

**PARKING STUDY  
AND  
RECOMMENDED PARKING PROGRAM PLAN**



**BOROUGH OF HIGHLAND PARK, NJ**

DECEMBER 2022



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## **1. INTRODUCTION**

The Borough of Highland Park has engaged Level G Associates, parking consultants, to conduct a study of downtown parking as well as its relationship to redevelopment plans in the Borough's central business district. This report summarizes our findings and conclusions and sets forth a series of recommendations and strategies designed to improve parking conditions and position the Borough to properly plan for and accommodate anticipated downtown redevelopment.

### **Background**

Over the past decade, the parking situation in downtown Highland Park has been reviewed on several occasions including but not limited to evaluations by Rutgers's Bloustein School of Planning and Public Policy, Rucha Phadtare (a Rutgers's graduate student), Allen Schectel, PP (a licensed professional planner), and the Borough's own Parking Study Group. Some conclusions derived from these studies include, but are not limited to:

- On-street parking spaces, especially on Raritan Avenue, exhibit significantly higher occupancy rates than off-street parking lots;
- Large private parking lots often have many vacant parking spaces;
- Special purpose private parking lots, such as those serving churches and synagogues, are heavily utilized during services and/or special events, but remain largely vacant at all other times;
- Study and commentary regarding the effectiveness of imposing a two-hour parking time limit along Raritan Avenue during certain times was inconclusive.

The Bloustein School of Planning and Public Policy of Rutgers University serves as a center for the theory and practice of urban planning and public policy and is widely recognized as one of the nation's top research and planning institutions. The Bloustein Parking Study (2015) included the following recommendations:

- Install parking meters along Raritan Avenue and form a "Parking Benefit District" where a portion of the meter revenues can be used to fund streetscaping and other improvements within the district;
- Recognize "Shared Parking"<sup>1</sup> dynamics that will, in turn, allow for the relaxation of minimum parking requirements for new redevelopment projects.

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<sup>1</sup> Shared Parking occurs when two or more parking user groups share a common parking supply. User groups whose peak parking patterns do not overlap or compete, such as office workers and apartment dwellers, have good Shared Parking dynamics.

In 2019, The Borough adopted a Master Plan Reexamination Report and Land Use Element which contained a Downtown Strategy and Land Use Recommendation to prepare a Parking Management Plan to assist with the following:

- Evaluate parking needs in relation to leveraging revitalization, infill, and redevelopment particularly on smaller properties.
- Develop strategies that include “right-sizing” parking requirements to actual demand, encouraging shared parking and cooperative parking agreements, and permitting off-site parking as a strategy to develop smaller properties.

In 2021, the Borough adopted a Downtown Redevelopment Plan that included innovative but generally accepted parking standards and strategies designed to lay the groundwork for executing portions of the updated Master Plan.

In late 2021, the Borough issued a Request For Proposals (RFP) for the redevelopment of selected properties identified in the Downtown Redevelopment Plan. Subsequently, two conditional redevelopers have been selected for two of the properties and others are under consideration.

### **Purpose of Report**

The purpose of this assignment is to analyze parking conditions in downtown Highland Park and surrounding areas, determine the estimated parking impacts of potential redevelopment projects, and to develop a Parking Management Plan (PMP) designed to accommodate existing and projected parking demand while limiting parking impacts on adjacent residential areas. The development of a new PMP for the Borough will also present an opportunity to correct existing unhealthy or inefficient parking patterns in the parking study area to the extent they exist.

