# Agenda

1. Study Background

2. What We Have Learned

3. Parking Management Primer

4. Draft Strategy Framework

5. Next Steps

# Part 1
# **Study Background**
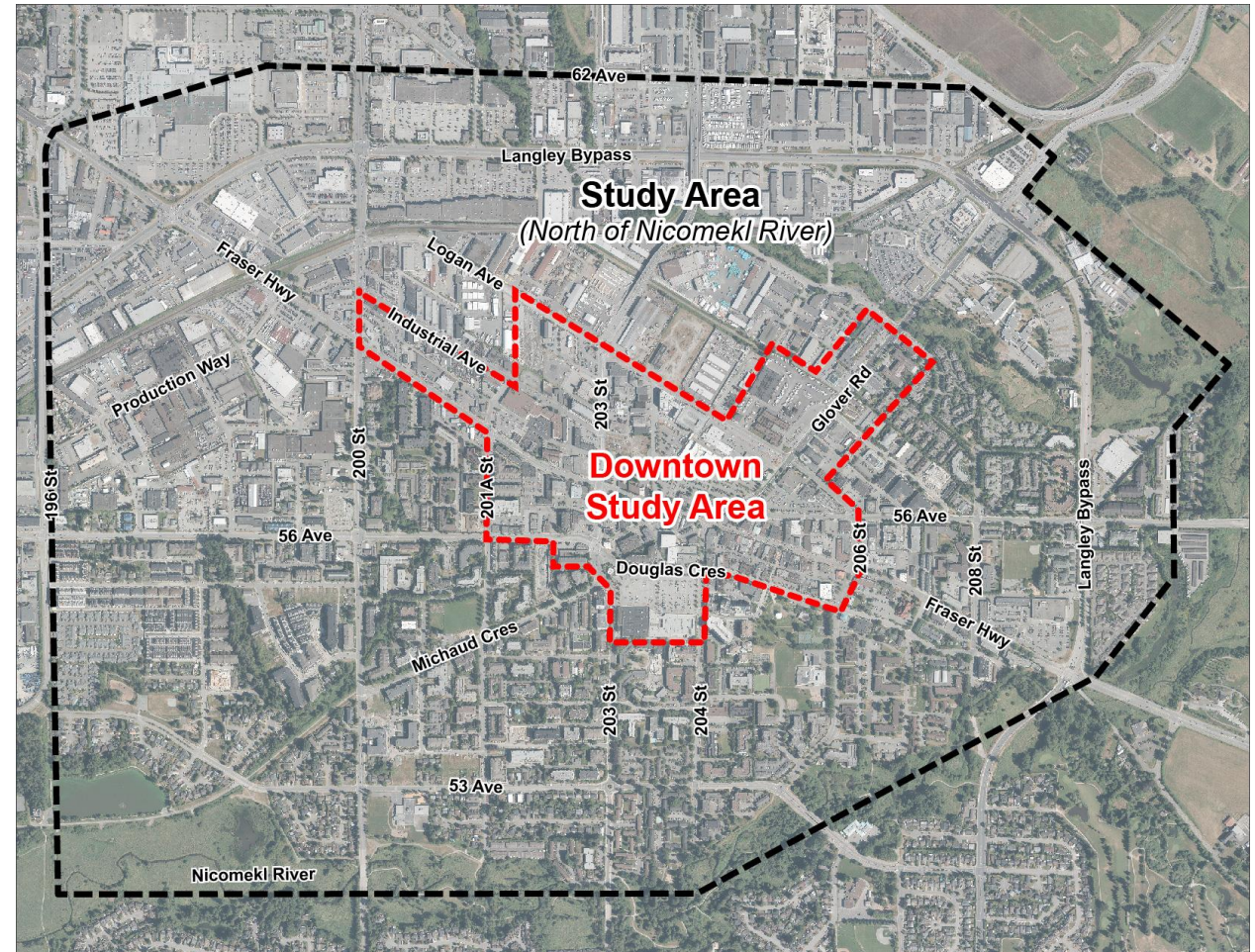
The **Public Parking Strategy** will guide the City's approach to public parking management to ensure residents, businesses, employees, customers, and visitors in Langley have reliable access to public parking options while balancing a variety of needs.

# Study Background

Geographic focus on Nicomekl and Douglas, specifically:

- Downtown

- Brydon Park area

- Michaud Crescent area

# Study Background
# Timeline



**1** SUMMER 2024
PROJECT LAUNCH

**2** SUMMER 2024 & WINTER 2025
DATA COLLECTION

**3** FALL 2024 TO WINTER 2025
TECHNICAL ANALYSIS

**4** WINTER TO SPRING 2025
COMMUNITY SURVEY & ENGAGEMENT

**5** SPRING TO SUMMER 2025
STRATEGY FRAMEWORK

**6** SUMMER 2025
TECHNICAL REFINEMENT AND ENGAGEMENT

We Are Here

**7** FALL 2025
FINAL DRAFT STRATEGY
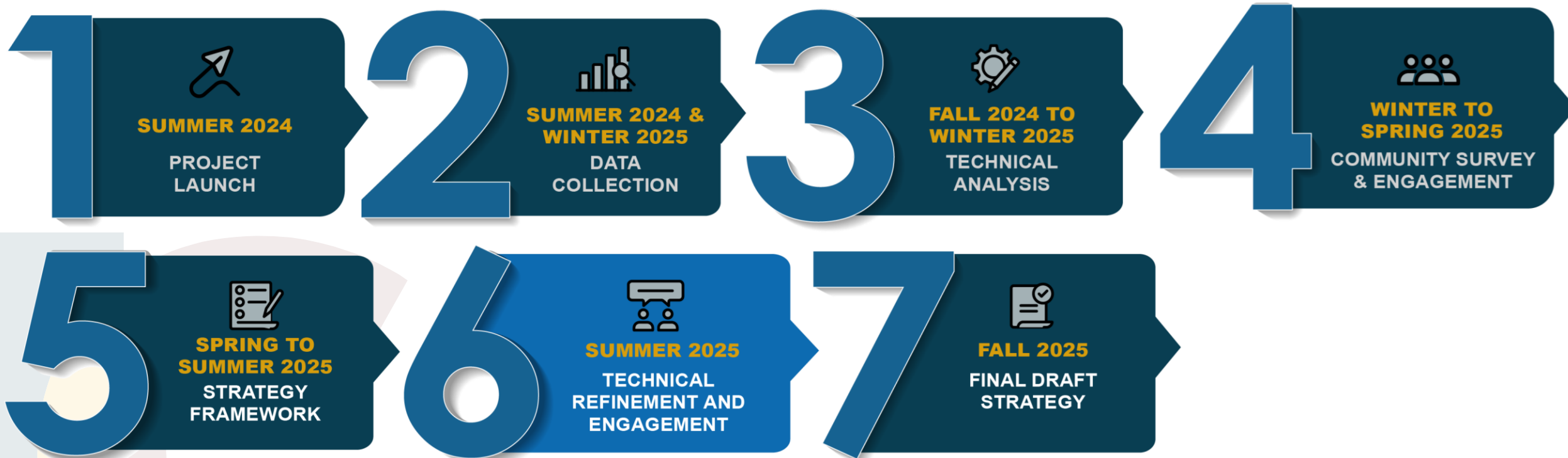
Study Background
# Timeline

- Ensuring alignment with concurrent work on the Regional Parking Strategy led by TransLink.

- Further community engagement on parking management options in residential areas outside downtown Langley, targeted for beginning of fall 2025.

Part 2

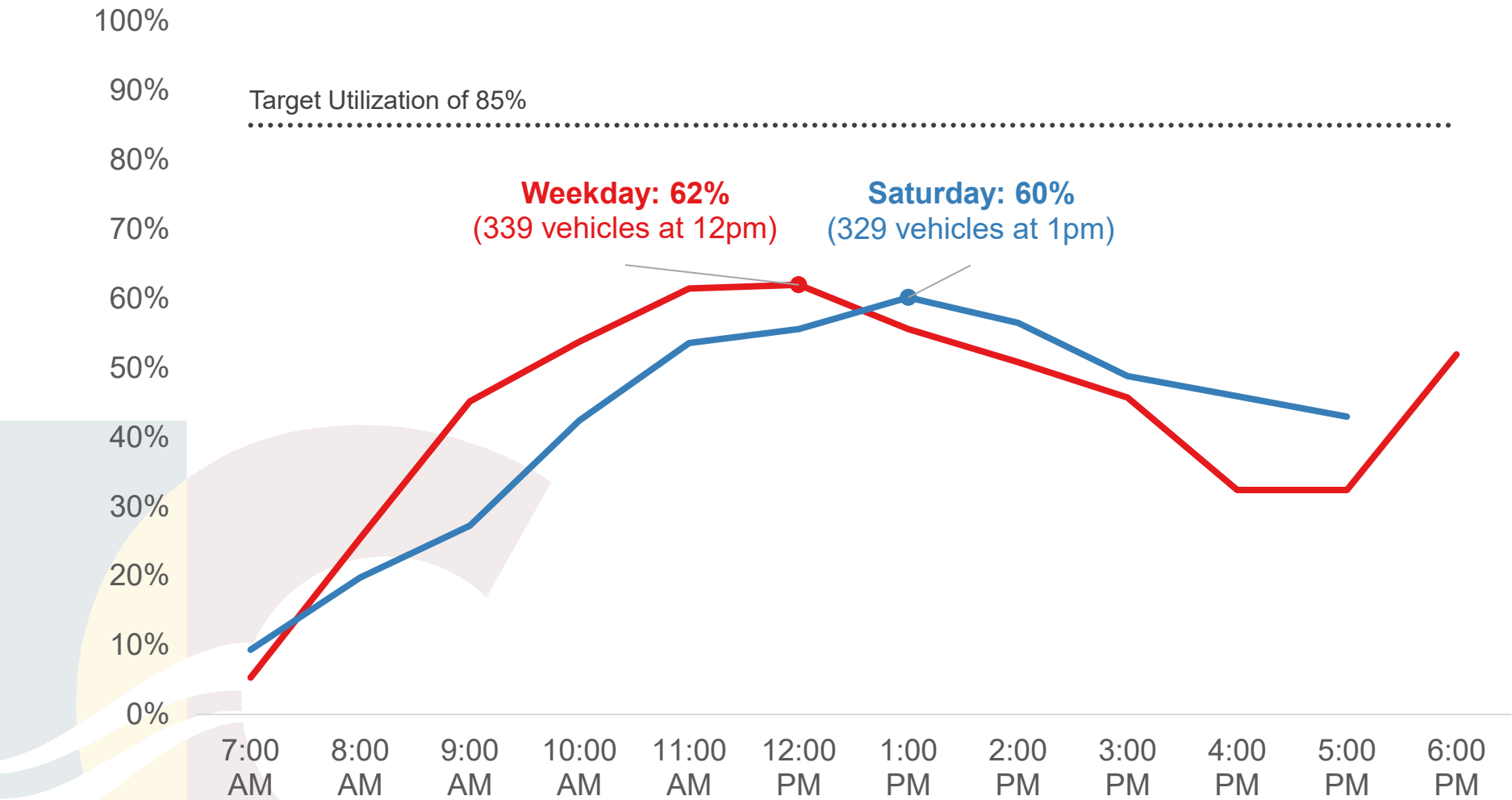# What Have We Learned

# What Have We Learned

We have undertaken five activities to inform the draft strategy framework and actions:

