MOVeMENT

Surrey's Transit Future

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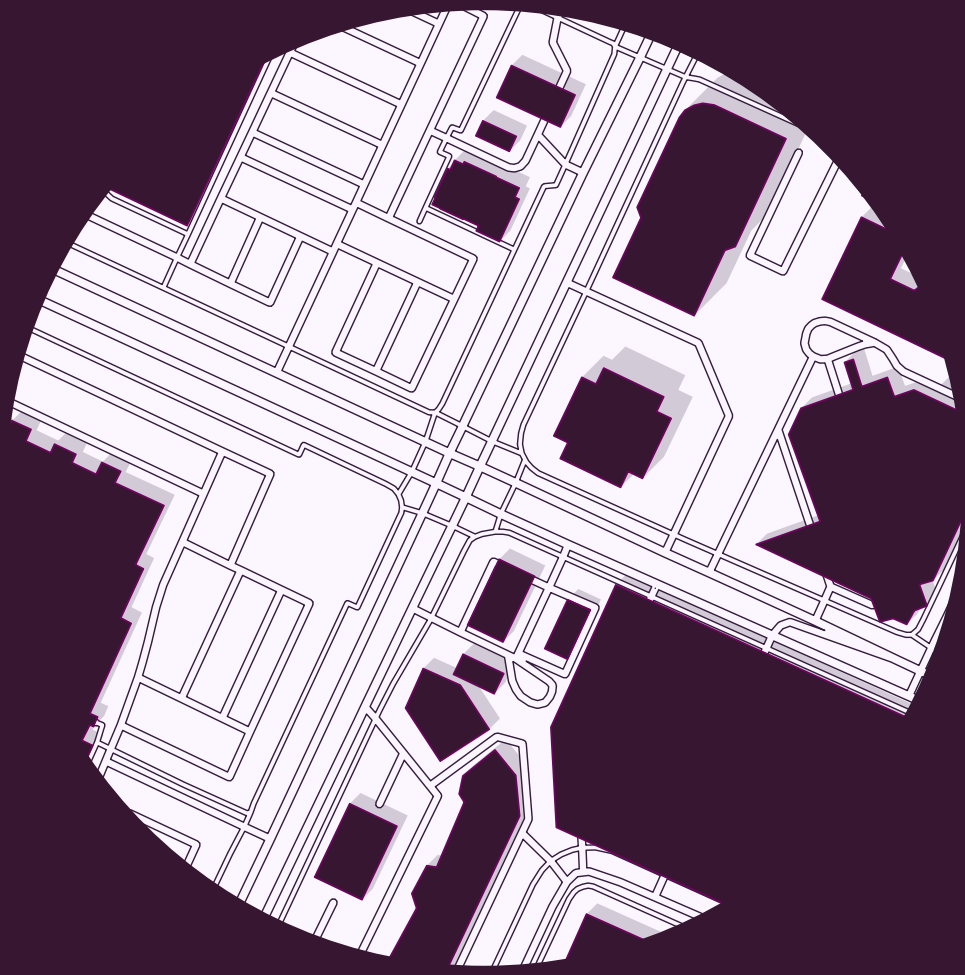


152 St & 104 Ave

Nordel Way & Scott Rd

Introduction

Movement would like to acknowledge we organize on the unceded, ancestral territories of many indigenous peoples, including 10 local First Nations: q̓ićə́y̓ (Katzie), q̓ʷɑ:ńx̌əń (Kwantlen), kʷikʷəx̌əm (Kwikwetlem), máthxwi (Matsqui), xʷməθkʷəy̓əm (Musqueam), qiqéyt (Qayqayt), se'mya'me (Semiahmoo), Sḵwx̱wú7mesh Úxwumixw (Squamish), scəẃaθən məsteyəxʷ (Tsawwassen) and səlilwətaɬ (Tsleil-Waututh). Transportation infrastructure has been used to take land from indigenous peoples, and the reserve system has been used to isolate indigenous peoples. Movement will engage with humility and solidarity in discussions on how transportation can be used for reconciliation.

Movement was founded in August of 2023 with the goal of organizing riders and advocating for better transit. Our vision is for Metro Vancouver to become a transit region, with all residents having access to high-quality transit. We want transit to be dignified, safe, accessible, equitable, convenient, and well-used. We know investing in transit has widespread positive effects on society and can bring unity to places transportation infrastructure has traditionally divided.

Surrey is one of the fastest growing municipalities in BC. This moment is an inflection point for Surrey to embrace growth and build a better future. This gives us a unique opportunity to shape the city to be more sustainable, equitable, and vibrant. With large increases in transit ridership, Surreyites have shown that they are transit riders.

We invite you to consider our ideas on how the transit network can improve.

Goals

When thinking about the transit network in Surrey, it should be:

1 **Convenient**
Should be competitive with other modes, such as driving. Transit should be frequent and fast.

2 **Dependable**
Should be available and reliable at all times of the day, throughout the year.

3 **Accessible**
As many people as possible in Surrey should have access to high-quality transit, regardless of race, income, ability or age.

When transit is convenient, dependable, and accessible, it provides a compelling alternative to driving and allows people of all income levels and abilities to access high-quality mobility. With these goals in mind, we evaluated the current network to see where it does well and where it needs improvement.

Context

Currently, the bus network in Surrey is designed around bringing people to SkyTrain stations. This provides convenient access to the rest of Metro Vancouver, including major employment centres in and around Downtown Vancouver. The introduction of RapidBus in Surrey has created a strong north-south backbone of high-quality service.

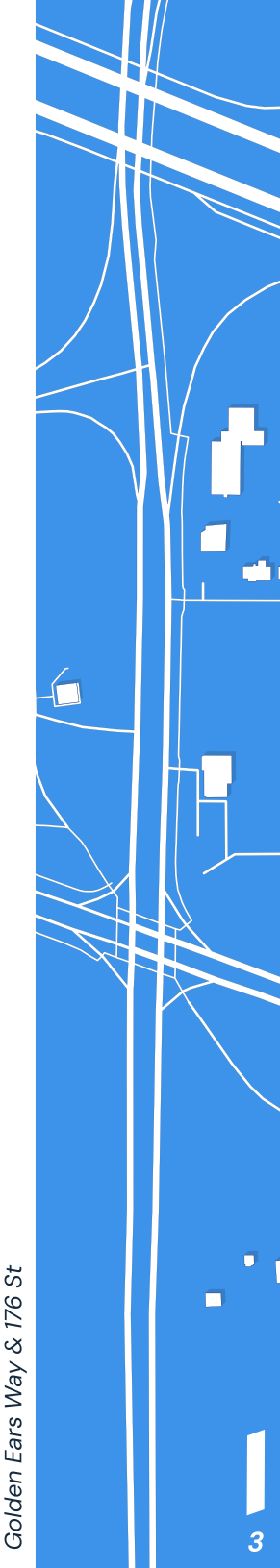
Despite these strengths, the transit network is inadequate in a number of ways:

Built infrastructure doesn't support buses.

- **New road construction has not resulted in new bus service,** weakening transit's ability to compete with driving
- **Surrey's streets are unfriendly to transit users;** riders often deal with uncomfortable waits and long walks
- **Buses are stuck waiting in traffic,** resulting in longer trip times, unreliability, and higher operating costs
- **Bus exchanges are poorly located and overcrowded,** stifling transit expansion and creating a poor user experience
- **Bus network collapses when it snows,** reducing the dependability of transit and leaving passengers stranded in inclement weather

There's not enough bus service.

- **Surrey has little east-west transit service,** making it difficult to travel between neighbourhoods within Surrey
- **Some corridors have fragmented service,** requiring linear transfers that add friction and increase travel times
- **Surrey has few express routes,** forcing riders to rely on slower local routes for longer trips
- **Regional connections are not direct,** resulting in slow and inefficient trips
- **Frequent Transit Network (FTN) leaves many unserved,** as only 27% of Surrey residents have access to frequent transit.
- **NightBus only serves Surrey Central,** and many daytime routes end service too early



Vision

Despite the many longstanding challenges facing public transit in Surrey today, we believe it is possible to work towards a system that is convenient, dependable, and accessible. In the following section, we outline our recommendations for addressing the most pressing issues. Our approach considers both established travel patterns and the perspective of those navigating the system for the first time.

These proposals are informed by feedback from transit riders we engaged with, as well as insights from Movement volunteers. The vision is proudly rooted in Surrey, shaped by local knowledge and a clear grasp of the community's needs and potential. We also reviewed plans from TransLink and the City of Surrey, including proposed updates to the bus network, road infrastructure, and land use. While our focus is on bus routes within Surrey, we recognize that many transit lines extend beyond municipal boundaries. While we offer specific suggestions, our ultimate goal is to ensure that the identified challenges are met with solutions that are both practical and achievable.

Several major transit plans are currently in development, including the Surrey Transportation Plan, the Surrey Transit Vision, and the South of Fraser East Area Transport Plan. We are working closely with the City of Surrey and TransLink to support and inform these initiatives, ensuring that our work is well-integrated and aligned with the long-term vision for transit in Surrey.

Low-income fare pass

Last year, the cost of a 3-zone transit pass in Metro Vancouver climbed above $200. This July, fares will rise again by another 5%. For the many residents already struggling to make ends meet, that's not a small adjustment.

Metro Vancouver is one of the only regions in North America that still does not offer a low-income discount on transit fares. Last summer, we joined others in a campaign to change that. We believe it's long overdue.

Other cities have already shown the way. In Calgary, low-income residents can buy monthly passes starting at just $6. In Winnipeg, Halifax, and New York City, riders get a 50% discount.

The foundation already exists: the BC Bus Pass program for low-income seniors and people with disabilities. Expanding that model to include all low-income riders would be a simple, effective step toward equity.

Learn more and add your voice to the campaign: movementyvr.ca/low-income-pass

Problem:

Surrey has little east-west transit service, and New road construction has not resulted in new bus service

Surrey's transit network is designed around connecting to SkyTrain in North Surrey, with few transit options for east-west travel within the city. In Newton, corridors such as 80 Ave and 68 Ave have no bus service, while other corridors like 84 Ave and 60 Ave are partially served by a patchwork of bus routes. Although the city is filling gaps in the road network, these new connections are not leveraged to improve service. This effectively prioritizes drivers over transit users.

Our solution:

Create new east-west bus routes

We are proposing new east-west bus routes along corridors which currently lack service. One possible set of new routes is described in *Appendix A* and shown in *Figures 1* and *2*. While Carvolth Exchange and future Surrey-Langley SkyTrain (SLS) stations anchor bus routes in the east, such anchors do not exist in the west.

A new exchange at Nordel Centre would allow bus routes to terminate in North Delta, allowing seamless service past Scott Road. Riders' travel patterns do not stop at municipal boundaries.

A new exchange at Boundary Park would allow routes to terminate without duplicating service on Scott Road en route to Strawberry Hill (Scottsdale) Exchange.