### **Study Process**

The parking study convened in the Fall of 2021 and included the following elements:

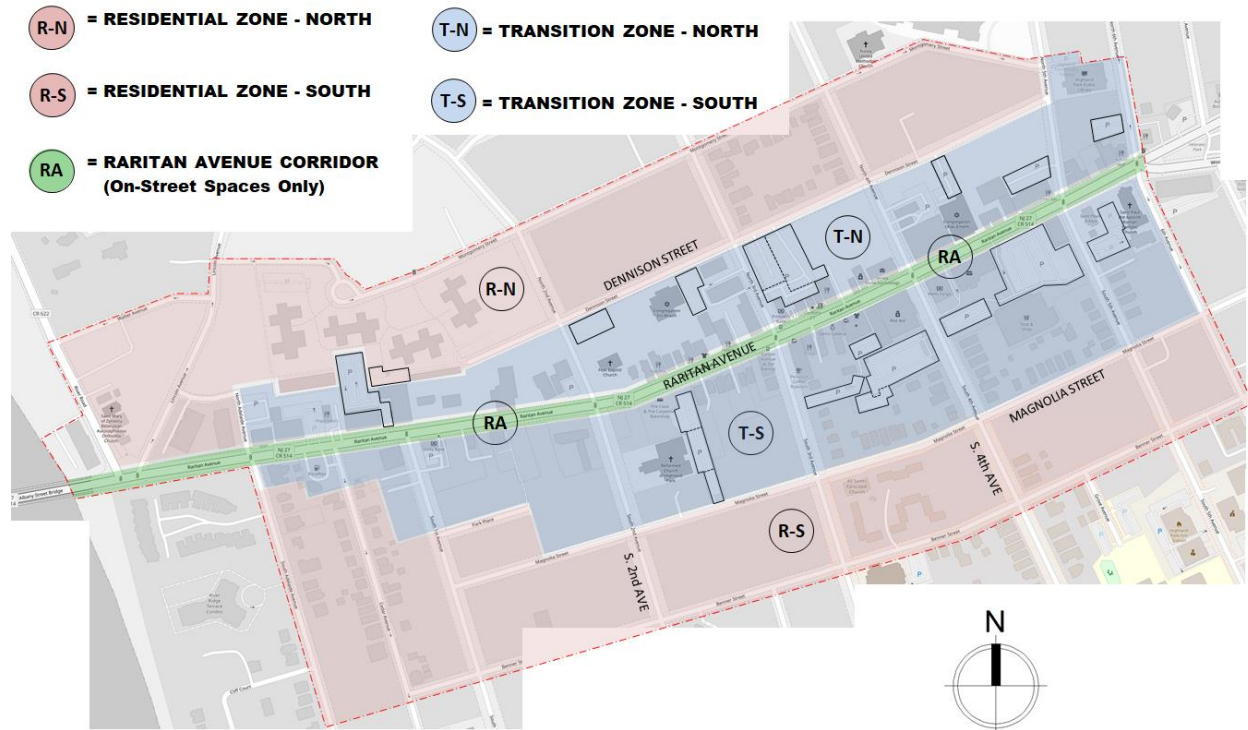
- A review of previously prepared reports and documents;
- Meetings with Borough officials and professionals to discuss current parking issues, the current downtown business / development environment and related items;
- Inventory of the municipal parking supply including classifications, regulations, time limits, hours of operation, restrictions, etc.;
- Occupancy counts of selected on-street and off-street parking facilities. These counts were performed by Level G Associates personnel in 2021 during the following days and time periods:
  - October 15 (Friday) between 9AM and 2PM;
  - October 20 (Wednesday) between 11AM and 7PM;

- October 22 (Friday) between 2PM and 8PM;
- October 23 (Saturday) between 9AM and 9PM;
- October 24 (Sunday) between 9AM and 1PM;
- General observations of on-street and off-street parking patterns by senior personnel;
- Conduct of tactical studies in the Spring of 2022 based on observation and preliminary data collection results;
- Evaluate the results of parking survey responses submitted by local residents, study area parkers, businesses and project stakeholders. The survey was released in May 2022;
- Review and evaluate alternate redevelopment scenarios involving Tracts A through D and their potential impact on downtown parking;
- Preparation of a DRAFT Parking Management Plan;
- Presentation of the DRAFT Parking Management Plan to the Borough and project stakeholders for input and feedback;
- Preparation of a DRAFT Parking Study Report describing our findings, conclusions, and recommendations;
- Consultation with the Borough and project stakeholders to discuss a final, agreed upon Parking Management Plan options;
- Preparation of a Final Report based on input and feedback from the Borough and project stakeholders.

