

## Brigid Reynolds

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**From:** Debbie Mahler <clerk@whidbey.com>  
**Sent:** Thursday, March 29, 2018 4:33 PM  
**To:** 'Brigid Reynolds'  
**Subject:** FW: 1st Street Parking

Debbie L Mahler, Finance Director/City Clerk City of Langley  
360-221-4208  
clerk@langleywa.org

-----Original Message-----

From: Rene Neff [mailto:rmneff@whidbey.com]  
Sent: Thursday, March 29, 2018 4:01 PM  
To: city Council <council@langleywa.org>; Tim Callison <mayor@langleywa.org>  
Subject: 1st Street Parking

Dear Council Members and Mayor,

I would like to weigh in as a former merchant on 1st Street, former Langley Council Member, a frequent Langley shopper and resident of 30 years. When I first moved to Langley there was parallel parking on both sides of 1st Street. It was great for the shop owners because you could see their stores, which encouraged people to stop and shop. When I was on City Council, I worked with a committee of merchants primarily around the issue of parking. The shop keepers on 1st Street on both sides up to Anthes wanted to go back to parallel parking because they felt the vehicles we have on the roads today are big: trucks, SUVs and larger cars all block the windows and sight lines so that you cannot see what is going on in front of the cars or behind the cars. Several of the shop keepers remarked that they were very worried someone might get hurt because you cannot tell when someone is beside the vehicle and decides to cross the street. The person moving can't see what's coming and the person driving can't see if someone is coming out between the cars. Its especially dangerous for kids and animals that dart out without looking.

We all remarked at the time that if you went to the mall or downtown Seattle you would be walking way farther than one would have to park in Langley if they parked across from the Methodist Church, farther up on Anthes or on 3rd Street. Also we all agreed that the biggest impediment to not enough parking were the employees who park on the street rather than at the Park and Ride lots or 3rd Street. The whole reason there is a Park and Ride lot at the Church on the corner of Cascade and 6th is to provide more parking for people visiting the city, employees of the City and the shops. However, it is rarely used and instead employees park on the street. So its a problem that has plagued Langley for many years.

I believe there is plenty of parking if people would be willing to walk. We accentuate walkability in our Comprehensive Plan so it follows we should walk our talk. It is my feeling that our town's beauty and economic prosperity rests with the vitality of our shops and if they have more visibility that will help their businesses. I hope the Council will choose parallel parking on both sides of 1st Street rather than continue with the angle parking that is currently in place now. No matter how many places we have to park in our town the desire for some to park right in front of the store they are going to will always be an issue and its unrealistic. Making our town look better and feel safer would attract more tourists and locals as well.

Sincerely,  
Rene Neff =

## Brigid Reynolds

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**From:** Debbie Mahler <clerk@whidbey.com>  
**Sent:** Thursday, March 29, 2018 2:38 PM  
**To:** 'Brigid Reynolds'  
**Subject:** FW: First Street

Debbie L Mahler, Finance Director/City Clerk City of Langley  
360-221-4208  
clerk@langleywa.org

-----Original Message-----

**From:** Val Easton [mailto:valeaston@comcast.net]  
**Sent:** Thursday, March 29, 2018 9:51 AM  
**To:** council@langleywa.org; Tim Callison <mayor@langleywa.org>  
**Subject:** First Street

Hello -

I was sorry to miss the meeting last night. As a long time Langley resident and business owner (Half Moon Yoga in Langley Village) I'd like to weigh in enthusiastically for the parallel parking/Ross Chapin design for First Street.

I've always disliked the angle parking - big cars and trucks stick out over the sidewalk, reducing room to walk on an already narrow sidewalk. They also stick out into the street, and it seems dangerous to me when people walk out behind their cars to unload things from the back. Dogs jump out of the car into the street, kids walk out alongside the cars....the whole space is just too narrow.

Also the aesthetics are bad - you can't see the charm of the storefronts and it looks more parking lot than historic town center. People come to Langley for its scale and small-town feel, and we live here for that reason too. Let's enhance that, rather than keep First Street feeling like a parking lot.