We believe L- and U-shaped alignments are important to ensuring that east-west bus routes can terminate at important transfer points. As transfers are a major pain point in transit journeys, deviations from a grid network are sometimes necessary to provide a more useful service. This also allows some north-south bus routes to provide east-west coverage.

"Route 364 is one of the few examples of a continuous east-west bus route in Surrey, providing service along 64 Ave in Newton and Cloverdale."

—Ahasan

Problem:

Some corridors have fragmented service

Many bus routes in Surrey only serve a portion of the street they operate on. This fragmented network creates frustrating linear transfers for transit riders and makes transit less competitive with driving. A notable example is 72 Ave in Newton, which functions as a transit barrier: while cars can move freely across, transit riders cannot. As a result, dense population clusters south of 72 Ave face limited connectivity to destinations further north. Similarly, route 323 deviates off of 128 St at 76 Ave, leaving Kwantlen Polytechnic University's (KPU) Surrey campus just out of reach.

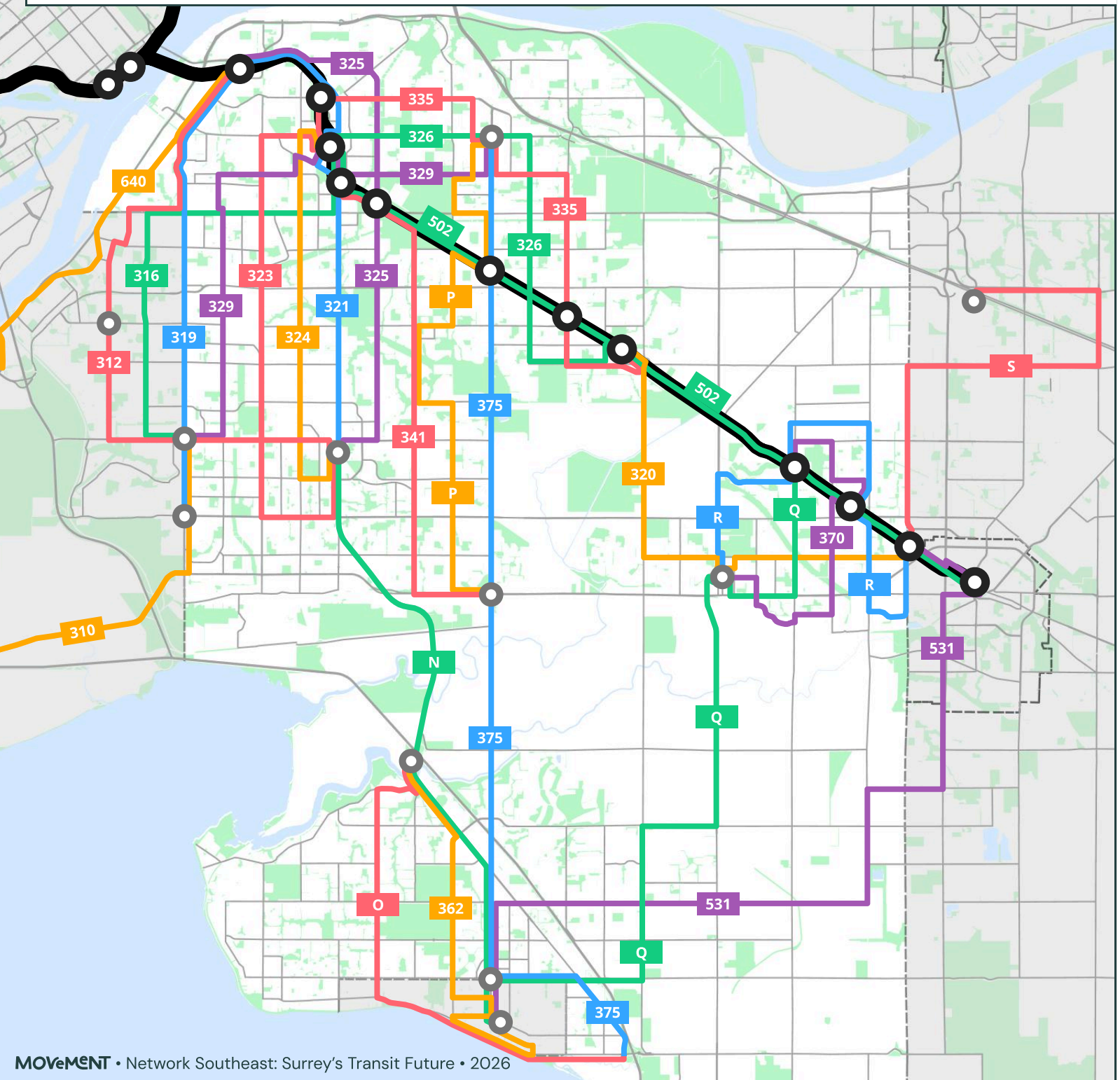
Our solution:

Modify bus routes to provide continuous corridor coverage

We are proposing modifying existing routes and creating new routes to enable more direct trips. These changes are described in *Appendix B* and shown in *Figures 1* and *2*. Our proposed new exchanges in Newton would allow for these improvements.

The proposed Sullivan Exchange allows routes in eastern Newton (e.g., on 144 St and 148 St) to travel further south, relieving pressure from Newton Exchange and increasing connectivity between Surrey Central, Guildford, and East Newton Business Park. In the west, the proposed Boundary Park Exchange provides a better terminus for an extended route 319.

Figure 1 | **Proposed North-South and Radial Local Bus Network**



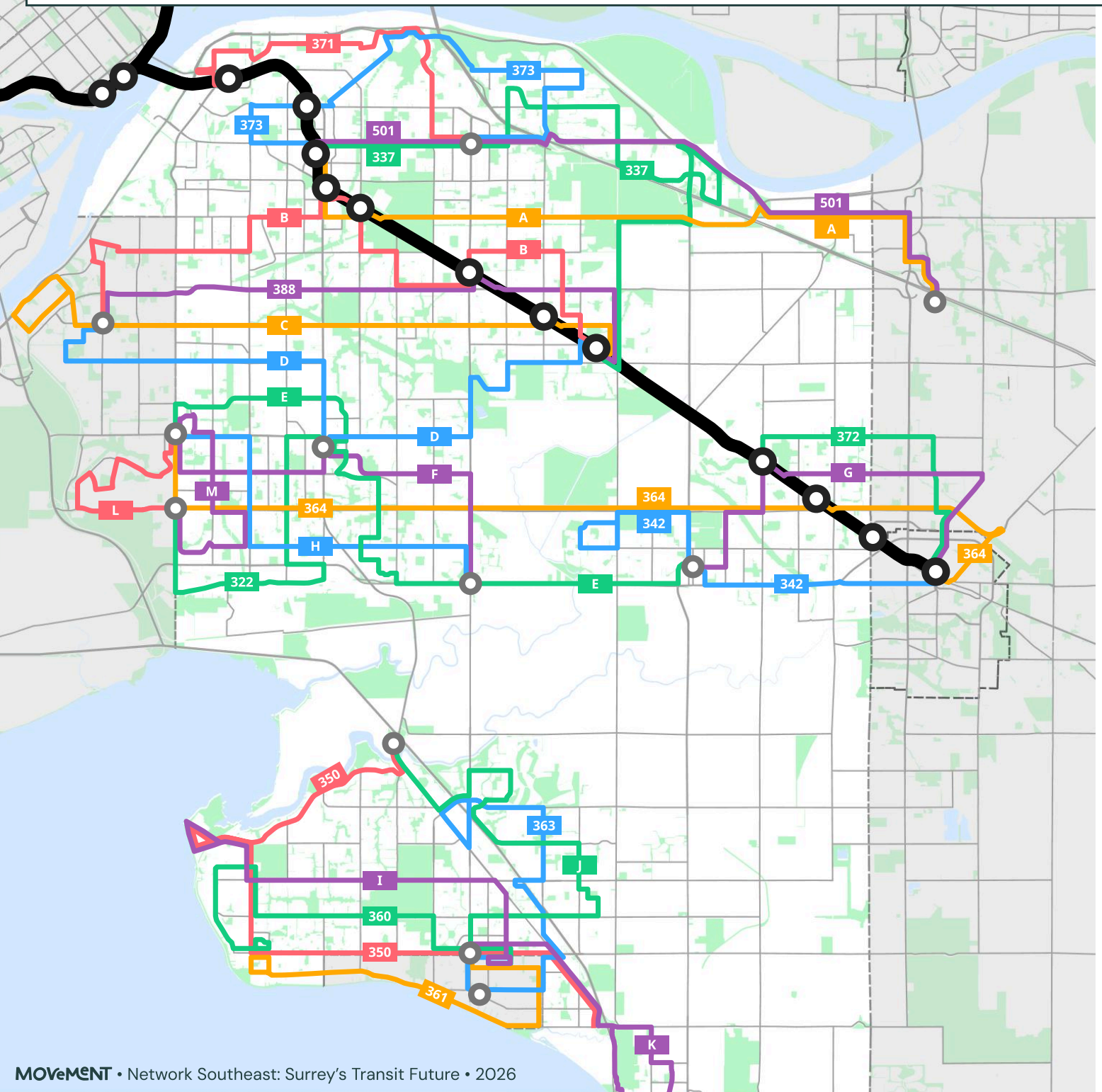
Improved Routes

- 310 Ladner Trunk
- 312 112 St
- 316 116 St
- 319 Scott Rd
- 320 Cloverdale
- 321 King George Blvd North
- 323 128 St
- 324 132 St
- 325 140 St
- 326 156 St
- 329 124 St
- 335 East Fleetwood
- 341 144 St
- 362 148 St South
- 370 East Cloverdale
- 375 152 St
- 502 Fraser Hwy
- 531 Campbell Heights
- 640 River Rd

New Routes

- N King George Blvd South
- O Elgin
- P East Newton
- Q Pacific Hwy
- R Clayton
- S Willoughby

Figure 2 | **Proposed East-West and Coverage Local Bus Network**



Improved Routes

- 322 Panorama Ridge
- 337 Fraser Heights
- 342 West Cloverdale
- 350 Crescent
- 360 Ocean Park
- 361 Marine Dr
- 363 160 St South
- 364 64 Ave
- 371 Bridgeview
- 372 72 Ave East
- 373 Port Mann
- 388 88 Ave
- 501 104 Ave

New Routes

- A 96 Ave
- B 92 Ave
- C 84 Ave
- D 80 Ave
- E Hyland
- F 68 Ave
- G 68 Ave East
- H South Newton
- I 24 Ave
- J Morgan Heights
- K Douglas
- L Sunshine Hills
- M West Newton

Problem:

Surrey has few express routes, and Regional connections are not direct

Surrey is geographically vast, taking up approximately three times as much area as the City of Vancouver. Despite this, there are few express bus routes that connect Surrey's regional centres to each other. The parts of the city that are not on the RapidBus network are only served by slower local routes.