This Final Report is the result of input and feedback obtained at the Mayor and Council Redevelopment public hearing held on December 12, 2022. Although occupancy count data in this report was obtained 14 months ago, it is still relevant as there have been no material changes to the study area business environment or transportation network during that time span.

## 2. PARKING STUDY AREA

The parking study area is generally defined by the area depicted below and in Appendix A. As indicated, the study area’s central spine is Raritan Avenue, a commercial corridor running the entire length of the study area between the Raritan River on the west and 6th Avenue on the east.



The study area includes residential neighborhoods generally located north of Denison Street and south of Magnolia Street. The areas between the Raritan Avenue commercial corridor and the residential neighborhoods are blocks composed of commercial uses, churches, synagogues, parking lots and residential dwelling units. In later sections of this report we refer to these blocks as “transition” zones as they are located between the commercial and residential land uses of the study area and include both commercial and residential land uses.

For the purposes of analysis and useful comparison we have divided the study area into five separate zones depicted above. They are:

Zone	Description
RA	Raritan Avenue Corridor
T-N	Transition Zone - North Side
T-S	Transition Zone - South Side
R-N	Residential Zone - North Side
R-S	Residential Zone - South Side

### 3. EXISTING PARKING SUPPLY

The parking study area is composed of public parking spaces owned and administered by the Borough of Highland Park as well as private parking areas that serve the various commercial establishments, religious institutions and apartment buildings in the study area.

#### **Public Parking Spaces**

There are 1,027 public parking spaces in the parking study area broken down as follows:

<b>Zone</b>	<b>On-Street Spaces</b>	<b>Off-Street Spaces</b>	<b>Totals</b>
Raritan Avenue Corridor (RA)	114	0	114
Transition Zone - North Side (T-N)	81	18	99
Transition Zone - South Side (T-S)	128	88	216
Residential Zone - North Side (R-N)	252	0	252
Residential Zone - South Side (R-S)	346	0	346
<b>Totals</b>	<b>921</b>	<b>106</b>	<b>1,027</b>

Most public parking spaces in the Residential Zones are free and unregulated and parking spaces along Raritan Avenue are restricted between 2AM and 6AM. The Transition Zones includes several block sides where alternate side regulations are in effect between 8:30AM and 9:30AM or between 9:30AM and 11:30AM. These streets include South 1<sup>st</sup>, South and North 2<sup>nd</sup>, South and North 3<sup>rd</sup>, South and North 4<sup>th</sup>, South and North 5<sup>th</sup> and South and North 6<sup>th</sup>. In addition, there is a 2-Hour time limit on Cedar Avenue between 11AM and 4PM and one section of North 5<sup>th</sup> Avenue has a 1-Hour time limit between 7AM and 4PM, Monday through Friday, that is likely designed to deter parking activity generated by the nearby High School.

There are two public parking lots in Transition Zone-South; both lots (the 71-space Farmer's Market Lot and the 17-space South 3<sup>rd</sup> Avenue Lot) are parking restricted between 2AM and 6AM. One public parking lot in Transition Zone-North (the 18-space North 6<sup>th</sup> Avenue Lot) is also parking restricted between 2AM and 6AM.

#### **Private Parking Spaces**

There are about 62 private parking lots in the parking study area ranging in size from 5 to 124 spaces. In addition, there are some smaller private lots with less than 5 spaces. Most of the private parking lots are restricted for employees, patrons or residents of the buildings or businesses they serve. Most use strongly worded signage to convey the parking restrictions but there are a few facilities controlled by parking gates, portable barriers or chains. It is estimated the total private parking supply in the study area amounts to about 1,100 spaces.



