

Surrey Transportation Plan Phase 3 Survey

Probability Sample Results

September 22, 2021

The results of this survey, conducted between August 18, 2021, and August 31, 2021, are weighted to the City of Surrey's population (based on age, gender, geography and ethnicity). The results are based on 1,019 survey responses. With a probability sample of 1,019 residents of Surrey we could expect a margin of error for this survey of +/- 3.07%, 19 times out of 20.



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

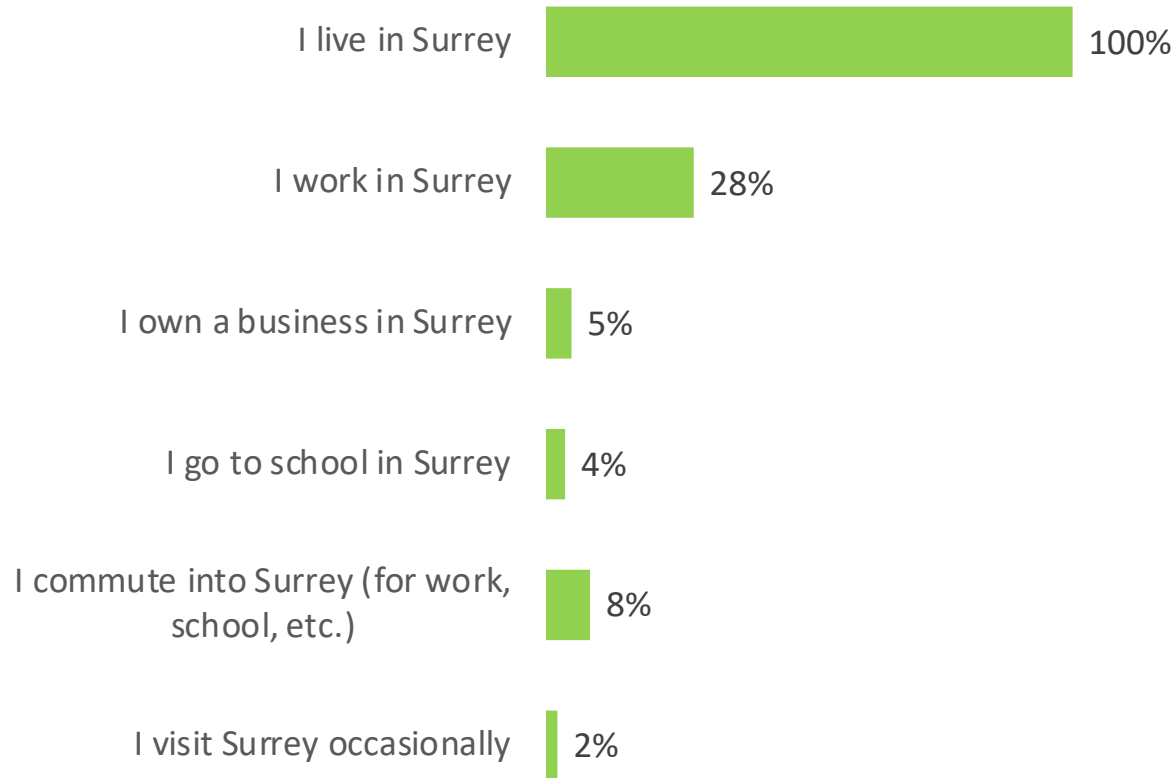
Based on this feedback, the City has created a draft vision and identified four Bold Moves that respond to community values, improve safety, tackle the climate crisis, and better connect people and places. We are seeking community input on the vision and four proposed Bold Moves, including potential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

The survey was deployed to Surrey residents on the Leger Opinion (LEO) online panel. In total, 1,019 responses were received between August 18 – August 31, 2021.

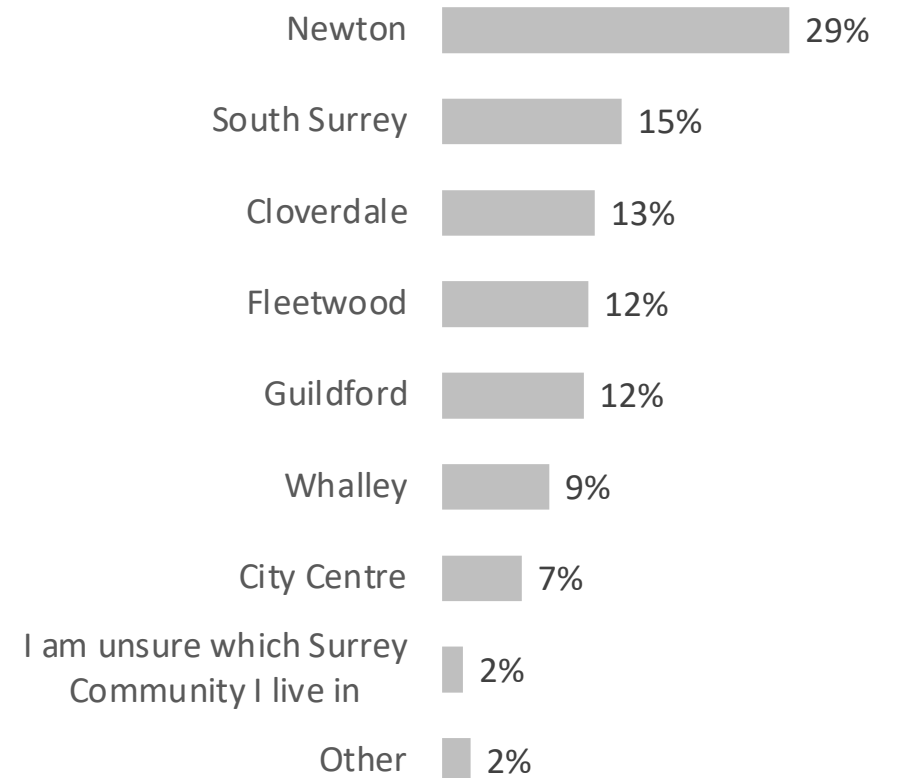
The data has been weighted based on age, gender, geography and ethnicity to be representative of Surrey's population. With a probability sample of 1,019 residents of Surrey we could expect a margin of error for this survey of +/- 3.07%, 19 times out of 20.

Profile of Survey Participants (#1)

Ties to Surrey



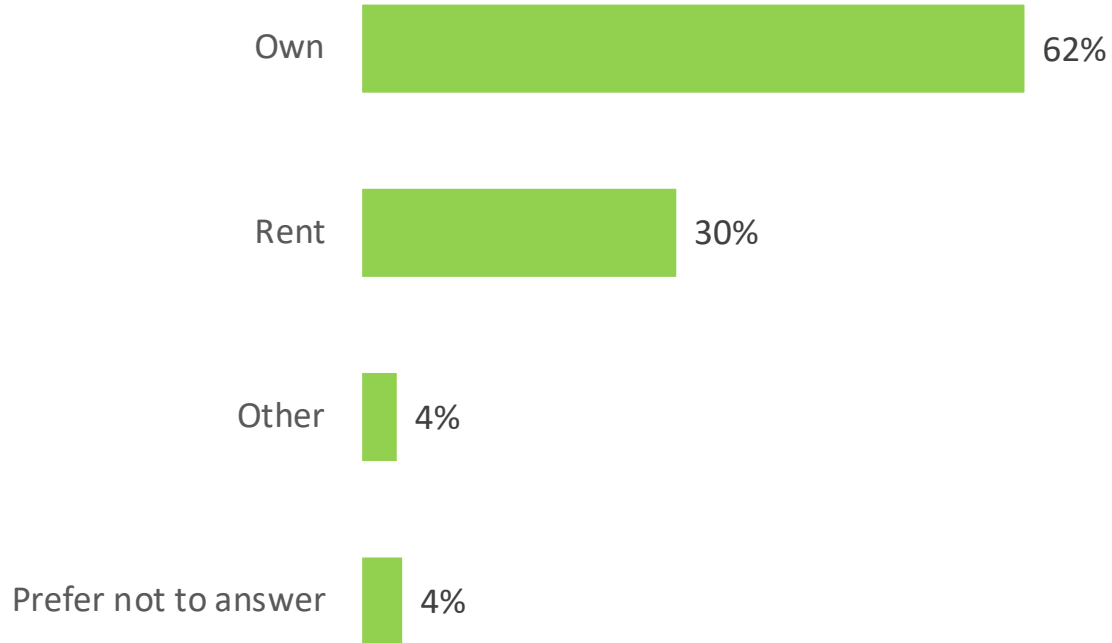
Surrey Community



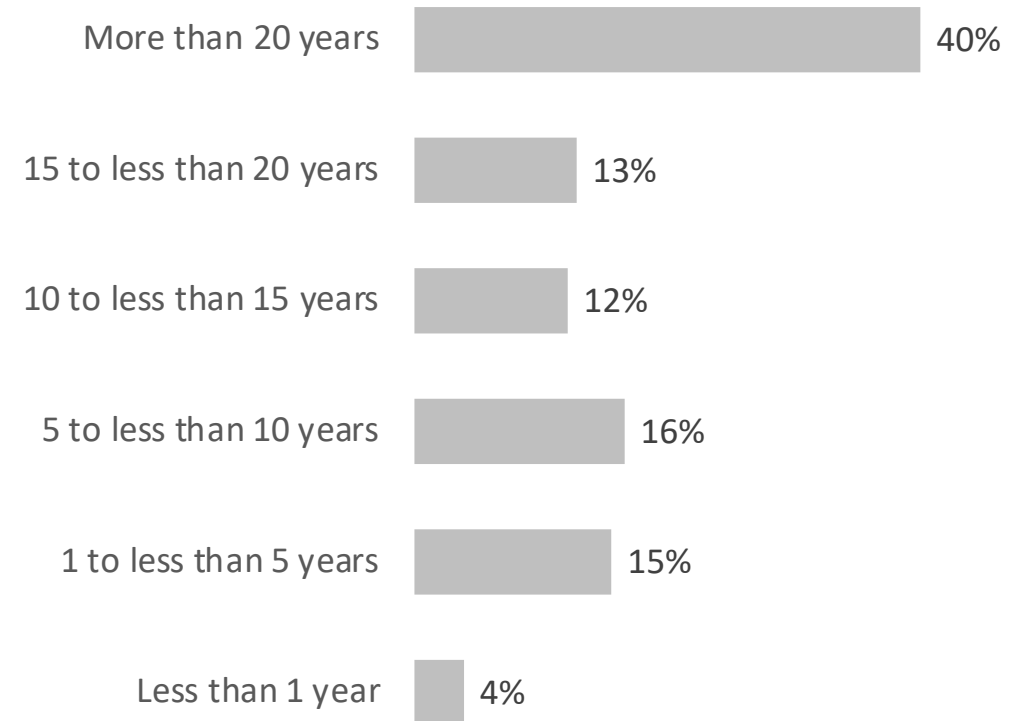
Total participants: 1019. With a probability sample of 1,019 residents of Surrey we could expect a margin of error for this survey of +/- 3.07%, 19 times out of 20.

Profile of Survey Participants (#2)

Tenure



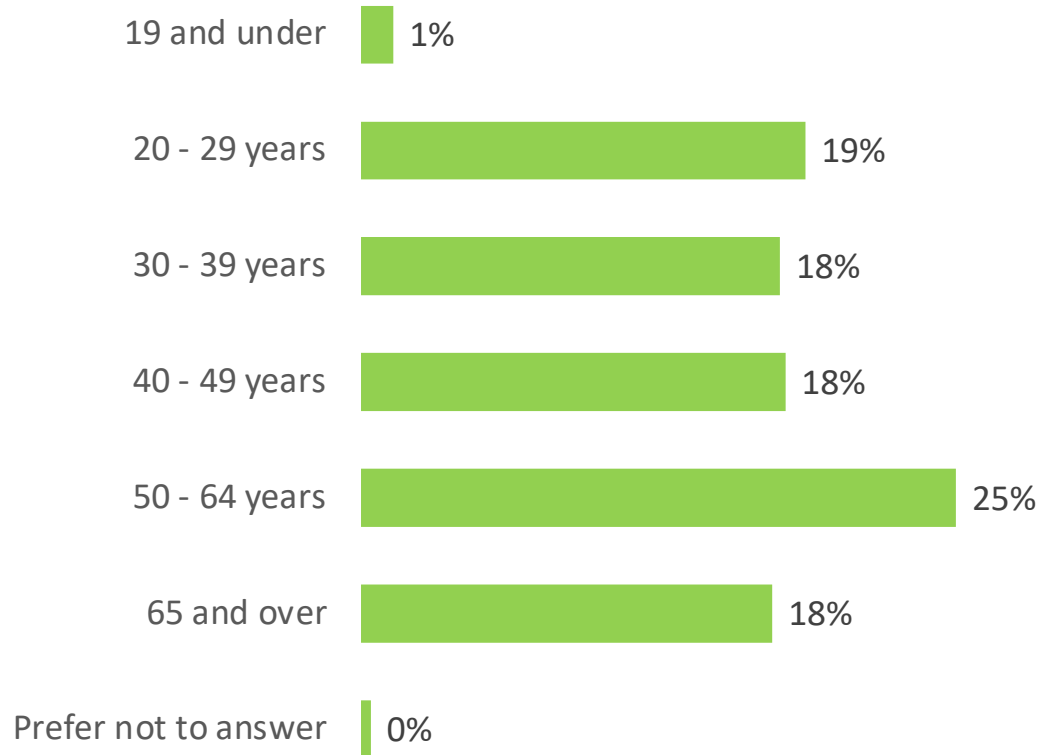
Years Living in Surrey



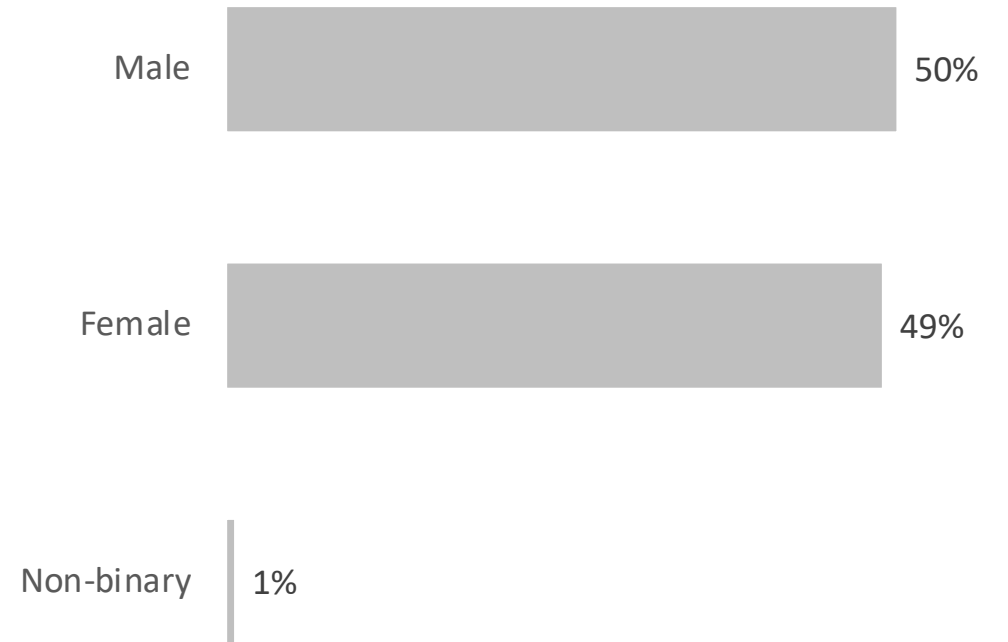
Total participants: 1019. With a probability sample of 1,019 residents of Surrey we could expect a margin of error for this survey of +/- 3.07%, 19 times out of 20.

Profile of Survey Participants (#3)

Age Range



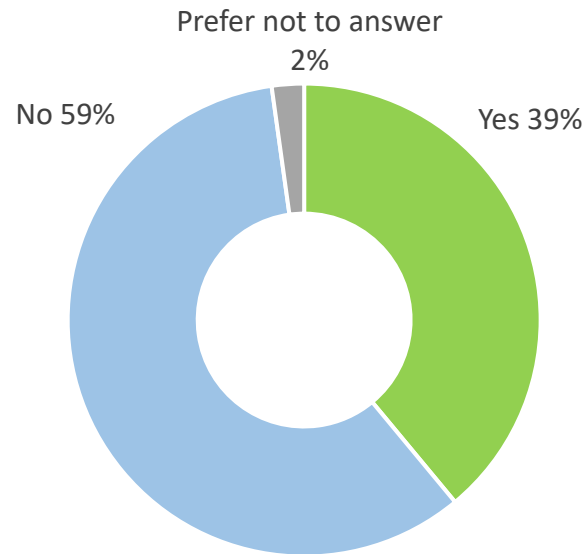
Gender



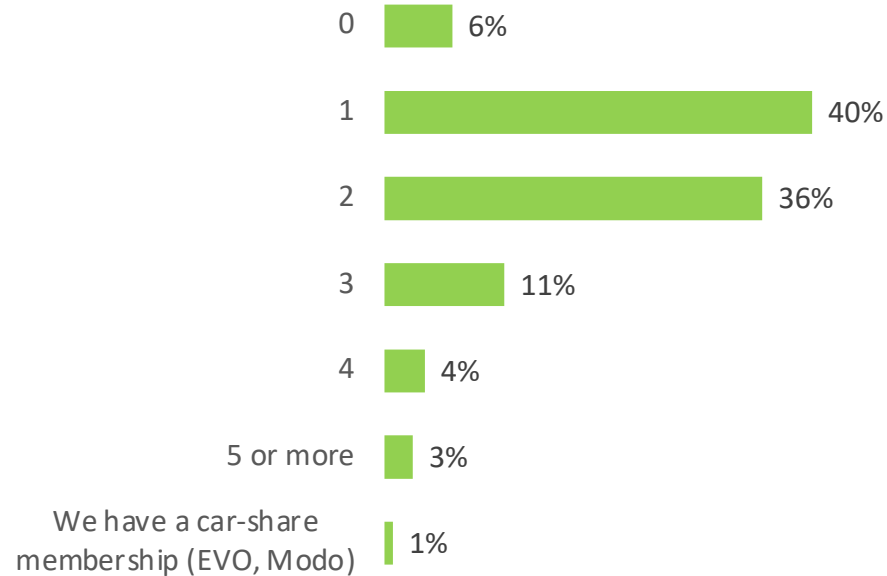
Total participants: 1019. With a probability sample of 1,019 residents of Surrey we could expect a margin of error for this survey of +/- 3.07%, 19 times out of 20.

Profile of Survey Participants (#4)

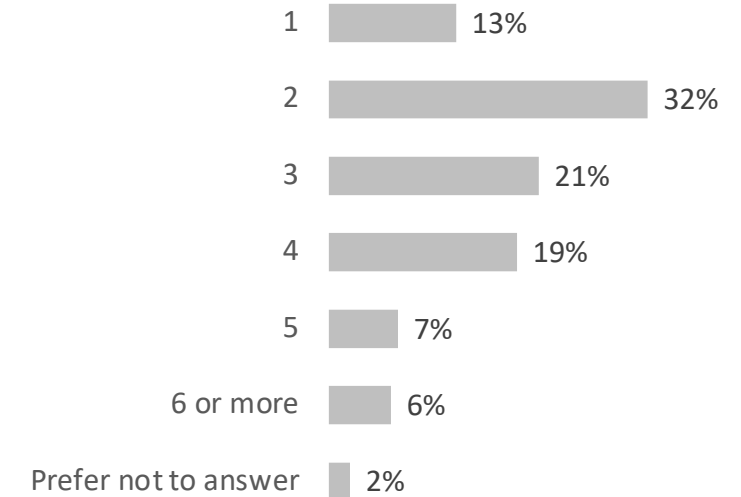
Children Living at Home



Number of Vehicles in Household



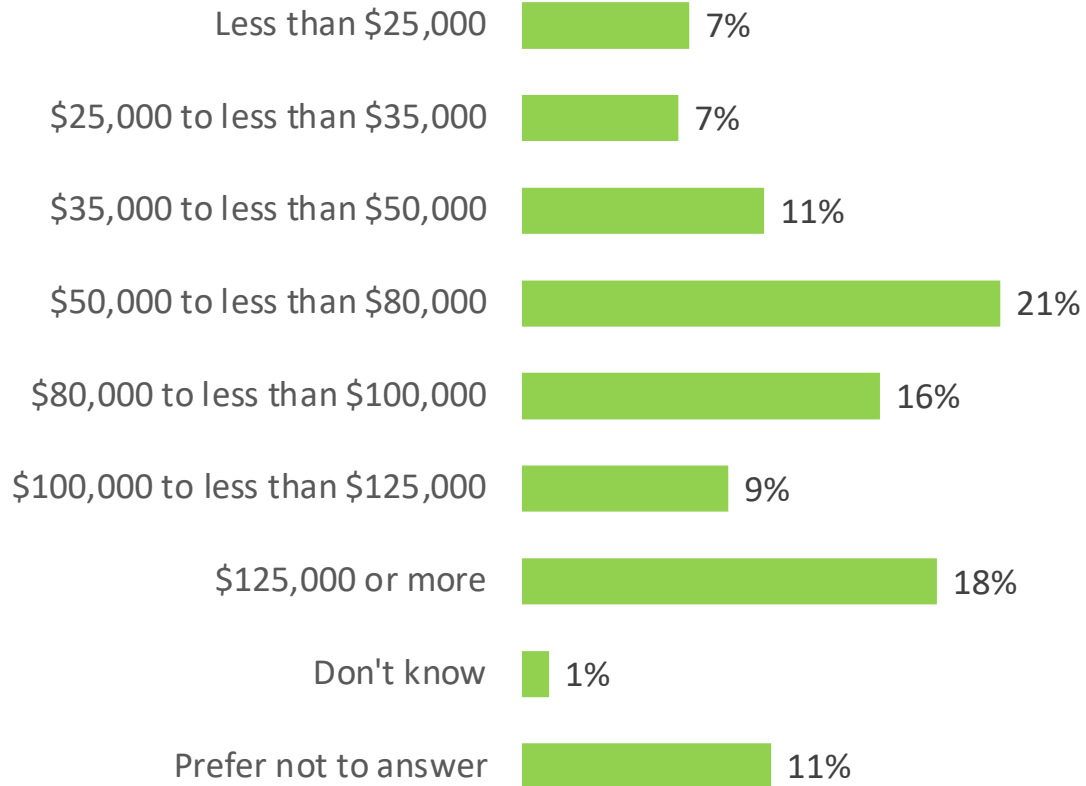
Number Living in Family/Household



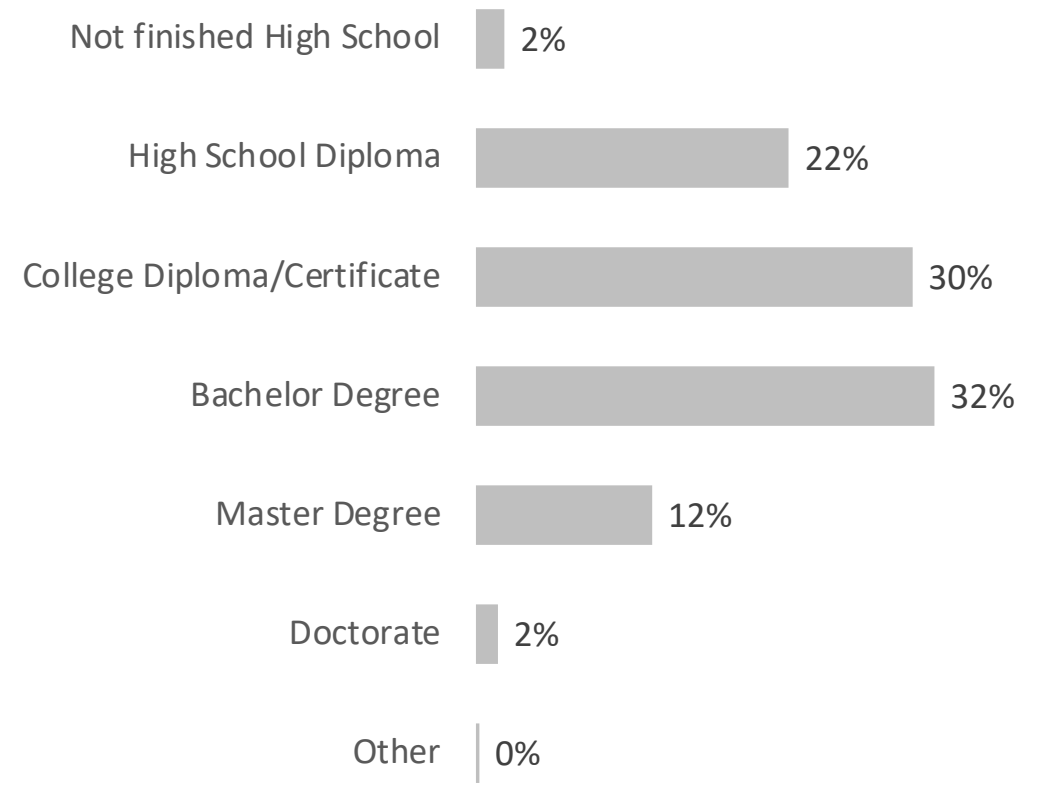
Total participants: 1019. With a probability sample of 1,019 residents of Surrey we could expect a margin of error for this survey of +/- 3.07%, 19 times out of 20.

Profile of Survey Participants (#5)

Household Income



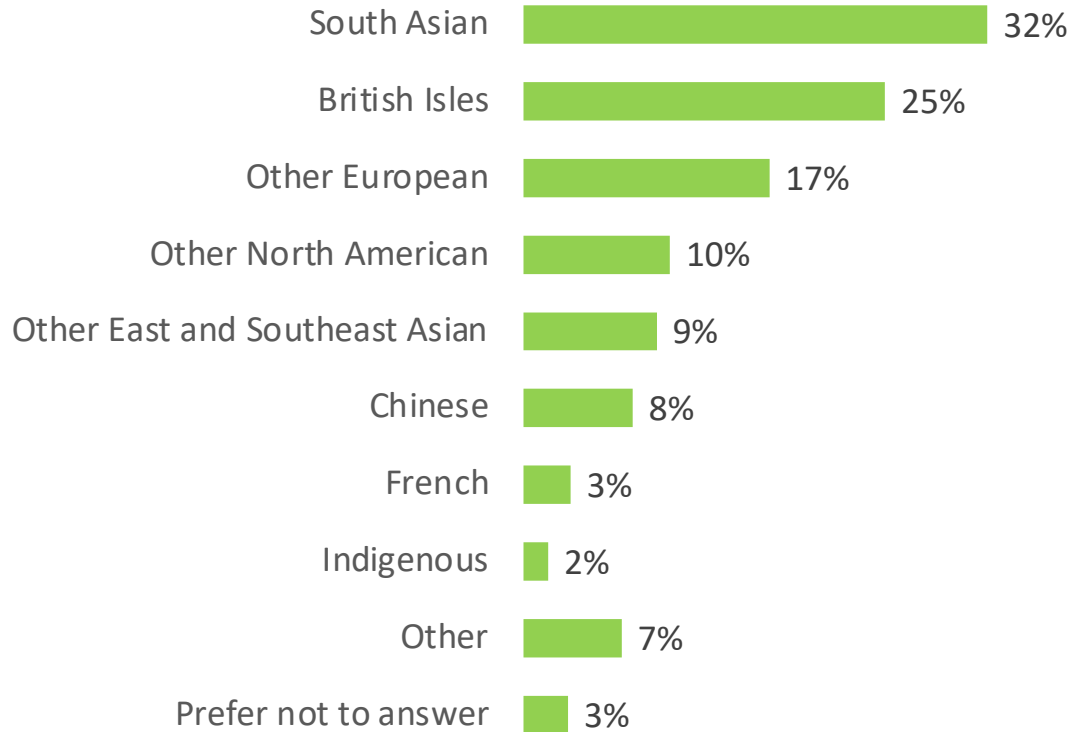
Highest Level of Education



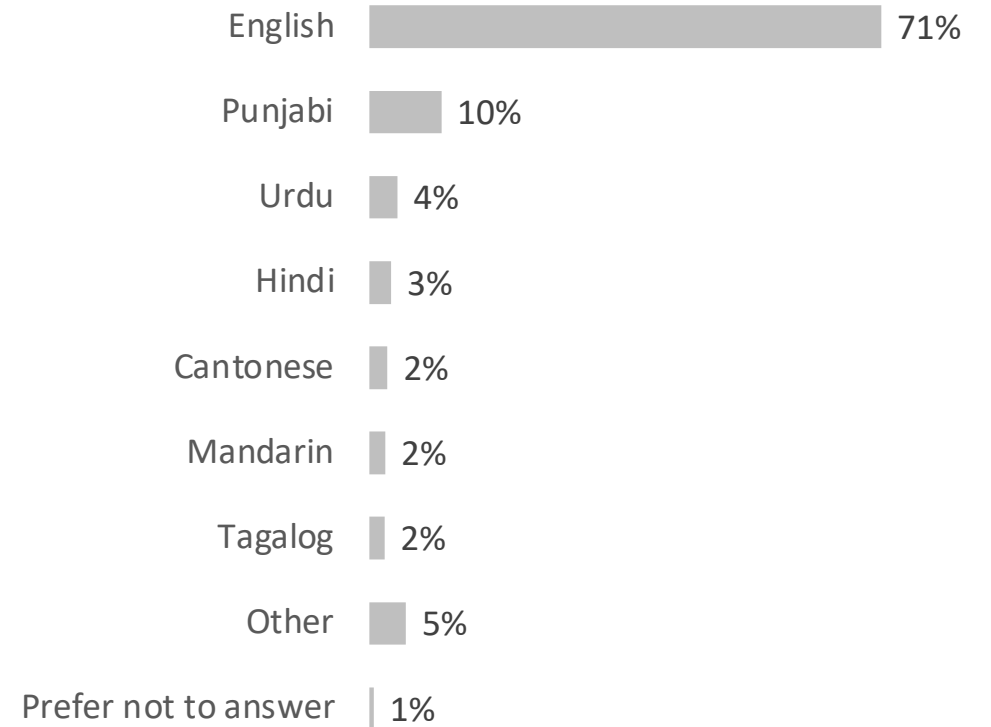
Total participants: 1019. With a probability sample of 1,019 residents of Surrey we could expect a margin of error for this survey of +/- 3.07%, 19 times out of 20.

Profile of Survey Participants (#6)

Ethnicity/Cultural Origins



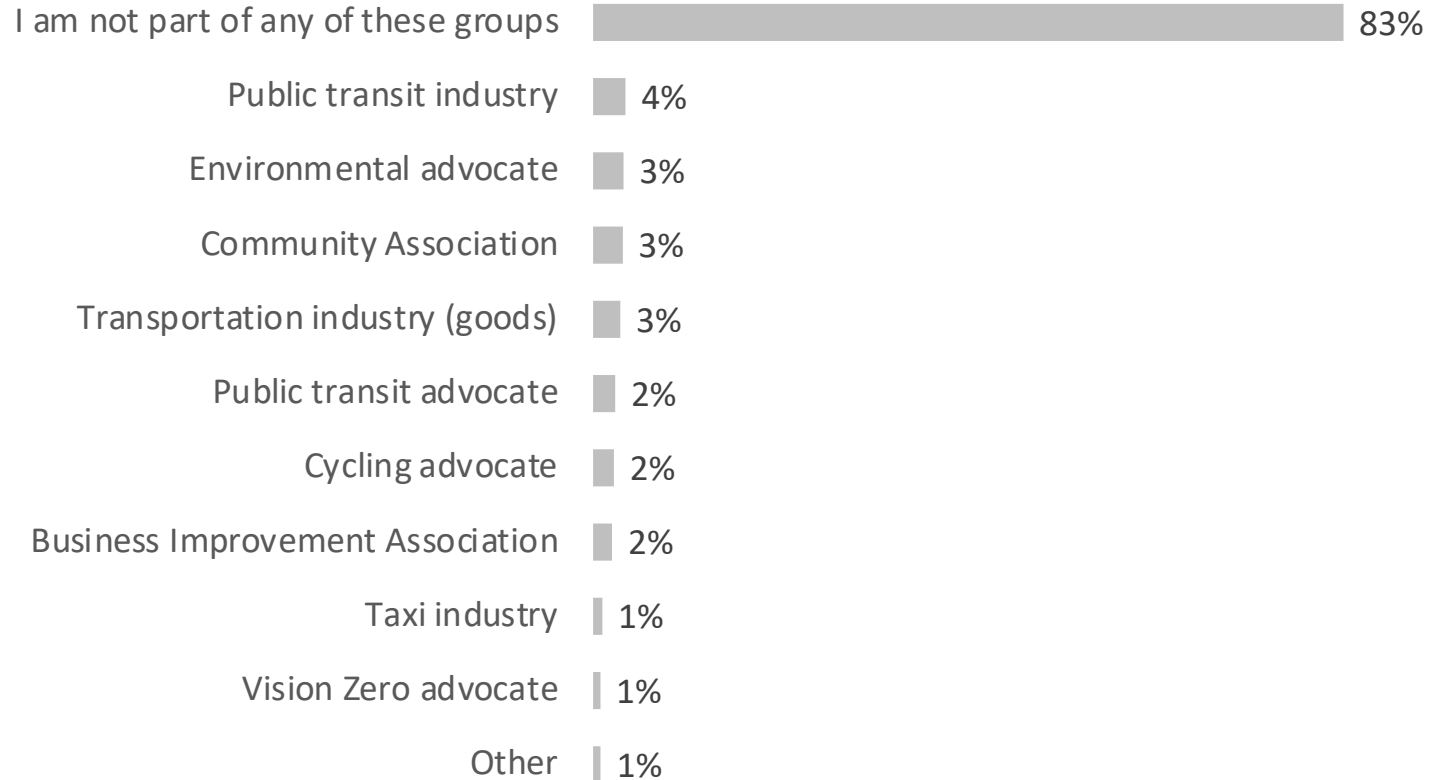
Language Spoken most often at Home



Total participants: 1019. With a probability sample of 1,019 residents of Surrey we could expect a margin of error for this survey of +/- 3.07%, 19 times out of 20.

