

Public Workshop

Jersey City Parking Plan

February 19, 2020

FOR PRESENTATION
PURPOSES ONLY



Agenda

1. Project Introduction
2. Why Parking Management?
3. Progress to Date
4. Public Feedback
5. Challenges
6. Potential Solutions
7. Next Steps



1. Project Introduction

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Why a Parking Plan?

The City of Jersey City, in coordination with NJTPA, is conducting a year-long parking study.

- Addressing a Regional Need:
 - Jersey City is the state's **2nd most-populous** City
 - Despite the City's extensive transit network, still **50%** of residents drive to work and **62%** of residents own a car
 - The City experiences **heavy congestion** due to commuters traveling both to the City and through the City



Image credit: The New York Times



Image credit: Jared Kofsky/Jersey Digs



Why a Parking Plan?

- Addressing a Regional Need:
 - Rapid Growth:
 - 5,600 new residential units since 2013
 - 14,000 additional residential units projected for the next 15 years
 - However, there is currently **no comprehensive parking management strategy nor inventory of parking supply**



Image credit: Hamilton Park Neighborhood Association

What is the Plan Going to Achieve?

- Create a citywide parking inventory
- Offer innovative strategies for parking management
- Develop recommendations for the City to adjust its parking regulations



2. Why Parking Management?

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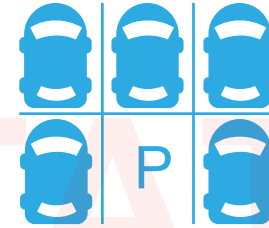
Why Parking Management?

- *Good parking management could reduce the negative impacts of:*

Congestion Caused by “Cruising for Parking”



Inefficient Land Use



Disruption of Neighborhoods



The Cost of Building Parking Facilities



Why Parking Management?

- *Good parking management has the opportunity to support larger quality-of-life goals, such as:*

Economic Development



Improved Access for a Diverse Population



Environmental Sustainability



Increased Space for Affordable Housing and Community Facilities



3. Progress to Date

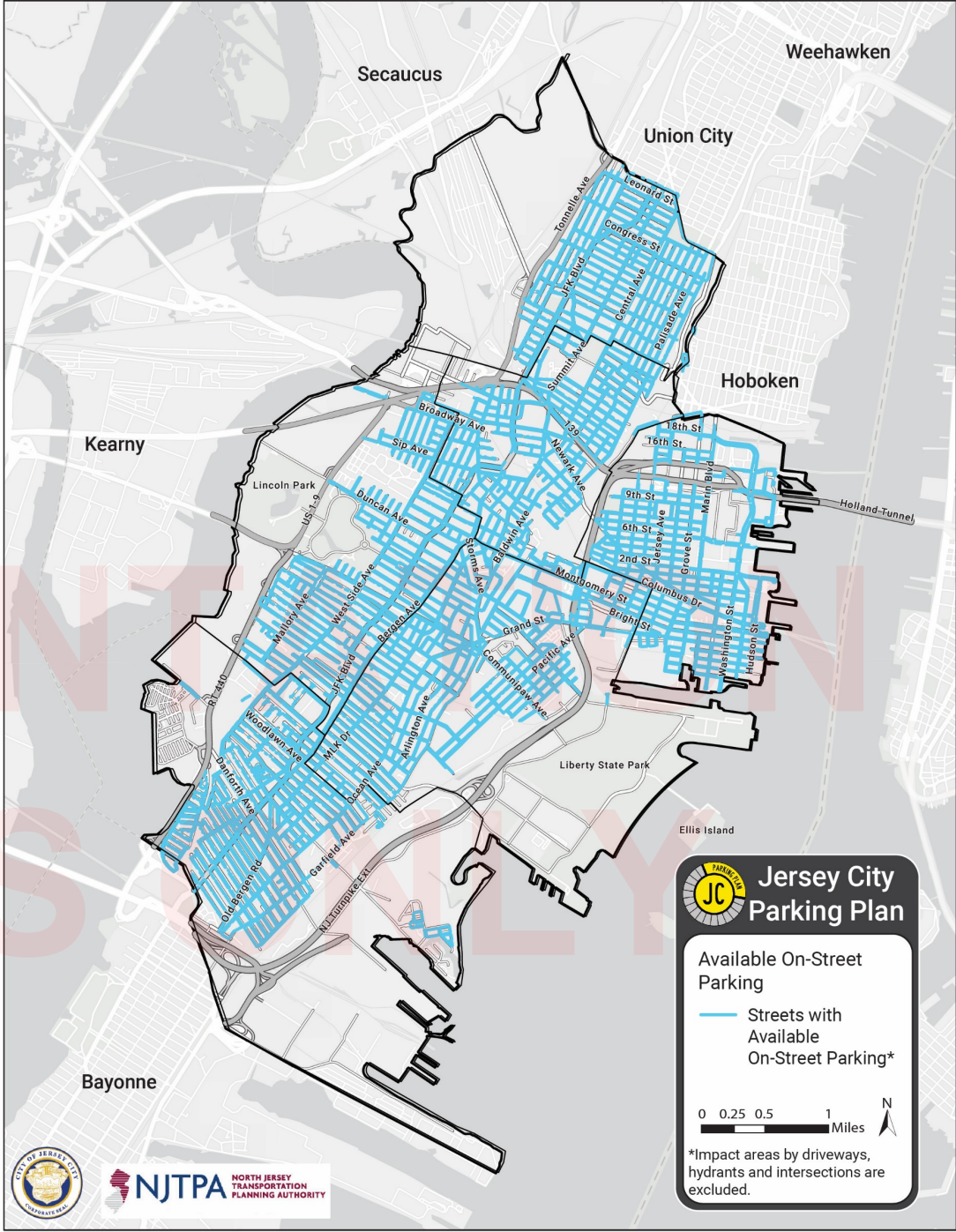
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On-Street Parking