Regional bus connections are also quite limited in Surrey. The existing routes 301 and 340, which connect Surrey with Richmond and New Westminster, have large deviations. This makes these trips uncompetitive with driving. Route 555 runs just inside Surrey's borders and provides valuable connections to Burnaby and Langley. However it does not serve Guildford Exchange, missing the transit connections possible there.

Additionally, there are no regional connections to Coquitlam or Tsawwassen Ferry Terminal, resulting in lengthy multiple-transfer journeys to reach either destination.

Our solution:

1. Expand the express bus network to improve *internal* connectivity

We are proposing new express bus routes to provide a fast alternative to slower local routes within Surrey. By skipping local stops, express buses can cover the large distances between Surrey regional centres quickly.

These new limited stop bus routes should be accompanied by bus priority to minimize delay and reduce operating costs. The existing R1 and R6 RapidBuses would benefit from increased transit priority. High-quality bus projects like RapidBus create a mandate for the City of Surrey to add transit priority in the face of opposition to reallocating road space.

2. Expand regional bus connections to improve *external* connectivity

We are proposing creating new regional buses and re-routing existing bus routes to better connect Surrey with the rest of Metro Vancouver. These changes are outlined in *Table 1*.

Guildford and Strawberry Hill (Scottsdale) Exchanges provide direct access to Highway 1 and 91 respectively. Regional buses should use these connections.

Collaboration with the BC Ministry of Transportation and Transit is key to ensuring that highway bus routes remain fast and reliable. The Ministry has been proactive in providing shoulder bus lanes on provincial highways, and similar treatments should be applied to Highway 91 and Highway 10.

"The 555 is a busy example of a regional bus route on Highway 1 (Trans-Canada Highway). Unfortunately, the 555 suffers from severe delays on the Port Mann Bridge, where a High Occupancy Vehicle (HOV) lane fails to bring the benefits that a dedicated bus-only lane would provide. Effective transit priority on this route is a challenge, especially as there is a growing number of electric vehicles that are allowed to freely use the HOV lane."

—Ahasan

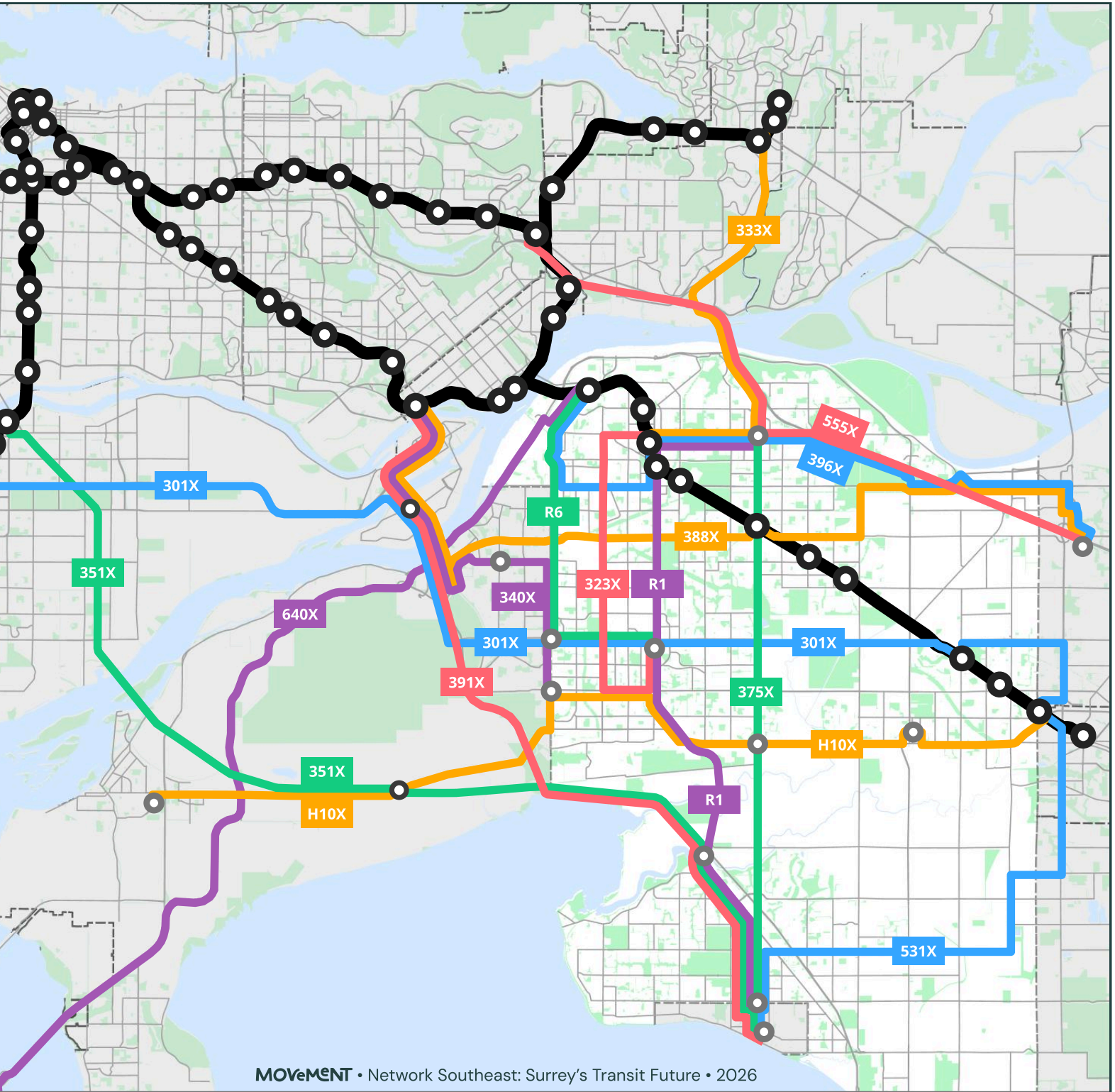
Table 1. **Proposed express and regional buses**

Route	Summary of proposed changes	Why did we propose this?
128 St Express (323X)	• Create a 128 St express bus, mirroring an extended route 323 between Newton Exchange and Surrey Central	• Relieves a very busy transit corridor and improves access to the Newton Cultural Commercial District and KPU Surrey
152 St Express (375X)	• Create a 152 St express bus, following route 375 from Guildford to White Rock Civic Centre	• Relieves a slow and unreliable bus route and improves access to Semiahmoo Town Centre, East Newton Business Park, and Fleetwood • A RapidBus on this corridor is planned in TransLink's Transport 2050 plan
North Surrey Express (396X)	• Create a North Surrey east-west express bus linking Scott Road with Surrey Memorial Hospital, Surrey Central, Guildford, Port Kells, and Carvolth Exchange via 96 Ave, 104 Ave, and Highway 1	• Connectivity between the growing Scott Road corridor and major destinations in northern Surrey is poor, and the 96 Ave RapidBus outlined in Transport 2050 would require multiple transfers to reach destinations like Guildford • The population density of 96 Ave is significantly higher west of King George Blvd. An express bus is better suited to the land use on 104 Ave compared with Green Timbers Park
Campbell Heights Express (531X)	• Introduce an express bus through Campbell Heights, connecting Semiahmoo Town Centre with Langley City Centre, providing an express overlay for route 531	• Increases connectivity to industrial employment sites • A RapidBus bus on this corridor is planned in Transport 2050
Scott Rd & King George Blvd RapidBuses (R1 & R6)	• Upgrade existing RapidBus routes by adding transit priority • The R1 is already planned to have dedicated lanes and signal priority as part of an upgrade to Bus Rapid Transit (BRT), however it should retain service to Guildford • The R6 should be given signal priority at key intersections. Bus lane extensions and an upgrade to BRT should be studied	• Despite the addition of several new express routes, the existing R1 and R6 RapidBus routes will continue to be the backbone of transit in Surrey • Guildford being excluded in the R1 BRT upgrades will unfairly reduce transit access to a large, equity-deserving community

Route	Summary of proposed changes	Why did we propose this?
Richmond-Langley Connector (301X)	• Modify route 301 to remove deviations from 72 Ave in North Delta and Alderbridge Way in Richmond • While we are against road expansion, if 72 Ave is extended across the Agricultural Land Reserve, an extension of route 301X should be explored as well	• Improves travel times on a useful link between Surrey, Richmond, the airport, and the Canada Line • Provides continuous service on the 72 Ave corridor, which is a focus of housing growth in North Delta • This corridor is an express/interregional priority in Transport 2050
Coquitlam Connector (333X)	• Create a Surrey–Coquitlam regional bus routed via 104 Ave, Highway 1, Lougheed Highway to connect Surrey Central and Guildford with Coquitlam Central	• Bus riders are subject to a minimum of 3 transfers to reach Coquitlam. This route would make trips to and from Coquitlam much easier for Surrey transit riders • This corridor is an express/interregional priority in Transport 2050
North Delta Connector (340X)	• Modify route 340 to use 84 Ave instead of Kittson Parkway to connect with Highway 91 • Retain service south of 72 Ave by terminating at Boundary Park Exchange	• Improves travel times between Surrey and New Westminster • Provides partial relief to the R6 for trips to and from the Expo Line • Dense communities in Surrey south of 72 Ave retain access to the 340 • Reallocates service from Kittson Parkway, a road with limited pedestrian access and poor land use, to 84 Ave, a focus for housing growth in North Delta.
Highway 99 Connector (351X)	• Upgrade transit priority on route 351 to improve reliability on 152 St • Runs through Semiahmoo Town Centre to terminate at the proposed White Rock Civic Centre Exchange	• Bus lanes are already planned on 152 St as part of the King George Blvd BRT project; an extension south would improve access along the corridor • This corridor is an express/interregional priority in Transport 2050
88 Ave Connector (388X)	• Introduce an 88 Ave regional bus, providing a limited stop alternative to the 388 • Truncate the local 388 to run between North Delta and Fleetwood	• 88 Ave is very long, and current end-to-end local trips can be over 90 minutes long • Provides a fast east-west link across Surrey, New Westminster, North Delta, and Langley • Improves access to industrial employment in Port Kells

Route	Summary of proposed changes	Why did we propose this?
Highway 91 South Connector (391X)	• Introduce a Highway 91 express bus, connecting South Surrey and White Rock to 22nd St station	• Enables faster trips to the Expo Line from South Surrey
Port Mann Connector (555X)	• Modify route 555 to serve Guildford Exchange using 152 St and 104 Ave	• Increases transit connectivity between Surrey, Burnaby, Simon Fraser University's (SFU) Burnaby campus, and the extended Millennium Line to Broadway and, eventually, UBC • The proposed detour would require significant transit priority measures to ensure trip times remain similar • This corridor is an express/interregional priority in Transport 2050
SFPR Connector (640X)	• Introduce a Surrey–Tsawwassen Ferry Terminal regional bus connection, using the SFPR to connect Scott Road station with the ferry terminal	• A connection between Surrey and the ferry terminal has been planned as part of the 2018 Southwest Area Transport Plan, but remains unfunded • This route could be introduced as a seasonal service during summer • May require terminal capacity upgrades at Tsawwassen Ferry Terminal • An alternate terminus of Surrey Central should be explored
Ladner-Langley Connector (H10X)	• Introduce a Highway 10 regional bus linking Ladner, Newton, Cloverdale, and Langley	• This route was considered in previous area transport plans • Deviations from Highway 10 which increase connectivity, particularly to Newton, should be explored • An extension to Tsawwassen Ferry Terminal, perhaps seasonally, should also be explored

