

NO: R075

COUNCIL DATE: April 22, 2024

REGULAR COUNCIL

TO: **Mayor & Council**

DATE: **April 18, 2024**

FROM: **General Manager, Engineering
General Manager, Parks, Recreation & Culture
General Manager, Corporate Services**

FILE: **5460-90 (Gen)**

SUBJECT: **Crescent Beach Parking and Walking Enhancements Update**

RECOMMENDATION

The Engineering, Parks, Recreation & Culture, and Corporate Services Departments recommend that Council:

1. Receive this report for information; and
2. Authorize staff to proceed with limited parking and walking enhancements in focused locations in Crescent Beach, as described in this report.

INTENT

The intent of this report is to provide Mayor and Council with updates on unauthorized signage and encroachments in Crescent Beach and feedback received through public consultation on proposed parking and walking enhancements, as well as to seek Council's approval of next steps.

BACKGROUND

On December 18, 2023, Council received Corporate Report No. R223; 2023, attached as Appendix "I", to which Council directed staff to educate Crescent Beach residents on applicable City Bylaws and to subsequently remove unauthorized signs and encumbrances in public road allowance, as well as develop conceptual plans for parking and walking enhancements in Crescent Beach and seek input from the community.

DISCUSSION

Unauthorized Obstructions and Signs

There are approximately 100 properties in Crescent Beach that have unauthorized impediments, such as "private parking" signs, boulders, and landscaping, in the public road allowance that restricts the City's ability to access utilities and maintain roads, as well as restricts the public's use of the road corridor for parking, walking, and cycling. Council directed staff to proceed with the removal of these unauthorized obstructions to alleviate these issues.

There are 45 properties in Crescent Beach with unauthorized “private parking” signs, which staff are issuing notices to residents to remove. Furthermore, there are 57 properties with unauthorized landscaping or structures (such as fences, gates, walls), which staff are currently seeking compliance with the respective owners to remove.

Parking and Walking Enhancements

Conceptual plans were developed for parking and walking enhancements on targeted streets closer to the beach where on-street parking and walking demands are generally higher, particularly where there is no sidewalk for pedestrians. The streets focused for parking and walking enhancements include segments of McBride Avenue, Sullivan Street, Target Street, and Alexandra Street. The concept plans were developed with consideration of the local neighbourhood character, archaeological impacts, impacts to private property, and cost of the proposed improvements. The concept plans developed included formalized parking on the targeted streets through a combination of angled and parallel parking on gravel surfaces, with the paved sidewalks adjacent to the parking areas and a boulevard to separate the parking and walking facilities, where space permits.

Public Engagement

The engagement efforts focused on educating residents regarding Bylaw requirements associated with obstructions and encroachments and seeking residents to remove unauthorized signage/obstructions. As well, staff presented plans for parking and walking enhancements on the targeted streets. Staff undertook engagement efforts using a broad-based approach involving:

- Presentation to the Crescent Beach Property Owner’s Association on January 10, 2024;
- Over 600 postcard mailout on road allowance education issued on January 29, 2024 to all properties within Crescent Beach community and broader area;
- Development of a dedicated Crescent Beach Parking and Safety Improvements webpage launched on March 13, 2024
- Public ‘Open-house’ with staff presentation to the 124 attendees on March 13, 2024; and
- Launch of a project survey which was available from March 13, 2024 to April 5, 2024.

The City issued a project survey, which provided facts regarding the parking supply in Crescent Beach, along with proposed improvements to parking and walking on the targeted streets. Feedback was sought and received on the proposed concept plans and included open-ended comment boxes for the public to provide input on the overall initiative to improve parking and walking in Crescent Beach.

Summary of Engagement Responses

The survey received over 150 responses, 90% of whom reside in Crescent Beach, while 10% of respondents were visitors to Crescent Beach. A summary of the survey responses received is provided in Appendix “II”. The survey responses generally align with the feedback received from residents at the public meeting.

Over the various forms of engagement, feedback from local residents was mixed and differentiated when considering modifications to parking versus the need for off-street sidewalks/pathways and accessibility improvements.

Parking Modifications

In regard to parking modifications, residents understood the challenges associated with encumbrances in the road allowance that inadvertently restrict parking and walking improvements. Residents also understood the need for formalized parking on isolated and specific road segments to improve traffic congestion; however, residents were not supportive of increasing overall parking spaces/supply broadly in the community because of concerns that increased parking will attract more visitors, traffic, and public nuisance (litter, noise, beach fires, damage to boulevard, inability to exit driveways, etc.) without a corresponding increase in Bylaw enforcement.

Through the various engagement discussions, local residents suggested the following:

1. Review of existing on-street parking signage (hours, orientation, setbacks, etc.), as it is unclear and inconsistent on a number of streets;
2. Increase way-finding signage to the Blackie Spit parking lots (including gravel overflow) so visitors maximize use of public parking over the use of on-street parking;
3. Consider restricting parking to two hours on Sullivan Street and Beecher Street fronting commercial properties to support local businesses;
4. Consider adding on-street and off-street parking at the vacant City Lot/Park at 12254 Beecher Street (McKenzie Road);
5. Consider restricting parking to three hours or introduce pay parking at Blackie Spit to encourage turnover of parking, acknowledging that this would result in “spill over” parking onto local streets, which residents did not desire unless there was a residential-permit system;
6. Introduce a community shuttle outside of Crescent Beach for visitors, which was previously considered by staff and deemed financially unviable based on a 2022 pilot project in Boundary Bay Park.

Walking Enhancements

In regard to walking and accessibility improvements, residents were generally supportive of off-street asphalt sidewalks/pathways on targeted roads with high combination of vehicle and pedestrian traffic, in order to allow residents opportunities to safely walk without co-mingling with traffic. In addition to improving public safety, this would alleviate traffic during peak hours and improve emergency response.

Suggestions by the public to improve walking and safety in Crescent Beach were on specific road segments, rather than broadly across the community, and included:

1. Completion of sidewalk connections for missing “gaps” along Sullivan Street, particularly west of Kidd Road bus stop and Alexandra tot-park area; and
2. New walkways on Wickson Road, Target Street and Alexandra Street as primary access locations to the beach.

Emergency Services

Staff consulted with Surrey Fire Service, who have expressed concerns over traffic congestion and pedestrian co-mingling on McBride Avenue (north) between Sullivan Street and Blackie Spit parking during peak hours (late evenings, weekends, and summer months). The traffic congestion is primarily as result of McBride Avenue being the sole entrance into Blackie Spit, combined with narrow road width that only accommodates two travel lanes with narrow gravel shoulders where parking is permitted on both sides and there are no sidewalks, which result in pedestrians using the roadway.

To mitigate this issue, parking could be reduced or eliminated on one-side of McBride Avenue and replaced with an off-street pathway for pedestrians. Staff have not solicited feedback from those fronting properties on this proposal and thus staff recommend distributing notices to fronting residents and piloting temporary “No Parking” signs and enforcement on one side of McBride Avenue (north) for Summer 2024 to address public safety, allowing pedestrians to utilize a gravel shoulder, while concurrently seeking feedback as to whether a permanent asphalt pathway should be implemented.

Recommended Parking and Walking Enhancements

Based on the feedback received from the community and discussions with emergency services, staff have developed a balanced approach to improving parking and walking on isolated roads, while not increasing overall parking supply and being cognizant of resident concerns with public nuisance issues in Crescent Beach. The proposed improvements, illustrated in Appendix “III”, are as follows:

1. Review, amendment and updates to existing on-street parking signage to ensure a consistent approach (whether angle or parallel parking is required), adequate sightlines and parking hours, which will include two-hour parking on portions of Sullivan Street and Beecher Street that are in proximity to commercial areas;
2. Increase way-finding signage to the Blackie Spit parking lots (including gravel overflow) at the entrance to Crescent Beach, as well as within Blackie Spit;
3. Minor modifications to the existing gravel overflow parking spaces in Blackie Spit to improve turning movements;
4. Adding on-street parking fronting the vacant City Lot/Park at 12254 Beecher Street (McKenzie Road);
5. Completing sidewalk connections for missing “gaps” along Sullivan Street, particularly west of Kidd Road bus stop and Alexandra tot-park area, to improve accessibility access to the beach area;
6. New accessible walkways on Wickson Road, Target Stret and Alexandra Steet;
7. Pilot temporary "No Parking" on one side of McBride Avenue (north) for Summer 2024; and
8. Develop concept plans for pathways along McBride Avenue (north) and Kidd Road, between Sullivan Street and Gillery Road to improve walking and access to Crescent Beach and Alexandra tot-park.

Schedule / Timelines

Based on the recommended parking and walking enhancement, the schedule of next steps is:

1. April/May 2024 / Obstruction Removal: Engineering staff to continue removal of unauthorized obstructions and signs within the public road allowance to improve access to utilities and support the public’s use of the road corridor for parking and walking. Bylaw staff will continue to educate area residents of the applicable bylaws and regulations, and issue infraction notices as necessary.
2. May 2024 / Signage Improvements: Engineering staff to install parking signage along streets clarifying areas and times where the public is permitted to park on-street, along with enhancing way finding signage to the Blackie Spit parking lot.
3. June 2024 / Parking and Walking Enhancement: Proceed with parking and walking enhancements on focused areas to the beach and fronting the City-owned park property, which will add 25 on-street parking spaces and provide a continuous walkway from transit stops to and from the beach and parking lot.

4. Ongoing / On-street and Park Parking Supply Demand: Parks and Engineering staff to continue monitoring parking demand during peak periods in Crescent Beach, and the success of these works, to determine if any future work is necessary.

CONCLUSION

Removal of unauthorized obstructions within the public road allowance will support the public's and the City's use of the road allowance. A phased approach to Bylaw enforcement has been undertaken including public information and education efforts and is being followed up by targeted removal of obstructions. Furthermore, staff recommend proceeding with the plan for parking and walking enhancements for certain streets as developed based on public feedback.

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General Manager,
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Laurie Cavan
General Manager
Parks, Recreation & Culture

Joey Brar
General Manager, Corporate Services

VJ/cc

Appendix "I" – Corporate Report No. R223; 2023
Appendix "II"-Summary of Survey Responses
Appendix "III" – Recommended Parking and Walking Enhancements

NO: *R223*

COUNCIL DATE: *December 18, 2023*

REGULAR COUNCIL

TO: Mayor & Council

DATE: December 13, 2023

FROM: General Manager, Engineering
General Manager, Parks, Recreation & Culture
Acting General Manager, Corporate Services

FILE: 5460-90 (Gen)

SUBJECT: Crescent Beach Parking Update

RECOMMENDATION

The Engineering and Parks, Recreation & Culture Departments recommend that Council:

1. Receive this report for information;
2. Authorize staff to increase on-street parking spaces by educating Crescent Beach residents on applicable City Bylaws and to subsequently remove unauthorized obstructions and signs in public road allowance, as generally described in this report; and
3. Direct staff to develop a concept plan for parking and walking enhancements in Crescent Beach, as generally described in this report.