- Approximately **59,000** spaces

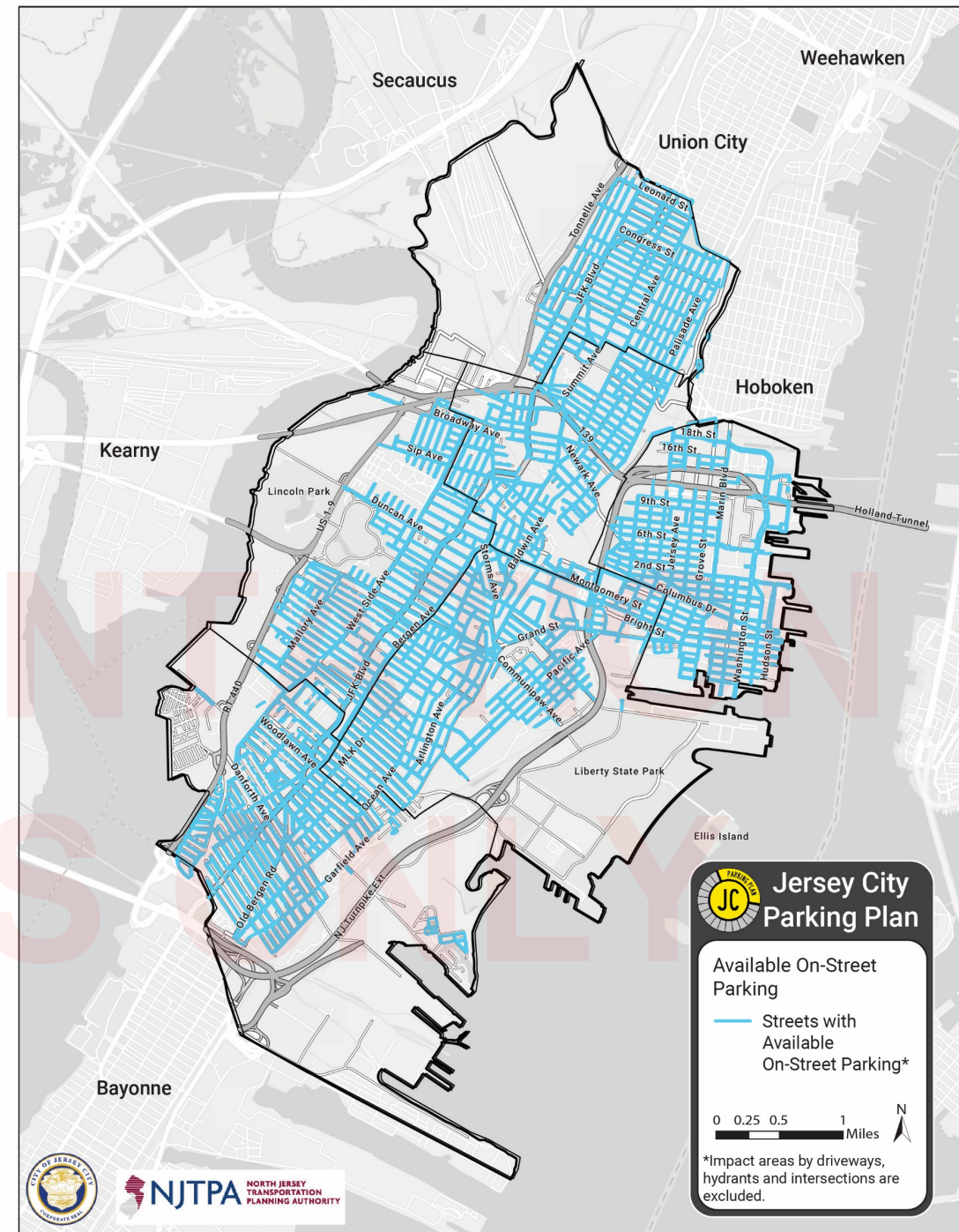
Ward	Number of Spaces
A	8,687
B	8,942
C	9,437
D	7,677
E	10,581
F	13,654
Citywide	58,978



