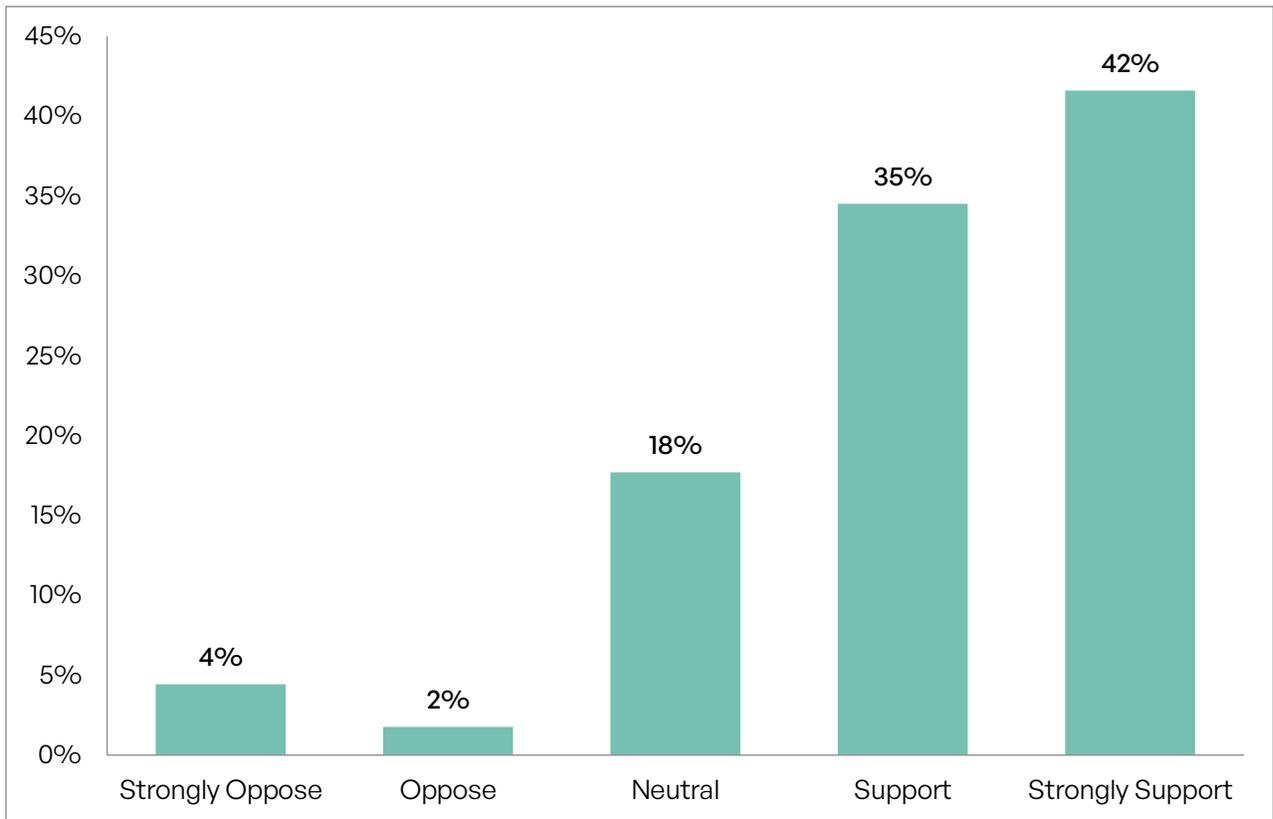
For industries dependent on travel throughout the day, congestion effectively acts as an economic inefficiency within the transportation system.

Question 15: Walking Action Plan

Most residents want to walk more, but many areas in Surrey still lack safe, connected sidewalks. To improve walkability, the plan proposes building sidewalks within:

- A 5-minute walk from schools
- A 5-minute walk from grocery stores and bus stops
- A 5-minute walk from of SkyTrain stations

We asked, to what extent do you support this approach?



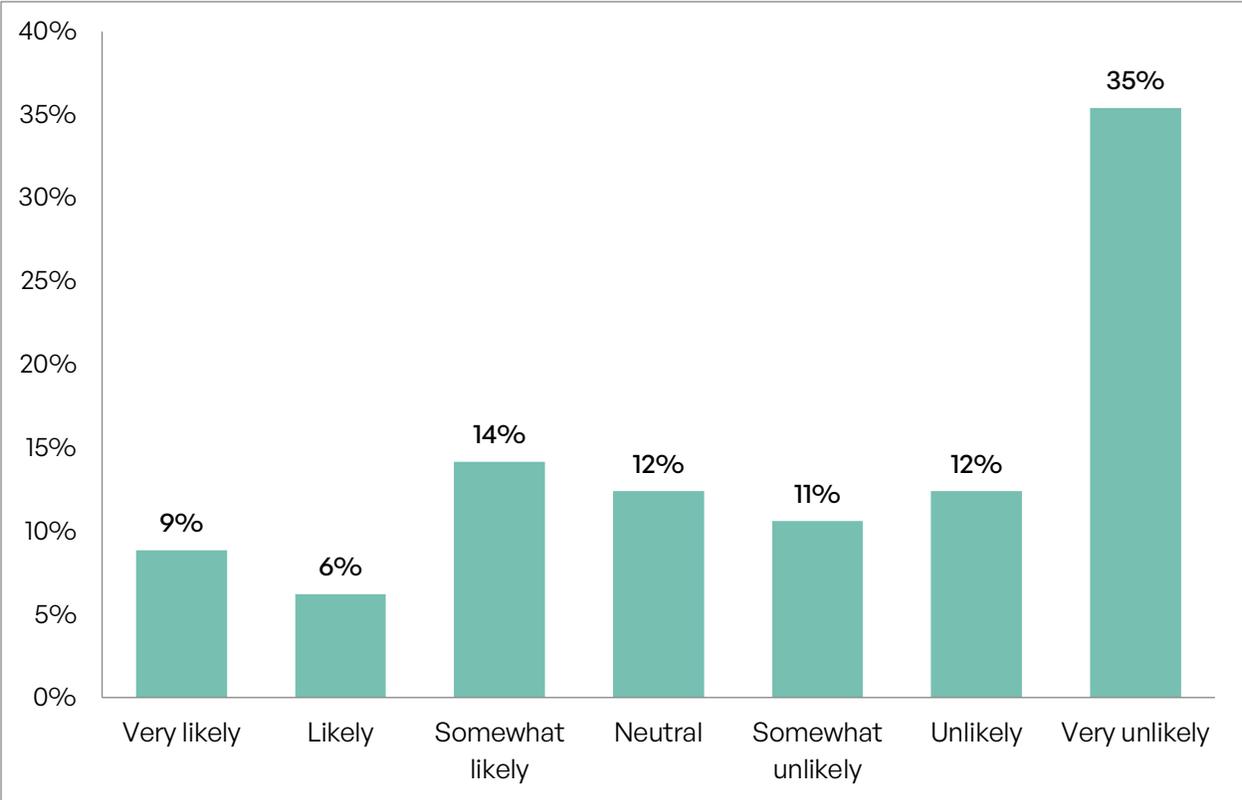
More than 75% of respondents support expanded pedestrian infrastructure.

