



Public Parking Strategy

Project Advisory Group Meeting #2
January 20, 2025

Agenda

1. Study Scope & Objectives
2. Study Timeline & Status
3. Parking Existing Conditions
4. Community Engagement and Next Steps

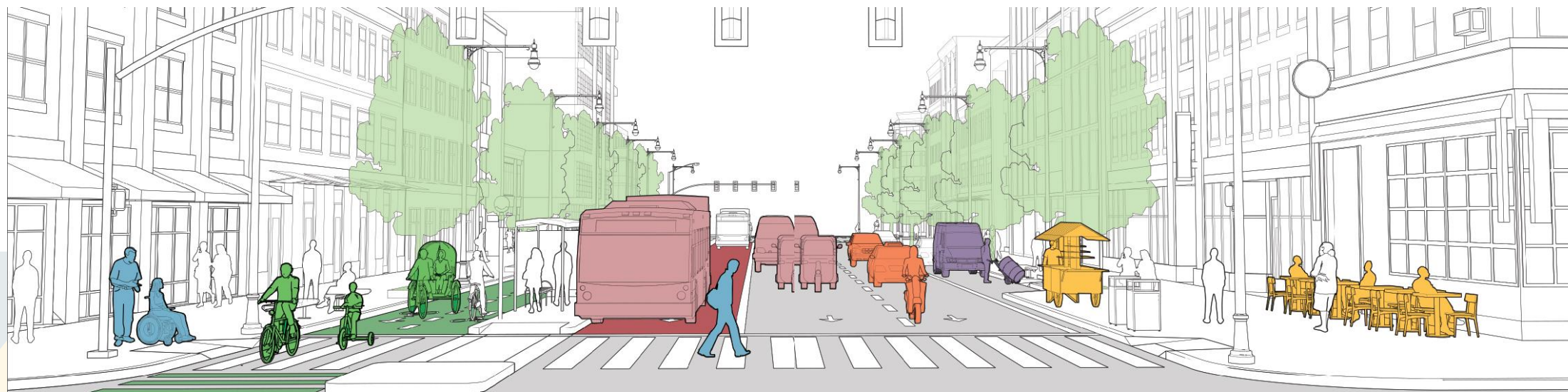
Study Scope & Objectives

- Transportation 2050 action item is to develop a parking strategy
- Review of current & future parking supply & demands and prepare for SkyTrain & growth in the City



Study Scope & Objectives

Our streets are becoming more complex...



**Pedestrian
Realm**



**Cyclists and
Micromobility
Devices**



**Transit
Riders**



Motorists



**Freight
Operators,
Service
Providers, and
Commerce**




Streetscape

...while Langley City and the region is growing.

Local governments need to **proactively manage** their curb and parking supply to accommodate growth and new development.



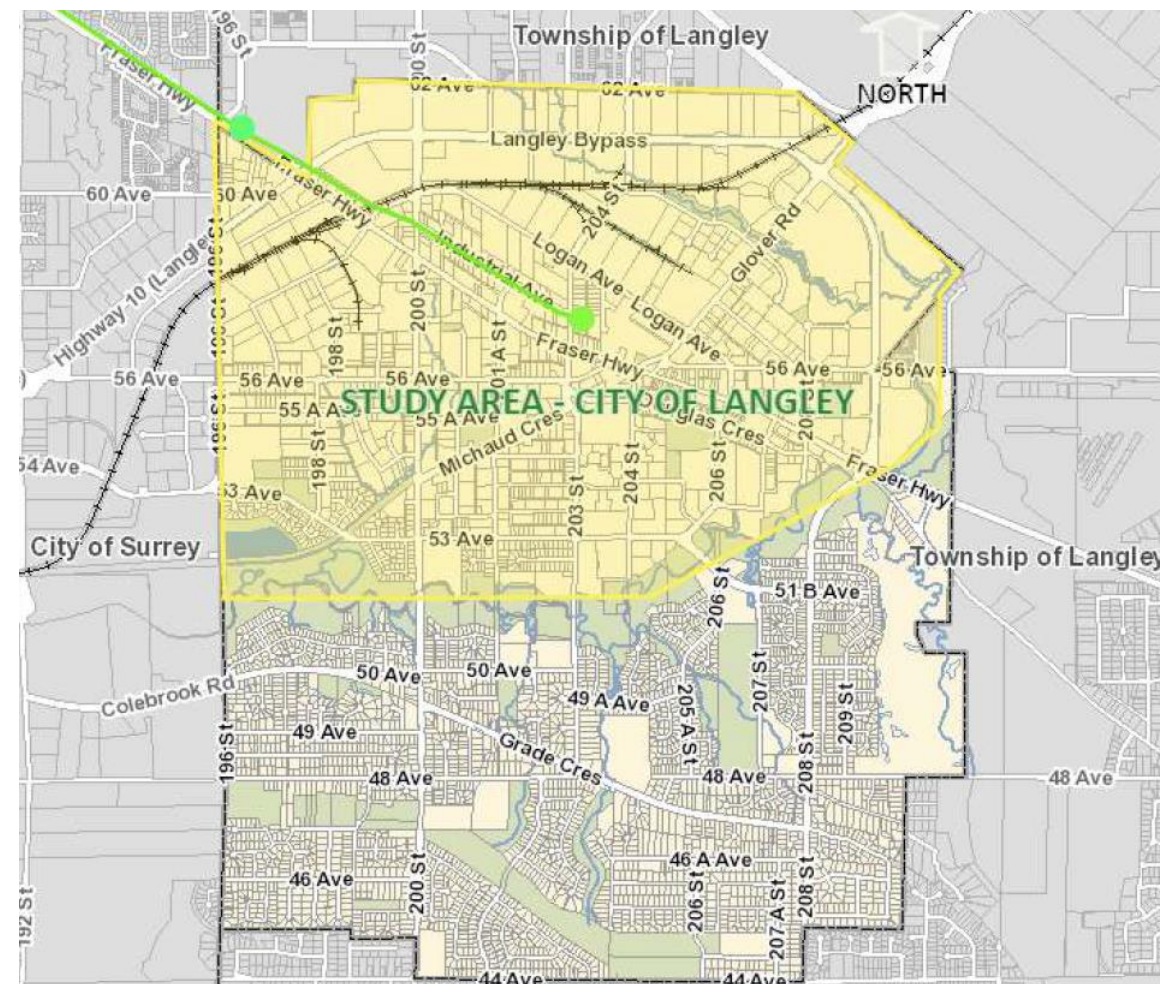
An aerial photograph of a city, likely Langley, showing a dense grid of streets, buildings, and green spaces. A semi-transparent white rectangular box is overlaid on the upper portion of the image, containing text. The text describes the purpose of the Public Parking Strategy, which is to guide the city's approach to public parking management, ensuring reliable access for residents, businesses, employees, customers, and visitors while balancing various needs.