On-Street Parking

- Approximately **59,000** spaces

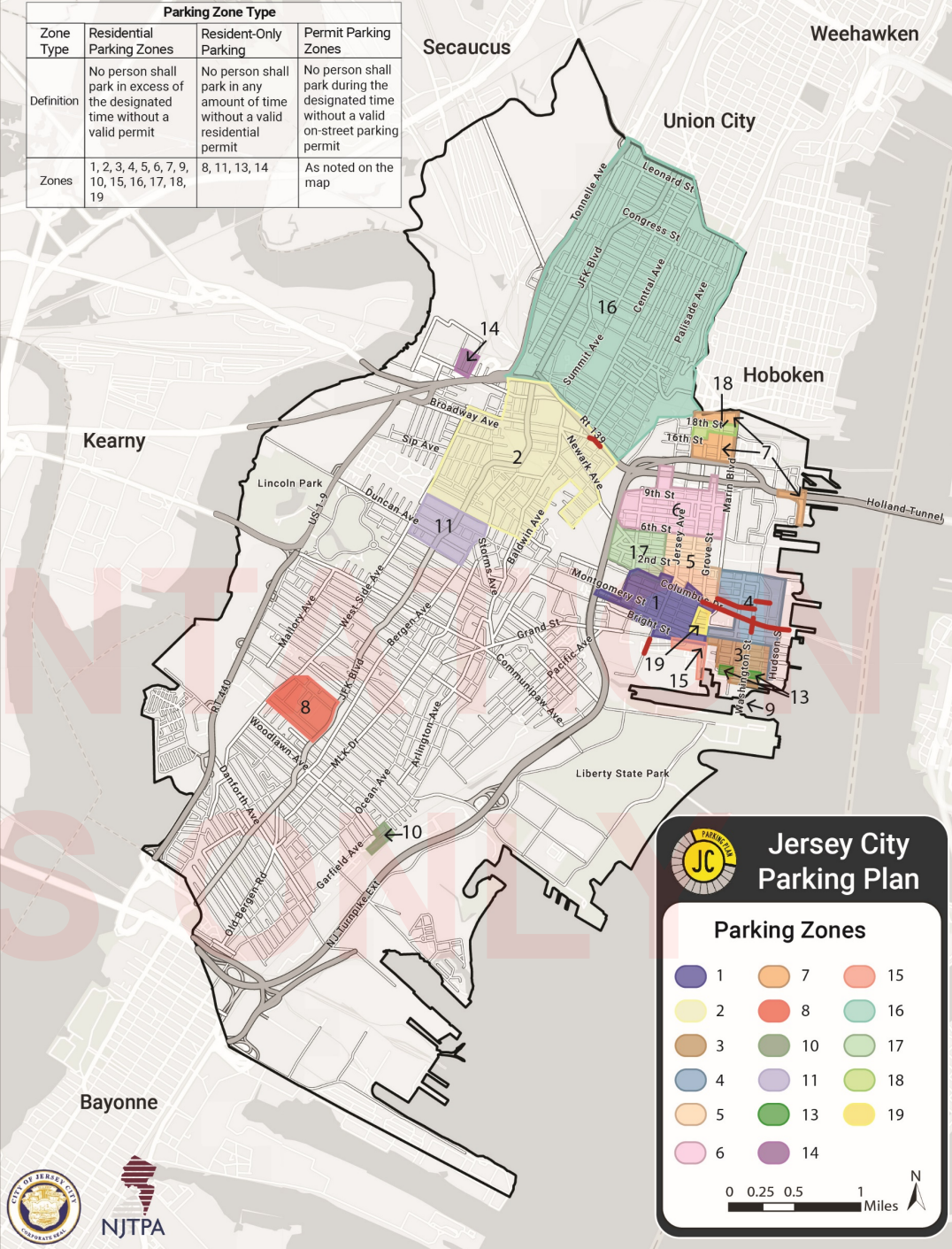
Ward	Number of Spaces	Total Curb Length (miles)	Total Curb Length Permitted for Parking (miles)
A	8,687	56	33 (59%)
B	8,942	51	34 (67%)
C	9,437	54	36 (67%)
D	7,677	48	29 (60%)
E	10,581	53	40 (75%)
F	13,654	71	52 (73%)
Citywide	58,978	333	223



