

NO: R021

COUNCIL DATE: February 10, 2025

REGULAR COUNCIL

TO: **Mayor & Council** DATE: **February 5, 2025**
 FROM: **General Manager, Engineering** FILE: **5460-90(GEN)**
 SUBJECT: **Crescent Beach Parking and Walking Enhancements Update**

RECOMMENDATIONS

The Engineering Department recommend that Council:

1. Receive this report for information; and
2. Direct staff to remove the parking and walking enhancements piloted along McBride Avenue.

INTENT

The intent of this report is to provide Mayor and Council with an update on the piloted parking and walking enhancements undertaken along McBride Avenue in summer 2024 and to seek Council direction to remove the pilot works.

BACKGROUND

On April 22, 2024, Council endorsed, through Corporate Report No. R075; 2024, staff proceeding with limited parking and walking enhancements at specific locations in Crescent Beach. A summary of the key improvements undertaken are described in the following table, and are also illustrated in the attached Appendix "I":

Map #	Description	Status
1	Install wayfinding signage to Blackie Spit Parking lots	Completed
2	Minor modifications to the existing gravel overflow parking spaces in Blackie Spit to improve turning movements	Completed
3	New Accessible walkway on Wickson Road	Completed
4	Pilot "No Parking" on one side of McBride Ave for summer 2024	Completed
5	Complete sidewalk connections for missing "gaps" along Sullivan Street	Underway, complete Q1, 2025
6	Add on-street parking fronting vacant City Lot/Park at 12254 Beecher Street (McKenzie Road)	Underway, complete Q1, 2025
7	New accessible walkways on Alexandra Street and Kidd Road, including removal of fence encroachments into the road	Underway, complete Q1, 2025

Staff continue to remove unauthorized obstructions, signs and fences within the public road allowance to support the public's use of the road corridor for walking, parking and improve access to utilities. The City continued to commit significant resources during the summer of 2024 to ensure ongoing bylaw compliance in Crescent Beach, with efforts to enhance communication.

DISCUSSION

McBride Avenue Parking and Walking Enhancements

Residents and emergency services had previously expressed concerns over traffic congestion and pedestrian co-mingling on McBride Avenue between Sullivan Street and Blackie Spit parking lot during peak hours (late evenings, weekends, and summer months). The traffic congestion is primarily a result of McBride Avenue being the sole entrance into Blackie Spit, combined with narrow road width on both sides that only accommodates two travel lanes with narrow gravel shoulders where parking is permitted. In addition, there are no sidewalks, which result in pedestrians using the roadway.

To mitigate this issue and to address pedestrian safety, changes along McBride Avenue were piloted during summer 2024 consisting of temporarily eliminating parking along segments of McBride Avenue and replacing these areas with a gravel pathway, allowing pedestrians to utilize the gravel shoulder, while concurrently seeking feedback as to whether permanent asphalt pathways and parking restrictions should be implemented along McBride Avenue.

City Observations

Over the summer months, staff monitored the changes made along McBride Avenue. Although staff observed pedestrians utilizing the gravel walkway, pedestrians were also observed walking along the travel lanes of the road, especially pedestrians with beach buggies and strollers who preferred to walk along a hard surface rather than a gravel walkway. Furthermore, staff observed challenges with parking compliance by fronting residents and, despite the parking restrictions, some residents were moving temporary curbs and some were parking vehicles illegally, particularly during peak periods in the evenings and weekends. When vehicles were parked in the areas intended for walking, pedestrians were forced to use the roadway instead.

The walkway on the west side of McBride Avenue was also somewhat hidden when the adjacent street parking was well-used, leading to lower usage during those times. Lastly, pedestrians were generally unwilling to cross the road to continue using a provided pedestrian facility when it switched mid-block from the north to the south side.

Public Feedback

Staff launched a survey for the pilot project from October 7 to October 20, seeking feedback on the effectiveness of the piloted parking and walking changes made, along with seeking input on how the City should proceed regarding the changes made along McBride Avenue. The survey received 194 responses, with 189 of the respondents residing in Crescent Beach, and 21 of those respondents resided directly along McBride Avenue. A summary of the survey responses received is provided in the attached Appendix "II".

Respondents were asked to provide their opinion on whether the City should implement the piloted parking and walking changes along McBride Avenue permanently. Comments from respondents mirrored the City's observations, with the following feedback:

Out of the 21 survey's completed by residents along McBride Avenue who are directly fronting the parking and walking changes, 62% of the respondents would like the pilot removed and revert back to the way McBride Avenue was previously. 23% of respondents would like the City to permanently implement the pilot, and 15% would like to either extend the pilot program or have other ideas.

Out of the remaining 168 surveys from residents who did not live on McBride Avenue, the responses were split:

- 38% of respondents would like the City to permanently implement the pilot, with a majority requesting a paved pathway (rather than gravel) continuously along one side McBride Avenue;
- 34% of respondents would like the pilot removed and allow parking on both sides, with gravel shoulders and no sidewalks;
- 14% of respondents would like the pilot extended; and
- 14% of respondents have no opinion or have alternative ideas.

Although significant signage was installed, the majority of local residents ignored the parking restrictions, limiting the overall effectiveness of the pilot project. As well, local residents raised concerns regarding sign clutter and overall appearance of the road corridor resulting from the high number of signage installed.

Next Steps

Overall, the residents along McBride Avenue who front the piloted parking and walking enhancements are not supportive of permanently implementing these changes, and the majority of residents across the community were also not in favour of the pilot. Ongoing challenges over traffic congestion and pedestrian co-mingling on McBride Avenue during peak hours (late evenings and weekends during the summer) will likely continue to persist.

In the future, at the discretion of Council, a continuous asphalt pathway along north side (beach side) of McBride Avenue could be constructed, as illustrated in Appendix "III", if the parking and traffic congestion persists. This pathway would result in changing from angled parking to parallel parking along McBride Avenue between Target Street to Wickson Road in order to provide sufficient space needed for the pedestrian pathway. The south side of McBride Avenue would not be changed; resulting in a reduction of on-street parking by approximately 10 to 15 parking spaces. Should concerns be raised by the community in the future, given the differing views on the parking and walking improvements along McBride Avenue, Staff would recommend at least 60% support from fronting property owners before any changes are made.

CONCLUSION

Based on the community feedback received, Staff recommend that Council direct staff to remove the 2024 pilot parking and walking enhancements piloted along McBride Avenue.

Scott Neuman, P.Eng.
General Manager, Engineering

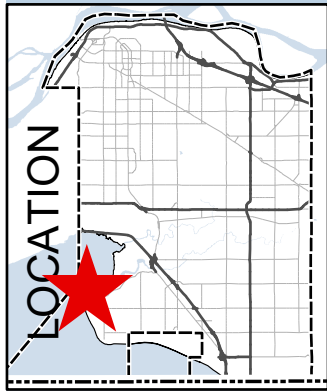
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Appendix "I" –Implemented Parking and Walking Improvements

Appendix "II" – Summary of Survey Responses

Appendix "III" – Optional Permanent Changes along North Side of McBride Ave

[https://surreybc.sharepoint.com/sites/eng.administration/gm administration/corporate reports/2025/feb 10/crescent beach parking and walking next steps/crescent beach parking and walking enhancements update \(02052025\) final.docx](https://surreybc.sharepoint.com/sites/eng.administration/gm%20administration/corporate%20reports/2025/feb%2010/crescent%20beach%20parking%20and%20walking%20next%20steps/crescent%20beach%20parking%20and%20walking%20enhancements%20update%20(02052025)%20final.docx)



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

Gravel Overflow
Parking Lot

Blackie Spit
Parking Lot

Wayfinding Signage

Future Walkway
To Be Reviewed

Alexandra
Tot-Park Lot

LEGEND

- Wayfinding Signage
- Walking Enhancements (Under Construction)
- - - Future Walking Enhancements, If Required
- Existing Sidewalks
- 🚌 Bus Stops
- 🌳 Parks and Green Space

Produced by GIS Section: 28-Oct-2024

Scale: 1:5,000



Parking and Walking Enhancement Plan

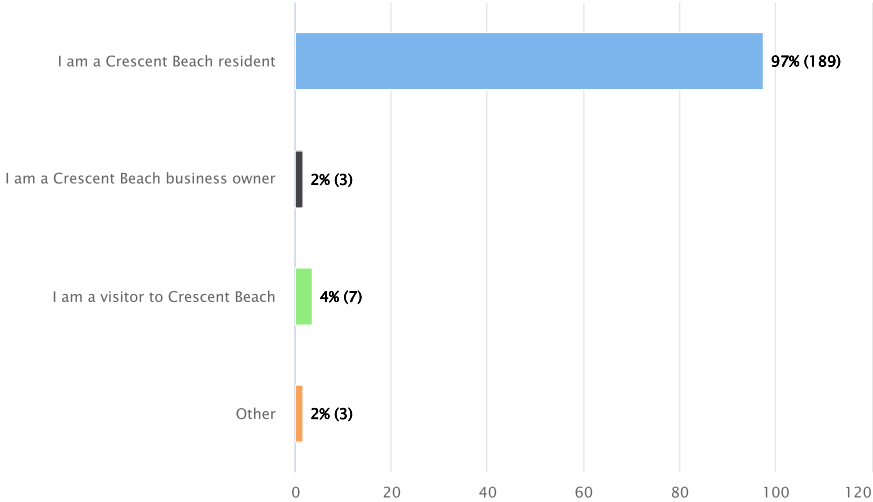
ENGINEERING DEPARTMENT

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.