Figure 3 | **Proposed Express & Regional Bus Network**



Express Routes

- 323X 128 St Express
- 375X 152 St Express
- 396X North Surrey Express
- 531X Campbell Heights Express
- R1 King George Blvd RapidBus
- R6 Scott Rd RapidBus

Regional Routes

- 301X Richmond–Langley Connector
- 333X Coquitlam Connector
- 340X North Delta Connector
- 351X Hwy 99 Connector
- 388X 88 Ave Connector
- 391X Hwy 91 Connector
- 555X Port Mann Connector
- 640X SFPR Connector
- H10X Ladner-Langley Connector

Figure 4 | **Proposed Local & Regional Bus Network**

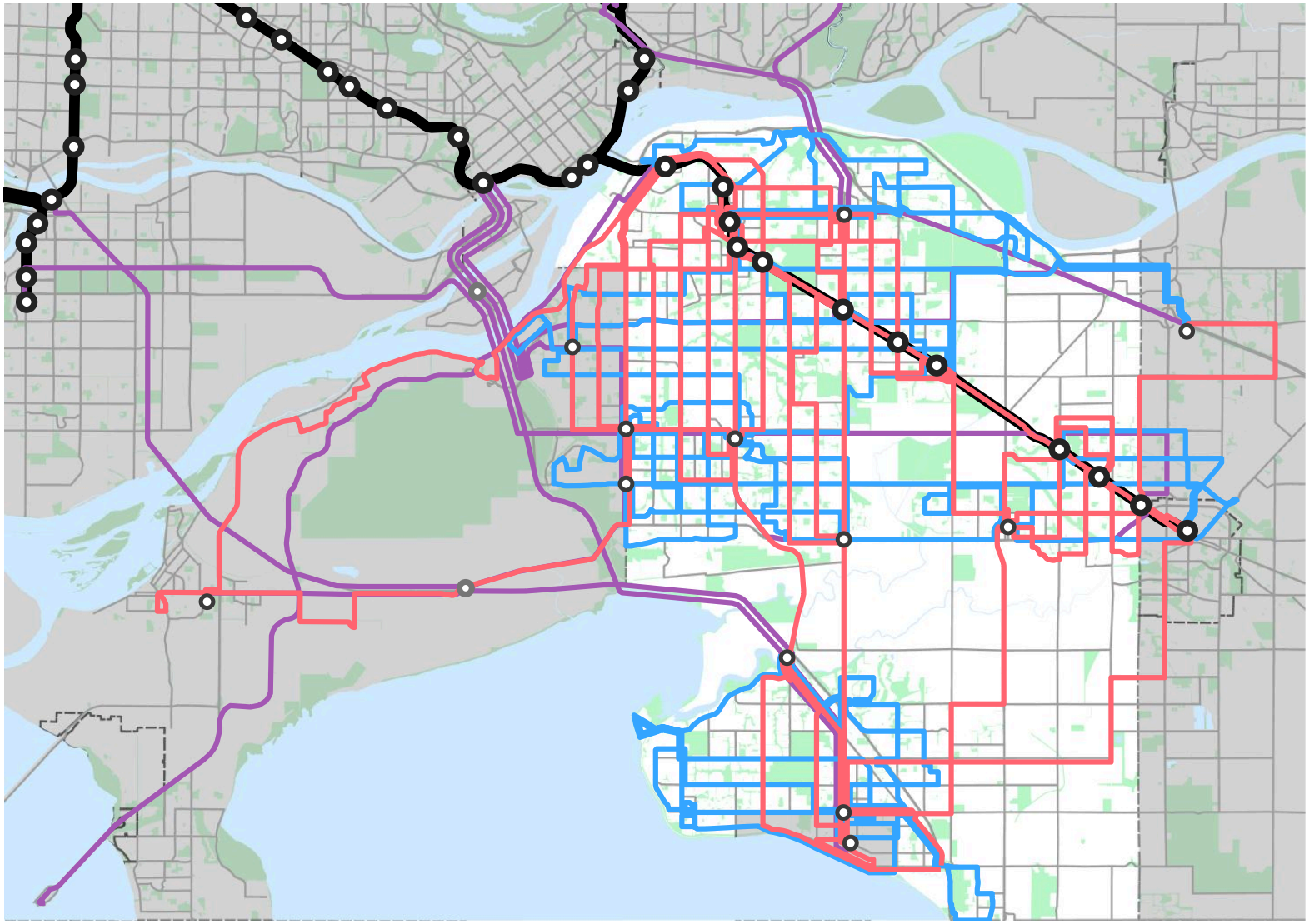


Figure 4 showcases our proposed local and regional bus routes. With this network, most urban parts of Surrey will be served by a grid of buses. Despite the challenging road network and the locations of ridership generators disrupting the grid, our design still facilitates direct trips and allows for convenient transfers.

Our vision entails 51 local bus routes, 6 express bus routes, and 9 regional bus routes.

Surrey's streets are unfriendly to transit users

The bus network is only one part of a rider's transit journey. Equally important is how people get to and from transit stops, and the quality of their experience along the way. Every transit trip begins with walking or rolling, so safe, accessible sidewalks are fundamental to a well-functioning system. Currently, many stops lack continuous sidewalks or safe crosswalks.

Image courtesy of Justin (@not_taylorx)

"Route 555 does not connect with Guildford Exchange because adequate bus priority is not provided on Surrey's municipal streets. Buses would face considerable delay without adequate bus priority when leaving and re-entering the highway. Consequently, transit riders have to wait for the 555 at the noisy highway off-ramps with inadequate seating and weather protection."

—Gavin

We also strongly encourage the City to commit fully to Vision Zero: eliminating traffic-related deaths and serious injuries. Surrey City Council's recent decision to lower speed limits across Surrey is a commendable step. As outlined in a corporate report from the General Manager of Engineering, these speed reductions from 70 km/h to 60 km/h on arterial roads and from 60 km/h to 50 km/h on connector roads reflect a growing commitment to slowing vehicles where people live, walk, cycle, and wait for transit.

Equally critical is the comfort and dignity of waiting for the bus. Currently, only 25% of Surrey's 1,425 bus stops have shelters, leaving most riders exposed to rain, heat, and darkness (Corporate Report R128). The City's plan to add 60 more shelters is welcome progress, but more must follow, along with lighting upgrades recently launched by TransLink to improve visibility and safety after dark (TransLink News, Nov 2025).

Bus stops should also be close to everyday amenities such as washrooms and water fountains, making transit more comfortable for everyone. In places like the Newton Recreation Centre, the bus exchange sits at the back of the site, while the main entrance and parking lot face the front, sending an implicit message about whose convenience counts.

Our solution:

Improve pedestrian infrastructure

We urge the City to prioritize continuous accessible sidewalks linking every transit stop to a safe crosswalk, alongside weather-resilient shelters that shield riders from winter cold and summer heat extremes.

In fall 2025, Winnipeg Transit launched a pilot to install damage-resistant polycarbonate panels at 30 high-use shelters, providing durable winter shielding from snow and wind while resisting vandalism.

We also recommend this study on shelter types and heat effectiveness, which highlights tree planting as a top strategy to cut transit user heat stress, while noting that poor shelter designs can sometimes worsen it through maladaptation.

An example of the durable shelters installed by Winnipeg Transit
Image courtesy of The Winnipeg Free Press

Problem:

Frequent Transit Network (FTN) leaves many unserved

The Frequent Transit Network (FTN) is a network of high-frequency routes which run every 15 minutes or better. In Surrey, few corridors outside of RapidBus qualify as part of the FTN. As a result, long wait times create a high penalty for transfering.

Notably, An FTN frequency standard of 15 minutes is lower than other Canadian cities like Toronto, where their Ten-Minute Network makes it easier to “turn up and go” by reducing average wait times.

Our solution:

Expand the Frequent Transit Network in Surrey

We are proposing to expand the Frequent Transit Network in Surrey to cover most major roads, as shown in *Figure 5*. A high-quality and expansive FTN grid is key to enabling a functional and convenient bus grid, as well as ensuring that most residents in Surrey have access to frequent transit. This is illustrated in *Figure 6*.

Service on existing FTN routes within Surrey should be increased to a frequency of every 10 minutes or better to reduce wait times and overcrowding. We believe the system-wide FTN standard should be raised to every 10 minutes or better. Every FTN route should have service until midnight, or better.