Parking Zones

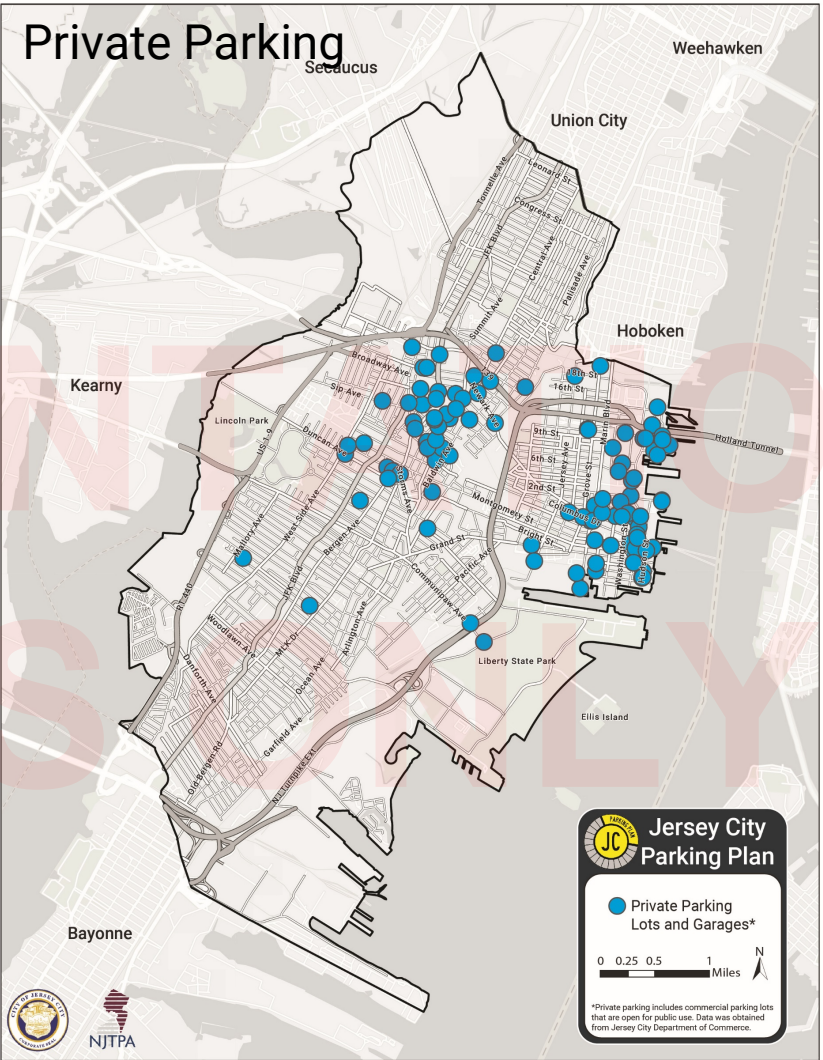
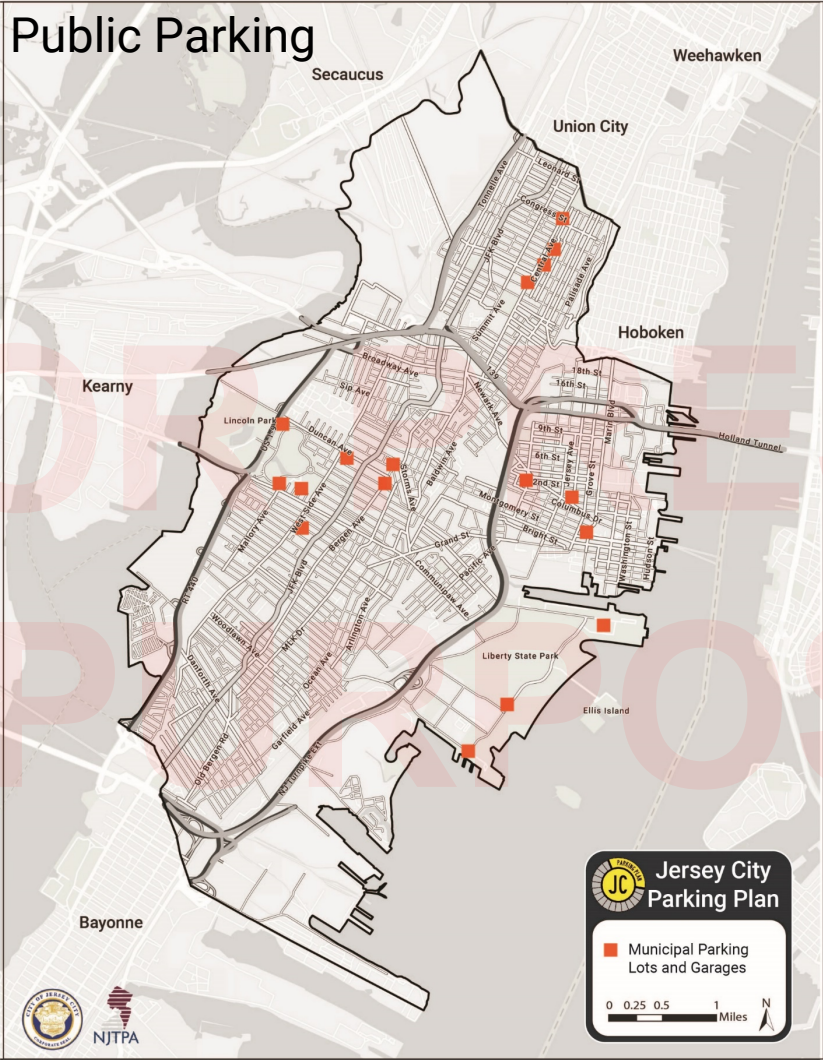
• Jersey City has **18** zones

Zones	1, 2, 3, 4, 5, 6, 7, 9, 10, 15, 16, 17, 18, 19	8, 11, 13, 14	Not Numbered
Zone Type	Residential Zones	Resident-Only Zones	Permit Parking Zones
Definition	A valid residential permit is required to park in excess of the allowed time period	A valid residential permit is required for anyone to park within the zones	A monthly permit is required to park in the zones



Off-Street Parking

- Jersey City has approximately **30,000** off-street parking spaces



Note: The spaces in Liberty State Park and Lincoln Park parking lots are not included.