Profile of Survey Participants (#7)

Stakeholder Groups



Total participants: 1019. With a probability sample of 1,019 residents of Surrey we could expect a margin of error for this survey of +/- 3.07%, 19 times out of 20.

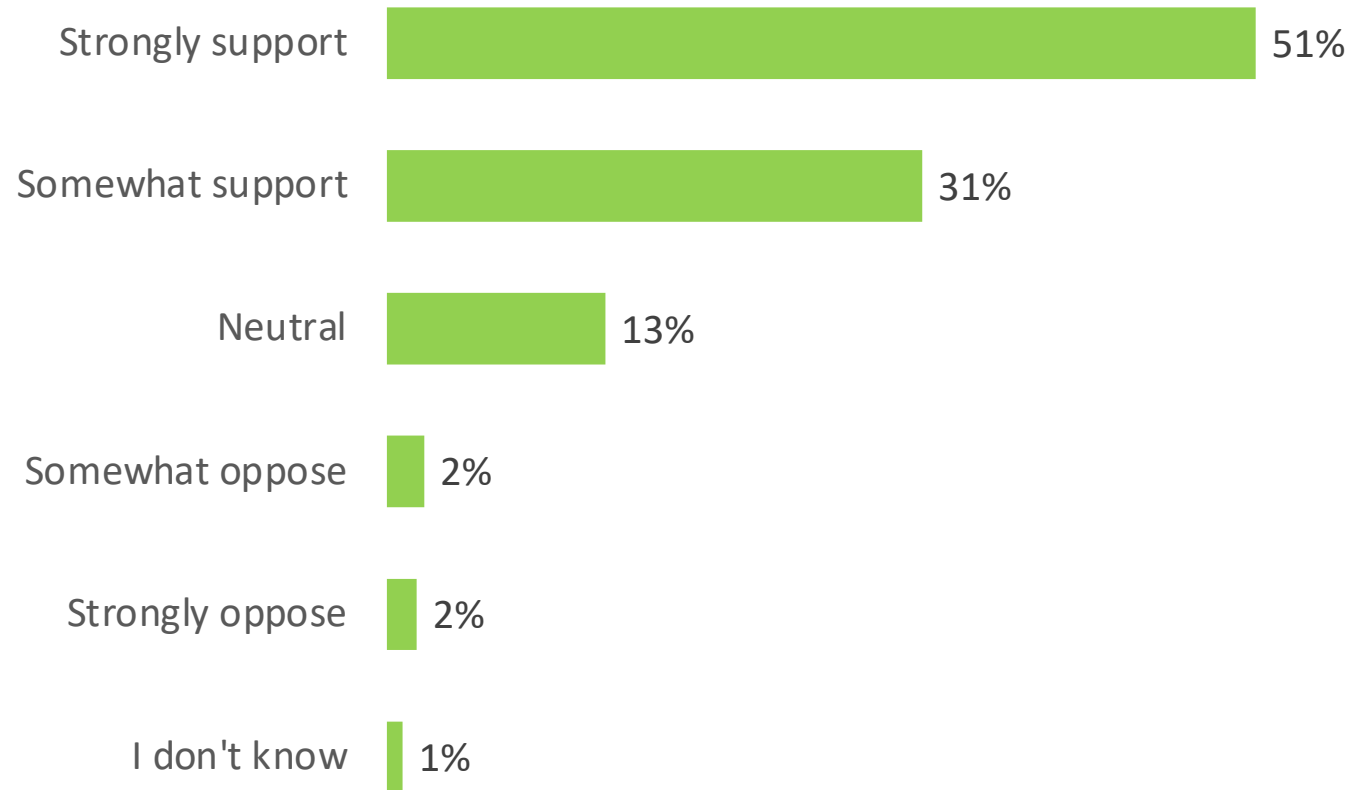
Draft Vision: Values & Vision Captured

The City of Surrey is 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

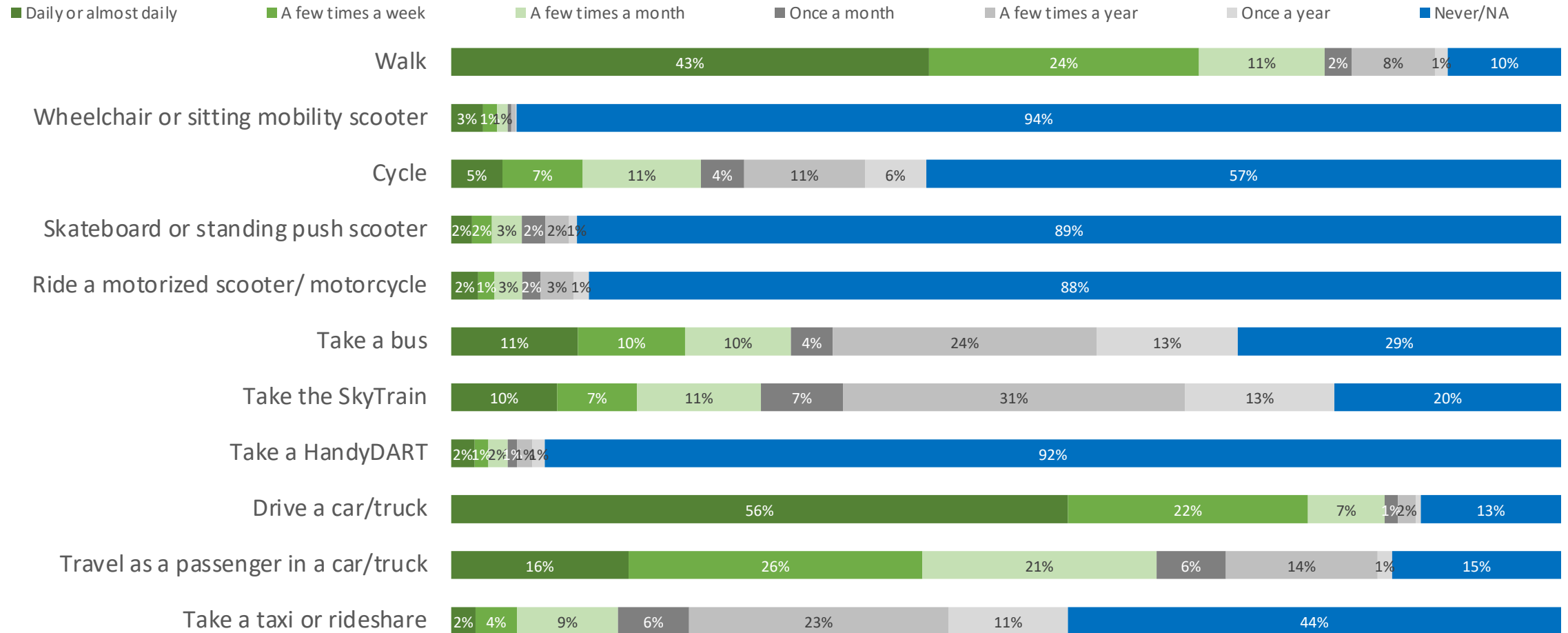
Draft Vision: Level of Support or Opposition



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

Total participants: 1019. With a probability sample of 1,019 residents of Surrey we could expect a margin of error for this survey of +/- 3.07%, 19 times out of 20.

Transportation Modes: Frequency of use

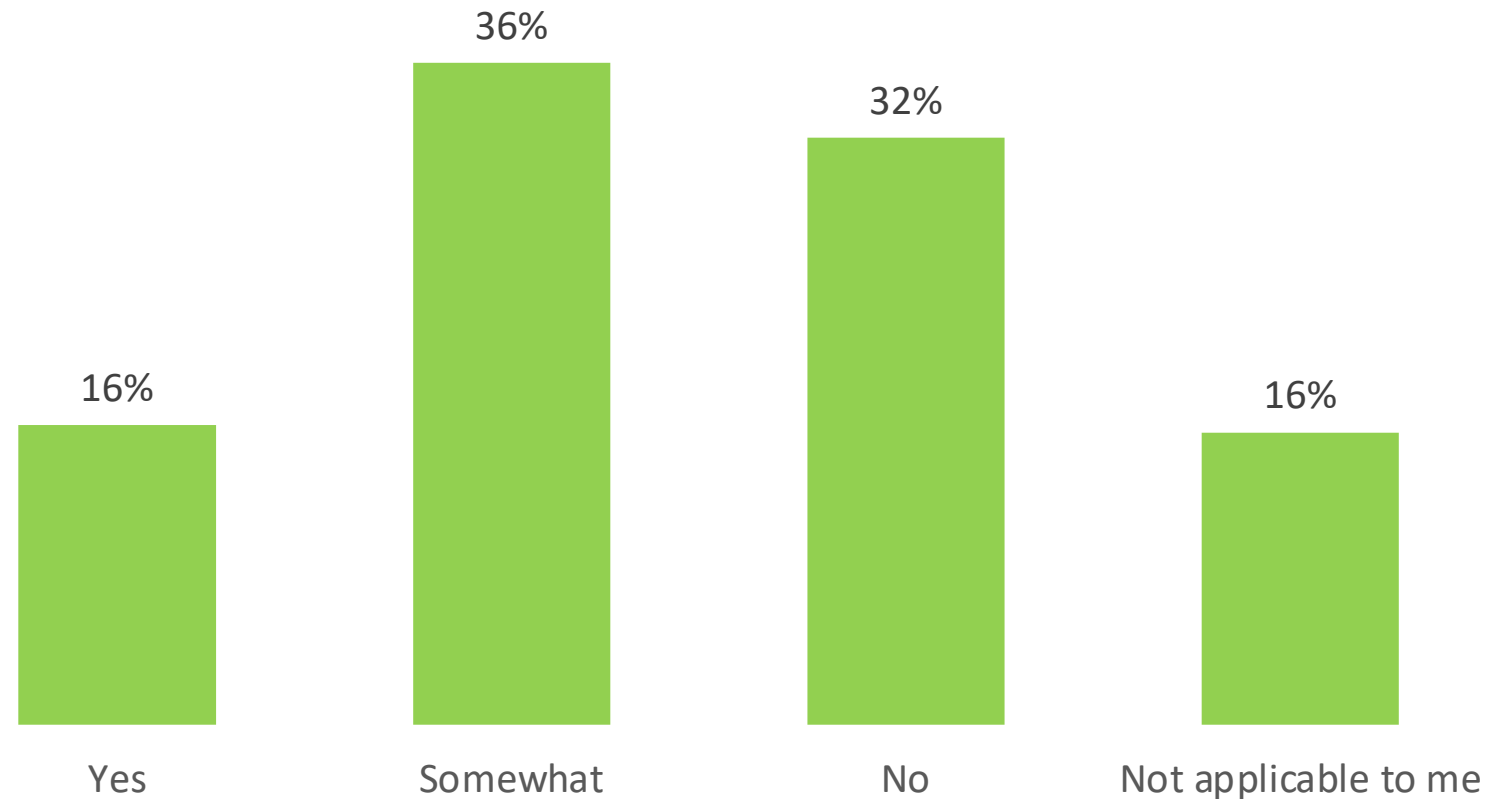


Q: How frequently do you use the following modes of transportation to get around Surrey:

Total participants: 1019. With a probability sample of 1,019 residents of Surrey we could expect a margin of error for this survey of +/- 3.07%, 19 times out of 20.



Transportation Modes: Interest in walking more

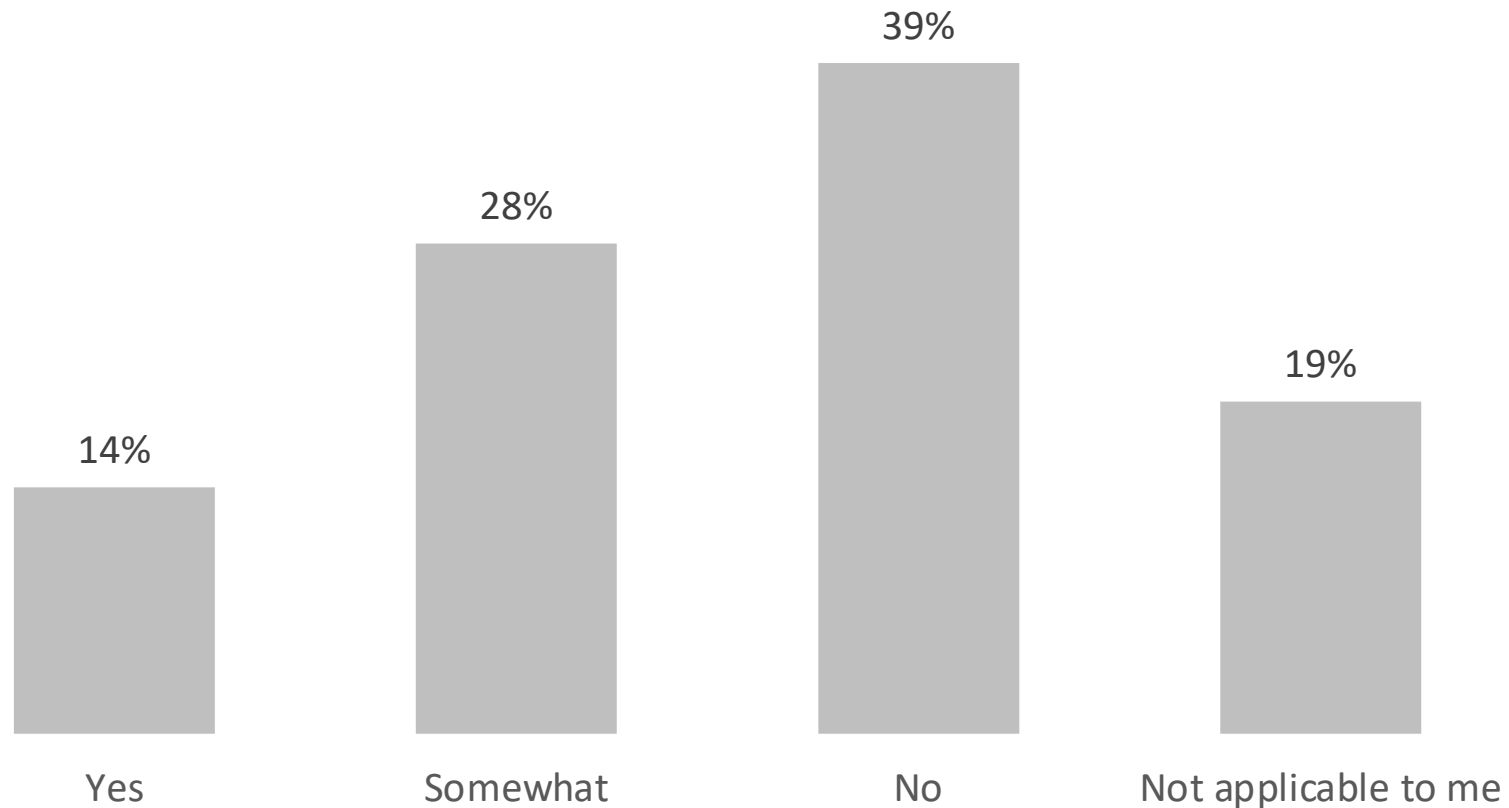


Q: Are you interested in walking more?

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: 118. With a probability sample of 1,019 residents of Surrey we could expect a margin of error for this survey of +/- 3.07%, 19 times out of 20.

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: 671. With a probability sample of 1,019 residents of Surrey we could expect a margin of error for this survey of +/- 3.07%, 19 times out of 20.

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.

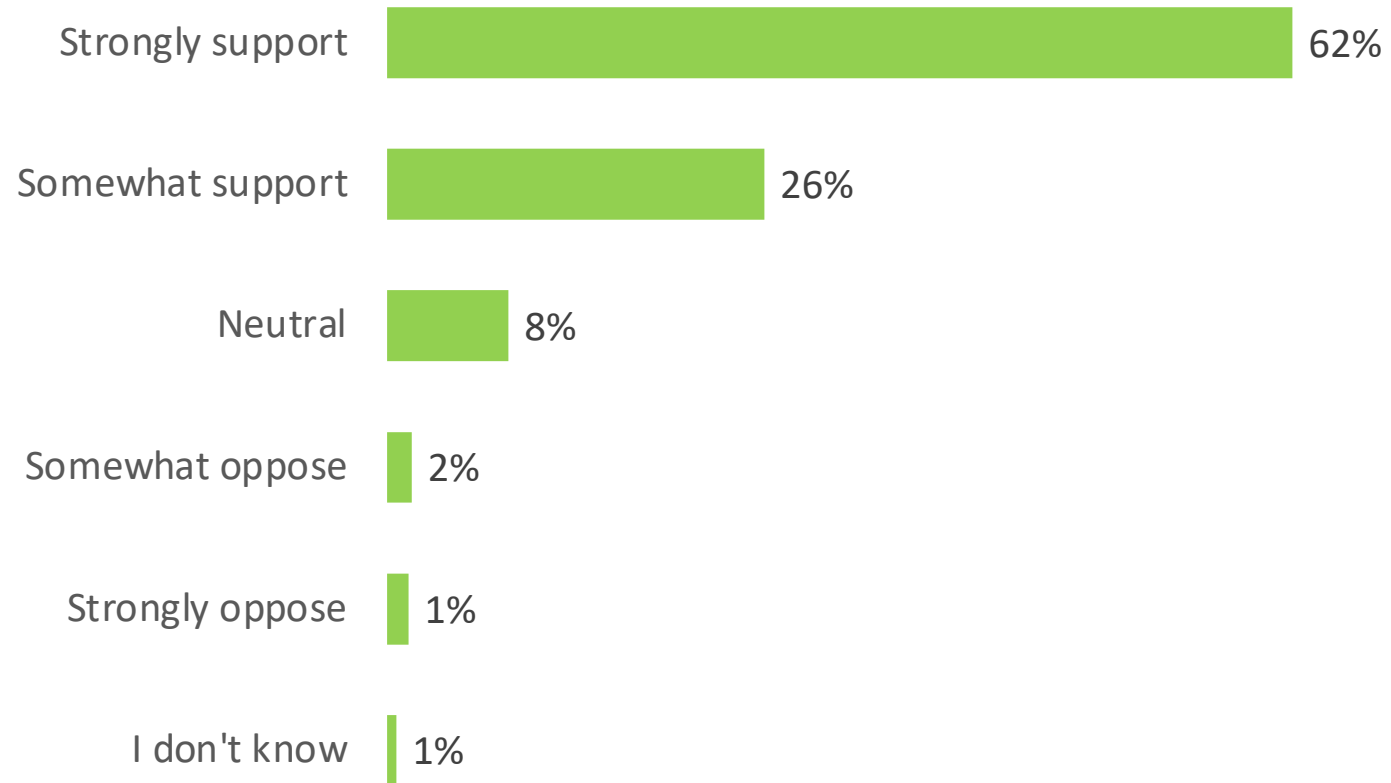
Safe mobility is considered a human right and loss of life shouldn't be viewed as an inevitable aspect of transportation. Each year on average, 20 people are killed and 12,000 are injured. These aren't just numbers. They're real people. No matter who you are, where you're going or how you get there,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

Each year on average, 20 people are killed and 12,000 are injured on Surrey's roads. 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: 1019. With a probability sample of 1,019 residents of Surrey we could expect a margin of error for this survey of +/- 3.07%, 19 times out of 20.

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.

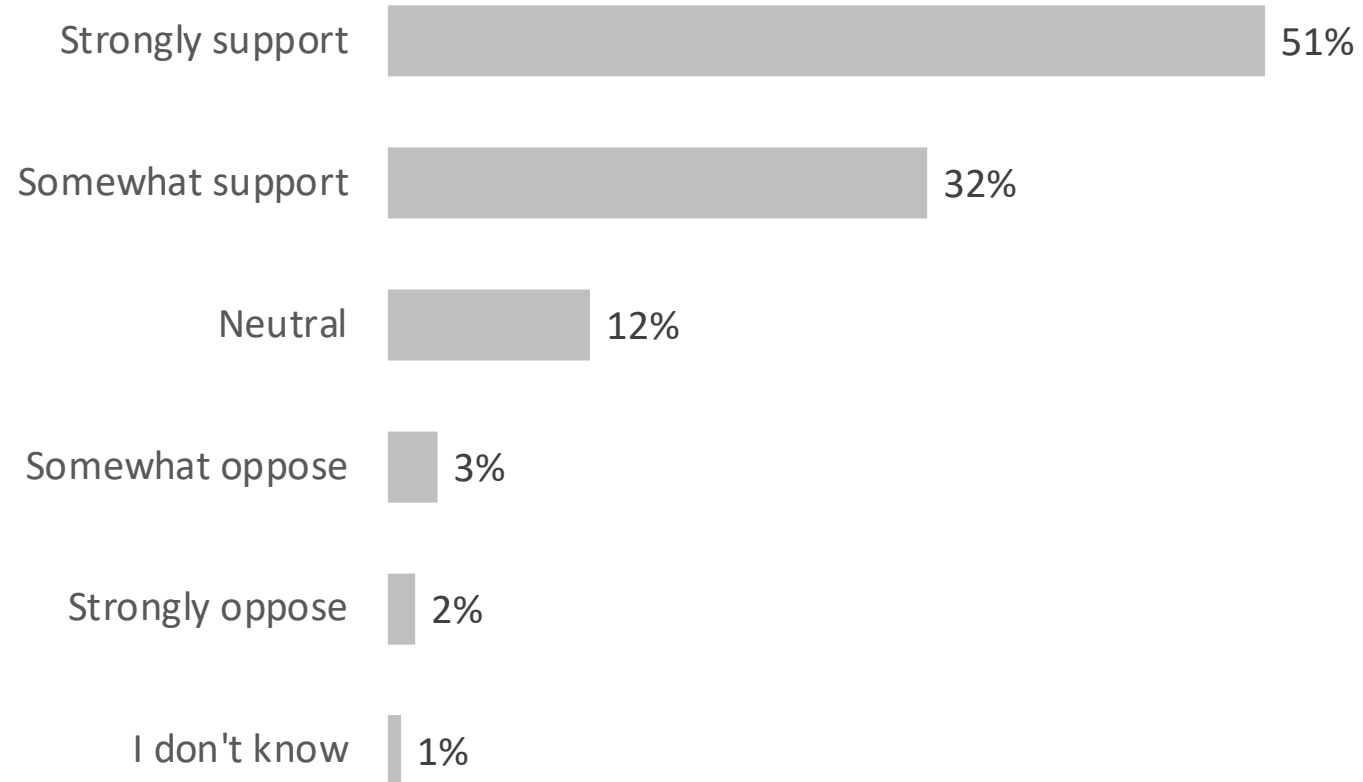
What is a 15-Minute Neighbourhood? It is shops and services and frequent transit within a short distance of your home. By having daily needs close at hand, we can spend less time in traffic and more time with friends and family.

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. Supporting 15-minute neighbourhoods 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.

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: 1019. With a probability sample of 1,019 residents of Surrey we could expect a margin of error for this survey of +/- 3.07%, 19 times out of 20.

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.

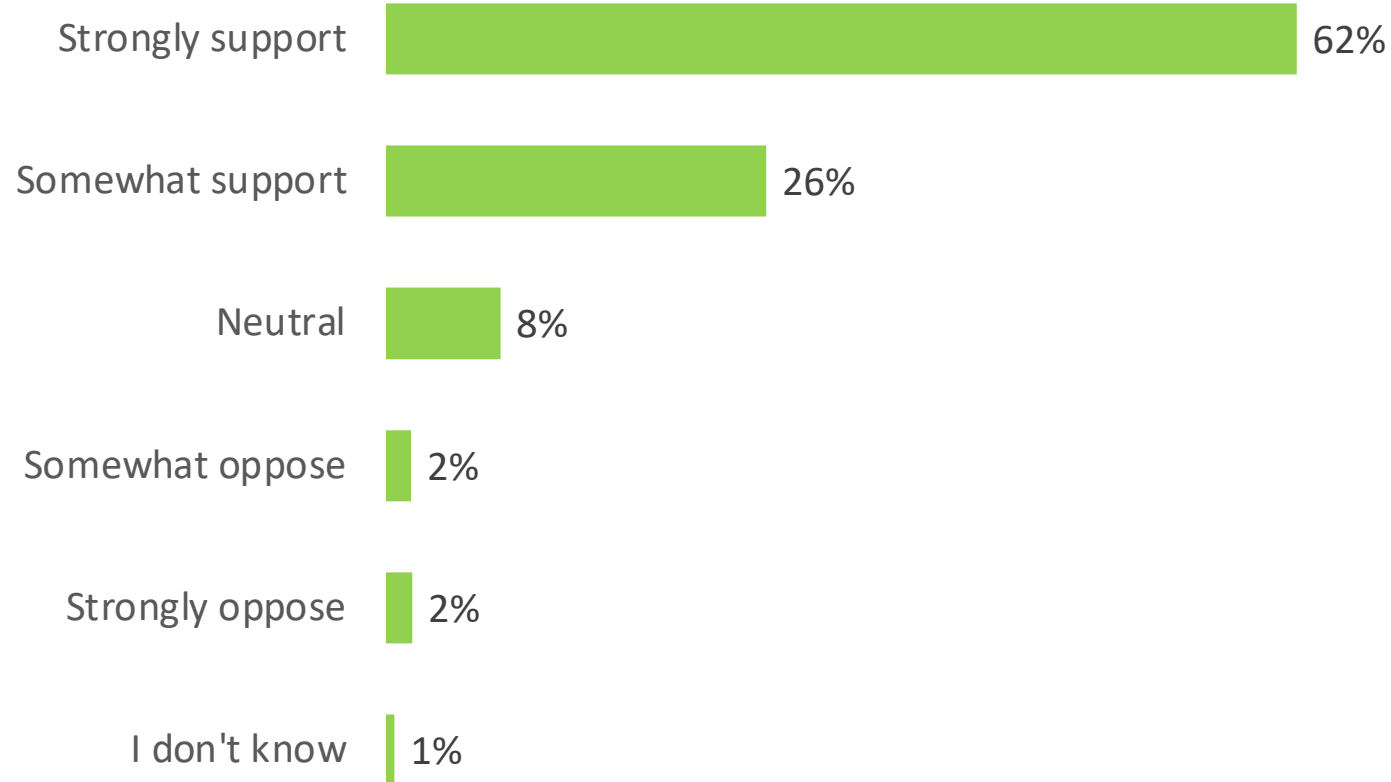
To connect all Surrey communities, we need to explore all rapid transit options which may include:

- 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.

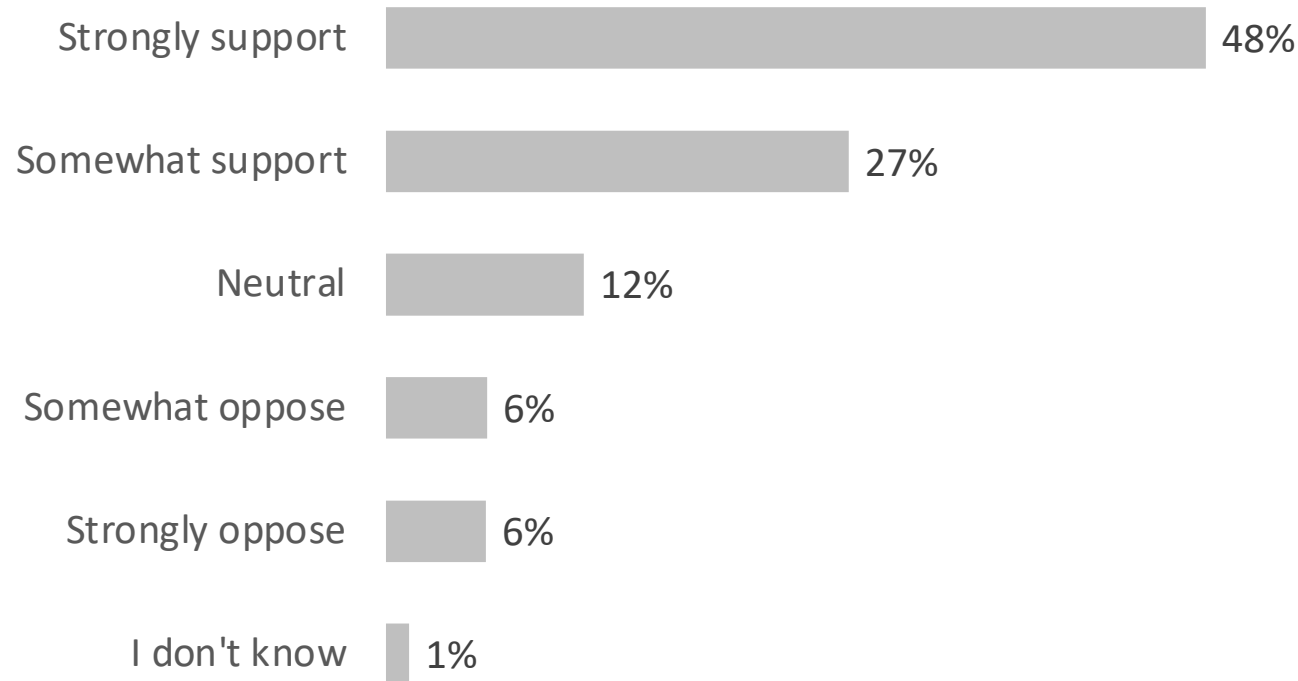
Bold Move 3: Level of Support or Opposition for rapid transit connecting all Surrey Town Centres



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

Total participants: 1019. With a probability sample of 1,019 residents of Surrey we could expect a margin of error for this survey of +/- 3.07%, 19 times out of 20.

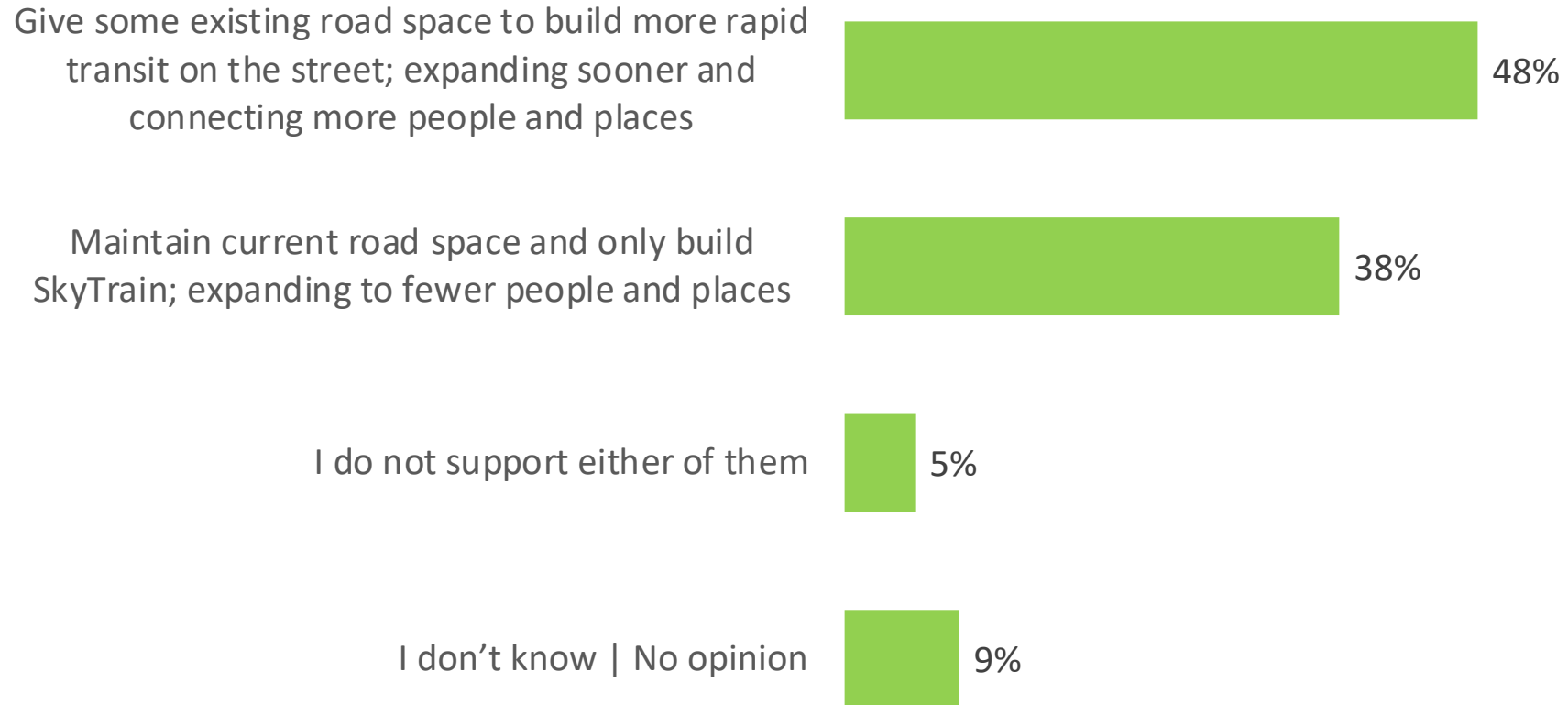
Bold Move 3: Level of Support or Opposition for building and expanding rapid transit on the street in an exclusive lane that isn't blocked at intersections or by turning vehicles to reach more people and places sooner while maintaining existing vehicle lanes



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, while maintaining existing vehicle lanes?