1. Best practice review of other communities
2. Downtown parking activity assessment
3. Residential parking activity assessment
4. Community survey
5. Business stakeholder engagement

# On-street & public off-street parking utilization in Downtown Langley

Number of vehicles divided by number of parking spaces

Target Utilization of 85%

**Weekday: 62%**
(339 vehicles at 12pm)

**Saturday: 60%**
(329 vehicles at 1pm)

**Typical Weekday Peak Demand**

Parking Utilization (Weekday 12pm Peak)

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

0    200    400 m
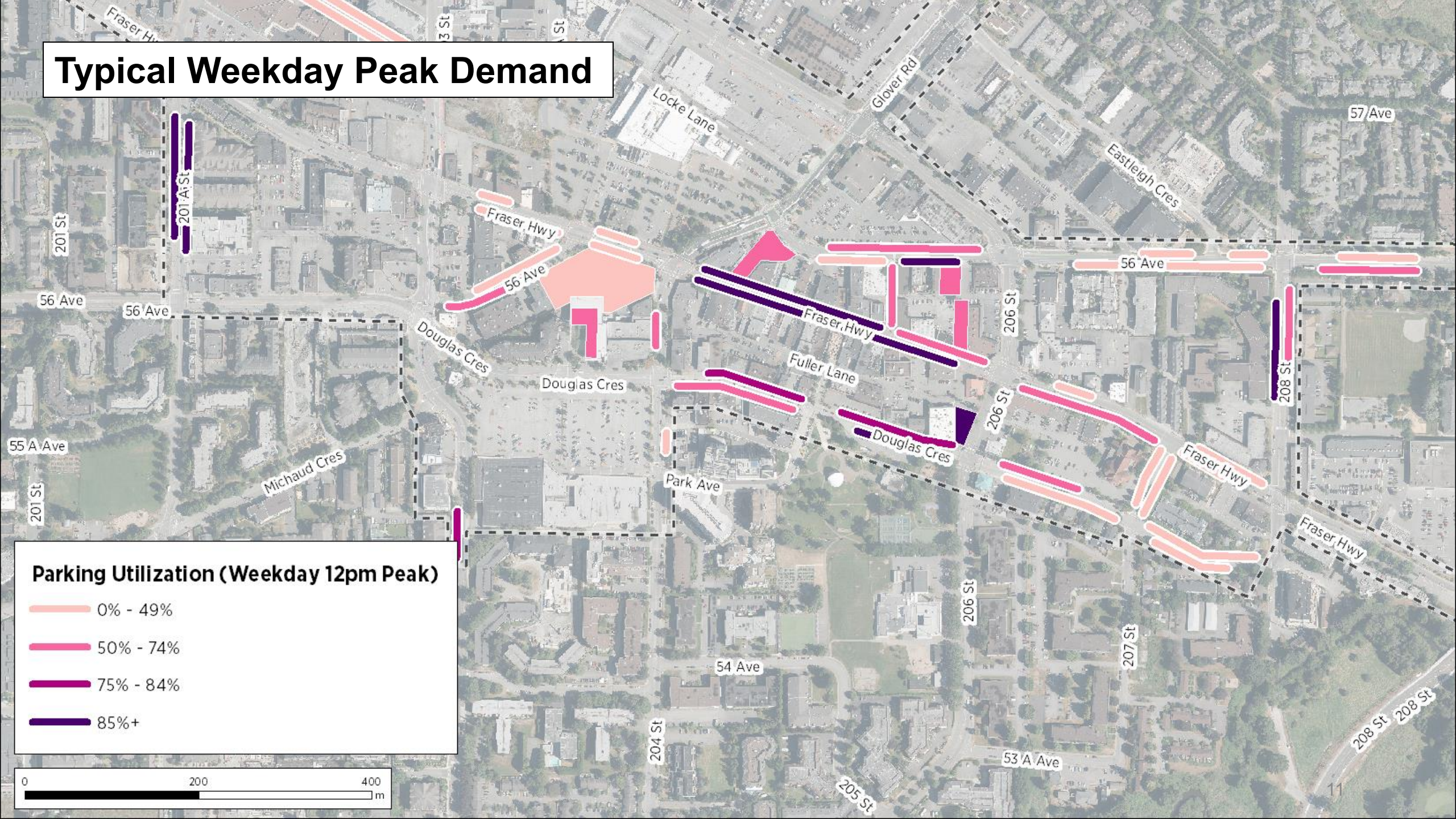
# On-street parking utilization on Fraser One-Way

Number of vehicles divided by number of parking spaces

**Saturday: 90%**
(114 vehicles from 1-2pm)

**Weekday: 85%**
(108 vehicles at 12pm)

Target Utilization of 85%
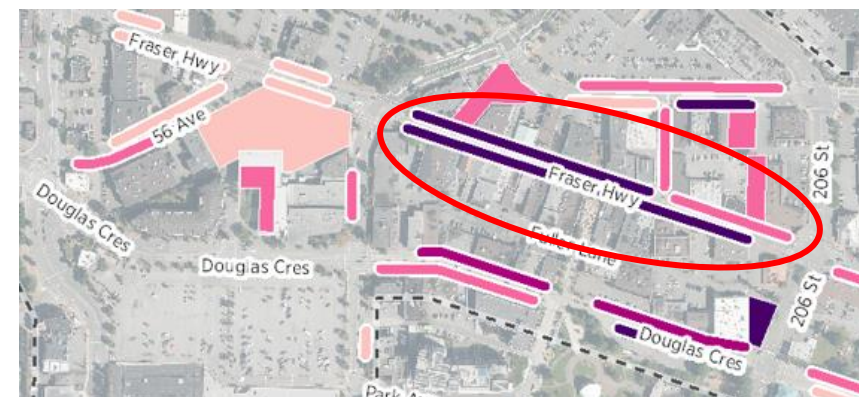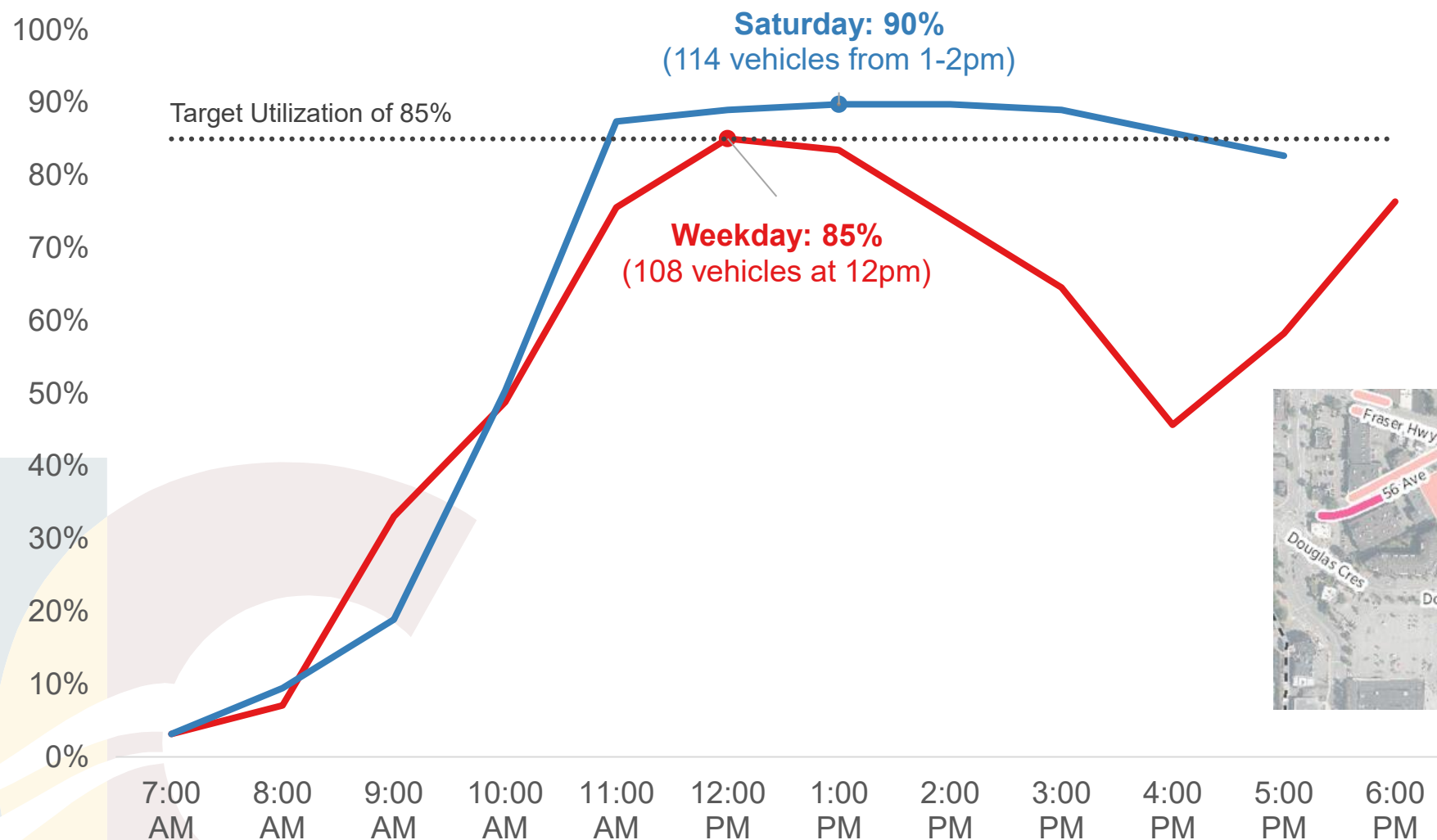
# What Have We Learned

**Finding #1**

There is sufficient parking availability in downtown Langley overall. However, there are hotspots of excess demand (e.g., Fraser One-Way) 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.