4. Public Feedback

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Public Outreach

- *6 Ward Meetings – Complete*
- E-survey – Launched in December; Closes February 28th
- Public Workshop – today
- Final Public Meeting - Spring

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Feedback from All Wards

- Major Issues and Concerns

- Limited parking
- Illegal curb cuts reduce on-street parking
- Need to consider space for bikes/pedestrians/transit
- Confusion about when/where to park

- Boldest Ideas

- Allow resident parking in underutilized commercial lots & schools
- Improve transit
- Evaluate permit pricing





Ward A



Ward C/D



Ward B



Ward E



Ward C




Ward F

FOCUS SESS



Upcoming Outreach Opportunities

- Submit your survey by February 28th!
 - www.surveymonkey.com/r/jcparking
 - 2,160 results received so far!
- Public meeting in April
- Project website for updates:
 - www.jerseycitynj.gov/parkingplan
- Email: cityplanning@jcnj.org
- Follow: [@visionzerojc](https://twitter.com/visionzerojc) for all transportation updates



JC Parking Plan: Public Survey

Existing Travel Patterns

* 1. What is your primary mode of transportation?

- Rail (PATH/NJ TRANSIT)
- Light Rail
- Bus
- Ferry
- Bikeshare
- Personal Bike
- Car
- Rideshare/Uber/Lyft/Via/taxi



5. Challenges

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A Growing City



- Increasing population and traffic put pressure on the City's parking system
- Limited space to accommodate growth
- Growth needs to be managed equitably
- Diverse population, diverse needs:
 - 18% live below poverty line
 - 31% are under 18 or over age 65



A Complex Street Network and Parking System



- A network of multiple grids and narrow streets makes it even more challenging to manage traffic and parking
- The permit parking system has multiple zones that cover parts of the city



Competition for Curb Space



- Users compete for limited curb space
- Various modes of travel
 - 50% of people travel by public transportation
 - 40% by driving
 - 8% by walking, and
 - 1.5% by biking
 - 0.5% by other means

“Cruising for Parking”



- Increases Risk of Collisions
- Increases Traffic Congestion
- Increases Air Pollutants and Carbon Emissions

6. Potential Strategies

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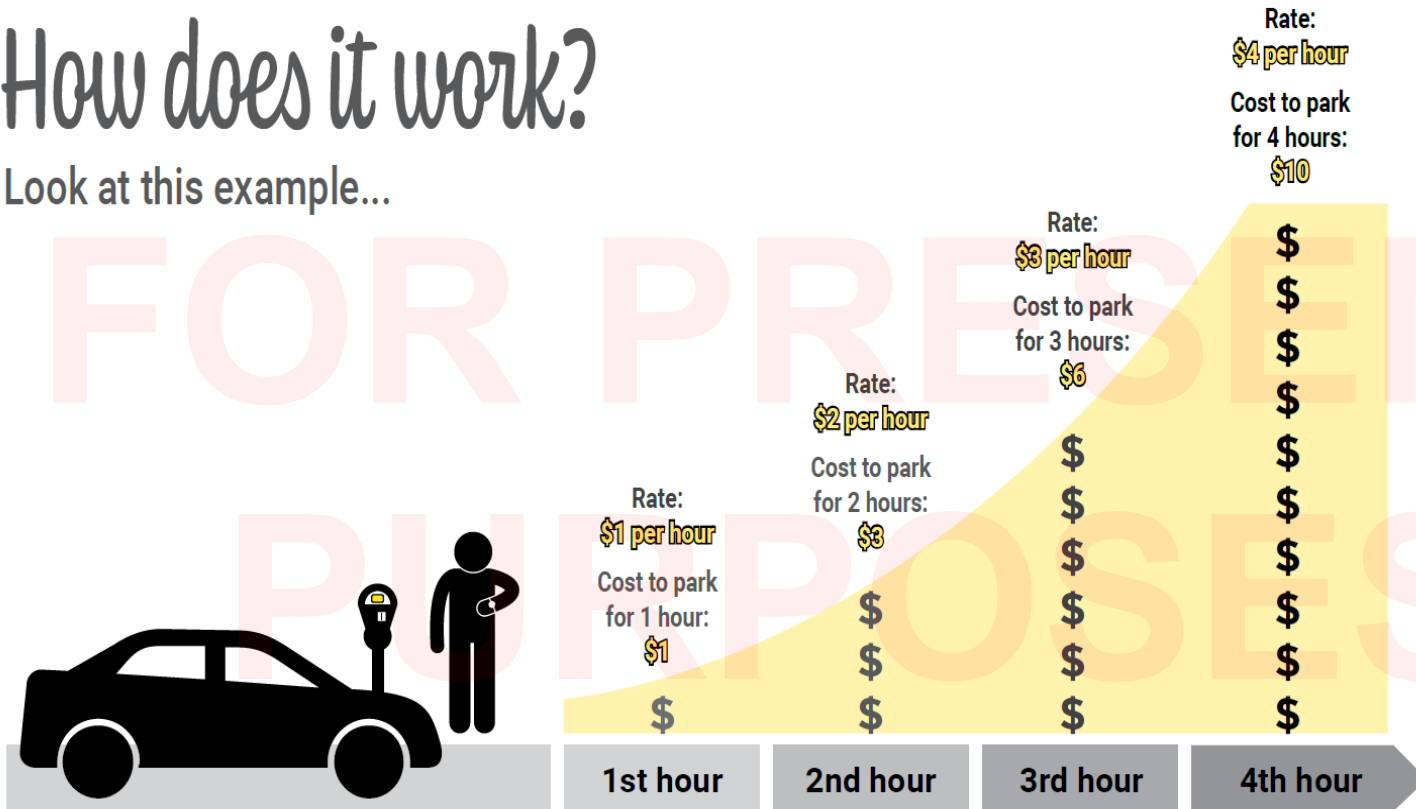