The **Public Parking Strategy** will guide the City's approach to public parking management to ensure residents, businesses, employees, customers, and visitors in Langley have reliable access to public parking options while balancing a variety of needs.

Study Scope & Objectives

Geographic focus on Nicomekl and Douglas, specifically:

- Downtown
- Brydon Park area
- Michaud Crescent area



Study Timeline & Status

- Project launch Q3 2024
- Data collection Q3 2024; Q1 2025
- Technical analysis Q4 2024 to Q1 2025
- Community & stakeholder engagement Q1 2025
- Draft Public Parking Strategy Q2
- Stakeholder engagement Q2
- Final Public Parking Strategy Q3
- Council Endorsement Q3 (July 7 or 21)

Existing Public Parking Supply

124 spaces (17%) public off-street spaces

613 spaces (83%) public on-street spaces

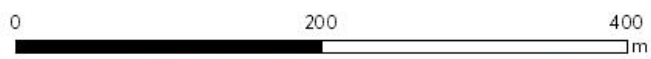
Three hours is the predominant time limit.

On-street Parking Time Limits

- 3 hours
- unrestricted (72 hours)

Off-street Parking Time Limits

- 3 hours
- none (permit); 3 hours (time-limited)
- none

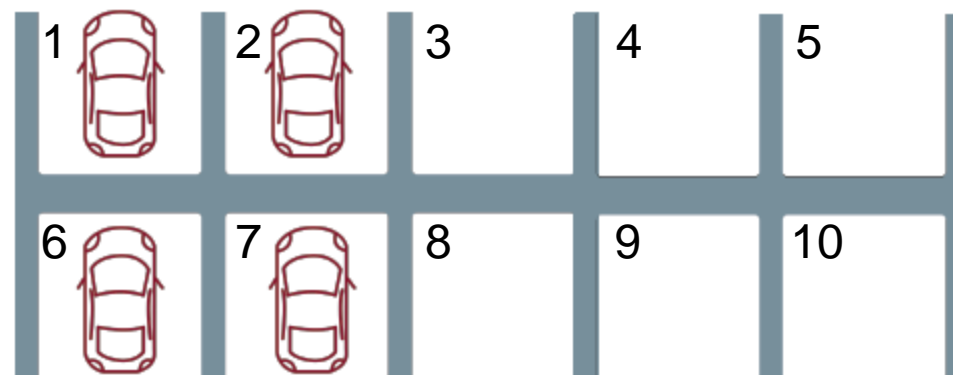


Parking Existing Conditions

Parking utilization:
number of vehicles parked
divided by the number of
parking spaces provided.