Fraser Hwy

LANGLEY
CASCADES
CASINO

56 Ave

Douglas
Cres

CITY HALL
& LIBRARY

Fraser Hwy

McBurney
Lane

Douglas
Cres

Park Ave

DOUGLAS PARK /
RECREATION CENTRE

Map labels: Fraser Hwy, LANGLEY CASCADES CASINO, 56 Ave, Douglas Cres, CITY HALL & LIBRARY, McBurney Lane, Fraser Hwy, Park Ave, DOUGLAS PARK / RECREATION CENTRE, Douglas Cres
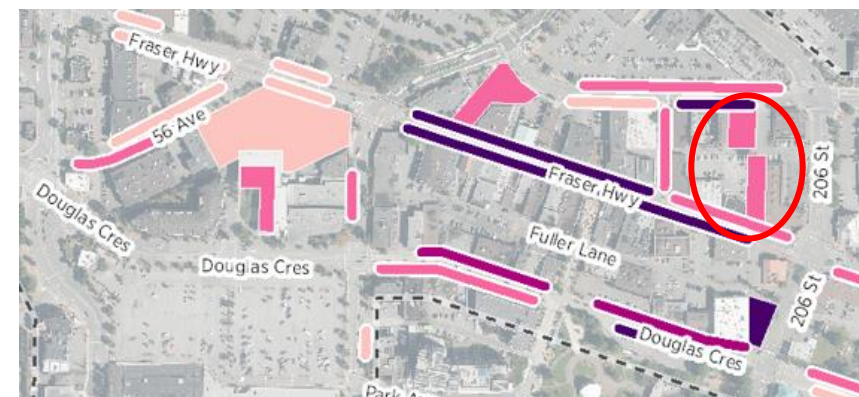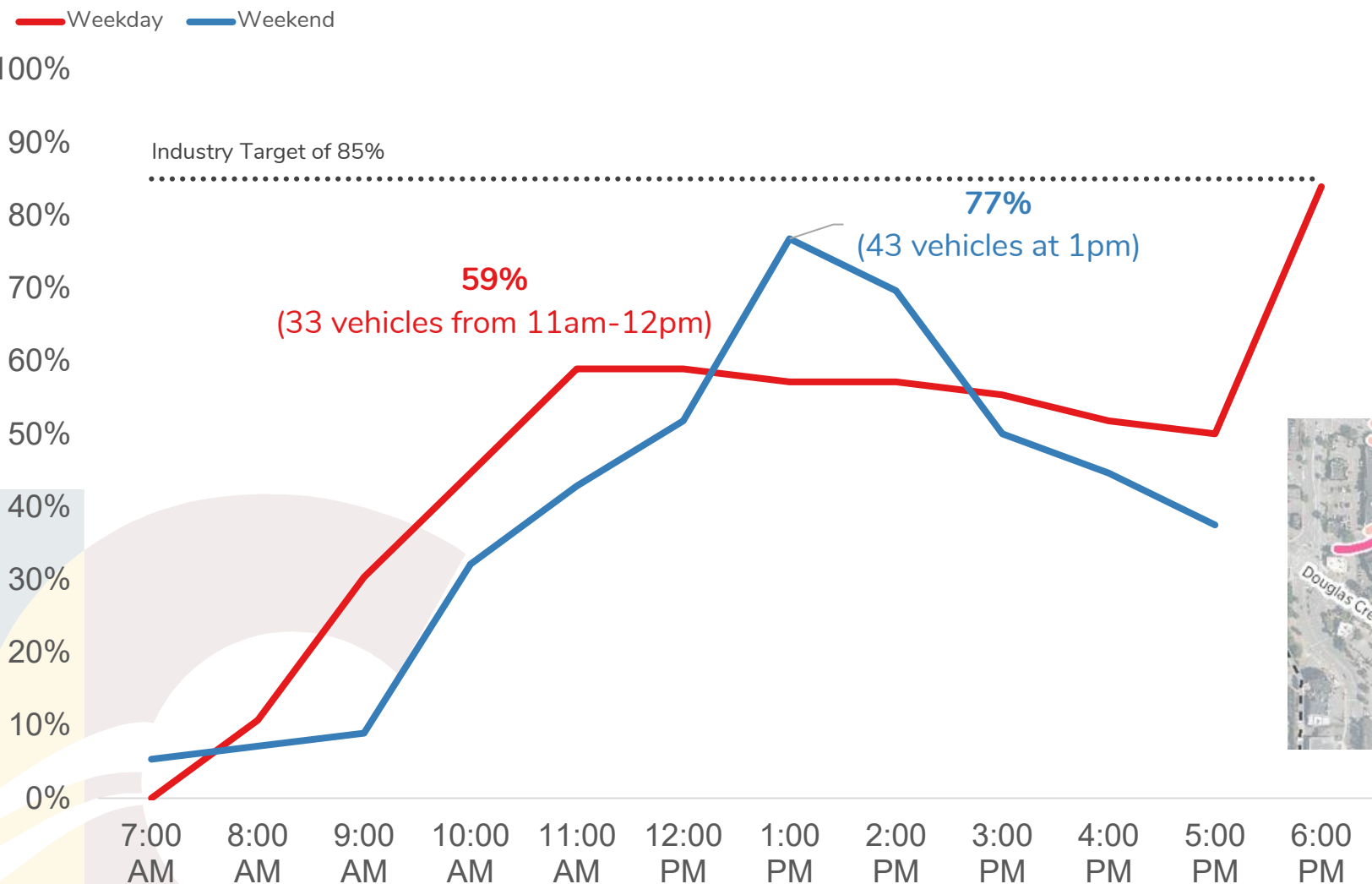
Private Parking

Public Parking

# Parking utilization at 206 St public lots

Number of vehicles divided by number of parking spaces

— Weekday  — Weekend

Industry Target of 85%

**59%**
(33 vehicles from 11am-12pm)

**77%**
(43 vehicles at 1pm)

100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%

7:00 AM   8:00 AM   9:00 AM   10:00 AM   11:00 AM   12:00 PM   1:00 PM   2:00 PM   3:00 PM   4:00 PM   5:00 PM   6:00 PM
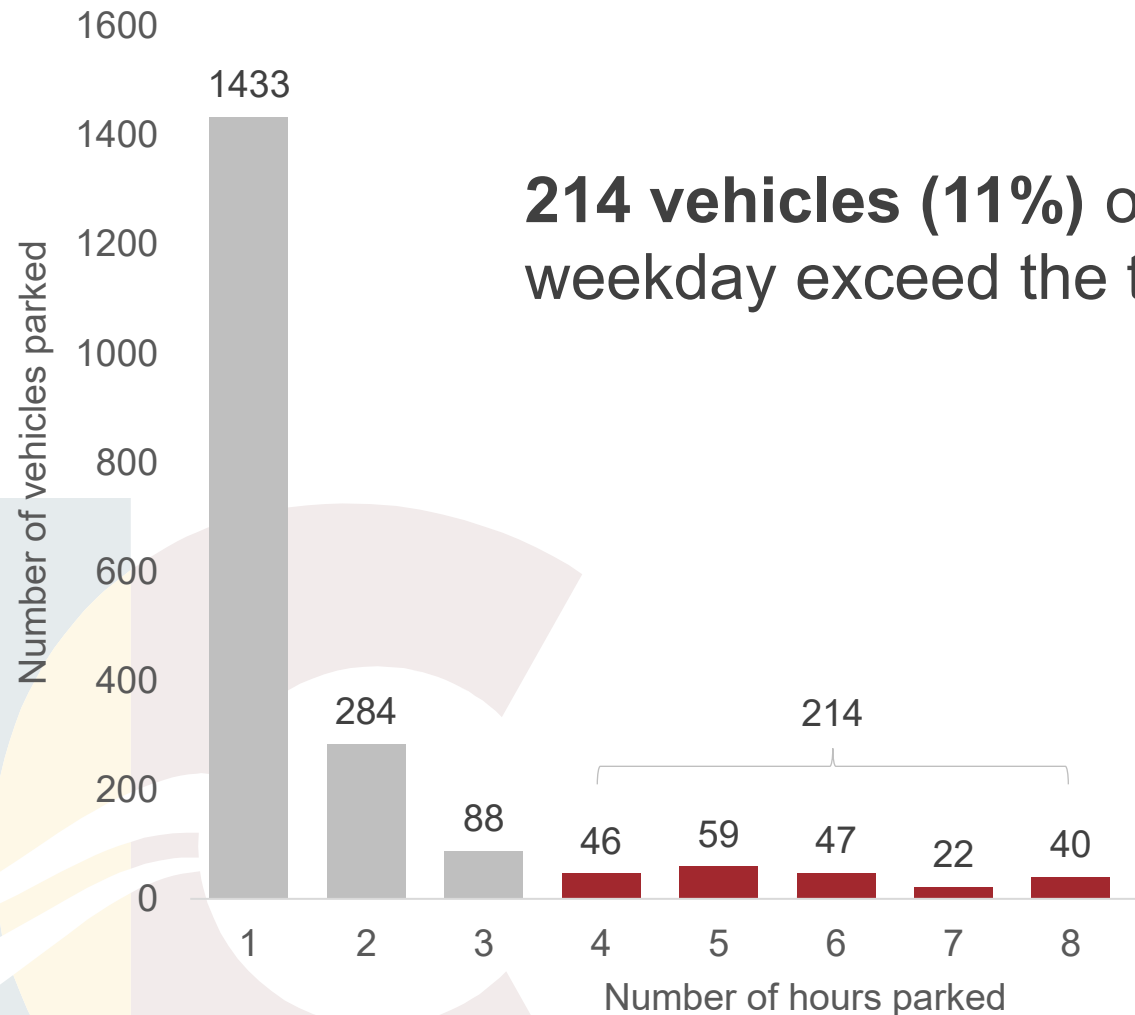
# What Have We Learned

**Finding #2**

- Public off-street parking options are available within convenient walking distance to key destinations within downtown Langley but are not being used to their full potential.

- Available public off-street options are poorly understood, even among business stakeholders.

*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.

