

**Present:**

Chairperson – Mayor McCallum  
Councillor Annis  
Councillor Elford  
Councillor Guerra  
Councillor Hundial  
Councillor Locke  
Councillor Nagra  
Councillor Patton  
Councillor Pettigrew

**Absent:****Staff Present:**

City Manager  
City Clerk  
General Manager, Corporate Services  
General Manager, Engineering  
General Manager, Finance  
General Manager, Parks, Recreation & Culture  
General Manager, Planning & Development  
City Solicitor

**A. DELEGATIONS****1. Tim Yzerman, Co-Chair, HUB Cycling Surrey White Rock Local Committee, Neil McNeill, Cross Canada Cycle Touring Society and Bridget Perry Gore, Team Coastal**

The delegation provided a presentation to discuss support for additional separated, protected cycling facilities; additional involvement as a key stakeholder and user group in design of projects; cycling access through 176 Street at 40 Avenue; and the creation of a bylaw to make it illegal for vehicles to stop or park on cycle lanes.

- Separated bike lanes all individuals of all ages and abilities to feel safe and comfortable while biking. In a Fall 2020 survey, 89% of respondents indicated that they felt comfortable cycling in protected lanes and that they would cycle more if there was a larger network of safe, protected cycling lanes. In contrast, 31% of respondents indicated they felt safe cycling on painted bike lanes and 11% were comfortable on shared lanes on busy roads. As new road construction has done little to close the gap for protected bike lanes, it is requested that the City adopt protected bike lanes for all new and reconstructed roadways on arterial and collect roads, as well as to convert existing unprotected bike lanes to protected lanes. Engineering standards should be developed so protected bike lanes are integrated when road rebuilding occurs.
- It would be beneficial to have HUB Cycling involved earlier in road development projects as the specialized input could improve safety and efficiency. Input should be sought during the pre-design phase to determine scope and needs, once preliminary drawings are available and again during the pre-construction phase to review details and any changes that have been made. For example, recent upgrades to Highway 15 and 40 Avenue actually make bicycle crossing less safe. A design similar to 152 Street and 40 Avenue would have been a better design option.

- While 40 Avenue is not an official bicycle route between 168 Street and 192 Street, it is a preferred route of cyclists. It is recommended that a few upgrades be implemented along 40 Avenue, such as increased median crossing size or specialised bicycle relief lane, to improve bicycle safety.
- It is recommended that the City adopt a bylaw that makes stopping and parking in bicycle lanes illegal. The current Traffic Bylaw indicates that blocking or parking in a bicycle lane is illegal, as it states that blocking traffic is illegal, and bicycles are considered traffic; however, it would be better to clearly state that stopping or parking in a designated bicycle lane is illegal.

2. **Karen Reid Sidhu, Executive Director  
Surrey Crime Prevention Society**

The delegation provided a PowerPoint presentation highlighting the work of the Surrey Crime Prevention Society's volunteers.

- In 2019, 399 volunteers contributed 23,612 hours towards the enhancement of community safety. In 2020, the program was paused to evaluate the risk factors of the COVID-19 pandemic. With Provincial Health Orders in mind, Surrey Crime Prevention Society resumed its volunteer program and 397 volunteers were able to contribute 15,221 work hours, conducting outdoor programs.
- Surrey Crime Prevention Society volunteer programs include community safety tours in 6 city centres, Citizen Community Safety Watch, community enhancement such as graffiti removal and the adopt-a-treet program, traffic safety such as speed watch and distracted driving, Community Safety Youth Mentorship program and LIFT (learn, inform, focus and trust) high school program. The Civic Pride elementary school program had to be suspended for 2020 due to the pandemic but it is anticipated that the program can be provided virtually in 2021.

3. **Sebastian Sajda and Deb Jack  
Friends of Bear Creek Park**

The delegation provided a presentation regarding the negative impacts the extension of 84 Avenue between King George Boulevard and 140 Street will have on Bear Creek Park. The following information was highlighted:

- The stated justification for the extension of 84 Avenue between King George Boulevard and 88 Avenue is the number of accidents that occur at 88 Avenue and King George Boulevard. However, there is a discrepancy between the actual number of casualties and information provided by ICBC crash statistics. While the ICBC data indicates that 1091 deaths or serious injuries have occurred due to crashes at this site, the statistics include individuals who visit the hospital following an accident, regardless of the severity of their injuries. The publicly available information further indicates there has been a decrease in accidents at this site.

- Numerous studies have indicated that fully protected left-turn lanes are the most effective way to reduce crashes at an intersection. A full protected left-hand turn lane was scheduled to be installed at 88 Avenue and King George Boulevard in Fall 2020 but has not been implemented to date. This upgrade could improve the safety of the intersection without requiring the widening of 84 Avenue.
- The proposed road widening does not comply with the Sustainability Charter 2.0 as it does not support climate change reduction and will result in a fragmented ecosystem. The park is home to high value creeks, wildlife habitat, forests, wetlands and walking trails that are heavily utilized by the community.

4. **Stephen Wu, Manager, Economic Development  
City of Surrey**

The delegation provided a PowerPoint presentation update regarding the Quarter 1 Investment Leads in Surrey and highlighted the following information:

- Despite the COVID-19 pandemic, investment opportunities in Surrey have remained positive and resulted in \$27 million invested into Surrey through City initiatives in 2020. The Economic Development Division (EDD) is active in leading generation opportunities, relationship building and networking, strategic program development and account management and maintenance for businesses that interested in Surrey.
- The majority of investment attraction leads are generated by the EDD but also come from Provincial partners, other City departments, the Invest Surrey website, Council, as well from within the industry association. The biggest leads in Surrey are from the manufacturing industry resulting in high demand for industrial space. There is a downward trend for commercial space as many businesses have transitioned to e-commerce, which generally requires industrial spaces for warehousing.
- While there was a slight decrease in investment during 2020, there was rapid increase in Quarters 3 and 4 of 2020. Quarter 1 of 2021 surpassed all investment interest of 2020 and is scheduled to be a record-breaking investment year.
- Many established businesses are looking to expand and re-invest in Surrey. Notable investments in Surrey include Nexe Innovations, Amazon, Genesis Advanced Technologies, Eternity Medical, Hardbite Chips and Method Innovates.

**B. ADJOURNMENT**

It was  
  
adjourned.

Moved by Councillor Guerra  
Seconded by Councillor Annis  
That the Council-in-Committee meeting be

Carried

The Council-in-Committee adjourned at 5:19 p.m.

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Jennifer Ficocelli, City Clerk

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Mayor Doug McCallum, Chairperson