Crescent Beach Parking and Walking Enhancement Follow Up Survey | Cumulative | Express Live Report

What is your relationship to Crescent Beach?

Respondents: 194



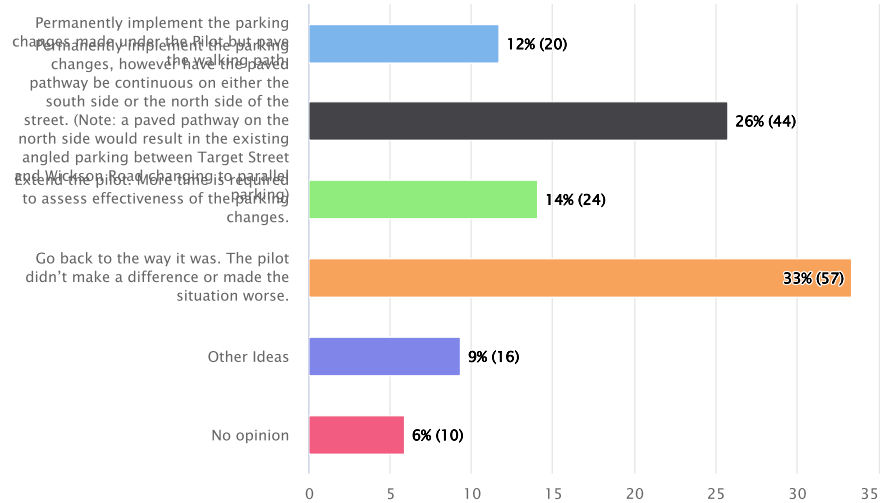
Choice	Count
I am a Crescent Beach resident	97% 189
I am a Crescent Beach business owner	2% 3
I am a visitor to Crescent Beach	4% 7
Other	2% 3
Total	100% 194

Other - please specify:

- 1 I live in crescent heights but am a member of the the community association.
- 2 I live in crescent heights and am a member of the community association.
- 3 I live on the bluff above Crescent Beach, 24th and Christopherson

In your opinion, how should the City proceed regarding parking changes along McBride Avenue:

Respondents: 171



Choice	Count
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Permanently implement the parking changes made under the Pilot but pave the walking path.	12% 20
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Permanently implement the parking changes, however have the paved pathway be continuous on either the south side or the north side of the street. (Note: a paved pathway on the north side would result in the existing angled parking between Target Street and Wickson Road changing to parallel parking)	26% 44
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Extend the pilot. More time is required to assess effectiveness of the parking changes.	14% 24
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Go back to the way it was. The pilot didn't make a difference or made the situation worse.	33% 57
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Other Ideas	9% 16
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No opinion	6% 10
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Total	100% 171
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If other, please specify:

1 It is confusing to people to navigate the walking path on the inside of parked vehicles so they walk on the road. Why does the walking path change to the other side of McBride from Target to Wickson? There are no crosswalks so people are crossing all along McBride. The signage is confusing. Why can't it be angle parking as it would fit more vehicles?

2 Just a ridiculous amount of signage re parking. It is very confusing with all the changes from angle to parallel to no parking to walking path. It was simpler to navigate in its original format.

3 Keep changes but no paving!

4 Alternative Solutions

5 Start again with a continuous path on the west side of Mc Bride

6 Please see below.

7 It is not helpful to change walking path from one side of road to the other (Target -Wickson)--so leave on north side of McBride. Those houses would have angle parking in front and also have access to O'Hara lane to their garages. The path will probably have to be paved to outline it and also make it safer for baby carriers and walkers and wagons full of gear for the beach. The residents along here will have angle parking as well as most have entrance on O'Hara lane to their garages. I think it would be helpful if persons in charge of the planning talk to each residence in advance. Path needs paving as unsuitable as rock for baby carriers and walkers.

8 See comments below.

9 Parking by permit only

10	paid and time limited parking on the spit - both in terms of the paved and gravel portions of the spit. Time limited parking on side streets
11	Pedestrian path only and no parking south side of McBride. Parking only no pedestrian path on the north side of McBride
12	Speed humps. Resident parking only on McBride and all streets except Beecher. Allow dogs on leash on the promenade year round.
13	It is a big mess !! nothing lines up to anything . A few spots the sidewalk is good , then it ends with nothing , one lot is still all grass . The no parking signs are still up , as people that have homes have no where to park .
14	The map is inaccurate and shows an area on the north side of McBride which indicates both no parking (red) and parallel parking (yellow) on the same stretch. . In fact, this was set up for walking and no walking sign was installed. When the path was supposed to cross from the north to south side of McBride at Target there was no crosswalk indicated and no signage to indicate where the walking path continued. It was not an effective pilot as there was lack of signage and it was confusing. Where there was "no parking" signage, many cars parked on every sunny afternoon and minimal ticketing occurred. There needs to be clearer signage, and regular enforcement for a pilot to be evaluated.
15	Seasonal change only as there is only a problem 3 months a year and have the walking path on the same side all the way down McBride. I watch people all summer long and the cross from one side to the other didn't work also people with strollers didn't use the walking path. The amount of signage is very offensive to a nice beach area, I haven't counted but there must be over 20 new sign polls to direct parking, walking
16	Paved pathway along the beach side of McBride ave with parallel parking as a buffer between pedestrians and traffic. Parallel parking on both sides of McBride.
17	No paved walking path. Please keep as is.

Comments:

Respondents: 82

Comments:

- | | |
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| 1 | As above |
| 2 | The pilot reduced parking (eg angle parking changed to parallel parking in front of 3004 McBride Ave), and nobody used the gravel walkways. Pedestrians walking on the road caused the same traffic congestion/dangers. Nothing was done about people parking in no parking areas (eg Wickson Road, blocking the fire hydrant at McBride & Gardiner). |
| 3 | No one parks at an 'angle'..as that just loses more parking spots. Hardly anyone uses the path if they have wagons/strollers..as the gravel is to hard to roll on. This is a waste of city work. |
| 4 | People still parked in the new no parking areas and hardly any tickets were given because there are rarely any bylaws people down here. Everyone still walked on the street. This was a complete waste of taxpayers money |
| 5 | I like the paved walkway...BUT it was difficult to assess itmany walkers could not find the pathway due to obstructions on the sidewalk area and cars parking over the sidewalk. |
| 6 | A designated crosswalk is required with ped lights |
| 7 | Just a ridiculous amount of signage along McBride. Very confusing for drivers and pedestrians with angle, parallel, walking path,no parking signs all along the roadway. |
| 8 | Some signage on McBride is confusing. Switching sides for pedestrians part way from Sullivan to Wickson is a hazard. Keep pedestrians on one side. Put clearer signs to direct cars to parking at the Spit. Start them before the tracks and enhance them to be more obvious and consistent. |
| 9 | the parking sign just across the track leads drivers to the gardens and not always down Sullivan. different issue wooden fence on each side of Blacky spit walk way to keep humans away from nesting sites. |
| 10 | Angle parking produces less parking, the signage is confusing and to voluminous |
| 11 | Congestion increased. Speeds increased with the increased frustration. The changes created even more danger. |
| 12 | The traffic and parking issues at Crescent Beach are largely problematic due to lack of enforcement of speed and parking regulations. Pedestrian walkways were mostly unused, and were inconsistently placed, meaning pedestrians are, in my opinion, safer "owning the road", which forces car traffic to slow to accommodate pedestrians. |
| 13 | The city making more visitor parking a priority is absolutely ludicrous when residents have been very clear about our concerns over emergency vehicle access, excessive visitor numbers that create roadway congestion which is a concern for safety, and the dire lack of resident parking. Given the inflated property taxes in this area, it's absolutely insulting that resident feedback has been completely ignored. We realize we live in a park and choose to have our homes here, but the lack of safety is astounding - from fires, fireworks, speeding, illegal parking and noise issues, this community is vastly under serviced by bylaw and RCMP/Surrey Police. The "improvements" have made every issue worse. |
| 14 | It's a mess right now, it was worse this summer for the following reasons: 1. The walking path switches from one side to the other, and it starts and stops in different areas due to landscape obstructions. In some areas the walking path is only a couple feet wide! This makes it almost MORE dangerous than it was before and people just don't follow it. It needs to be a PROPER paved sidewalk on one side or the other, and be CONTINUOUS. 2. Elderly and strollers can't use the pilot coarse gravel walkway, or maneuver obstructions. 3. I think a permanent sidewalk would control parking better, as people don't follow the parking signs and still park wherever they can, even in 'no parking' zones, fire hydrants, and a lot of the time people park 2 cars wide on the gravel shoulder making it impossible to walk past. 4. Speed bumps have to be better as too many cars go down McBride at 50-60km an hour...or faster. 5. Sullivan street ALSO needs a sidewalk the whole length, some areas have no place to walk and cars fly down there are 60km an hour. From the bus stop at the corner of Beecher and Sullivan, to Dunsmuir is the worst...you literally have to walk on the street and its very busy. |

