

THE CORPORATION OF THE
CITY OF WHITE ROCK
CORPORATE REPORT



DATE: February 22, 2021

TO: Mayor and Council

FROM: Jim Gordon, P.Eng., Director of Engineering and Municipal Operations

SUBJECT: Transportation Master Plan – Survey Results

RECOMMENDATIONS

THAT Council:

1. Support walkability as a transportation infrastructure priority;
2. Direct Staff to make improving walking networks, sidewalk infrastructure and traffic safety a priority during the Integrated Transportation and Infrastructure Master Plan’s next phase of public engagement; and
3. Direct Staff to develop a walking network and a phased implementation plan as part of the Integrated Transportation and Infrastructure Master Plan.

EXECUTIVE SUMMARY

Transportation plays a key role in the daily lives of residents, visitors and for local business with real implications on quality of life. As part of the ongoing Integrated Transportation & Infrastructure Master Plan (ITIMP), the City launched a survey to identify current transportation issues and opportunities.

The purpose of this report is to provide Council with a summary of the survey results and to seek Council’s direction on transportation infrastructure priorities in advance of the and the next phase of public engagement.

PREVIOUS COUNCIL DIRECTION

Motion # & Meeting Date	Motion Details
2019-528 <i>November 18, 2019</i>	THAT Council: <ol style="list-style-type: none"> 1. Receives for information the corporate report dated November 18, 2019 from the Director of Engineering and Municipal Operations titled “Preserving Road Right of Ways for a Sustainable City”; and 2. Directs staff to continue to administer the Street and Traffic Bylaw with respect to new encroachments as well as at the time of property redevelopment. <p style="text-align: right;">CARRIED</p>

INTRODUCTION/BACKGROUND

Transportation decisions affect our community's health, environment, and economy. An efficient transportation network ensures community members can safely move in and around White Rock. Transportation also plays a key role in our daily lives and has real implications on our quality of life.

The City of White Rock is developing an Integrated Transportation and Infrastructure Master Plan (ITIMP) to help address current transportation challenges and shape the future of transportation in White Rock. This master plan is an update to White Rock's previous transportation plan, the "2014 Strategic Transportation Plan."

The ITIMP includes key themes such as walking, cycling, access to transit, neighbourhood parking, driving and truck traffic, and traffic safety. It will provide a long-term strategic plan that will guide transportation and infrastructure decisions for the next 20 years.

With in-person restrictions ongoing during the COVID-19 pandemic, the City's consultant, Urban Systems, prepared a survey to identify issues and opportunities related to transportation. The survey launched on "TalkWhiteRock" on December 23, 2020 and closed on February 1, 2021, receiving 197 total contributors (188 responses and 11 "pins" for location specific comments).

The survey results are in Appendix A and the survey comments are in Appendix B. A summary of the responses is as follows:

- **Improving traffic safety** was the highest ranked desired outcome of the ITIMP; it was followed by reducing travel times and congestion and improving environmental outcomes.
- **Walking** was ranked as the highest priority aspect for White Rock's transportation system; it was followed by traffic safety and access to transit.
- **Walking Network** was identified as the transportation facility in need of most improvement. Major streets and neighbourhood streets were ranked next.
- 52% of participants drive alone, 11% use transit, and 9% walk to school or work.
- The **lack of sidewalks or pathways** is the main challenge to walking in White Rock.
- Most respondents walk daily either for transportation purposes and/or for recreation or exercise purposes.
- Respondents stated that the City can build more trails and pathways or widen and improve existing sidewalks to encourage more walking.
- When asked how we can improve driving or carpooling, the top response was "improve walking, cycling and transit to reduce the need the drive."
- 44% of the respondents were age 65+, and 25% were age 55 to 64.
- 82% of the respondents were White Rock residents.

Based on the responses, residents identified walking as the highest priority aspect for the City's transportation system. As most respondents walk daily either for transportation purposes or for recreation and exercise, improvements to the walking network is necessary to improve traffic safety for this mode. It is recommended that the City develop a walking network with a phased implementation plan for the network, and that the next phase of public engagement emphasize walking and improving traffic safety.

FINANCIAL IMPLICATIONS

Not applicable.

LEGAL IMPLICATIONS

Not applicable.

COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS

The survey was advertised on the City of White Rock website, social media, news release and print ads in the local newspaper. The survey page received 197 engaged visitors either contributed to the survey or “placed pins on places” to provide location specific comments.

The next phases of engagement will be through virtual consultations and surveys as there are in-person restrictions due to the COVID-19 pandemic.

INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS

The Manager of Communications has provided input in the public engagement plan and Transportation Master Plan survey.

CLIMATE CHANGE IMPLICATIONS

Transportation contributes over half of all greenhouse gas emissions in White Rock and approximately 45 per cent region-wide, making this Master Plan critical for achieving these sustainability targets. Currently, about 80 per cent of all trips made by White Rock residents are by car, so encouraging the use of sustainable transportation modes like walking, cycling, and transit is now more important than ever.

ALIGNMENT WITH STRATEGIC PRIORITIES

Not applicable.

OPTIONS / RISKS / ALTERNATIVES

The following alternative option is available for Council’s consideration:

1. Not incorporate walking network, sidewalk infrastructure and traffic safety focuses in the ITIMP process.

If Option 1 is selected, there will no significant improvements to the City’s walking network, sidewalk infrastructure, and traffic safety as the ITIMP will then not provide additional focus in these areas that were identified by participants as priorities and ranked as their preferred outcome of the ITIMP.

CONCLUSION

Transportation decisions affect our community’s health, environment, and economy. The City launched its first ITIMP survey to identify current issues and opportunities relating to transportation. Receiving 197 responses, residents rated improving traffic safety is their most desired outcome of the ITIMP and ranked walking as the highest priority for White Rock’s transportation system.

Additionally, encouraging walking reduces traffic congestion and improves environmental outcomes – both ranked as the second and third desired outcomes of the ITIMP.

Therefore, it is recommended that Council support walking as a transportation infrastructure priority, direct staff to focus on walking and improving traffic safety during ITIMP's next phase of public engagement, and direct staff to develop a walking network and a phased implementation plan as part of the ITIMP. These recommendations align with feedback from the ITIMP survey.

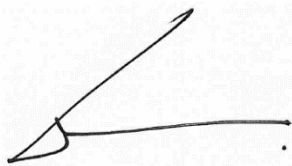
Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Jim Gordon', written over a light grey rectangular background.

Jim Gordon, P.Eng.
Director, Engineering and Municipal Operations

Comments from the Chief Administrative Officer

I concur with the recommendations of this corporate report.

A handwritten signature in black ink, appearing to read 'Guillermo Ferrero', written over a light grey rectangular background.

Guillermo Ferrero
Chief Administrative Officer

Appendix A: Transportation Survey Response - Detailed Summary
Appendix B: Transportation Survey Comments

Appendix B

Transportation Survey Comments

Would be wonderful to turn railway track area into bicycle only pathway
White Rock is less than 2 sq miles. Let's improve the sidewalks, back lanes and crosswalks. Perhaps better shelters for bus users as well. Outside commuters, etc. simply have to live with our City and we need to focus on the residents.
White Rock is a wonderful place to walk - and it is possible to meet all your shopping and recreation needs on foot. More paths and sidewalks make walking more attractive and safe.
White Rock increasing population is not supported by the infrastructure!
Whatever you do, taking cycling as an example - needs to be looked at withing the context of mutliple jurisdictions and connectivity. Going west to east - Marine Drive is great for scenery but can be pretty busy in good weather and has no bicycle defined space - and leads to either continuing on 8th or dropping down to 0 avenue (which is the last good east/west road to ride - please do everything you can in your work with Surrey and Langley etc. to maintain 0!!; 16th is generally busy and doesn't have a bicycle defined space; 20th in Surrey is very fairly busy at times and has a mixed bag in terms of bicycle defined space; 24th is very busy with Morgan Crossing now - and is mixed in terms of bicycle definition; 32nd is bad.
What is the return on investment between taxes paid to Translink and how much Translink returns to our community in the way of services. How much parking tax is paid to Translink from White Rock. What other taxes are paid to Translink by our community.
Why does this survey not mention the relationship between transportation and the BNSF railway in our community. What is the long term strategy of the city regarding reducing rail traffic along the White Rock waterfront. Why is this issue not addressed in this survey?
We need traffic calming and safety for pedestrians 15600 to 16000 blocks of Marine Dr. Angle parking on lower Johnson Road is an extreme hazzard and traffic obstruction.
We need side walks. I don't feel safe walking with my daughter on the road and the old excuse that "this is White Rock, people don't speed" is not good enough.
We live in a relatively small town, why does everyone have to drive so fast. I think more traffic calming is needed on main streets including Buena Vista and Thrift. These streets need to be beautified as well. There is not a single stop sign between Staydt and City Hall - it invites people to race all the way along this stretch of road.
We live in a rainy area, for safety we need adequate lighting for both pedestrians and vehicles.
We feel a bit neglected when it comes to public transportation
We are adding thousands of residents and have not improved the roads.
Trying to get to the Tsawassen Ferry from White Rock takes almost 1.5 hours because you have to go to Bridgeport Station, then transfer to the 602, retracing your route. Should be a small bus direct to ferry several times a day.
Trucks (container and dump) are making traffic frustrating. 32 Ave and 16 Ave should both be double lane. With all the development going on and 32 Aveand 16 Ave are becoming increasingly busy and are projected to get even busier.
too high of condos as that brings in 1-2 vehicles per unit, and then these vehicles all need to get out of white rock with great difficulties
This Plan is an update to the 2014 Strategic Transportation Plan so it would have been helpful to provide a link to that plan so we know what Plan is being reviewed and updated.