Figure 5 | **Proposed Frequent Transit Network**

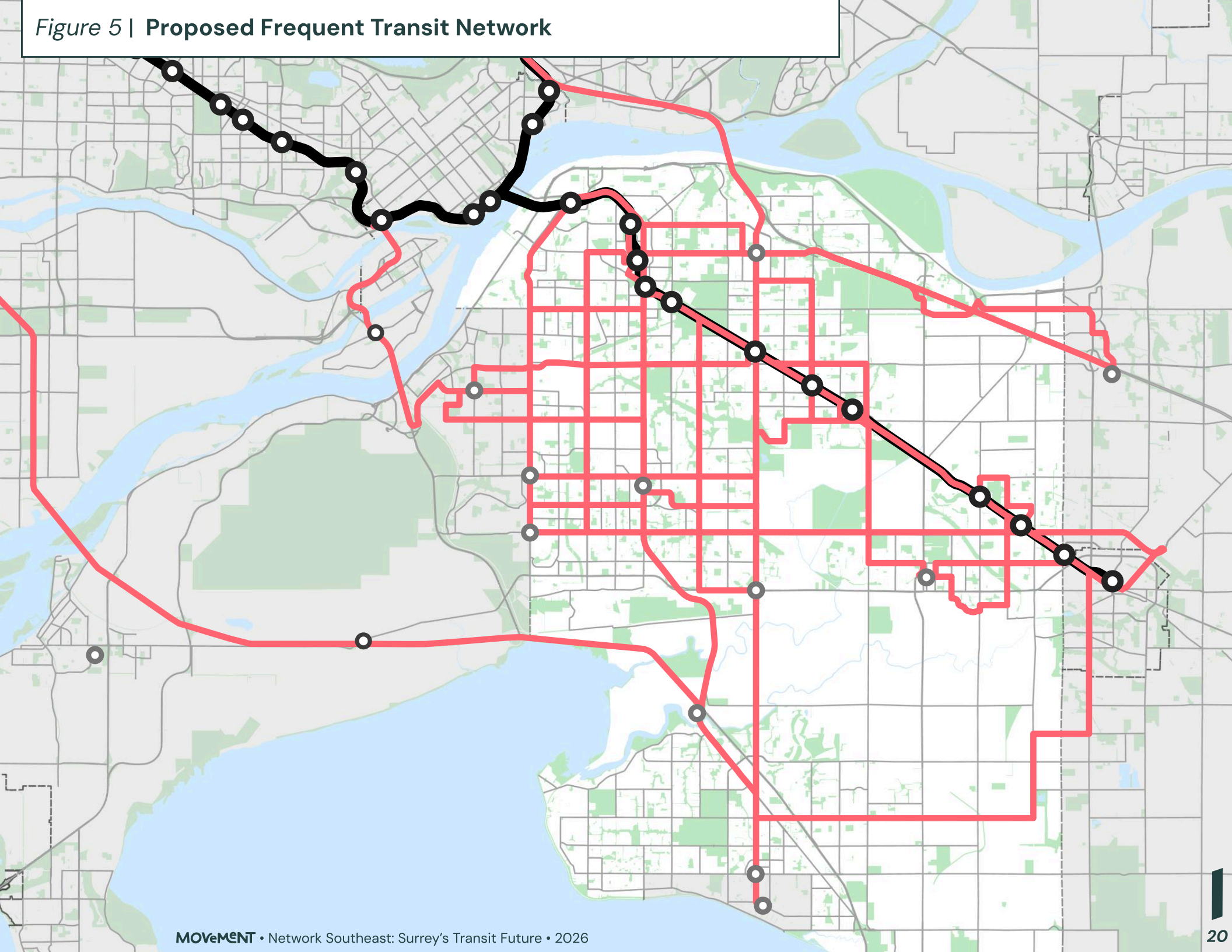
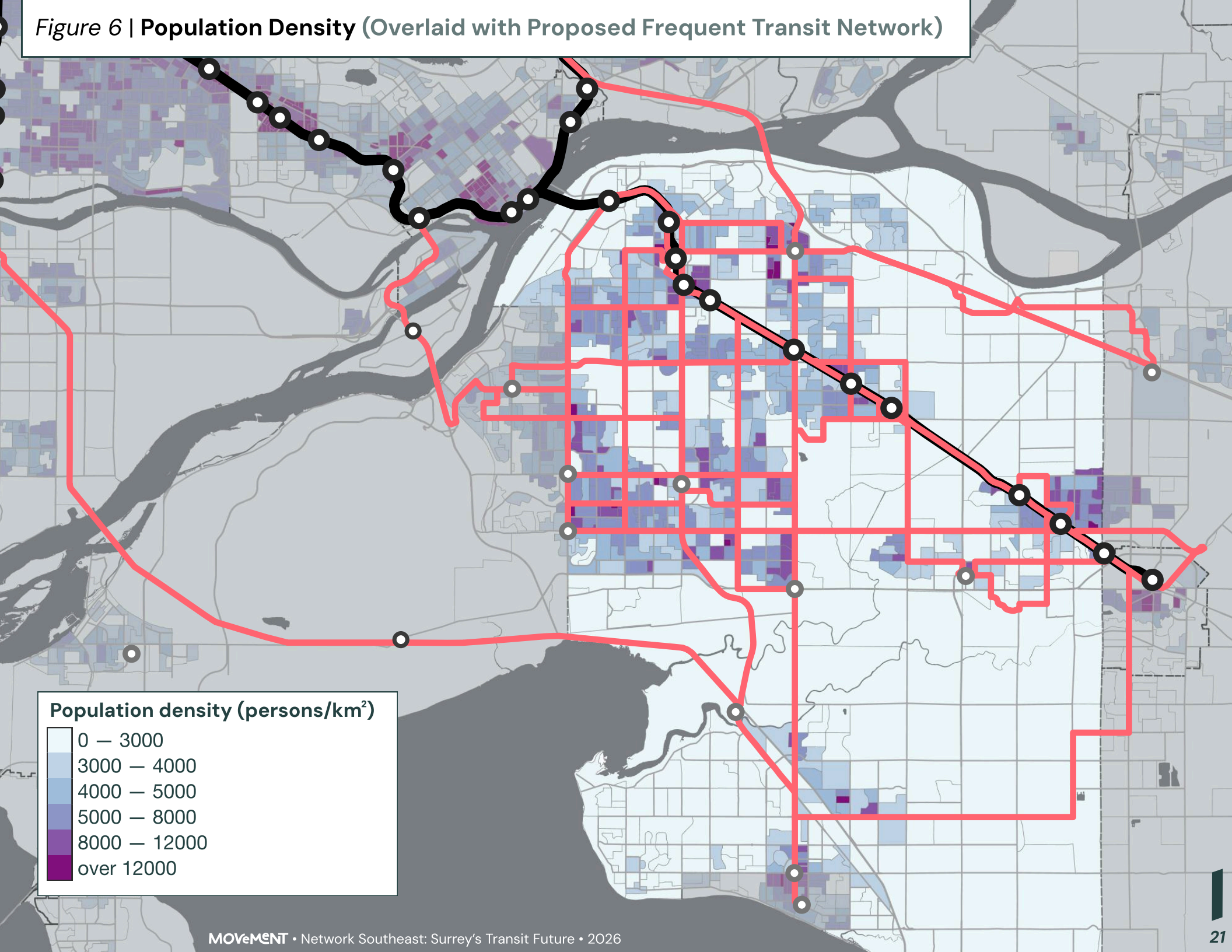


Figure 6 | **Population Density** (Overlaid with Proposed Frequent Transit Network)



Problem:

Buses are stuck waiting in traffic

Bus priority in Surrey is very limited, especially on corridors without RapidBus and some sections of provincial highway. As a result, many buses are regularly subject to traffic-induced delays. This makes buses slower, reduces their reliability, and increases operating costs. The cost of operating bus service is rising as congestion increases, meaning the same amount of funding results in less service over time.

Our solution:

1. Define priority corridors where there is significant delay

We are proposing to define key corridors and hotspots where significant delay already occurs, or where delay is expected to occur with an expanded transit network. Criteria for evaluation could include locations where unreliability propagates across the transit network and where delay impacts the largest number of people. Using TransLink's 2023 Bus Speed and Reliability Report, we have highlighted some priority corridors in *Figure 7* and *Appendix C.*

"Transit priority measures, like a bus-only lane, were added to Scott Road as part of the R6 RapidBus project. As a result, the longest southbound trip times were reduced by 20%. Ridership along the Scott Road–72 Ave corridor soared afterwards, with over 25% more weekday passengers in 2024 – that's 1.5 million people annually! The R6 is now the busiest bus in Surrey."

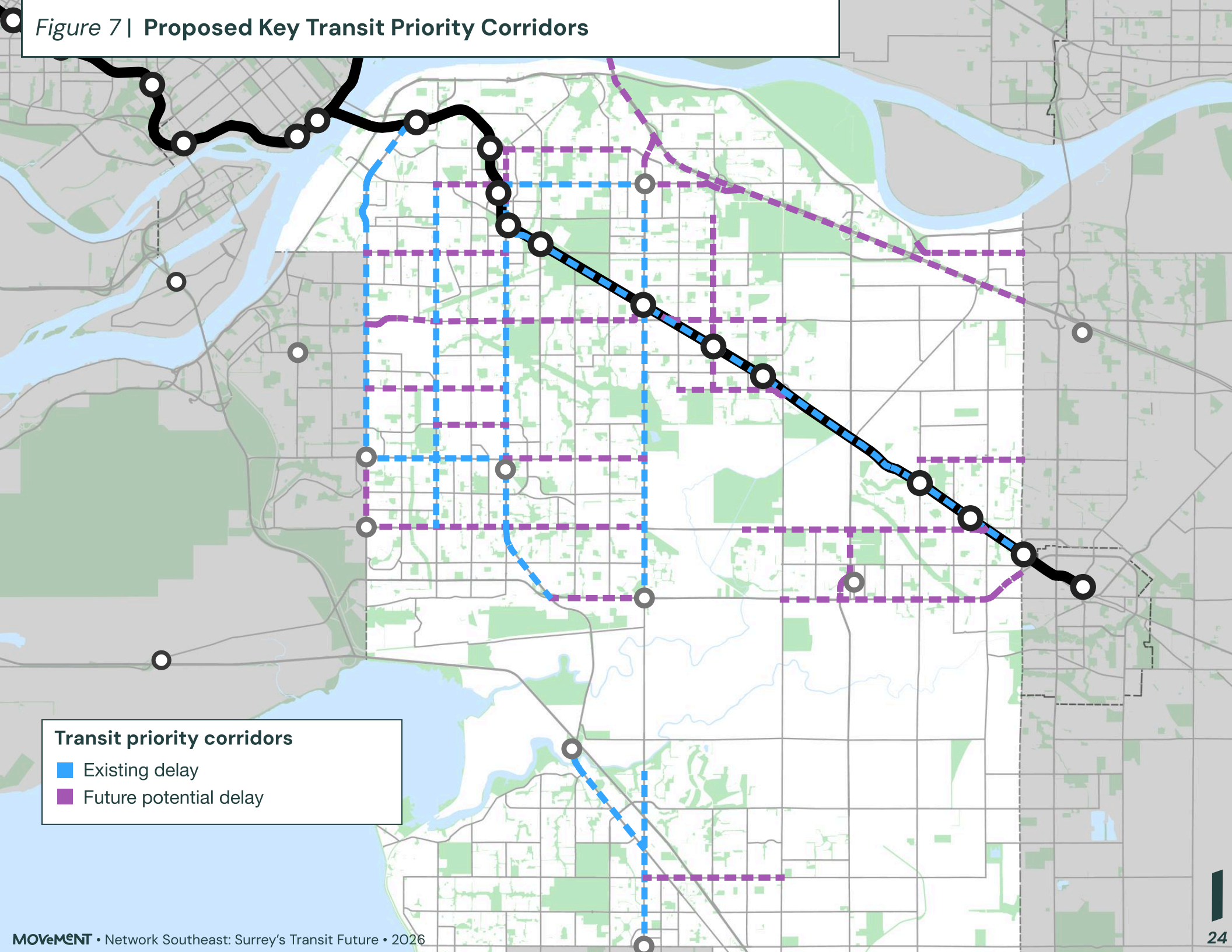
—Ahasan

2. Collaborate with external agencies to implement transit priority

We are proposing the City of Surrey collaborate with TransLink, the Ministry of Transportation and Transit, and other municipalities, to implement transit priority tools across the transit network. These tools could include, but are not limited to:

- **Bus lanes,** which dedicate road space specifically for buses and are necessary for the busiest transit corridors
- **Transit Signal Priority (TSP),** which optimizes intersections to prioritize buses, meaning they would spend less time waiting at red lights
- **In-lane bus stops (also known as bus bulbs or floating bus stops),** which allow buses to stop on the road without having to weave out and back into traffic
- **Queue jumps/approach lanes,** which are short sections of bus lanes at intersections that allow buses to bypass traffic queues
- **Bus stop balancing,** the thoughtful relocation of bus stops along a corridor, maintains access for transit riders while ensuring that spacing between stops is more consistent. This increases bus speed and reliability at a low cost
- **Turn restrictions,** which limit left- or right-turns at intersections to reduce traffic queues