15	I am confused about the buiding of the walking paths?Half way along McBride you switched from the west side to the east side(having people cross the busy street???)back to the west side at the park entrance?What is that all about?And nobody used the paths because they were now identified.Just more \$ wasted.
16	This is massively confusing and no one is using the "sidewalk" and seem to be parking wherever they want !
17	IF by paved pathway you are referring to the WALKING PATH then yes I strongly agree that it should be on ONE SIDE OF THE STREET ONLY. Dangerous and irresponsible of Surrey to have people, especially young children, having to cross the street many times over such a short distance. Safety of our children is far more important than angle or parallel parking.
18	The major issue is not parking, it is the volume of vehicles/visitors coming to Crescent Beach. There is a noted volume of vehicles arriving in the beach area not just during the day but particularly in the evening including past dusk when the beach is closed thus creating congestion, grid lock and safety concerns. The City of Surrey has numerous large parks which in my opinion are lacking inviting amenities which could be expanded upon and or upgraded to attract residents and visitors. There appears to be a demand for 'water activities', picnic sites including waterfront destinations so perhaps the Bridgeview area could be considered to further enhance the walk/live ability within the northern part of the city and as well, the Mudd Bay Park area could be expanded upon. I believe Parks and Rec. could be more proactive and involved with promoting other parks within the city by including more outdoor experiences and events including evening events that would be of interest to various communities thus potentially taking some of the volume and pressure off one park which happens to be situated within a very small residential community.
19	If your evaluation criteria was to confuse people, ultimately reduce available parking, to create an ugly streetscape with dozens of redundant signs and poison the City's relationship with residents, you guys are baller! I think your feckless experiment is worthy of multiple staff firings.
20	Changes caused mass confusion less parking and more congestion. I strongly suggest the city leave Hresvent Neach alone. And, put in more enforcement of existing rules and bylaws.
21	Make the south side of McBride walking path only (no parking) from Sullivan to Wickson.
22	The current traffic pattern created is a safety concern as well as confusing to both residents and visitors alike. Forcing people to cross McBride at Target is senseless and dangerous. People just cross Target and walk on the road without regard that they are on the road. People angle parking on McBride create blind spots for drivers making a right turn from Target onto McBride as the parked cars obstruct your vision. It may help if cars parked less than 20 ft from a stopped sign were ticketed or parking infractions were enforced, maybe another issue but just compounding the traffic flow problem. I have never seen such ciao on McBride as witnessed this summer!
23	1. How can a portion have both red and yellow lines - "no parking" and "parallel parking"? 2. Why were some houses spared parking in front? 3. The 'walkway' was not used EVER. 4. McBride runs north/south hence "south side of McBride" is non-existent. 5. Absolutely do not need more vehicles in CB. To improve pedestrian safety and emergency vehicle access, must limit vehicle numbers and provide other means of transportation. Solution: eliminate public parking on the streets and provide a free shuttle. If cost is a factor, implement paid parking at parking lot and/or on the streets. Shuttle will provide more opportunity for public to enjoy CB; as it is they can't get parked and many don't want to join the endless traffic. Limiting or controlling parking will also lessen or even eliminate night gathering and partying on the beach and beach fires as most late night groups won't want to pay to park at night and will be quickly deterred from CB at night after being ticketed for not paying for their parking.
24	The pilot was totally ineffective. Due to its inconsistent treatment of parking on McBride between Sullivan and Target, how and where to park and walk was confusing to pedestrians and drivers. Pedestrians continued to walk on Sullivan St. Waste of time and money!!!
25	Current attempt is ridiculous ! One must zig zag down McBride on gravel that is extremely difficult for strollers / wheelchairs and small children's bikes ! I continue to walk on the road rather than navigate around parked cars and hedges
26	The pilot resulted in a gong show. Walkers had to cross the street several times to go just a two block distance. More dangerous than before. It can be fixed by making a continuous path probably along the west side (ocean) of the street.
27	I think that is was a attempt however it did not work. Poor foot traffic flow with the parked vehicles
28	Brought more traffic into Crescent beach after the park was closed and more garbage on the streets
29	Living on McBride at Target I had a lot of opportunity to watch what the public did. Firstly, the inconsistency of what you were terming a "walking path" was ridiculous. Having one of the McBride residents on day one of construction do enough complaining that we all received a letter by day 3 explaining new changes gave me an idea of who yields power. We live on the south side of McBride and as of now despite paying our City taxes we have no parking in front of our house. This is absurd and will require your justification as to how we get less than other residents. Your original plan to put the walkway and parallel parking on the north side (the beach side) was logical. Plus, and this must be emphasized, these are people who have a lane access to their property. Having parallel parking on the south side seemed logical as well. But this mix and match version of walking paths on different sides of the road showed the workers having to work around difficult residents and obstructions that they didn't want to manage. So re the walkway's usage: It was bizarre for the entire summer. Very few adhered it it at all. No one with a baby buggy or walker or wheelchair could navigate and used the road. If finalized, it of course needs to be paved and wide enough to be useful. The north side is the most logical. We being at Target and on McBride cannot be expected to have no parking in front of our home when the rest of this community is not treated this way. Perhaps you just need to leave it as it was .
30	The walk ways very dangerous and I have 3 small kids that have had to navigate on bikes and walking from agar and mcbride to mcbride and wickson road resulting in 4 times this summer they had been on the walking path and had either fallen off the bike as the path stops and they have to go onto the road or had a near miss with a speeding car
31	Eliminating parking spaces in some areas decreased the number of parking spaces-eg near the intersection of McBride and Gardener. More information needs to be given prior to arriving at railway tracks--to say that parking is limited at the beach. also consider timed parking in summer months at Blackies Spit also timed parking on Beecher from tracks to ocean to protect businesses. Need path down Sullivan to tot park as people crossing over crosswalks have no safe place to walk.