Businesses and residents appear broadly supportive of investments that improve walkability and pedestrian safety, particularly where such investments improve access to commercial areas or transit.

Question 16: Cycling Action Plan

The City of Surrey indicates about 70% of residents want to cycle more, but safety is the top concern. Surrey is exploring a safe, protected, and connected cycling network in high-traffic areas such as Surrey City Centre and Guildford, which could impact on-street parking or narrow existing lanes.

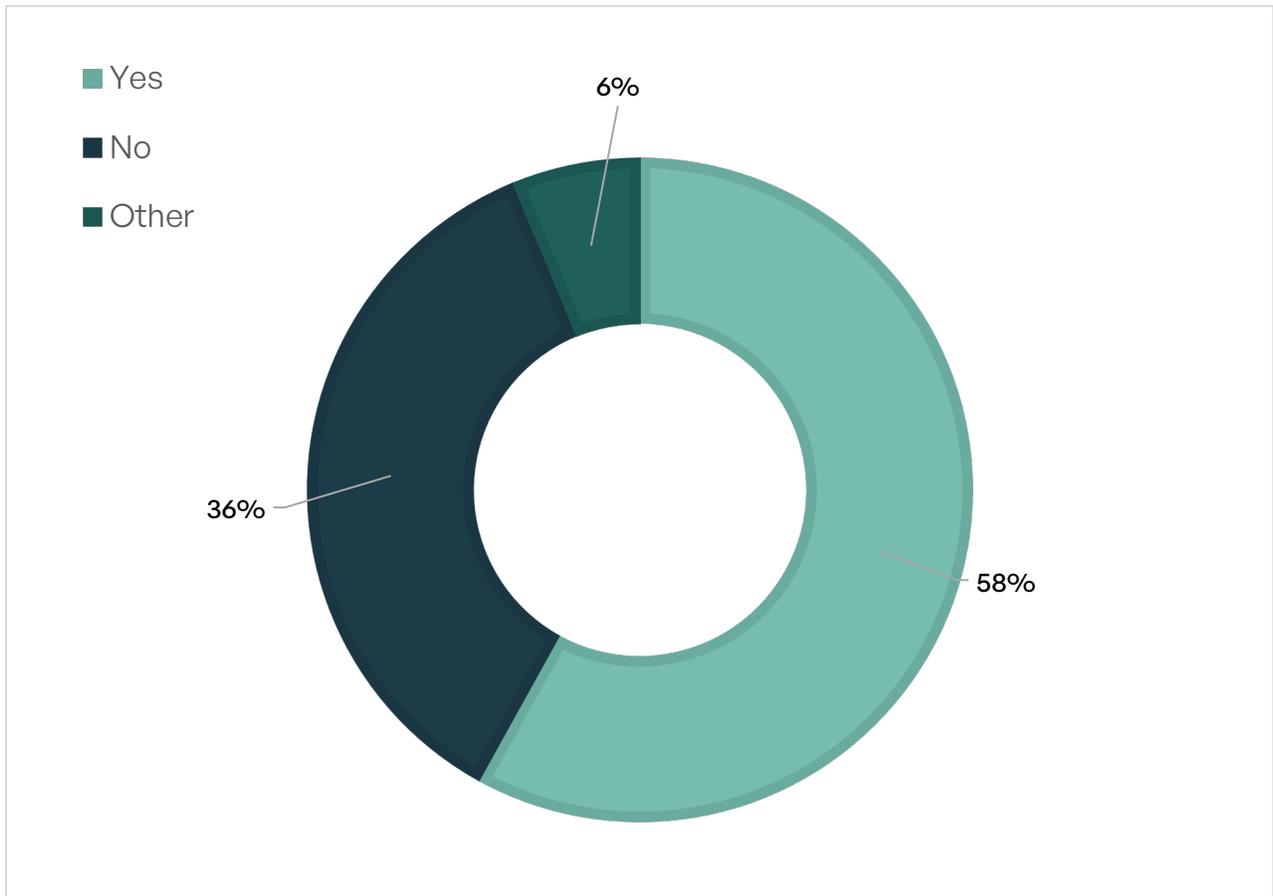
We asked, if Surrey had a safe and connected cycling network were available, how likely would your employees be to cycle to work?



Over half of respondents believe employees are unlikely to commute by bicycle, even with improved infrastructure.

While cycling infrastructure may improve local mobility and livability, businesses generally do not view cycling as a primary commuting mode for their workforce.

Question 17: Would you support the use of micromobility solutions such as e-bikes, and e-scooters?



While support levels vary, micromobility may play a complementary role in urban mobility, particularly for:

- short-distance trips;
- first- and last-mile transit connections; and
- travel within town centres.

However, the broader survey results suggest that micromobility is unlikely to significantly replace vehicle commuting in the near term.

Written submissions in the “other” category indicated that respondents are mostly in support, if there is a proper enforceable return system.

Question 18: Transit Action Plan

There is strong demand for improved transit in Surrey, including more frequent bus service, expanded RapidBus routes, and new rapid transit options like Bus Rapid Transit with dedicated lanes, upgraded stations, and off-board fare payment. The Transit Action Plan works with TransLink to address these needs and advance the T2050 10-Year Priorities for Surrey.

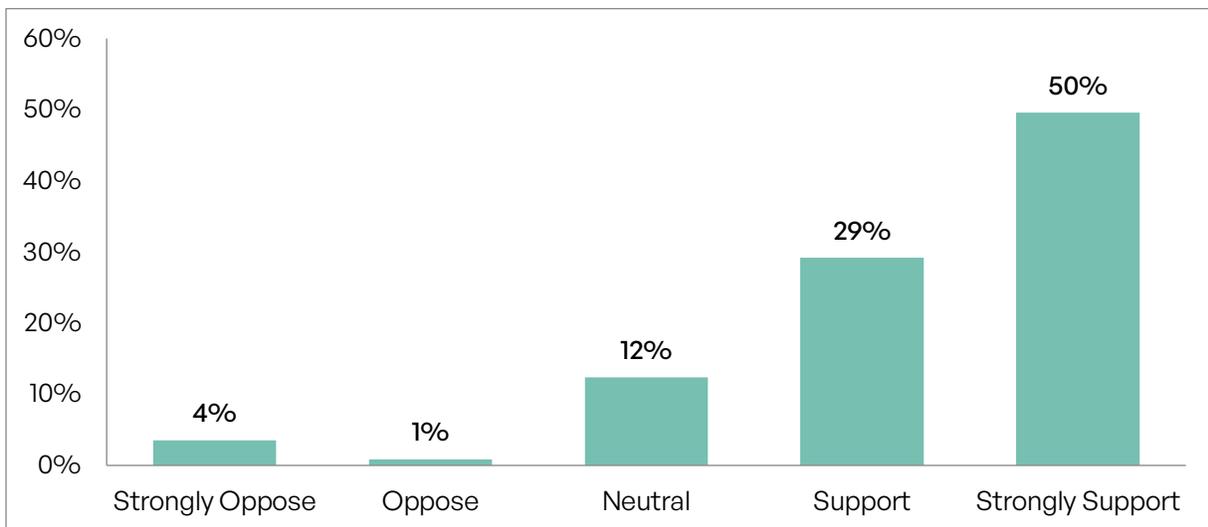
In the next 5 years:

- Deliver SkyTrain on Fraser Highway from King George Station to Langley
- Design study and prepare to deliver Bus Rapid Transit (BRT) on King George Boulevard from Surrey Centre to 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

We asked, to what extent do you support or oppose these transit priorities?