#### **4. EXISTING PARKING CONDITIONS**

##### ***Key Findings:***

- Peak parking demand was measured on Friday at 1PM. The Friday peak was 111 cars or 14.4% higher than Wednesday's 1PM count;
- Available parking spaces along Raritan Avenue, especially between 2<sup>nd</sup> Avenue and 6<sup>th</sup> Avenue, can be very difficult to find during peak periods;
- A pocket of high parking demand was detected around the southwest corner of Raritan Avenue and South First Avenue where nearby on-street spaces on both streets were occupied in excess of 90% (practical capacity);
- High pockets of parking demand were detected along the western perimeter of the study area on Lincoln Avenue and near the eastern perimeter of the study area on Montgomery Street (across from the High School and Methodist Church) and North 5<sup>th</sup> Avenue;
- Approximately 20 to 25 spaces in the Rite Aid Lot and 25 to 30 spaces in the Stop & Shop lot can be safely shared with downtown parkers without compromising parking spaces intended for the stores' employees and customers;
- It may be possible to create additional parking spaces by joining rear portions of the Borough's South 3<sup>rd</sup> Avenue Lot and the Rite Aid lot and we understand that the Borough and Rite Aid property owners have had preliminary discussions in these regards;
- Parking stall layouts in the municipal lots are relatively efficient;
- The Raritan Avenue parallel parking supply is somewhat compromised compared to similar State Roads running through other downtown districts in New Jersey. This is due to oversized no parking zones intended to allow vehicles to pull directly into parallel parking stalls rather than using reverse maneuvers;
- About 84.6% of the cars parking along Raritan Avenue park for less than two hours;
- During peak conditions it is estimated that 14 cars, or 13.9% of all cars parked along Raritan Avenue at that time, will park for durations exceeding 4 hours and these cars most likely belong to downtown apartment dwellers or employees.

##### ***Supporting Data:***

Measuring the ebb and flow of parking activity on a facility-by-facility basis throughout the course of a day is the parking planners most powerful tool as it reveals the timing, extent and location of parking patterns occurring within a parking study area.

Level G Associates conducted such measurements in the Highland Park parking study area via the continuous recording of parking space occupancy in selected on-street and off-street parking

facilities on an hour-by-hour basis. These counts were performed by Level G Associates personnel in 2021 during the following days and time periods:

- October 15 (Friday) between 9AM and 2PM;
- October 20 (Wednesday) between 11AM and 7PM;
- October 22 (Friday) between 2PM and 8PM;
- October 23 (Saturday) between 9AM and 9PM;
- October 24 (Sunday) between 9AM and 1PM.

**Counting Program**

In addition to the public parking spaces described in Section 3, the counting program included a number of private parking areas because previous parking study efforts indicated it may be possible or advantageous to make available unused portions of selected private parking areas for public use during certain time periods. Including such parking areas in the counting program will reveal the timing and extent of such vacancies and potentially position the Borough to approach the private interests with some sort of mutually beneficial proposal, based on hard data, that may accomplish this goal.

It should be noted that northbound North 4<sup>th</sup> Avenue Between Raritan Avenue and Dennison Street and South 3<sup>rd</sup> Avenue between Raritan Avenue and the South 3<sup>rd</sup> Street parking lot entrance were closed to vehicular traffic during our studies to accommodate Covid-related outdoor dining.

Appendix B is a two-page illustration indicating the location and number designation for each on and off-street parking facility included in the counting program. Parking lots 81, 82, 83a, 83b and 83c are the public / municipal parking lots and parking lots 84 through 97 are selected private parking lots. There are 1,608 parking spaces included in the counting program broken down as follows:

<b>Zone</b>	<b>On-Street Spaces</b>	<b>Public Lots</b>	<b>Private Lots</b>	<b>Totals</b>
Raritan Avenue Corridor (RA)	114	0	0	114
Transition Zone - North Side (T-N)	81	18	252	351
Transition Zone - South Side (T-S)	128	88	306	522
Residential Zone - North Side (R-N)	252	0	23	275
Residential Zone - South Side (R-S)	346	0	0	346
<b>Totals</b>	<b>921</b>	<b>106</b>	<b>581</b>	<b>1,608</b>