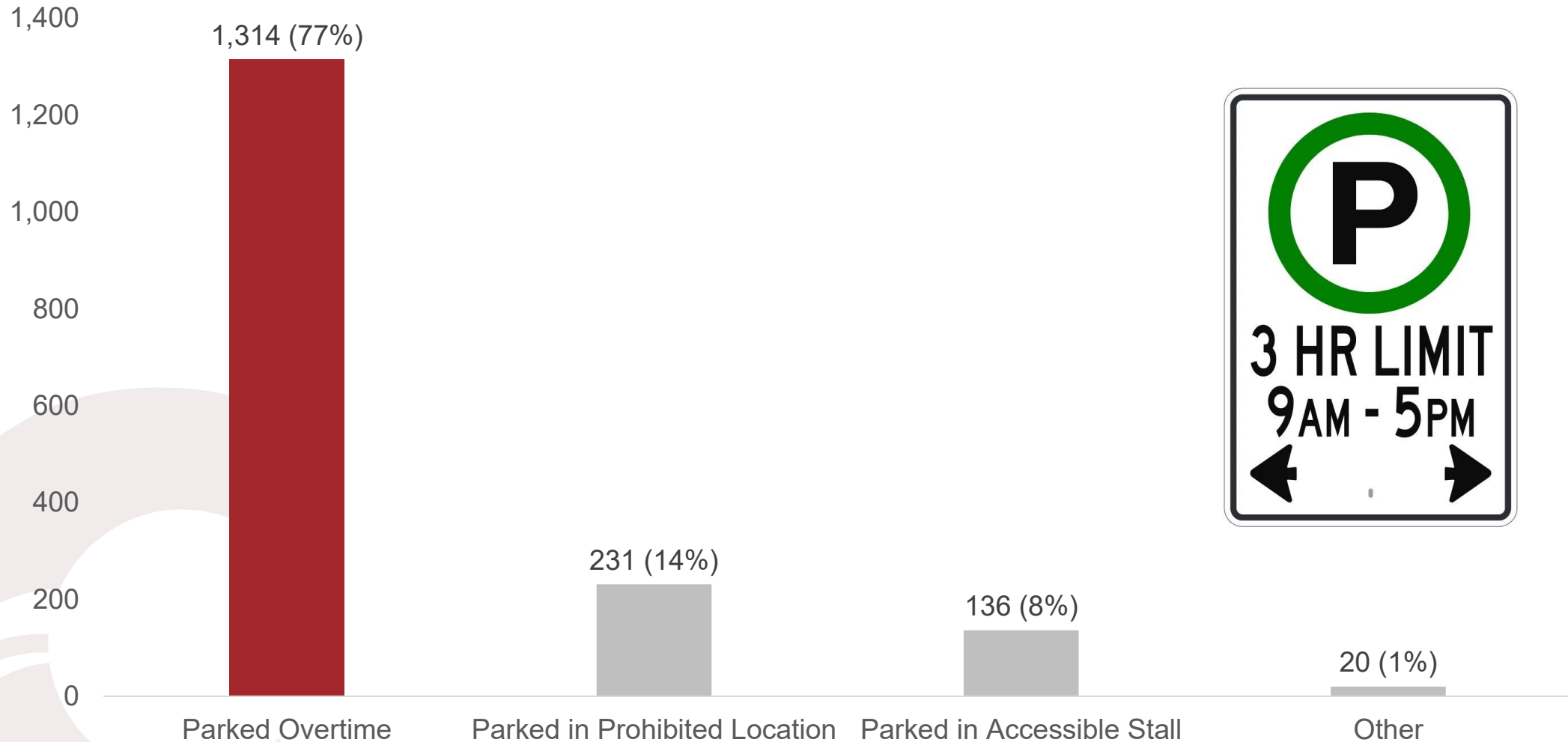# On-street & public off-street weekday parking duration in downtown Langley

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

**214 vehicles (11%)** on a typical weekday exceed the three-hour limit



Number of vehicles parked

| Number of hours parked | |
|---|---|
| 1 | 1433 |
| 2 | 284 |
| 3 | 88 |
| 4 | 46 |
| 5 | 59 |
| 6 | 47 |
| 7 | 22 |
| 8 | 40 |

214

# Parking enforcement tickets issued annually in downtown Langley by violation

Number of tickets, 2023
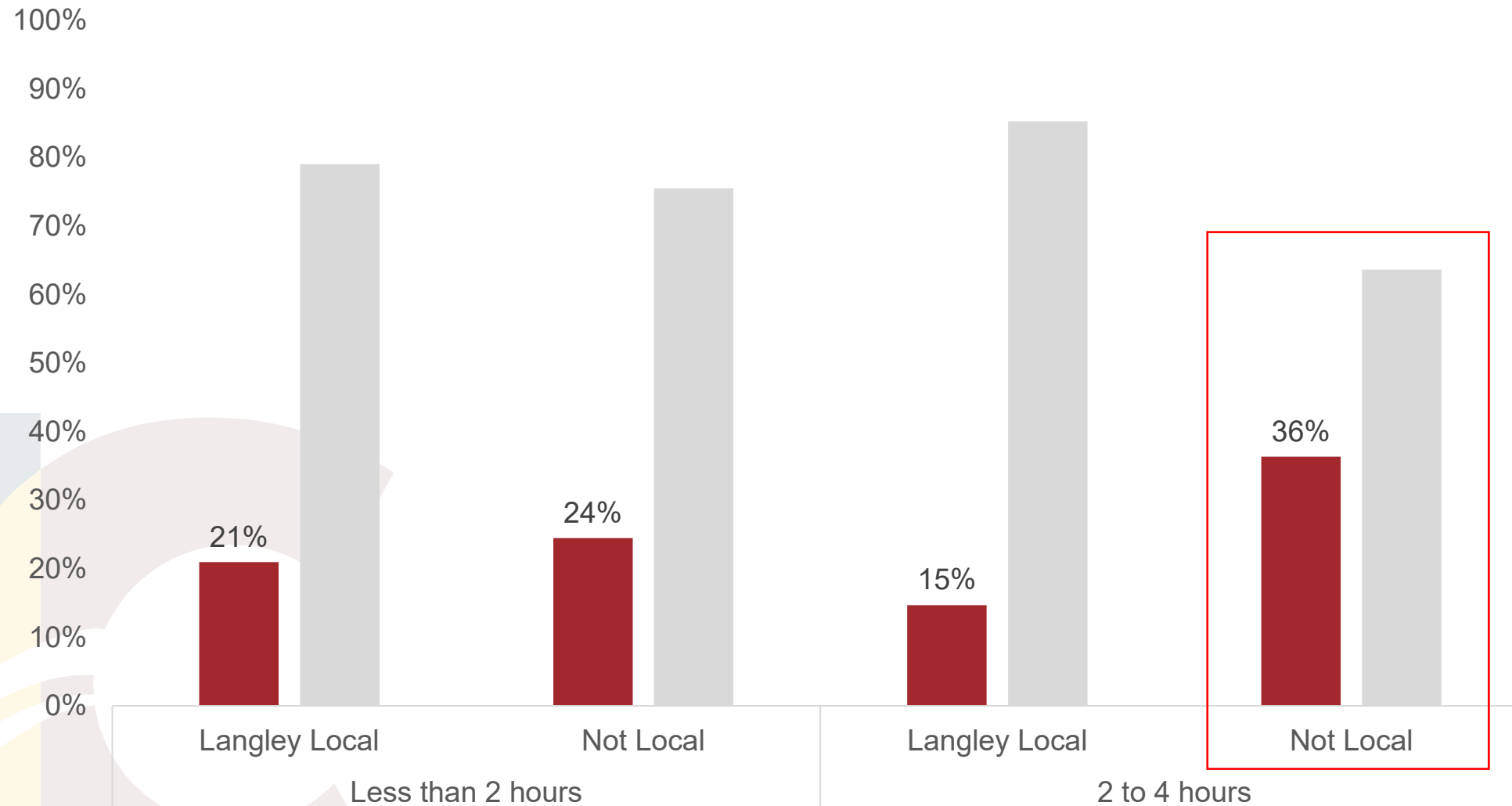
# What Have We Learned

**Finding #3**

- There are a significant number of vehicles that potentially need medium to long-term parking options for a typical day (four hours or more).

- People who park for 6+ hours are twice as more likely to report being dissatisfied than people who park for 2 or less hours.

*What does it mean?*

- Thinking about how long and when people need to park, rather than a snapshot of how many vehicles are parked, can provide greater insights into whether parking is adequately serving an area.

- Emphasizes the importance of thinking about groups of people with distinct needs (e.g., employees, customers) rather than lumping everyone together.

# Parking satisfaction among downtown parkers by typical parking duration and place of residence
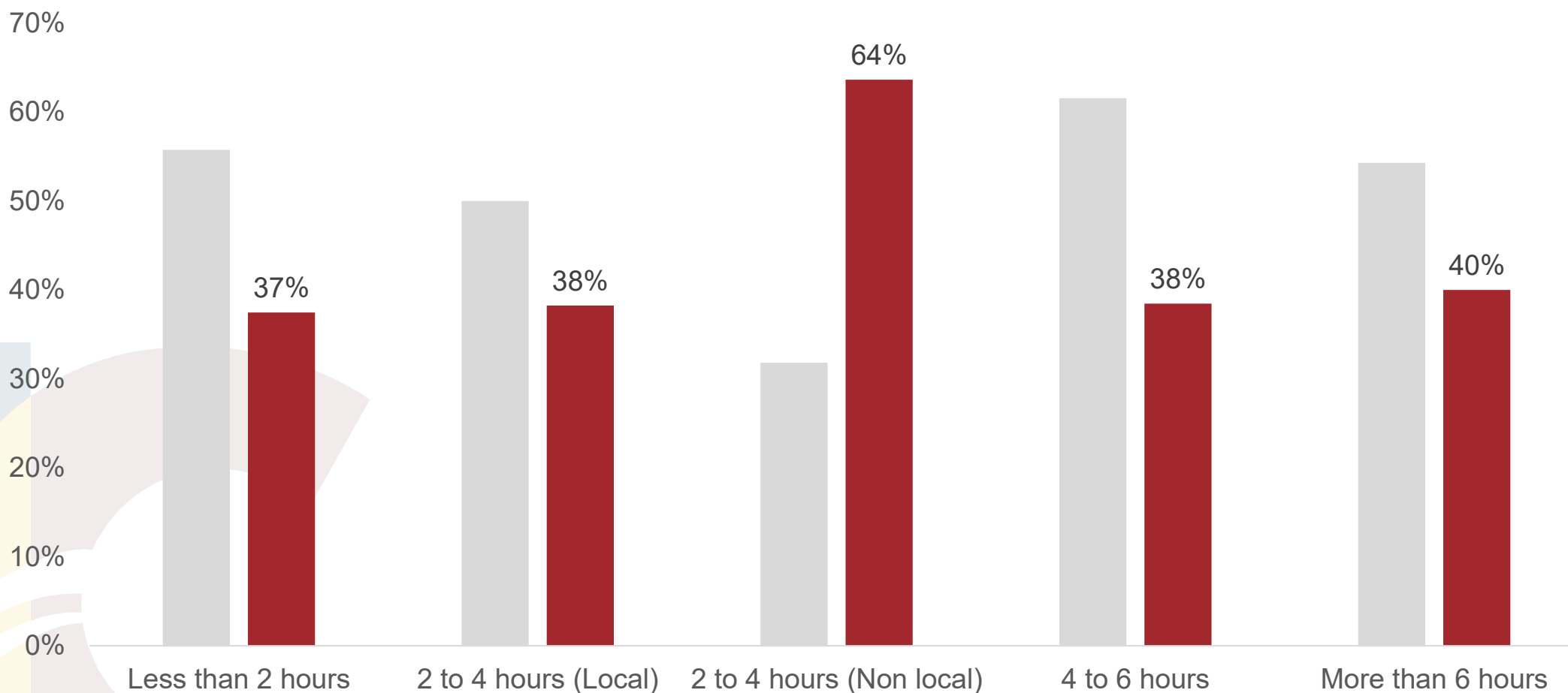
■ Dissatisfied ■ Satisfied or Neutral