Over 75% of respondents support or strongly support the City of Surrey's five-year and ten-year priorities listed in the Transit Action Plan. Only 5% oppose or strongly oppose, which is consistent with the 2025 Road Survey findings.

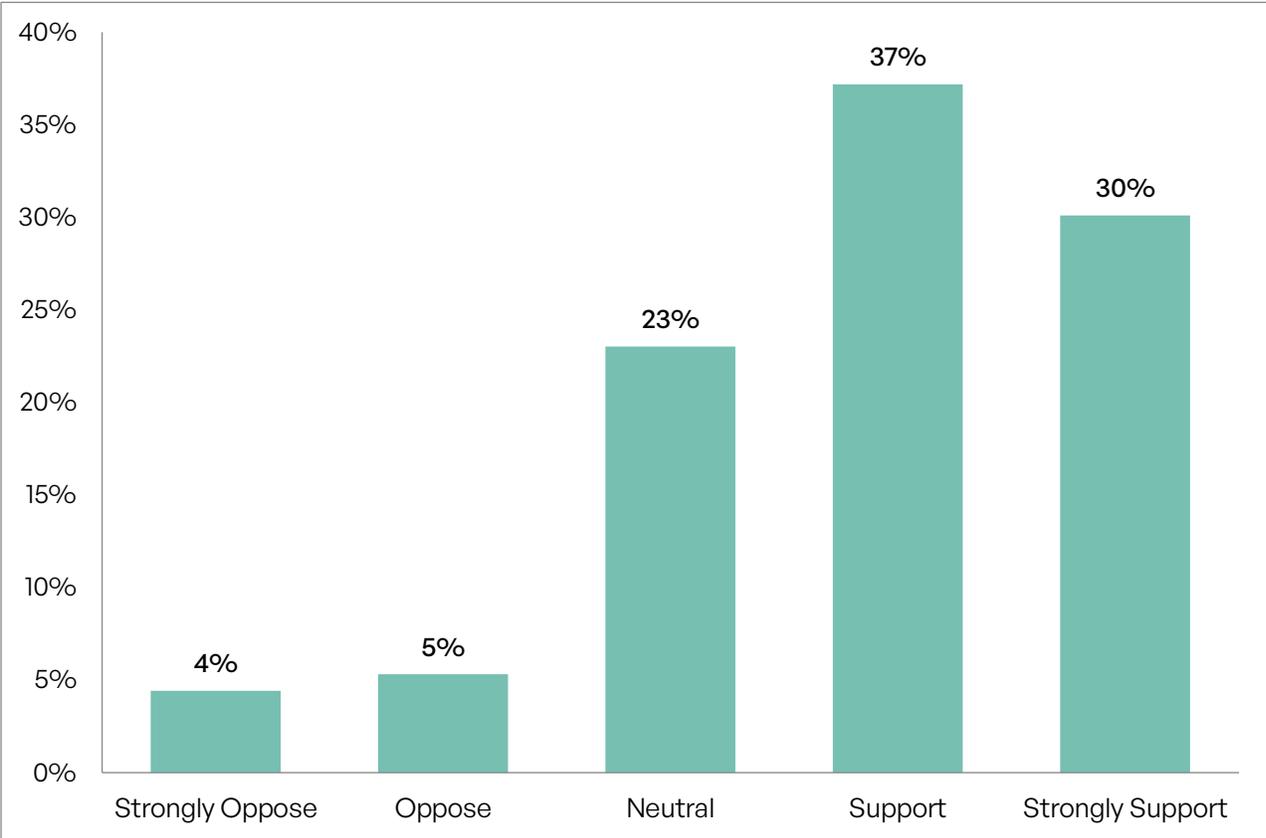
Written submissions by respondents include:

- SkyTrain access from North Surrey to South Surrey, and Highway 99 from South Surrey to Vancouver
- Increased transit options to Port Kells

Question 19: Transit Priority Access

Providing transit priority access improves bus speed and reliability, making it a more practical alternative to driving. A standard 40-foot bus can carry 50–60 passengers, potentially replacing the same number of single-occupancy cars and reducing congestion for everyone.

We asked, to what extent do you support or oppose transit priority measures, such as signal priority or queue jump lanes, that improve bus speed and reliability?



Similarly to Question 18, over two-thirds support transit priority measures designed to improve bus speed and reliability, while 9% oppose or strongly oppose the plan. This year’s results indicate higher opposition to 2025 survey findings (4.8% to 9% opposition).

Results indicate that businesses recognize the value of efficient transit systems, particularly if they improve travel reliability and reduce congestion.