Example Parking Scenario

4 out of 10 parking spaces are occupied =
40% full



Parking Existing Conditions

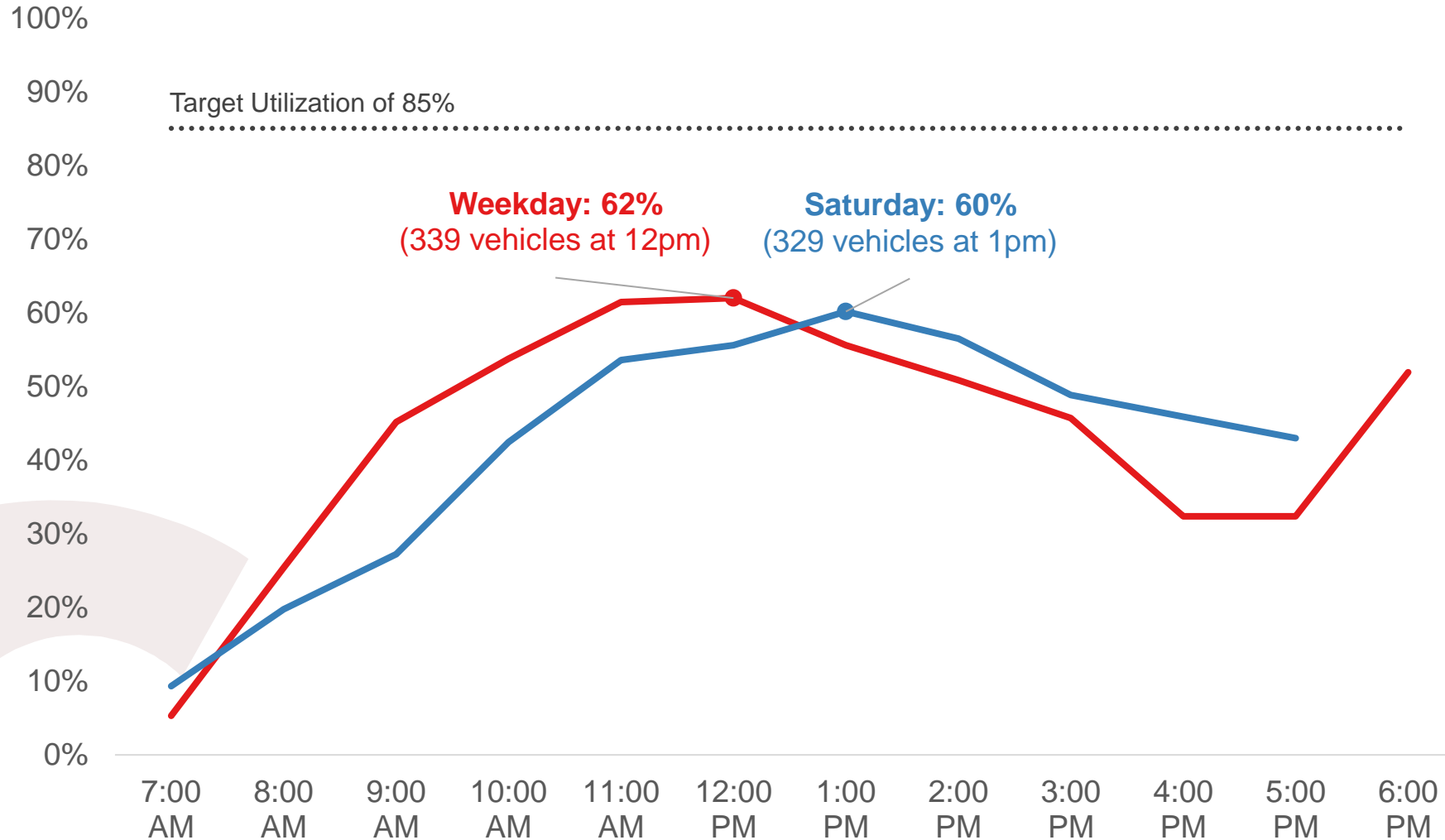
- Aim is to ensure parking is both well-used (most spaces are occupied) and readily available (a few spaces are vacant) for their intended purpose.
- 85% utilization is an industry benchmark and represents an optimal balance between supply and demand.
- When parking **utilization is high (exceeds 85%)**, there is a higher likelihood that drivers will spend more time looking for parking, which exacerbates traffic congestion, and increases fuel consumption and emissions.

Parking Existing Conditions

When parking **utilization is low (60% to 70% or less)**:

- Parking is oversupplied for current land use and incurs unnecessary costs for ongoing operations and maintenance
- May result in less inviting walking environment and less vibrant downtown
- Indicates opportunities for other uses of the space, such as enhanced mobility (e.g., wider sidewalks, bike or bus lanes) and pedestrian realm, (e.g., parklets, patios).

On-street & public off-street parking utilization in Downtown Langley in August 2024