<p>There are two things that aren't in white rock specifically. however, they no doubt heavily effect many in our community. First, push Surrey and province for better connections to highway 99, both at 152nd and 24th and second the Massey tunnel is ridiculous. we need to push the province to replace it ASAP.</p>
<p>The sheer number of dumptrucks using and parking on city streets is bad for air quality and creates parking and safety issues (I've seen them park backwards). Because of all the development of high rises dump trucks should be forced to use arterial routes like 16th Avenue rather than Pacific and Thrift. Also developers should be forced to find appropriate parking not on residential streets for dumptrucks and their tenders when waiting for their turn to load up.</p>
<p>The major traffic routes from the town center to the beach are steep, poorly lit and in many cases has very poor signage. Speeding is epidemic on the hillside and there is absolutely no traffic enforcement by our local RCMP Detachment. They spend way to much time on the beach and not nearly enough time policing how people get there. Its well past time that we see some traffic enforcement on the Columbia Hillside. Council needs to instruct the local detachment to make traffic enforcement on the hillside a priority, people treat stops signs like they are a suggestion not a requirement.</p>
<p>The elephant in the room for transport in White Rock are the freight trains, they need rerouting, a small station reestablishing, and commuter trains and leisure trains on weekends and holidays in their place. People would come from miles away and the seafront would boom again without traffic issues</p>
<p>The double decker buses seem a little over kill for White Rock. They appear to be used for a bus loop turn around in White Rock for the sole purpose only.</p>
<p>The construction due to over-development has ruined the roads and pavement on many of our arterial roadways. There are many safety concerns with regard to mega trucks blocking every avenue. It's just getting worse. Stop the over development. Bring back the direct bus to downtown Vancouver. I know you can't, but that is what would make life easier, in my opinion.</p>
<p>The conditions of some of the roads are horrendous. Thankfully, the Bosa towers are complete, but Thrift Ave was a dangerous mess for three years and they have only paved a small part. It is still rough from Johnston to Findlay. I have written about the state of the roads and nothing has been done. Demand better from the developers who tear up the roads and don't fix it properly.</p>
<p>Thanks for looking at this issue and also considerable more walkable options. I'd love to have ways to stay local without using a car. I used to use transit a lot but don't as it's so laborious and inefficient to get anywhere.</p>
<p>Thanks for asking.</p>
<p>Many of the road right of ways that have stairs and benches are rarely used. Signage, walk route maps and maybe development of a Phone app for guiding and incentivize walking, biking etc in our City. Ie. walking, cycling rewards app.</p>
<p>Thank You for what your doing !</p>
<p>Thank you for the opportunity to share input</p>
<p>Stop building high rises. We don't have the infrastructure to support the increase in population, and the climate crisis indicates that the infrastructure that would be necessary, especially for private vehicles, would cause even greater damage to the environment.</p>