INTENT

The intent of this report is to provide Mayor and Council with updates on parking utilization in Crescent Beach and to seek direction to proceed with initiatives that will provide more equitable access to parking supply.

BACKGROUND

On June 5, 2023, Council received Corporate Report No. Ro87; 2023, attached as Appendix "I", which sought to have Council direct staff to:

1. Evaluate traffic calming;
2. Address illegal encroachment through bylaw enforcement; and
3. Not to implement "resident-only" parking.

The first two aspects were supported; however, the third was referred back to staff with a request for confirmation of parking occupancy through additional Summer 2023 occupancy surveys, review parking management for destination parks in other cities and assess potential for a shuttle from South Surrey Park and Ride.

DISCUSSION

Parking Supply

In 2022, staff conducted an extensive analysis of parking availability in Crescent Beach. The Blackie Spit parking lot has approximately 300 parking spaces while the on-street parking spaces has the potential for approximately 1,200 spaces for a combined total of approximately 1,500 parking spaces. The analysis also revealed that all but nine of the 374 houses have sufficient ability to park on their lots/driveways.

Through on-site observations, it was determined that 300 to 400 on-street parking spaces have obstructions, such as illegal “no parking” signs, boulders or unauthorized landscaping. These unauthorized obstructions discourage or physically restrict access to on-street parking, reducing the available on-street spaces from approximately 1,200 to 800, equating to over a one-third reduction in accessible parking.

A parking demand assessment was conducted in May and August 2022, as provided in Appendix “II”. Neighbourhood wide on-street parking occupancy was 32% on visits in May 2022 and 44% in August 2022; however, some individual streets experienced over 80% occupancy during an August weekend. These percentages are based on the reduced on-street parking supply (800 on-street), and a lower occupancy rate would have been realized if these unauthorized obstructions were rectified. The Blackie Spit parking lot was observed to have average occupancies of 37% and 61% during these months.

As requested by Council, a parking demand assessment was re-conducted in July and August 2023, as provided in Appendix “III”. The findings were generally consistent with those from 2022, with on-street parking occupancy observed at 39% in July 2023 and 36% in August 2023, with the same few individual streets near the beach having higher occupancy rates. Blackie Spit parking lot was to have average occupancies of 54% and 48% during these months.

Overall, the comprehensive parking surveys concluded that there is sufficient parking supply across the Crescent Beach community for both residents, commercial business patrons, and seasonal visitors from across the City. While individual streets close to the beach may experience higher parking occupancy during isolated, weekend evenings in August, the situation is not common across the broader community. In fact, there are 300 to 400 spaces occupied by unauthorized “private parking” signs, boulders, and landscaping which should be alleviated to increase overall parking supply. Based on these findings, the establishment of a “residential only” permit parking system for Crescent Beach is not warranted.

Public Transit Options

Crescent Beach is serviced by Transit, Bus #350 every 20-30 minutes from Semiahmoo and White Rock Centre. A 2022 shuttle service pilot in a similar area highlighted the cost inefficiency of the Boundary Bay Park route, suggesting that a park and ride service may not be a financially viable option for Crescent Beach.

Parking Management Strategies in Other Municipalities

Appendix “IV” outlines Parking Management Strategies at Destination Parks in other municipalities, encompassing residential permit parking, pay parking, and transit. Considering the highly seasonal and infrequent parking demand, both pay parking and residential-permit systems are deemed unwarranted for Crescent Beach.

Crescent Beach Parking and Walkway Enhancement Concept

The Crescent Beach road network is unique in that the majority of roadways do not incorporate sidewalks, curbs, and crosswalks. Resident and visitor parking extends into the public right-of-way. Pedestrian movement therefore occurs within the roadway (sometimes in conflict with traffic) and public parking space is less defined than in other Surrey neighbourhoods. Observations highlight heightened pedestrian and parking conflicts on streets like Beecher, Alexandra, and McBride during the summer, emphasizing the need for delineation and identification of trade-offs. A Parking and walkway enhancement concept will be developed following four key stages: Planning, Design, Consultation, and Construction, aimed at addressing these challenges and improving the overall accessibility and safety of Crescent Beach streets.

Next Steps

1. Q1 2024 / Educational Communication: This initial step involves an open house and information mail-out to residents regarding: bylaw requirements associated with obstructions and encroachments and seeking residents remove unauthorized signage/obstructions.
2. Q2 2024 / Parking and Walking Enhancements & Obstruction Removal: This phase will involve development of parking and walkway improvements on targeted streets, followed by public consultation. Bylaws and Engineering may also begin targeted removal of unauthorized obstructions and signs in the public road allowance.

CONCLUSION

Comprehensive parking surveys indicate that parking supply meets current demand for residents and visitors in Crescent Beach. Supply can be increased through the enforcement of City Bylaws to remove illegal obstructions and encroachments in public road allowance. A phased approach to Bylaw Enforcement is recommended, including public information and education followed by targeted actions to remove obstructions. Additional strategies to manage demand for parking at Crescent Beach include developing a Parking and Walkway Enhancement Concept for certain streets.



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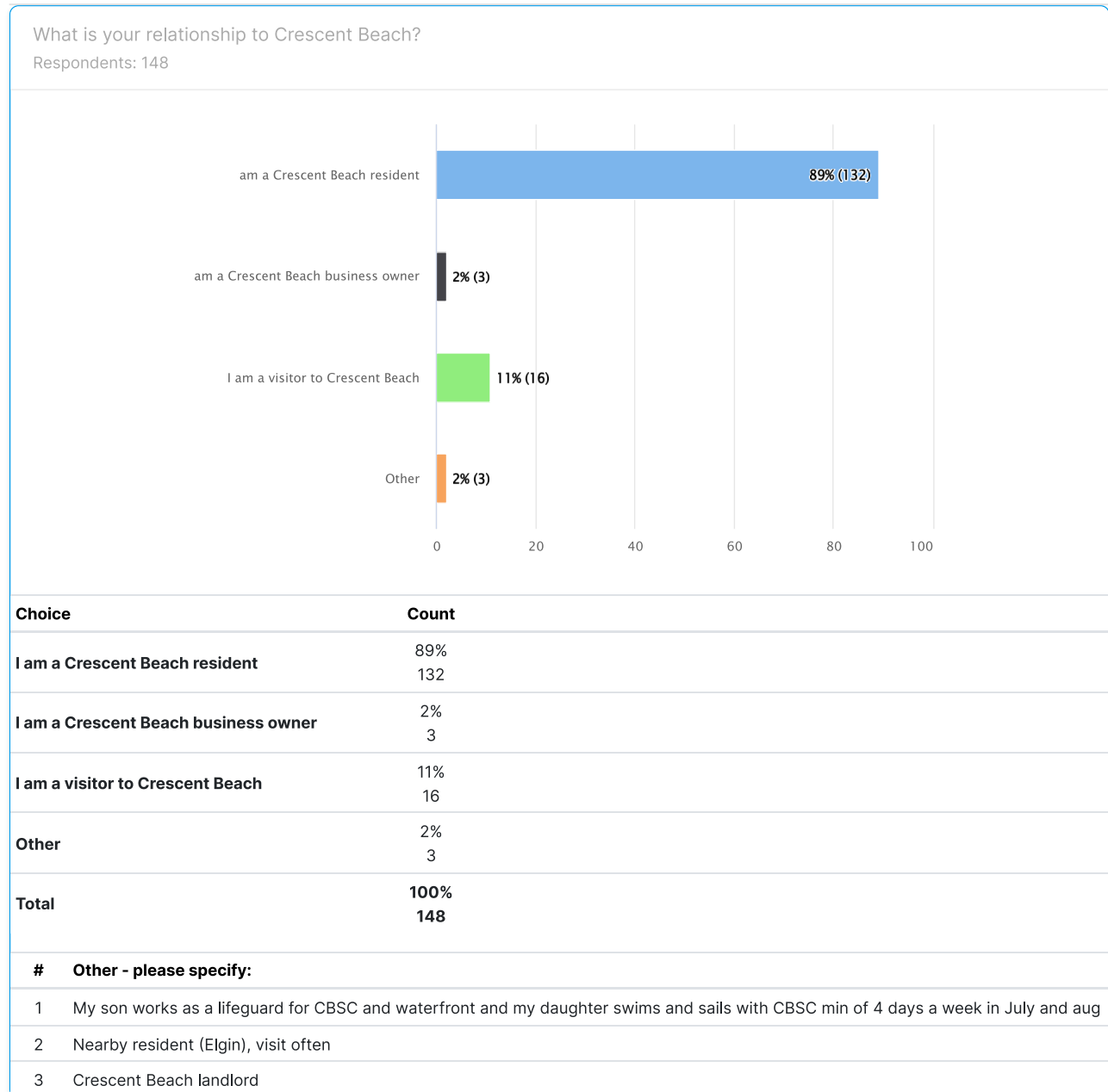
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Appendix "I" – Corporate Report No. R087; 2023
Appendix "II" – Summer 2022 Parking Survey Results
Appendix "III" - Summer 2023 Parking Survey Results
Appendix "IV" - Parking Management Strategies in Other Municipalities

Note: Appendices available upon request

Crescent Beach Parking & Walking Enhancement Survey | Cumulative | Express Live Report



What other streets in Crescent Beach would benefit from parking and walking enhancements? (optional)
Respondents: 69

#	What other streets in Crescent Beach would benefit from parking and walking enhancements? (optional)
1	These are the most important ones
2	A sidewalk extension down Sullivan Street would be amazing. Currently there is a small sidewalk that comes out of the Maple Ridge dyke access and in front of the bus stop at Maple Ridge/Sullivan Streets. It ends and we end up having to walk on the road with our strollers, kids etc. This is a busy road and it's uncomfortable to walk with young children.
3	Beecher St
4	Bayview. More parking outside of train tracks or up hill with shuttle. Residents can't leave when it is busy in summer. It shouldn't take an hour to get out of the beach.
5	None