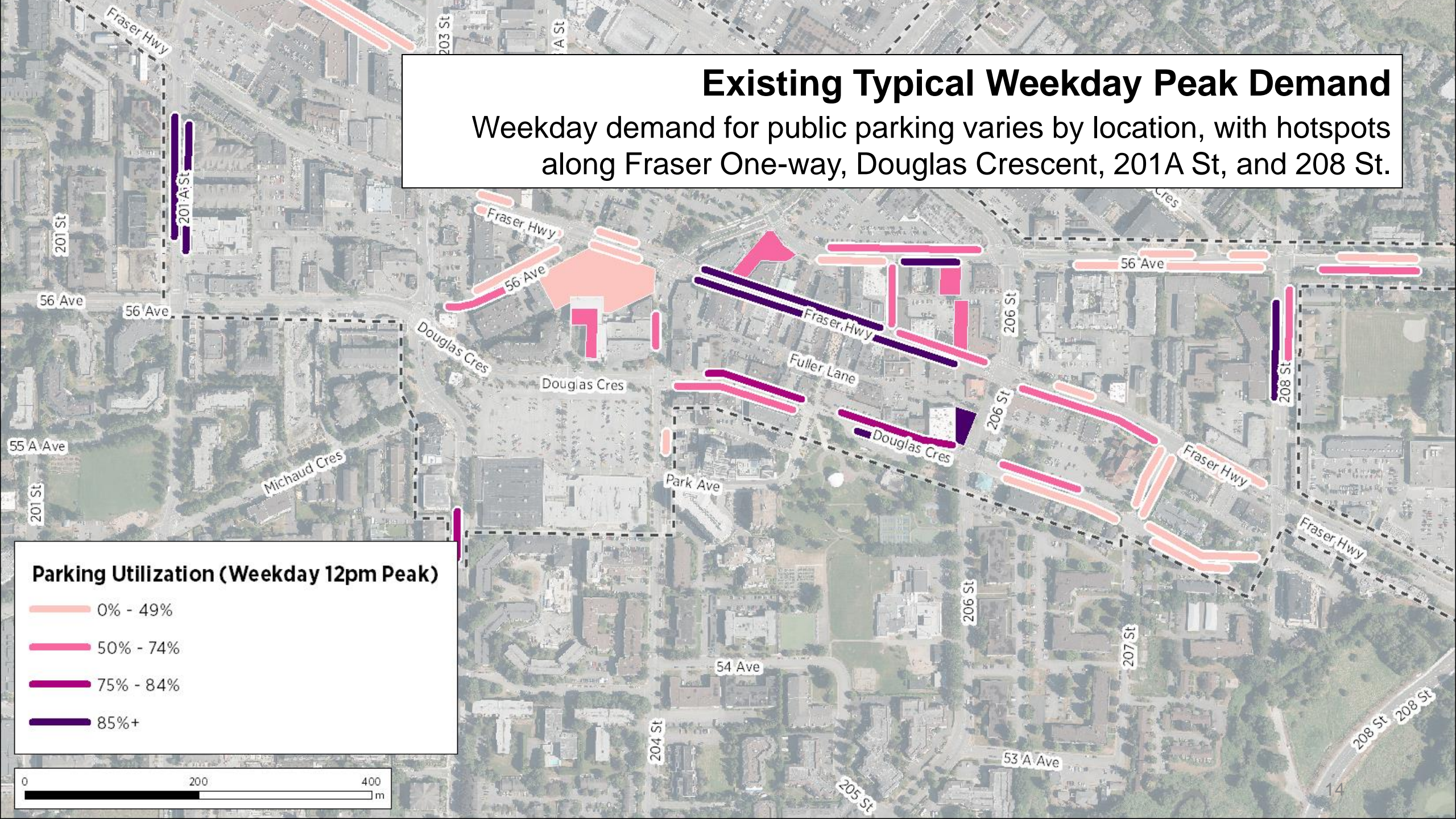
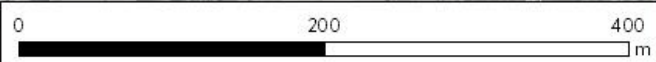


Existing Typical Weekday Peak Demand

Weekday demand for public parking varies by location, with hotspots along Fraser One-way, Douglas Crescent, 201A St, and 208 St.

Parking Utilization (Weekday 12pm Peak)

