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| March 28th 2018 |
| First Street Meeting Comments |
| Popular Comments |
| Prefer Angled Parking 6 tables |
| Prefer Parallel Parking 4 tables |
| No Charging Stations on First Street 6 tables |
| Move Bike Racks to Anthes 5 tables |
| Need to consider non-Langley residents and their parking needs 4 tables |
| Support employee parking off-site 5 tables |
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| Parking Comments |
| Callahan said that approximately 10 spots were lost during the Second Street redesign and he felt his business went up as a result. |
| Losing spots can be mitigated. Town runs because of merchants/employees. Look for opportunities to do public/private partnership for additional parking. |
| Cyclist don't buy large items they buy drinks-coffee, water. |
| First Street packed on a Friday night. Dog House and Mike's Place will only add to this. Every weekend is busy. Population on main land is growing which increases population here on island. |
| Angle parking is not safe and not working. Stop looking at it as losing one or ten spots and look the larger picture. |
| Law or guide line to percentage of ADA parking per regular parking stalls that are required. |
| Carlsbad CA, went through planning process, public hearings, changed to parallel parking. People who weren't involved in the decision were upset and complained to shop owners. |
| First Street has changed from parallel to angled previously. |
| Angled parking seems dangerous. |
| Cannot see businesses with cars in the way. |
| No back door on First Street's waterside do they need (space for) loading/unloading locations? |
| Keep high value spots turning over/ shorter term parking. Perhaps enforcement. |
| Market to locals about coming to Langley on 'off-days' |
| Frick Lane crosswalk could be used for parking spots instead. |
| Move ADA parking closer to Boy & Dog, as its more central. |
| Church parking lot useless to merchants because they are too far. |
| (Add) signage restricting vehicle size/length. |
| Town needs parking signage. |
| Curb stops for angled parking (should include) notice of vehicle length restrictions |
| Tire guards will help with sidewalk but will push cars further into drive aisle |
| Pedestrian Features |
| Like the crosswalk at Frick Lane. |
| Pro Plazas. |
| Is Frick Lane crossing necessary? Can this be parking spaces instead. |
| Cobbles hard to walk on |
| Stamped concrete to match 2 nd Street feel. |
| Is a wider sidewalk at pizzeria possible? |

| Design Comments |
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| How do these designs connect the upper section of First Street with the improved First Street section. |
| One-way streets on First and Second are an option (to improve trucks towing) boats and Marina access. |
| (One-way streets could allow) options for larger (vehicle) turnarounds. |
| Look at the future needs of the city and look to other cities for other examples. |
| Fourteen-foot drive lanes are too wide |
| Paint pavement down to Seawall Park. |
| How much can we get for \$250,000? |
| The timeline for work is 3 months and will be disruptive |
| Study Requests |
| Would like to see study or statistics on where cars are actually coming from. Feels there is a large population of Islanders who come into Langley to shop and run errands and may go elsewhere if it isn't convenient. |
| 2015 parking study concludes tourist season may cause parking strain. |
| Would like to see studies and demographics that were referenced. |