Figure 7 | **Proposed Key Transit Priority Corridors**



Case Study: Scott Road

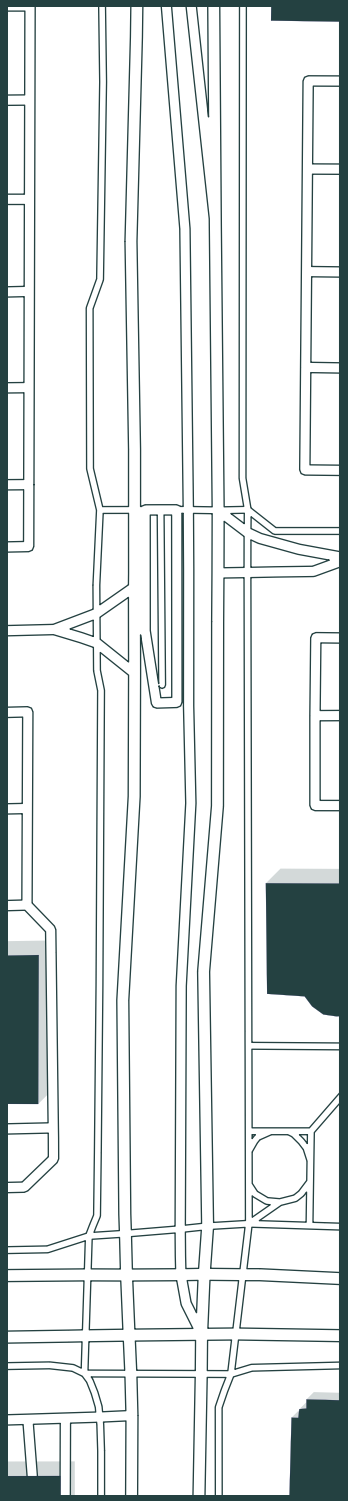
While road space is limited, a compelling example of the addition of transit priority to a constrained corridor already exists in Surrey. The R6 RapidBus project was able to add a southbound bus lane along large sections of Scott Road by slimming existing vehicle lanes and removing the two-way left turn lane.

Scott Road (before)

Scott Road (after)

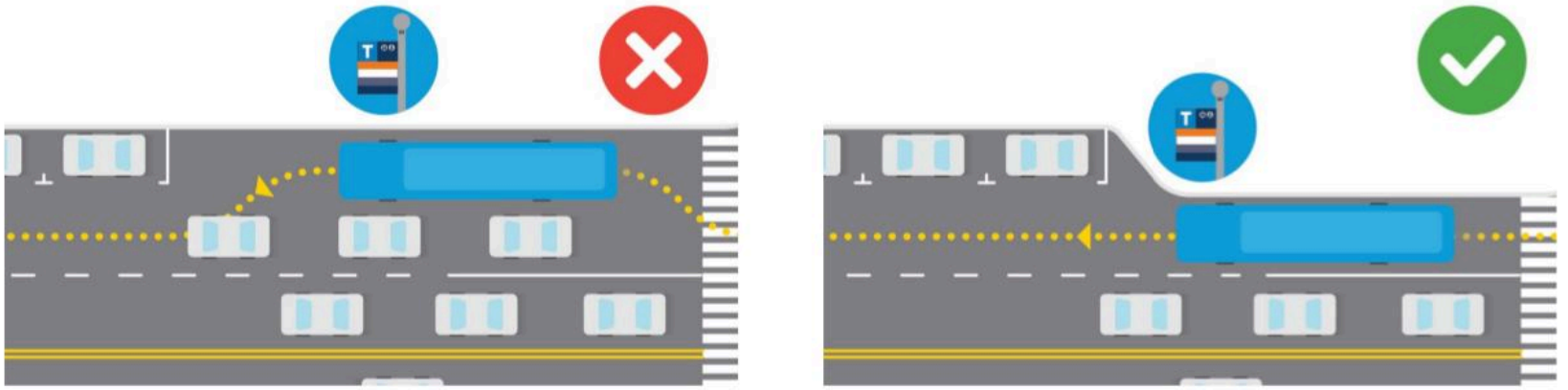
Images courtesy of Google Earth

Along with previous transit priority projects, numerous in-lane bus stops were also added along the corridor. This reduces the time buses need to pick up passengers at each stop. In-lane bus stops also increase safety, as they can reduce pedestrian crossing distances at intersections and create wider sidewalks.



R6 / SB Scott Road @ 72 Ave

We believe a similar treatment can be applied to many other corridors in Surrey. A city-wide implementation of in-lane bus stops could be accomplished at a relatively low cost. Additionally, opportunities for bus lanes exist on corridors with large property setbacks, lane widths that are larger than regional standards, and two-way left turn lanes.



In-lane bus stops (Image courtesy of TransLink)

Ultimately, while the improvements which came with the R6 provide many effective examples of transit priority, we urge the City of Surrey to further build upon this success and expand transit priority across the city.

Problem:

Bus exchanges are poorly located and overcrowded

Surrey's bus exchanges face a complex array of challenges:

- **Newton Exchange** is bursting at the seams. This severely limits the potential for expanded service on existing routes, and precludes adding new routes which service the exchange.
- **Scottsdale Exchange** is located behind a mall, far from the heart of the community. Despite the neighbourhood having three shopping malls, long walking distances through large parking lots result in poor access for transit riders
- **Guildford Exchange** is little more than bus stops underneath a mall overpass. Poor lighting, a loud environment, and long walking distances to nearby destinations create an second-class experience for transit riders
- **South Surrey Park & Ride** does not feature the facilities necessary to terminate local bus routes there
- **Cloverdale Exchange** features poor wayfinding and lacks rider amenities like shelters
- **White Rock Centre**, which is partially within Surrey, has limited layover spaces for buses, hindering service expansion

Additionally, some non-exchange locations in and around Surrey offer transfer potential, but lack the infrastructure to make them work for riders. For example, Annacis Island already allows riders to transfer between buses to New Westminster and Richmond, but a small shelter on a highway offramp creates a poor experience for riders.

“Newton Exchange was renovated in 2013; however, it still suffers from severe overcrowding. There is not enough space for all the buses to use the main exchange. Instead, several routes like the 301, 322, and 323 pick up passengers at on-street stops. Additionally, most bus stop shelters are small and are positioned away from where transit riders actually line up; therefore, the shelters provide minimal weather protection.”

—Gavin

Our solution:

Upgrade existing bus exchanges and create new exchanges

We are proposing to upgrade the existing bus exchanges in Surrey and create new exchanges and transfer points. A list of recommended modifications and new exchanges are illustrated in *Figure 8* and described in *Table 2*.

Table 2. **Proposed bus exchange modifications**

Exchange	Type	Summary of proposed changes	Why did we propose this?
Newton	Existing	• Relocate closer to King George Blvd and 70 Ave to create a larger exchange (near the satellite bus parking facility)	• Provides much-needed space to expand Newton Exchange and increases layover space • Facilitates transfers with the future BRT without deviating it from King George Blvd
Strawberry Hill *formerly Scottsdale*	Existing	• Relocate closer to the intersection of Scott Road and 72 Ave • Rename to Strawberry Hill Exchange	• Relocation improves pedestrian access to existing retail and future housing, as well as enabling convenient transfers to the R6 RapidBus (more details in a Daily Hive article) • Renaming eliminates confusion with Scott Road station, aligns with Surrey's official name for the neighbourhood, and acknowledges the history of the Japanese-Canadian community who lived in the area before being forcibly relocated during World War II
Guildford	Existing	• Relocate off-street and expand the number of bus bays	• Separates pedestrians from the hostile environment of a noisy overpass • Enables expansion of transit services, such as regional routes coming from the Port Mann bridge • Reduces congestion from many buses stopping at the same stop

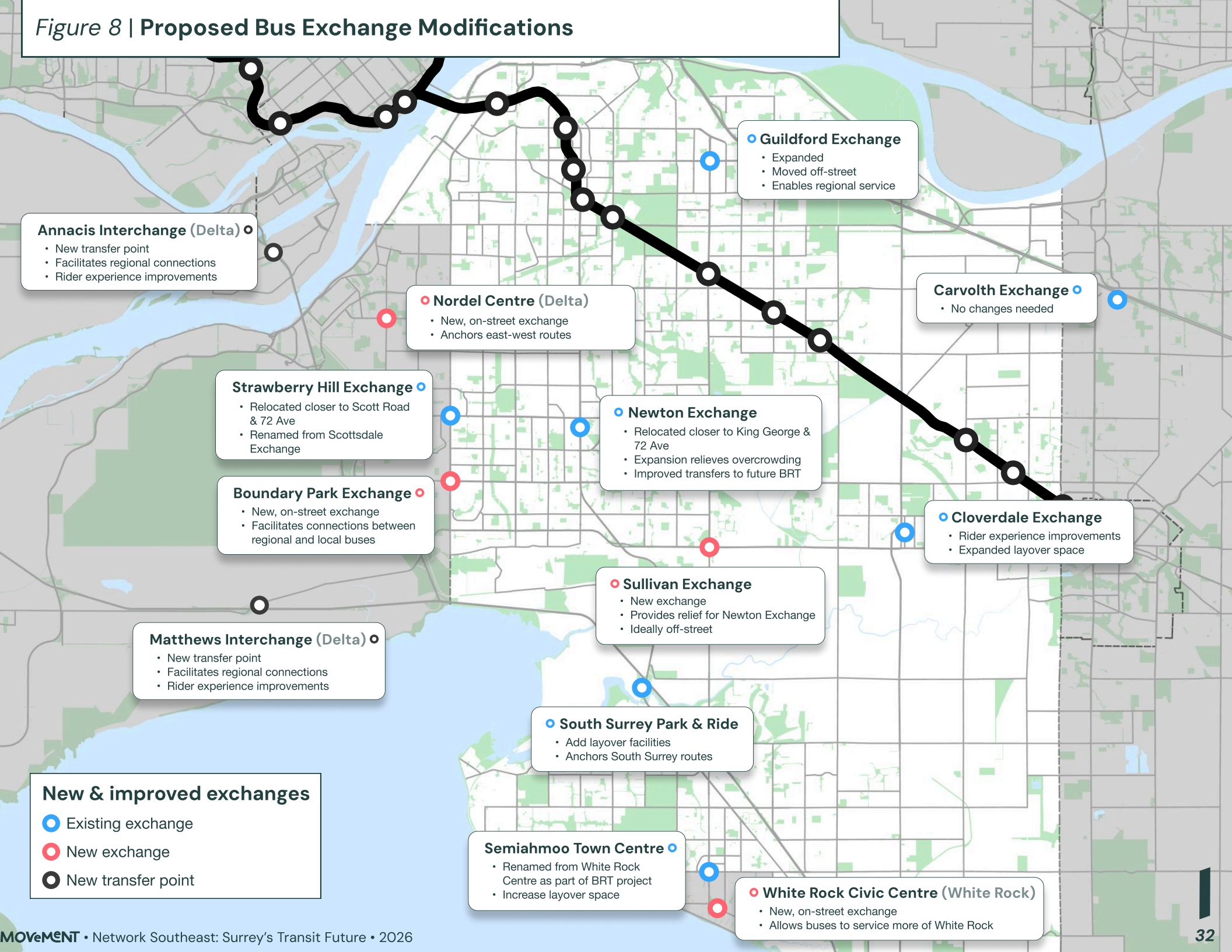
Exchange	Type	Summary of proposed changes	Why did we propose this?
South Surrey Park & Ride	Existing	• Add layover facilities	• Enables local bus routes in South Surrey to start and end at the exchange
Semiahmoo Town Centre *formerly White Rock Centre*	Existing	• Increase layover space • Rename to Semiahmoo Town Centre	• Renaming is planned as part of the BRT project, and additional capacity is needed for increased transit service
Cloverdale	Existing	• Add passenger amenities and additional layover facilities	• Enables expanded service • Shelters and seating would provide a more comfortable rider experience
Sullivan	New	• Create a new bus exchange near the intersection of 152 St and Highway 10	• Necessary to relieve Newton Exchange • Municipal land may be available • Provides space for buses to terminate in eastern Newton • Provides access to considerable employment in East Newton Business Park • Ideally off-street exchange to accommodate the many routes that may use it
Boundary Park	New	• Create a new bus exchange near the intersection of Scott Road and 64 Ave	• Prevents duplication of service on Scott Road • Allows for more direct routes for buses that serve the corridor south of 72 Ave and terminate at Strawberry Hill Exchange • Could be a simpler, on-street exchange