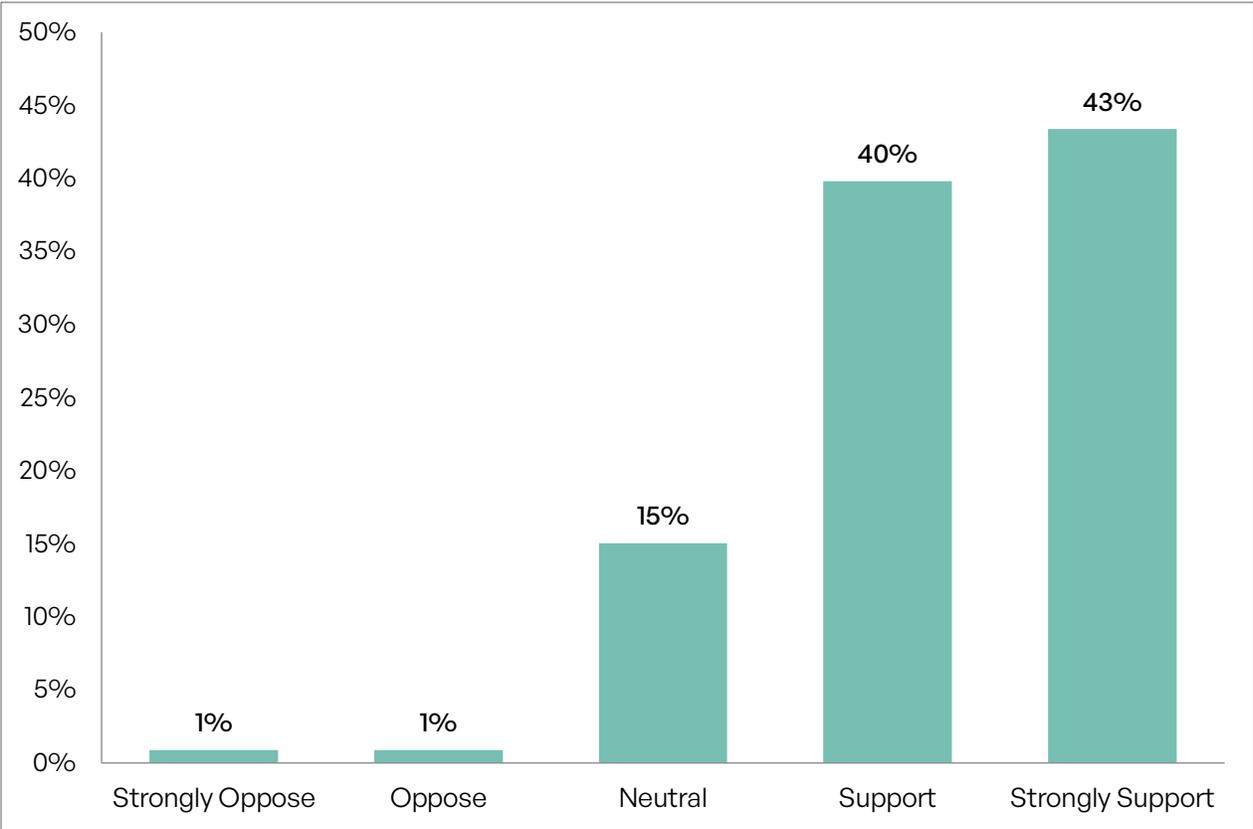
Question 20: Surrey’s Goods and Vehicle Movement Plan

Surrey recognizes that cars and trucks are essential to the city’s economy, as most trips are still made by private vehicle. While sustainable travel options will grow in the future, vehicles will remain a key part of the transportation network.

The City’s Goods and Vehicle Movement Action Plan recommend targeted road expansions in areas that most effectively reduce congestion and support the movement of goods, focusing on:

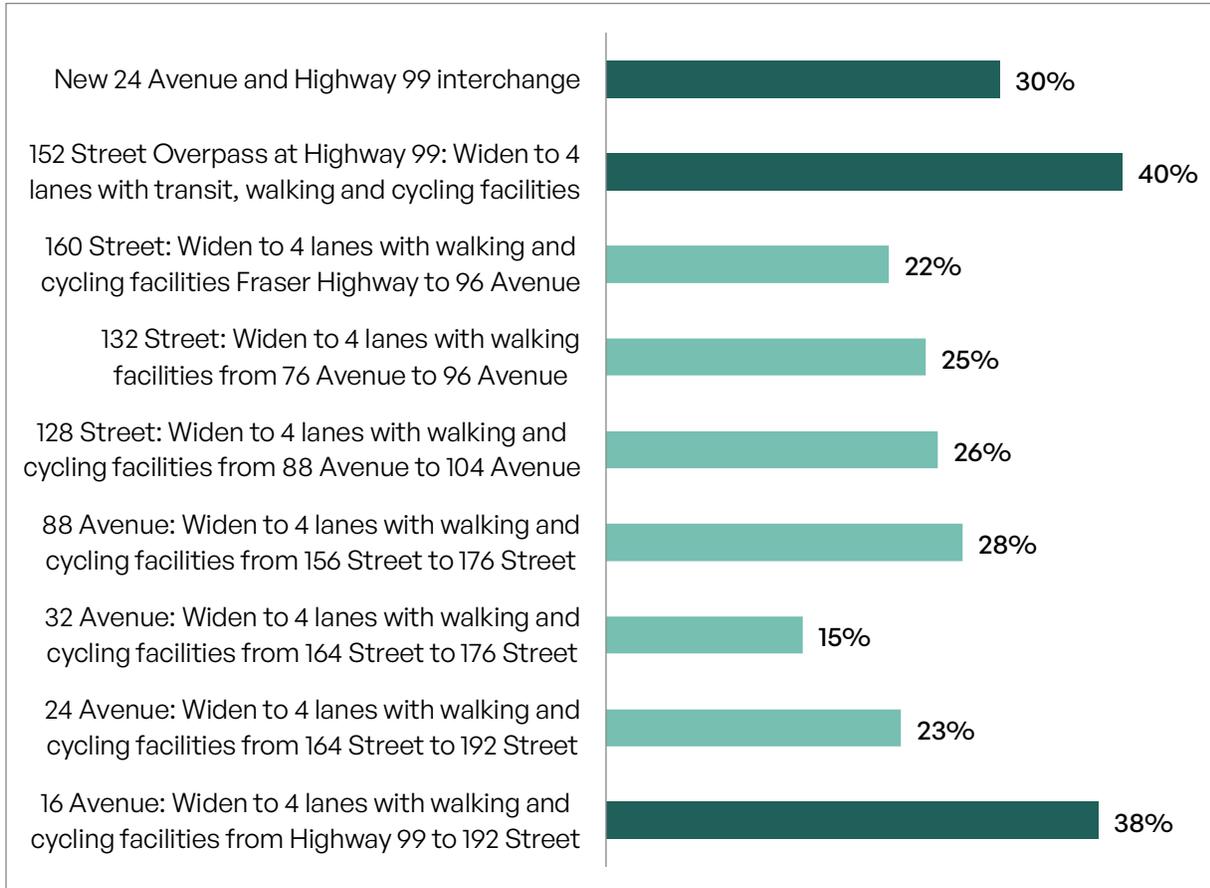
- Completing the arterial road network
- Supporting trades and goods movement, including the Major Road Network and truck routes
- Intersection improvements where investment is most effective at reducing congestion
- Developing intelligent transportation systems to leverage new data and technology

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 (83%).



Question 21: Road corridors improvement priorities

We asked respondents to indicate their top 3 priorities for road corridor improvements; the results indicated the following:



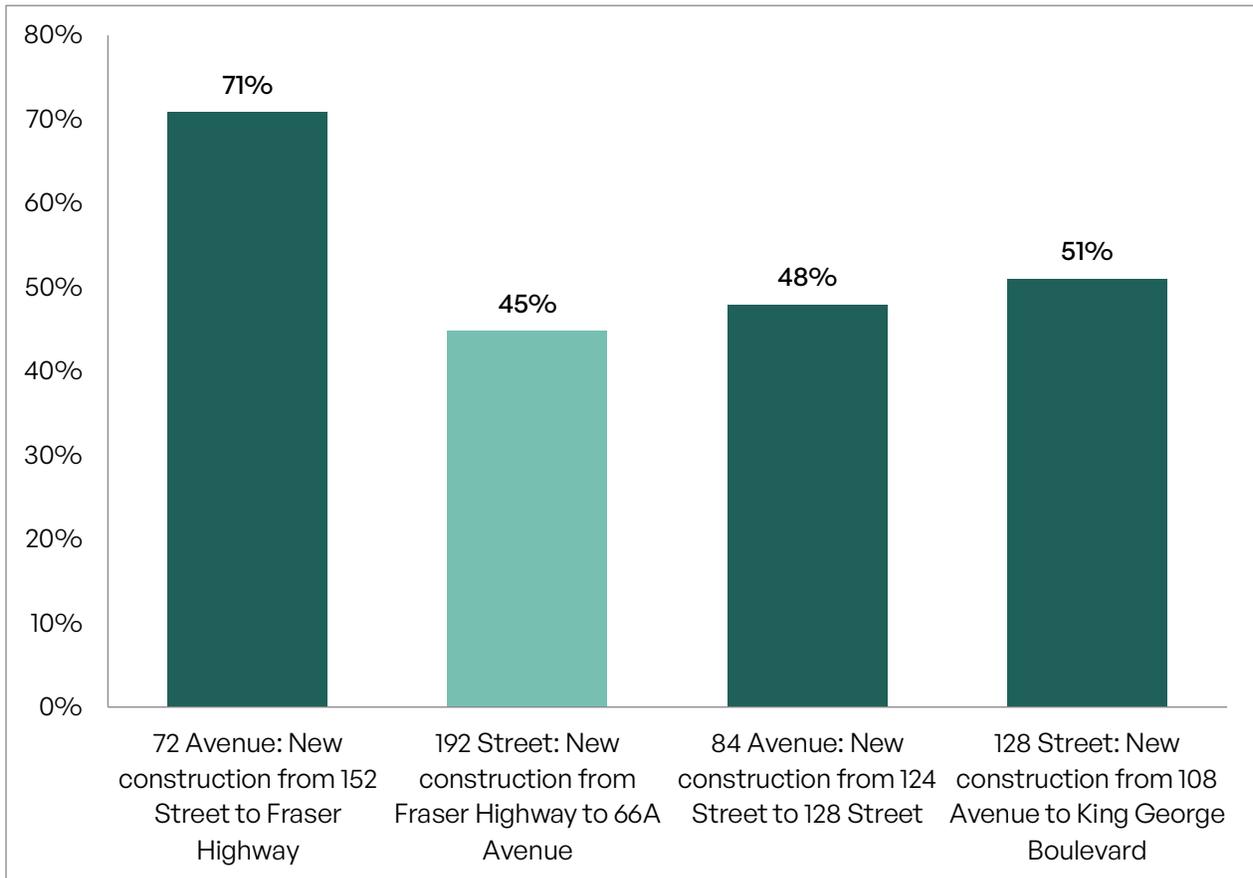
Additional written submissions include:

- Widen 168 Street from 88 Avenue to 96 Avenue
- Widen 148 Street from Fraser Highway to 110 Avenue
- Widen Highway 17
- Widen Highway 91
- Build 3 to 5 overpasses over 176 Street between 96 and 8 Avenue
- Widen 74 Avenue from King George Boulevard to 138 Street
- Widen 138 Street from 72 to 76 Avenue
- Install traffic light at 188 Street and 96 Avenue
- Water transport between Surrey and New Westminster

Question 22: New road connections

Surrey is considering plans for new road connections to improve connectivity and mobility and complete network gaps.

Respondents were asked to indicate their top 3 priorities for new road connections.



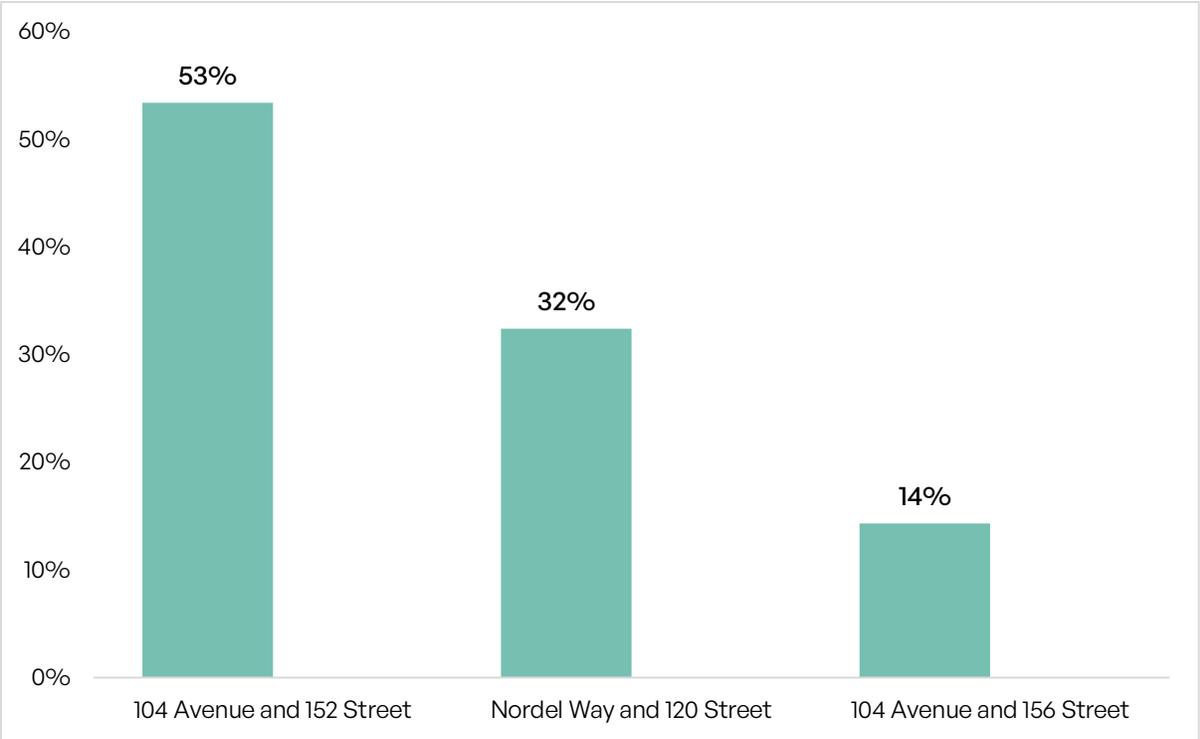
Written submissions include:

- Connecting North and South Surrey more easily
- New construction: 160 Street from 24 to 16 Avenue
- New construction: 160 Street from 96 Avenue to Fraser Highway
- New construction: 160 Street from King George Boulevard to 138 Street

Results largely indicate that respondents are in favour of the City of Surrey's plans for new road connections to improve connectivity.

Question 23: Road intersection improvement priorities

Respondents were asked to rate the following options for road intersection improvements.



These intersections are located along major regional corridors and are known congestion points.

Question 24: Rate the following transit service improvement options.

Respondents were asked to rate the following options:

- Better east/west bus service across Surrey
- More frequent service on existing bus routes
- New/increased bus service to neighbourhoods not served by transit
- Later service on bus routes
- Enhanced bus stops, shelters, benches, and sidewalk access improvements

The results through the options provided and written submission indicate the top priorities as:

1. improved bus stops and shelters;
2. new or expanded bus service to underserved neighbourhoods;
3. better east-west bus service; and
4. increased frequency on existing routes.