6	Gilley, Maple, Bayview
7	None
8	Have you considered Maple Street?
9	None
10	Many cars don't seem to notice the stop sign on Sullivan and Dunsmuir and speed run through it without stopping. A light that would control traffic would improve the safety of pedestrians crossing here so that they can cut through Dunsmuir to the path that takes you to the beach and the Swim Club.
11	increasing the density of cars is not the best answer
12	Bayview
13	Maybe Bayview or Maple
14	None other
15	Up the hill - crescent beach is too congested
16	Parking along bay view? It gets to busy at beach in summer to drive into crescent beach
17	Dunsmuir, Gilley, Wickson
18	Sullivan from the railroad track to the Beach
19	Along the BCSA railway track entire length of Bayview would create additional 66 stalls , although the distance to the beach front would be about 3 to 4 minutes .
20	Most side streets , boats , trailers , parked sideways,
21	South end of McBride and Maple
22	McBride
23	Bayview
24	gardiner and agar street in particular due to summer events in the park by playground
25	Kidd road
26	Dunsmuir
27	None.We have too many cars now.
28	All of McBride
29	None
30	Wickson Road McBride entire section Sullivan and Beecher,(it looks like only part of McBride is included on the adjacent map) I think a paved walking path is better than gravel to accommodate strollers & wheelchairs On the photos included in this report it doesn't show where the walking path will be on Alexandra, Target, or Wickson? We also need a designated cycling path, beside walking path. The road is unsafe as car traffic is heavy and speeding is common. We need added speed bumps McBride
31	Gilley
32	Bayview
33	None. Your study's results show that the parking lot at Blackies Spit is never at full capacity. People should be directed to park there. There are appropriate walkways from the lot.
34	None- no parking enhancement is necessary. According to your data there is plenty of parking as the designated lot is never full. There are designated paths from this lot to the beach and Blackie spit area
35	Bayview Street - many residents encroach on city owned land. No sidewalks currently
36	None, I don't want more parking or walking enhancements...I want less cars in Crescent Beach. It's already gridlock. Less cars please. Walking along OHara Lane or the beach is just fine.
37	We need less cars in CB not more. Your parameters for parking times is not correct.
38	None. We are at capacity for cars in crescent beach. We need to reduce the number of cars coming into the beach by adding a free shuttle from the Surrey parking lot located beside Crescent Park Elementary School.
39	-Maple Street (from Mackenzie to Beecher) -walking surface is in poor condition and roadway is narrow. Additional parking could be created by widening the road adjacent to Herron Park. -Sullivan St consider extending sidewalk from Bus Stop at Beecher to Dunsmuir St. Walking area near road is narrow.
40	None
41	none
42	None. Proposal is very poorly thought out. Crescent Beach needs less traffic , not more. Safety an issue as there is too much totally unregulated traffic. Surrey City has a tremendous liability with emergency vehicles not having access plus children on bikes and on foot. Absolutely no oversight nor enforcement of bylaws.

43	Sullivan - entire length from Beecher Street. There's no place to walk and VERY dangerous walking along Sullivan from Beecher to Dunsmuir!
44	should we consider Wickson Road, leading to the pier?
45	Dunsmuir
46	All of Sullivan and all of McBride could use sidewalks. Any feeder street a block off of McBride could use more parking enhancements.
47	None
48	You were changing the parking to angle parking. Very dangerous situation on McBride and other main streets. The parking should be enhanced on streets like McKenzie. Less traffic easier to back out and turn around. Angle parking on main thoroughfares is a disaster.
49	Sullivan to the tracks. You need to be able to walk safely from bus stop all the way down Sullivan.
50	None
51	For Safety reasons: 1) Sullivan Street from Beecher to the Point. 2) McBride from Beecher to Blackies Spit(this will have to wait until underground work done from Sullivan/McBride intersection is done). 3)Play area between Sullivan and Agar needs control put on road(similar to painted markings for School). 4)Bayview needs addressing.
52	None
53	Every street requires walking improvement none require parking improvement
54	Dunsmuir St. walking improvements.
55	NONE
56	Bay View and Maple street , Many people park along the train tracks and around the traffic circle
57	Beecher
58	None !!
59	All streets in the designated beach area
60	The removal of all No Parking/Private Property/Resident Parking Only, etc. should occur on every street throughout the community to make it equitable for all residents and visitors searching for parking spaces.
61	No more parking. There's too many cars down here. Add a sidewalk on McBride and add speed bumps everywhere! Please! Bring people in with a shuttle.
62	Sunshine Alley: the Camp Alexandra side.
63	Wickson Rd & Dunsmuir Rd
64	Gilley, Gardiner, Agar
65	All of McBride between Beecher & Sullivan as well as Wickson Road
66	Sullivan
67	I think you are missing the point. The proximity of the streets that you have targeted are close to the beach and will naturally attract people looking for parking. It gets super congested along McBride. If you encouraged parking on the other streets that are 1 or 2 blocks off the beachfront you will spread out that congestion. Your plan bypasses the other blocks and encourages major traffic to try to find parking along McBride, Target, Sullivan and Alexandre. ran out of space for words..
68	Gilley, Gardiner, Agar
69	No additional parking but improve walkability and safety for everyone.

Are there any other factors that need to be considered that we may have missed? (optional)

Respondents: 79

Are there any other factors that need to be considered that we may have missed? (optional)

- | | |
|---|--|
| 1 | Pedestrian safety has actually never been a problem in the 50 years I have lived in the beach. I have never heard of a pedestrian being hit. |
| 2 | Ability of emergency vehicles (fire, ambulance, RCMP/Police, Surrey bylaw etc) to access the beach during peak hours and considering there are only two roads in that may be impeded by train traffic. You're making an assumption pedestrians will only use sidewalks where provided, which is unlikely. There is no REAL enforcement at the beach already - speed, parking, dogs, fires, trash/littering, environmentally sensitive area at Blackie Spit that should be trail only with people everywhere. |
| 3 | The fact that as residents we asked for help with congestion. We weren't looking to add additional public parking considering the amount/volume of outside visitors and the fact that our neighbourhood has become gridlocked in the summer. |
| 4 | Traffic control. Issuing fines for speeders. Which are most of the people who drive down Sullivan St. Talk about safety issues. This needs to be addressed. |
| 5 | Adding congestion to an already congested area. |
| 6 | Emergency access when beach is over capacity |

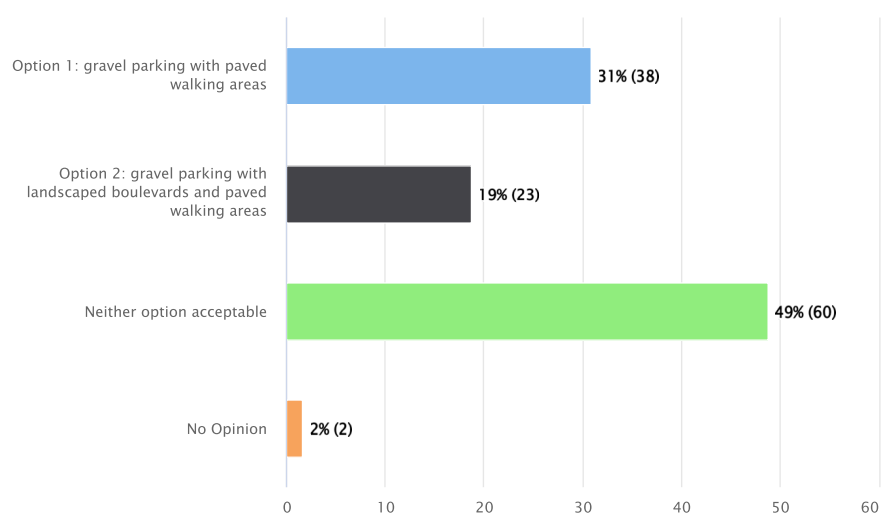
7	Yes. The ability for fire ambulance to get near the beach when necessary the amount of traffic into and out of the beach already creates huge traffic issues. I never plan to leave the beach between 2 and sundown if at all possible due to heavy traffic volume train issues. If there is a major accident I worry about the congestion. People ignoring signs and blocking driveways. Residents walking and riding bikes with increased traffic is a potential danger. Especially in the spring and summer mon
8	Walkability
9	We cannot handle any more cars there is gridlock speeding very unsafe to add more car accommodations
10	You have completely not accounted for the properties and the owner/residents parking. Many properties have to park as they do currently due to the history of development. Also you need to spend far more hours, days, weeks and months being in Crescent Beach to understand the issues that are faced by the owners/residents each days. Your tertiary study is completely faulty. Open your eyes and get out of your vehicles, maybe you'll learn something!
11	Hopefully additional parking and walking paths will include extra trash cans and trash pick up as well as city crews maintaining the surrounding area. Many residents clean up trash on the beach where crews don't go so it would be nice to not have to do additional pick up in the neighbourhood. Also, signage to remind folks of basic beach etiquette and that fires are not permitted. Finally, apologies for bad behaviour of entitled CB residents.
12	The impact of additional cars/traffic to the already over stressed neighbourhood. You don't patrol the parking Noosa it is so you are just making a bad situation worse
13	Many children cycle from Ocean Park to the Crescent Beach Swim Club for daily lessons in July and August. I think these children on their bicycles need to be accommodated in order to keep them safe. At the moment residents put up homemade signs to remind drivers to slow down and increase caution. We have all witnessed near misses.
14	Ingress and egress from Crescent Beach
15	We already have a situation of too many cars in Crescent Beach. Access is blocked during the summer to get in and out efficiently for daily living.. ie: appointments etc. Not to mention emergency access ie: fire, ambulance, etc. Adding more parking will only make this even more of a problem.
16	remember that you are planning for all of Surrey, not just CB residents who feel very protective of their paradise.
17	impacts to the Village Character and property values and overall greenness and air quality gas cars will be dominate electrics
18	The general dismay of the public - that they don't want more people in the summer. I like the crowd
19	Teaming up with bylaw, and trash and facilities .
20	Enforcement is missing here!!!
21	Yes summer is gridlock and something needs to give - if an emergency were to happen vehicles wouldn't be able to get in or out
22	They should start pay parking
23	Additional people on crowded days !
24	Not everyone in CB has parking on their property.
25	The most significant issue for the residents of Crescent Beach is the amount of traffic in the village during high season. The community requested that you create some owner designated parking with permits and the proposal we saw was to increase the number of parking spots that will dramatically increase are biggest issue - TRAFFIC. And, rather than consider our request, it is now opposite of what the residents desperately need. Also some pedestrian improvements in key spots
26	1- the village can't handle 300+ vehicles transporting an average of 3 persons , that would make 900 peoples , access to emergency vehicle is already a challenge 2- cleanliness is a serious issue , maintenance currently is horrible throughout the entire beach fronts , we (residents) continuously clean up overflowing garbage cans , general public areas also are a resident chore 3- providing additional parking spaces where there is only one way in and one way out is asking for serious law suits
27	Safety for children and walkers on roads to swim classes,etc.
28	Parking for residents. You can't take that away. Where will they park. They are the ones that help clean/protect the beach
29	Speeding and blowing thru stop signs and/or passing unsafely
30	Safety for children walking and biking to the Crescent Beach Swim Club. A traffic light at the top of the hill to speed cars up and out of CB
31	Safety
32	In the summer we have hundreds of kids 3 years and up who cycle to and from tge swim club specifically because of lack of parking for visitors (live in ocenpark) or are residents of crescent beach. Will the streets we narrower making cycling unsafe for children? Will there be bike lanes? Share the road signage?
33	The problems with traffic/too many people now.before you do any of this.
34	Pollution, sound pollution, litter, fires, beach visitors not respecting nature reserve areas, speed limits and proper driving (abiding by 4-way stops, proper right-lane driving, speed limits thst respect kids snd seniors)
35	No
36	Safety and well being of the residents of Crescent Beach.