Metered Pricing

Strategy: Implement Tiered Pricing for Metered Spaces

How does it work?

Look at this example...



Note: Example is for illustrative purposes only and does not represent actual parking rate recommendations.



SACPARK METERS: TIER-BASED PRICING, Sacramento, CA



Question 1:

Do you support tiered pricing at metered locations?

- A. Yes!
- B. Interested but would like to know more
- C. I don't support this.
- D. I don't know.

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Parking Availability

Strategy: Use Parking Revenues to Expand Alternative Mobility Options



On-Demand Transit and Shared Services



Shared Bikes and Bike Infrastructure



Connections to Rail



Bus Infrastructure



Question 2:

Should the City use parking revenues to fund active transportation and transit infrastructure?

- A. Yes!
- B. Interested but would like to know more
- C. I don't support this.
- D. I don't know.

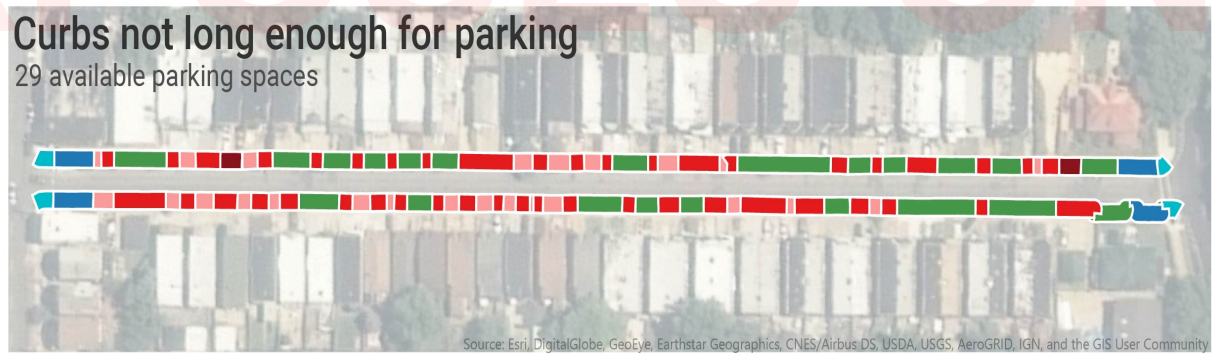
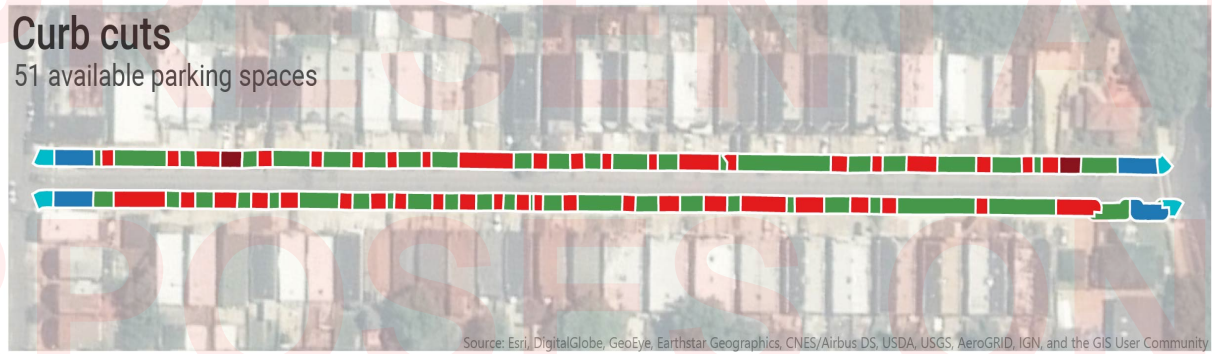
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Parking Management


Strategy: Restrict New Curb Cuts on City Streets

FOR FURTHER INFORMATION



Armstrong Avenue between Sterling Avenue and John F. Kennedy Boulevard

	Linear feet available for parking	Available parking spaces
Total available parking space *	1,814	90
Fire hydrants	1,776	88
Curb cuts	1,039	51
Curbs not long enough for parking	742	29