Do we need more parking? Not at the cost of safety, beauty and walkability. I reject the argument that people won't come into Langley to shop if they can't park right in front of where they're going. There's plenty of parking on 3rd street, and the merchants benefit by people walking down the alleys. Walking a block or two is how residents and visitors alike enjoy and experience the town....

I hope you'll take the long view on this - Langley is attracting more and more visitors, and we need wider sidewalks, inviting places and safe streets with ADA compliance to accommodate visitors and all of us who live here. Since I've been pushing a grandchild around town in a stroller lately I've been more acutely aware of the problems on First Street.

I really like Ross Chapin's proposal. It provides for wider sidewalks and the two gathering spots have moveable benches, planters so they can be re-arranged for events creating a lot of flexibility.

Thank you for all your work on this, and for your consideration of public opinion.

Best regards,

Valerie Easton

## Brigid Reynolds

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**From:** Debbie Mahler <clerk@whidbey.com>  
**Sent:** Thursday, March 29, 2018 2:37 PM  
**To:** 'Brigid Reynolds'  
**Subject:** FW: First Street Parking

Debbie L Mahler, Finance Director/City Clerk City of Langley  
360-221-4208  
clerk@langleywa.org

-----Original Message-----

**From:** Sharon Berlin [mailto:sberlin@uchicago.edu]  
**Sent:** Thursday, March 29, 2018 2:15 PM  
**To:** council@langleywa.org; mayor@langleywa.org  
**Subject:** First Street Parking

Dear Mayor and Council Members,

I am writing to recommend that you support Ross Chapin's First Street proposal that includes parallel parking. Although I will be sorry to lose parking spaces, I believe that we have a real opportunity to make First Street more attractive and inviting to residents and visitors alike.

Thank-you for your consideration.

Sharon Berlin

300 Noble Cliff Place

Langley

## Brigid Reynolds

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**From:** Thomas Gill <thomas.gill@whidbey.com>  
**Sent:** Wednesday, March 21, 2018 6:45 PM  
**To:** Brigid Reynolds  
**Subject:** 1st Street Re-Design

I would like to add my 2¢ into this discussion, but will be unable to attend the meeting next week (I had it down as today on my calendar).

I think we should explore expanding the sidewalks to 8ft on either side. Ross's drawing shows 11' sidewalks, which seems very out of scale for the 1st street. This would provide an extra 6' of usable space, to allow for angled parking on one side or both (I can't get a straight answer on how much depth you need for angled parking). I would then extend this West up 1st to the Inn at Langley, or beyond. I would also like to see us discuss removing the 5-6 parking spaces in front of the pizzeria, or allow for wider sidewalks, with the possibility of angled parking across from it to make up for the missing spaces.

For the "lower" section of 1st, I'd like us to draw in some design elements we ultimately rejected for 2nd, such as curbless sidewalks on the north side (to compensate for the massive dip on that side) utilize bollards or planters to separate the street from the sidewalk. Most of the other elements in Ross's design make sense, except I would use pavers, like at the 2nd St. Place for Boy and Dog park, and the crossing there, as well as at 1st and Anthes, and I would add a crosswalk at Frick Lane.

The one thing I hope we can all agree on is that due to there being a negative speed differential along 1st street, that rather than adding bike lanes or other elements to the street, simply making it a shared street is much more logical. We could also look at replacing overhead lighting along the street with ground level lighting to reduce light pollution.

Thomas=

RE: Proposed First Street Traffic Improvements Downtown

Dear Mayor Callison, Mr. Berryman and esteemed Council Members,

My name is JR Fulton and while I am a member of the Langley Planning Advisory Board, I am speaking here solely as a citizen of Langley.

I have some concerns with at least one of the proposed traffic changes to First Street downtown. Our goal should be traffic calming, slower traffic and pedestrian safety.

Even with two improved crossing locations, I am concerned that any over-widening of traffic lanes will result in much faster driving patterns. The fourteen foot wide lanes shown in one of the proposals are simply too wide. Overly wide lanes tend to have drivers believe that they can go faster. Faster traffic will not result in the intended improved safety. The increased speed plus the greater distance to travel will also make mid-block crossing more difficult and dangerous. But perhaps I am the only person who has ever crossed mid-block on First Street.