- 0% - 49%
- 50% - 74%
- 75% - 84%
- 85%+

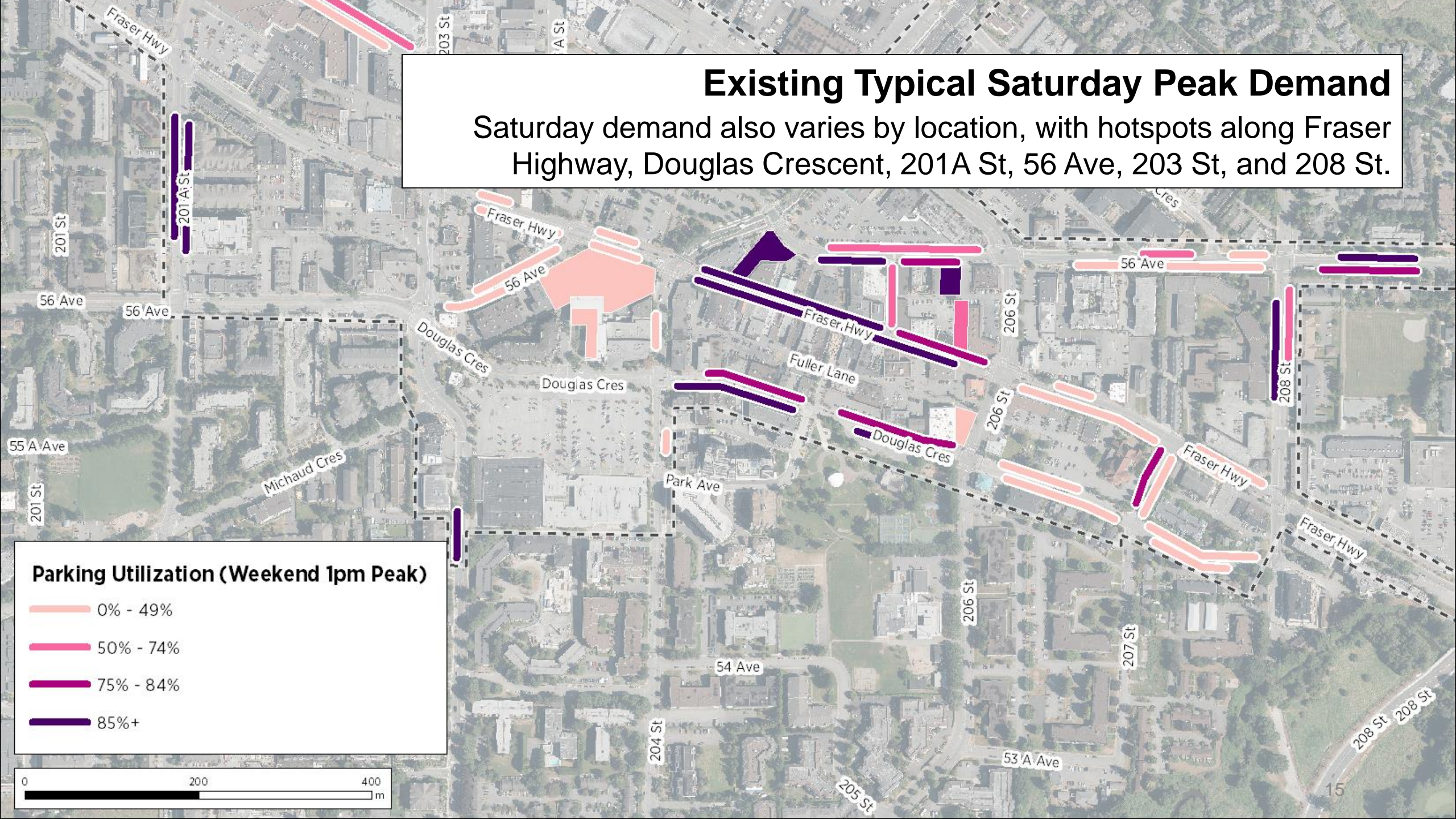
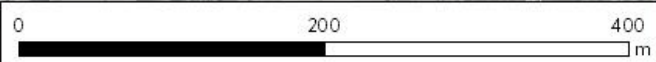


Existing Typical Saturday Peak Demand

Saturday demand also varies by location, with hotspots along Fraser Highway, Douglas Crescent, 201A St, 56 Ave, 203 St, and 208 St.

Parking Utilization (Weekend 1pm Peak)