| | Less than 2 hours | | 2 to 4 hours | |
|---|---|---|---|---|
| | Langley Local | Not Local | Langley Local | Not Local |
| Dissatisfied | 21% | 24% | 15% | 36% |
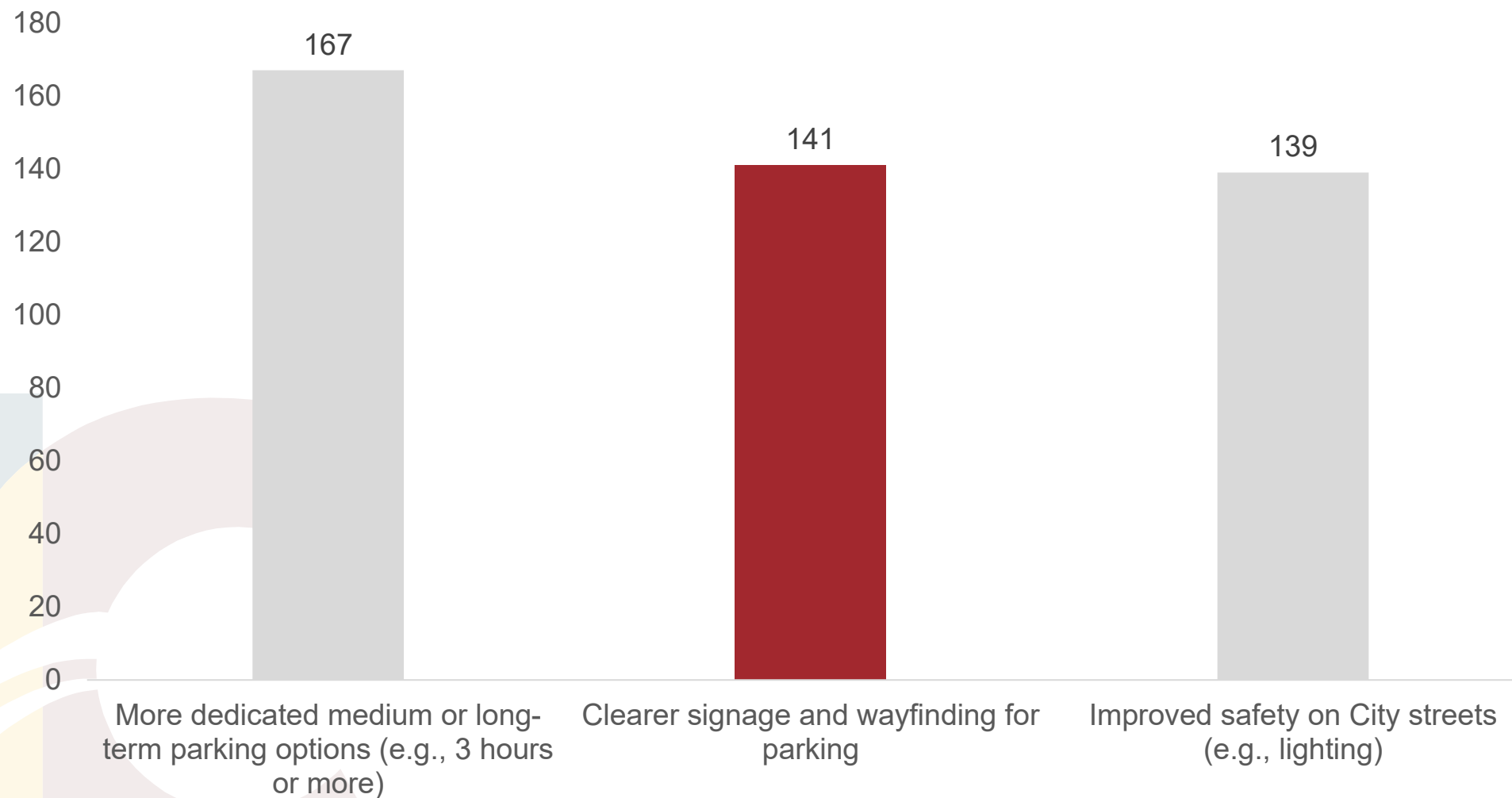
# What Have We Learned

**Finding #4**

Non-local visitors are more likely to report being dissatisfied with parking and having to spend more time searching for parking in downtown Langley compared to local residents.

***What does it mean?***

- One-third (32%) of all vehicle trips in Langley City originate from outside the community, representing a significant customer base.

- Drivers who are unfamiliar with an area need additional support such as clear signage and wayfinding to find parking that meets their needs.

# Typical Saturday Evening Demand

Data is indicative only; utilization is currently shown for entire corridor for some areas and not block-by-block

55A Ave

55A Ave

Michaud Cres

Brydon Cres

53A Ave

201 St
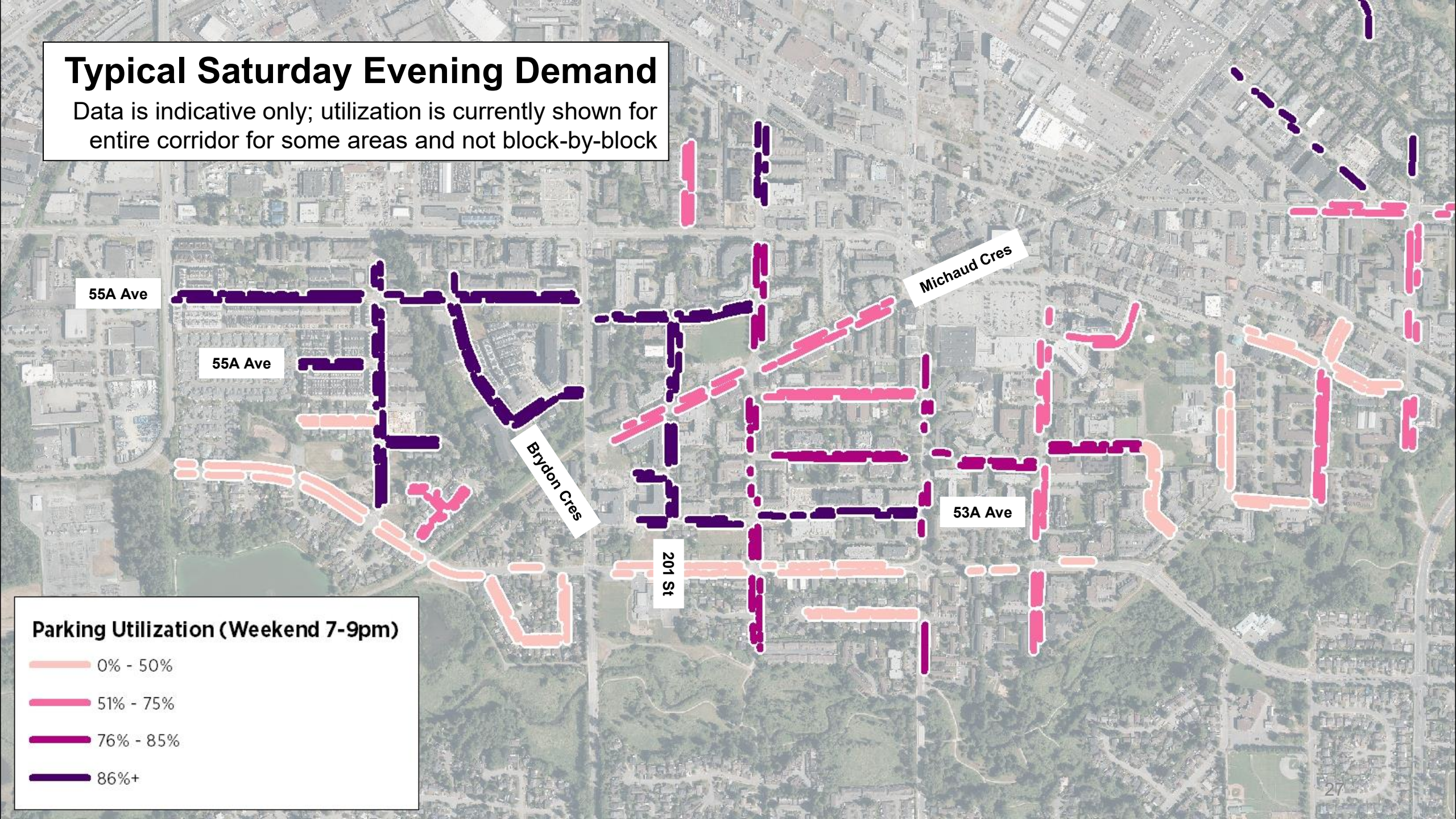
**Parking Utilization (Weekend 7-9pm)**

— 0% - 50%

— 51% - 75%

— 76% - 85%

— 86%+

27

# What Have We Learned

**Finding #5**

On-street parking in higher density residential areas have low parking availability during periods of high demand, such as weekday and weekend evenings.

***What does it mean?***

- On-street demand driven primarily by residents and their visitors. Households are making economically rational decisions between:
    - Off-street parking: monthly rental cost or included in home purchase cost
    - On-street parking: unregulated and free
- Need to manage residential parking demand proactively when warranted.