Table 2a. **Proposed bus exchange modifications outside of Surrey**

While these exchanges are not located in the City of Surrey's boundaries, they nonetheless provide significant value to transit in Surrey.

Exchange	Type	Summary of proposed changes	Why did we propose this?
Nordel Centre	New	• Create a new bus exchange near the intersection of 112 St and 84 Ave in North Delta	• This location in the heart of North Delta is a natural transfer point in our proposed network • Allows the termination of new east-west routes where municipal land may be available • Could be a simpler, on-street exchange
White Rock Civic Centre	New	• Create a new bus exchange near White Rock's Civic Block (Fir St and Pacific Ave)	• Allows select routes to be extended south, further into White Rock, increasing access to retail and the waterfront • Provides some relief to Semiahmoo Town Centre Exchange • Municipal land may be available • Could be a simpler, on-street exchange • More details in a Movement letter
Annacis Interchange	New	• Create a transfer point near the Highway 91 offramps on Annacis Island	• Key transfer point for regional bus connections to New Westminster and Richmond • Given the desolate nature of the site, particularly at night, enclosed shelters would make waiting more comfortable
Matthews Interchange	New	• Create a transfer point near the intersection of Highway 99 and Ladner Trunk Road	• Key transfer point for regional bus connections to Richmond and South Delta • Similar to Annacis Interchange, enclosed shelters would make waiting more comfortable • Previously labelled on TransLink maps until 2020

Figure 8 | **Proposed Bus Exchange Modifications**



Case Study: Newton Exchange Bus Layover Facility

In preparation for the R6 RapidBus, TransLink worked with the City of Surrey to expand the bus layover facility south of Newton Exchange. This provided the additional capacity required for the new RapidBus to terminate at Newton Exchange. In 2025, this layover facility was also used as part of a Satellite Parking Pilot Project, where some buses were parked there overnight rather than returning home to the depot. As a result, earlier trips were able to be added to both the R1 and R6 RapidBus routes.

(Image courtesy of Google Earth)

"Layover spaces are necessary to allow buses to be parked between trips, where the bus operator can take a break, eat, and use washroom facilities. They also enable adjustments to transit schedules to maintain reliable service. When bus service is increased, so too does the need for bus layover zones. Creating new bus routes in Surrey will require the city to work collaboratively with TransLink to produce additional layover space."

—Ahasan

Problem:

NightBus network only serves Surrey Central

Overnight transit in Surrey is largely nonexistent outside of the N19 NightBus, which provides service along the route of the Expo Line. On many bus routes, the last departure is at 10 PM or earlier, leaving many transit riders without options even before midnight.

The existing NightBus to Surrey, route N19, is slow, overcrowded, and doesn't have consistent two way service.

Our solution:

Create a new NightBus backbone and extend daytime service spans

We are proposing a new express NightBus between Downtown Vancouver and Surrey Central. We are also proposing new local NightBus routes on Surrey's busiest transit corridors: Scott Road, King George Blvd, 104 Ave, and Fraser Highway.

In our proposed network, Surrey Central is a NightBus hub, similar to Downtown Vancouver's NightBus district, with pulsed connections to shorten waits for transfers. Shelters with lighting and enclosed waiting areas should be provided to ensure transit riders feel safe and comfortable, even during cold winter nights.

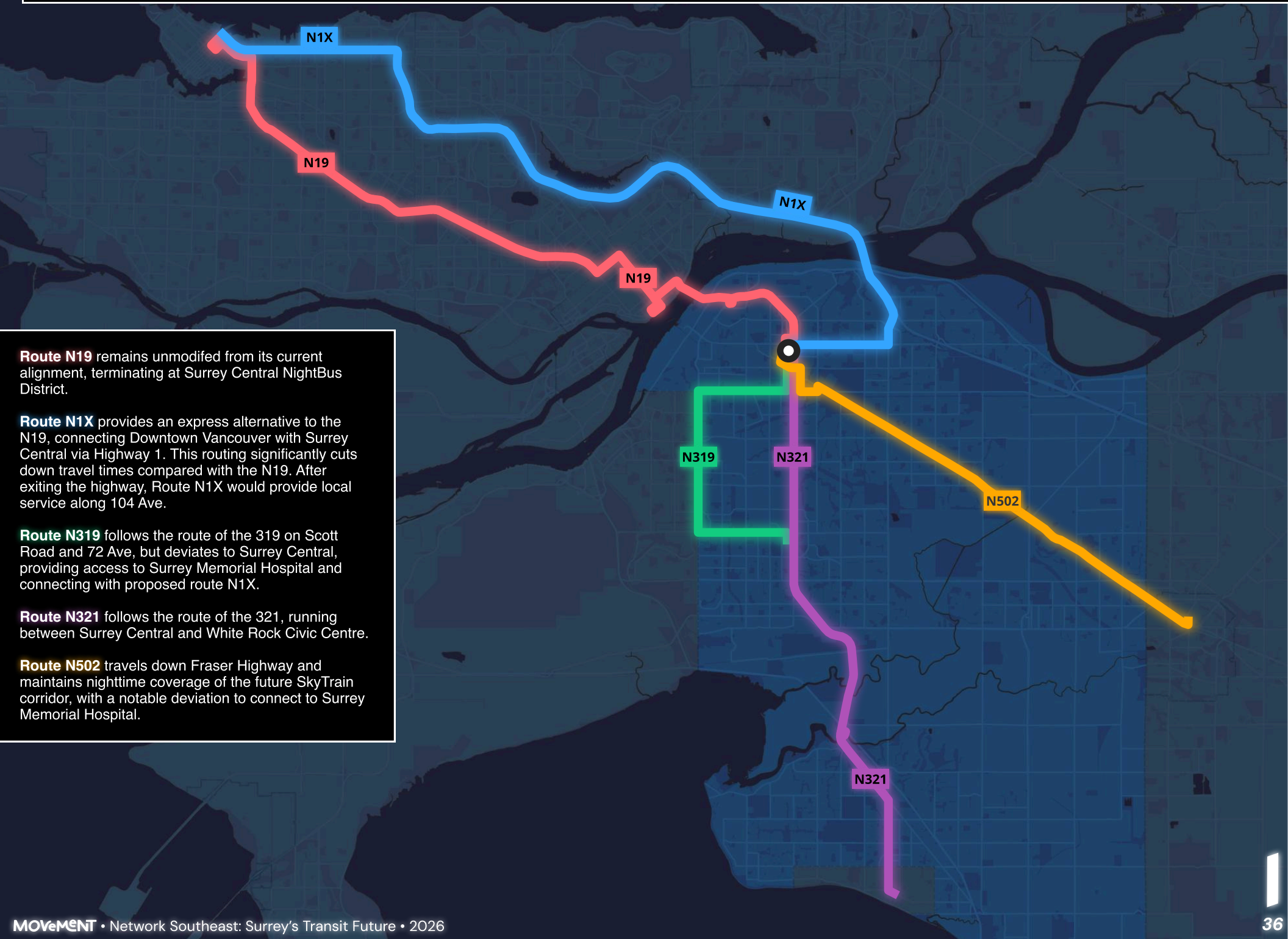
NightBus should run frequently, with service every 30 minutes or better, and use the same bus stops as their daytime counterparts where possible. *Figure 9* shows our proposed NightBus network in Surrey.

Service on daytime bus routes should be extended to run past 10 PM, ideally to midnight. Buses that interface with the SkyTrain should have service to meet the last train, and bus routes on the Frequent Transit Network should run past midnight.

*“When I took the N19 NightBus, it took **1 hour and 20 minutes** to travel from Downtown Vancouver to Surrey Central. **The bus was full** with standing passengers from Burnaby through Surrey, making for an uncomfortable riding experience. Night-time transit riders need bus service that is fast, reliable, and comfortable.”*

—Gavin

Figure 9 | **Proposed NightBus Network**



Route N19 remains unmodifed from its current alignment, terminating at Surrey Central NightBus District.

Route N1X provides an express alternative to the N19, connecting Downtown Vancouver with Surrey Central via Highway 1. This routing significantly cuts down travel times compared with the N19. After exiting the highway, Route N1X would provide local service along 104 Ave.

Route N319 follows the route of the 319 on Scott Road and 72 Ave, but deviates to Surrey Central, providing access to Surrey Memorial Hospital and connecting with proposed route N1X.

Route N321 follows the route of the 321, running between Surrey Central and White Rock Civic Centre.

Route N502 travels down Fraser Highway and maintains nighttime coverage of the future SkyTrain corridor, with a notable deviation to connect to Surrey Memorial Hospital.

Problem:

Bus network collapses when it snows

As snowy weather is an annual occurrence in Metro Vancouver and winter storms are becoming more severe, our transit system needs to be as reliable as possible through the snow. Transit must be a reliable way to get around when it snows, especially since driving in the snow can be very dangerous and stressful.

Our solution:

1. Create an adverse weather network

We are proposing to create an adverse weather network, with alternate routings for bus routes that run on steep hills. This keeps the transit network nimble and able to respond to snow in a way that's predictable to riders. This should be accompanied by a Snow Action Plan that outlines what should happen when it snows. This ensures TransLink and the City of Surrey can respond to snowfall events quickly and consistently.