<p>Still trying to understand why Mayor and council would object to some tree trimming to enable double decker busses. That seems highly obstructive and ridiculous - especially when we have just had a power outage due to overhanging branches hitting power lines. That is HIGHLY short sighted, ultimately very costly and inconvenient to put it mildly.</p>
<p>speeding on 16th Avenue is excessive</p>
<p>Sight lines at some intersections poor</p>
<p>Rules must be established for skate boards and powered stand on transportation devices. They are proliferating some cities and will become more prevalent here. Segways did not stick because they were too expensive but these powered stand on devices are cheap and popular.</p>
<p>Require more walkways</p>
<p>Replace broad-glare street lights with modern downcast LED lights. Add Traffic Calming and lower speed limits.</p>
<p>Reduce speed limits. Make bike paths so people don't ride on the sidewalks</p>
<p>Public alternative transportation to the beach needed for those not wanting to take a car. Community shuttle too infrequent and routes are not direct. A funicular, as seen in other communities with steep hills (e.g., Edmonton).</p>
<p>Pls add weather protective shelters at as many bus stops as you can without the metal pieces placed in between on the seats that take up space. Pls make it possible on transit for ppl to bring their personal wheeled shopping buggies onto the buses as currently there isn't really a place for them to go - they take up the aisle which is needed for boarding & getting off & risks tripping ppl. These are needed by residents to go to the library & run errands since they can't carry what they need to bring back. Pls make some of the transit seats with the old padding on them like the old 351 bus had as ppl like me cannot sit in the current ones as the reverberation goes through my spine & is very painful - it means I have to stand every time I go somewhere & again I am blocking ppl that need to get in/out. It's stressful as there is very little room for me & not a space I can stand out of the way & safely hold onto a pole in front of me or beside me. I am not the only one this is happening with. Can you pls get transit to reduce the volume of the stop recordings. Thank you</p>
<p>Please update all the stairs and pathways down to the ocean. Many need railings and/or repair. Many stairs are cement ... and chipped. I would love a map and I think the public would appreciate it, too. They could park up top and find a safe path down. At the ocean we cannot safely walk down the cement ramps and onto the beach because of loose rocks and sand. A railing on one side (or two!) would help immensely.</p>
<p>Please make safe all sidewalks. Some, like on Columbia, are rough and uneven. Some pathways to the beach are well maintained but others are not. Very inconsistent. I walk from uptown down to the beach regularly and some pathways and sidewalks are much safer than others. Thank you.</p>
<p>Please continue to densify Uptown to create a walkable centre.</p>
<p>Parking is a huge stumbling block in WhiteRock. The parking challenges have not been addressed by several city councils. We hope this council with Mayor Walker will consider this challenge a priority. A very concerned tax payer.</p>

<p>Oxford St., between thrift and 16th has turned into a high speed freeway. We walk in that area often as we head from Everall St. to the ravine and tennis courts. The elderly coming from Evergreen Care Home are in dire danger of being hit on a regular basis. We are too, but we run across. Some traffic calming in that block (roundabout) and another cross walk mid way up would probably save a life. It's crucial to fix the problem. It appears to be the route for most traffic coming off the freeway at 148th to access the beach. The ravine, tennis courts, garden, track, children's park, rink etc are all places most people walk to. The speed is too high on that stretch. Even the crosswalk at the top of Oxford is not enough. The cars speed up the hill and towards it or towards the turn at Thrift. Traffic calming and a roundabout mid way would improve the safety immensely. thank you for the survey.</p>
<p>On Johnson, the concrete jutting out into the road hampers traffic. If it was meant to do that, there has to be alternatives given.</p>
<p>Noise pollution from vehicles or motorcycles revving their engines and tires</p>
<p>No more high rises ! there are already way too many cars in White Rock !</p>
<p>More speed control and pathways to walk</p>
<p>More sidewalks and bike lanes that are safe Bike paths along marine drive would be awesome Lower the speed limits way to many people speed around white rock</p>
<p>More police presence, the amount of mva infractions is bad, enforce not just educate. speeding is an issue, marine drive business deliveries is a total disregard for public safety. Spend money on roads like you did at Royal ave between Fir and Johnston, nice road!! invest in our infrastructure and not just grandiose monuments. Stick with a plan and endeavor to move forward with a plan. connectivity, start with intersections and plan to connect sidewalks to it, have to start somewhere. most roads have no sidewalks.</p>
<p>More police monitoring of cars driving across crosswalks when the walk signal is on , especially on Johnston and 16th ave</p>
<p>More police enforcement. Too many speeders and loud motorcycles.</p>
<p>More police enforcement needed. Reduce speed limit on all roads to 30km. I see cars speeding at over 80km every day but never see police.</p>
<p>More neighbourhood permit parking</p>
<p>More amd safer, well maintained cycling lanes. Upgrade and maintain sidewalks.</p>
<p>marine drive: start here, noise (you have a bylaw) speeding (you have signs), big trucks (use 16th route) , traffic calming lights, lighted crosswalks, weekends close down to walking cycle bus only, one lane one way only. This all ties to WR being GREEN and eliminating the exhaust from the continuous lines of cars sitting idling on marine east to west beach areas</p>
<p>many roads are in need of repair, pot holes and very poor condition</p>
<p>Making one way roads in the town centre to reduce congestion. It's already congested and will be worse when the high rises are finished</p>
<p>Loop bus - small but frequent connecting large apt. buildings and commercial establishments with waterfront recreation, living and entertainment areas</p>
<p>Looks like the current status has been around for quite some time with the exception of a tremendous amount of new buildings/housing being added in the last couple of years. In spite of the additional new tax revenue this represents, it does not appear much if anything was being done to improve the infrastructure needed with regards to keeping up good standards and general quality of life.</p>