37	Landscape and encroachment onto property. Although it is city Blvd. Residents typically take care of such property which the city does not keep up with ie target lane. Amble green Blvd is also a good example of city Blvd not being taken care of. High priced homes with high taxes being turned into a parking lot
38	The nuisance behavior (e.g., public urination etc.), garbage, by-law enforcement etc., that goes along with bringing in more people to the area. Nothing has been offered in terms of managing the current traffic volume at peak times, and the grid-lock that presents safety concerns for first responders and those requiring immediate emergency services.
39	At this time nothing seems to be addressing the issue of traffic gridlock at peak times, and emergency vehicle access. Increased traffic will also increase garbage and nuisance behaviours, increased by law enforcement and garbage pick up will be necessary.
40	A key factor is that every resident of Surrey and beyond should be able to access and enjoy Crescent Beach
41	(1) managing traffic that accumulates and affects entry and exit to the village (2) speeding issues of incoming volume of vehicles (3) Accommodation of trash that new volume will bring in. The current available bins are overflowing with existing visitors
42	Restrict cars please. A community shuttle service from Crescent Park elementary is a good idea. It restricts cars but allows day use for all guests.
43	Try coming to Cb on a sunny day or on a weekend at about 4 to 10/11pm and you will see the issue we residents are dealing with. We have cars parked in front of stop signs and fire hydrants (end of Gardiner onto McBride. Then we have people racing up our streets to beat the line at Stop signs. Going right through the stop signs with out stopping. Linda Annis has videos from a few of us at Gardiner and McBride/Target. Maybe you should look at those and see the grid lock?
44	Free shuttle
45	-preserving large conifer trees where possible. -bikes -consider use of O'Hara Lane for bicycle traffic to take bikes off of the beach promenade. Some electric bikes are operated too fast for the walkways.
46	Speed restricting ie. speed bumps
47	The area already has to much traffic that is unpatrolled. Visitors don't respect rules of the road and drive dangerously fast
48	There is total gridlock on all the streets in Crescent Beach many days/nights especially summer nights after sunset. Creating 400 more parkings spots is irresponsible. There will be liability issues for the City when an Emergency vehicle is unable to enter/exit due to gridlock.
49	Walkways are a joke and will not be used. Need 3-4 hour paid parking with strict enforcement. People now park from 7 to 8 am until late evening meaning no other people can use the multiple parking spots their groups are occupying. Need enforcement +++ and paid time limit parking.
50	Traffic Speed Safety...more speed bumps and speed regulation. People fly down these streets at 30-40km OVER the posted limit
51	The volume of traffic coming to Crescent Beach, which has increased significantly in the last few years
52	Better signage for non residents regarding parking and consideration that this is a community, a neighbourhood and quiet times should be observed.
53	Your Engineers did not survey the traffic congestion past 7 PM in the summer nights. Whenever Car is down to watch the sunset at approximately 9 PM. The congestion makes it impossible to ask at the beach with idle time being one hour to reach the stop signs at 128 than Crescent Road. Your head engineer stated that they were only Surveying traffic patterns until six or 7 PM. Big mistake as once the sun goes down everybody tries to leave at once. This will be a nightmare with angled parking.
54	You need to reconsider all the angle parking. McBride is equivalent to the "main avenue" as leads to Target beach entrance and parking lot and swim, tennis and sailing club. To back out onto this road is very dangerous and extremely difficult to back out of driveways.
55	Traffic volume. Traffic speed. More By-Law Enforcement.
56	5) Advise that other than Angle parking which is in place--all new parking changes be Parallel parking. Why?? Roads are quite narrow and with trucks and long-bed trucks--often there is only one car able to pass easily.
57	safety for pedestrians
58	Too much traffic. Maybe think about a lot up the hill and having an electric shuttle down to the beach to protect the small feeling of CB
59	Increased crime and safety of local children. Ask most parents of kids aged 10-16 if they feel their kids are safe in crescent beach now with traffic and racial harassment? No most locals will tell you they don't allow their kids to come down to the beach now after dusk
60	ESG we are the city of parks. Reducing car traffic for carbon emissions. We must provide FREE access to the park within park hours for all RESPECTFUL users. provide suitable parking for residents our elderly fixed income restricted motion neighbour carried groceries from 2 blocks away as her home is older and does not have a driveway. She parks in ours when available but we had guests at the time. consider resident permit parking for homes built prior to on lot parking requirements.
61	The safety of the streets... if you increase the number of cars that can come into the area, then when these cars are leaving at the end of the day, it causes huge back ups and line ups of cars trying to leave on the only street that leaves Crescent Beach. We do not need more cars!
62	Safety for all the swim club kids walking and bike riding in the summer.
63	Definitely parking is not the premier issue it is safety and accessibility. More cars is not the answer it is the problem!
64	Adding more cars will not help the traffic getting out of here on nice sunny days and weekends , On beautiful summer days , I live on McKenzie at Adams Lane and the traffic is lined up past my driveway . STOPPED

65	This area is considered the most popular park in Surrey. It's a small and congested area that doesn't take much traffic to jam the streets up, you know this is a fact. You don't have any consistent control of the area during the busy season. Yet you still continue to push for more traffic here. Beach goers get frustrated and angry when traffic is jammed up. Not great for the families. Not great for the locals either. You did one push during the month of July last year, then you were gone.
66	How to stop the frequent gridlock on nice days. Emergency access during gridlock - in particular swimming emergencies at Beach and swimming pool involving especially children. Great concern to lifeguards during the summer.
67	What happened to the environmentally sensitive area for migrating birds at Blackie Spit?? McBride Ave used to be a quiet and safe neighbourhood street and now is a major thoroughfare !
68	Safety
69	Consideration of other aspects in a 'holistic way' such as communication with other departments in Surrey such as Parks, Traffic, Bylaws, policing, Fire, etc.
70	What about parking to be developed by the community gardens. Lots of people just park and then go for a walk the loop. These people don't need beach parking. In fact if you have come to the beach for a coffee and walk you don't necessarily want to be parked at the beach . This is especially true when Crescent Beach swim club is operating.
71	Only one road in and out
72	Traffic congestion trying to get out of Crescent Beach on a nice day.
73	drop off zones, handicap parking, designated walking routes from the tracks to the beach including the upgrading of cross paths to accommodate wheels such as strollers and walkers.
74	Safety around private properties, especially at the North end of McBride Ave near the black spit/park entrance. Importance of moving away from a car-centric access and promoting transit to ensure safety and reduce the carbon footprint.
75	More speed bumps needed on McBride to reduce speeding
76	Put in speed bumps in middle section of McBride
77	all other beach areas that I have visited do not encourage all traffic to be as close to beach as possible. I know you have stats that say there is not a traffic problem but you have to come down and see for yourself. It's a gong show with no bylaw enforcement.
78	Side roads not designated in the red highlighted area from the photo above provide just as much parking as the main artery roads if not more. They absolutely need to be considered as not just alternatives but part of the larger plan so that tearing up the current state of the original planned area isn't in vain when it comes to solving the problem.
79	Safety does not seem to be a consideration.

Which is your preferred road design option for targeted streets in Crescent Beach?

Respondents: 123



Choice	Count
Option 1: gravel parking with paved walking areas	31% 38
Option 2: gravel parking with landscaped boulevards and paved walking areas	19% 23
Neither option acceptable	49% 60

No Opinion	2%
	2
Total	100%
	123
#	Please tell us why and/or if you have other suggestions.
1	This will create another standstill spot as people wait for others to move, meaning frustrated drivers and endangered pedestrians trying to access the existing parking lot.
2	Roads are already too narrow. The beach is beyond capacity. The visitor numbers are not sustainable. Transit shuttle from crescent park area should be implemented
3	People blocking residential driveways. No bike path or walking path for residents and visitors
4	not enough space/area to add anything in a structured manner
5	Do not make anything to accommodate more cars
6	Surrey just spent time and money installing curbs and gardens etc. back to original after doing water improvements. Crazy to rip it all out and make the village into a giant unmanageable parking lot.
7	cityfication is a negative and will reduce the property values
8	Use Ohara Lane or the front beach walk
9	Mcbride is the main artery to the spit. Having lived on that street for years , I've witnessed grid lock numerous times. Having people park in front of my house, which by the way is awesome , can't back up or get out due to high traffic. Also it's narrow as it is. Adding parking will only cause more issues.
10	Why not put a path on the narrower east side of McBride to allow for more street parking instead of the west side and reducing parking?
11	The premise by which you are approaching the issue is in isolation of much more important issues in the community with respect to traffic and key pedestrian movement.
12	Asphalt paving is not conducive to the value of the neighborhood , house value is between 1.5m to 5m +
13	You are taking away resident parking. The road will be too congested
14	Angle paper king is dangerous on busy streets with grid lock traffic and small children getuping in and out of cars.
15	Walkways are essential for safety reasons. We do not need more traffic in our community.
16	I feel McBride is the only street needing a walkway. Gravel parking for other areas sufficient as these streets have far less traffic
17	Too many cars now.Can't have more.Train comes-nobody can leave.Bathrooms are full/garbage is full.
18	Pay and permit only parking
19	If this proposal goes ahead then I think the residents in the areas marked for change should be the ones to determine what they would like in front of their homes.
20	Provide a shuttle. Streets are packed as is in the summer and traffic congestion is a nightmare. There should be some sort of capacity limits.
21	You are tradding alot of green space for asphalt walkway and gravel is not visually appealing nor environmental. Adding more parking, just means alot more people/ traffic and garbage.
22	Streets are too narrow and traffic is too heavy. Having that much accessibility with only one main exit road creates havoc at prime traffic times. More vehicles willl create more problems leaving crescent.
23	It is fine the way it is
24	Neither are in keeping with the aesthetics of the Crescent Beach area. If there is sufficient parking, with walkways already in place in an underutilized parking lot, why is this necessary?
25	Both are unattractive and neither fits in with the look of the neighbourhood. It doesn't appear that much thought was given to creating an aesthetically appealing desgin.
26	The picture above is the mouth of the parking lot where we have swim club and sailing club. The amount of kids, bikes, cars, pedestrians is insane during class meets and sunset. If you add parking here it will be further gridlock. Plus a child will get run over if you have more cars backing in and out of parking spots here. Especially at the entrance of the parking lot. I've witnessed so many close calls as it is. Less cars please!!
27	Have pay parking in blackie Spit like white rock
28	Where will the residents park? CB has very different infrastructure.
29	We live on the corner of McBride and Gilley. We have 4 young children under 10 years old. Angled parking is incredibly dangerous for kids walking or biking by. Drivers can't see kids behind them. Parallel parking is safer on the south side of McBride. Adding the walkway and additional parking on the west side will make the road tight and hard for emergency vehicles to get through if needed.
30	Those ideas will severely restrict resident parking and allow for even more visitors- these ideas will have major backlash
31	Again this is a quiet community the area shouldn't be overrun with cara