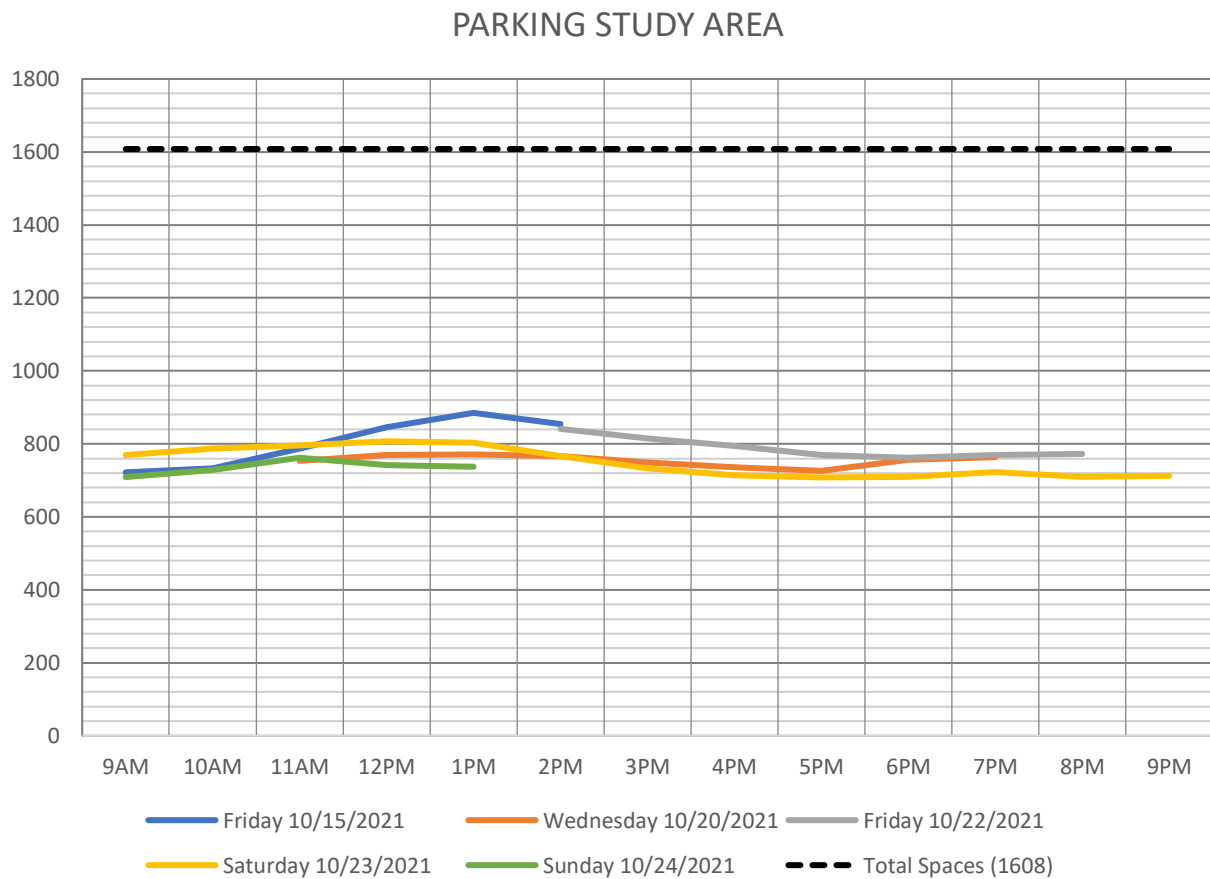
Appendix C (8 pages) indicates each individual parking facility number (using the number designations from Appendix B) and its capacity in the first two columns. The third column

indicates each parking facility’s “90% Capacity”, an important threshold in parking analysis<sup>2</sup>. The remaining columns indicate the number of cars parked at each individual parking facility on an hour-by-hour basis for the times and dates indicated. Counts posted within shaded boxes and bold-underline font indicate that the recording met or exceeded the 90% Capacity threshold.