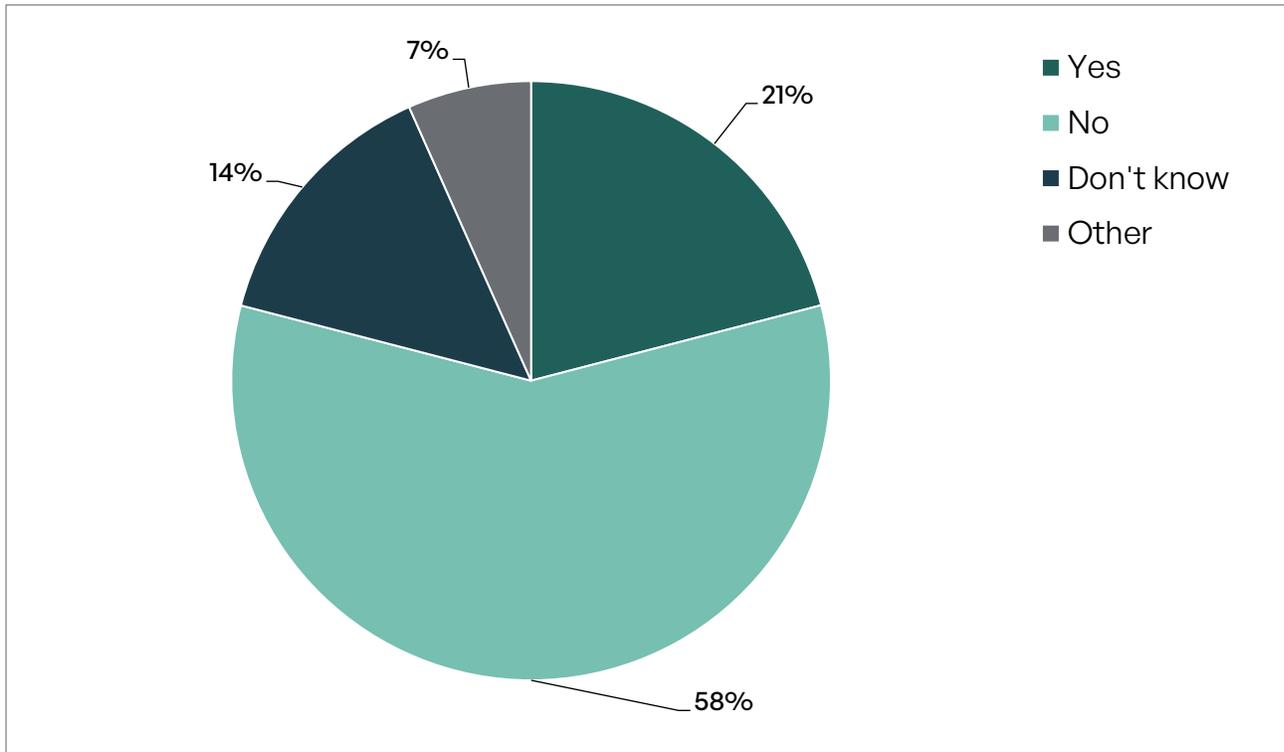
Transit improvements that increase reliability and coverage appear more important to respondents than large-scale structural changes.

This indicates that incremental improvements to service quality could significantly improve transit usability.

Question 25: Reducing speed limits

Since speed is a major factor in collision severity, some municipalities are lowering limits on certain roads, for example, reducing speeds to 40 km/h.

We asked, do you support implementing lower speed limits to help reduce serious collisions in Surrey?



The results indicate that over 50% of respondents oppose reducing speed limits to 40 km/h in Surrey.

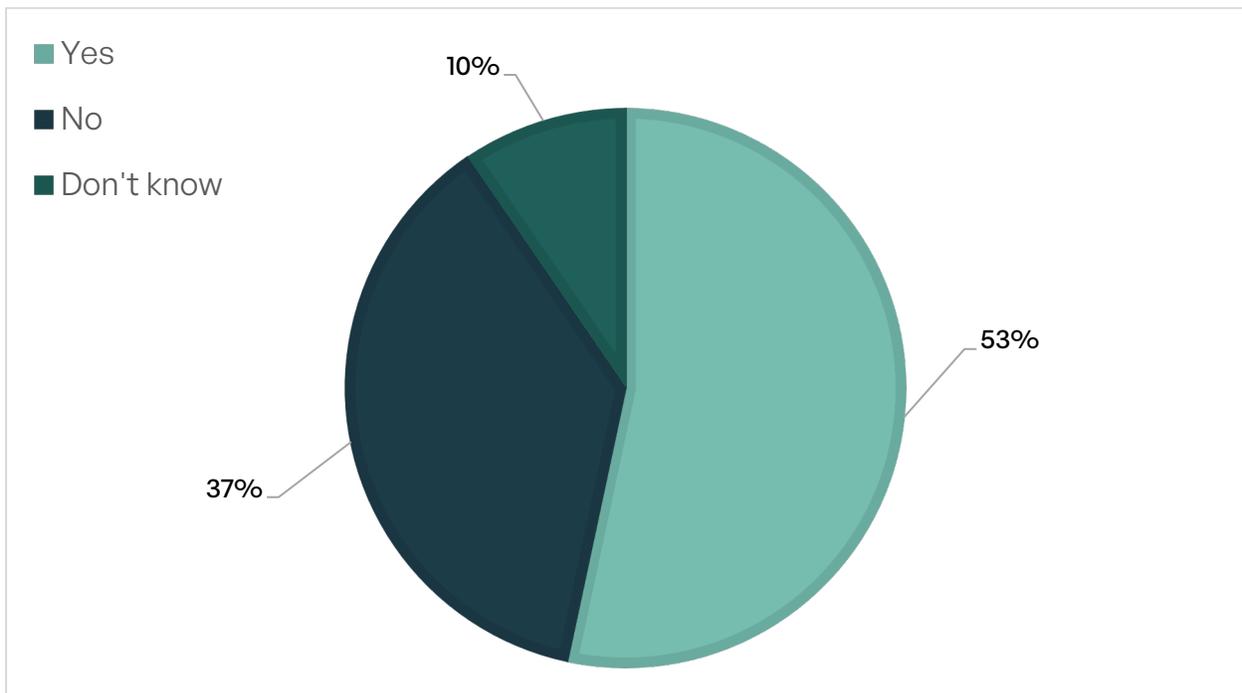
Written submissions in the “other” category note:

- Reducing speed limits should be dependent on the corridor
- Negligence and lack of motor skills are primary factors for accidents, not speed