look at a series of one way streets downtown and allow people to park near there homes but try to restrict those that have parking stalls to use them and not the street
Less transfers and more direct route particularly for Vancouver commute.
Learn from European countries how to improve transportation
Kudos on the Christmas decorations on the beach, also love the lights in the trees on Johnson road to Buena Vista Ave.
Kent Seniors Bus when not in service might be useful as an "on call" pick up loop schedule to the beach and lunch hour for elders; Perhaps have regular festival's bus/trolley loop again
Keep it dog friendly, small town feel. Patrol to ensure residents and guess follow rules on promenade. Provide better transit Route/ bus service so residents can take direct and efficient public transit to work downtown without taking 2 buses and a sky train.
Improve oxford between thrift and North Bluff, with more room for busses to stop. Perhaps remove parking on one side? Improve the intersection of thrift and Oxford (In my uneducated opinion, I think a roundabout could work) Work with Surrey to Improve the intersection of Oxford/148 and North Bluff/16th. Add left turn arrows.
I'd like to encourage those making decisions affecting transportation in White Rock to try hopping on a bicycle and riding around on the major routes such as 16th, Marine and Johnston. It's terrifying!
I would stop driving to town center if it cost me a \$1 for the short transit trip instead of \$2.40 to \$3 one way fare
I would be happy to spend some time with someone from the Transportation Planning Team to discuss the concept of a Tram System for White Rock. Imagine how awesome it would be to park your car somewhere uptown (a new parking facility integrated into Semiahmoo Mall?) and then jump on the tram to White Rock Beach! With all of these (high income) people moving into highrise developments uptown, the density will support it. And finally, we could create the easy access to the beach that is necessary to deliver sustained traffic to Marine Drive businesses. White Rock could be the coolest destination in the Lower Mainland to bring your out of town guests. Even more so than it already is.
I work on Russell and best area and it is not safe for us as they is no parking for business staff. Everywhere is resident only and those areas are empty. Let businesses buy parking passes for the staff so we don't have to walk 6 blocks in the darkness looking over our shoulder worried about the nutters wondering the streets.
I think the roads near marine drive like Buena Vista , Vidal, Victoria and Columbia should be 30km for safety of walkers and cyclist as once drivers are off marine drive they speed up the hill and down the hill and it is dangerous
I think the City of WR and the City of Surrey should get together and fight to reinstate the 351 from Crescent Beach to Bridgeport
I refuse to use underground parking so that's not a solution. Stop building bump outs drivers no longer know how to negotiate a right hand turn. they always pull wide now into oncoming traffic.
I own a Tesla and there are very few options for electric charging. My strata has refused to install an EV charger so I am stuck driving all the way to Surrey Guildford or Twassessen Mills for a full charge. In Richmond the new hi-rise developments have EV chargers in each parking stall. This is the way of the future and it feels like the City is way behind on.

I live on Stayte Rd. in a condo building. The exit of our parking lot is directly onto Stayte Rd. With elementary and high school traffic in the morning particularly, as well as people going to Marine Drive to the access the beach along Stayte it can be a very long wait to get out of our driveway. I hear another building has been approved and now we will be adding another 50 to 90 or more cars to exit onto this same area. Why are so many buildings approved without thought to the traffic? It is happening all over this city.