32	I think having the walking path on the south side makes most sense , You will need a marked cross walk at Target and where Sullivan meets McBride and at Wickson. There needs to be a clear walkway from the bus stop on Sullivan to the end of Sullivan (the point) and McBride. I understand the need for parking spots but I think it best to have parking on one side and a walkway on the other. Alternating is confusing and less safe. I'd pave the walkway to make it stroller and wheelchair friendly. Small children could also ride their bikes on the pathway.
33	The pedestrian path works well where no parking is allowed which is the entire length of the pedestrian path on the south side of McBride between Target & Wickson and short intermittent segments on the north side of McBride between Target & Sullivan. Where there's both a pedestrian pathway and parking allowed it's very confusing as to where the pedestrian path is. It appears to weave back & forth between parked cars which feels very unsafe to me as a pedestrian. I therefore think that it is best and safest to have the pedestrian path only ie no parking on one side of McBride. The South side of McBride seems like the best choice for the pedestrian pathway as this pathway is already established & appears to be working well between Target & Wickson. Also very few cars are observed parked on the south side of McBride between Target & Sullivan. This would leave the entire north side of McBride between Sullivan & Wickson available for parking and completely separate pedestrians from cars creating the safest situation for pedestrians. I think it is reasonable to pave the pedestrian pathway at this clearly defines it and makes it more accessible to wheelchairs, strollers & wagons.
34	The walkway is confusing and having to keep crossing the street at busy times is hazardous.
35	Please have pay parking,, why does CB not have pay parking like everywhere else,,, have permits for residence peoples and pay parking for others,, It is like a circus here ,, cars everywhere speeding etc,,, people stay all day,, do not allow others to come in and enjoy in view of free parking,,, would help offset taxes etc,,, BIGGER SPEED BUMPS,, tired of the cars racing around the streets,, the speed bumps we have are horrible,,, close down Blackie Spit prior to dark,, lots of drug deals horrible things occurring,,, the person that is supposed to close the park does not show up till midnight,,, This used to be nice are prior to COVID not too sure if the whole Fraser Valley found the only free parking place,,, Please do something,, it is horrific down here,, Feel bad for the people that live on McBride and Sullivan,,
36	-To provide additional visitor parking space within Crescent Beach please consider improving Maple Street from Beecher to Mackenzie. Added parallel parking could be available adjacent to Heron Park on Maple Street. -Also consider diverting bicycle traffic from McBride to O'Hara lane from Sullivan to Wickson.
37	I feel there should be more direct dialogue with each specific property owner to create a walking path from Sullivan to Wickson along McBride. Parking is needed in front of the properties for guests and residents and if they are being removed, property owners need time to arrange alternative parking arrangements as this has been the way things have been at the Beach for many decades.
38	As the construction is not complete it is impossible to say that the parking changes are working as the road is not passable
39	Too confusing as it is... needs some changes.
40	It is currently very awkward to navigate where to cross safely in busy traffic. I am local, so sort of understand it.
41	The congestion on McBride is terrible. Ideas: There should be spots considered "by permit only" on McBride to accommodate residents on the street without parking. Make areas outside of Blackie Spit paid parking for visitors (similar to downtown, Stanley Park, etc.). Registered residents should have "by permit only" access to parking without a cost, this may lessen the amount of traffic in the area. Non-residents to Crescent Beach are parking everywhere and this is not being monitored (i.e. parking in front of fire hydrants and in non-parking zones). Less parking in general on McBride Ave (remove some of the current spots and make them non-parking zones) - it is a real hazard on a hot summer day with too many vehicles. Have a sign as you enter Crescent Beach to let visitors know how many spots are available at Blackie Spit - this may deter the volume of visitors to the area.
42	Much more is needed. As there is limited parking in Crescent Beach the amount of traffic caused by vehicles waiting or circling to find a spot increases each summer and continues to be a hazard for pedestrians. The parking on the spit needs to be time limited and paid . Side streets need to be time limited. AND most importantly there needs to be parking at the top of the hill with a shuttle to and from the beach when all other parking is full - with more parking enforcement
43	Do something about parking in the road allowance on Bayview St
44	Pay parking at the beach for summer months. Shuttles for drop off and pick up during summer months. Resident parking decals like White Rock does
45	I think it's well done, safety comes first. I would like to see no angled parking on Beecher street or any driveways. It creates a very congested look and not safe for walkers or cyclists for a vehicle to back out onto the road. I would like to see all residents parallel park in front of businesses and homes. When the park is full it's full. I also believe that residents should try to find a way to park on their own property. It's pretty clear how many owners go over their allowable lot coverage to obtain illegal rentals, than complain someone is parking in front of their home. Let's have those ridiculous resident parking signs taken down. I can only hope that visitor do not block driveways. If parking is so important to the residents have them integrate parking pads on their land not on the city of surrey. Residents on O'Hara must do it. Make it mandatory, my neighbour parks five cars on the city of surrey land in front of their home. Please ask the by law officers to give notice to anyone parking boats and rv's on the city of surrey land. Most people have their recreational vehicles at a storage compound and pay monthly. It would than be safer to pull out of your driveway and have clear visibility to back out so no one is injured. Safety first.
46	The situation was made so much worse. Please go back to the way it was. And take down all the ugly signage. It created so much confusion and really took away from the beauty of CB.
47	Why change the path from one side of Target to Wickson from the same side it was on from Sullivan to Target?? Path is interrupted so many times with parking areas and is not useful as such. No crosswalks in use at high traffic areas-Kidd and Sullivan, Target and McBride and at McBride and Wickson
48	I agree McBride on this stretch is not safe for pedestrians. A vision of a future Crescent Beach is needed. In my opinion, parking on one side of every street, walk ways and bike lanes. Residents need to make changes to park on their property, not on the street.

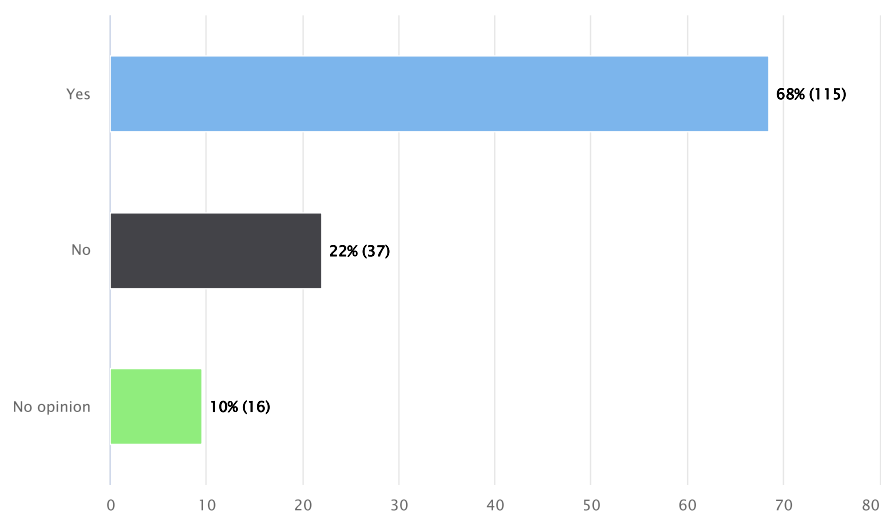
49	This made zero sense for our house - you actually removed spaces for the public to park. 2971 McBride Ave Because you removed the gravel parking pad on our lot, we use 2 of the spaces on McBride which would have been spaces for the public. Furthermore, you made it so my cousins can't park in front of there house due go "intersection" so in turn, they take the other 2 spots on McBride - equating to zero public parking spots in front of our house (2971) when there used to be 3 that none of us used. In addition to that - for us to get out of our driveway takes 3-5 minutes with honking and such a lack of safety for people walking and children. I have photos of garbage being tossed onto the grass that covers our lawn and into our yard since you've now created a hangout area which used to be more private. The first point listed above wouldn't take a person very long to figure out - let's take the driveways away from the residents, put more public spots but assume they don't need to be used now by the residents which equals less for everyone. Mind blowing actually. What a waste of everyone's times and money.
50	You've removed my only parking space. I now have to park in the public spaces. I doubt this improved congestion in the summer months. It certainly makes it less safe for me to load/unload my vehicle with my young children.
51	I walked on the temporary path many times this summer with my granddaughter. The walking path should be on one side of the street, not switch between the north and south side, for safety purposes.
52	The walkway was chaotic and parking and congestion was not improved as people parked wherever they wanted, so in essence it was worse.
53	This was the DUMBEST and biggest waste of money I have ever seen!! Pure chaos with people crossing the street from one walkway to the other. You actually took away a lot of visitors parking because now residents have lost driveways and have to use the visitor spots. Whoever thought this is an idiot. Going to spend more money to take it down what a good idea
54	The project seems to consist of a massive number of signs and confusion over which side of the road to walk on and how to park . It seemed foot traffic stayed on the street as it always has . This is largely a summer weekend problem and isn't likely to go away as long as residents of high density housing nearby (Morgan creek and crossing areas) are attracted to the beach . I'm interested to see it after people get used to it. This past summer was chaos amidst a sea of signs
55	Crossing the same street multiple times to stay on a sidewalk is ridiculous. How is anyone able to get from Sullivan to Blackie's Spit safely with this configuration.
56	Road work - interferes with your efforts . .
57	If the goal is to have a safe walkway then it needs to be continuous on one side of the street for the entire length.
58	The current configuration is confusing and unworkable for pedestrians. Parked cars are an obstacle for pedestrians in places and the choice to move the path from one side of the road to the other half way to the spit is unacceptable. I suggest you come down here and try walking from Sullivan to the spit!!
59	Currently walking along McBride is very confusing. Far to many signs for drivers to focus as to if they can parking here or there. To reduce parking, parallel would do well. We don't want to encourage more traffic as there are enough cars as it is.
60	This is an extremely poorly designed and inefficient walkway! It is inconsistent in the width of the walkway and jogs crookedly along the side of the road. Impediments in front of homes were not removed in a consistent fashion, therefore, the pathway is not straight. Some areas have parking alongside and others have no parking and others have parking that causes the pathway to jut. Having people have to use one side of the road then cross to the other, then cross back again at the parking lot in order to access the park or beach is ridiculous. The city should have removed impediments that home owners had put next to the road so that there was adequate areas to walk and parking could take place next to the road. Leave it at that. This new walkway has not improved safety and has only caused confusion. Signs are everywhere and yet are not clear to people. Infractions were rarely ticketed and people know that so don't care about where they park. Some areas of the street that would clearly allow room for angle parking were designated parallel parking which decreased spots. Some home owners were obviously listened to more than others which caused the inconsistency of the pathway and the need to cross the street. A better plan would be to remove barriers that have been placed on city property to allow more walkway on McBride from Sullivan to the parking lot. All Resident Only parking signs should be removed throughout the beach but no other walkways are necessary on other streets in the beach. Also, if the city is allowing grass to be planted in front of property but on city property, the city should be allowing parking on the grass areas, otherwise, this is allowing homeowners to restrict parking in front of their house by planting grass instead of having gravel. The problem of safety in the beach area must be looked at in a larger context, not just walkways and parking. If the city is inviting people to come to this area, they must step up and take care of it properly with speed enforcement, fire bans, ticketing for after hour noise and use of the park and beach area, ticketing for dogs on the beach in the summer season, garbage pickup and littering and unauthorized use of the sensitive areas on the spit. The fact that the beach has become a free for all for activities, speeding, etc. because there is little or no enforcement and actual ticketing (not just "educating" people) has all contributed to the huge number of people coming here and disregarding safety. This is what has caused the problem of too many cars and people coming together on the stretch of McBride between Sullivan and the parking lot.
61	This was a huge waste of money & resources. This not only did not improve the situation, it made it worse and people disregarded the signs and parked in the walking areas
62	From my observation pedestrians seldom use the path. There should be more angle parking and less parallel parking.
63	Wherever you put it... if it was paved it would be clearer to the pedestrian and much more user friendly for baby strollers and seniors with walkers. For safety it is a very important change that you are making!
64	For safety reasons I don't think there should be a mix of parking and pedestrian path. I've walked on this McBride path many times. The best part is the section on the south side between Target and Wickson where there's a pedestrian path only, no parking. This is safe and easy to follow. The section of the pedestrian path on the north side of McBride between Sullivan and Target is hard to follow as it weaves in and out of parked cars also feels very unsafe except for the sections where no parking is allowed. I suggest that the south side of McBride be devoted to a pedestrian path only between Sullivan & Wickson, no parked cars. More parked cars are observed on the north side of McBride so I suggest the north side of McBride be reserved for parking only, no pedestrian path between Sullivan and Wickson Fully functional crosswalks need to be added to McBride at Sullivan, Target & Wickson.
65	Essentially this project reduced public parking at Crescent