Our solution:

2. Ensure bus stops remain accessible when plowing

We are proposing the city create policy to ensure bus stops remain accessible during plowing. During snowfall events, snow is usually pushed to the curb, where bus stops are. This results in piles of snow blocking riders from accessing the bus, and presenting a serious accessibility issue for those with mobility needs. The city must ensure all riders are able to board and alight from buses safely. The alternative for some riders is to be stuck at home.

“An example of snow buildup both at Scottsdale Exchange and on the sidewalks connecting to it. Transit riders often begin and end their journeys as pedestrians, so safe infrastructure is required, especially during adverse weather conditions.”

—Ahasan

Additional Suggestions

Surrey Central Bus Exchange

Surrey Central is the busiest bus transfer point on the entire TransLink network. Current plans call for the off-street bus loop to be replaced with an on-street exchange with bus stops scattered around the future Centre Block development.

The city must ensure that transit riders are able to safely and easily transfer between buses and the SkyTrain during and after this transition. We urge the City of Surrey to install wide sidewalks, clear wayfinding in multiple languages, and weather protection at bus stops and the walkways between them. Surrey's urban core deserves high quality transit infrastructure.

"Surrey Central Bus Exchange is served by 19 bus routes across 15 bus stops, both in the bus loop and on nearby streets. The lack of clear wayfinding makes it difficult for riders to find their bus stop. The exchange also lacks adequate weather protection, seating, and lighting, presenting an uncomfortable waiting experience for transit riders."

—Gavin

All-Door Boarding

We strongly urge TransLink to implement all-door boarding system-wide. This policy change would allow riders to more quickly board and spread passenger load equally throughout buses. This would have positive impacts on bus reliability by decreasing stop dwell time, and increase passenger satisfaction by allowing riders to more easily access empty parts of the bus. This has already been implemented on RapidBus, the 99 B-Line, and select other routes with positive results.

"While route 323 was upgraded to articulated (bendy) buses with three doors recently, boarding is still done slowly through only the front door.

Fun fact! The first bus route in Surrey to have articulated buses was the 96 B-Line in 2013. All-door boarding was allowed on the 96 B-Line from 2018! The 96 later became the R1 RapidBus in 2020."

—Ahasan

Intercity Bus Network

British Columbia deserves a provincial bus network, connecting Metro Vancouver with distant communities in the Fraser Valley, Central Okanagan, and beyond. Such a network would pass through Surrey, providing new potential long-distance transit connections. Guildford Exchange in particular is well-positioned to act as a hub for intercity and regional buses. We recommend that Surrey explore options to add bus priority between Guildford Exchange and Highway 1 to ensure a deviation from the highway does not significantly affect travel times.

"Fun fact! In 2022, the 66 Fraser Valley Express was extended from Carvolth Exchange in Langley to Lougheed Station in Burnaby, providing a direct connection between the SkyTrain and Fraser Valley. However, route 66 does not stop in Surrey. Additionally, like route 555, the lack of dedicated transit priority on Highway 1 hinders the ability of the Fraser Valley Express to be reliable."

—Gavin

SkyTrain Expansion

SkyTrain provides excellent regional transportation across Metro Vancouver, and we support expanding the network in Surrey along corridors such as Scott Road, 104 Ave, and King George Blvd. Automation and full grade separation have resulted in SkyTrain being frequent, fast, and reliable, and we urge TransLink to continue pursuing these characteristics in new lines and extensions.

"In 2023, Newton Exchange was the second busiest bus exchange in Metro Vancouver with over 16,000 average weekday boardings. UBC Exchange was in first place with 22,000 average weekday boardings."

—Ahasan

Reduce Expo Line Branches

The current Expo Line has two branches, one to Surrey and the other to Production Way–University in Burnaby. Despite ridership being considerably higher on the Surrey branch, Surrey only sees part of the overall frequency. Reconstructing Columbia Station so that the Production Way–University branch of the Expo Line could be serviced by the Millennium Line would enable higher Expo Line frequencies to Surrey, where ridership is climbing.

Regional Rail

Regional rail would provide a faster alternative to SkyTrain in Metro Vancouver, potentially halving travel times between Surrey and Vancouver. Given capacity concerns for the Expo Line in the coming decades, regional rail offers a chance to reduce overcrowding, increase employment accessibility, and dramatically shorten travel times. We ask that the senior levels of government study options to implement regional rail between Vancouver and Surrey, the two largest cities in British Columbia.

Conclusion

Movement's Network Southeast provides a framework for a transit system that not only works for Surrey today, but evolves alongside the city as it grows and changes. The "network" in the name is deliberate; our plan is a combination of policy choices and network changes that would cement Surrey as a transit city.

Our vision is a lot to ask for, and bus network plans often don't receive the same level of attention as SkyTrain expansions. But we know the bus network is equally as important as SkyTrain, and every improvement we make creates meaningful improvement in the lives of people who call Surrey home.

We know the future lives here, but it's up to us what kind of future that will be. We urge you to solve the issues outlined in our vision, and use our ideas as inspiration for solutions.

- the MOVeMENT team.

Community Engagement

Survey

Between June 20 and July 13, 2025, Movement conducted a survey to hear directly from Surrey transit riders about their experiences, the routes and buses they use, the challenges they encounter, and the changes they want in the Surrey bus network. We promoted the survey through our social media channels, newsletter, and in person at Surrey libraries (City Centre, Guildford, Strawberry Hill, and Newton). We also partnered with local community groups to broaden our reach.

Ensuring accessibility

To ensure accessibility, the survey was translated into Punjabi, Hindi, Urdu, Tagalog, Chinese (traditional & simplified), Korean, and Spanish. We distributed printed copies at major transit exchanges to make it easier for riders to participate.

Outcome

In total, we collected over 300 responses. The insights and key themes from the survey are summarized here for your consideration as you develop Surrey's transit strategy. The survey included multiple-choice questions, as well as open-ended questions.

Acknowledgements!

We are grateful to our Canada Summer Youth interns Hafsah Dastgir and Ravjot Sarao, who were instrumental in supporting this engagement process.

Authors

Ahasan Bhuiyan

I'm a Surrey resident and engineering student at SFU who gets around primarily by public transportation! I love seeing my neighbourhood along Scott Road become more transit-oriented with the introduction of the RapidBus and the changes that Surrey and Delta are pursuing in the built environment. I led the difficult yet important task of coordinating this report because I strongly felt the need for a more cohesive approach to transportation planning in Surrey – one that looks beyond individual corridors and considers the pedestrian realm as well!

For further inquiries about the Network Southeast vision, please contact ahasan.bhuiyan@movementyvr.ca

Abby Ivison

I'm a transportation enthusiast and SFU planning student living in East Vancouver. I love to explore Metro Vancouver by bus, and I've been to every corner of the network! As a daily rider, I'm passionate about improving the modest bus. Surrey's transit network has not kept up with its growth, and this is apparent every time I visit. I'm proud to have designed and edited this report outlining the necessary improvements for Surrey's transit network. Surrey is a transit city!

I'm a transit enthusiast and an SFU Planning and Geography student. As someone who relies on public transit, I recognize the need for convenient, reliable, and comfortable transit service. I am happy to have documented and commented on Surrey's current transit system – from the recently introduced R6 RapidBus to the overcrowded Surrey Central Bus Exchange. I strongly believe that Surrey can have a transit network that meets current and future demand.

Gavin Tadena

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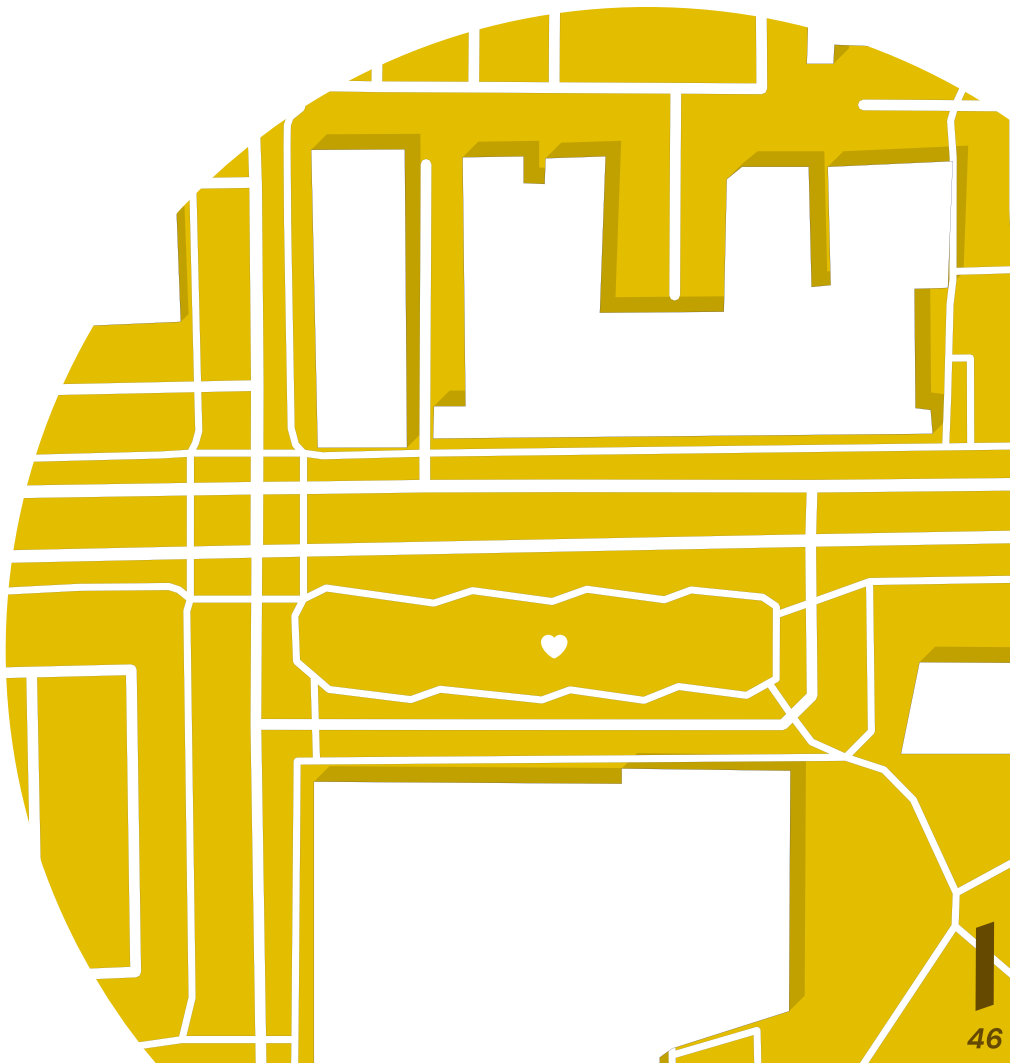
Newton Exchange



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