32	Do not need walkways or more parking. Walkways a joke will not be used. Residents on these streets need and should be entitled to park in front of their homes.n
33	These options would decrease the parking available. Surrey should remove encroachments, provide a surface for walking (gravel or grass, paved walkway not necessary) and increase the signage to let the public know where they can park. More bylaw enforcement is needed. It is unfair for some residents to utilize public areas for their own use and putting the burden onto other residents to provide public parking in front of their houses.
34	You are proposing to add more parking spaces so that even more people can descend upon our small community. We don't need more parking. We need to reduce the number of vehicles that come to our community.
35	Angled parking and such a congested area will Cause many accidents
36	Shuttle bus in
37	Safety is not good on either. No angle parking. Prefer no road parking as it promotes illegal activists. I'd like to see additional locked parking to control after hours usage of the park.
38	I don't think that parallel parking on the west side of McBride will add any extra spaces. Right now residents park nose first so it will actually create less spots.
39	Again, less cars means less money spent on walkways. Pedestrians aren't the problem; cars are. Pedestrians don't delay emergency vehicles and are not a safety concern. More cars means more risks and more money spent. Every other beach community recognizes that cars are the problem. Don't accommodate more. If parking is difficult people will take a shuttle or car share and won't park and party at night.
40	By adding a paved walking area it only leaves parrelel parking which would be fewer parking spots than angle parking
41	Sidewalk should be on the other side of McBride
42	Please do not add more parking on McBride. The street sees enough traffic. Tell the Swim Club not to use the Park parking lot. They can use a shuttle service to get here OR walk. Should be for kids in the neighborhood anyways.
43	Esthetically this is not pleasing. The asphalt does not allow adequate drainage. The most important issue is that this McBride North corridor is extremely busy (as seen in the survey) and it is not safe to encourage more traffice and parking.
44	Get the trash problem sorted before you increase the parking
45	How will cars safely get out of the beach if there was an emergency. Like someone having a heart attack.

Where do you suggest these signs would be helpful? (optional)

Respondents: 72

Where do you suggest these signs would be helpful? (optional)

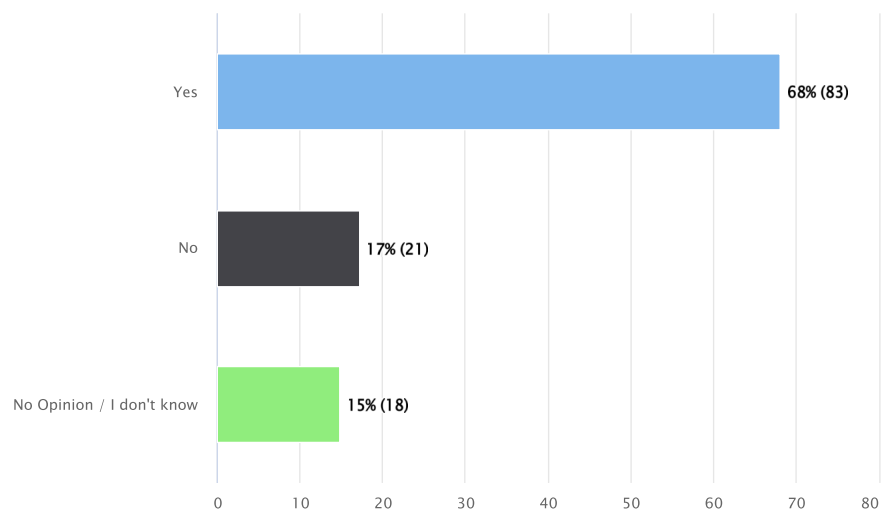
- | | |
|----|--|
| 1 | The signage with regards to all existing LEGAL parking throughout the beach is woefully unclear and undersigned. More signage is essential but MUST BE ENFORCED, particularly time sensitive in front of commercial spaces. |
| 2 | Good idea because a lot of people don't go to the parking lot. I have people (DAILY) who park in front of my house / on my grass that exit their vehicle to take their dog for a walk on the dyke. It happens at all hours of the day, every day, even in the winter. I know for a fact that there are NUMEROUS parking spaces available at Blackie Spit at this time but these people decide to park in front of our house/on the grass. I don't know why they wouldn't go to the actual parking lot to access dyke |
| 3 | just before you turn right onto Sullivan |
| 4 | Along Sullivan, Beecher and McBride. |
| 5 | Beecher, Sullivan , McBride, Bayview and beach entrance |
| 6 | dont believe any additional signage is required |
| 7 | As you come into CB on Beecher on Sullivan and on McBride |
| 8 | Yes a lot full sign at the entrance to Crescent Beach when the lot is full and more signage for no parking areas |
| 9 | Crescent Road near the large no fires allowed sign |
| 10 | Immediately before the rail crossing and approaching the intersections of Beecher and Sullivan and Sullivan and McBride. |
| 11 | Entrance to beach |
| 12 | have you factored in the sewer road construction on McBride which is supposed to happen this summer. |
| 13 | No idea |
| 14 | >veryone knows the different/ faster routes- Dunsmuir to A gar etc. |
| 15 | Mcbride |
| 16 | No signage required |
| 17 | Coming down crescent road |
| 18 | Along main roads |
| 19 | No where. Blackie spit is at the end of the main road McBride. We already have too many signs In the village |

20	Signage wont help when the parking lots are full.
21	At the railroad crossing, along Sullivan and along McBride. However, why would you consider this and not the "Locals Only" traffic sign to access Ohara Lane (North & South) off of the Beecher Street round about at the oceanside? The traffic that goes down that lane as a short cut is both dangerous and constant and Ohara Lane is not equipped. And given that its the only access to those homes, many times people need to unload into their homes and cars are passing through and creating conflicts
22	Sullivan and Beecher. Sullivan and McBride.
23	I don't support encouraging inside village parking , but would value external parking prior to BCSA railway tracks , in order to keep village open for access to emergency vehicles ,as a suggestion , along Bayview the entire length of the railway track would create 66 additional angle parking , I would call it as Parking space 1 with a way sign , additional parking at blacky spit , the idea would be to have none resident , understand the 1st approach of parking pattern
24	Crescent road
25	At beginning of beach entrance. And/ir main intersections
26	Sullivan/ McBride and Beecher
27	There is no room in the parking lot by 1000 -so what is the point of more signage.Don't follow the 30 km signs-more signs will be ignored.
28	Why bother, it's already over full.
29	Yes and charge for parking at blackie spit
30	Driveway access to parking in front of homes off McBride will intersect with the walkway will occur so you cannot have a planted boulevard. I think the designated walkway should be widened & divided to include a bike lane. This also makes angled parking on the other side of the road safer, cars won't be backing out into pedestrians or cyclists
31	All along Beecher as well as at the RR tracks.
32	No signs
33	First steet after railroad tracks
34	Yes
35	Signage should be directed to visitors coming into the beach area (before the railway crossing, and along Sullivan and McBride; and along Beecher and McBride)
36	Signs directing visitors to the Blackie Spit parking area should be at the entrance to the beach before the railway tracks, at the corner of Beecher and Sullivan, at Mc Bride and Sullivan and Mc Bride and Beecher.
37	As people come over the tracks
38	We need a parking lot is FULL sign in the morning...then No more cars. Parking is then available up at Crescent Park all day with shuttle service to the beach. Just like they do at all other beach communities
39	Blackie Spit is the first place to fill up with cars. Most people know this already.
40	Beecher, Sullivan and McBride
41	Beach entrance on Crescent Road
42	Now where
43	At Beecher and Sullivan and Beecher and McBride
44	I suggest you leave Crescent Beach and their residents alone. They pay huge taxes and your spending more money on stupid ideas is not appreciated. No more signs or whatever. Solve the problem , paid parking or 3-4 hours max. , acceptable enforcement. Resident parking stickers. Done. Then leave Crescent Beach alone. Give the revenue from the paid parking to your mayor to pay for our own police force.
45	Just after the train crossing on Beecher, on Sullivan and on Dunsmuir
46	AT the corner of Beecher and Sullivan and at the corner of Sullivan and McBride
47	The volume of traffic at peak times is a problem. Extra signage may not help.
48	I would suggest the signage be put at the intersection of McBride and Sullivan.
49	Only on the main streets, such as Sullivan and McBride.
50	On far side of tracks, on beach side of tracks, on Sullivan, on Dunsmuir, along McBride.
51	Before crossing the railway tracks Just past the entrance to the marina
52	There are parking signs at entrance to Sullivan and when you turn from Sullivan onto McBride--these could be changed with BlackieSpit parking specified on them
53	Lot capacity sign at the crescent road and 128th.
54	The parking lot is usually full or near full when people start parking on the streets.
55	Extra signage is not required.
56	anywhere along Beecher Street from the railway tracks down to the waterfront

57	No.Help the residents to get timely delivery of emergency services, to have room for a visitor to come to their home, to let the children play and walk in the street again without fear of speeding cars looking to park Don't spend money on sidewalks and signage - or a sign at 128th "Lot is Full. Pls. take shuttle at Cr. Park Elem." I called an ambulance twice in 2023 on weekends and thank the Good Lord it was raining or my husband would be dead! We welcome all but not cars - this is our home!
58	Yes , for the people that have not been here before . Before the tracks , at Sullivan and Beecher and Sullivan and McBride
59	As FEW as possible !
60	Sullivan & McBride
61	Blackie spit is already full early on nice days. Swim and sailing clubs have impossible parking - signage would not necessarily help, but if anywhere, before the railway crossing along with some sort of early warning sign when lot is full. Also signage at the top of the hill redirect people to park at Crescent park on 128th and walk down to the beach. Also encourage use of bus 350 from Crescent Park to beach. Can this bus be subsidized for free use to and from beach for the summer months?
62	Blackie Spit is supposed to be a stop-over for migrating birds and a sanctuary and thousands of people will ruin it
63	A sign before traffic crosses the railway tracks and again after the tracks before Sullivan and again at McBride and Sullivan.
64	At Sullivan and Beecher intersection, at Sullivan and McBride intersection
65	Prior to the railway tracks at entrance, at intersection of Sullivan & Beecher, McBride & Sullivan
66	The intersection of Sullivan & McBride.
67	Beecher and Sullivan , Sullivan and McBride, Beecher and McBride
68	Should have cycling pathway parallel to walking pathway. Should be hard surface
69	Entrance to Crescent Beach
70	Pay parking would be helpful
71	Sullivan and heavily on McBride towards Blackie Spit
72	In the direct vicinity of fire hydrants would be great as it would also prevent people from blocking the fire hydrants as they often do. Otherwise just when crossing the tracks at the intersection of Sullivan and Beecher, as well as on the corner of Sullivan and McBride near the Seahorse Grill. These are the main routes that people unfamiliar with where the side streets go, will travel.