Total participants: 1019. With a probability sample of 1,019 residents of Surrey we could expect a margin of error for this survey of +/- 3.07%, 19 times out of 20.

Bold Move 3: Support for road space options



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

Total participants: 1019. With a probability sample of 1,019 residents of Surrey we could expect a margin of error for this survey of +/- 3.07%, 19 times out of 20.

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.

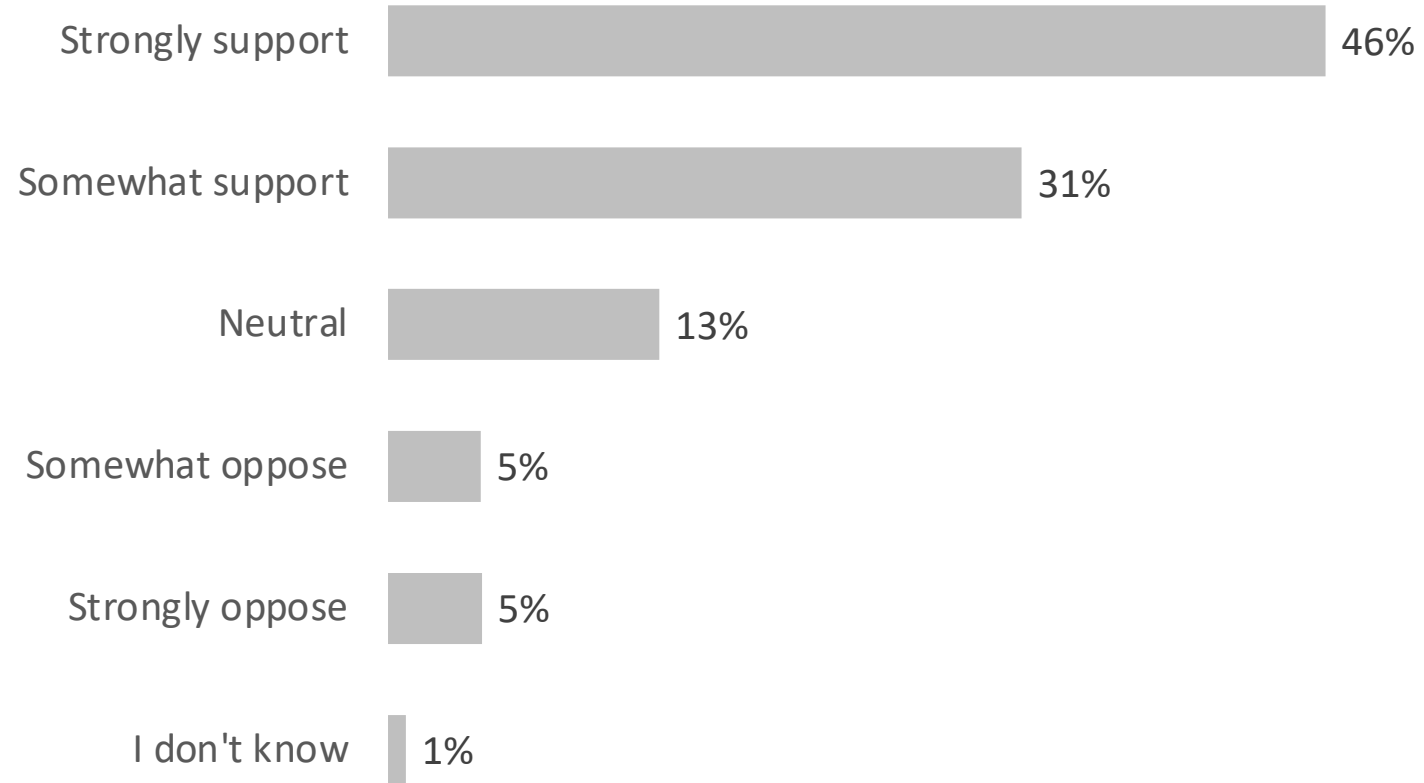
By focusing on this Bold Move - Investing in Choices - the City is proposing to prioritize investments, large and small. It's not just investing in sidewalks and bike paths. It's about providing choice for people who are using scooters, e-bikes, and other small personal mobility options.

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



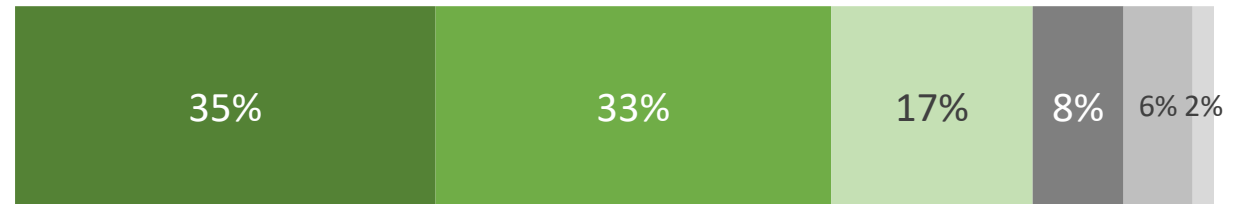
Q: To what extent do you support or oppose Invest in Green Transportation Choices?

Total participants: 1019. With a probability sample of 1,019 residents of Surrey we could expect a margin of error for this survey of +/- 3.07%, 19 times out of 20.

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?



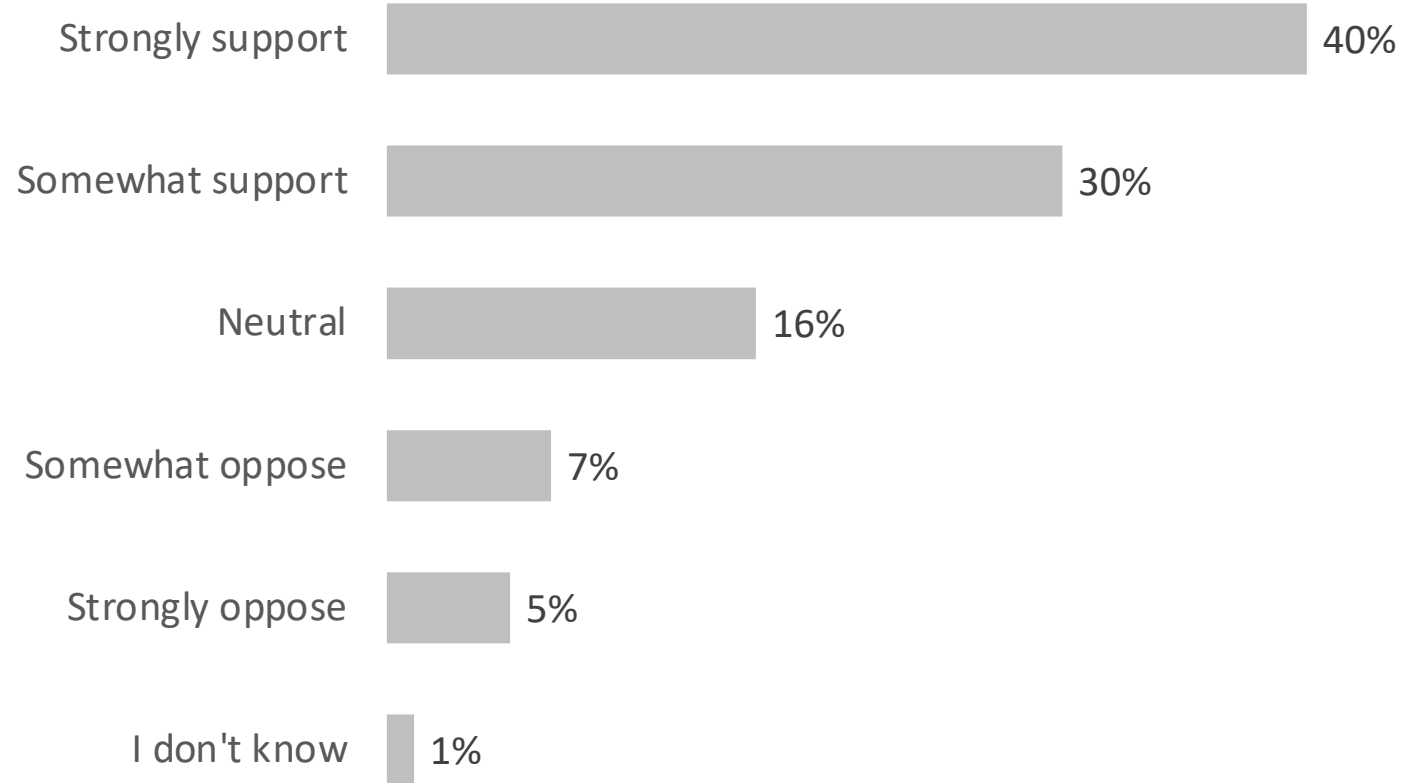
When adding new lanes for motor vehicles, we also include safety improvements for pedestrians, wheelchair and scooter users and cyclists, even if it means building fewer roads



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

Total participants: 1019. With a probability sample of 1,019 residents of Surrey we could expect a margin of error for this survey of +/- 3.07%, 19 times out of 20.

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: 1019. With a probability sample of 1,019 residents of Surrey we could expect a margin of error for this survey of +/- 3.07%, 19 times out of 20.

Appendix

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

- Gender
- Age Range
- Transportation Mode
- Surrey Community

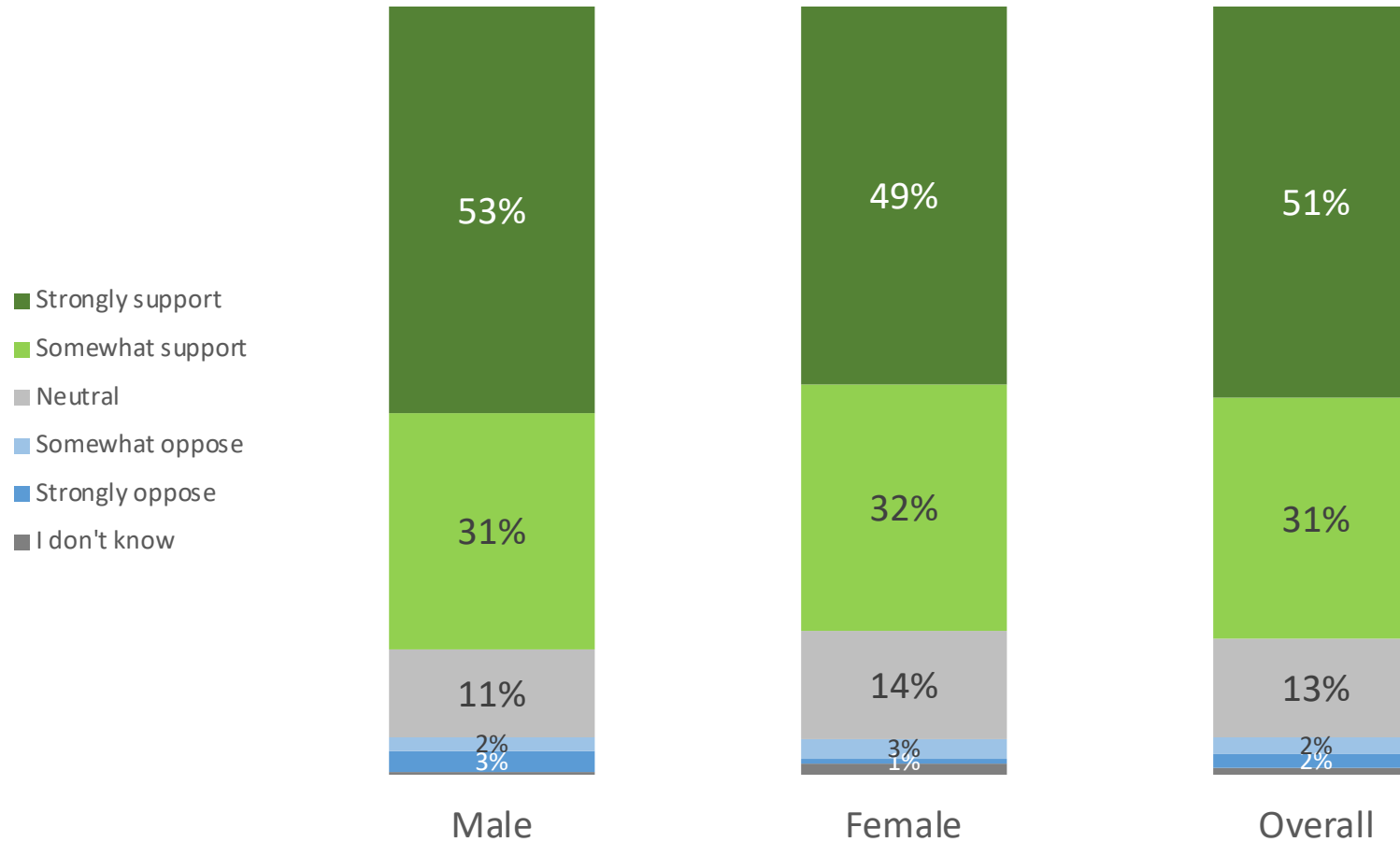
Transportation Mode distinguishes between those survey participants who indicated that they *drive daily or almost daily or a few times a week*, and all other survey participants (Frequent Drivers vs. Others).

Testing for statistical significance:

*Statistical significance was tested at the 95% confidence level ($p \leq 0.05$); less than 1 in 20 chance of not being true/that the difference is not real.

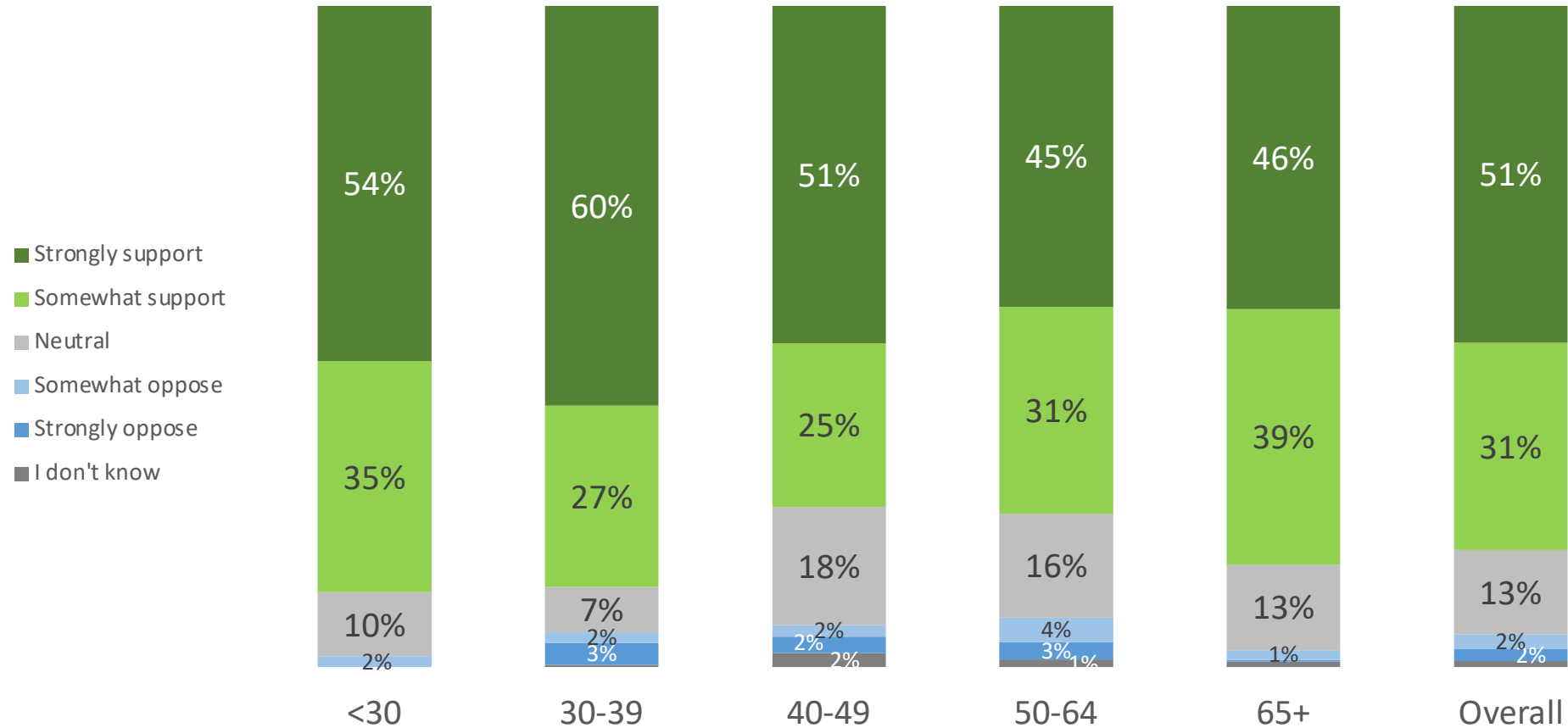
**Statistical significance was tested at the 99% confidence level ($p \leq 0.01$); less than 1 in 100 chance of not being true/that the difference is not real.

Draft Vision: Level of Support or Opposition by Gender



With a probability sample of 1,019 residents of Surrey we could expect a margin of error for this survey of +/- 3.07%, 19 times out of 20.

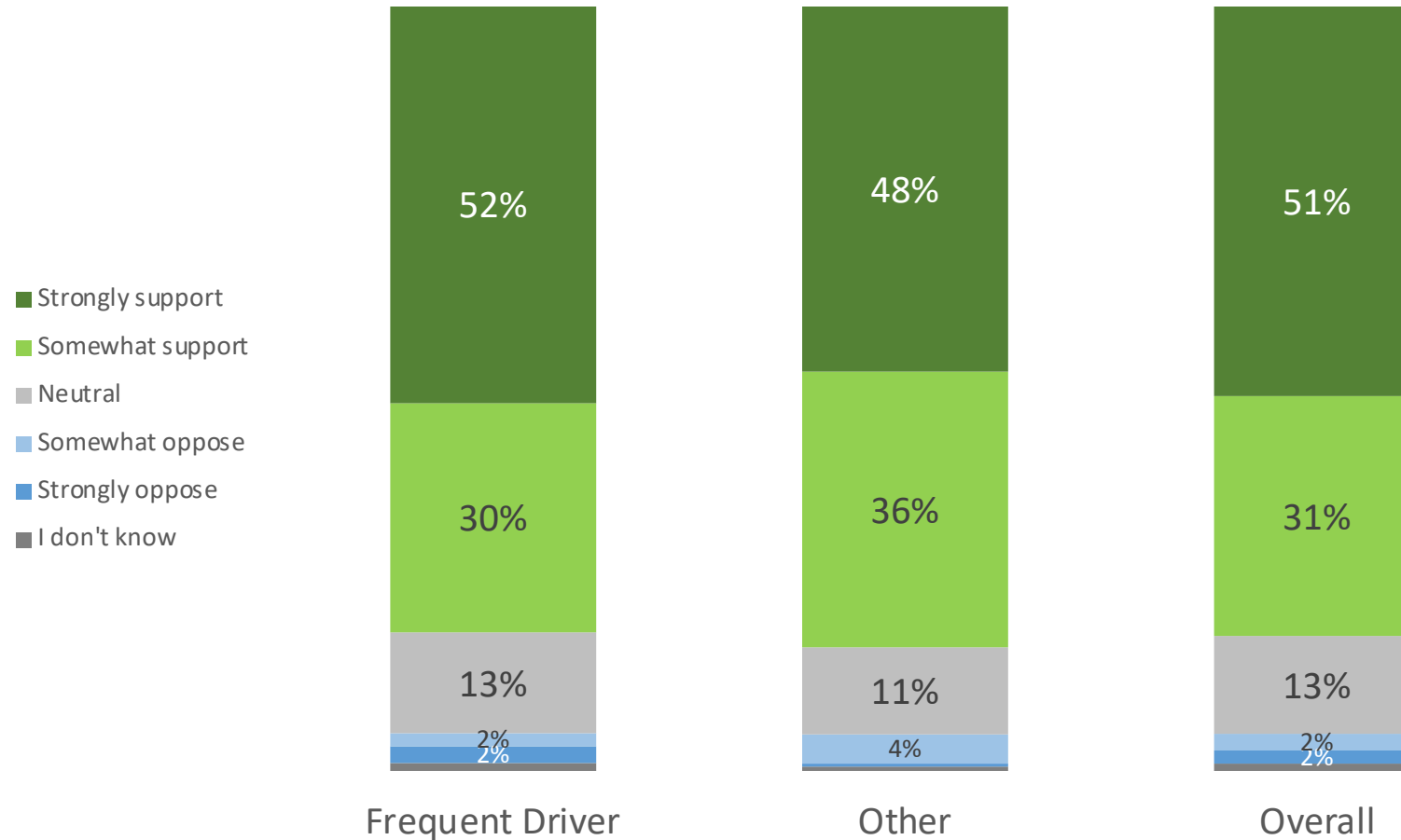
Draft Vision: Level of Support or Opposition by Age Range



Strongly support/Somewhat support (NET) */**Statistically significant difference between those aged under 40 years and those aged 40-64 years.

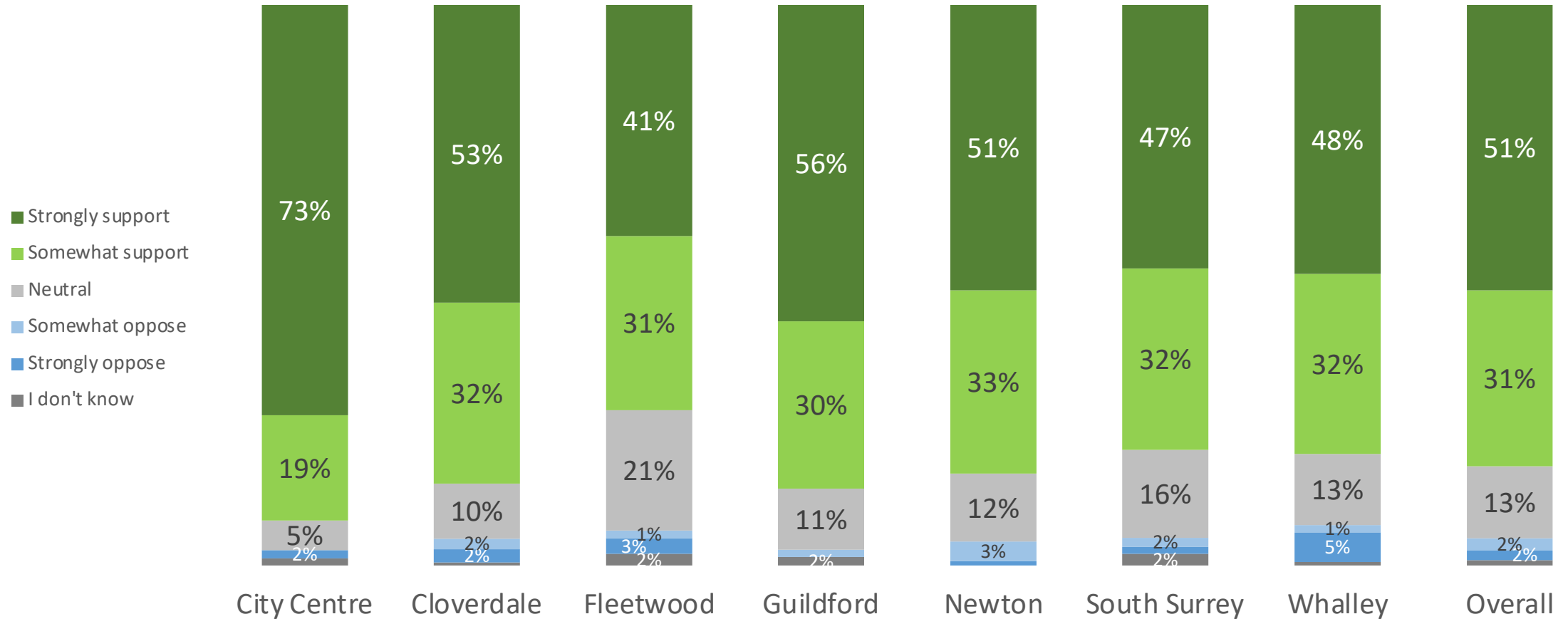
With a probability sample of 1,019 residents of Surrey we could expect a margin of error for this survey of +/- 3.07%, 19 times out of 20.

Draft Vision: Level of Support or Opposition by Transportation Mode



With a probability sample of 1,019 residents of Surrey we could expect a margin of error for this survey of +/- 3.07%, 19 times out of 20.

Draft Vision: Level of Support or Opposition by Surrey Community

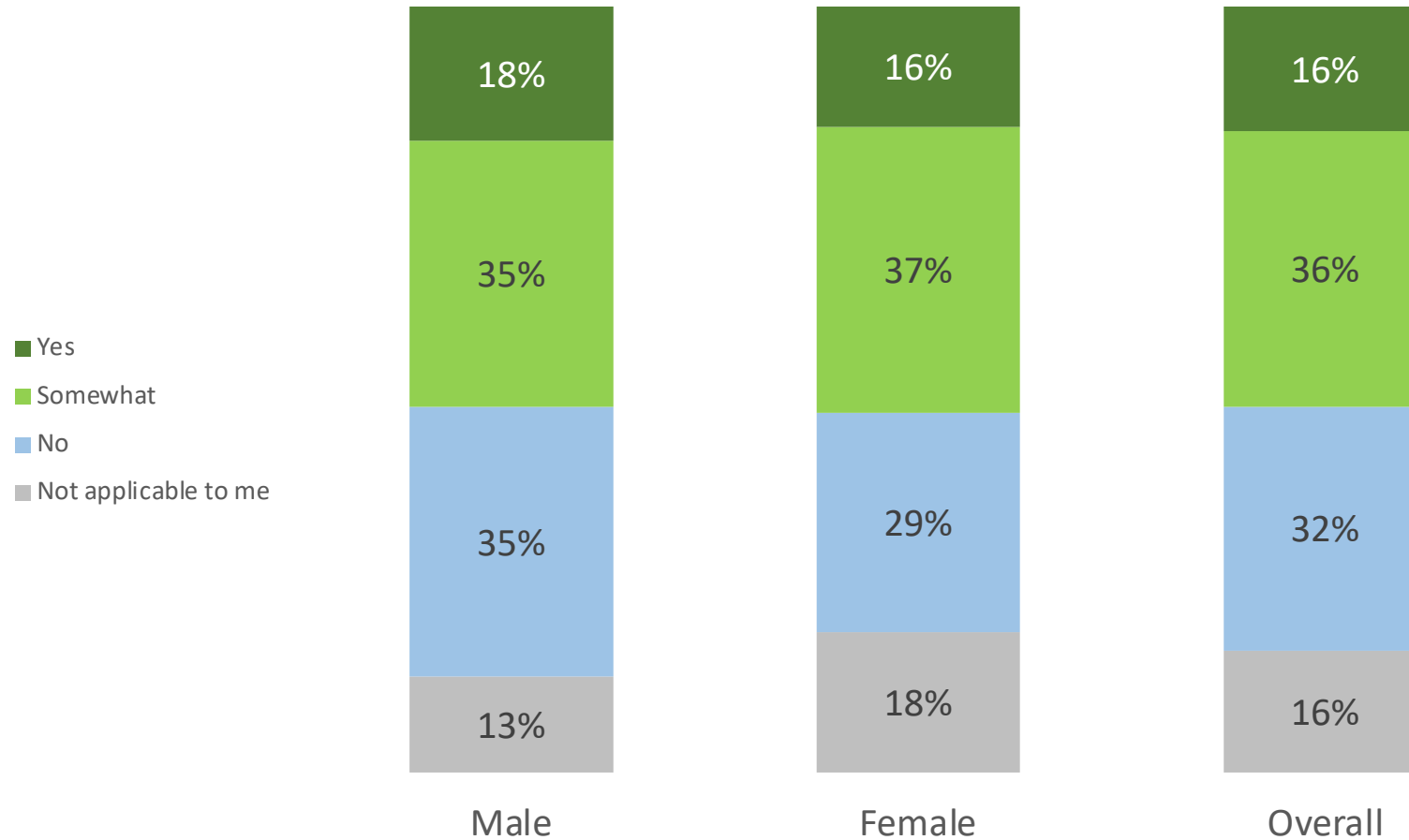


Strongly support/Somewhat support (NET) */**Statistically significant difference between those living in City Centre, Cloverdale, Guildford and Newton compared to those living in Fleetwood.
Strongly support */**Statistically significant difference between those living in City Centre compared to all other communities.

With a probability sample of 1,019 residents of Surrey we could expect a margin of error for this survey of +/- 3.07%, 19 times out of 20.