Sincerely,

JR Fulton

130 Fifth Street  
Langley, WA 98260

[jrfulton@uw.edu](mailto:jrfulton@uw.edu)  
(206) 450-7286

## Brigid Reynolds

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**From:** Ross Chapin <ross@rosschapin.com>  
**Sent:** Wednesday, March 28, 2018 10:46 AM  
**To:** Brigid Reynolds  
**Cc:** Tim Callison  
**Subject:** Comments on First Street Plans

Brigid,

I'm sorry I am not able to attend the Complete Streets meeting this evening. In lieu of being there, I am offering these comments on the preliminary street plans I saw last week.

With all of the effort to rework First Street, I believe we must achieve significant benefits for pedestrians. With due respect for the desire to maximize parking, the diagonal parking plan leaves sidewalks at substandard widths. It also does not alleviate the problem on long vehicles jutting into the travel lane, nor limited visibility of shops from across the street. Therefore, I recommend developing the design of the parallel parking version instead.

The parallel parking plan layout allows the sidewalks to be wider, with more room for multiple people walking in both directions, and some additional elements like benches and planters. However, the proposed plan I'm seeing has travel lanes at 14 feet wide each — 3 feet wider than required; which means the side walks are 3 narrower than they could be. I strongly advocate for 11-foot lane widths with wider sidewalks.

The Anthes & First 'plaza' is good. I suggest maximizing the paving pattern to the water edge of the sidewalk to create a more welcoming place for occasional large community events. Removing fixed or difficult-to-move elements like large planters and bike racks would allow for more flexibility for these events.

At the Anthes & First intersection, the paving pattern will serve to reduce traffic speed. As I see the plan now, I suggest replacing the large fixed planters in the intersection with smaller movable planter pots.

At Boy & Dog Park, I have similar suggestions... Having movable outdoor furnishings and planters in the center space, and relocating fixed elements like the bike rack, to accommodate larger community events. (Refer to the sketch I offered at the last community meeting — the bike racks and bike-maintenance station are located to the side — close to, but not taking up the center gathering space.)

I like the way the plan has a variety of sub-spaces, but to reinforce the space for these larger gatherings, I suggest having a paving pattern that is not too specific. Shape the subspaces with movable elements.

I am also seeing an opportunity to have the south edge of the Boy & Dog Park be a planter — rather than a parking space. Again, refer to my sketch. I know this approach reduces parking by one spot, but the value added for increased visibility, improved aesthetics, and the function of a protected raised planter and seating wall would outweigh the loss.

When I return to Langley next week, I would be happy to meet with you and/or the design team to review these comments in more detail.

## Brigid Reynolds

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**From:** Debbie Mahler <clerk@whidbey.com>  
**Sent:** Monday, April 02, 2018 9:55 AM  
**To:** 'Brigid Reynolds'; 'Tim Callison'  
**Subject:** FW: Complete Streets Project

Debbie L Mahler, Finance Director/City Clerk City of Langley  
360-221-4208  
clerk@langleywa.org

-----Original Message-----

**From:** janet ploof [mailto:janetploof@gmail.com]  
**Sent:** Sunday, April 1, 2018 12:17 PM  
**To:** Council <council@langleywa.org>  
**Subject:** Complete Streets Project

Hi Council,

As long time residents and property owners Frank and I have a strong hope that First Street will wind up with parallel parking.

Big wide sidewalks are a good business plan. We agree with Ross Chapin's point of view on community architecture. The angled parking distracts from the authentic historic buildings that are so recognizable as Langley. Let's watch out for making Langley a parking lot for increasingly big cars.

In the long view, preserving Langley charm is more important than a hand full of parking spots. Let's start right away with making the Methodist Church lot the best it can be, with a set of stairs to the bus stop, a handrail and excellent signage. Then we can get people who work downtown to realize it's very easy to park there.

Thanks for your interest! Janet Ploof