# Parking satisfaction in residential areas among residents by vehicle ownership

■ Dissatisfied   ■ Satisfied or Neutral



| | 1 vehicle | 2 or more vehicles |
|---|---|---|
| Dissatisfied | 5% | 16% |
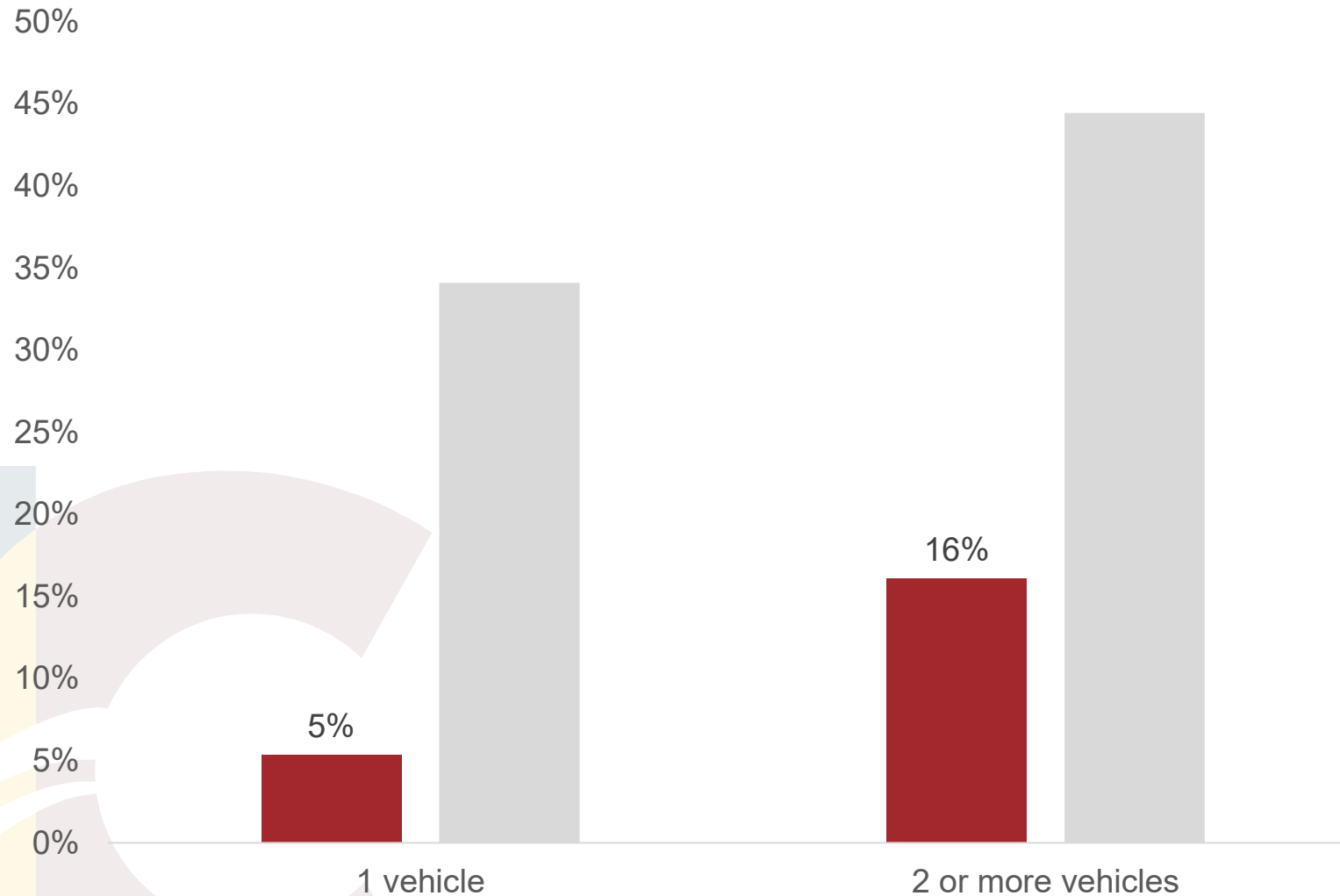
# What Have We Learned

**Finding #6**

Higher vehicle ownership households (2+ vehicles) are three times more likely to report being dissatisfied with parking than single-vehicle households.

***What does it mean?***

- Unregulated on-street parking can encourage vehicle ownership when households don't need to think about the cost of parking.

- Limited alternatives for sustainable transportation options (e.g., walking, cycling, transit, etc.) means people will opt to own a vehicle, exacerbating parking issues.

# What Have We Learned

**Downtown Parking Summary**

1. There is sufficient parking availability in downtown Langley overall. However, there are hotspots of excess demand (e.g., Fraser One-Way) that may negatively skew public perception on the availability of parking.

2. Public off-street parking options are available within convenient walking distance to key destinations within downtown Langley but are not being used to their full potential.

3. Available public off-street options are poorly understood, even among business.

4. There are a significant number of vehicles that potentially need medium to long-term parking options for a typical day (four hours or more).

5. People who park for 6+ hours are twice as more likely to report being dissatisfied than people who park for 2 or less hours.

6. Non-local visitors are more likely to report being dissatisfied with parking and having to spend more time searching for parking in downtown Langley compared to local residents.

# What Have We Learned

**Residential Parking Summary**

1. On-street parking in higher density residential areas have low parking availability during periods of high demand, such as weekday and weekend evenings.

2. Higher vehicle ownership households (2+ vehicles) are three times more likely to report being dissatisfied with parking than single-vehicle households.

Part 3

# Parking Management Primer

# Parking Management Primer
# Breaking Down the Elements

| User Group | Area Employees | Area Customers/Visitors | Area Residents | Non-Area Visitors |
|---|---|---|---|---|
| **Time** Season | Spring | Summer | Fall | Winter |
| **Time** Day of the Week | Weekday | Saturday | Sunday | Holidays |
| **Time** Hour of Day | Morning | Afternoon | Evening | Overnight |
| **Land Ownership and Type** | Public On-Street | Public Off-Street | Private Off-Street *(Publicly Accessible)* | Private Off-Street *(Privately Accessible)* |

# Parking Management Primer
# Diversity of Curb Uses

**Vehicle Parking**



**Vehicle Loading**



**Fire Hydrants & Driveways**



**Transit Priority Lane**



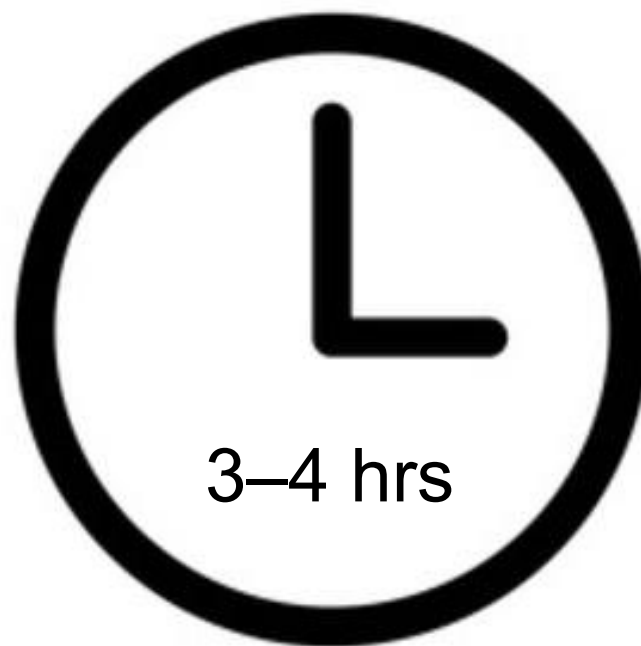**Bicycle Parking**



**Patios**

# Parking Duration



≤2 hrs

3–4 hrs

5–6+ hrs
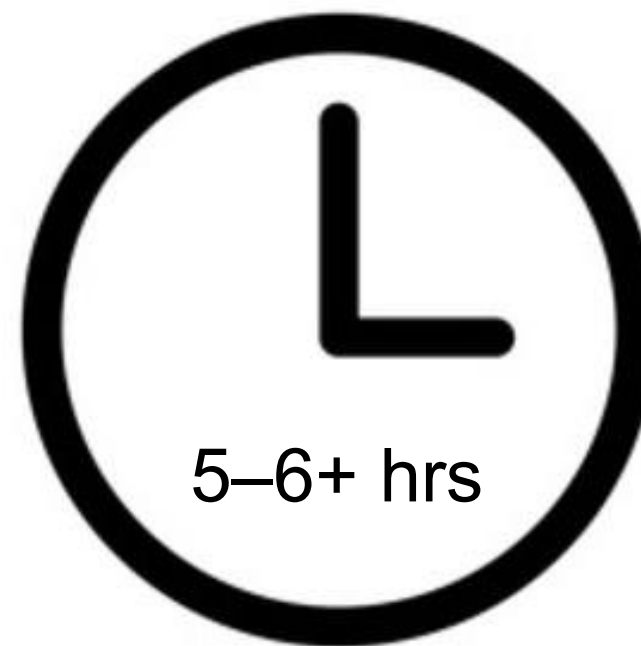
**Short-Term**

**Medium-Term**

**Long-Term**

# Parking Management Primer
# Parking Regulation Toolkit

| Residential Streets | | | Mixed or Adjacent Commercial & Residential Streets | |
|---|---|---|---|---|
| Unregulated | Resident Only Parking | Resident Parking Permits | Time Limits (Except with Permit) | Pay Parking (Except with Permit) |
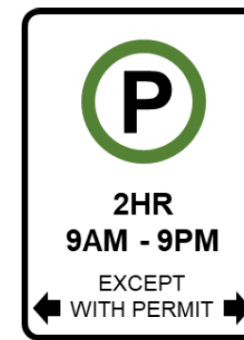
# Parking Management Primer
# Parking Regulation Toolkit



| Commercial Streets | | | Mixed or Adjacent Commercial & Residential Streets | |
|---|---|---|---|---|
| Unregulated | Time Limits | Pay Parking | Time Limits (Except with Permit) | Pay Parking (Except with Permit) |
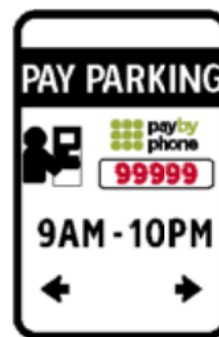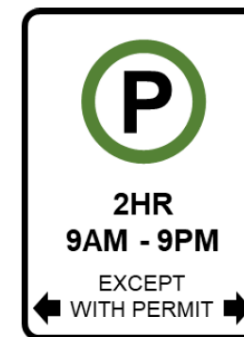
Part 4

**Draft
Strategy Framework**

# Draft Strategy Framework

| Goals |
| :---: |

| Objectives |
| :---: |

| Actions |
| :---: |

| Implementation Framework |
| :---: |

# Draft Strategy Framework

| Goals |
| --- |

| Objectives |
| --- |

| Actions |
| --- |

| Implementation Framework |
| --- |

# Draft Strategy Framework

Strategy goals aligned with Transportation 2050 Plan

- **Goal 1 – Mobility**
  Support the efficient movement of people, goods, and commercial services in Langley City

- **Goal 2 – Access**
  Support inclusive access to needs, services, and amenities in Langley City

- **Goal 3 – Economic**
  Support the economic prosperity and financial sustainability of Langley City

# Draft Strategy Framework

Goals

Objectives

Actions

Implementation Framework

# Draft Strategy Framework

Strategy objectives to address core priorities identified from the technical and engagement work completed

- **Objective 1**
Improve the reliability of finding available parking

- **Objective 2**
Create a safe, accessible, and defined parking experience

# Draft Strategy Framework

**Objective 1: Improve the reliability of finding available parking**

- Critical in areas like downtowns where there is a finite supply of (curb) space, coupled with a high demand for parking.

- Providing distinct options to serve the diversity of users depending on how long and where they need parking, supported by enforcement with tools and strategies to proactively manage.

- Improve parking availability and create a more consistent and reliable experience for people who need to drive.