66	It is time for pay parking at Crescent Beach. Blackie Spit Area is becoming a dangerous zone...campfires (despite the signage by the railway tracks) overnight camping, people walking the beach after dark. The gate at Blackie Spit should be closed at dusk not midnight
67	People still walk on the road because they don't know it's a walkway. A paved pathway would benefit traffic for cars and pedestrians.
68	The homes along one side of McBride have lane access and hence the option to have parking off that lane access (O'Hara lane). Also the sidewalk along this side would have only one street crossing (at Target) whereas if down the other side of the road the crosswalk would have 3 street crossings.
69	We found walking our dogs along McBride was hard to figure out. There is way too much signage. Much easier if parking was all the same way. It is still not a safe place to walk but it is a change from walking the alley. Hard to figure out why the path gets changed from one side of the street to the other. We do like having a paved walkway as this does let drivers know it is for walking
70	We need crosswalks better sidewalks along Sullivan between the bus stops and more speed bumps!
71	Make things line up . nothing does now and is very confusing
72	I don't understand why you have all these rules about no parking and no dogs and the gate at Blackie Spit is supposed to be closed at 10pm and literally nothing gets monitored...Bylax is around sometimes, or during the day not when it's a gong show at night and rarely ticket when they are here, so really what is the point???
73	Lack of enforcement of parking signs, as well as fire hydrants and corners continued to be a major issue all summer. Cars park outside the boundaries of the parallel parking signs on Target and are often too close to stop signs or O'Hara Lane. There is occasional ticketing but rare. There is significant illegal parking during sunset and this is not enforced. When the parking lot at Blackie Spit closes, there is a high level of night time illegal parking on Target and many of these people are noisy and heading to the beach after dark (when the beach is supposed to be closed).
74	It really did not work people were crossing McBride two or three times to find the sidewalk it was used by children on bikes
75	The parking that you took away for walking at the 2971 McBride area has only left less public parking spots as the residents of those homes now all park in those parallel spots. All this has come about because the residents further down the odd numbered side of McBride have planted trees, put big rocks out, so public couldn't park there. Those residents spoke the loudest and they still have all there parking. There does to be some resistance parking on McBride in the summer. How would the whole beach feel about having all there street parking taken away?
76	I just don't understand how you think you have improved the situation. Your claim to increasing 25 new stalls is not true and upsets me ever time I read it. We have at least 30 new signs, and green lawns have been replace with recycled road grinds. I could go off on an emotional charged hate letter but I will try and avoid downloading my stress on you as I appreciate this is not an easy problem to solve and on top of that you have many self interest groups and egos all taking you to task. To make my point I will try and keep this to bullet form. Objective: As I see it. To improve the safety of seasonal visitors coming to beach during the summer as they walk from their cars to the beach. I think this describes what most of us agree is the big issue but what is missing is "without destroying the character of the seaside community." MY point being "this is a seasonal issue." My house is at 3102 McBride Ave and I see the traffic coming off Blackie Spit every day and night during the summer. I think I have as good feel as anyone for the traffic concerns. I estimate two weekends are"BUSY" in June, (4 days), July, 4 weekends (8 days), August 5 weekends (10 days), September 2 weekends (4 days). That is 26 days on weekends, throw in another 26 days for during the week. That is 52 days. That is 15% of the year. Last August we had 9 days of rain so it was less. If you don't buy into my numbers then lets go worse case scenario, 15 days in June, 30 in July, 30 in August, 15 in September for a total of 90 days or 24% of the year. 1.) One of the most negative actions you have taken is to randomly start enforcing the no parking rule on property at the top of a T-intersections. My count is a net loss of 20 parking spots on McBride between and Wickson Road. A residential lot is 50 feet wide and a typical car is 16 feet long. So lets say two cars parked parallel infant of each lot. Smaller cars maybe three. The top of the T-intersection at Agar, two lots (4 cars), Gardiner, 3 lots (6 cars,) Target 3 lots (6 cars), Gilley one lot ??? (not treated the same as Agar. 2 cars.) That is a total of 18 to 20 lost parking stalls by enforcing the no parking on frontage at the top of a T-intersection. 2.) A gravel pathway. The only place I have seen this being used is on McBride between Gilley and Wickson Road. I think that is in large part a consequence of all the angle parking (including 12 to 20 inch landscaping encroachments) on the beach side of McBride creating a pinch point on the road as you get closer to Wickson Road. 2971 McBride. As part of your walking path initiative you blocked access to the double parking stall on the north side of the double lot. In effect you you created one new parallel parking stall but lost two angle (inside property line) stalls. If guests were to come over they would typically double park behind the vehicles, so in effect you lost four stalls to gained 1. Net -3 spots in a prime location for easy access the beach. In addition these two angle stalls are out of commission 12 months a year so the residents must parallel park in front of the house all winter and step out of their cars into oncoming traffic. On top of that my brother rents the property to the north is at the top of the Agar T-intersection, so his renters now parallel park in front of 2971. That means you have lost two more parking stalls. Net -5. Plus because of the pathway you have stopped people from parking 12 metres from the stop sign instead of the typical 6. Net -6. You have also added at least 6 signs, and replaced what was for 70 years nice grass with 15 feet of gravel and concrete curbs. All for a 50 day a year problem. If you look on your map, at the red line, in front of 2970 McBride and 12156 Agar you lost another 4 stalls. 3004 McBride and 12182 used to have angle parking now it is parallel. Minus 4 more stalls. 3032 McBride and 12191 Gardiner had angle parking now it is parallel. Minus 4 more stalls. All this is with the walking path on the other side of the street. Your yellow line depicting parallel parking from 3038 McBride (Target) to 3003 is incorrect. That is pathway, only not parallel parking. I don't want to double count soles say two lots wide another 4 cars. Rumors has it you are going to create walking paths on Target, Sullivan and Alexander. Once again taking away prime parking stalls to create paths. Do you have numbers on how many bus riders come to the beach? The idea of removing parking in front of the restaurant and tennis court is completely backwards. Narrowing the turning radius of McBride at Sullivan is backwards. Why are you concentrating so hard on pathways when they are exasperating the problem. Perhaps if you were to widen the top of dike pathway from Target to the pier you would have fewer people walking on McBride. How about some seasonal washrooms next to the life guard tower? Why didn't I get this email directly
77	the corner of McBride and Sullivan was so dangerous. cars are always speeding around the corner and cars are parked all along the ride side of McBride. also on the left side as well people park where ever they want and not making it safe for people to walk. I was almost hit with my 2 year old son walking and the lady yelled at me as she was going 50 in a 30 zone, rushing to blackie spit on a monday morning.

- 78 There are way too many signs posted along this route now. Surrey city signs - 'No Parking' , 'Angle Parking' 'Parallel Parking'...And as well there is also the resident posted signs - 'Private Parking', 'Resident Parking Only', 'No Parking'...it is all very confusing and so many of the signs are ignored, especially the 'No Parking' near the fire hydrant and at the corners. The only signage should be the Surrey of City signage. The signage posted by residents needs to be removed. It is too early in the process to make anything permanent at this time. More time is needed to make necessary adjustments in the plan. If there is going to be a pathway, obstructions need to be removed, e.g. the large hedge in front of 2997 McBride blocks the pathway so walkers need to walk on the road to get by.
- 79 At the present the sidewalk is not being used by most people especially mothers and infants as they have to cross McBride twice and Gardner and Gilley to use the pathway. They then have to cross again to go to the pier or the beach. Much simpler to have all pedestrians on a sidewalk on beach side of McBride where they can divert to Target or the pier to get to the beach and do not have to cross any roads except Target which is not through so very little traffic on it. My daughter lived on McBride this past summer so we saw how dangerous it was. We are also residents of CB
- 80 The changes helped a little but by law needs to come down more often. People were parking in no parking spots all the time.
- 81 It is not working the way it is now - cars park halfway onto walkway and having it on 2 sides is ridiculous!! Hardly used by pedestrians
- 82 Made the situation worse

Based on your observations, are the angle and parallel parking spots clearly labelled?