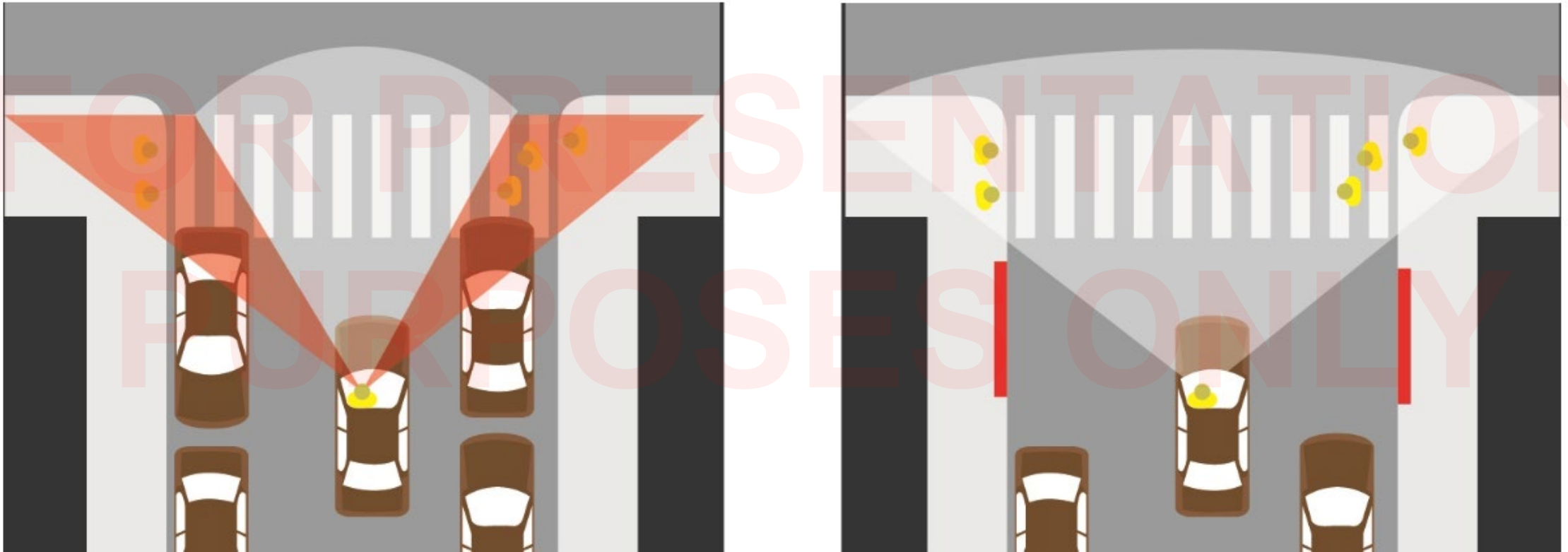
**Jersey City
Parking Plan**

- Total potential curb space
- Beyond crosswalk (aka Corner + Crosswalk)
- Daylit space
- Fire hydrants
- Curb cuts
- Curbs not long enough for parking

Parking Management

What is Daylighting?

Daylighting is a simple pedestrian safety measure achieved by removing parking spaces adjacent to curbs around an intersection, increasing visibility for pedestrians and drivers and minimizing conflicts.



Question 3:

Should the City create a curb management program to restrict illegal curbs cuts?

- A. Yes!
- B. Interested but would like to know more
- C. I don't support this.
- D. I don't know.

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Parking Management

Pros and Cons of Building More Parking Garages or Lots

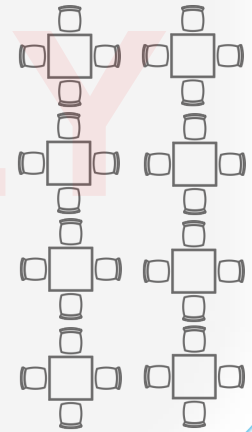
- Pros:
 - Increases the total available parking spaces temporarily
- Cons:
 - Prevents building of efficient and high-value land uses
 - Costs: \$25,000 - \$65,000 per space
 - Encourages driving; Increases traffic congestion, carbon emission and safety concerns

Do You Know?

You can park **1** car or, in the same amount of space:

- ❖ Fit **3** people in office cubicles (1 person/cubicle)
- ❖ Fit **8** tables or **32** diners in a restaurant (4 people/table)

1 = **3** = **8**
parking space cubicles tables



Constraints on Development



Image credit: MapQuest



Image credit: ParkWhiz



Image credit: ParkingPanda

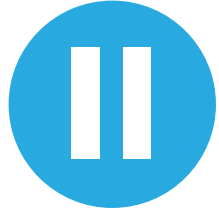


Image credit: Google Maps



Image Credit: MapQuest

Parking Zones



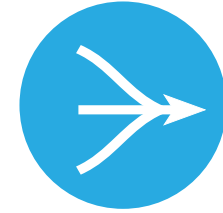
No Change

- Demand for a fixed number of parking spaces continues to grow
- Low permit prices incentivizes more people to park on the street
- Boundaries are changed in a reactive rather than proactive manner