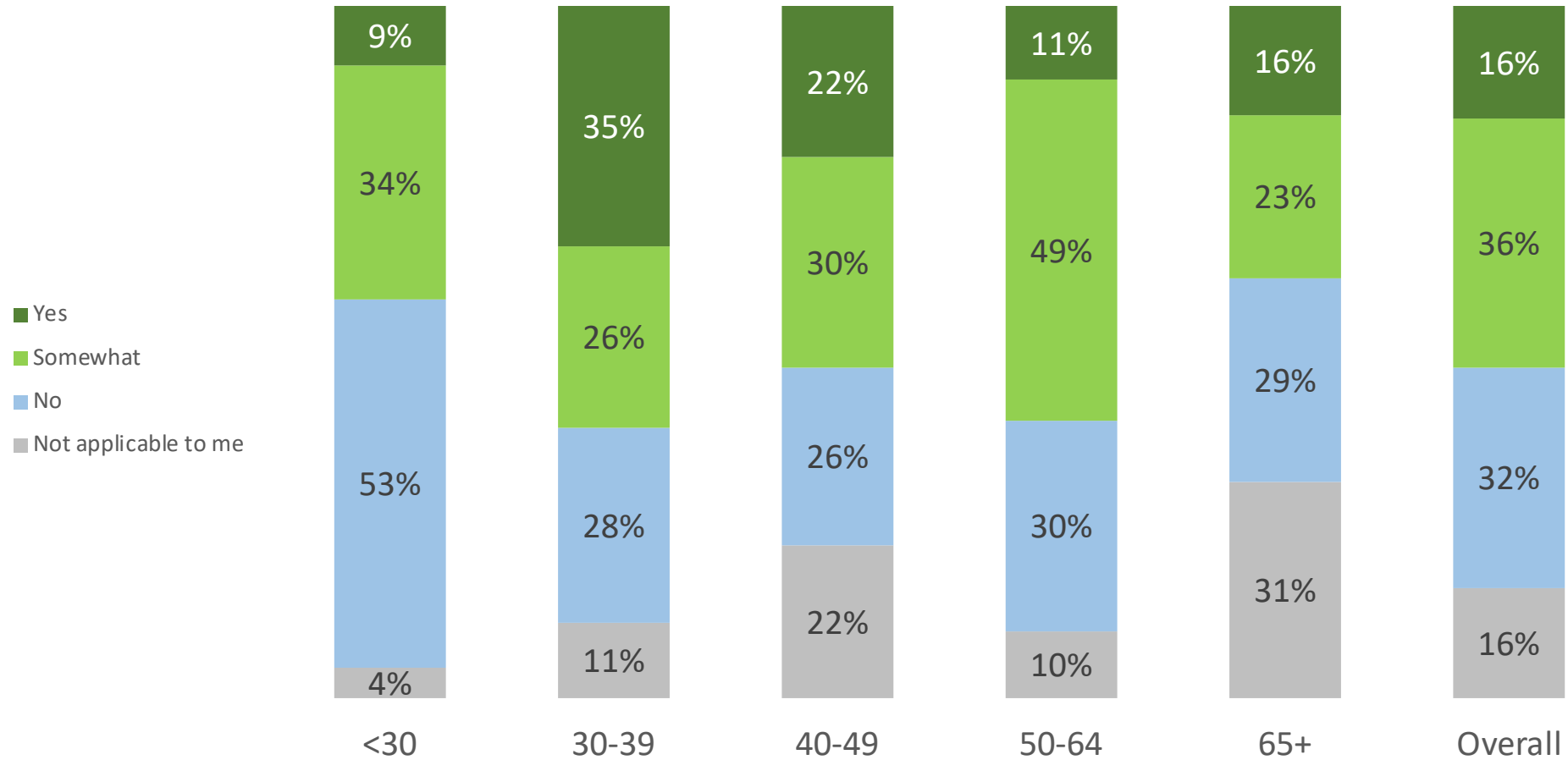


Transportation Modes: Interest in walking more by Gender



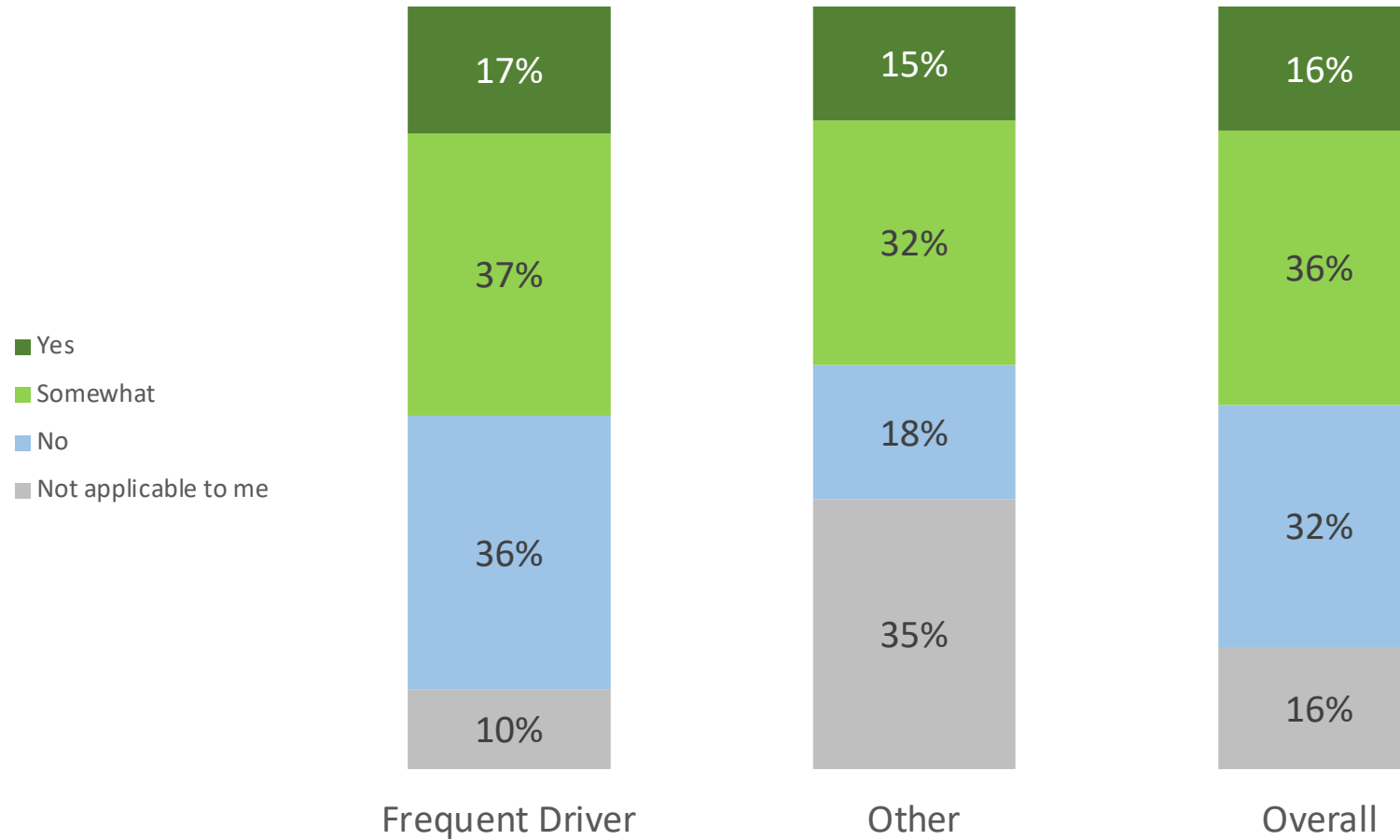
With a probability sample of 1,019 residents of Surrey we could expect a margin of error for this survey of +/- 3.07%, 19 times out of 20.

Transportation Modes: Interest in walking more by Age Range



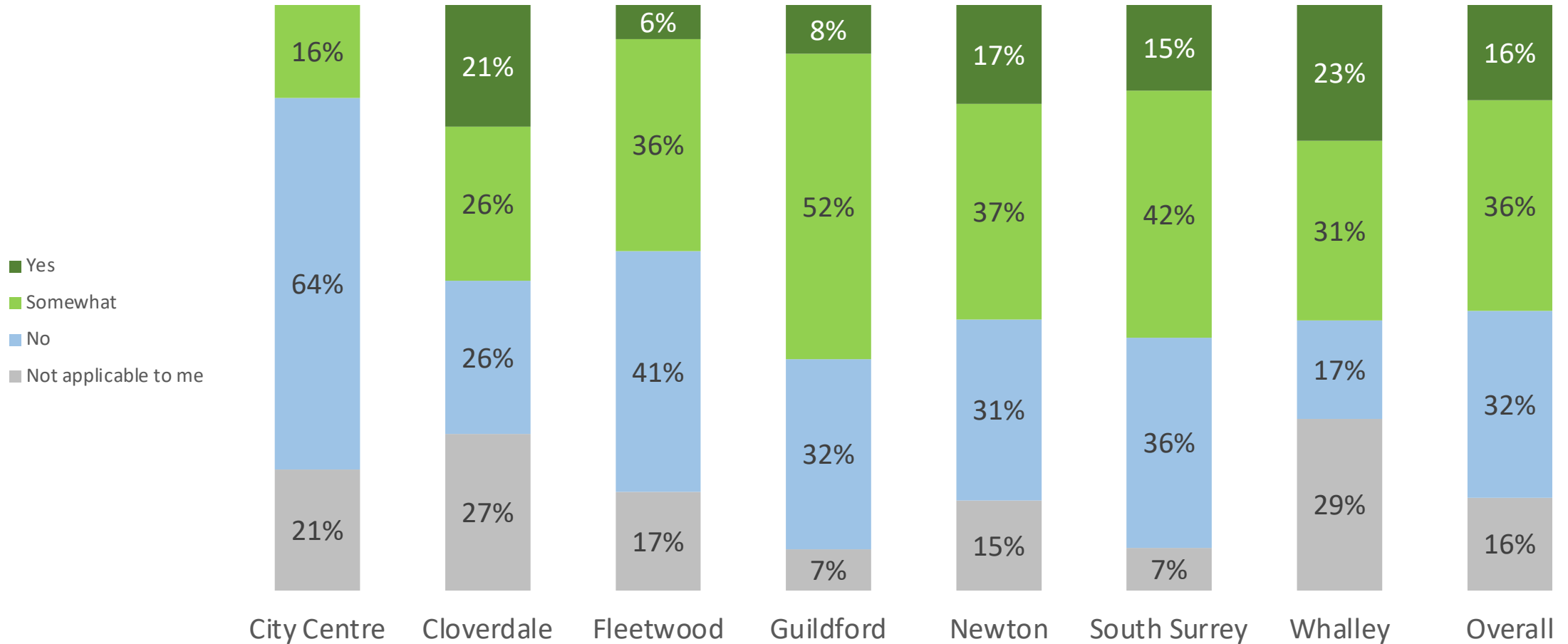
With a probability sample of 1,019 residents of Surrey we could expect a margin of error for this survey of +/- 3.07%, 19 times out of 20.

Transportation Modes: Interest in walking more by Transportation Mode



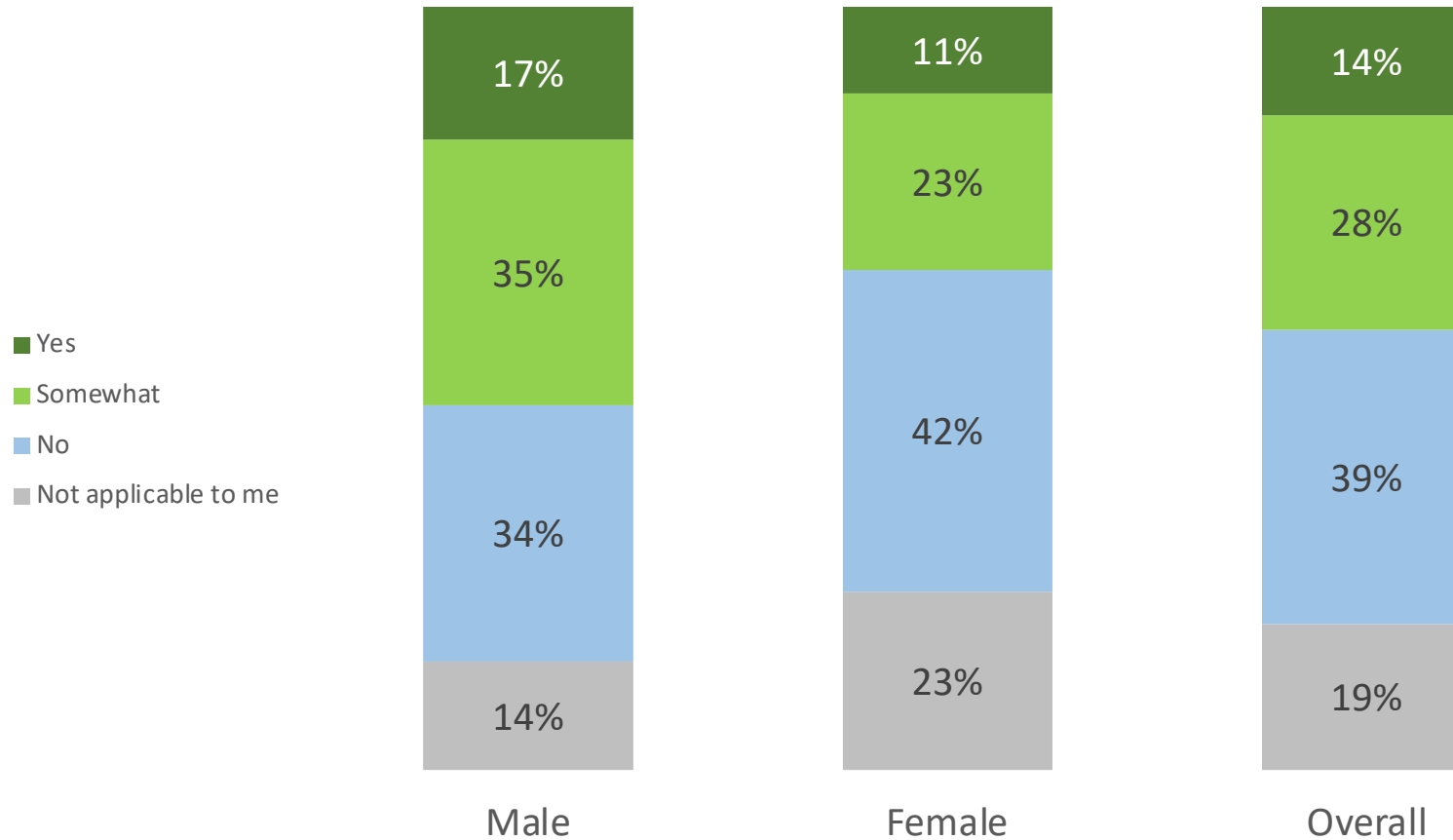
With a probability sample of 1,019 residents of Surrey we could expect a margin of error for this survey of +/- 3.07%, 19 times out of 20.

Transportation Modes: Interest in walking more by Surrey Community



With a probability sample of 1,019 residents of Surrey we could expect a margin of error for this survey of +/- 3.07%, 19 times out of 20.

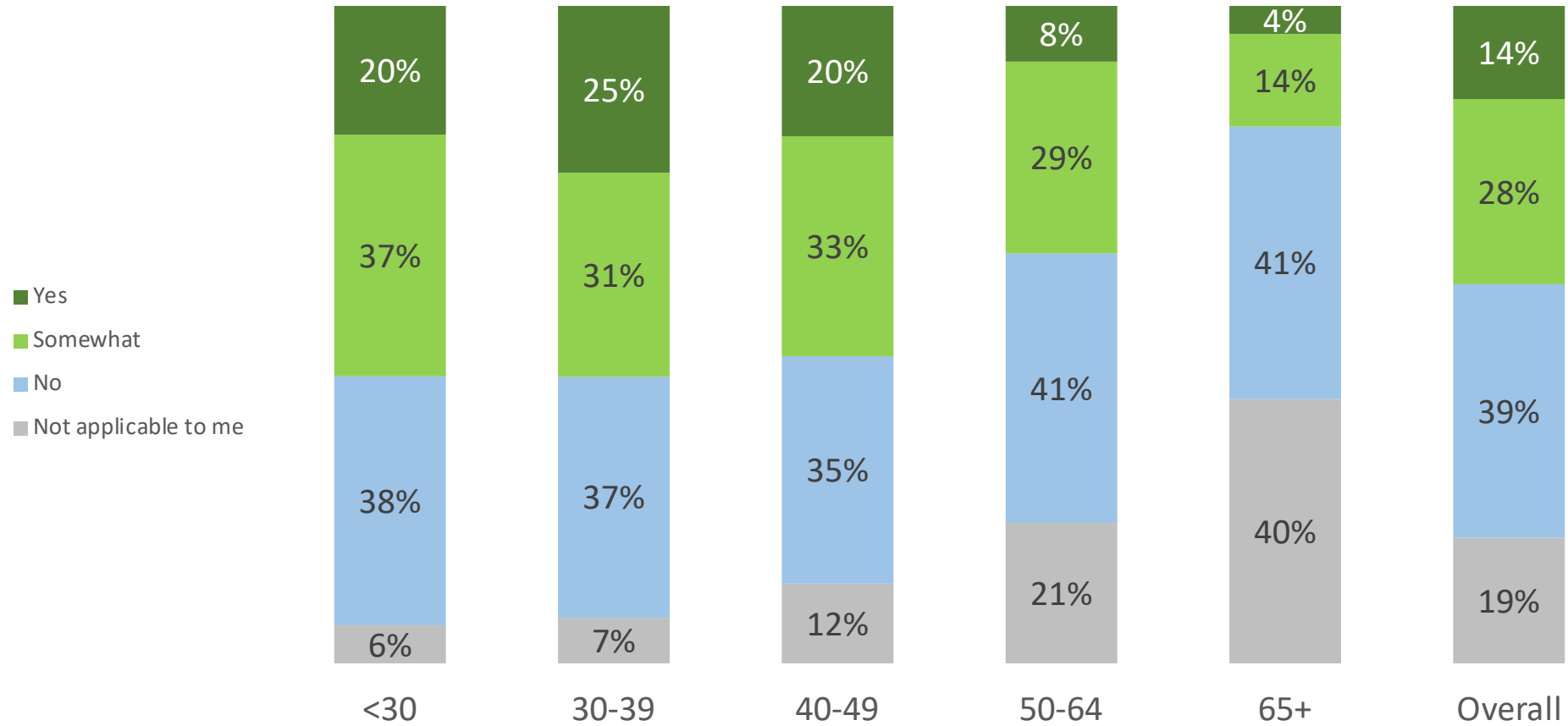
Transportation Modes: Interest in cycling more by Gender



Somewhat - interested in cycling more **Statistically significant difference between Males and Females.

With a probability sample of 1,019 residents of Surrey we could expect a margin of error for this survey of +/- 3.07%, 19 times out of 20.

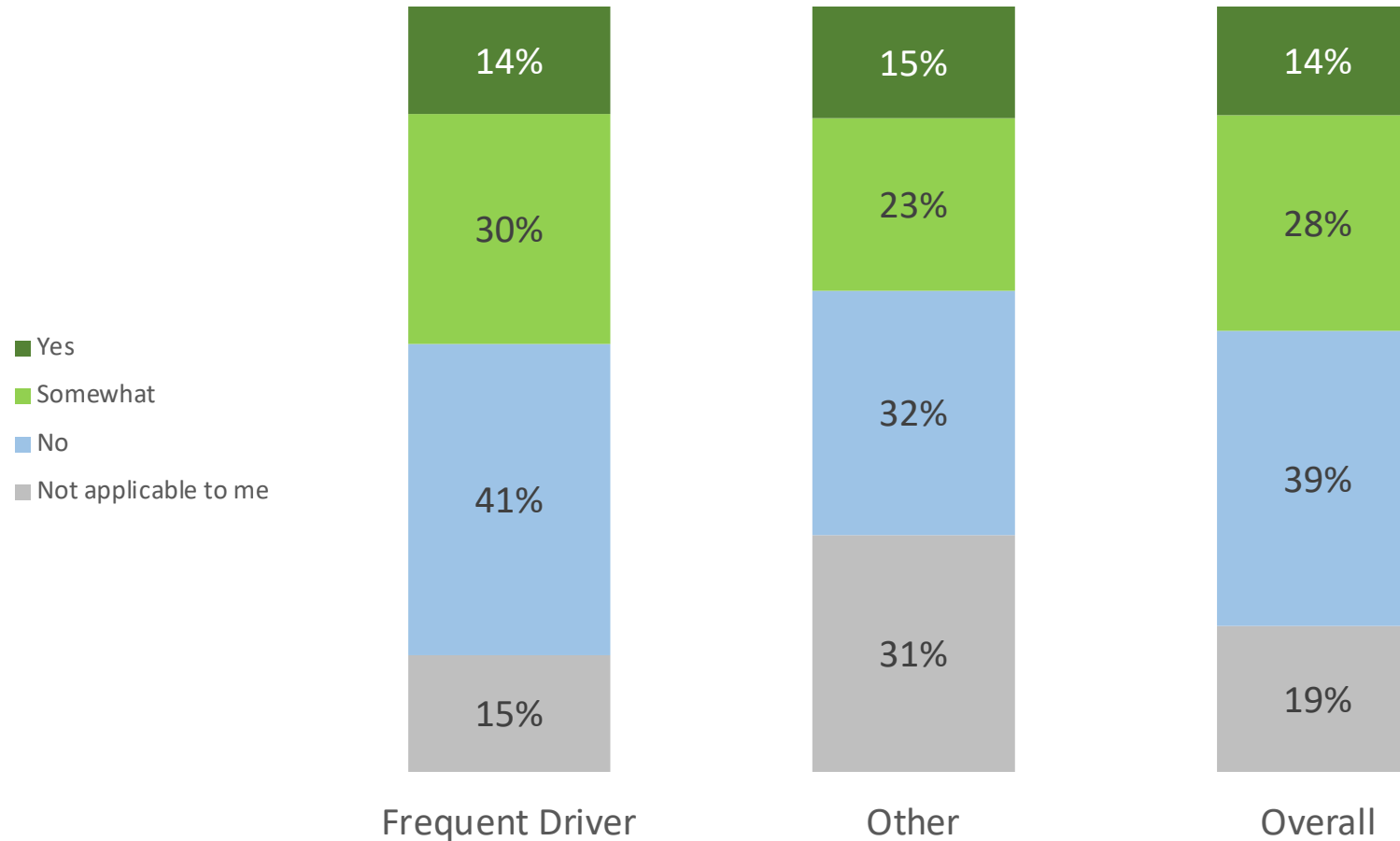
Transportation Modes: Interest in cycling more by Age Range



Yes - interested in cycling more **Statistically significant difference between those aged under 50 years and those aged 65 years or older.

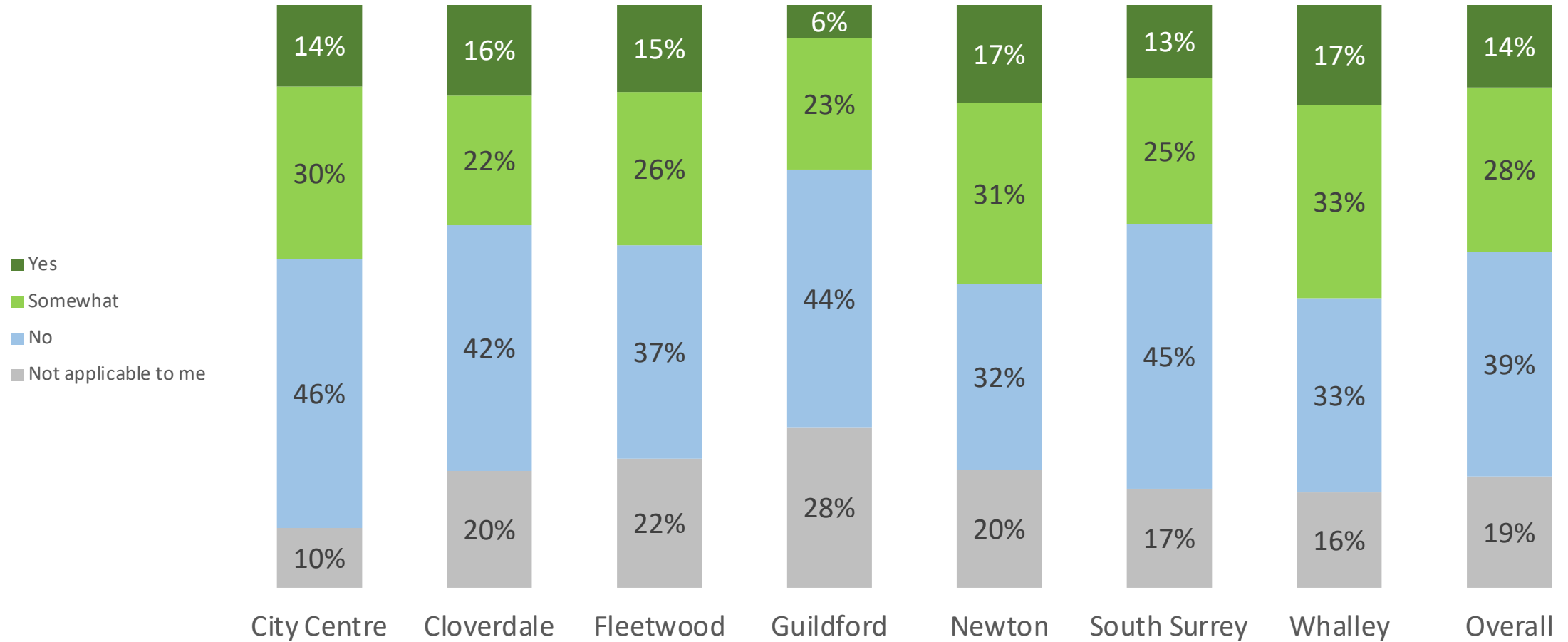
With a probability sample of 1,019 residents of Surrey we could expect a margin of error for this survey of +/- 3.07%, 19 times out of 20.

Transportation Modes: Interest in cycling more by Transportation Mode



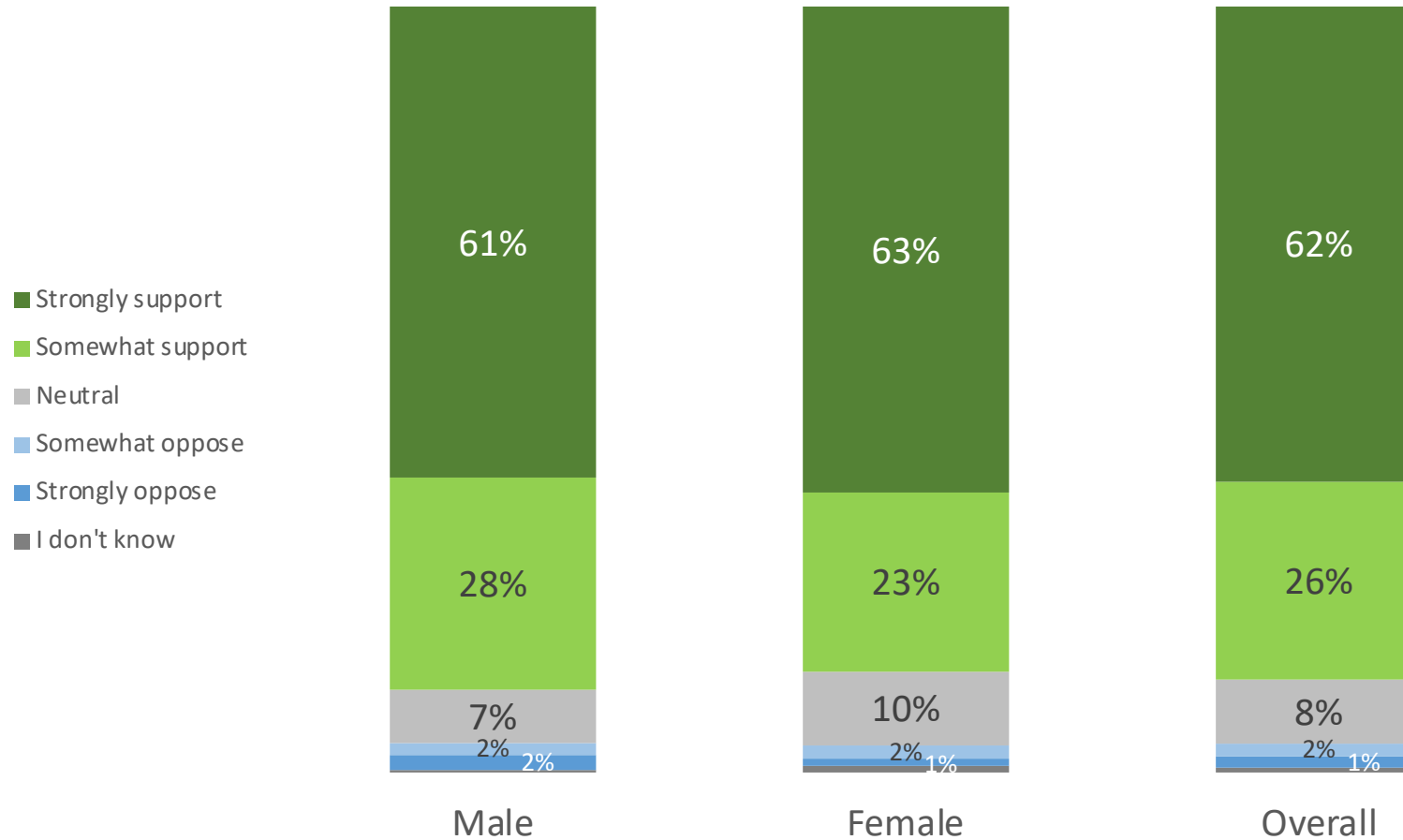
With a probability sample of 1,019 residents of Surrey we could expect a margin of error for this survey of +/- 3.07%, 19 times out of 20.

Transportation Modes: Interest in cycling more by Surrey Community



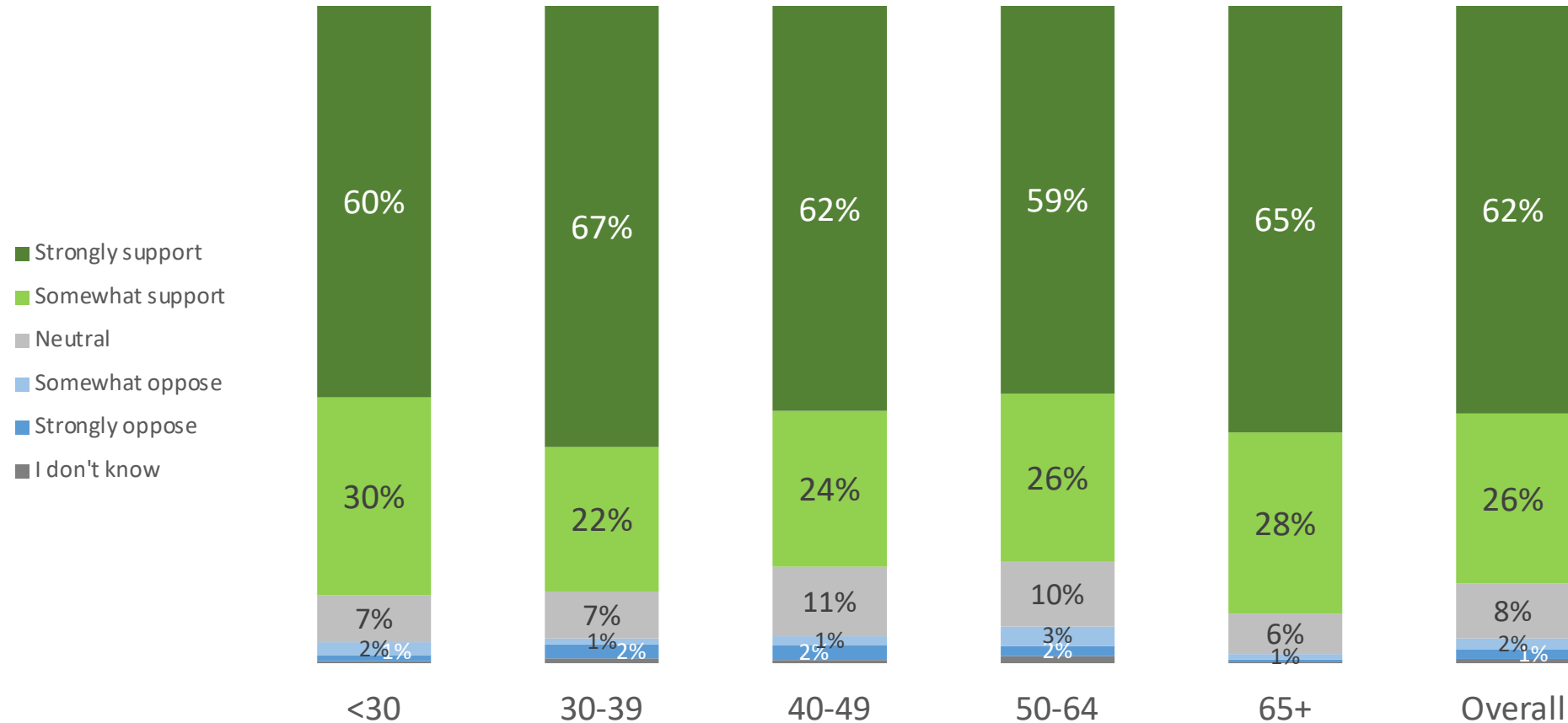
With a probability sample of 1,019 residents of Surrey we could expect a margin of error for this survey of +/- 3.07%, 19 times out of 20.

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



With a probability sample of 1,019 residents of Surrey we could expect a margin of error for this survey of +/- 3.07%, 19 times out of 20.

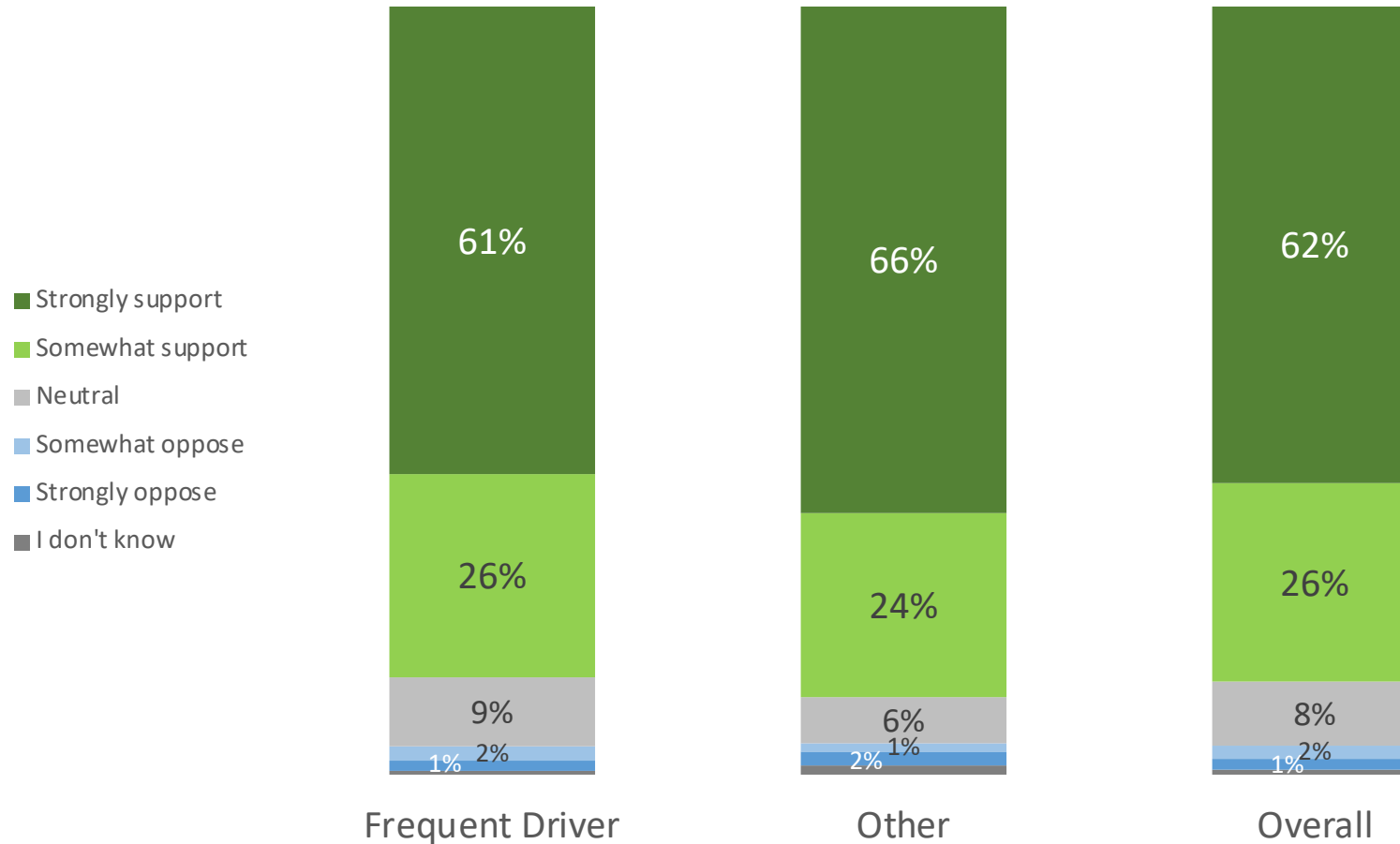
Bold Move 1: Level of Support or Opposition for Put Safety First by Age Range



Strongly support/Somewhat support (NET) **Statistically significant difference between those aged 65 or older and those aged 50-64 years.