Question 26: Automated Speed Enforcement

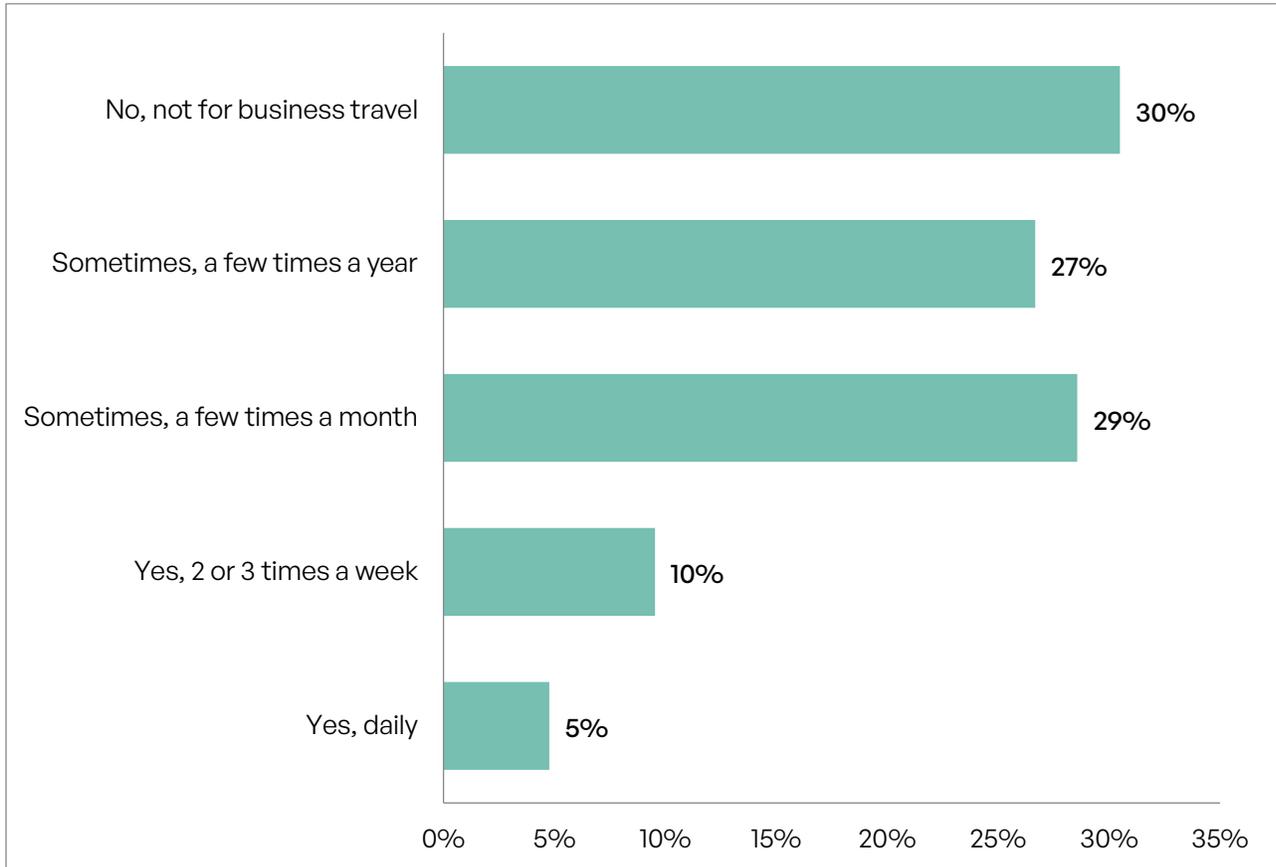
Automated Speed Enforcement (ASE) helps lower speeding and reduce the severity of collisions. Using cameras and speed sensors, ASE identifies vehicles exceeding posted limits. When placed at high-collision intersections or school zones with clear signage, it effectively reduces serious injuries. Currently, seven intersections in Surrey use ASE as part of the Province's Intersection Safety Camera program.

We asked, 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?



The results indicate moderate support for speed enforcement measures, though views remain somewhat divided.

Question 27: Do you use the Pattullo Bridge² (stalawasam) while travelling for business?



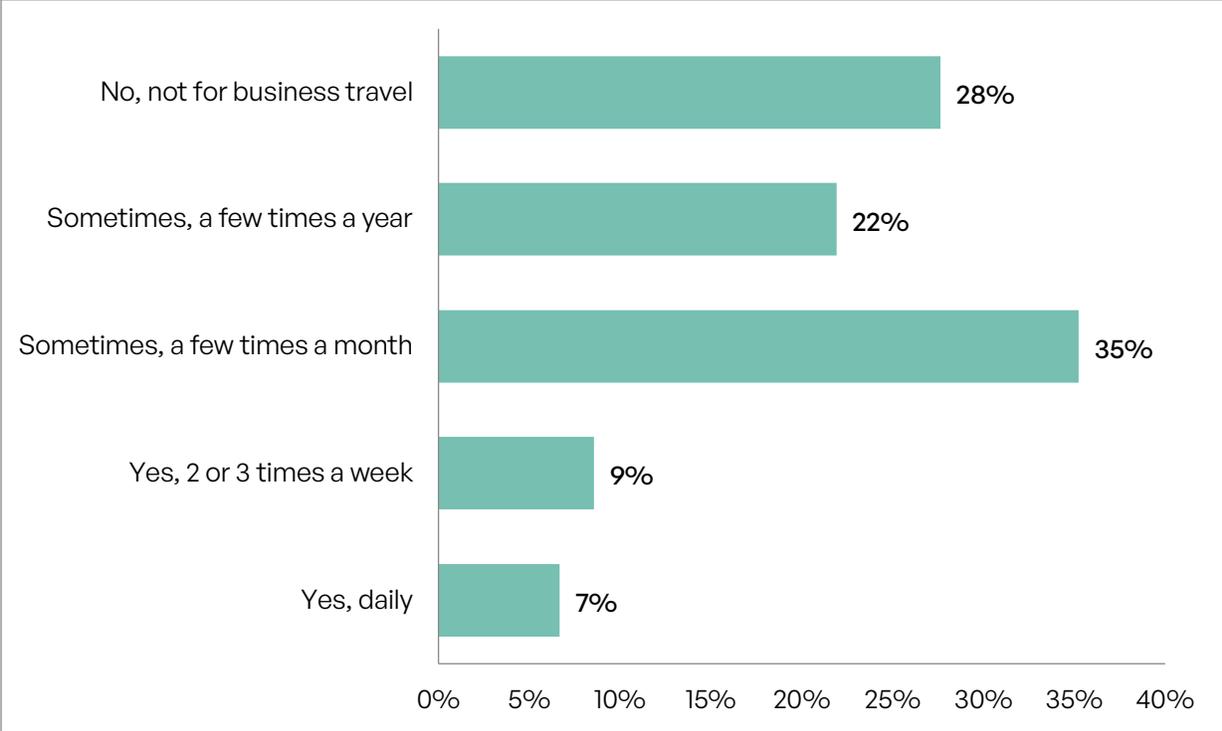
The results indicate that only 15% of respondents who do travel for business use the stalawasam (Riverview) Bridge on a weekly basis, with 44% using it monthly.