I live on Foster/Roper and have asked (unsuccessfully)the previous council to put speed reducing elements on Foster between Thrift and Buena Vista. Over the years we have had several accident and near accidents on my corner and the corner of Foster and Prospect. Due to the slope of Foster, crossing these intersections is dangerous for both pedestrians and drivers. The situation has become worse since there is more traffic on 152nd Street and drivers speed along Foster (in both directions) to avoid traffic lights along Johnston. Loud motorcycles and trucks accelerate hard, especially when driving up from Buena Vista.
Suggestions: add speed bumps, narrow the road, bump out sidewalks and introduce raised crosswalks. Restrict access to Foster from Buena Vista (no left turns from Buena Vista).

To help with introduction of 30km/h speed limit, we would need hundreds of speed bumps all over the city.

All this costs money and I suggest that for all on-street parking there should be Permit Parking, which already has been implemented for some streets. This will help pay for all the new walking/cycling infrastructure.

I have an underground parking space in my condo building but would be happy to pay for extra permits so that when my children can come visiting again (after Covid19), they can do so and park on the street with the permits.

In the long term it would be good to have some noise radars that will ticket those with loud trucks, cars or motorbikes. It would not only reduce noise- but also exhaust pollution.

I don't understand your population estimates. 21K now. 27K in 25 years? With Landmark at 75 stories, then Semiah, Altus, 2 x BOSE, Altus, Phantom, etc., etc. I understand deaths, moving, and so on, yet there is even more density planned over the next 25 years...No? Where will even the NEW, CURRENT hi-rise residents of these buildings park? I live on Winter St. & we could NEVER have visitors park near our building during daytimes during the construction. Workers arrived at 6am and stayed all day.. We (as a strata) approached Council for signage, but were denied. Can't imagine we will EVER be able to park again on our street near our residence once BOSE buildings begin to fill. The lanes on Thrift are now SOOO narrow. The exit from the Bose underground is only "feet" from the corner. Accidents will happen - "Guaranteed" as people "whip out" of the underground. It's as if there was NO thought at all to infrastructure planning of any kind before the hi-rises began to be built.

I can't believe that the City hasn't clearly marked the newest section of Johnston Rd for bicycles, and having parking spots right near the crosswalk at the playhouse creates blind spots and I've seen literally from day one when it reopened someone almost get ran over. The lack of forward thinking on transportation issues other than their own four wheels is something this council should stop and reassess. Time to move into the future and make White Rock a friendlier, safer, and more pedestrian oriented community. Lower speed limits to 30-40 km's on most city streets and enforce these, but I suspect most council members don't do that in the first place.

<p>I am quite pleased with transportation in white rock. I am an avid cyclist and walker and like the options we have. The busy roads are an issue and I prefer not to see more roads and also not more parking. Reducing speed and constant promotion of walking cycling and transit are important.</p>
<p>I am appalled that White Rock charges for parking at Centennial Park. In all my travels and years of involvement with Minor Hockey throughout the Province I have never seen another arena that charges families to use their facilities. It is always a topic of conversation when visiting teams play at Centennial.</p>
<p>Greater bus access to the boardwalk</p>
<p>Good luck.</p>
<p>Get rid of Train Tracks on beach front</p>
<p>Generally I think it's okay but we need to encourage people to not use their cars.</p>
<p>I would highly recommend getting more creative on the beach. Make it exclusively a walking environment, with parking only at east beach area. Add shuttles that run up and down the main drag.</p>
<p>For the last year or so unable to turn out left of our building due to the increase of traffic up the Oxford hill. PLUS parking allowed so far up the Oxford Hill (by Evergreen Care Home) unable to see vehicles coming up the hill.</p>
<p>Fix the speeding issue on Marine Drive. It's beyond ridiculous that the city of white rock has done nothing to address this concern. Residents have been complaining for years and the city has done absolutely nothing nor has the RCMP. Residents are getting very angry, we are going to rally together and start making a lot more noise about the dereliction of duty that the city has exhibited in addressing our concerns</p>
<p>Fix small issues that make cycling tough. Remove baffle gates on bike routes, connect to routes in Surrey, remove parking from bike routes.</p>
<p>Faster and direct connections to richmond shy train Increase frequency</p>
<p>Fast and convenient rail transportation is needed to other municipalities. Busses are an outdated mode of public transportation which only add to road congestion. White Rock should install a European style tram system to the beach. It would increase opportunities for the beach areas and would become a unique and fun characteristic of White Rock.</p>
<p>Encouraging people to use transit is a nice idea but not suitable for many seniors that simply cannot clamber on and off buses and walk even short distances at either end of their trips. Therefore, the roadways will endure as the mode of choice.</p> <p>Also, many tradespeople live in White Rock and use their vehicles to travel to multiple destinations in their business day. These vehicles often are also carrying tools, clothing, supplies and equipment. For these reasons transit is again not practical. So again, the roadways become as essential as they are for emergency and municipal vehicles.</p> <p>It is clear from the questions in this survey that the impetus, designed by Metro Vancouver, towards more walking, cycling and transit has limited applications for White Rock. The municipality has a substantial population of residents that are older than the average. Coupled with the topography and the traditional nature of lower density residences compared with, say, the West End in Vancouver, meaning that the vast majority cannot and will not ever start cycling or walking up and down the steep hills.</p> <p>It is understandable that White Rock, as a member of the GVRD, has to consider the 'active transport' objectives of the GVRD but they have to be considered with specific regard to the needs and expectations of what is practical and what will happen in White Rock.</p>
<p>Electric/power-assist bikes might make the steep hills more accessible.</p>