Would you support time restricted parking in front of businesses in Crescent Beach to support more parking access for customers throughout the day?

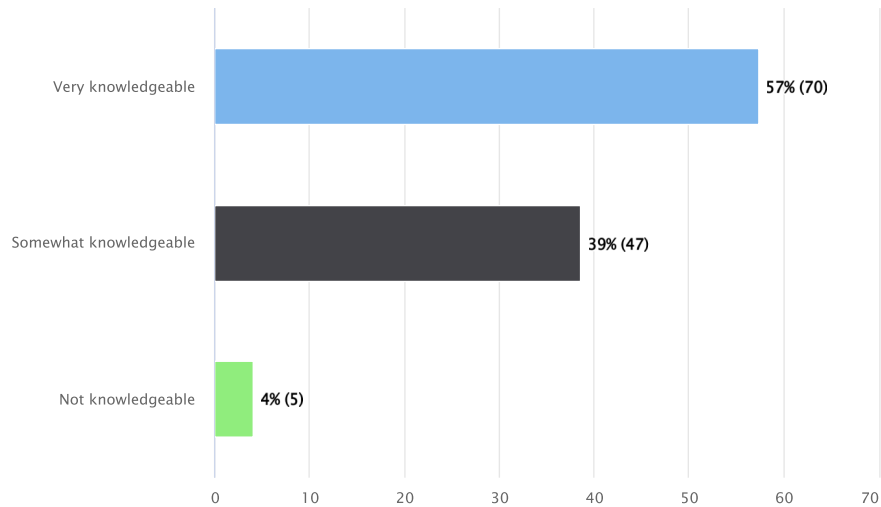
Respondents: 122



Choice	Count
Yes	68% 83
No	17% 21
No Opinion / I don't know	15% 18
Total	100% 122

Before this project, how would you rate your knowledge of road allowance and encroachments?

Respondents: 122



Choice	Count
Very knowledgeable	57% 70
Somewhat knowledgeable	39% 47
Not knowledgeable	4% 5
Total	100% 122

Any additional comments?

Respondents: 96

Any additional comments?

- 1 I am very happy to see Surrey take this initiative to allow more visitors to spend a few happy hours in the village i call home
- 2 Cosmos is not a good resource, in my opinion. If the city knows of encroachments, residents absolutely should not be required to obtain property surveys at their own cost.
- 3 Some points: -residents of CB asked the City for help with congestion and volume but instead of addressing this, the City decided to put together a presentation that they wanted to ADD an additional 300 - 400 spaces by removing signage, rocks, hedges, etc. from properties to allow for more parking. This feels more like an attack instead of help. Your comments section isn't long enough for me to add all my points. Why are you limiting characters in this space where we can add our comments?!
- 4 Maybe a one-way loop like the bus travels would make for a safer community.
- 5 I believe most people who are against improved parking are residents who have NOT provided private parking for themselves on THEIR property and just assume that the 'road allowance' is for their personal use. I also feel this survey was incredibly basic and the questions were far too general. I'm not at all sure this survey will help you in any way.
- 6 We own a home in CB and do NOT live on the streets that will be affected, however, our side street gets lots of traffic and getting out of CB, in the summer, is tough. We purchased our home in 2019 and had no idea about the traffic issues. The crescent Beach private swim club members also take up a lot of the public parking lot in Blackie spit. Perhaps these members need to figure out some sort of shuttle or drop off/pick up parking? I'm scared for my children with the current traffic.
- 7 In some cases, encroachments are making the street safer. A blanket approach is not going to work. The problem isn't parking access. The problem is too many cars can access the beach. Non residents should park on the other side of the tracks and walk in or shuttle in. Maybe just for summer months like dog access to front path.
- 8 Add speed bumps to reduce speeding cars.
- 9 Dont believe additional parking is required. All of the parks and picnic areas are already full during peak hours so really nowhere for additional beach goers to go during those times. Do agree that rocks, signs, etc that block parking spaces need t be removed. Ditto long term storage of boats, trailers, etc in front of properties.
- 10 I prioritize the safety of pedestrians over any parking issues. The lack of sidewalks and speeding vehicles is more concerning than lack of parking.

11	Why are we encouraging more cars to this very small eco sensitive area with one way in and out the rest of the world is doing away with motorways not very progressive thinking
12	Completely dissatisfied with Surrey's handling of Crescent Beach issues past and present.
13	With extra visitors I'd hope that the bylaw enforcement would be increased as well to ensure that the majority of folks that come here can enjoy a clean, safe visit and the residents can be appeased as well.
14	As I stated earlier the city does not patrol and ticket people enough as it is so adding more parking is going to exacerbate the situation. I like the idea of a more walkable beach but adding parking is not the answer. Pay parking at Blackie Spit should be done especially if you want to make it pay parking in front of businesses that makes no sense to have one but not the other. Finally the beachy feel of CB is what makes it so special that should be in the forefront of any and all decisions
15	Angle parking is dangerous so should not be implemented. Most visitors park with the front of their car nearest the homes. Visibility is severely limited by the vehicles on either side of them when they attempt to go home and often they're distracted by their own passengers completing conversations etc when they start to do this.
16	You should not be looking at Parking in isolation. Parking is affected by traffic and vice versa. With only 1 main entrance to the beach, and multiple delays due to trains. Traffic congestion is a Huge problem which directly affects Parking problems. Solving one problem in isolation will only make the other problem more accute, and the citizens more upset. I suggest patience and a broader approach to both problems.
17	Encroachments should be eliminated on all streets lot just target streets. Fair if encroachments are universally dealt with
18	surrey bylaws prohibit parking on grass road allowances - how are you going to factor this into your increase parking plan - need to change bylaw for CB area Surrey boulevard urban forest tree canopy group have made trees available to CB residents who have planted them on the road allowance. How are you going to deal with that? You should assume that many residents now will request trees for the road allowance in front their homes.
19	This proposal is a very small token solution to the very big problem Densification (with many more cars and sidewalks "cityfication") destroys cottage environment Access to the beach through the village with sidewalks and more parking lot spaces will kill the charm of the Village Walking/Parking Enhancements are need on the North Side of CB Overflow parking with gate needs to be developed by/over the drainage slew or in the area north of Dunsmore Farm
20	No. Thanks for the effort . I wonder how many disgruntled persons are Newbies and feel an unjust right to rule . They moved here but are annoyed at everything. i've been here 50 years. Good luck
21	If you are going to tell people to get rid of obstructions on their property that does not allow parking you better tell everyone and enforce it. There are many residents will not follow the rules and feel entitled. Many have extended their properties on to city property. By law enforcement sucks down here. It is not strict enough. Also paid parking at the beach is needed so everyone pays to stay at the beach. Nothing is free anymore!
22	why the need for more parking, when your own survey shows the current spaces are adequate. The village will be polluted with signs that are a visual distraction. The main issues are the volume of traffic, the need for more signage to the washrooms , daily pickup of garbage during peak season, enforcement of traffic rules. Possible of new washroom facilities at camp Alex, as this location is in the "middle " of the beach,central to the two existing washrooms. Absolutely no roundabout at Chevron
23	There should be a limit to cars coming into the community- we love visitors but the cars and gridlock is becoming dangerous- and better signage is need for children to cross main streets people drive through stop signs all the time
24	Crescent Beach is chaos in the summer. There is no security or cleanup for the amount of visitors
25	Adding additional parking along the main artery in the village is not the solution. Possibly widening the black spit parking lot at the back. There are numerous other options that would be far better than on McBride. But the biggest concern of everyone down here is the amount of people that come on hot busy days. Which is why you want to add more parking for those circumstances. However, the beach cannot accommodate any more people/cars. It is already gridlocked. That is the problem.
26	The people from the City that hosted the event were excellent and in a difficult situation as they were dealing with one issue in isolation of larger issues. The solution provided will now make the current issues even worse. This mandate is being brought by City Council with virtually no understanding of the situation. I suggest someone in the City takes on the issue in it's entirety. I'm available at any time to discuss Sid Landolt 604-644-1655
27	I am really opposed to measures which make access more difficult for visitors such as resident permit parking, pay parking etc. The greatest obstacle to traffic to and from the beach is the Crescent Rd./128th St. intersection. Above all make traffic and parking enforcement a priority! Please continue to respect the village character of Crescent Beach. Some improvements to parking can be achieved without spoiling the village ambiance.
28	The City plan to send letter of encroachment before listening to the resident of the village , Crescent Beach is a superb place to live and all resident welcome visitor , issuing citation or letter information to road allowances is not the way the City should approach . It is obvious whomever prepared the plan , participated to the plan , organize the plan is not a resident . Sunny day weekends are so chaotic , we live in the village for only 8 years , but visited the village for the past 35 .
29	City should provide additional signage in new parking and walking areas to advise visitors of bylaws as well as additional garbage pick up and maintenance in new areas
30	So working on roads during the high traffic and congestion time does not make sense..just adding to problems!
31	Bring in a bus in the summer. This is a lot of expense for 2 months of the year