Question 28: Do you have any other thoughts on the Pattullo (stalawasam) Bridge crossing?

Written responses largely indicate that the new stalawasam (Riverview) Bridge should be a minimum of 6 lanes.

² Survey was created before the naming of the new bridge. It is now the stalawasam (Riverview) Bridge.

Question 29: Do you use the George Massey Tunnel while travelling for business?

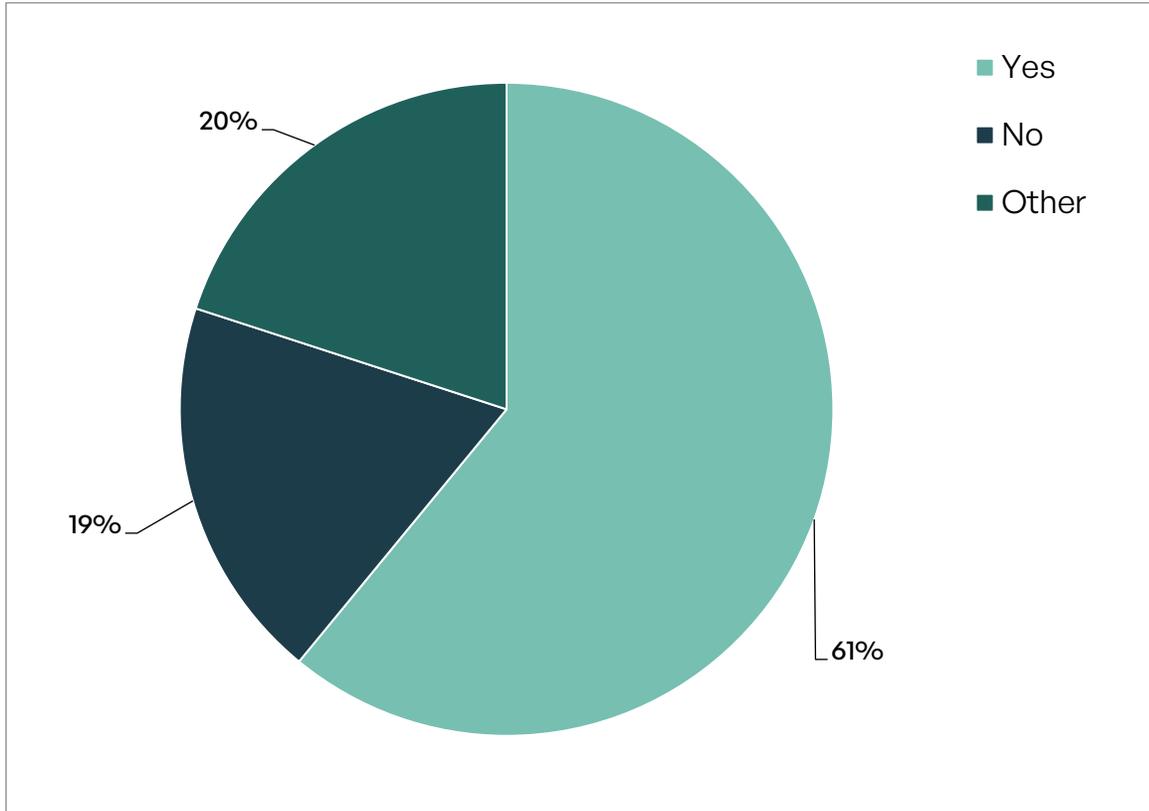


The results indicate that 16% of respondents who do travel for business use the Massey Tunnel on a weekly basis, with 51% using it monthly.

Question 30: Massey Tunnel Replacement

An eight-lane tunnel has been announced as the replacement for the aging George Massey crossing. The new tunnel is expected to open in 2030 and according to the provincial government, will cost an estimated \$4.15 billion.

We asked, do you agree with this decision?



Over 60% of respondents are in favour of the eight-lane tunnel to replace the existing George Massey crossing.

However, written submissions largely indicate support for a new replacement bridge, as opposed to a tunnel.

Question 31: Regional transit routes

Respondents were asked to provide comments and/or concerns on other regional transit routes, such as the Alex Fraser Bridge and Port Mann Bridge.

Written submissions include:

- Mass transit options and dedicated bus lanes.
- Better signage when exiting Highway 17 to Alex Fraser Bridge.
- Expand transit service on Highway 10 to reduce congestion.

Question 32: Further comments or suggestions?

Respondents noted the following priorities:

- Prioritize road infrastructure for private vehicles (repaving).
- Enforce large trucks and commercial vehicles to drive only in right lanes.
- Reliable and easy to access transit service for high schools and post secondaries.
- Better coordination of construction to limit congestion throughout the city.
- Better traffic enforcement.
- Better transit service across river crossings.

Conclusion

The 2026 Surrey Roads Survey provides valuable insight into how transportation infrastructure affects businesses, employees, and economic activity in Surrey and the surrounding region.

A key takeaway from the survey is the continued reliance on personal vehicles as the primary mode of transportation for commuting and work-related travel. The overwhelming majority of respondents reported that they drive to work, with smaller shares indicating that they rely on transit, walking, or cycling.

The survey also demonstrates that transportation challenges extend well beyond the daily commute. A significant portion of respondents reported that they travel for work during the day, with many spending one to two hours driving between job sites, clients, or service locations. For these businesses, transportation infrastructure functions as a critical operational asset. When congestion increases or travel times become unpredictable, the impacts are felt directly through reduced productivity, delayed services, and increased operational costs.

At the same time, the survey highlights that many respondents are open to improvements in alternative transportation options. Respondents broadly supported investments in pedestrian infrastructure, transit improvements, and goods movement corridors, recognizing that a well-balanced transportation system requires multiple travel options. Improvements to sidewalks near schools, transit stops, and commercial areas received strong support, suggesting that businesses and residents value investments that enhance accessibility and community connectivity.

The survey further demonstrates that transportation planning must consider the regional nature of business mobility. Respondents also reported occasional reliance on regional infrastructure such as the staləwəsəm (Riverview) Bridge and the George Massey Tunnel. These patterns reinforce the need for coordinated transportation planning that addresses regional travel corridors and supports connectivity across municipal boundaries.

Taken together, the findings of the 2026 Surrey Roads Survey illustrate the critical relationship between transportation infrastructure and economic productivity. Businesses rely on efficient transportation systems not only to move employees but also to deliver goods, provide services, and connect with customers across the region. As Surrey continues to grow and develop as one of British Columbia's largest and fastest-growing cities, transportation investments will play a central role in supporting sustainable economic growth and maintaining the region's competitiveness.

Moving forward, the survey results highlight the importance of a balanced and strategic approach to transportation planning. Investments in road infrastructure, transit improvements, and active transportation networks must work together to support the diverse mobility needs of Surrey's diverse communities. By enhancing travel reliability, addressing congestion at key corridors and intersections, and expanding transportation alternatives will ensure that the region's transportation system continues to support both businesses and residents in the years ahead.

Your voice for a *thriving*
business community

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