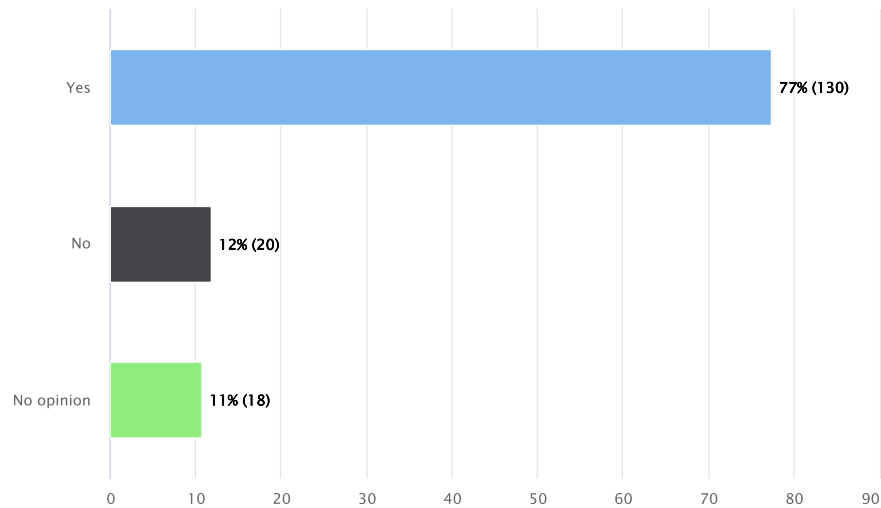
Respondents: 168



Choice	Count
Yes	68% 115
No	22% 37
No opinion	10% 16
Total	100% 168

Based on your observations, are the parking signs more visible than before?

Respondents: 168



Choice	Count
Yes	77% 130
No	12% 20
No opinion	11% 18
Total	100% 168

Comments:

Respondents: 76

Comments:

1 Hard to tell what the signs say with cars parked in front.

2 The parking/no parking signs are clear, but nobody obeys them and nobody enforces them. The walking signs are useless.

3 The signs need to be larger as people just simply ignore them and park where they want blocking driveways or creating safety hazards. We need these signs all over the beach everywhere that legal street parking is permitted on shoulders throughout the entire beach. We need to encourage foot bike traffic in order to reduce cars coming down to the beach somehow as there just is never enough parking on a sunny day in the only beach in Surrey. So unobstructed seamless walkways and bike paths and friendly big large signage plus bylaw officers that interact with walking police patrols to reduce the chaos at the beach must be created. We could expand the parking at Black Spit and remove the dog park but that will have other negative outcomes so everything must be done to get people out of cars as well as maximize the legal not for pay parking options all over the beach. Last summer we had cars just stop right on the road parked illegally on Gilley as well as on the legal south side gravel areas and reduced the road to single car only with small children on bikes and visitors traveling up and down it and on foot put at risk. Two cars could not drive down the street at a time almost every weekend. When Crescent Road was shut down it was a stand still gridlock parking lot with vehicles running for hours and people yelling vaping pot smoking drinking (yes drinking and driving right out on the street) and honking and driving up on lawns to try to get around other stuck drivers. Total nightmare and my kids were up for hours with the noise and chaos out on the street. This happens every summer and is only getting worse. Plus we now have muggings and stabbings that occurred last summer.

4 Signs made no difference

5 The disappointing part was the lack of enforcement of the parking changes. I watched By-laws officers drive right by cars parked in non-parking areas as well as in front of a fire hydrant.

6 Designated crosswalk with ped lights required

7 There should be some uniformity throughout CB. Somewhat confusing and too many signs. McBride looks terrible.

8 Slightly. But some visitors have commented the pedestrian ones next to the parking ones are unclear.

9 Ridiculous complex signage. Just leave it alone and go back to the way it was. Don't try to solve a problem that is non-existent. What a waste of money.

10 none

11 What a waste of taxpayer money

12 Just because they are more visible does not make them effective. Waste of money, yes. Effective, no!

13 Regardless of posted signs, visitors park however they want, wherever they want, whenever they feel like it and without any kind of consistent observation of posted policies.

14	People ignore the signs, just like they always have. Volume is the problem. No one policing the rules is the problem. Safety vehicle access is the problem. When the roads are packed with cars and someone is having a medical emergency and an ambulance can't get through the traffic is the problem.
15	The signs are visible, the problem is NO ONE follows them, pedestrians or cars. Pedestrians don't follow them because the walking paths don't work, and cars don't follow them and park illegally ALL the time. Every day I see tons of cars parked in no parking zones and in front of fire hydrants, and bylaws does not enforce. People park wherever they want, which is why I think a proper sidewalk with a curb down one side or the other will help control, at least allowing for a safe place to walk.
16	Just more signs for people to ignore. How many signs do we need?! A mess. And it is a fact - more signs mean less compliance.
17	Way Too many signs !
18	Very disappointed that Surrey as not removed the "private parking/resident only signs". When homeowners did not remove their signs I believe all Crescent Beach residents assumed, from everything said by Surrey when they attended our property owners meetings, that Surrey would be removing them. They ALL should be gone!!! You mention "removing a number of unauthorized obstructions and signage located within th public road allowance to support the public's use of the roadway" but then don't include a question for residents to answer on this type of signage (only Surrey signage). We expected more!
19	I believe these signs are creating a lot of confusion although appearing to be labelled correctly. While the signs in my opinion are more visible than before, many vehicles are not adhering to these signage indicators. Simplify this by choosing one type of parking sign either angled or parallel parking on each street.
20	If your goal was to create confusing unattractive sign pollution, the project was successful
21	Great signage causes mass confusion for visitors.
22	At present the walking path from Sullivan to Target is on the north side then abruptly changes to the south side with no cross walk. This is dangerous and people are still forced to walk on the road as the the walking path at some points is not passable when cars are parked there.
23	The sign on Beecher St that directs drivers to parking, immediately after they have crossed the railway tracks into town, needs to be changed or moved. It is right before the lane that leads to the Dunsmuir Farm property This is confusing to people who think they need to make a sharp right turn, but in fact, the actual turn is a little further on, and it slants to the right, onto Sullivan St. We have encountered cars trying to turn onto the Laneway, which requires a key. Then they have to back up into oncoming traffic coming to town It's actually an hazard. Instead, they need to proceed just a little further along Beecher St and then turn onto Sullivan The signage is misleading
24	Why is it some residents park their collection bins on the sidewalk (walking paths) forcing people walking with children or dogs onto the road? Did any of the people at Surrey play Sim City in their youth, apparently not!
25	Inconsistency of sign usage confusing. I repeatedly approached individuals pulling into park to explain the signs and point out they were parking in an area where parking was not permitted and they risk being ticketed.
26	It's simply confusing as these switch from one side of the road to the other
27	Far too many signs probably because the parking arrangements are complicated.
28	Due to our address at 3032 McBride we are in a no parking zone and find it absolutely ridiculous. There is lots of room to park in front of our home. Whenever busy people parked there. We, however, have had to park our car not in front of our home.
29	With all due respect, this is nothing more than window dressing. It does not address the key concern of the vast majority of Crescent Beach residents, which is that we are utterly inundated with traffic during the summer. A few years ago, a traffic counting hose was installed at Crescent Beach. I cannot comment on the accuracy of the number of cars recorded in a 24 hour period, but I have heard it was in excess of 14,000. On some busy weekends, I have tried three times in one afternoon to drive up the hill for groceries, only to give up and come home due to the volume of cars lined up waiting to leave our community. This situation is a health risk to people living at and visiting our community, as emergency vehicles cannot move as quickly as necessary. I know you have heard all of this before, but nothing ever happens to address the problem. So I guess we will just keep complaining, hoping that one day, the congestion will ease. Please consider shuttle buses which, if properly managed and promoted, might give us residents some degree of relief from this traffic gridlock.
30	Clear but confusing as the rules change so often. Better to have more consistency on each side.
31	I see that there are more parking signs but it is more confusing than before. As per my recommendation on the previous question I think it is safest and least confusing to simplify the parking rules Allow parking only on the north side of McBride and no parking anywhere on the south side of McBride as the south side of McBride would have a pedestrian pathway the full length of McBride between Sullivan and Wickson. Since the goal of this project is to create safe pedestrian access to the beach from the bus stops, formal cross walks with appropriate signage must be placed across McBride at Sullivan, Target and Wickson Streets. Also safe pedestrian pathways need to be created on Sullivan from the bus stop to the beach as well as on Target & Wickson. As per my recommendation for McBride I think a clear pedestrian pathway should be on one side of Sullivan, Target & Wickson streets with no parking allowed on the side of the street with the pedestrian pathway. Parking should only be allowed on the other side of these streets. The same logic also applies to Alexandra Street south of Sullivan. Currently pedestrians walk on these streets competing with cars that are looking for parking, a very unsafe situation. A clear pedestrian pathway must also be created on Sullivan from the bus stop to McBride. This should be on the north side of Sullivan ie the same side of the street where the bus stop is located.
32	People don't always take time to read and understand signs. Keep it as simple as possible for success
33	However people are dumb and cannot read , like seriously
34	Just too confusing to take it all in, especially when they are visitors and don't really care about rules & regulations. Like the dogs.
35	Way too many changes along a given length of street. The signs are accurate and well located, but there are so many that it is confusing.
36	- The signs are an eye sore for residents and there are SO many. - Visitors to the area do not following the signs are choosing to park wherever they please.