- 0% - 49%
- 50% - 74%
- 75% - 84%
- 85%+

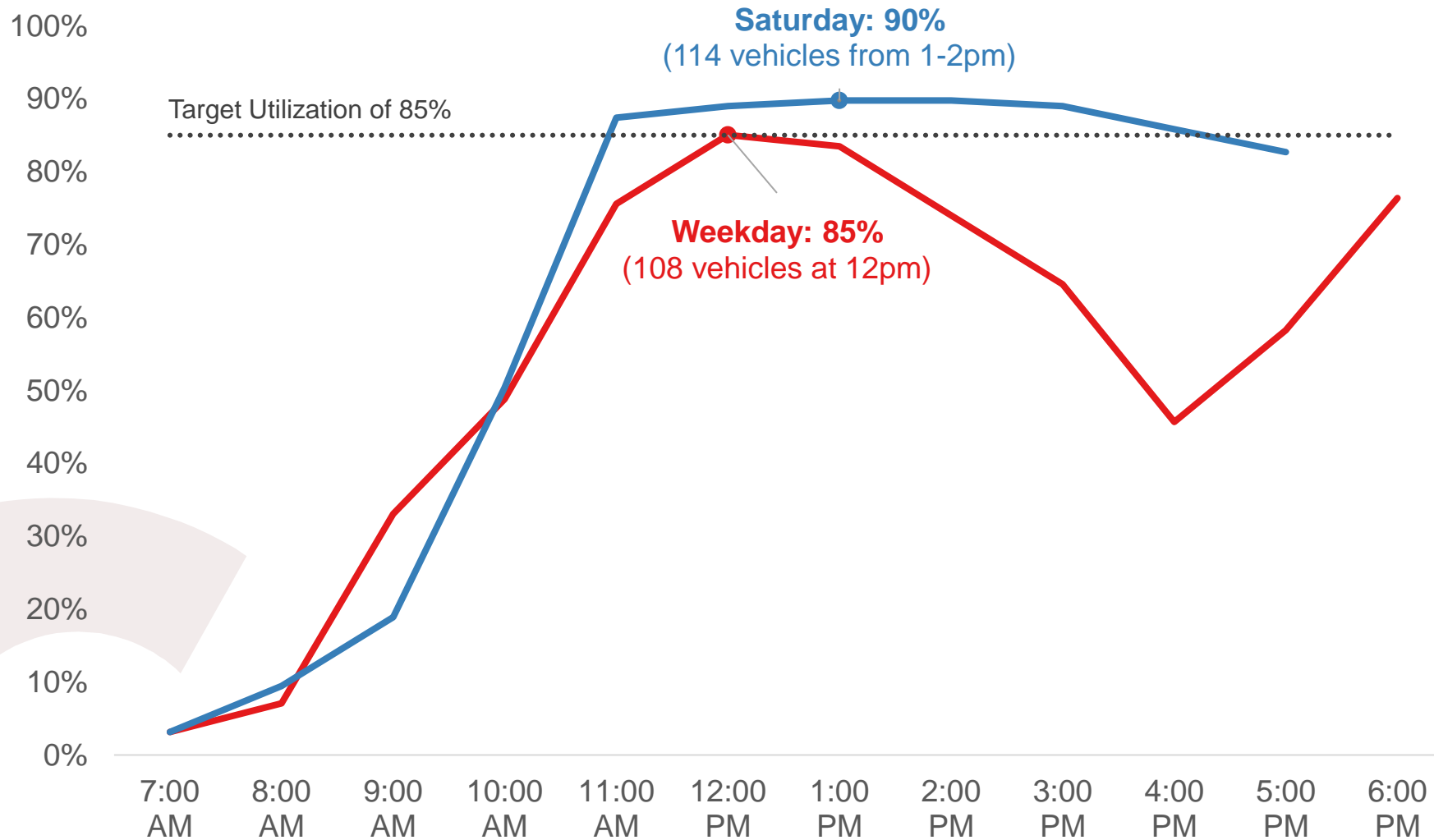




File now.

We're OPEN!

On-street parking utilization on Fraser Hwy One-Way in August 2024



Parking Existing Conditions

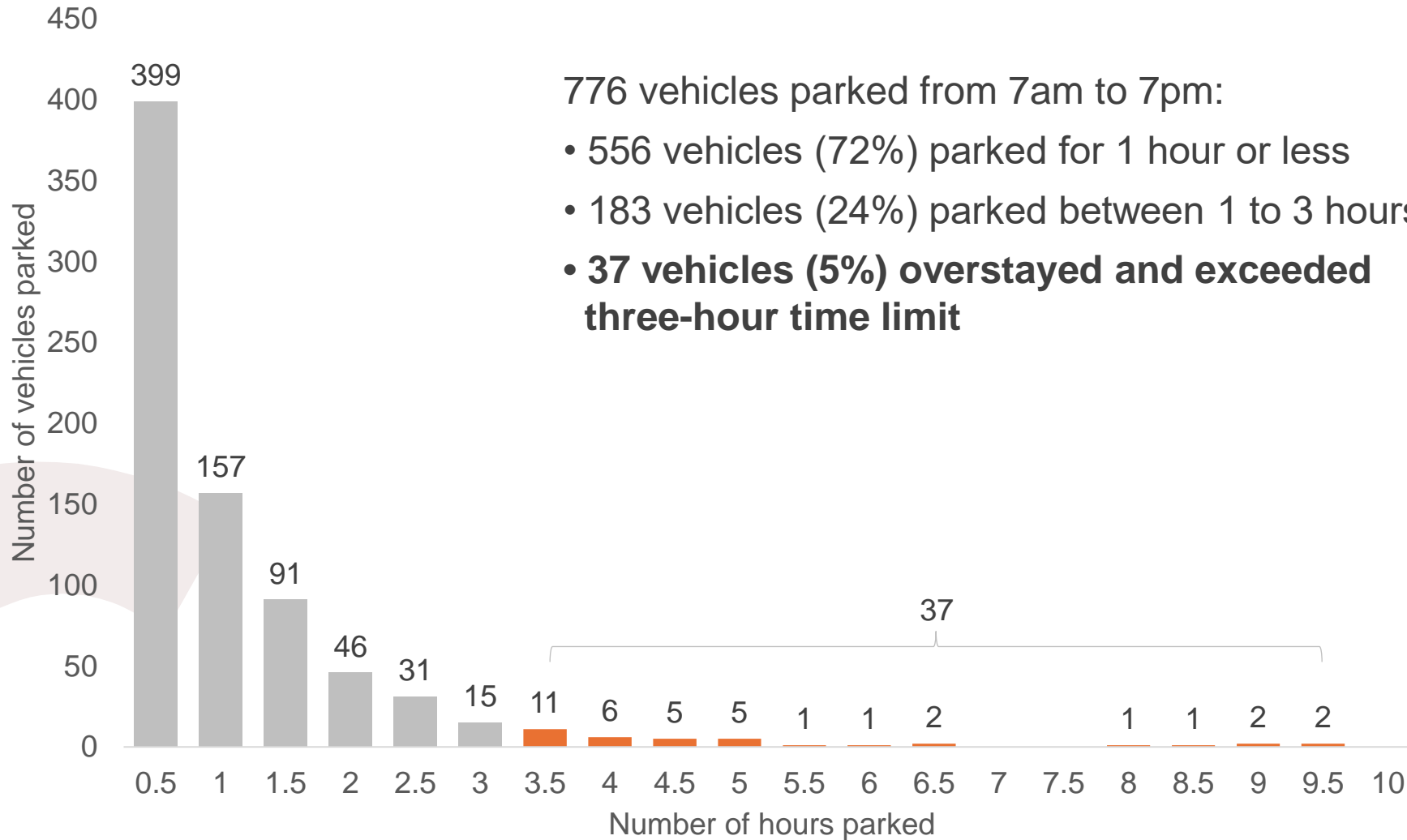
Thinking about parking demand through the **duration of time parked** and the **volume of vehicles served over the course of the day**, rather than a snapshot of how many vehicles are parked at any time, can provide greater insights into whether parking is adequately serving an area.