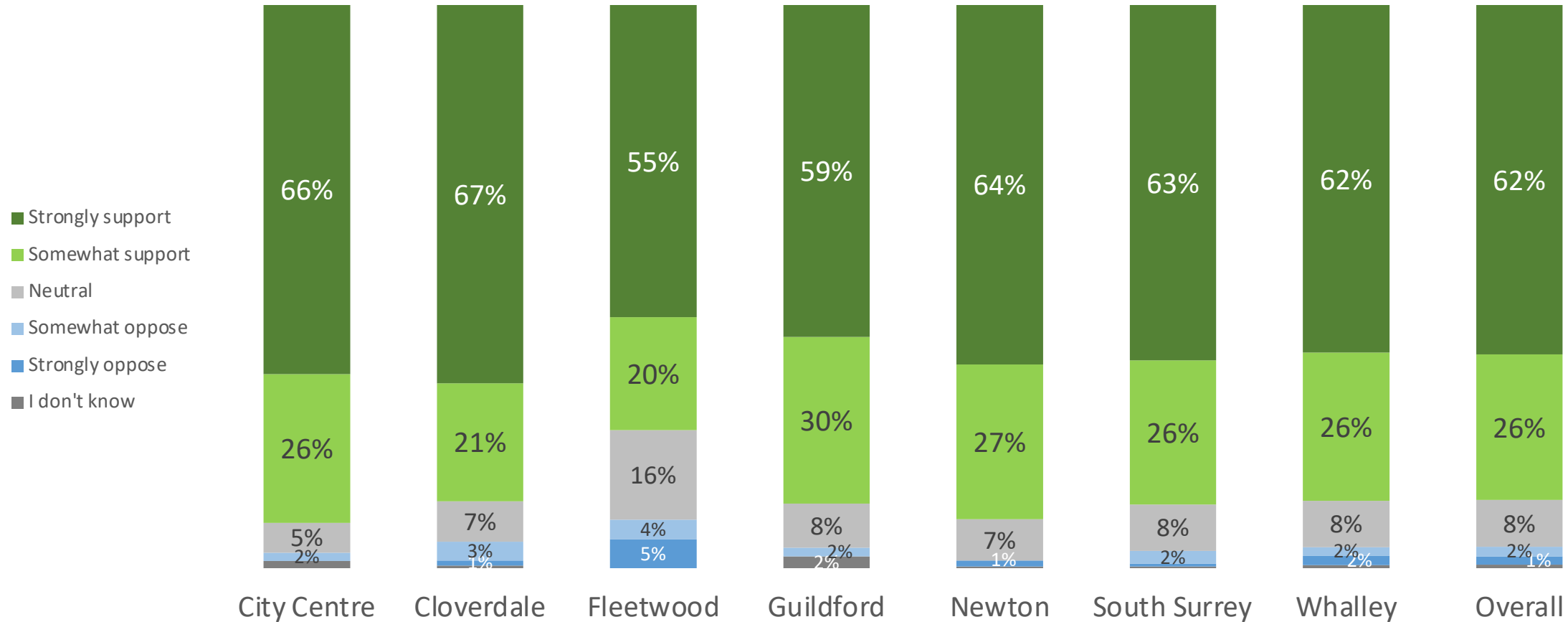
With a probability sample of 1,019 residents of Surrey we could expect a margin of error for this survey of +/- 3.07%, 19 times out of 20.

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



With a probability sample of 1,019 residents of Surrey we could expect a margin of error for this survey of +/- 3.07%, 19 times out of 20.

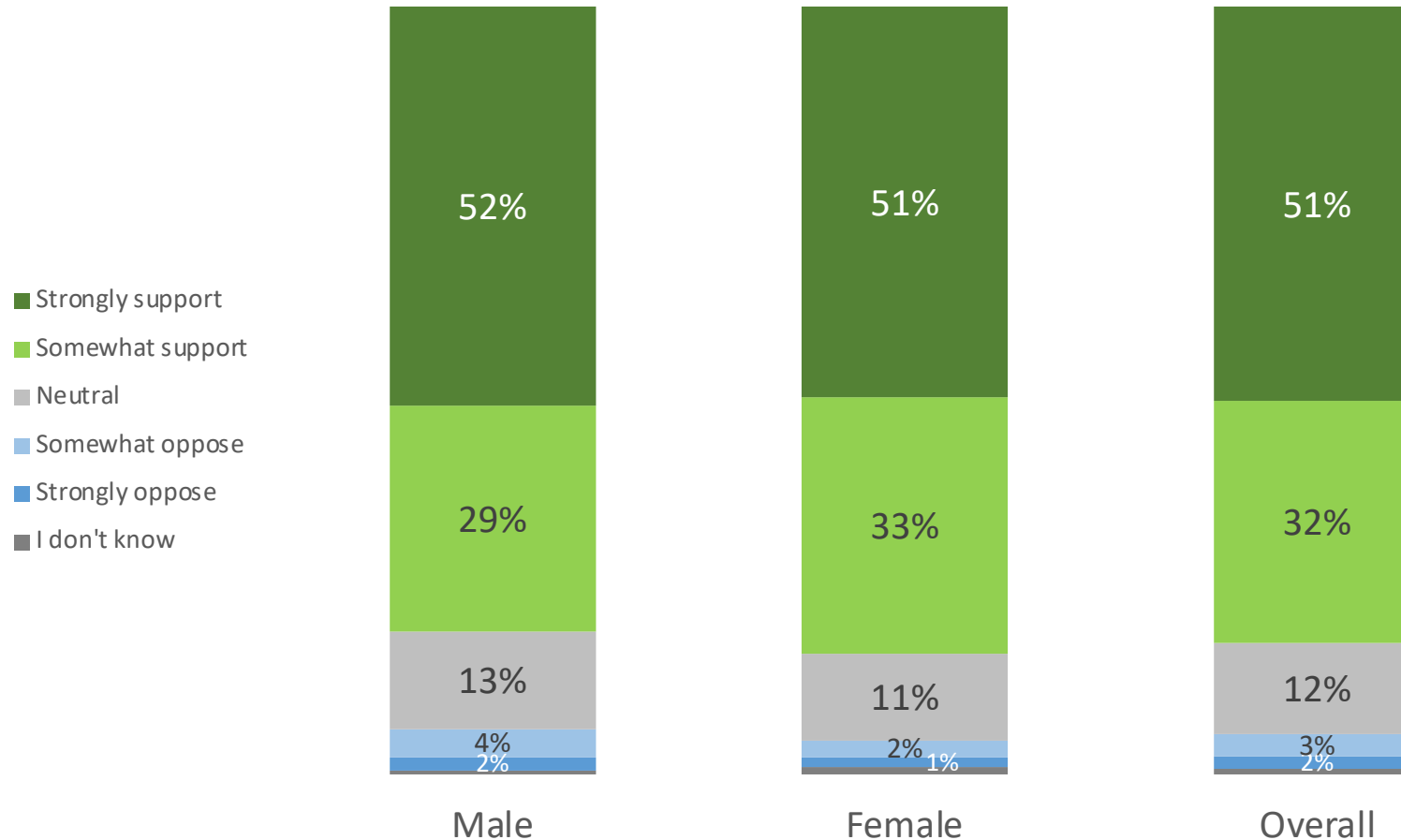
Bold Move 1: Level of Support or Opposition for Put Safety First by Surrey Community



Strongly support/Somewhat support (NET) */** Statistically significant difference between those living in City Centre, Cloverdale, Guildford, Newton, South Surrey and Whalley compared to those living in Fleetwood.

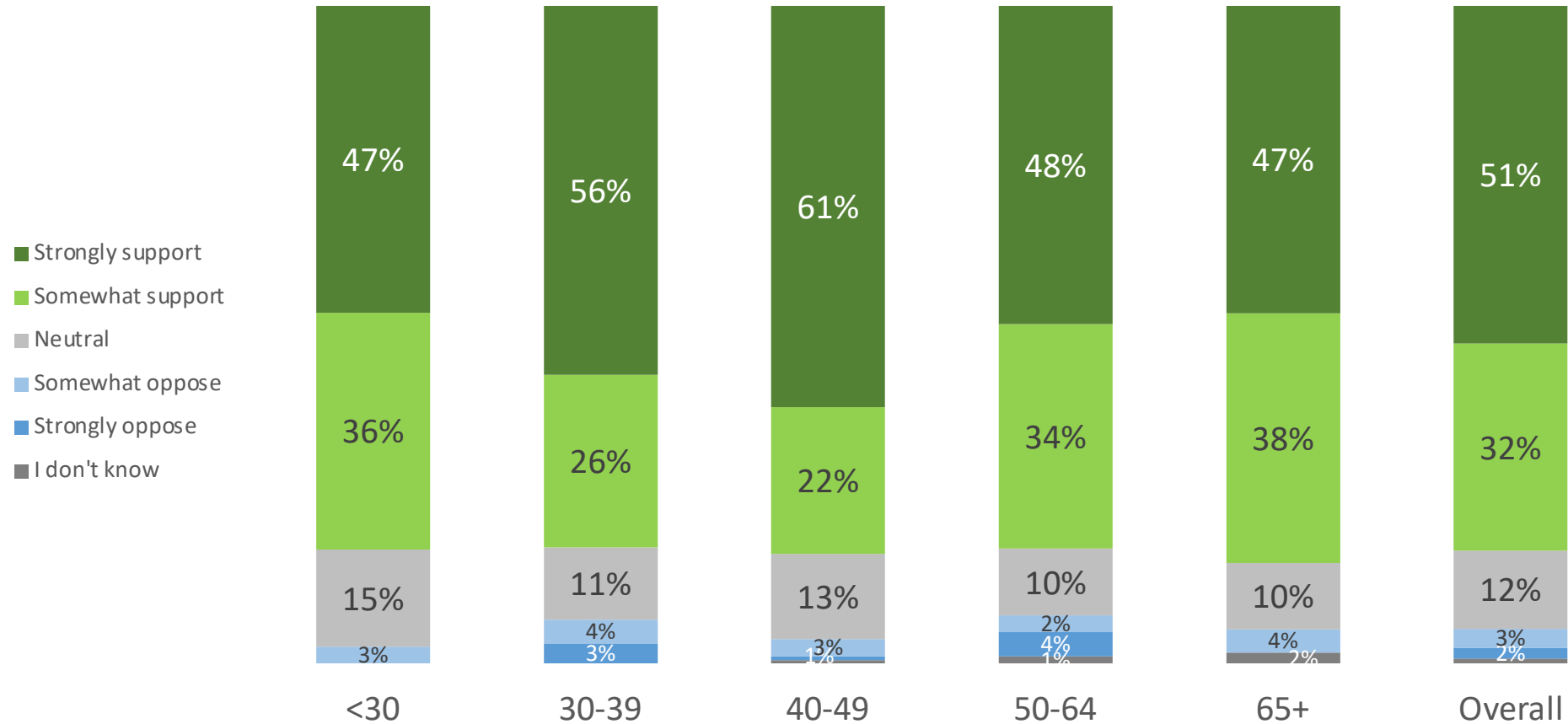
With a probability sample of 1,019 residents of Surrey we could expect a margin of error for this survey of +/- 3.07%, 19 times out of 20.

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



With a probability sample of 1,019 residents of Surrey we could expect a margin of error for this survey of +/- 3.07%, 19 times out of 20.

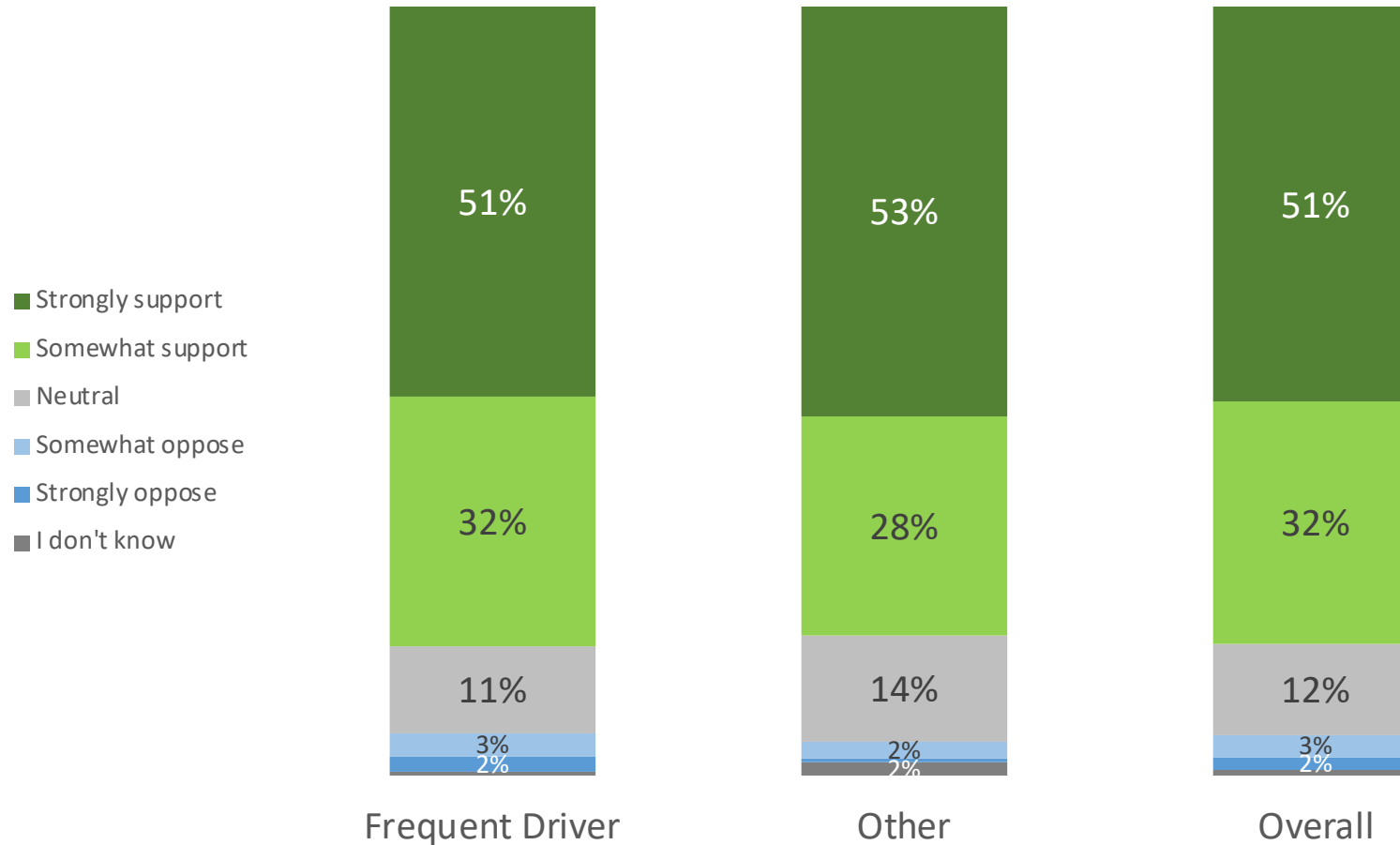
Bold Move 2: Level of Support or Opposition for Support 15-Minute Neighbourhoods by Age Range



Strongly support *Statistically significant difference between those aged 40-49 years compared to those under 30 years and those aged 50 years or older.

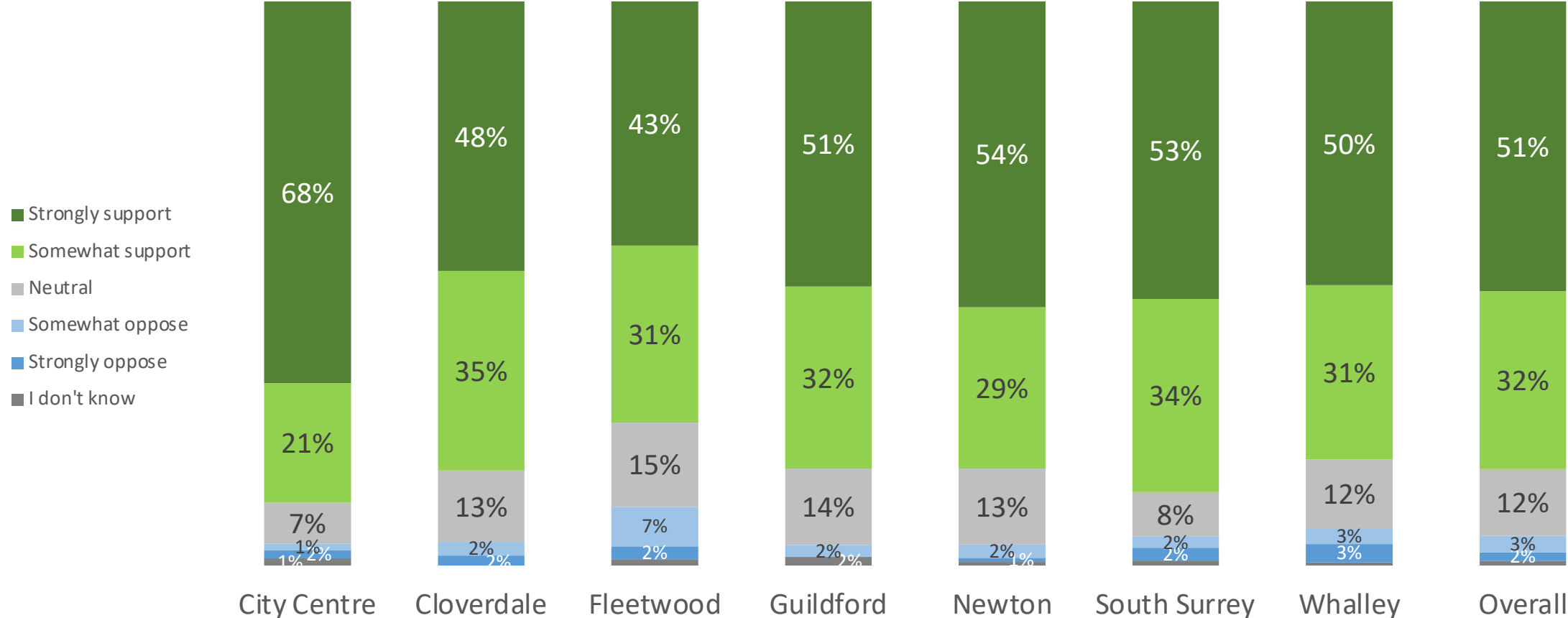
With a probability sample of 1,019 residents of Surrey we could expect a margin of error for this survey of +/- 3.07%, 19 times out of 20.

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



With a probability sample of 1,019 residents of Surrey we could expect a margin of error for this survey of +/- 3.07%, 19 times out of 20.

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

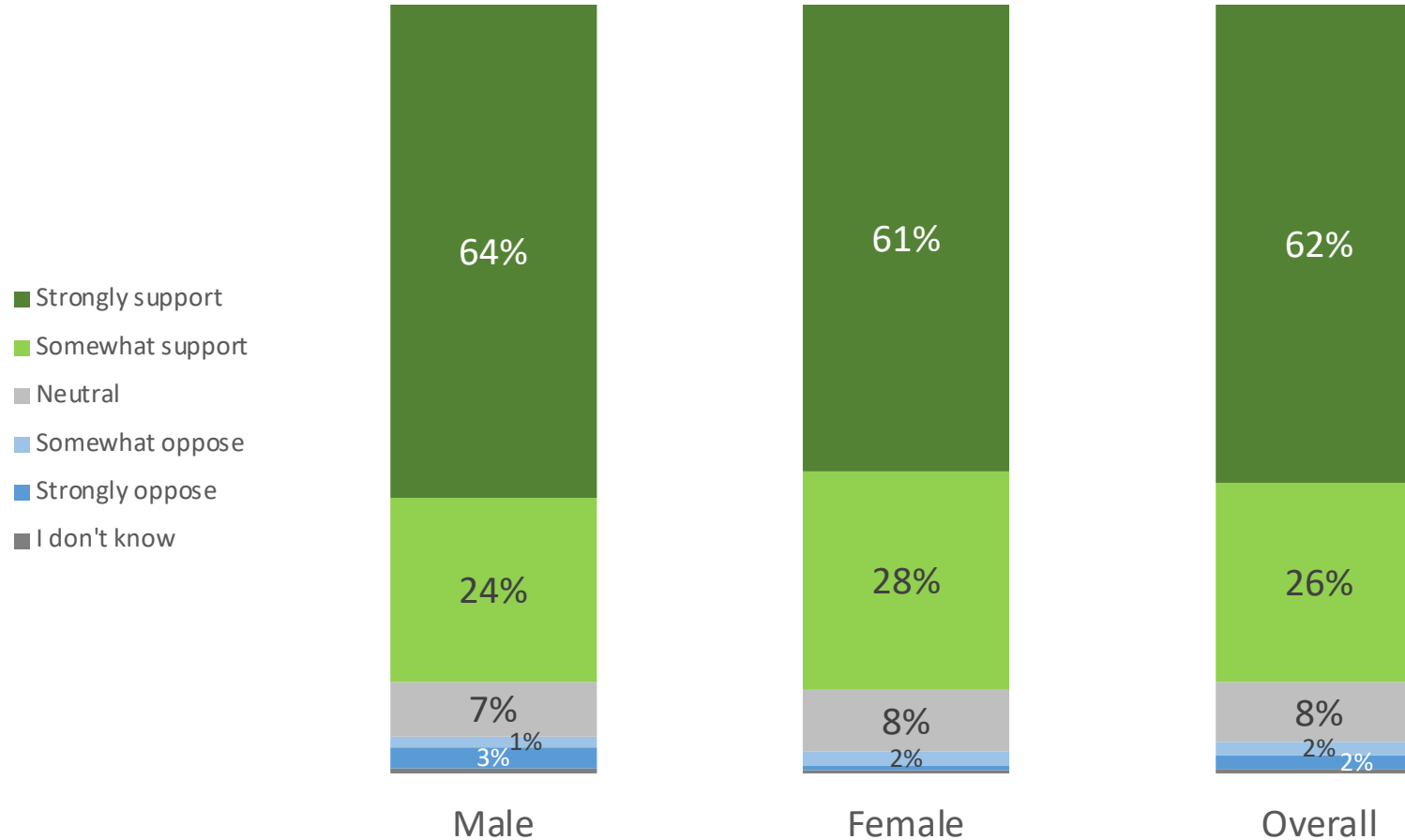


Strongly support/Somewhat support (NET) *Statistically significant difference between those living in City Centre and South Surrey compared to those living in Fleetwood.
Strongly support */**Statistically significant difference between those living in City Centre compared to those living in Cloverdale and Fleetwood.

With a probability sample of 1,019 residents of Surrey we could expect a margin of error for this survey of +/- 3.07%, 19 times out of 20.

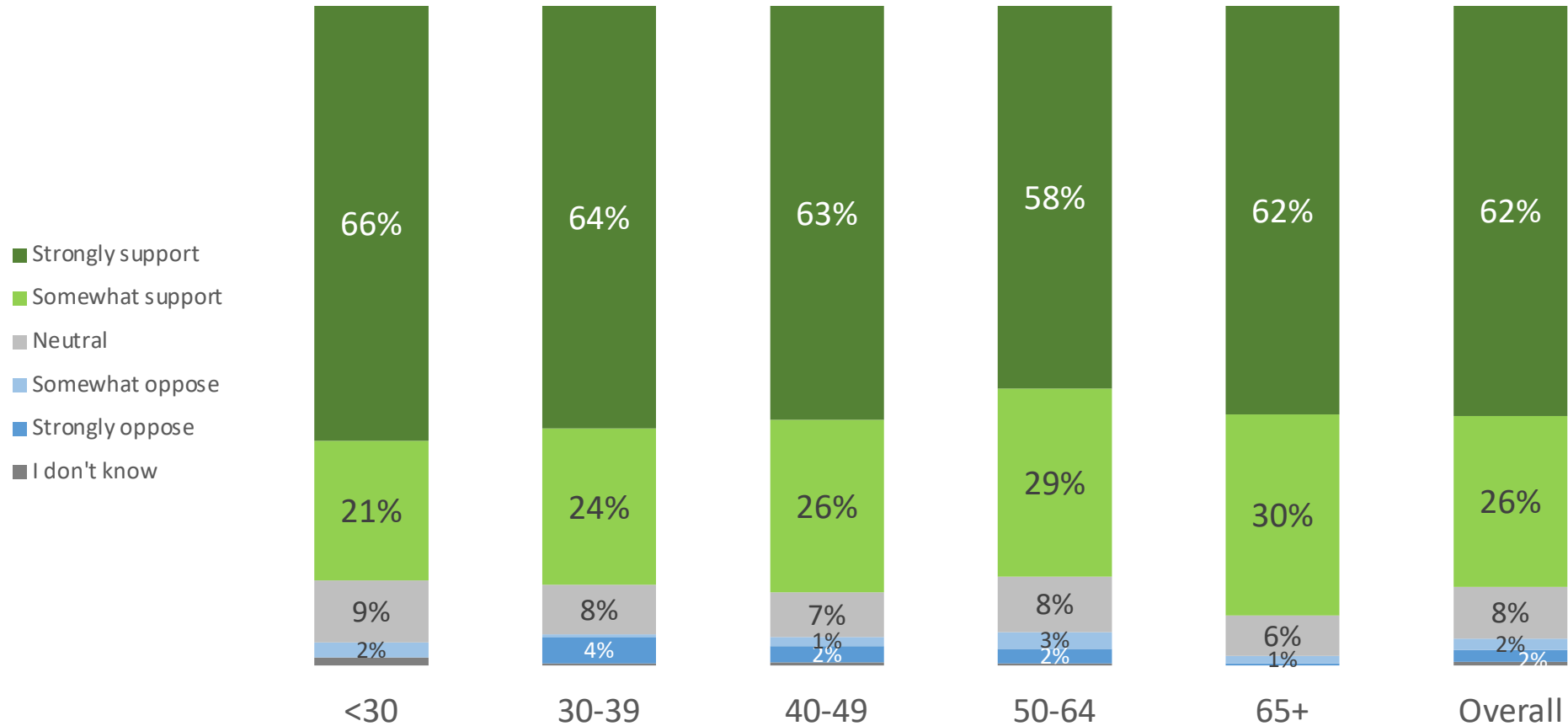


Bold Move 3: Level of Support or Opposition for rapid transit connecting all Surrey Town Centres by Gender



With a probability sample of 1,019 residents of Surrey we could expect a margin of error for this survey of +/- 3.07%, 19 times out of 20.

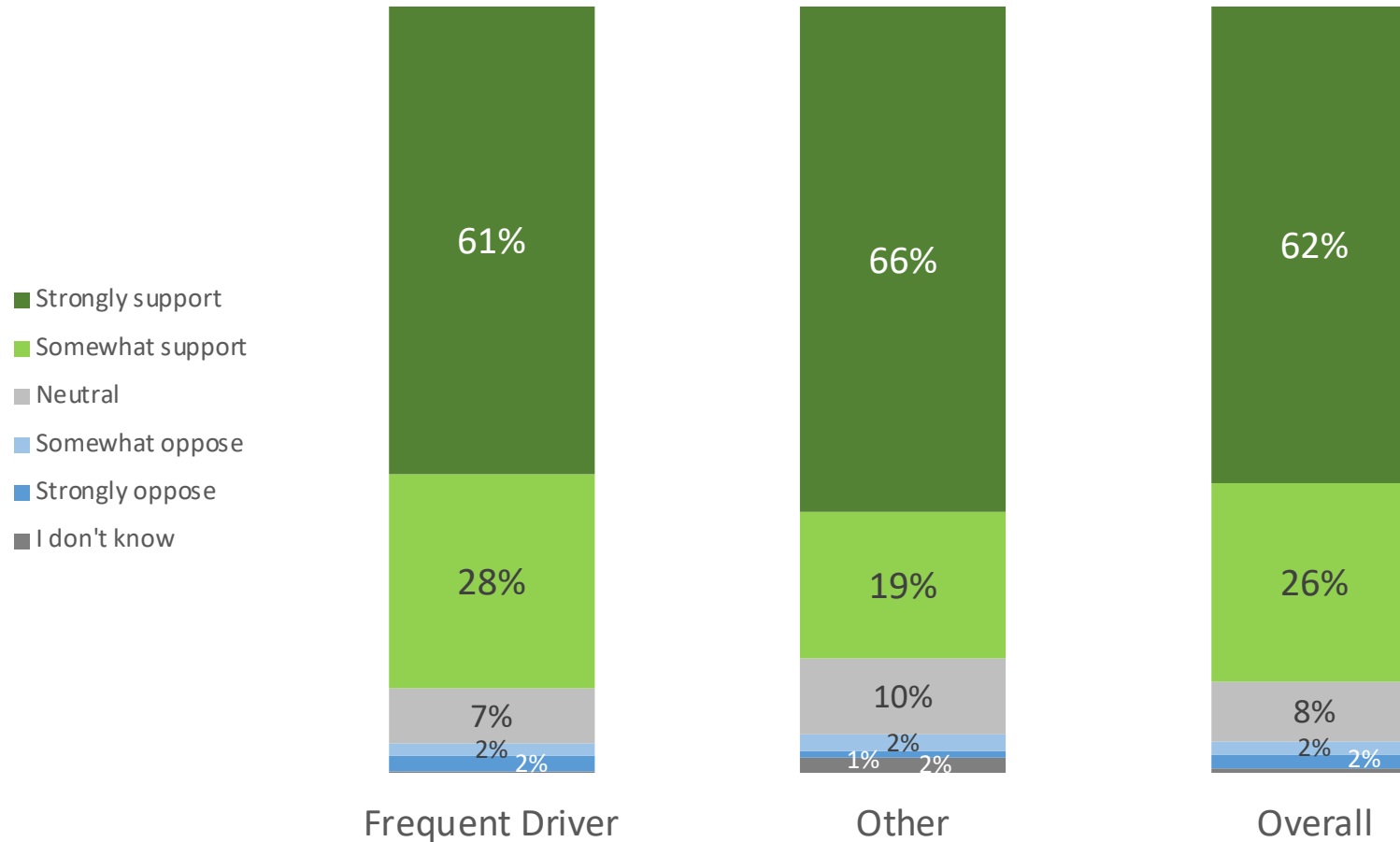
Bold Move 3: Level of Support or Opposition for rapid transit connecting all Surrey Town Centres by Age Range



Strongly support/Somewhat support (NET) *Statistically significant difference between those aged 65 or older and those aged 50-64 years.

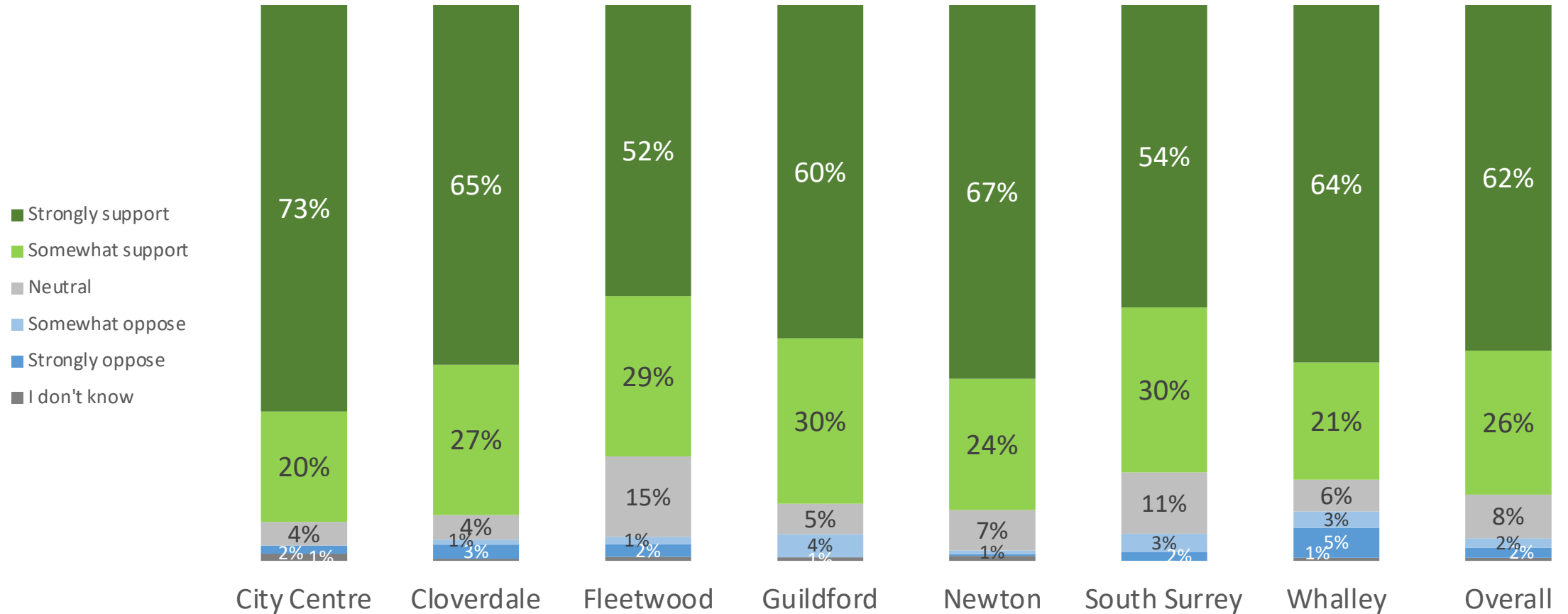
With a probability sample of 1,019 residents of Surrey we could expect a margin of error for this survey of +/- 3.07%, 19 times out of 20.