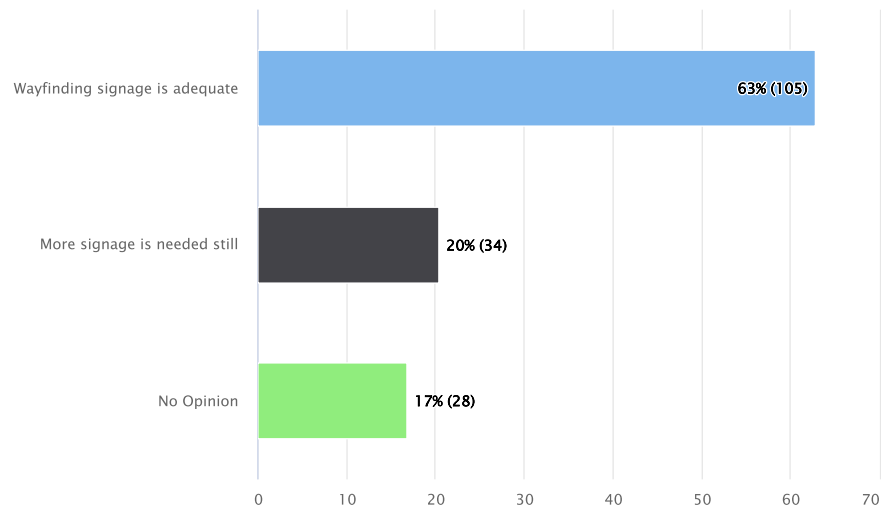
37	see previous parking suggestions
38	But people double parked and blocked driveways anyways. It didn't make a difference
39	The signs are great.
40	On very busy days, drivers were parking anywhere and everywhere and were NOT paying attention to the signage.
41	Too many signs--very confusing!!!
42	Of course they are. They cover the entire boulevard.
43	Visible but unclear what angled parking is
44	There are far too many signs and changes in parking direction and locations.
45	Go back to the way it was and have designated bylaw ticketing and towing people all day everyday to recoup all the money you have wasted on this project.
46	There must have been some clarity to the designers of the signage but there are so many facing so many different directions it's comical. and particularly confusing to newcomers in busy traffic with kids in the car trying to figure out where they can park
47	Parking enforcement is critical as well. You need a lot more bylaws officers.
48	There is a sign every few feet and the walkway not being continuous just comes across as an entirely confused approach. Some angle parking, some parallel parking, some walkway, some not.... So many signs went up this summer. There are more signs than birds.
49	It is a hodge podge of signs that although clearly visible, are confusing and clutter the area.
50	Currently there are far too many signs.
51	There are so many signs along the street now that it looks horrible and people are confused! The walkway is very narrow and there are impediments and landscaping that are on city property that obstruct the walkway. Not enough room to pass anyone and not enough room for a family to walk together so it is not helping.
52	Based on my observation, the signs made it worse and people ignored them. It also created more chaos as people continued to park anywhere they saw space
53	Too much variation in signage (some are regular city signs, new round ones don't carry the same authority) and variation in parking options (some parallel some angle)
54	The parking signs are very confusing I recommend this be simplified with a few signs making it clear that No parking is allowed on the south side of the McBride where the pedestrian path is & parking be allowed on the north side only
55	They are clearly labeled and visible but they are ignored by many visitors to the beach. I have continued to see many parking violations.
56	Too many signsnot enough public parking due to these changes
57	Needs a diagram for ESL.
58	I feel as if the signs are more visible however people still choose to not follow the rules so maybe not. Many people still park illegally.
59	In my opinion it's not the signs that are the issue, it's that there is little to no enforcement, fines and towing, of illegally parked vehicles.
60	Too many
61	Too many signs , the two questions above are ridiculous!
62	The whole thing is very confusing . Go for a walk and see it for your self
63	There are TOO many signs, it 's confusing. It should be for residents only like all the other communities with beaches in the lower mainland, or at the very least make it paid parking. You could clear away the brush along the railway down Bayview to add spots. The sign on the right is too busy, they should either say parking or no parking, make it simple. but it needs to be enforced! or why do it.
64	Parking signs were confusing and rarely enforced.
65	Signage is clear. However, I would recommend discontinuing Two Hour Parking. Parking should allow for people to spend the whole day at the beach.
66	I object to the signage and new regulations re 2 hour parking limits
67	Those signs are a joke two or three signs on top of each you have to stand there for 5 minutes to read them
68	Way too much signage
69	So unnecessary. One sign for one spot. As you can see in the background the owner somehow doesn't have to obey the same rules as everyone else and only has enough width for a walking path. No cars parking in front of his house.
70	people were still getting confused with the signage.
71	Too many signs make it too confusing! They are clearly labelled and visible, but there is an over abundance of signage which tends to be ignored.
72	the combination of parrallel and angle parking on the same street is very confusing for visitors. I think it should be parallel only on McBride and angleparking away from the heavily congested McBride ave.
73	Fine as is , please don't change them.
74	The work isn't completed. There was a commitment by the City to have all "no parking" signs in front of houses removed. The people who have theses signs in front of their houses need to be told to either remove them or the City will do it for them./

75 There should be signage at the four way stop before coming down the hill to crescent beach to let people know when the parking lot is full so that it stops additional traffic from coming down. Also, the paved walking path isn't needed on Kidd but it is needed down the entire Sullivan street. People coming off the dyke access at Sullivan and Beecher have to walk on the road down Sullivan street, it's very dangerous.

76 The signs are haphazard and have ruined the look of the roadway

Is this way-finding signage adequate or is more signage still needed?

Respondents: 167



Choice	Count
Wayfinding signage is adequate	63% 105
More signage is needed still	20% 34
No Opinion	17% 28
Total	100% 167

Please tell us where.

Respondents: 25

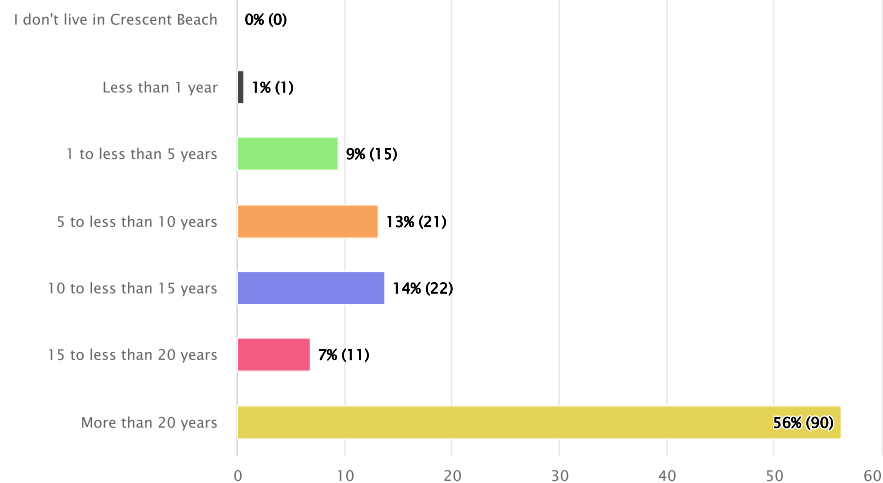
Please tell us where.