Parking duration: length of time that a vehicle is parked

Parking turnover: total number of vehicles parked for a duration of time

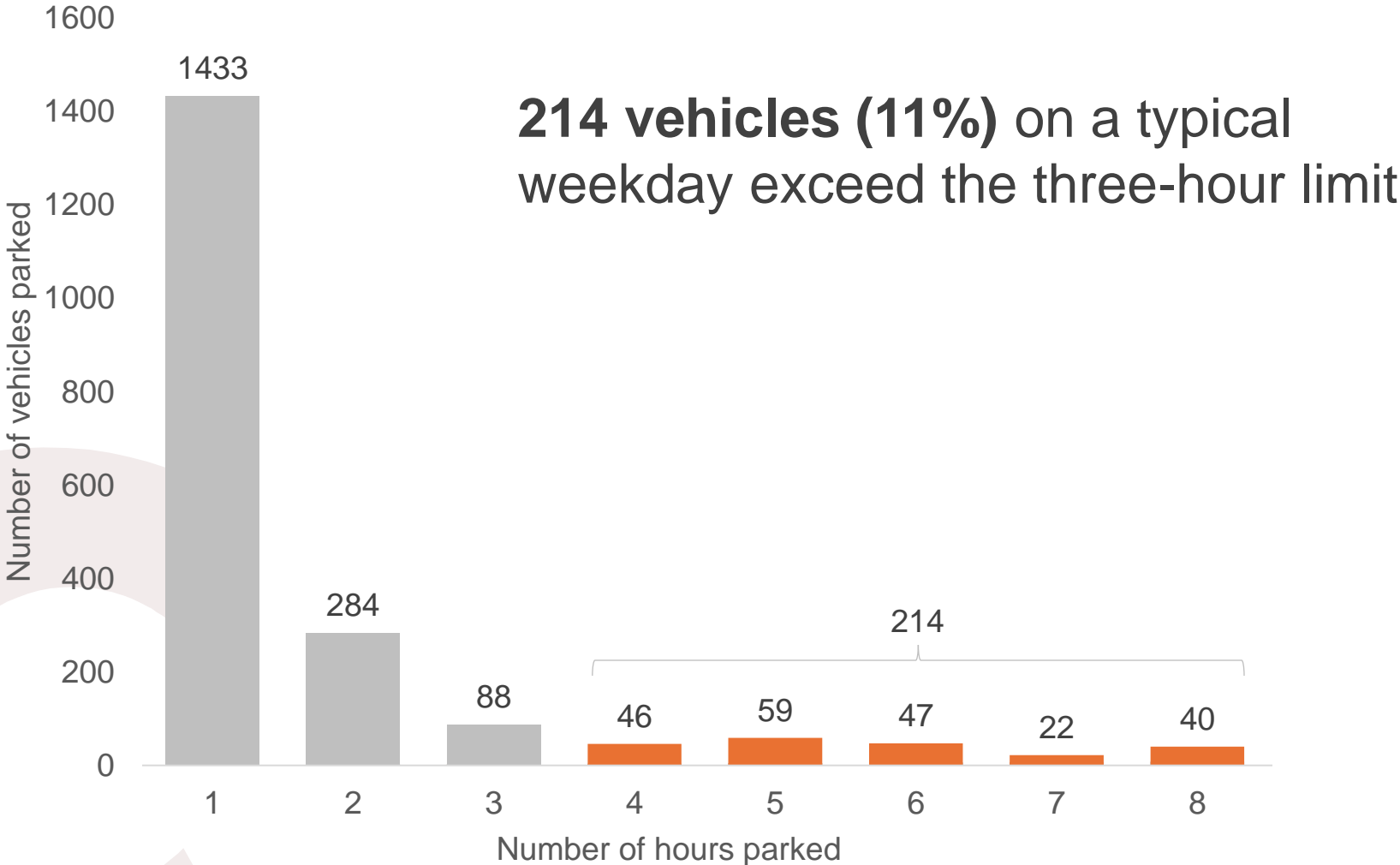
On-street weekday parking duration on Fraser Hwy One-Way in August 2024