Bold Move 3: Level of Support or Opposition for rapid transit connecting all Surrey Town Centres by Transportation Mode



With a probability sample of 1,019 residents of Surrey we could expect a margin of error for this survey of +/- 3.07%, 19 times out of 20.

Bold Move 3: Level of Support or Opposition for rapid transit connecting all Surrey Town Centres by Surrey Community

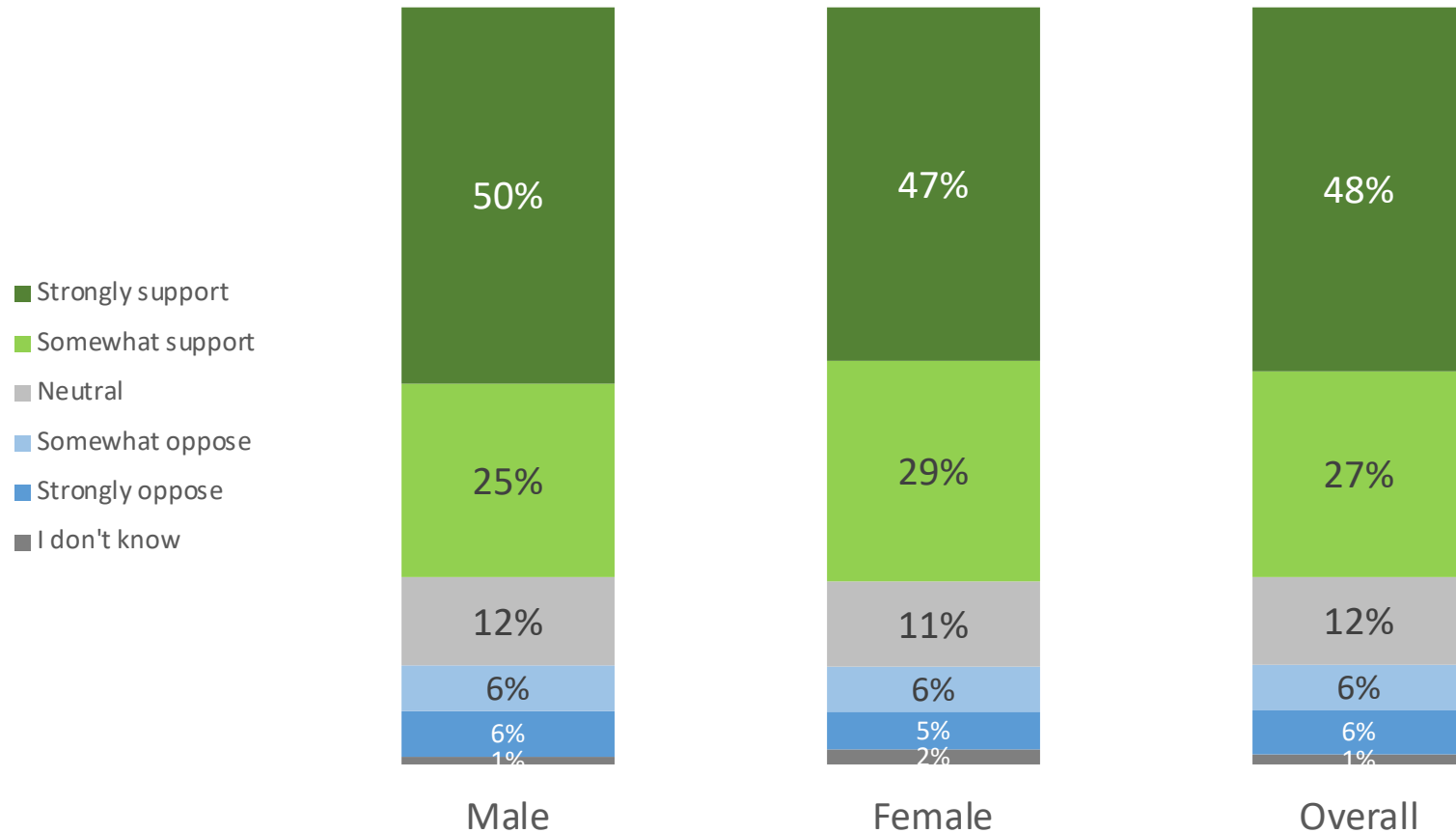


Strongly support *Statistically significant difference between those living in City Centre and Newton compared to those living in Fleetwood and South Surrey.

With a probability sample of 1,019 residents of Surrey we could expect a margin of error for this survey of +/- 3.07%, 19 times out of 20.

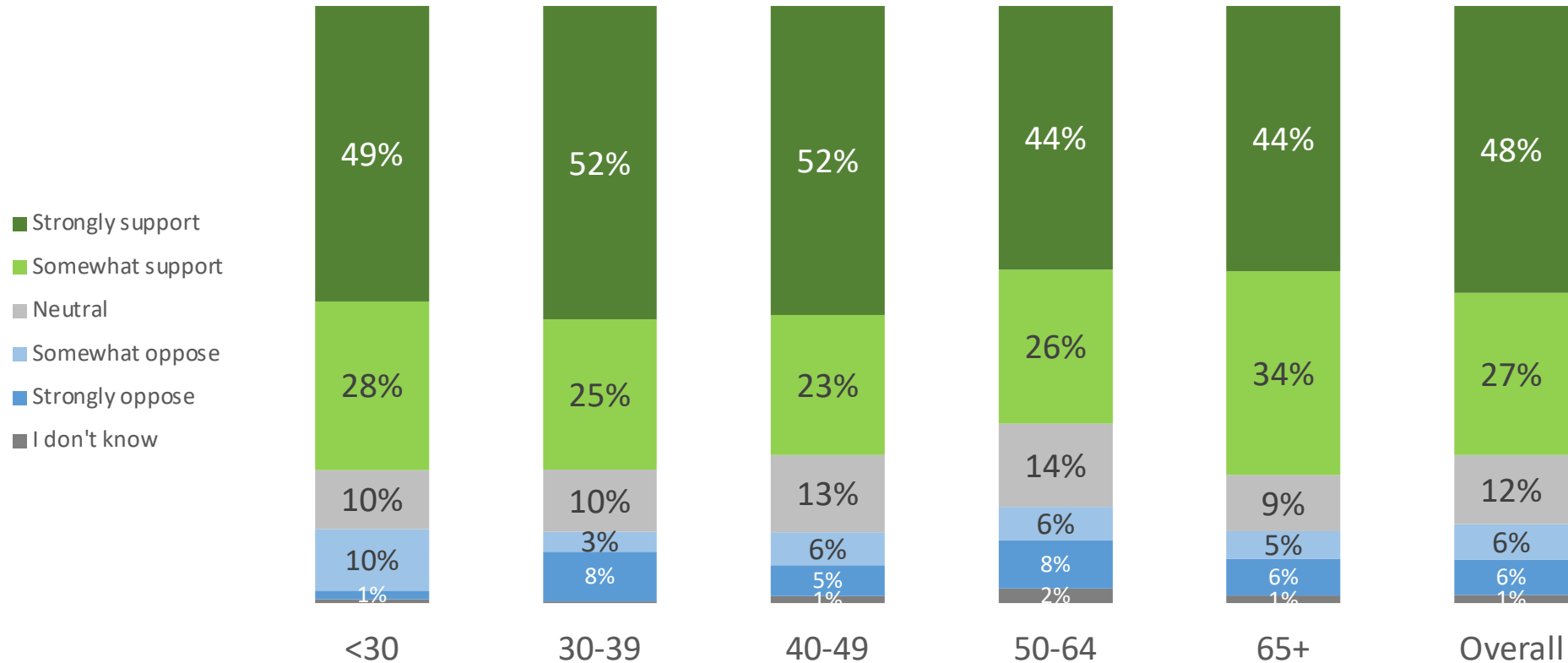


Bold Move 3: Level of Support or Opposition for building and expanding rapid transit on the street in an exclusive lane that isn't blocked at intersections or by turning vehicles to reach more people and places sooner while maintaining existing vehicle lanes by Gender



With a probability sample of 1,019 residents of Surrey we could expect a margin of error for this survey of +/- 3.07%, 19 times out of 20.

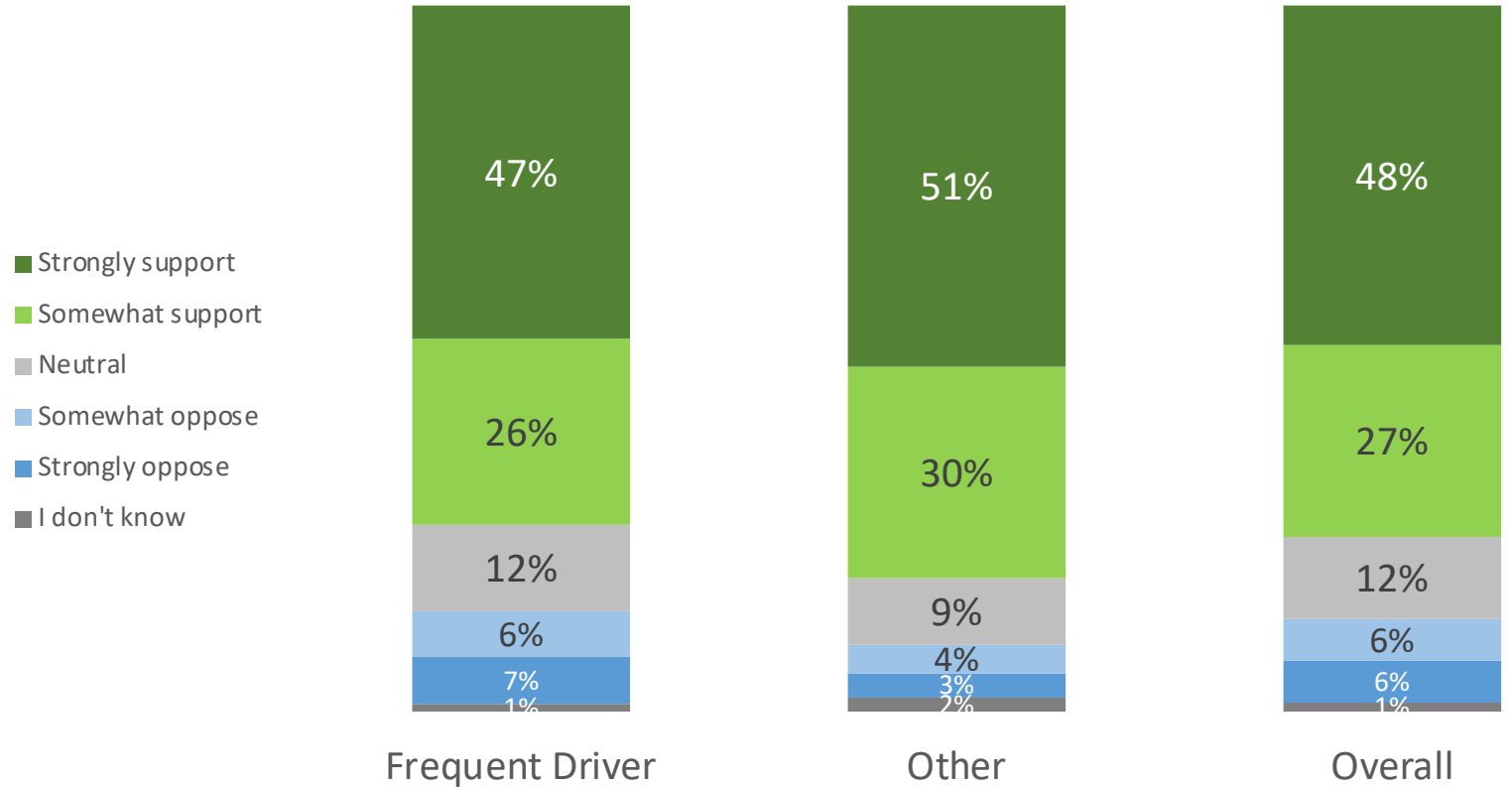
Bold Move 3: Level of Support or Opposition for building and expanding rapid transit on the street in an exclusive lane that isn't blocked at intersections or by turning vehicles to reach more people and places sooner while maintaining existing vehicle lanes by Age Range



Strongly support/Somewhat support (NET) *Statistically significant difference between those aged 65 or older and those aged 50-64 years.
Strongly oppose */**Statistically significant difference between those aged 50 years or older and those aged under 30 years.

With a probability sample of 1,019 residents of Surrey we could expect a margin of error for this survey of +/- 3.07%, 19 times out of 20.

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 while maintaining existing vehicle lanes by Transportation Mode

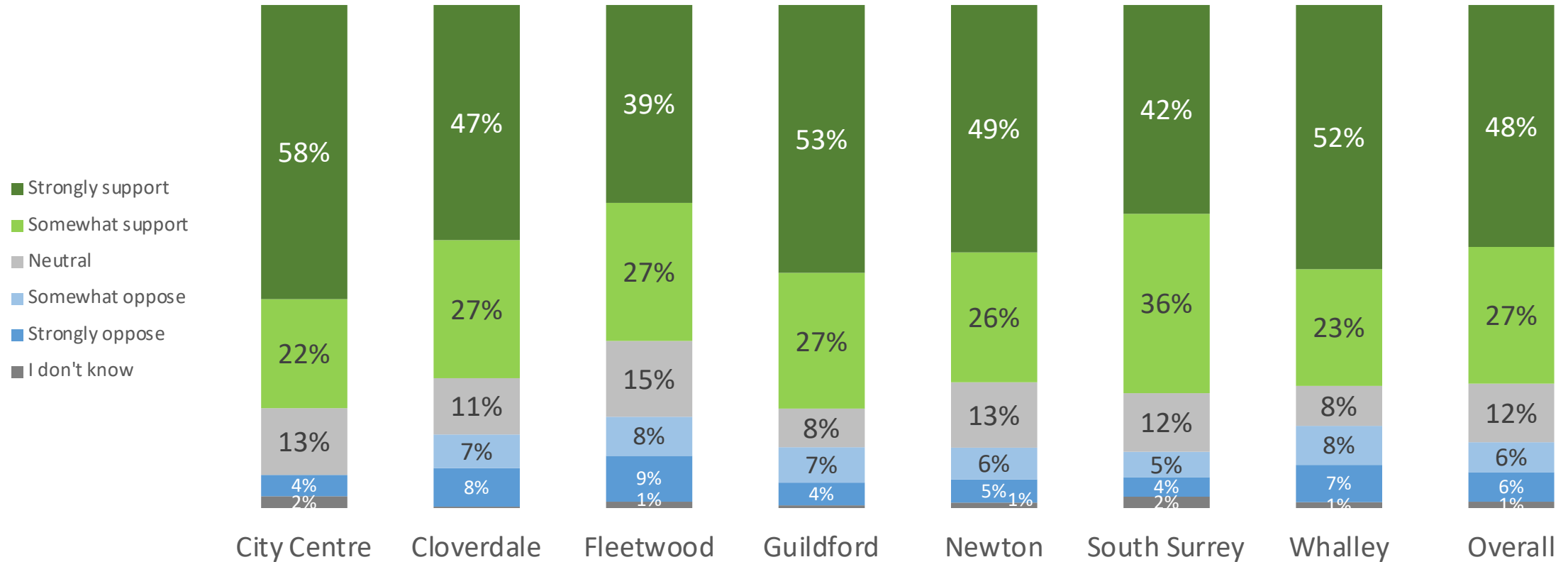


Strongly support/Somewhat support (NET) *Statistically significant difference between those who are not frequent drivers and those who are frequent drivers (Other).
Strongly oppose/Somewhat oppose (NET) *Statistically significant difference between those who are frequent drivers and those who are not frequent drivers (Other).

With a probability sample of 1,019 residents of Surrey we could expect a margin of error for this survey of +/- 3.07%, 19 times out of 20.



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 while maintaining existing vehicle lanes by Surrey Community

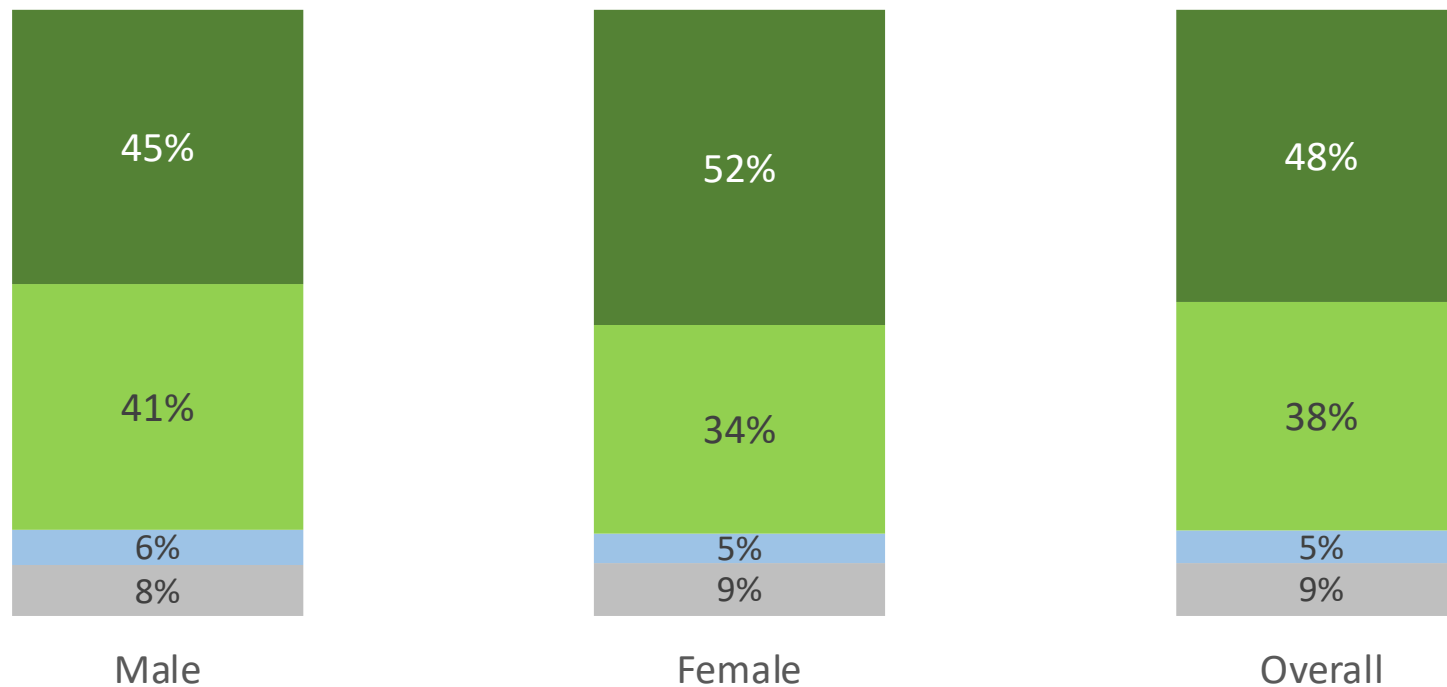


Strongly support *Statistically significant difference between those living in City Centre compared to those living in Fleetwood and South Surrey.

With a probability sample of 1,019 residents of Surrey we could expect a margin of error for this survey of +/- 3.07%, 19 times out of 20.

Bold Move 3: Support for road space options by Gender

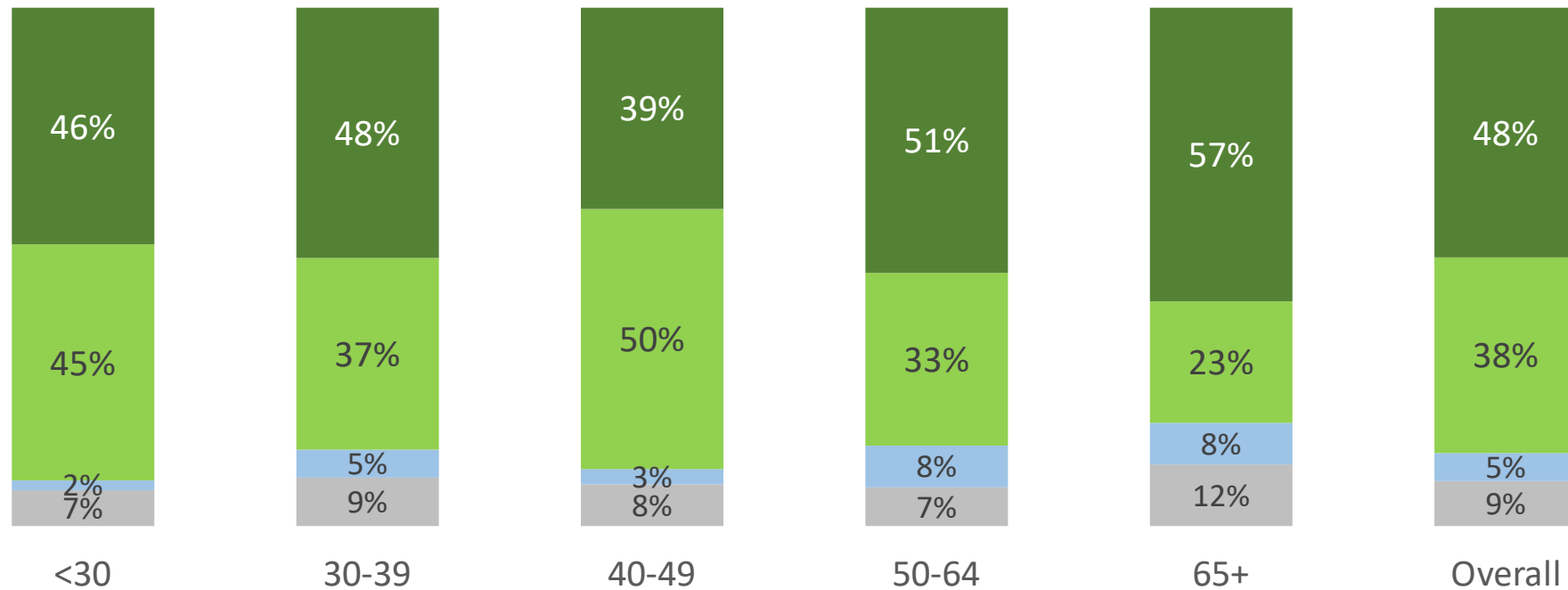
- Give some existing road space to build more rapid transit on the street; expanding sooner and connecting more people and places
- Maintain current road space and only build SkyTrain; expanding to fewer people and places
- I do not support either of them
- I don't know | No opinion



With a probability sample of 1,019 residents of Surrey we could expect a margin of error for this survey of +/- 3.07%, 19 times out of 20.

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

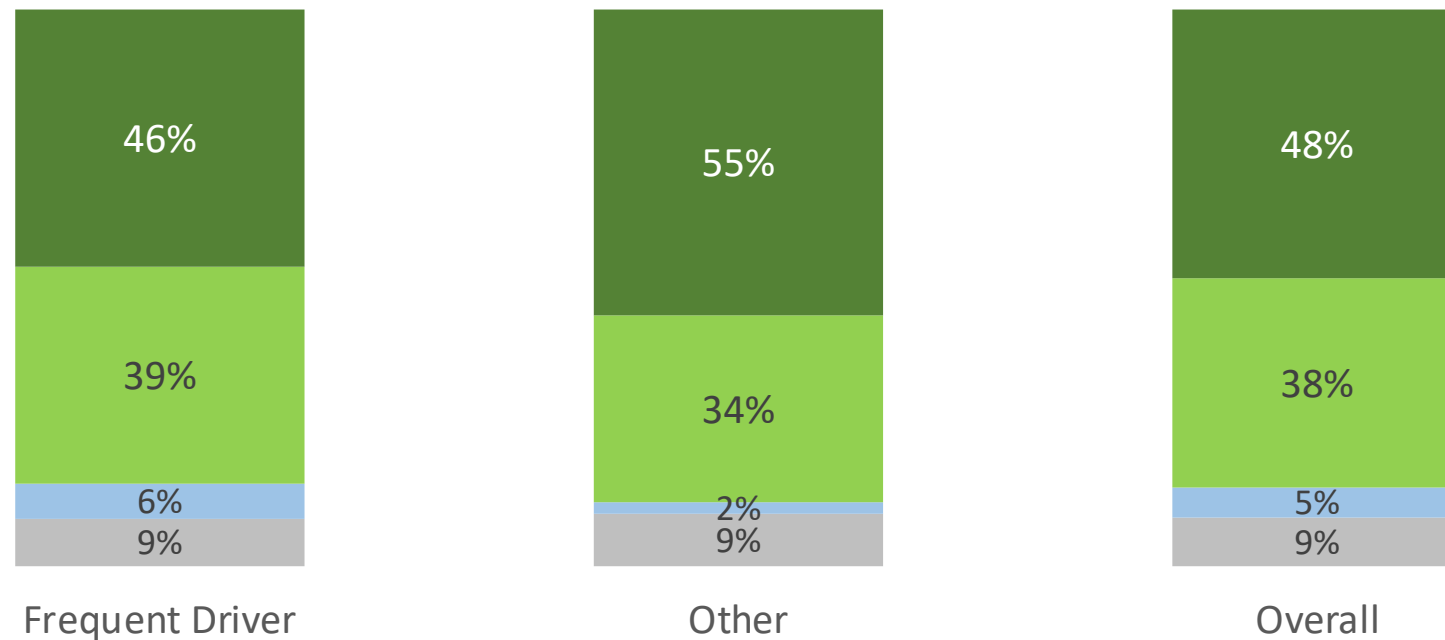


Give some existing road space to build more rapid transit on the street... **Statistically significant difference between those aged 50 years or older and those aged 40-49 years.
Maintain current road space and only build SkyTrain... **Statistically significant difference between those aged under 64 years and those aged 65 years or older.

With a probability sample of 1,019 residents of Surrey we could expect a margin of error for this survey of +/- 3.07%, 19 times out of 20.

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
- 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

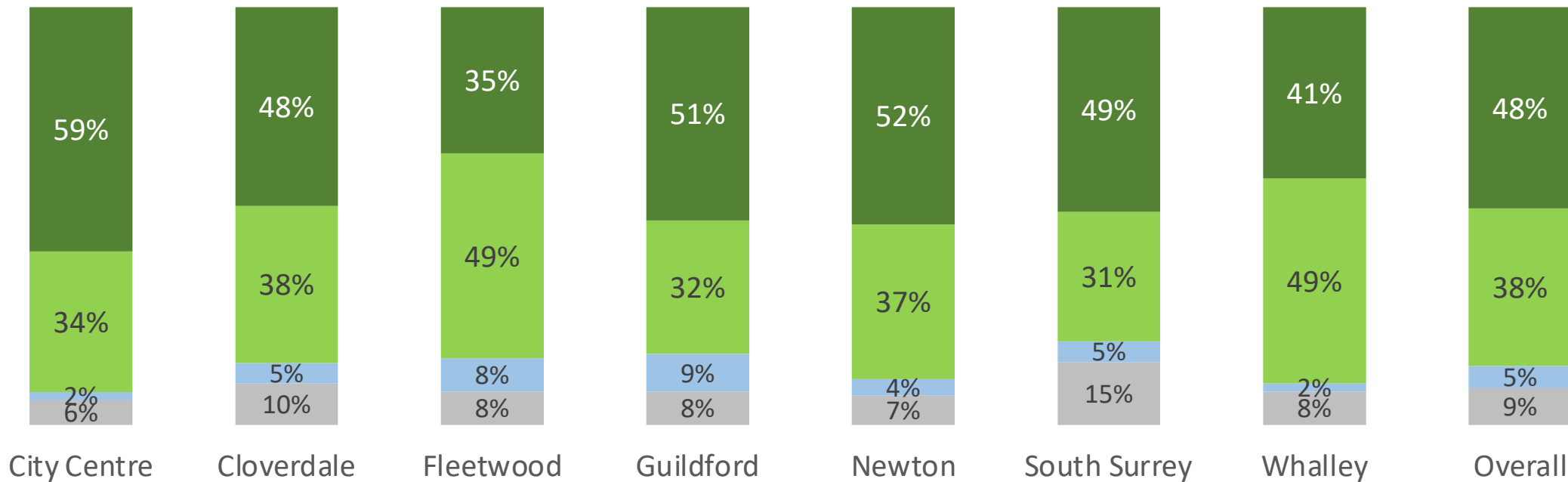


I do not support either of them **Statistically significant difference between those who are frequent drivers and those who are not frequent drivers (Other).

With a probability sample of 1,019 residents of Surrey we could expect a margin of error for this survey of +/- 3.07%, 19 times out of 20.

Bold Move 3: Support for road space options by Surrey Community

- 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



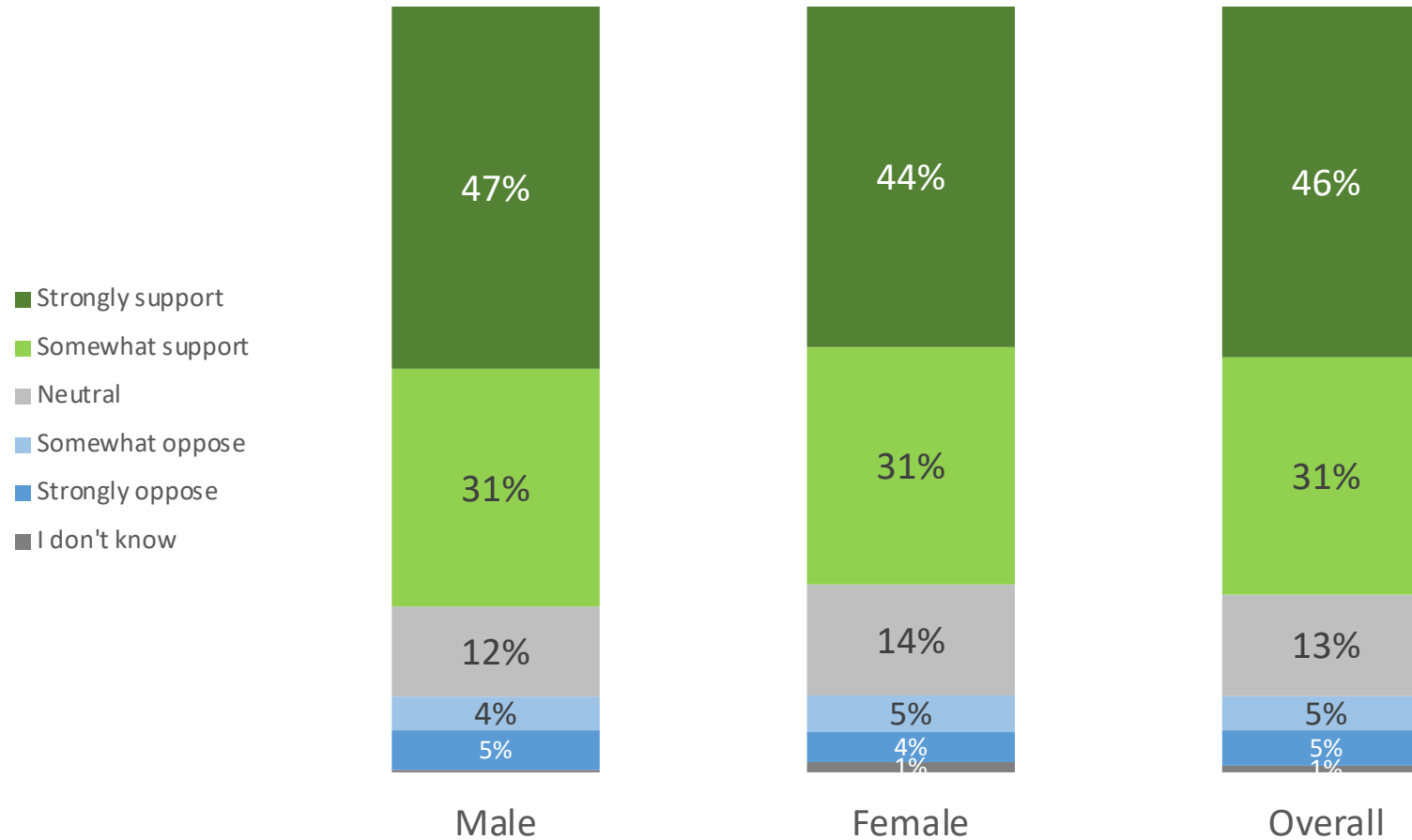
Give some existing road space to build more rapid transit on the street... **/***Statistically significant difference between those living in City Centre, Guildford, Newton and South Surrey compared to those living in Fleetwood.