All parking counts and other study data obtained by the parking consultant were conducted using industry standard parking study practices and during time periods that would reveal typical downtown peak parking activity periods uninfluenced by inclement weather, holidays, school closures, etc.

**Count Results**

The following graph shows the total number of cars parked in the parking study area throughout the day on each of the five count days. As indicated, peak parking conditions were encountered on Friday October 15 at 1PM when 882 vehicles were parked in 1608 spaces, an occupancy rate of 54.8%.



<sup>2</sup> 90% Capacity is generally considered a parking facility’s “practical capacity” in recognition of the constant in-flow and out-flow of vehicles, mis-parked vehicles and oft-vacant handicap spaces.

The overall count totals all landed within a fairly tight range of 708 to 882 cars parked resulting in an occupancy range of 44.0% to 54.8%. However, while these results suggest an abundance of vacant spaces there are still pockets of the study area where occupancy percentages meet or exceed the 90% threshold and these are indicated in Appendix C. Overall, we measured the number of cars parked on 104 separate block sides and parking lots over the course of 5 days for a total of 4,160 recordings. On 120 occasions we observed block sides or parking lots that exceeded the 90% threshold, 60 of which (about one-half) exceeded the 90% threshold for periods of time in excess of 2 hours.

Appendix D presents line graphs of the count results for the Residential Zones, Transition Zones and Raritan Avenue. The Raritan Avenue and Transition zone curves both display classic downtown parking patterns where peak conditions are experienced during midday periods. However, it is significant to note that the Raritan Avenue curves on Friday and Saturday have a second peak between 7PM and 9PM signifying a certain amount of restaurant/nightlife activity. The Residential zones all present concave curves that are typical of residential areas. Residents are typically home and parked in the early morning hours, vacate parking spaces during the day to attend work or run errands, then re-park in the evening hours after returning.

In addition, it is meaningful to focus on the study area peak condition when parking demand is at its highest. In downtown Highland Park, this peak parking condition typically occurs on or about Friday at 1PM. A parking occupancy heat map is a color-coded illustration that reveals the occupancy of specific parking facilities during specific time periods. Level G Associates prepared parking occupancy heat maps for the Highland Park parking study area for the Friday 1PM peak period and this heat map is presented below and in greater detail in Appendix E.



An examination of the heat maps and other project data reveal the following observations about peak parking conditions in downtown Highland Park:

- Peak parking demand on Friday at 1PM was 882 parked cars compared to 771 parked cars on Wednesday at 1PM. This Friday peak is 111 cars or 14.4% higher than Wednesday’s 1PM count;
- During peak conditions available parking spaces along Raritan Avenue, especially between 2<sup>nd</sup> Avenue and 6<sup>th</sup> Avenue, are very difficult to find;
- The South 3<sup>rd</sup> Avenue Lot and open area of the Farmer’s Market Lot (southern 1/3 only) were both parked above practical capacity during the Friday peak condition;
- Downtown retail, restaurant, shopping and Farmer’s Market activities are contributory factors to the above observations;
- A pocket of high parking demand was detected around the southwest corner of Raritan Avenue and South First Avenue where nearby on-street spaces on both streets exceeded practical capacity (90% occupancy);
- High pockets of parking demand were detected along the western perimeter of the study area on Lincoln Avenue and near the eastern perimeter of the study area on Montgomery Street (across from the High School and Methodist Church) and North 5<sup>th</sup> Avenue.

The following table indicates that the South Side Transition Zone experiences the highest percent increase in demand during peak conditions, most likely due to the Farmer’s Market.