- 1 All the way down to the beach at the top of Beecher street before cars head in. End of Beecher street at McBride. At McBride at the end of Sullivan. Before the gate entrance. Perhaps a large map and picture of Blackie Spit Parking can be erected to tell people there is a designated parking area available to check out. Also when the park is closed and the parking gate is closed. Then when there is not enough parking and a driver exits they need to see signs as to where to go for street parking or what to do. Also too many drivers are entering the parking lot going the wrong way creating a safety problem for kids on bikes and people on foot. That sign needs to huge. There needs to be a sign at the exit saying no entry.
- 2 Before the tracks. Right after the tracks at the angle to Sullivan. On Beecher at McBride. At McBride and Sullivan. Along McBride north of Sullivan
- 3 The other option should be the signage is useless. It did not help. Speeding is the issue. Parking should be pay parking and ticketing those not obeying. Street parking should be resident parking only by permit.
- 4 The electronic placard and signs were obvious to residents as changes, but I don't believe visitors noticed or adhered to them at all.
- 5 I don't have an answer other than a reduction in public parking, which is the exact opposite of what the city is choosing to do. Resident only parking is required and owed. Visitors should have a positive experience, but so should residents. Currently it seems everyone is frustrated.
- 6 This signage example is very confusing and would be difficult for a visitor to interpret. The city can do better.
- 7 As mentioned previously, the signage to direct people to turn right onto Sullivan St needs to be changed or moved. It directs people into the locked Laneway, but they don't realize their mistake until they find themselves up against a locked gate. Getting back onto Beecher St is tricky and dangerous. We've seen people trying to negotiate it this summer
- 8 Signage at 128th and Crescent road to state that parking is limited especially in summer months to prevent people coming down and circling for long periods looking for parking spaces. Directing people to parking at the Crescent Park site, the school parking lot(Crescent Elementary) and walking down. Very limited Handicap parking -perhaps having some at Target or at end of Sullivan near beach or a few at Spit.

9	Car drivers don't discover this sign until they're already at the entrance to the parking area. More signs need to be posted at the entrance to Crescent Beach on Sullivan and Beecher
10	Larger signage and additional signs along McBride
11	everywhere,, people are like cattle ,, so dumb,, park on lawns in driveways,,, its a joke here,,, not too sure if Surrey is trying to make it so miserable here for residents that we leave ,, come on do better,, slow the traffic down etc
12	Signage needs to include additional wording " Parking Lot Closes at Sunset" or something similar.
13	More directions to parking lot location. Some cars drive wrong way on the one- way section in parking lot. Need wheel chair parking.
14	The whole of Crescent Beach is impacted by a significant increase in vehicle traffic. Simply adding signage to one section of one street will not be adequate. I live on the south end of McBride and we have significant issues with parking overflow on that side and there are issues with parking from people using the beach on both sides
15	People are still parking in the road allowance
16	Beecher and McBride direct them to turn right to Blackie Spit
17	The ONE WAY signage is not at all adequate especially in front of Crescent Beach swim Club. Lots of cars are still driving the wrong way.
18	When you enter over the rail tracks signage should be there to let you know where the parking lot is
19	There should be a sign on the corner of Beecher and Sullivan instead of the big P sign at the end of McBride and Beecher, which creates a drag strip on the stretch of McBride, between beecher and Sullivan as people race to find parking
20	On the North one way exit from the paved lot by the washrooms. The sign faces the ocean there, not the drivers who see a car coming out there and who then turn in there. Please turn the sign so it faces the drivers and make it the "do not enter" and red "wrong way"
21	Signs should be present at the entrance to Crescent Beach on Beecher and Sullivan
22	It's a free for all out here. Terrible.
23	Beecher Street turnoff to Blackie Spit sign is not well-placed - it seems to direct people to turn down the gated lane that leads to the Duncsmuit Garden site
24	It should say "Beach Visitor Parking "
25	Further south down McBride. Some additional signage on Sullivan and Beecher too.

How long have you lived in Crescent Beach?

Respondents: 160

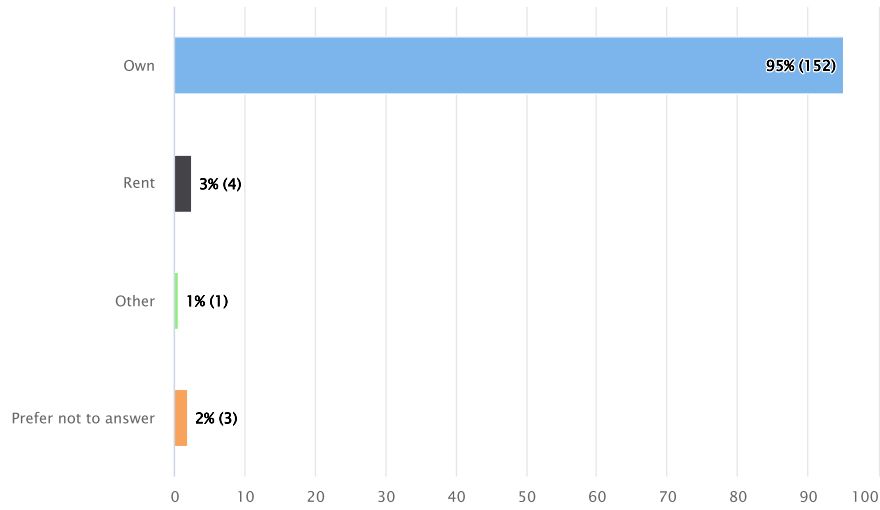


Choice	Count
I don't live in Crescent Beach	0%
	0
Less than 1 year	1%
	1
1 to less than 5 years	9%
	15
5 to less than 10 years	13%
	21
10 to less than 15 years	14%
	22

15 to less than 20 years	7% 11
More than 20 years	56% 90
Total	100% 160

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

Respondents: 160



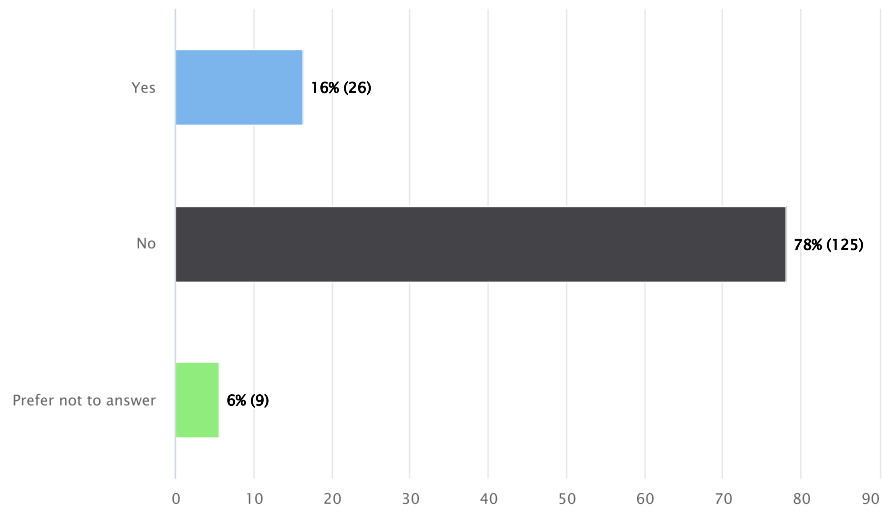
Choice	Count
Own	95% 152
Rent	2% 4
Other	1% 1
Prefer not to answer	2% 3
Total	100% 160

If "Other", please describe.

- 1 Own a cottage used by family and have rented the same to friends.

Do you live on McBride Ave between Sullivan Street and Blackie Spit?

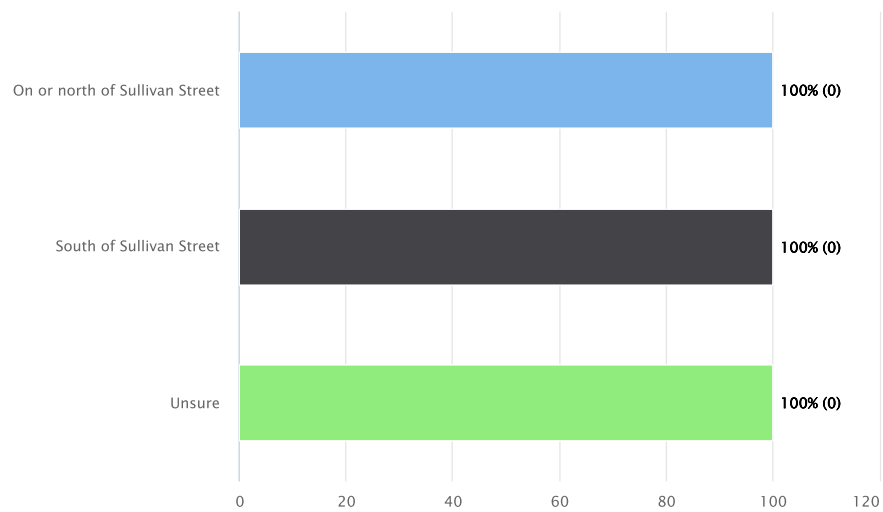
Respondents: 160



Choice	Count
Yes	16% 26
No	78% 125
Prefer not to answer	6% 9
Total	100% 160

Where is your business located?

Respondents: 0



Choice	Count
On or north of Sullivan Street	100% 0
South of Sullivan Street	100% 0
Unsure	100% 0
Total	100% 0



Paved Pathway along the North Side of McBride Avenue

ENGINEERING
DEPARTMENT