Modify Existing Zones

- Households with more than one vehicle pay higher fee, which will fund community investments
- Zone boundaries modified to better manage demand and address community concerns
- Uses graduated pricing



Clean Slate

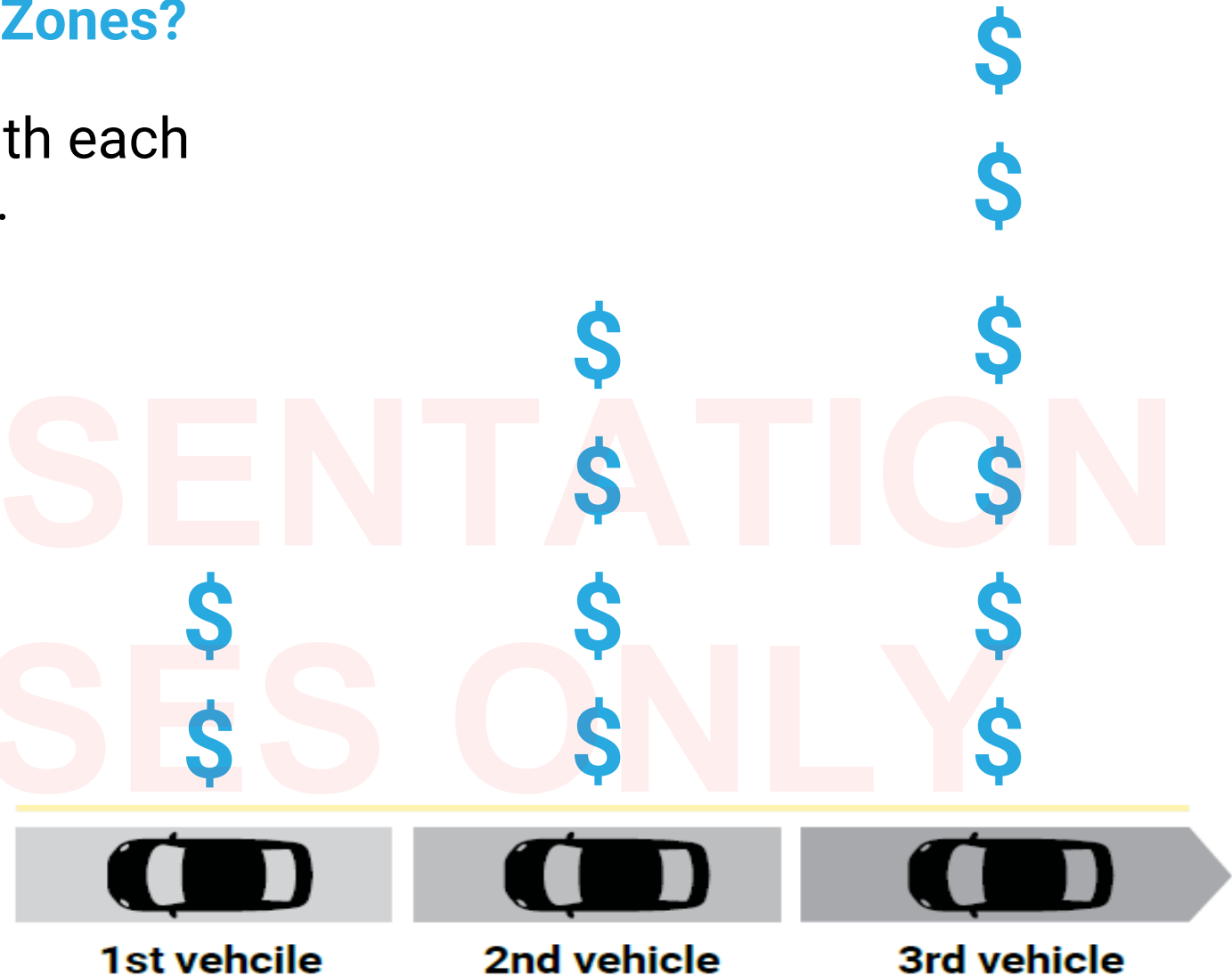
- Eliminate zones and implements a centrally-managed system that integrates all publicly-available parking
- Increases annual permit fee to reduce the demand
- Uses graduated pricing

Anticipated Outcomes

Parking Zones

What is Graduated Pricing for Permit Zones?

- Cost of parking permits increases with each additional vehicle a household owns.



Note: Graph is for illustrative purposes only and does not represent actual fee recommendations.

Question 4:

Should the City implement graduated pricing for residential parking zone permits?

- A. Yes!
- B. Interested but would like to know more
- C. I don't support this.
- D. I don't know.

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Question 5:

What is your home zip code?

- A. 07302
- B. 07304
- C. 07305
- D. 07306
- E. 07307
- F. 07310
- G. Other

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7. Next Steps

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Want to find out more information or get involved?

Visit www.jerseycitynj.gov/parkingplan or email us at cityplanning@jcnj.com

Submit your survey by February 28th!
www.surveymonkey.com/r/jcparking and paper copies are also available at Jersey City Public Library locations

Follow: [@visionzerojc](https://twitter.com/visionzerojc) for all transportation updates