Maintain current road space and only build SkyTrain... **/***Statistically significant difference between those living in Fleetwood and Whalley compared to those living in Guildford and South Surrey.

With a probability sample of 1,019 residents of Surrey we could expect a margin of error for this survey of +/- 3.07%, 19 times out of 20.

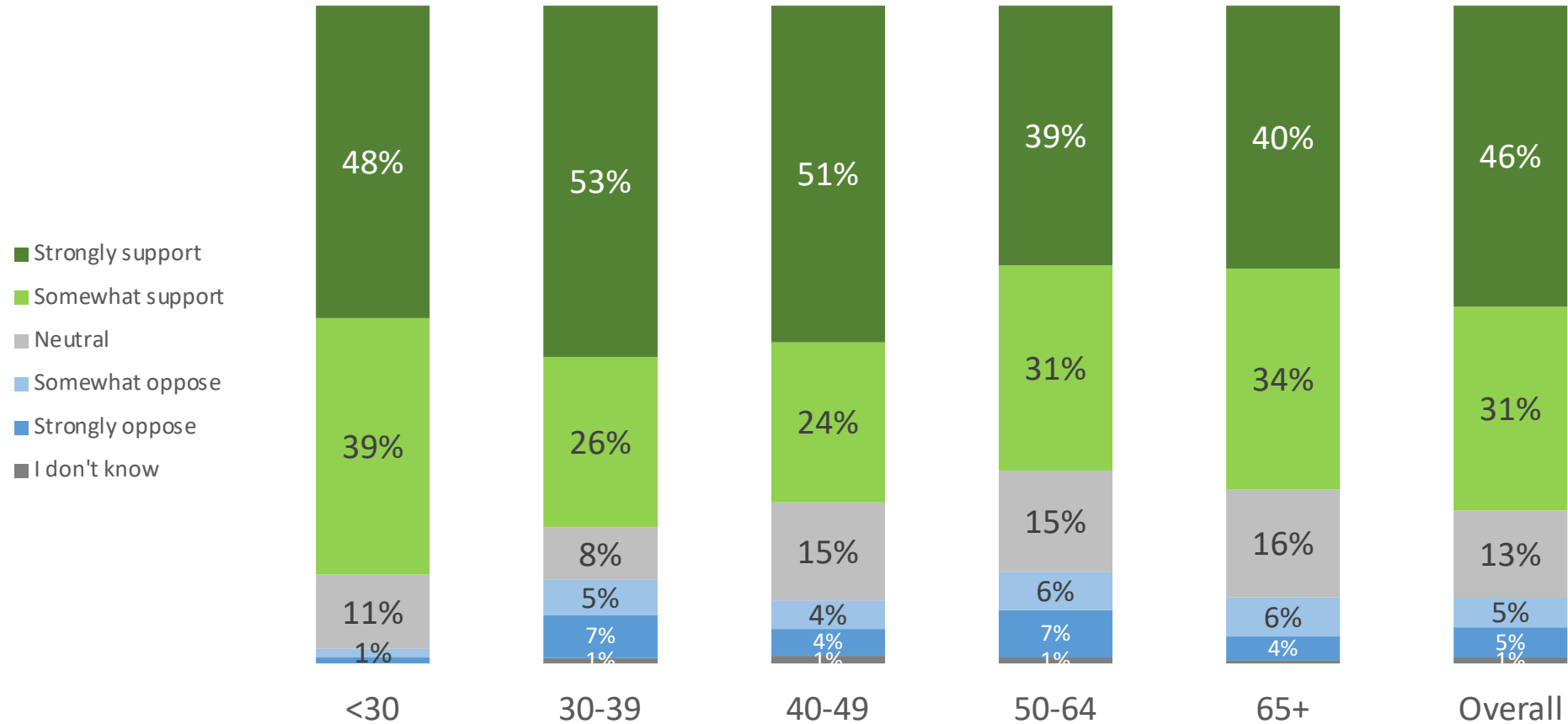


Bold Move 4: Level of Support or Opposition for Invest in Green Transportation Choices by Gender



With a probability sample of 1,019 residents of Surrey we could expect a margin of error for this survey of +/- 3.07%, 19 times out of 20.

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

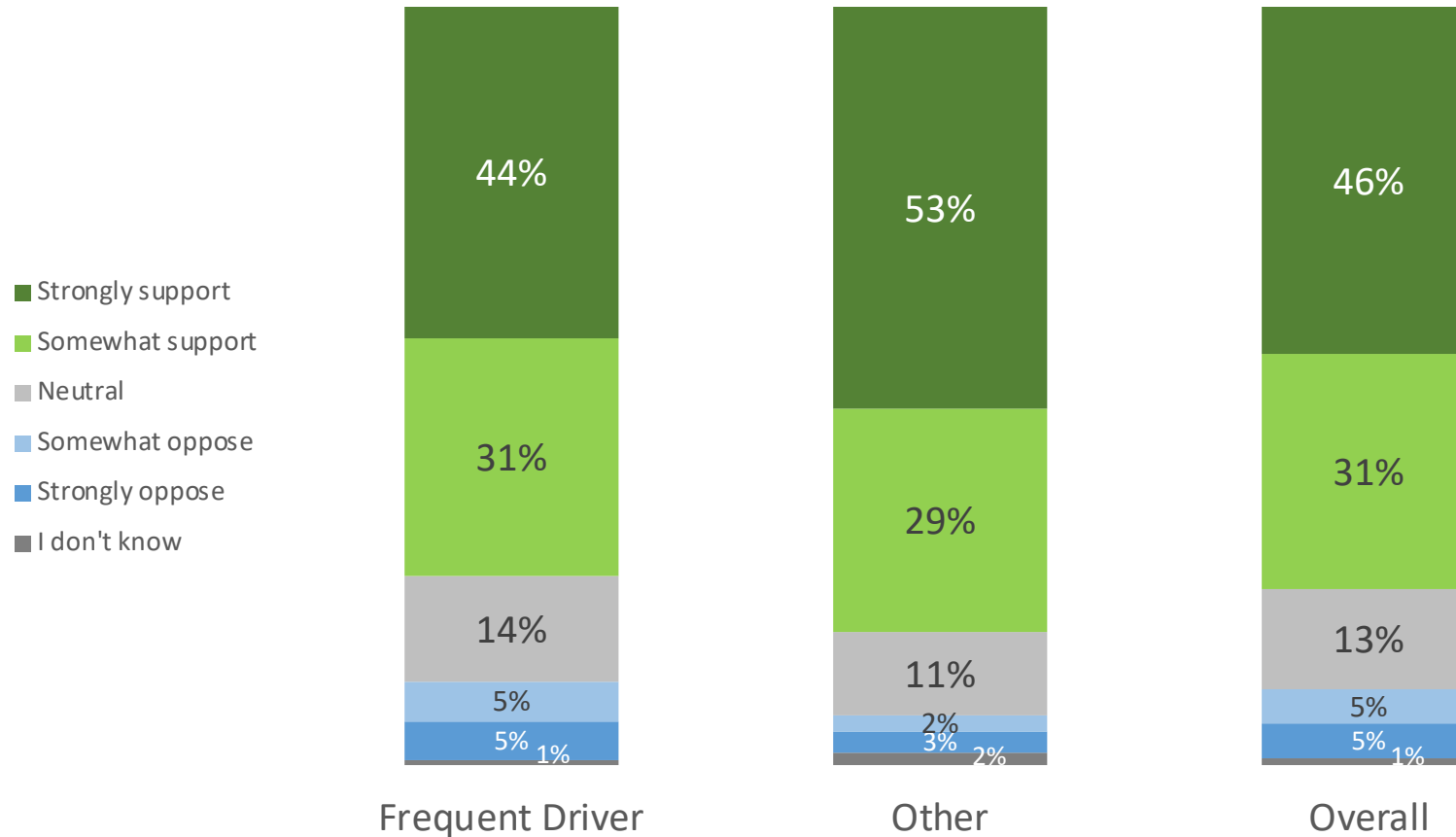


Strongly support/Somewhat support (NET) **Statistically significant difference between those aged under 30 years and those aged 50 years or older.

Strongly oppose/Somewhat oppose (NET) **Statistically significant difference between those aged 30-39 years and those aged 50 years or older compared to those aged under 30 years.

With a probability sample of 1,019 residents of Surrey we could expect a margin of error for this survey of +/- 3.07%, 19 times out of 20.

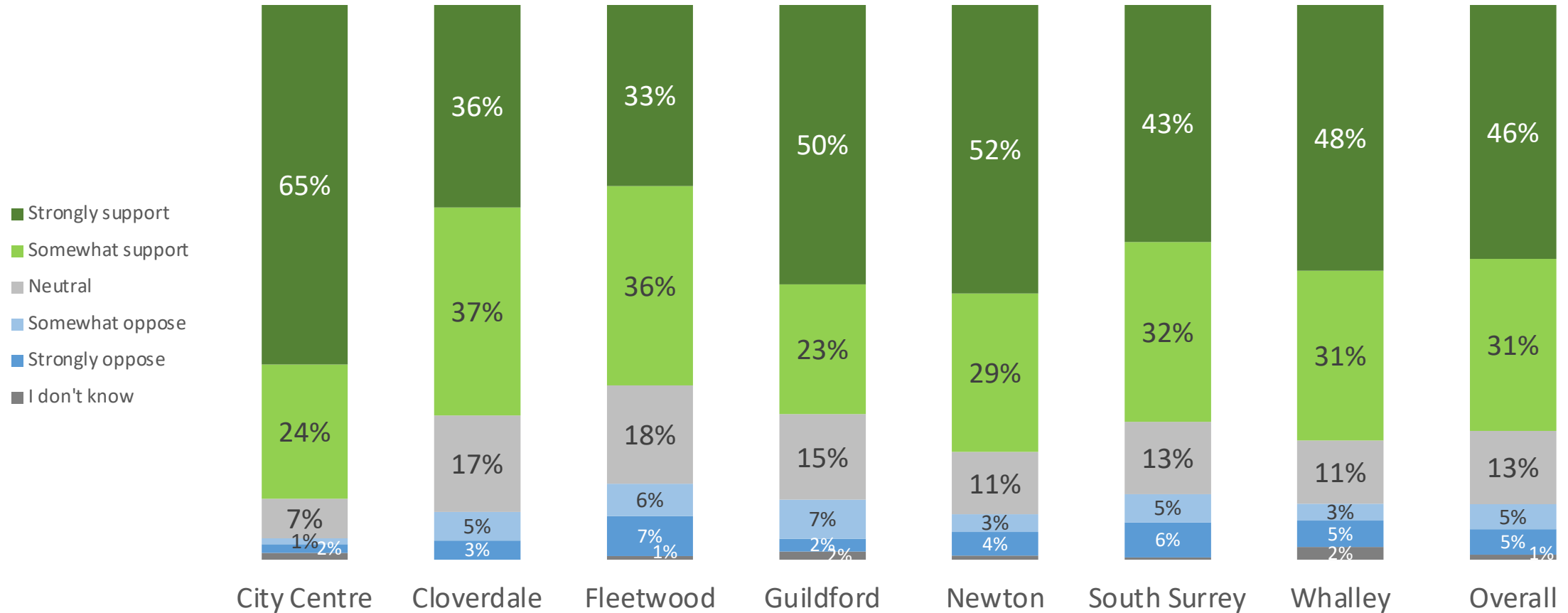
Bold Move 4: Level of Support or Opposition for Invest in Green Transportation Choices by Transportation Mode



Strongly support/Somewhat support (NET) *Statistically significant difference between those who are not frequent drivers and those who are frequent drivers (Other).

With a probability sample of 1,019 residents of Surrey we could expect a margin of error for this survey of +/- 3.07%, 19 times out of 20.

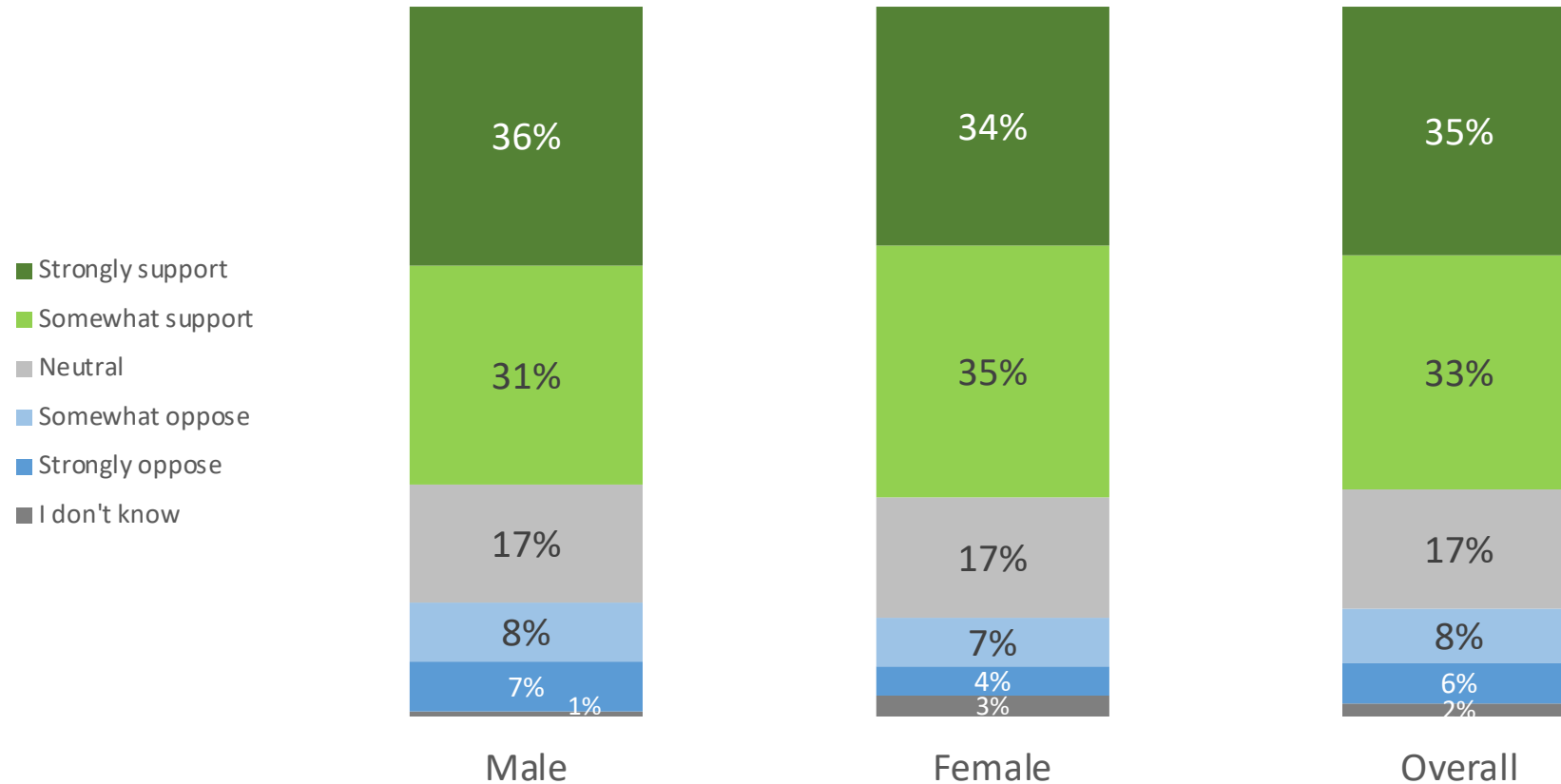
Bold Move 4: Level of Support or Opposition for Invest in Green Transportation Choices by Surrey Community



Strongly support/Somewhat support (NET) */**Statistically significant difference between those living in City Centre compared to those living in Cloverdale, Fleetwood, Guildford and South Surrey.

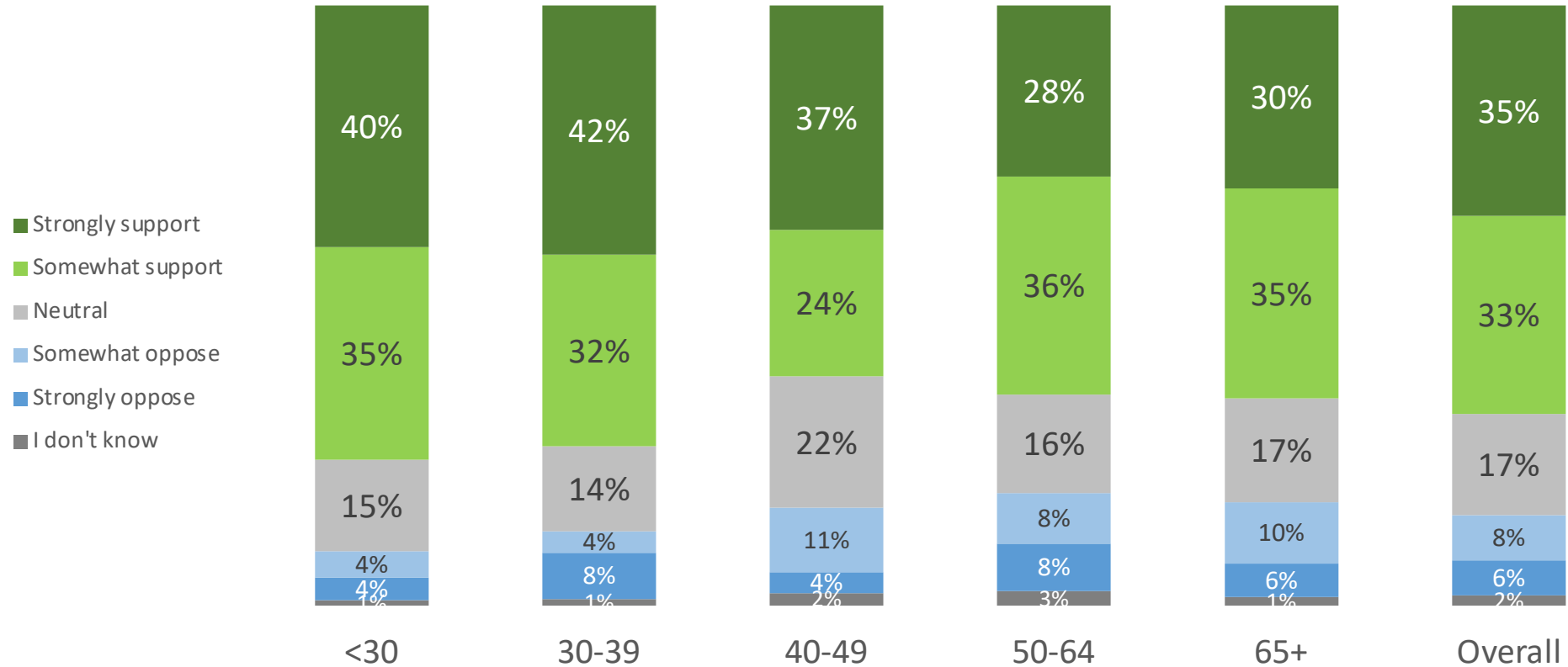
With a probability sample of 1,019 residents of Surrey we could expect a margin of error for this survey of +/- 3.07%, 19 times out of 20.

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



With a probability sample of 1,019 residents of Surrey we could expect a margin of error for this survey of +/- 3.07%, 19 times out of 20.

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 Age Range

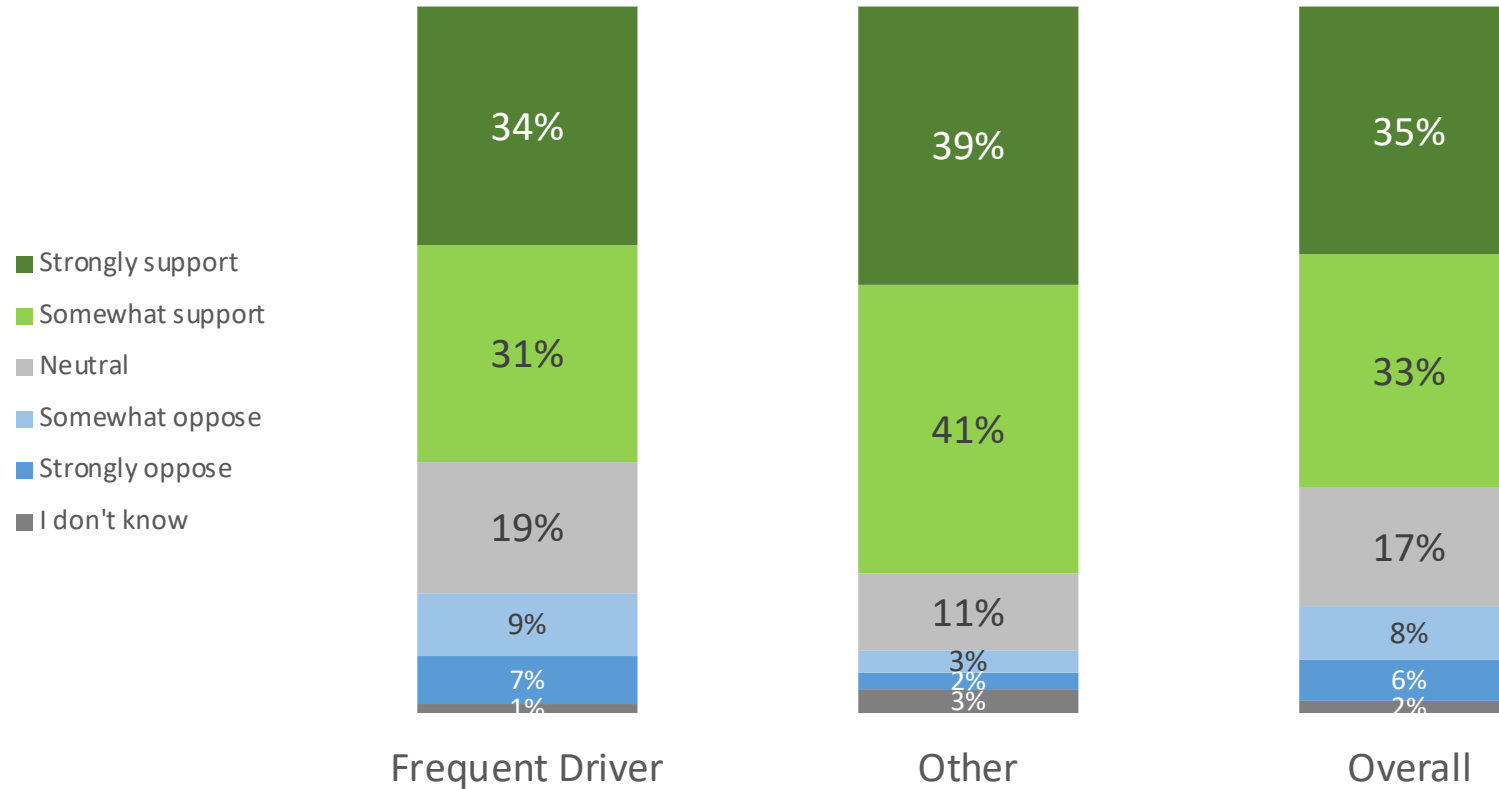


Strongly oppose/Somewhat oppose (NET) *Statistically significant difference between those aged 50 years or older and those aged under 30 years.

With a probability sample of 1,019 residents of Surrey we could expect a margin of error for this survey of +/- 3.07%, 19 times out of 20.



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 Transportation Mode

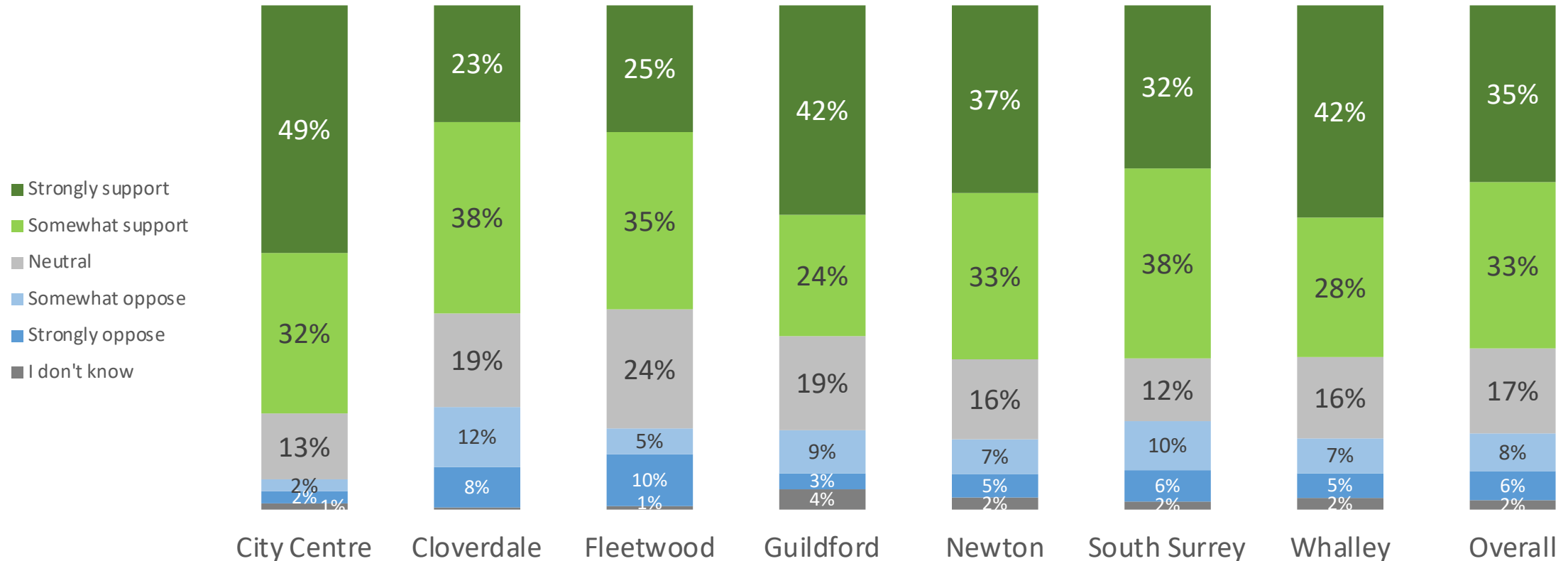


Strongly support/Somewhat support (NET) **Statistically significant difference between those who are not frequent drivers and those who are frequent drivers (Other).
Strongly oppose/Somewhat oppose (NET) **Statistically significant difference between those who are frequent drivers and those who are not frequent drivers (Other).

With a probability sample of 1,019 residents of Surrey we could expect a margin of error for this survey of +/- 3.07%, 19 times out of 20.



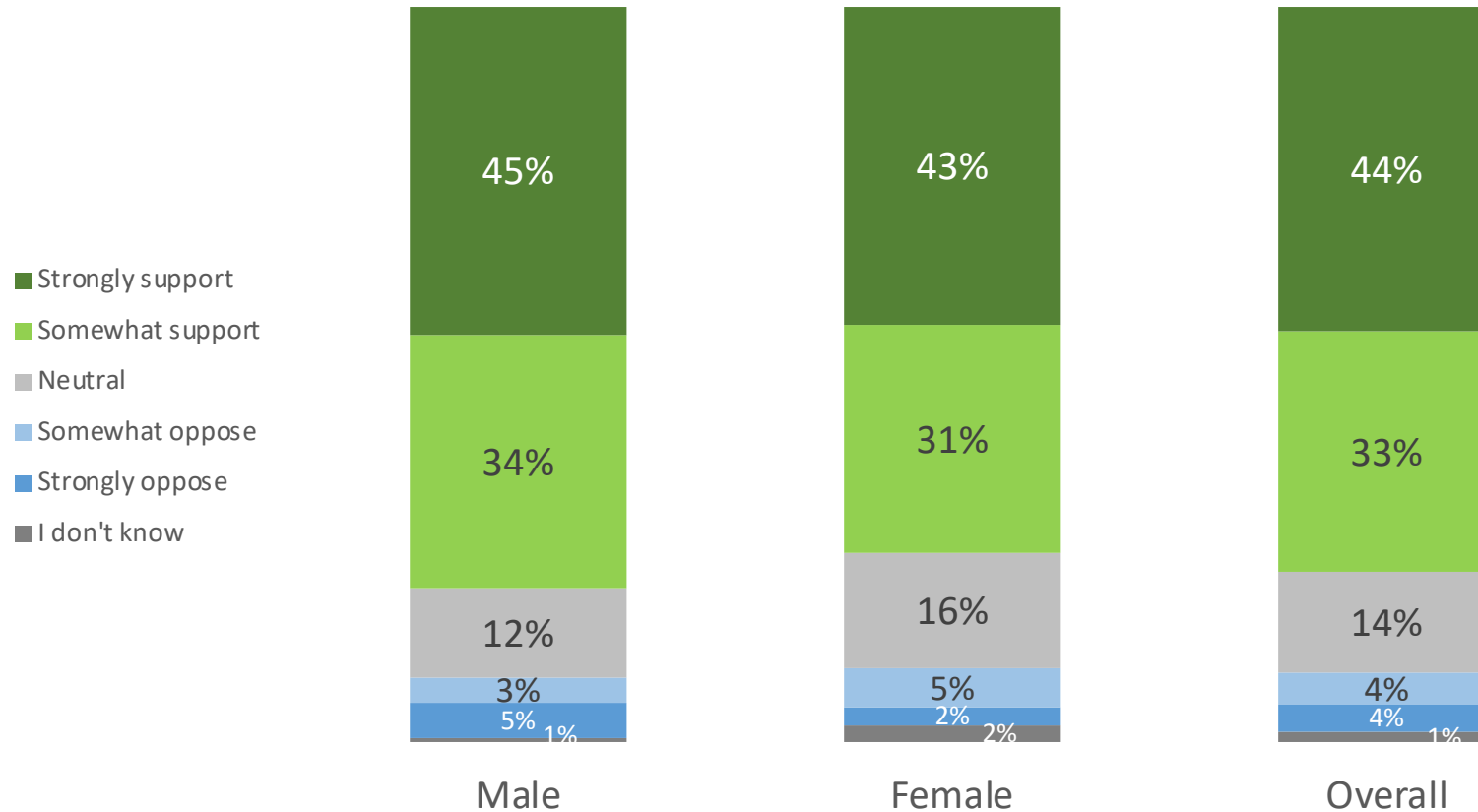
Bold Move 4: Level of Support or Opposition for Approaches - Shift some of the current funding for adding new car lanes towards safety improvements that will increase choices for walking, rolling (cycling, electric scooters, etc.) and transit, even if it means building fewer roads by Surrey Community



Strongly support/Somewhat support (NET) */**Statistically significant difference between those living in City Centre compared to those living in Cloverdale, Fleetwood and Guildford
Strongly oppose/Somewhat oppose (NET) */**Statistically significant difference between those living in Cloverdale, Fleetwood and South Surrey compared to those living in City Centre.