32	Gridlock traffic after sunset for hours on main roads, particularly Sullivan where cars are trapped at the stop sign. Cars on Beecher pass them by on the way up the hill. Solution? Traffic light? Round about? Resident parking signs needed for residents without driveways. We have nowhere else to park when summer traffic fills our streets. Shuttle bus, or local bus from Crescent Park School parking lot. A sign at the top of 128 & Crescent Rd informs public the parking lot at Blackie Spit's full
33	We have a unique community that residents of Crescent Beach and residents of all of Surrey have access. But as Crescent Beach residents, we are small, we have children, we have seniors and others who are trying to live in a safe environment that does not include more cars, more traffic, more possibilities of accidents caused by over population. Whatever the solution, it should NOT include more parking for an excess of cars in our neighborhood. Thankyou
34	As a 50 year aresa I would hope 1:preserving the unique neighbourhood quality would be of utmost importance. Asphalt sidewalks are unsightly cheap choice considering average property values in the 'village' not to mention burning hot in summer and deteriorate quickly in crescent. and 2: It doesn't solve the issue of safety for cyclists - namely our children who use McBride to CBSC. Need a bike & pedestrian pathway on McBride
35	City signage needs to be increased but most importantly there are many examples at the beach where signage is no longer visible because it has been knocked down or trees are over grown
36	We need to know what will happen to houses that have either hedges or berms with shrubs within the city road allowance. Will they be removed or altered?
37	before anything is done please use what you have now to help us also enjoy the summer/beach.Why don't the bylaw officers do their job.Tickets are RARELY issued.And visitors know that.The spit-which is protected-is abused-and I see bylaws parked their-coffee break??doing nothing about it.Do that FIRST!!!Don't add more problems to an existing problem.I pay taxes!!!!Listen to those of us to live here.
38	Bylaws have not been effectively enforced for public that visits the community. I have witnessed officers ride past people very visibly breaking bylaw. Sometimes I see warnings, but never ticketing. Signage is clear and I feel priority should be made to protect the ecosystem and land before inviting more patronage. Locals clean up trash, people pile trash next to full garbage cans when they could and should pack it home again. Birds pick things apart, waterways and become a place to toss trash.
39	Bylaw enforcement with not only parking but illegal drinking is totally inadequate. It's about time that the NO PARKING signs that residents put up were removed. If they don't like the cars and traffic then move. We are resigned to it ourselves because we realize that after Covid everything has changed and Crescent Beach has become a destination with many, especially ones from North Surrey. The shame is the lack of respect these visitors have for the area and residents. It is what it is.
40	Increase police presence due to gang activity in Crescent Beach
41	Public washrooms are inadequate, should be added at Sullivan Point where the lifeguard tower is located. This building could also be used for lifeguard equipment. Garbage & recycling containers are inadequate, should be expanded and upgraded. Signage regarding safe & environmental practices should be reviewed. The current signage is confusing & inadequate, should be eye level, at the entrance to the community as well as all beach access points Better enforcement of parking laws & bylaws
42	If this proposal increases the number of people coming to the park then there needs to be an increase in policing, and maintenance of the park. You cannot have one without the others.
43	We don't need more parking. This is a small neighborhood that already deals with train crossings daily and allowing to increase parking capacity just makes this more of a hazard. A asphalt pathway is a nice idea but we don't need to create more parking...we need to limit the amount of traffic coming into the area. Start shuttling people from the King George overflow parking lot. It's never used.
44	While I could support increasing some parking by rearranging some areas, im not in support of add a black asphalt walkway down mcbride ave. The combination of gravel parking and walkway is going to change the look and feel of the beach area. Blackie spit is already bursting at seams with people with current parking...adding more people doesnt solve it. Limiting parking limits number of people/ garbage/ impact.
45	Why would you not have combined this with the water Maine road works over the past two summers?
46	As a resident, I fully support more access to the beach for non-residents. However, finding a spot for myself anywhere near my home is next to impossible some days in the summer. I have been forced to double park to unload groceries before moving my car to a spot several blocks away. That is frustrating.
47	No consideration has been given to traffic management, and has only focussed on parking. Your study indicates that the Blackie Spit lot is underutilized therefore signage should be a first step. The area cannot support any more cars given the absolute gridlock that happens at peak times, not to mention the garbage, public urination, and other nuisance behaviour that goes along with more and more people using the beach. To focus solely on parking is shortsighted.
48	This project has only focussed on parking as stated by your project staff at the recent open house. Addressing parking without looking at the other factors-emergency access, garbage, gridlock, nuisance behaviour is short-sighted. The data the city has provided doesn't even indicate a shortage of parking. Start with appropriate signage directing visitors to the underused parking lot then revisit the entire traffic issue again - starting with solutions to ease the peak time gridlock.
49	Thank you for addressing this problem!
50	To accommodate more vehicles coming in to Crescent Beach please share what the City plans are to ensure measures to control Traffic and Security issues prevalent to the area when visitors to the beach come tsuch as, speeding cars, littering and beach fires.
51	We don't need walking areas! We have OHara Lane. We need less cars, less traffic. Please reconsider a shuttle service for the public.
52	You need to give residence parking permits and limit the amount of cars coming down there. In the summer months it's so crazy that people almost get hit by all the cars parked everywhere and then access is blocked for emergency vehicles. There's just too many cars going down there.

53	Your study needs more information. Like I said you aren't around CB when you should be, please Talk to more residents especially those who will lose their resident parking.
54	Planning to start construction in the middle of the summer is probably the worst idea EVER! It is SO busy down here in the summer. It is already backed up getting in and out of the beach and if you add construction on top of that, it will be grid lock. Super dangerous if an emergency happens and people can't get in and out of the beach. We asked for safety and less cars and the city has proposed adding more cars and parking. Absolutely ridiculous. Add a free shuttle to reduce car traffic.
55	Concur that pay parking resident only parking are not needed at this time. Would like to know the current of the following proposed projects- Railway Overpass and Round About at Crescent Road and 128 St. Traffic management is at least as important as parking availability in reducing grid lock during good weather.
56	Not a great time to steer work if this is approved. CB could really use a higher police presence- obvious signs of gang activity- speeding cars, blacked out windows, public intoxication on the pier- our kids are feeling intimidated when in the area during the evenings. This is getting out of control. Let's not wait until there is a shooting to do something about this!
57	Surrey needs to set up an online registration for people during peak periods as Coquitlam does for its beach parks to limit the number of visitors. Crescent Beach Park includes a sensitive area for migrating and nesting birds. People disregard the signage regarding staying on the footpath during nesting periods and set up a picnic on the beach instead. I have NEVER seen any enforcement of this.
58	This whole project is not being well received. Listen to the residents, the taxpayers and the voters. If anyone has any hopes of being reelected scrap this whole waste of time and money. Leave Crescent Beach alone or put in paid time limited parking, strictly enforce it and give the homeowners and taxpayers resident stickers. Stop wasting our time and money. Do something useful that makes peoples lives better. Like help the food banks !!
59	We have issues with volume of traffic entering and exiting, with 1 hour line ups just to get out of Crescent Beach on busy days; how will City address if we're increasing parking volume/traffic? SPEED is an issue on all streets, we NEED more effective/larger speed bumps - many cars travel 40km sometimes 50km OVER posted speed limit. GARBAGE an issue - need more trash receptacles and collection. Need bylaw enforcement for illegal parking, GIVE TICKETS not just 'warnings'!
60	The gravel part of the Blackie Spit parking lot should be organized better, lots of vehicles do not park correctly leading to reduced spots available.
61	We have had grass up to the road in front of our house since our family bought the house in 1960. At busy times people park on the grass. I learned at our last meeting that this is against bylaws. We would be happy for the city to convert this grass area to gravel for parking. I note that, after the storm sewer work, residents were asked how they'd like the area in front of their house finished. Often grass was replaced. Odd, as this removed legal parking.
62	Removal of encroachments will provide more parking. Pedestrian safety is important, but there has not been any pedestrians hit by vehicles in my memory (60 years of Crescent Beach experience). The bigger problem is the inflow/outflow of traffic to and from the Crescent Beach at peak times, typically around sunset times. As a resident, I have experienced excessive wait times to enter and especially leave the beach area. The choke point is the 4 way stop sign at Crescent Road and 128th street.
63	There needs to be more traffic calming along McBride. The speed bumps don't do anything. People burn out of Crescent and along Sullivan almost every summer night. On a sunny day any time of year, it is hard for me to leave the beach to do any grocery shopping and it's hard to get back to my home! The volume of traffic coming in and leaving the beach is crazy! People drive up and down the streets looking for parking. People walking in the middle of the road, it is a wonder no one is hurt.
64	According to your own research, the absolute maximum number of parking spaces at Blackie Spit is 87% and for the rest of the time, the number is much lower. Therefore, there does not seem to be the need to add more parking spaces on McBride. What the City should consider is running a shuttle bus from Crescent Park Elementary School to Crescent Beach. We have been told that such a service would not be economically feasible, yet BC transit busses run through here day and night virtually empty.
65	You need to investigate before you progress. Ask residents to take videos of traffic congestion after eight or 9 PM at night you will see your plans are ridiculous. The beach cannot sustain another three or 400 cars or parking areas. The solution is paid parking and resident only parking
66	It is important to acknowledge an ever increasing population that will visit Crescent Beach. Looking to the future it seems ludicrous to focus on bringing down more cars rather than reducing cars so that the numbers of people can move around safely on foot, bike, wheelchair, walker, etc. Driving in Surrey is needed, yes. However, forward thinking would be to solve getting cars to the other side of the tracks and have people walk or shuttle down. Elementary school parking lot at 24th maybe.
67	Safety is my main concern. Enforcement of existing bylaws and stop signs .Signage indicating whether the parking lot is full.
68	The City must go to each individual property to discuss what is to be done there--so that the concerns of Safety and Common Sense prevail. 1)Parking is not the only problem--the number of cars entering the beach on Saturday, Sunday and holidays have increased markedly. Visitors need to be advised(at intersection 128 & Crescent Road) that parking is not available or very limited 2)Only one road into and out of beach area and also added train movement often mean that grid-lock develops.
69	I am pleased that the city is finally recognizing the fact that the road allowance is public, not private, property
70	I feel we need to address the after hours usage of the park, this leads to the following issues. Drunk driving, substance abuse, fires, violence and drag racing/burn outs. Increasing street parking will multiply the current issue. I would like the city to focus on walkability/handicap access to the beach and a lockable parking lot that reflects park hours. As a business owner I have a capacity for my facility indoor and outdoor. We need to set a safe capacity for the park before adding more.
71	Again, I think that by adding more cars parked in the village, it will impact the safety of people walking and bike riding throughout the neighbourhood. During the summer, there are many children riding their bikes to the beach and the local swim club. If there are more cars parked along McBride, it will make it much more dangerous for these bike riders. There may be plans for a walking path, but not for bikes.