Zone	Description	Number of Cars Parked at 1PM Peak		Percent Change
		Wednesday 10/20/2021	Friday 10/15/2021	
RA	Raritan Avenue Corridor	96	101	5.2%
T-N	Transition Zone - North Side	160	181	13.1%
T-S	Transition Zone - South Side	215	266	23.7%
R-N	Residential Zone - North Side	160	184	15.0%
R-S	Residential Zone - South Side	140	150	7.1%
<b>Totals</b>		<b>771</b>	<b>882</b>	<b>14.4%</b>

### On-Street Parking

There are 921 on-street parking spaces in the parking study area broken down as follows:

Zone	On-Street Spaces	% of Total
Raritan Avenue Corridor (RA)	114	12.4%
Transition Zone - North Side (T-N)	81	8.8%
Transition Zone - South Side (T-S)	128	13.9%
Residential Zone - North Side (R-N)	252	27.4%
Residential Zone - South Side (R-S)	346	37.6%
<b>Totals</b>	<b>921</b>	<b>100.0%</b>

As indicated above, on-street parking spaces in the Residential Zones comprise almost 2/3<sup>rd</sup> (65.0%) of all on-street parking spaces in the study area. On-street spaces along Raritan Avenue and in the Transition Zones total 323 spaces, or 35% of the study area total. The following table summarizes the observed peak parking occupancy recorded on each study day on a “Per Zone” basis. As indicated, peak occupancy rates for on-street parking spaces in the entire Study Area ranged between 56.5% and 64.6% on the four count days.

Zone	No. On Street Spaces	Wednesday Counts		Friday Counts		Saturday Counts		Sunday Counts	
		Peak %	Time of Peak	Peak %	Time of Peak	Peak %	Time of Peak	Peak %	Time of Peak
		Occupancy	Peak	Occupancy	Peak	Occupancy	Peak	Occupancy	Peak
RA	114	84.2%	1pm	88.6%	1pm	81.6%	1pm	64.0%	12pm
T-N	81	69.1%	1pm	77.8%	1pm	61.7%	9pm	63.0%	9am
T-S	128	59.4%	7pm	68.8%	1pm	63.3%	12pm	54.1%	9am
R-N	252	71.4%	7pm	86.9%	8pm	79.8%	9am	77.4%	9am
R-S	346	52.6%	7pm	53.2%	8pm	59.5%	9am	55.5%	9am
<b>Study Area</b>	<b>921</b>	<b>62.1%</b>	<b>7pm</b>	<b>64.6%</b>	<b>8pm</b>	<b>63.7%</b>	<b>9pm</b>	<b>56.5%</b>	<b>9am</b>

On-street parking peak occupancy rates in excess of 85% were recorded in both the Raritan Avenue Zone (88.6% occupancy on Friday at 1PM) and the Residential-North Zone (86.9% on Friday at 8pm). It is possible that the 86.9% recording in the Residential-North Zone is related to spillover parking from parking demand generated by religious institutions located south-

adjacent to the study zone. This spillover demand is estimated to amount to about 35 or 40 vehicles when compared to comparable counts conducted on Wednesday evening around the same time.

Appendix F is a congestion study that examines the frequency and number of hours where on-street parking spaces were occupied in excess of 90% in each of the five study zones. As indicated, Raritan Avenue experiences the highest levels of congestion while the Residential South zone experiences the lowest congestion levels.