Number of vehicles by length of stay in hours from 7am to 7pm



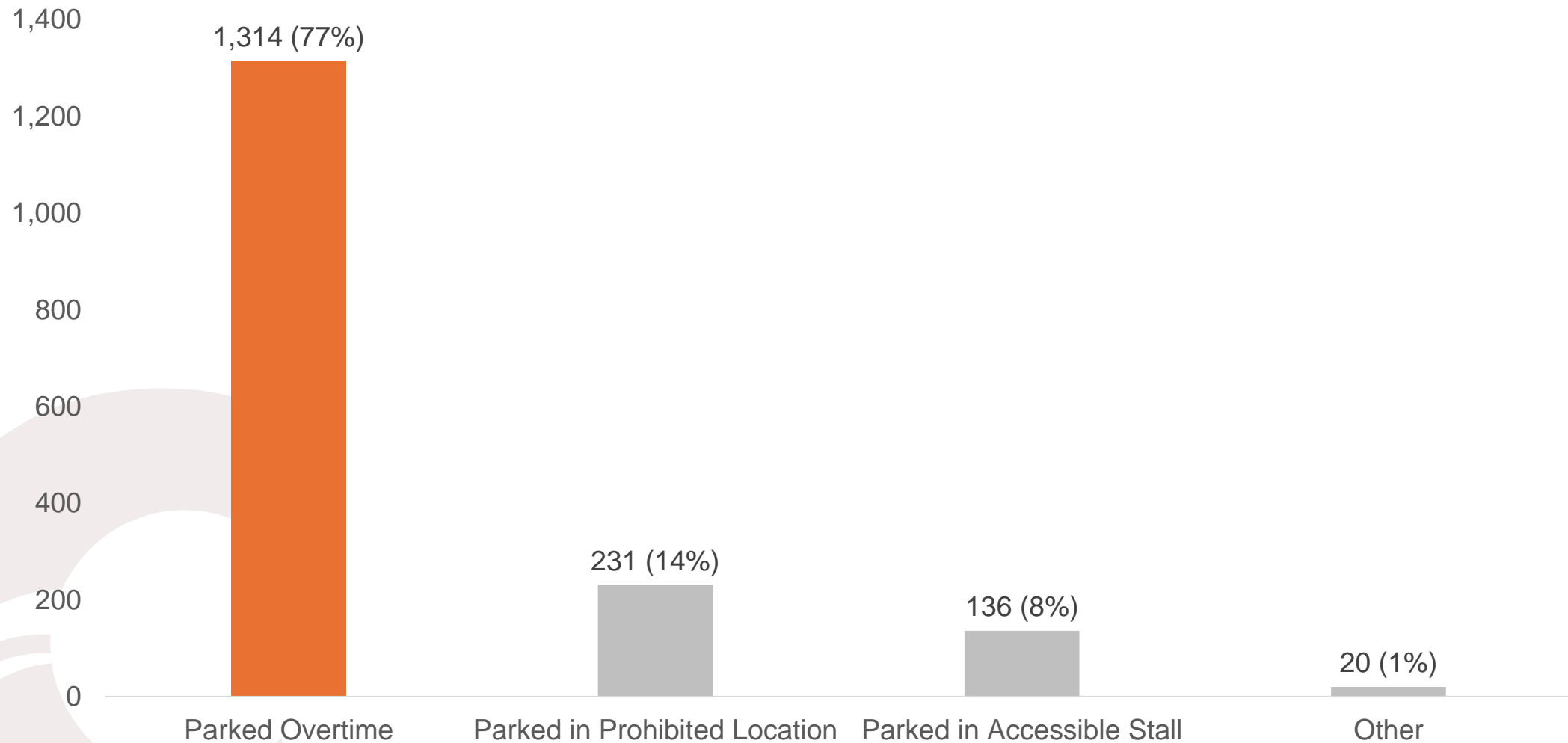
On-street & off-street weekday parking duration in downtown Langley in August 2024

Number of vehicles by length of stay in hours from 7am to 7pm



Parking enforcement tickets issued annually in downtown Langley by violation

Number of tickets, 2023



Parking Existing Conditions

Summary Finding #1

- **What is happening?** There is a high parking availability in downtown Langley. However, there are hotspots of excess demand that may negatively skew public perception on the availability of parking.
- **What does it mean?** Parking is a very localized experience. One street can have a significant demand for parking while spaces just around the corner sit vacant. A comprehensive review of parking supply and demand can provide valuable insights that no one single person can alone offer.
- **Why is this important?** Parking supply in a mixed-use, commercial district like downtown needs to be managed in a comprehensive and coordinated manner.

Parking Existing Conditions

Summary Finding #2

- **What is happening?** There are a number of vehicles that potentially need medium to long-term parking options for a typical day (four hours or more).
- **What does it mean?** Parking supply in a historic downtown is often constrained with limited on-site parking options. Limited alternatives for sustainable transportation (e.g., walking, cycling, rolling transit, etc.) means people will opt to drive, further exacerbating parking availability.
- **Why is it important?** Manage and optimize public parking in a comprehensive and coordinated manner in order to serve the needs of everyone, including employees and visitors/customers, while simultaneously investing in sustainable transportation option to reduce the reliance on driving to downtown.

Parking Existing Conditions

Summary Finding #3

- **What is happening?** Public off-street parking options are available within walking distance to key destinations within downtown Langley but are not being used to their maximum potential.
- **What does it mean?** Parking consumes a lot of space and can be used for other important local government objectives (e.g., transportation, public space, housing). If a city provides a dedicated off-street facility, it should be a good investment that is well used.
- **Why is it important?** Manage and optimize public parking in a comprehensive and coordinated manner to ensure both on-street and off-street parking options are well used.

Community Engagement and Next Steps

- Transportation 2050 engagement heard:
 - General experiences related to difficulty finding parking; not specific to particular areas in the city
 - Concerns about removal of on-street parking and available options without alternatives
 - Limited accessible parking options for people with disabilities
- First round of community survey and targeted stakeholder engagement to launch in Q1 2025 to:
 - Gather detailed information on parking experience in the study area
 - Understand opportunities and challenges to improve parking management