downtown is brutal
Downtown area needs more parking
Desperate need for more sidewalks
create an off road biking and walking trail from Centennial Park to town center
Consider sky train in the uptown area and reconsider the community shuttle on Marine drive in summer again
Congestion. Get commuters who are heading to the beach to take 99 then all traffic exit to Marine Drive to arrive at the beach.
Car to Go - similar opportunities. If this existed, I'd consider giving up my car. If longer trips are necessary, perhaps another longer term car service could be available.
As stated previously, improved pedestrian access between Marine Drive and uptown will help so many other transportation issues. It should be a priority rather than little fixes here and there. It's time for a funicular, escalators or cable car
As noted earlier, the increasing hot weather makes most modes of transportation uncomfortable except for an air conditioned vehicle. More shade opportunities would be helpful for walking, cycling, waiting for transit and parking. Would reduce idling to cool off vehicles. More trees would also benefit our goal of reducing green house gas in the atmosphere.
Although the resident parking fee (\$12.00) is nominal it seems unfair that some residents have to pay to park in front of their home while others do not simply based on location. Also there are times when I cannot find a parking spot within the boundaries specified for the permit. It seems that the city has sold more passes than available spaces. This is very stressful as I have no option but to park further away from my home but fear I will get a ticket because I am not within the boundaries.
All traffic problems are the result of unplanned or poorly planned development. All potential environmental and infrastructure issues should be clearly identified and resolved before any development is approved. Transportation infrastructure should never be expected to accommodate development it was never designed to handle, few and far between are the jurisdictions where form follows function.
All the new highrises are only adding cars so I'm not fond of traffic calming measures when there's only more cars not less.
All in all I find it very easy to get around locally by foot & bike & transit. I think a venicular going from the pier right up to uptown would be a great idea for transit & for bringing people to White Rock as an attraction. Also reviving the existing train station & build a Marina at the end of the pier.
16th Avenue/North Bluff Road is a speedway. It should not be four lanes...WAY too busy. Also extremely noisy. Marine Drive in the summer is a parking lot. Too busy and noisy.
1. Please add more stoplights along Thrift Ave, I have seen so many close calls as drivers on the cross streets think that the intersections are four way stops. I walk a lot and have had too many close calls in this area (on the west side of Johnston). 2. Please consider selling yearly parking passes to people living in South Surrey, expensive ones such as \$200 per year, for 2.5 hour per day for parking at the beach. This would increase restaurant patronage and the very costly parking garage would get used for its intended purpose: parking. Many local people don't go to the beach because they don't want to deal with the parking meters. They also nickel and dime when making decisions about whether to go to the beach for that coffee or ice cream, tallying up the additional cost of the parking. I

truly believe that there would be many people who would gladly shell out the one-time dough for a yearly pass and then not have to think about the parking fees. Thanks!