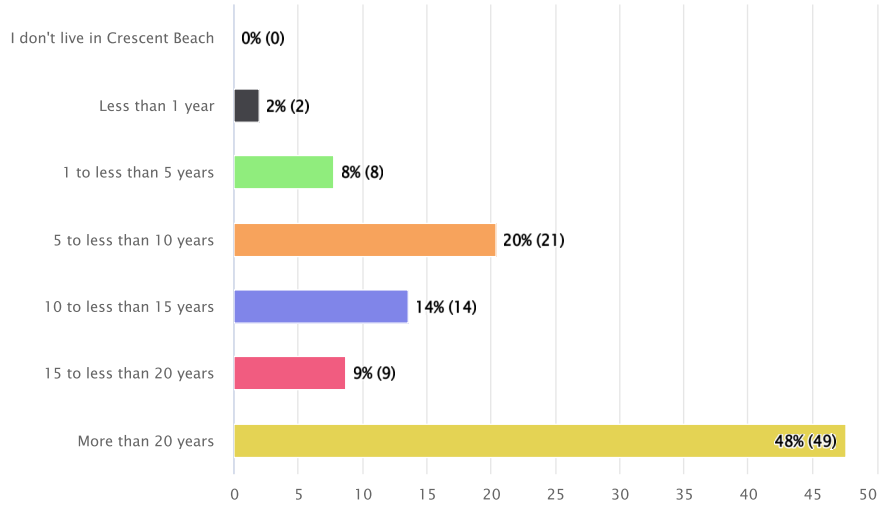
72	Some of our concerns are in the summer you could not get emergency vehicles down our street with cars parking on both sides. Also if we had to leave the beach it is often backed up into the beach on busy days and at sunset.
73	I have to say, having been both a property owner and a business owner in Crescent Beach for 30 years now, that I have found the majority of Crescent Beach residents are of the opinion that a big gate should be erected at the railway crossing to keep everyone except them out. Time to change that outlook.
74	Pay Parking would help businesses, stop night beach parties, limit traffic thereby increasing emergency vehicle access, help residents lead normal life allowing for visitors to their home. Boundary Bay is not CB, not nearly as popular. Pay parking would subsidize shuttle. Is responding fruitless when Schedule already includes implementation of City plan? Isn't this just a further waste of money? Every other beach community, including West Van now has pay parking, let's at least try it!
75	Adding more parking will not fix the traffic problems !!!!! A lot of people do not have driveways and there only option is to park on the Bouvard . That is why there are no parking signs as they have no other option for parking . I do not like adding parking but I am in favor of sidewalks . It is not safe to walk on the street with the masses of cars on it too. We need another way out of here , A one lane out on sandy trail or Surrey a new sewer line was ins up the hill at the end of Bay View .
76	Let's try to keep Crescent Beach as NATURAL as possible ! Wherever possible gravel should be used rather than concrete or blacktop. There also seems to be confusion as to when it's OK to park on the road surface.
77	It's great that people can come here and enjoy the area. But more people requires more policing and longer hours.
78	It would make more sense to begin work after the summer rush.
79	We love sharing the beach with all but as Surrey invite more people to pass through this very tiny neighbourhood, we don't see any consistent increase in bylaw enforcement or policing. There is litter, drinking, large gatherings, parking in front of fire hydrants, beach fires etc. Much of this occurring late at night. With one road in and out it is really scary down here on the warm sunny days. Locals can't get to work, (I used to be on call for the Operating Room). Accident waiting to happen.
80	This seaside community cannot handle such a vast increase in cars and visitors as we don't have enough space and garbage bins!
81	Community meeting and survey do not address the problem of chaos due to the large number of people at certain times of the year and day. The ability of the residents to live safely in the community where they live. Also there are no safe biking paths along Crescent Road and the beach proper for the community, perhaps that would limit the number of cars.
82	Thank you undertaking this project from a Surrey-wide perspective. We support your idea that removing obstacles to parking access and taking down the private No Parking signs throughout the community in order to create more accessibility for parking. One observation on your study was that you chose to use a Long Weekend, probably thinking it would be a busy time. No doubt it was busy but surprisingly we find that on some Long Weekends people, given an extra day to holiday, choose to travel so
83	Avoid working on the Walking/Parking enhancements in June, July and August when the village is most crowded. Improve traffic flow out of the beach - traffic circle at 128th and Crescent Rd. Allow angle and perpendicular parking where possible. More effective by-law and traffic enforcement.
84	Why disrupt things in the height of summer but start in September.
85	Sidewalks on McBride between Beecher and Sullivan not needed-Will take away parking spots. Keep angle parking. Gravel some grass areas on side streets. Have completely missed that we have a TRAFFIC MANAGEMENT problem! City advertises and encourages Metro Van. residents to come but don't provide enough police and bylaw officers for enforcement or enough services-garbage, fire protection, beach maintenance, washrooms. Encourage bus & provide shuttle. Patrol after 11pm-enforce. Need a park ranger.
86	Tell the Swim Club to shuttle their kids in and the Spit Parking lot will be empty in the summer.
87	Enforcing everybody back to the property line is NOT necessary. As long as a car can parallel park on the side of the street it should be acceptable. Beecher Street businesses would probably benefit from a 2-3 hour parking limit during summer.
88	Great work, thank you for looking into parking improvements. Safety is important.
89	By creating designated walking routes from the tracks to the beach, I feel that the walking path on Mc Bride should be on the east side of the street as this would involve fewer crossings for pedestrians walking to Blackie spit from areas east of McBride. Also people on the west side of McBride can safely use O'Hara Lane or the beach path. Also designate handicap parking on Target as well as more clearly indicate no parking by fire hydrants (signage isn't working)
90	We are also worried about the safety of the proposed one-directional parallel and diagonal parking in the North section of McBride Avenue. The already narrow road (currently not two lanes) can not safely accommodate the increased traffic entering and exiting the park. We suggest studying Gilley Street, Gardiner Street, and Agar Street as safer options to handle the additional car traffic aand encouraging beach access from Target Street and Sullivan Street.
91	A very small amount of residents have heard or the survey. How come?
92	We have a traffic problem with one way in/out & railroad. Let's try a free shuttle from Crescent Park elementary school parking lot in summer, weekends, STAT holidays. Charge for beach parking to pay for shuttle
93	As a resident, I highly suggest you fix the litter/trash & speeding problem before inviting more reckless people to come fuck up the beach
94	I know that it may seem I am bias but you really need to see the gong show on McBride on a sunny day. I have no issue with visitors to our beautiful neighborhood and welcome them but there has to be rules and ENFORCEMENT. It is well known that Surrey does not enforce traffic/parking bylaws and that needs to be part of the solution. I know that the residents are viewed as being entitled but it is where we live and we take pride in how our neighborhood is treated and would like some help.

95 Unfortunately any improvements to allow more parking down here will only make the traffic problem worse (which is the problem we want solved to be VERY clear) as it just means that people will be able to stay here longer. Sharing the community with others so everyone can enjoy it is one thing but this is further inconveniencing and can be taken as punishing the current residents simply because we live in a desirable area to visit. We really don't want this. If you do it anyway, get it right.

96 The speeding and people not considering the safety of the pedestrians is scary. Having more parking is going to make crescent beach unsafe and problematic when a medical emergency happens. this is a problem around Covid. And has been hard for people to get out of the beach in a safe and timely manner.

How long have you lived in Crescent Beach?

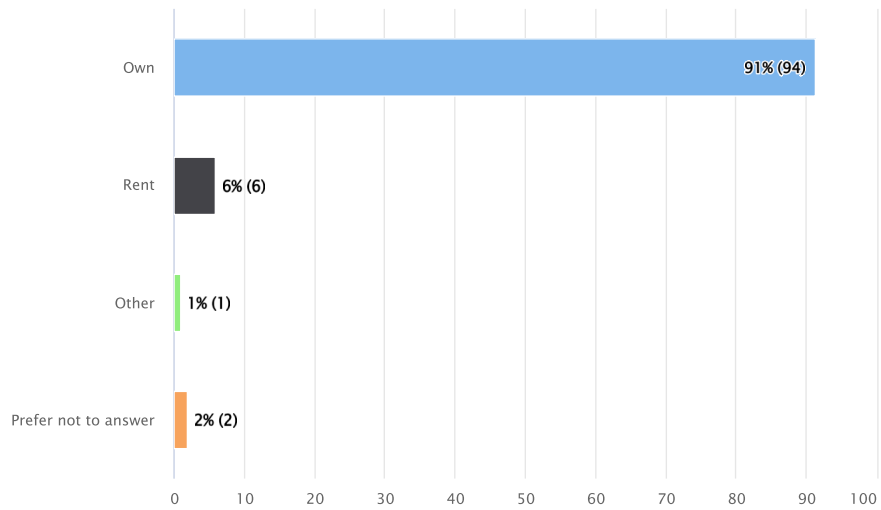
Respondents: 103



Choice	Count
I don't live in Crescent Beach	0%
	0
Less than 1 year	2%
	2
1 to less than 5 years	8%
	8
5 to less than 10 years	20%
	21
10 to less than 15 years	14%
	14
15 to less than 20 years	9%
	9
More than 20 years	48%
	49
Total	100%
	103

Do you own or rent the home in which you live in Crescent Beach?

Respondents: 103



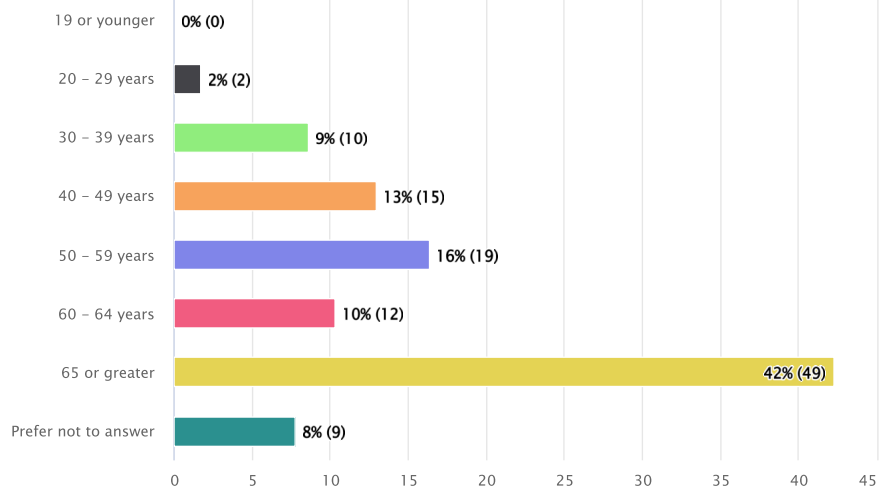
Choice	Count
Own	91% 94
Rent	6% 6
Other	1% 1
Prefer not to answer	2% 2
Total	100% 103

If "Other", please describe.

- 1 Family

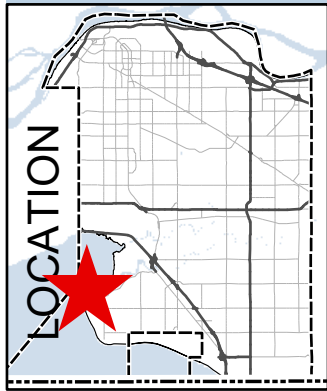
What is your age group?

Respondents: 116



Choice	Count
19 or younger	0% 0
20 - 29 years	2% 2

30 - 39 years	9% 10
40 - 49 years	13% 15
50 - 59 years	16% 19
60 - 64 years	10% 12
65 or greater	42% 49
Prefer not to answer	8% 9
Total	100% 116



3-Month Pilot,
No Parking
One-Side of Road

Gravel Overflow
Parking Lot

Blackie Spit
Parking Lot

Future Walkway
To Be Reviewed

Alexandra
Tot-Park Lot

Boundary Bay

LEGEND

- Walking Enhancements
- - - Future Walking Enhancements, If Required
- Parking & Walking Enhancements
- Existing Sidewalks
- Bus Stops
- Parks

Produced by GIS Section: 18-Apr-2024

Scale: 1:5,000 0 50 M



Parking and Walking Enhancement Plan

ENGINEERING
DEPARTMENT

The data provided is compiled from various sources and IS NOT warranted as to its accuracy or sufficiency by the City of Surrey.
This information is provided for information and convenience purposes only.
Lot sizes, Legal descriptions and encumbrances must be confirmed at the Land Title Office.