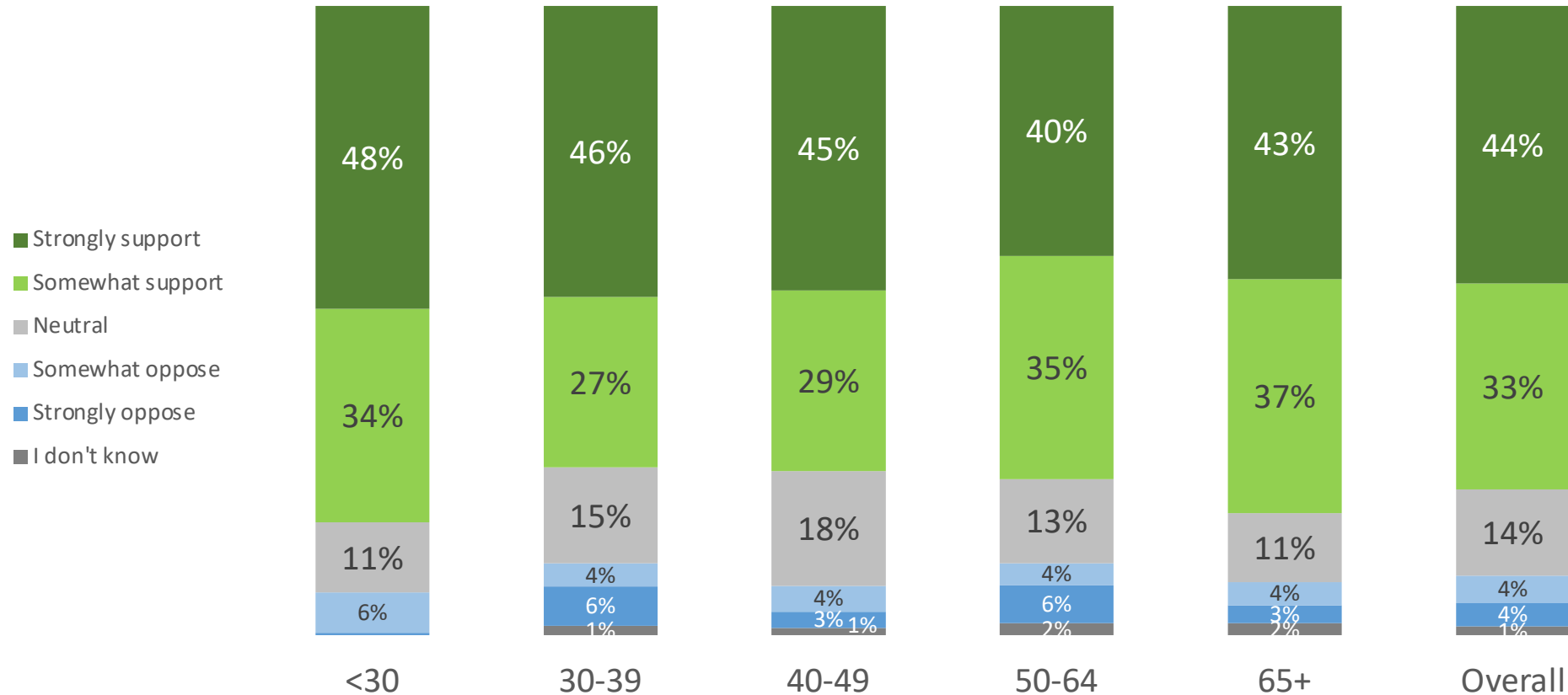
With a probability sample of 1,019 residents of Surrey we could expect a margin of error for this survey of +/- 3.07%, 19 times out of 20.

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



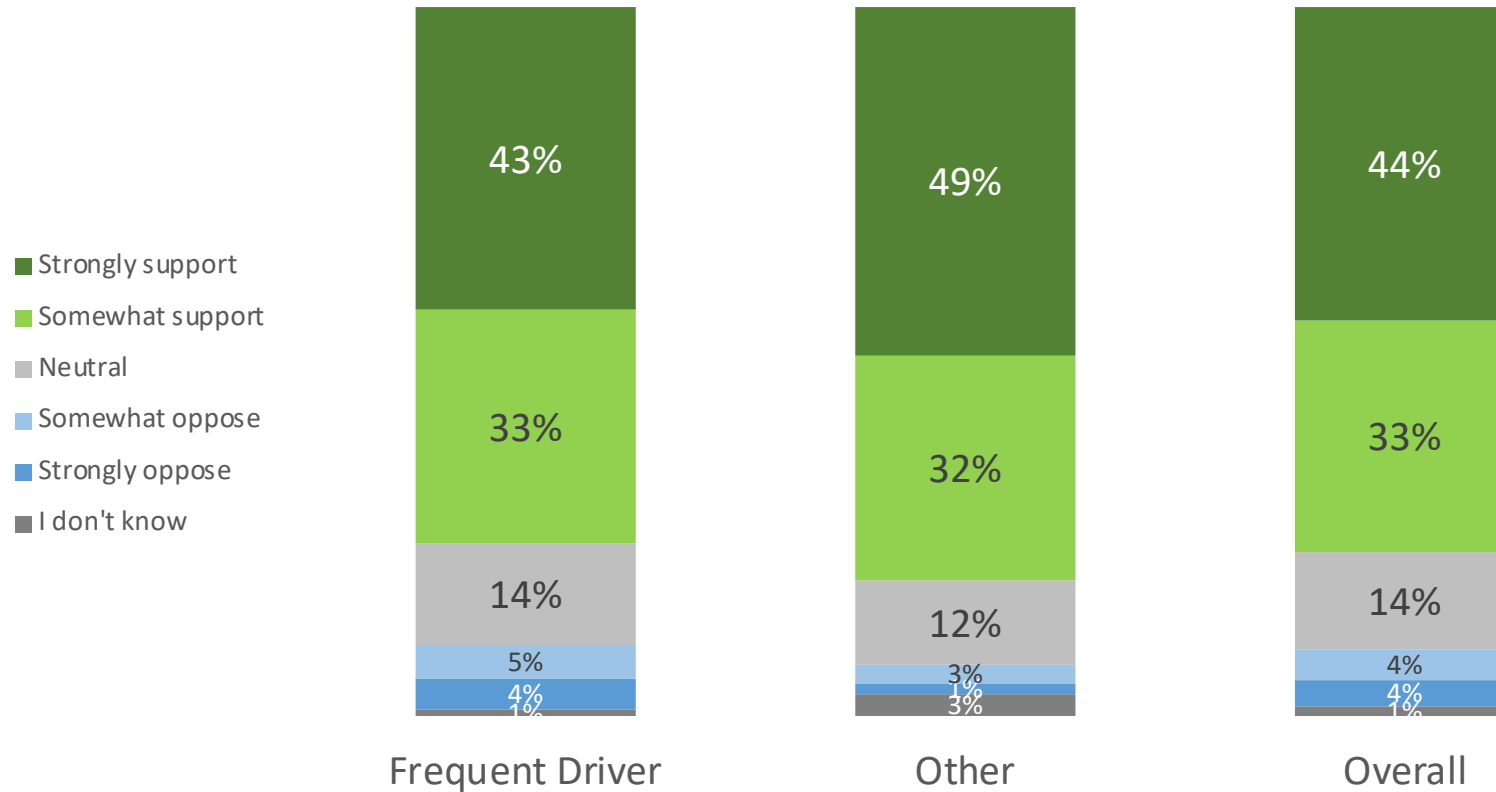
With a probability sample of 1,019 residents of Surrey we could expect a margin of error for this survey of +/- 3.07%, 19 times out of 20.

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



With a probability sample of 1,019 residents of Surrey we could expect a margin of error for this survey of +/- 3.07%, 19 times out of 20.

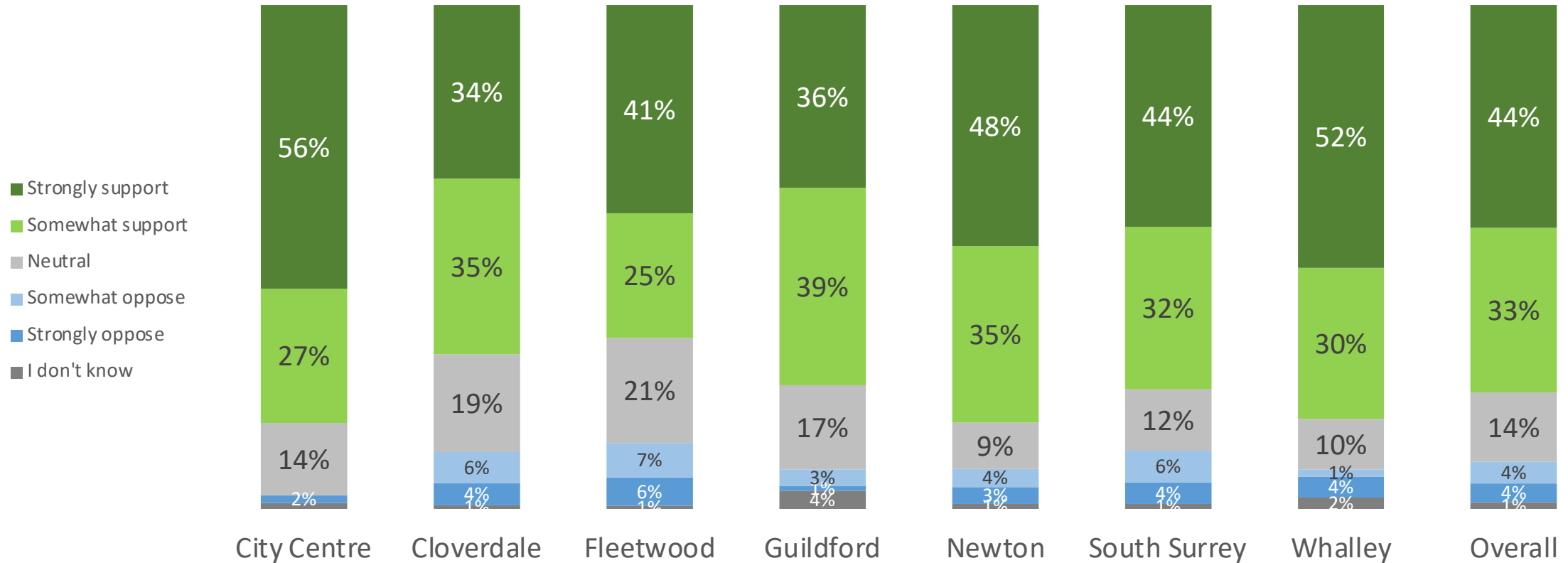
Bold Move 4: Level of Support or Opposition for Approaches - When adding new lanes for motor vehicles, we always include safety improvements for pedestrians, wheelchair and scooter users and cyclists, even if it means building fewer roads by Transportation Mode



Strongly oppose/Somewhat oppose (NET) *Statistically significant difference between those who are frequent drivers and those who are not frequent drivers (Other).

With a probability sample of 1,019 residents of Surrey we could expect a margin of error for this survey of +/- 3.07%, 19 times out of 20.

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

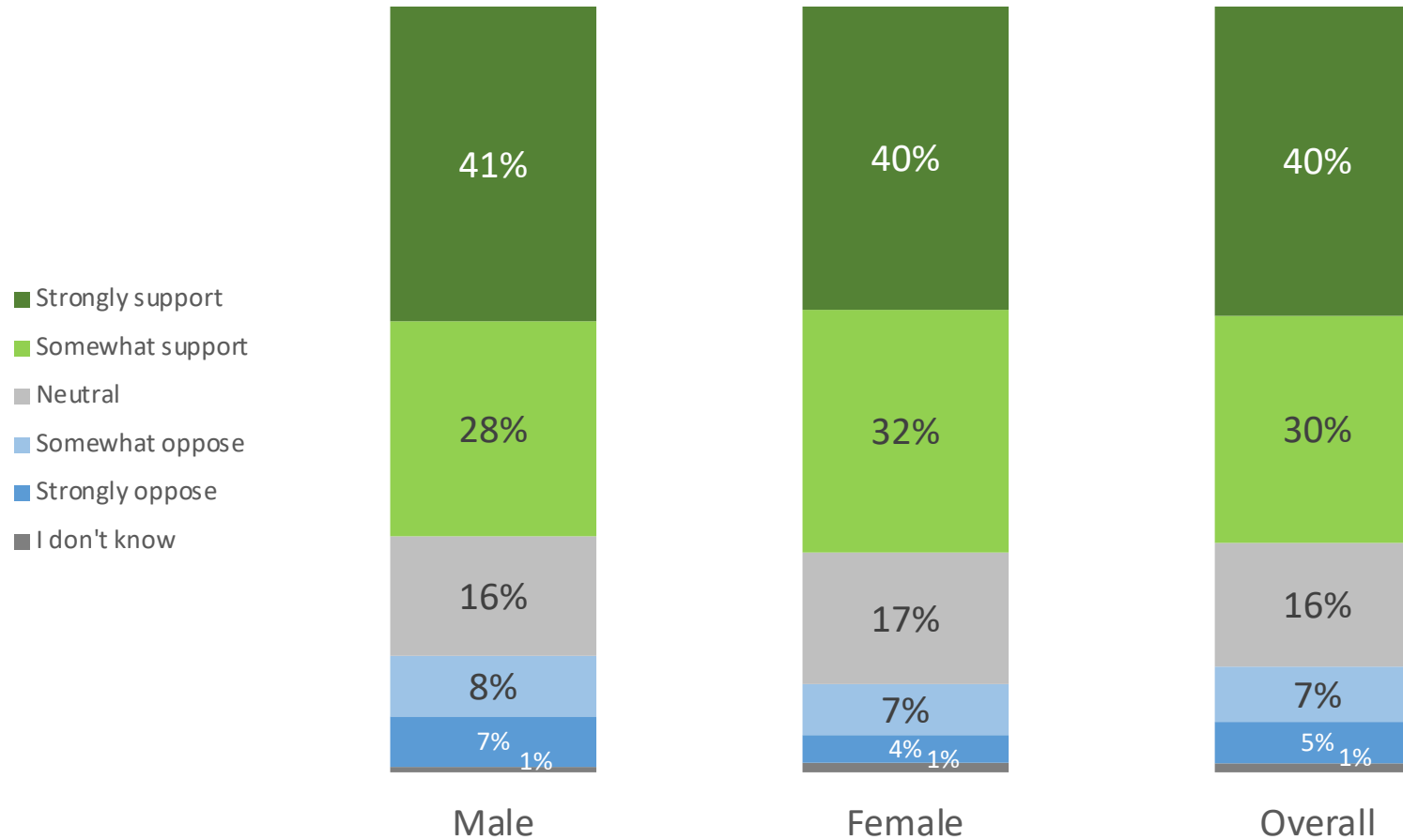


Strongly support/Somewhat support (NET) */**Statistically significant difference between those living in City Centre, Newton and Whalley compared to those living in Cloverdale and Fleetwood.

With a probability sample of 1,019 residents of Surrey we could expect a margin of error for this survey of +/- 3.07%, 19 times out of 20.

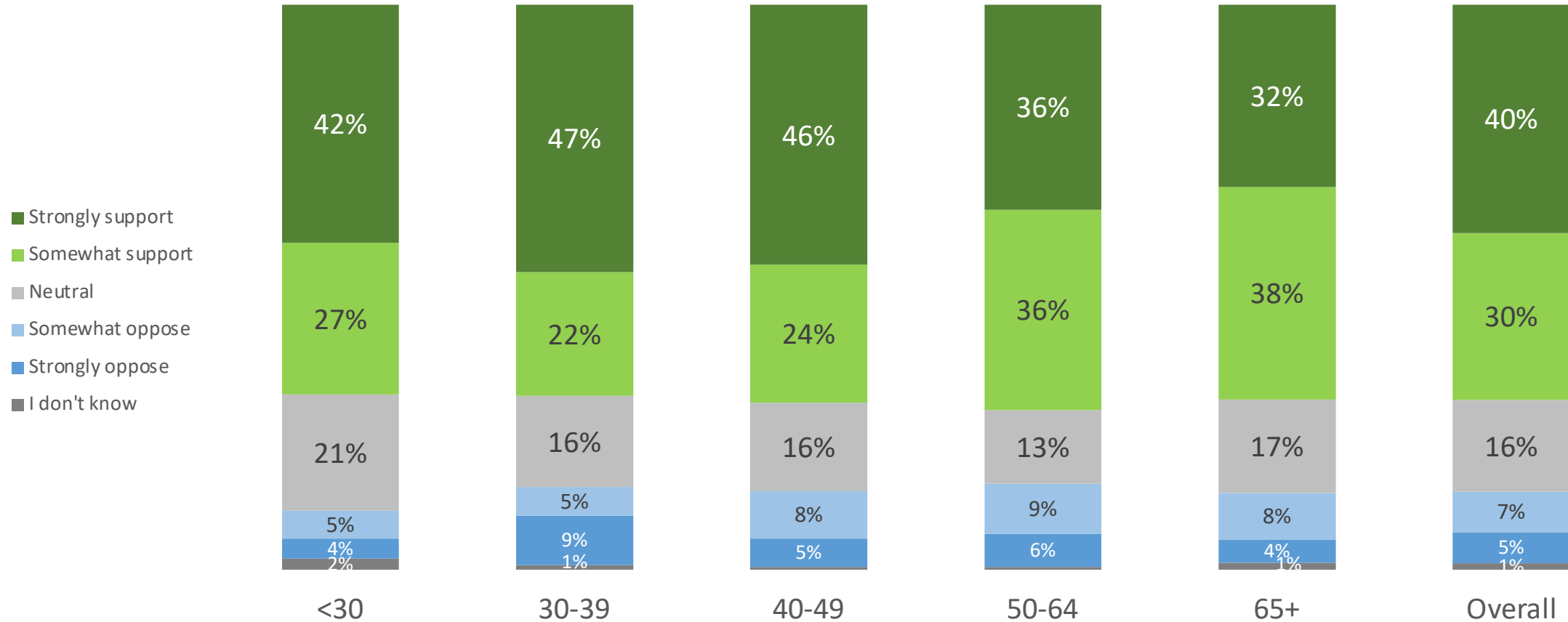


Bold Move 4: Level of Support or Opposition for making walking and rolling routes safer and more comfortable using quicker, cheaper pilot opportunities by Gender



With a probability sample of 1,019 residents of Surrey we could expect a margin of error for this survey of +/- 3.07%, 19 times out of 20.

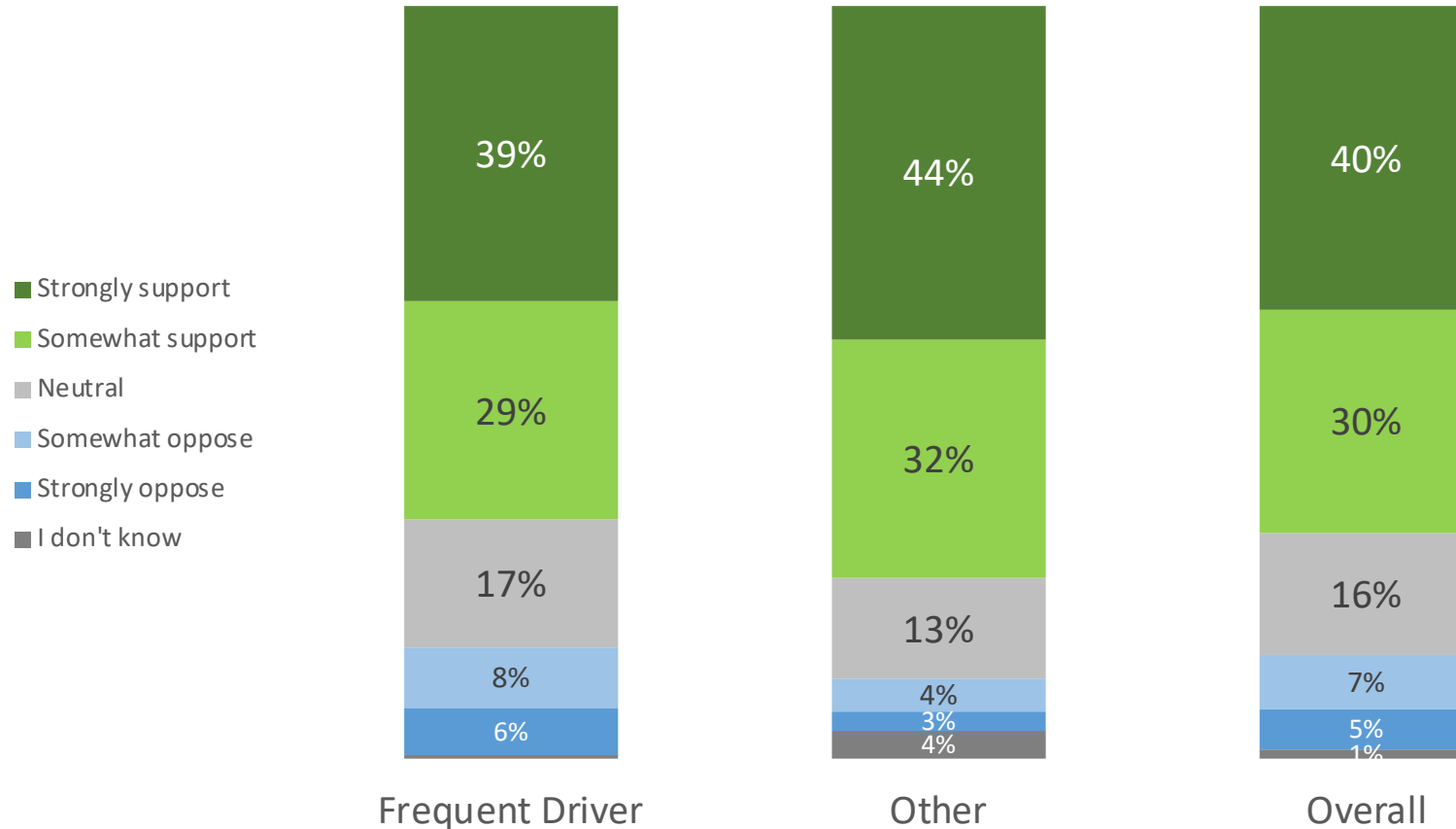
Bold Move 4: Level of Support or Opposition for making walking and rolling routes safer and more comfortable using quicker, cheaper pilot opportunities by Age Range



Strongly support */**Statistically significant difference between those aged 30-49 years and those aged 65 years or older.

With a probability sample of 1,019 residents of Surrey we could expect a margin of error for this survey of +/- 3.07%, 19 times out of 20.

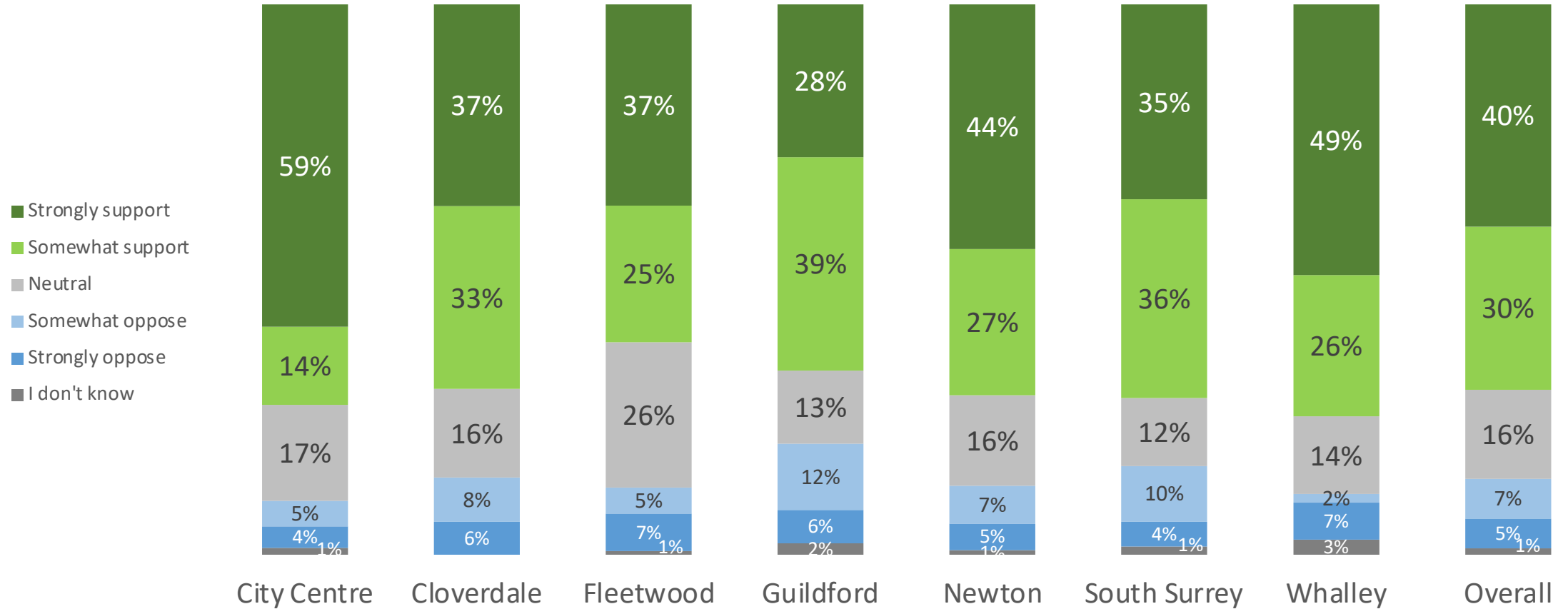
Bold Move 4: Level of Support or Opposition for making walking and rolling routes safer and more comfortable using quicker, cheaper pilot opportunities by Transportation Mode



Strongly oppose/Somewhat oppose (NET) **Statistically significant difference between those who are frequent drivers and those who are not frequent drivers (Other).

With a probability sample of 1,019 residents of Surrey we could expect a margin of error for this survey of +/- 3.07%, 19 times out of 20.

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



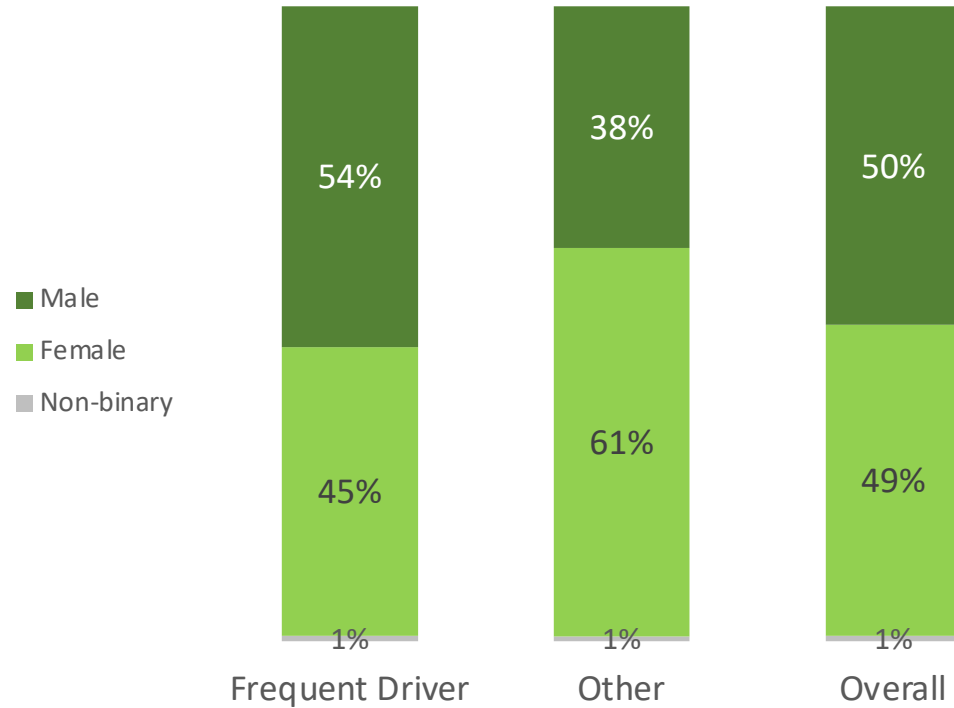
Strongly support */**Statistically significant difference between those living in City Centre compared to those living in Cloverdale, Fleetwood, Guildford and South Surrey.

Strongly support */**Statistically significant difference between those living in Whalley compared to those living in Guildford and South Surrey.

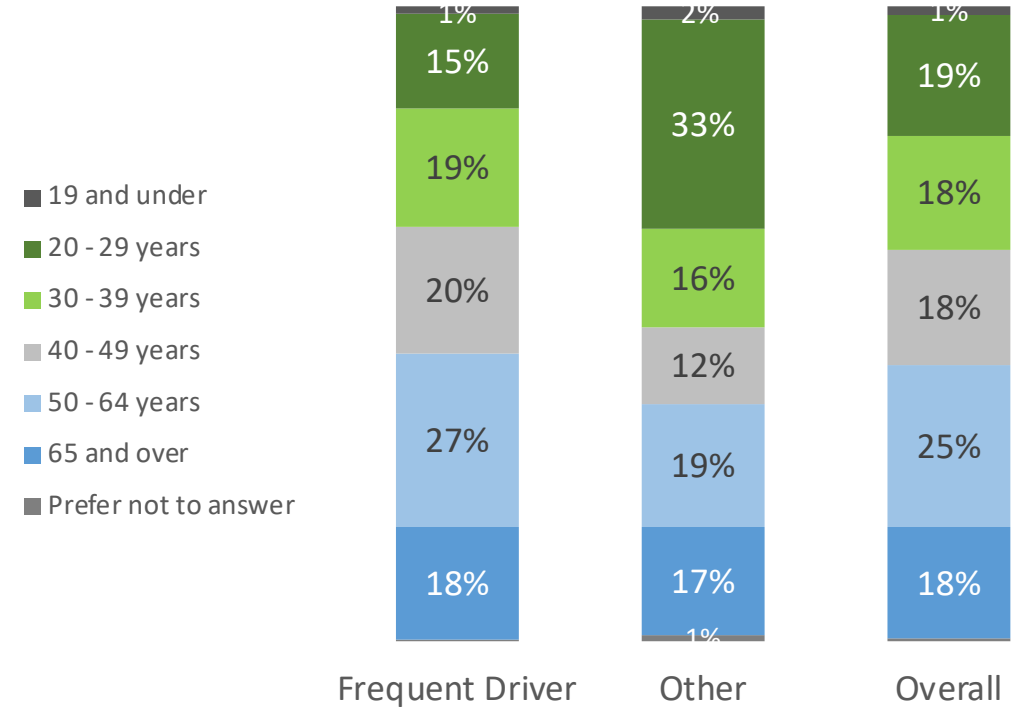
With a probability sample of 1,019 residents of Surrey we could expect a margin of error for this survey of +/- 3.07%, 19 times out of 20.

Transportation Mode Profiles (#1)

Gender

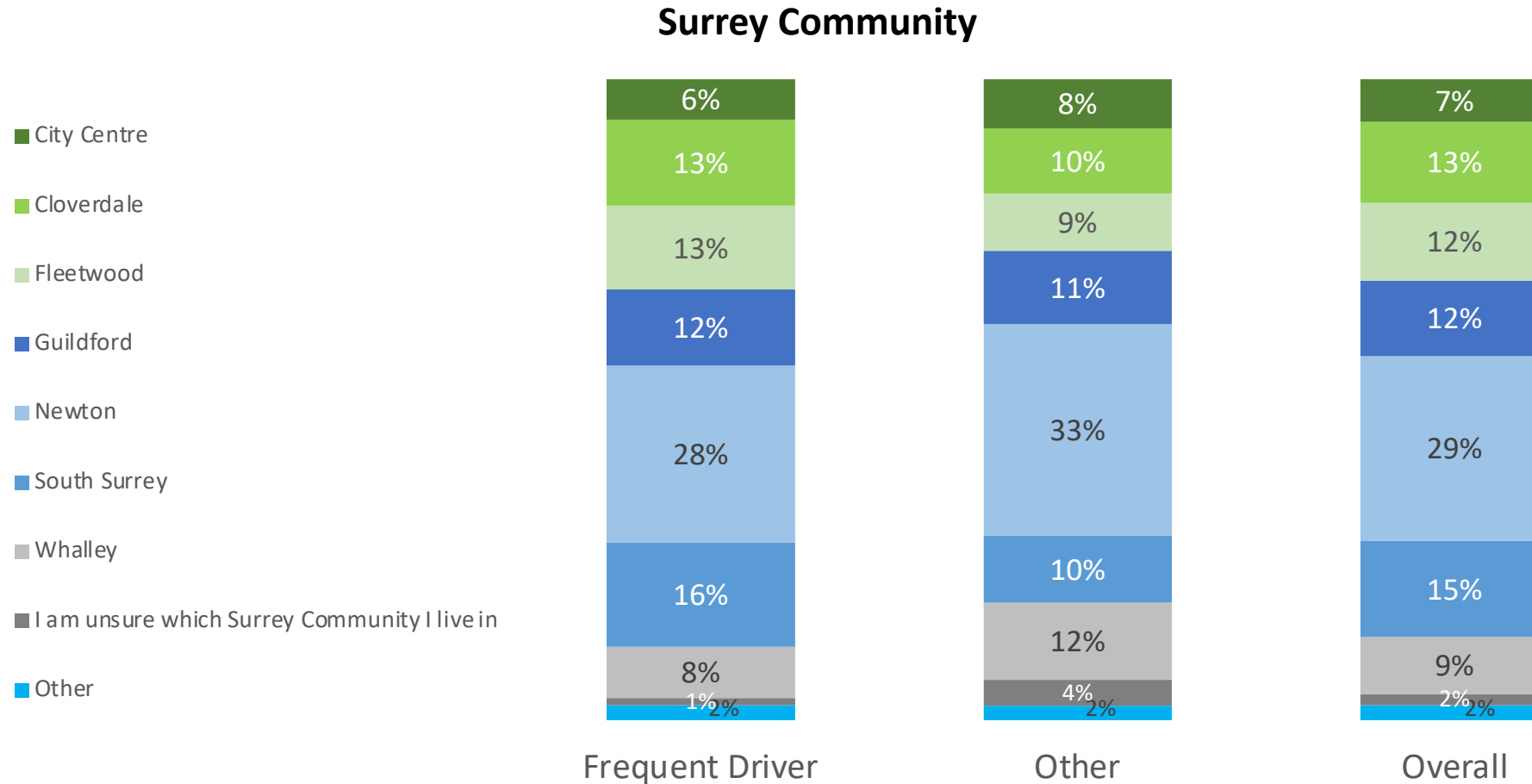


Age Range



With a probability sample of 1,019 residents of Surrey we could expect a margin of error for this survey of +/- 3.07%, 19 times out of 20.

Transportation Mode Profiles (#2)



With a probability sample of 1,019 residents of Surrey we could expect a margin of error for this survey of +/- 3.07%, 19 times out of 20.