# Draft Strategy Framework

**Objective 2: Create a safe, accessible, and defined parking experience**

• Prioritize personal safety, security, and comfort.

• Accommodate people of all ages and abilities through accessible and barrier-free design.

• Enable drivers to navigate to a clearly defined parking space with little to no ambiguity.

• Create a more consistent and enjoyable experience for people who need to drive, where people are willing and invited to walk from their parked vehicle to their destination.

# Draft Strategy Framework

Goals

Objectives

Actions

Implementation Framework

# Draft Strategy Framework

Select draft strategy actions are being presented today, with more in development

# Draft Strategy Framework

Draft Action 1

**Provide a complete range of parking options to serve all parking users**

- History of switching between two- vs. three-hour parking.
- Previous attempts failed to address the underlying issue of people who have distinct parking needs in terms of duration:
  - Short-term loading (5 to 30 minutes)
  - Short-term parking (2 hours or less)
  - Medium-term parking (3 to 4 hours)
  - Long-term parking (5 to 6+ hours)

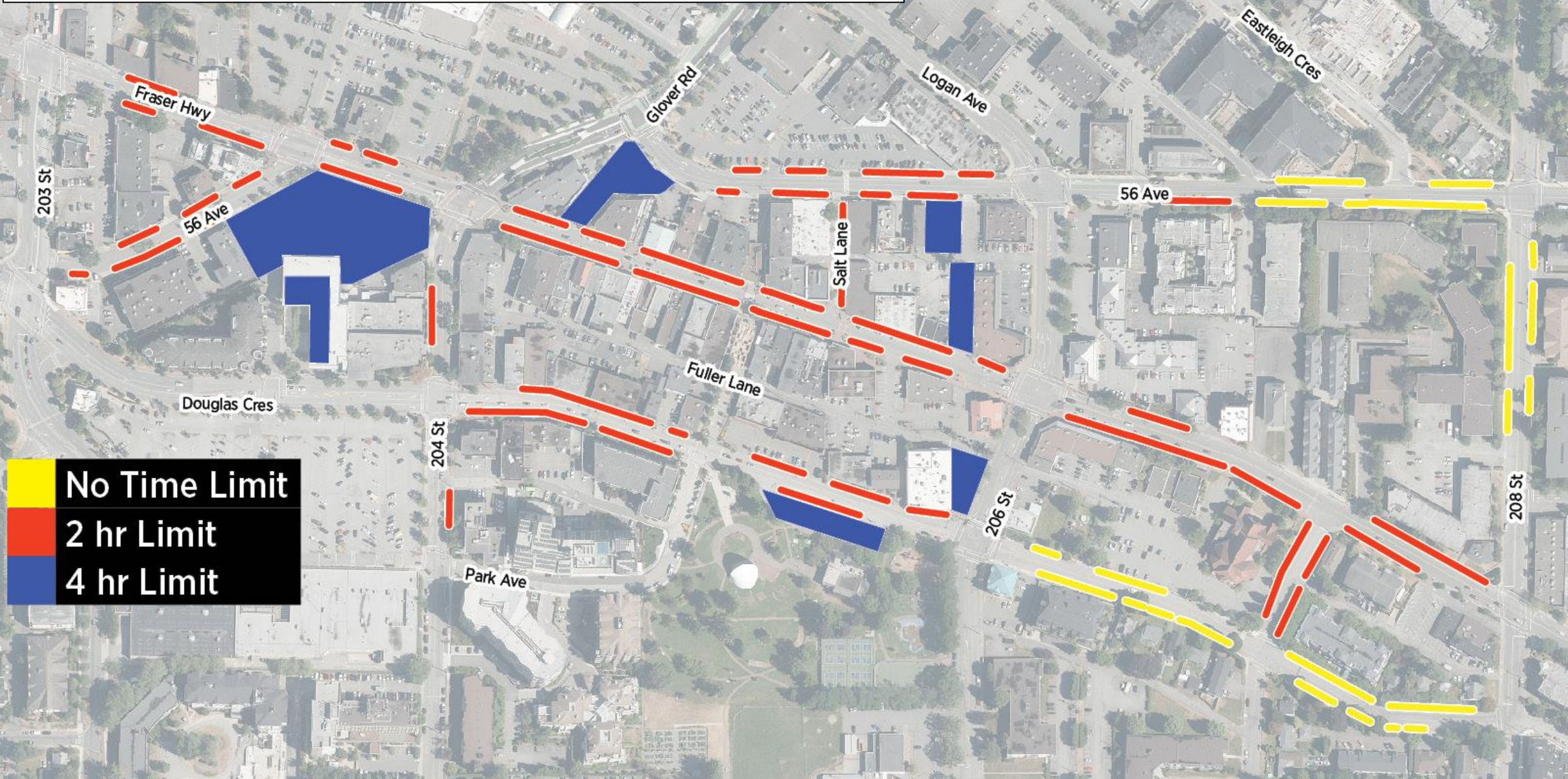# Draft Strategy Framework

Draft Action 1

**Provide a complete range of parking options to serve all parking users**

- Short-term implementation that addresses immediate and low-hanging fruit challenges.

- For a typical day:

  - 2-hour on-street time limit accommodates 85% of all parked vehicles (1,717 vehicles)

  - 4-hour off-street time limit accommodates 7% of all parked vehicles (134 vehicles)

# CONCEPTUAL SHORT-TERM PARKING PLAN
Subject to further refinement and does not include loading and other special zones

**Legend:**
- No Time Limit (yellow)
- 2 hr Limit (red)
- 4 hr Limit (blue)

Labels on map: Fraser Hwy, Glover Rd, Logan Ave, Eastleigh Cres, 203 St, 56 Ave, Salt Lane, 56 Ave, Douglas Cres, Fuller Lane, 204 St, 206 St, 208 St, Park Ave

# Draft Strategy Framework

Draft Action 1

**Provide a complete range of parking options to serve all parking users**

- City currently already has a form of pay parking in downtown

- 21 off-street spaces at 206 St lot that are reserved only through purchase of monthly permit ($58.05), available Monday to Friday from 6 AM to 6 PM

# Draft Strategy Framework

Draft Action 1

**Provide a complete range of parking options to serve all parking users**

- Expand permit program to select lots and limit it to employees who need 5 to 6+ hours of parking.

- Open up reserved spaces to general public during evenings and weekends.

- Potential consideration for discounted permit based on salary.

- Potential consideration for assigning reserved spaces and first-come-first-serve spaces.
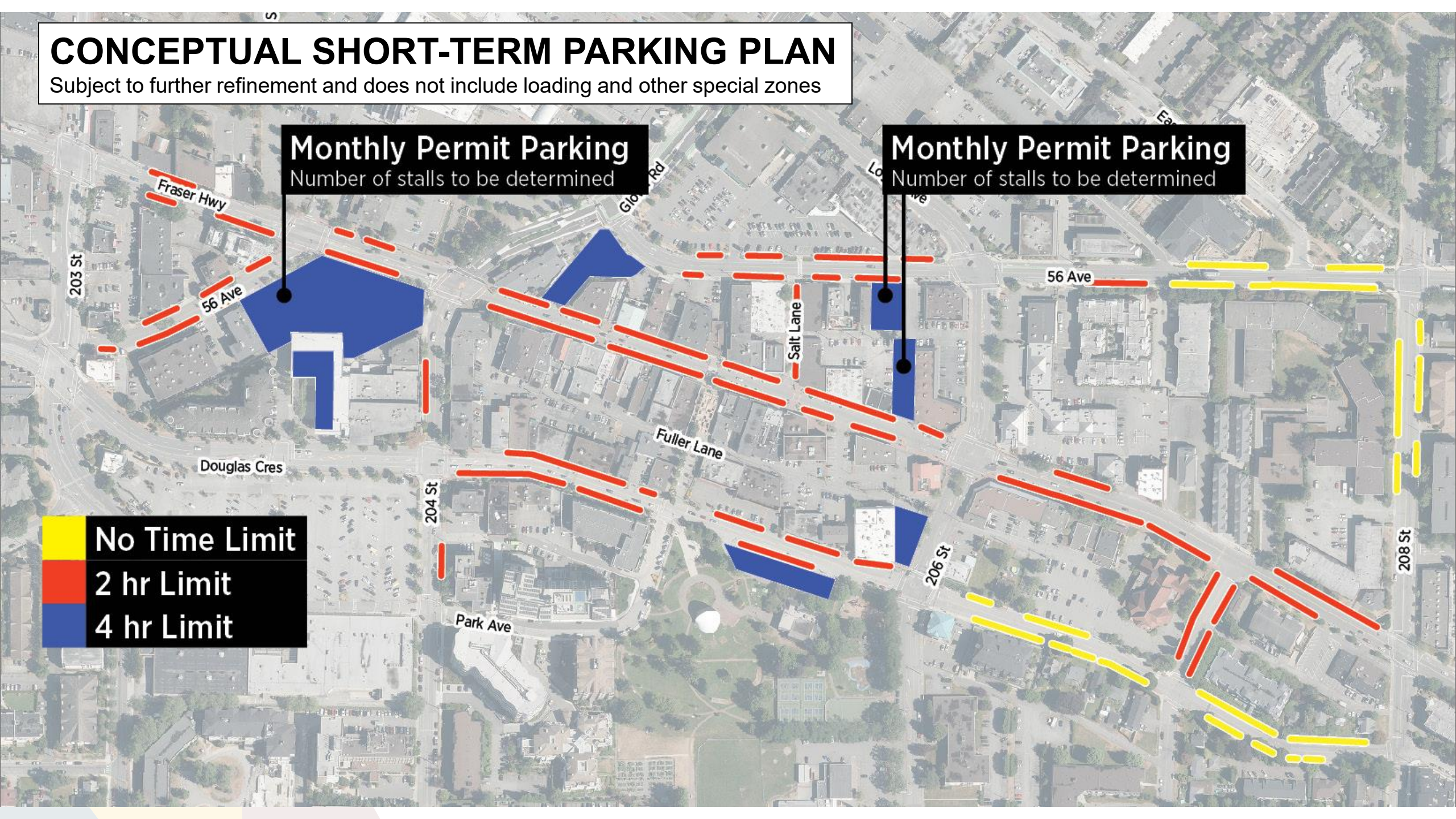
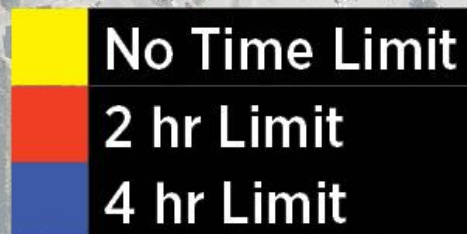# CONCEPTUAL SHORT-TERM PARKING PLAN
Subject to further refinement and does not include loading and other special zones

**Monthly Permit Parking**
Number of stalls to be determined

**Monthly Permit Parking**
Number of stalls to be determined

Fraser Hwy

203 St

56 Ave

Glover Rd

Salt Lane

56 Ave

208 St

Douglas Cres

204 St

Fuller Lane

206 St

Park Ave

**No Time Limit**

**2 hr Limit**

**4 hr Limit**

# Draft Strategy Framework

Draft Action 2

**Explore adopting comprehensive pay parking in high-demand areas to increase turnover and availability**

- Represents best practice and is an important parking management tool that is warranted when there is high demand.
- Often confused with being a *revenue generation* tool.
- Different ways of setting up pay parking depending on priorities.
- Key principle is reinvesting revenue collected back into the downtown area towards improvements that address community priorities.

# Draft Strategy Framework

Draft Action 2

**Explore adopting comprehensive pay parking in high-demand areas to increase turnover and availability**

- Some form of pay parking in areas of high demand (e.g., downtown/city centre, SkyTrain station) is implemented in at least 11 communities within the Metro Vancouver region.

- Pay parking by itself does not fully address all challenges identified to-date but is an important part of the solution.

- Strategy identifies pay parking as an important action but recommended further consultation with the community in the future to develop and refine a specific proposal.
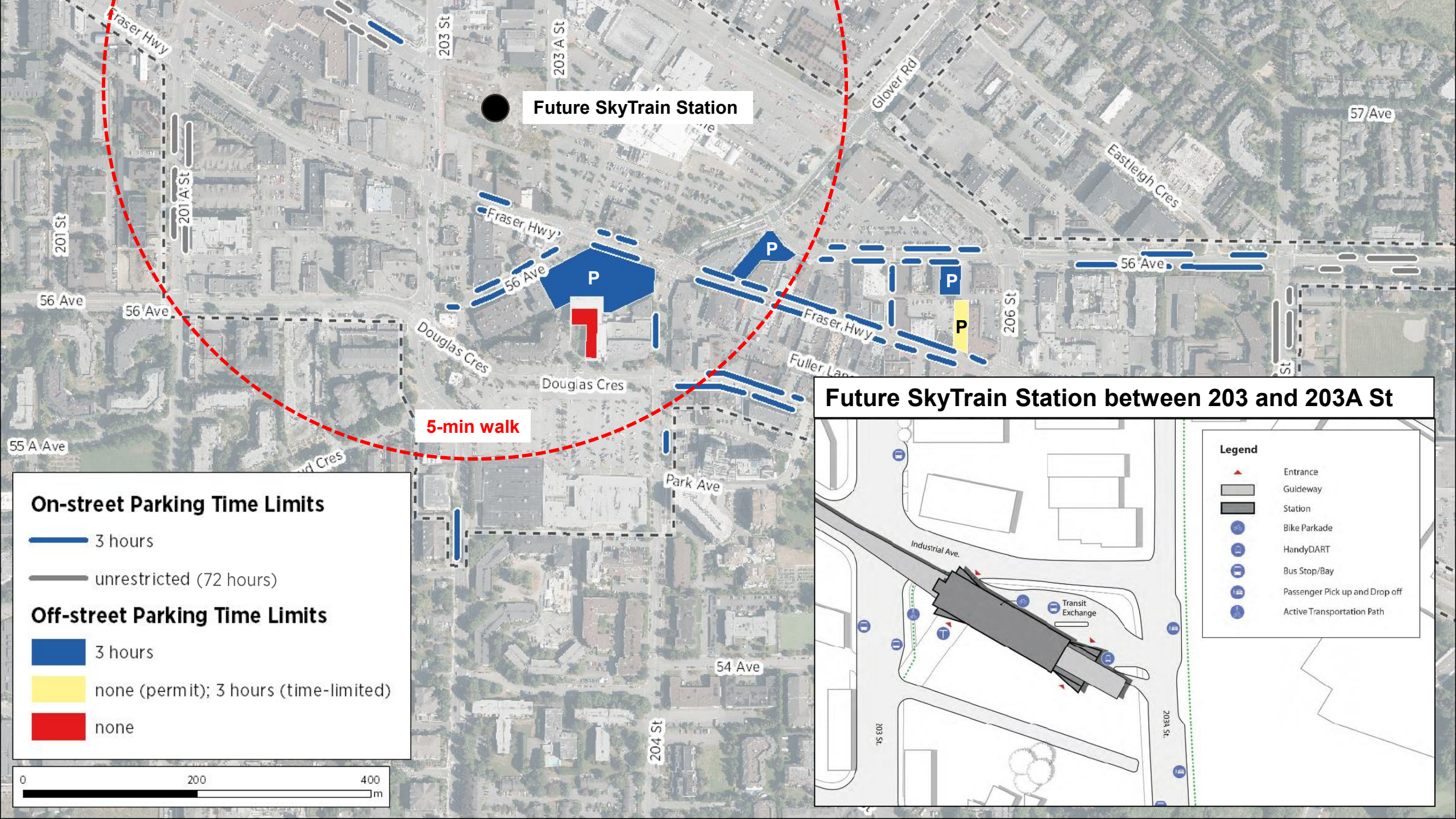
# Draft Strategy Framework

Draft Action 3

**Leverage redevelopment opportunities to secure public parking options near the future SkyTrain station**

- Undertaking construction and ongoing maintenance of a parkade would be very costly for City of Langley alone
- Seek out partnerships with private developers near the SkyTrain station to secure parking spaces reserved for public
- 300 to 400 metre walk (~5 minutes) from SkyTrain station to start of Fraser One-way at 204 St

**Future SkyTrain Station**

**5-min walk**

**Future SkyTrain Station between 203 and 203A St**

**On-street Parking Time Limits**

— 3 hours

— unrestricted (72 hours)

**Off-street Parking Time Limits**

■ 3 hours

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

■ none

0          200          400
m

**Legend**

▲ Entrance

▢ Guideway

▢ Station

⊙ Bike Parkade

⊙ HandyDART

⊙ Bus Stop/Bay

⊙ Passenger Pick up and Drop off

⊙ Active Transportation Path

Industrial Ave.

Transit Exchange

203 St.

203A St.

Park-and-ride parking spaces secured by City of Coquitlam as part of Coquitlam Bettie Allard YMCA by Burquitlam SkyTrain Station
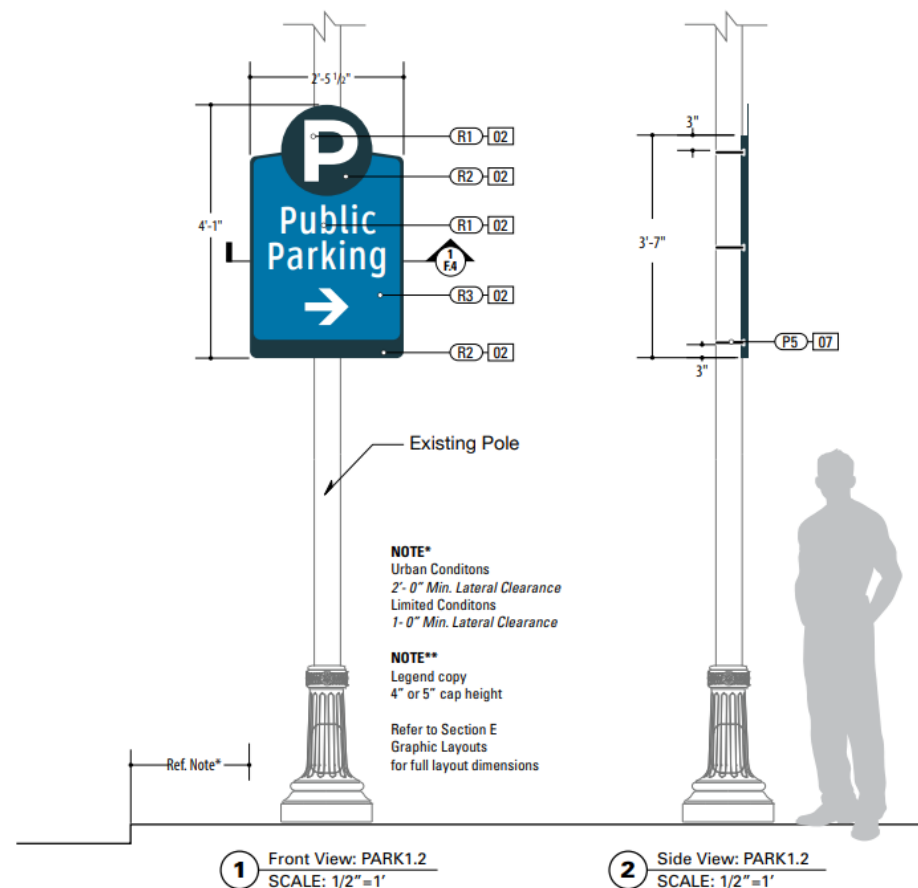
# Draft Strategy Framework

Draft Action 4

## Develop public parking wayfinding strategy

- Public parking is not clearly defined and not legible in downtown Langley

- Benefits everyone, particularly non-local visiting downtown

# Draft Strategy Framework



Draft Action 5

**Modernize and enhance parking enforcement**

- Bylaw staff currently rely on chalking

- Automated license plate readers (ALPR) are modern solution

- Adopted by different municipalities across the region to monitor parked vehicles under both time-limited and pay parking management options
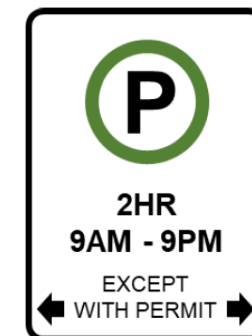
# Draft Strategy Framework

**Other Select Actions Under Study**

**Permit parking** in residential areas to manage high demand during key periods such as overnight and weekend evenings

- Some form of residential permit parking is implemented in at least 9 communities within Metro Vancouver region, including recent expansion in City of North Vancouver (April 2025)

- Allows permit holders to park on specific street or zone; does not guarantee parking will always be available in front of your property.
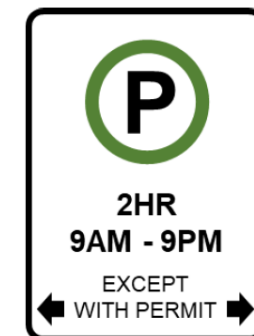
# Draft Strategy Framework

**Other Select Actions Under Study**

**Permit parking** in residential areas to manage high demand during key periods such as overnight and weekend evenings

- Encourages households to make more informed decisions on vehicle ownership and/or using off-street parking options.

- Further engagement with community in beginning of fall 2025 to further develop and refine this action.

Part 5

# Next Steps

# Next Steps

- Complete community and stakeholder engagement.
- Develop draft strategy, including complete set of strategy actions and implementation framework.