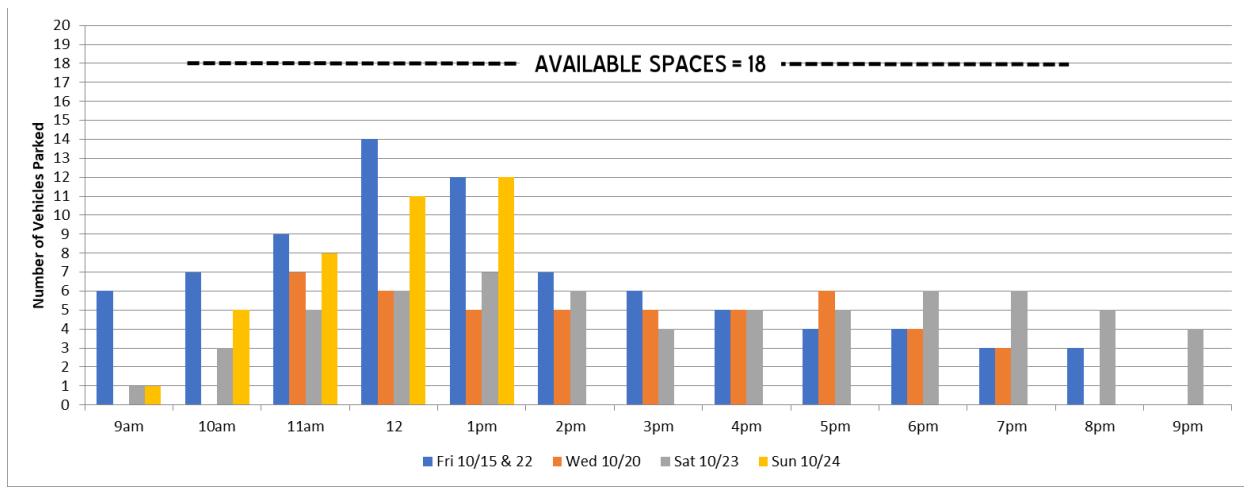
**Municipal Lots**

There are 106 parking spaces located in three (3) municipal parking lots broken down as follows:

Lot	Zone	No. Spaces	Regulations
Farmer's Market Lot	T-S	71	No Parking 2am-6am
N. 6th Avenue Lot	T-N	18	No Parking 2am-6am
S. 3rd Avenue Lot	T-S	17	No Parking 2am-6am
<b>Total</b>		<b>106</b>	

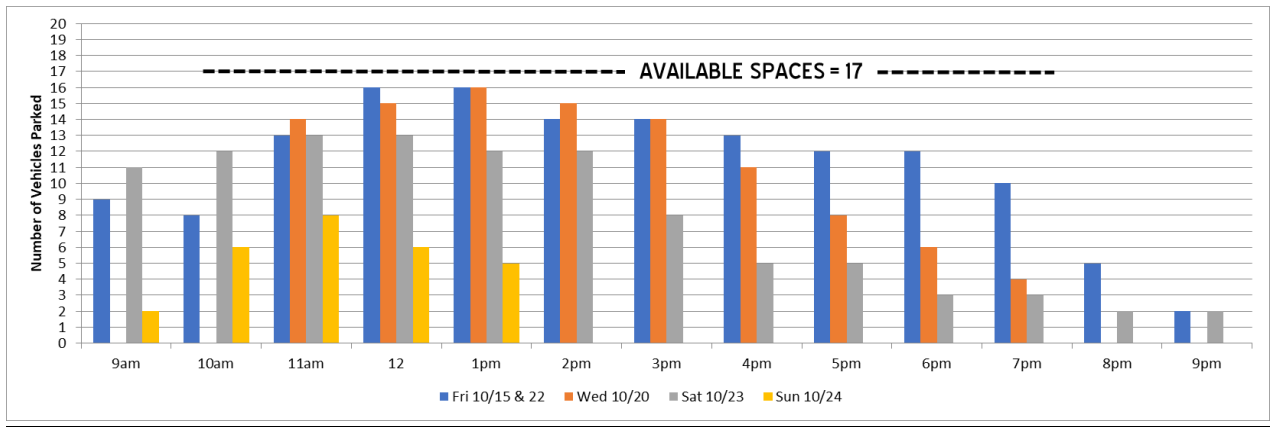
*N. 6<sup>th</sup> Avenue Lot -*

The 18-space N. 6<sup>th</sup> Avenue Lot (Facility #81 in Appendices B and C) is located on the east end of the study area and generally serves local residents, businesses and institutions in the area. In general, the lot is lightly utilized but experienced brief mid-day peaks between 12 noon and 1pm during the Friday and Sunday counts as indicated in the bar chart below.



*S. 3rd Avenue Lot –*

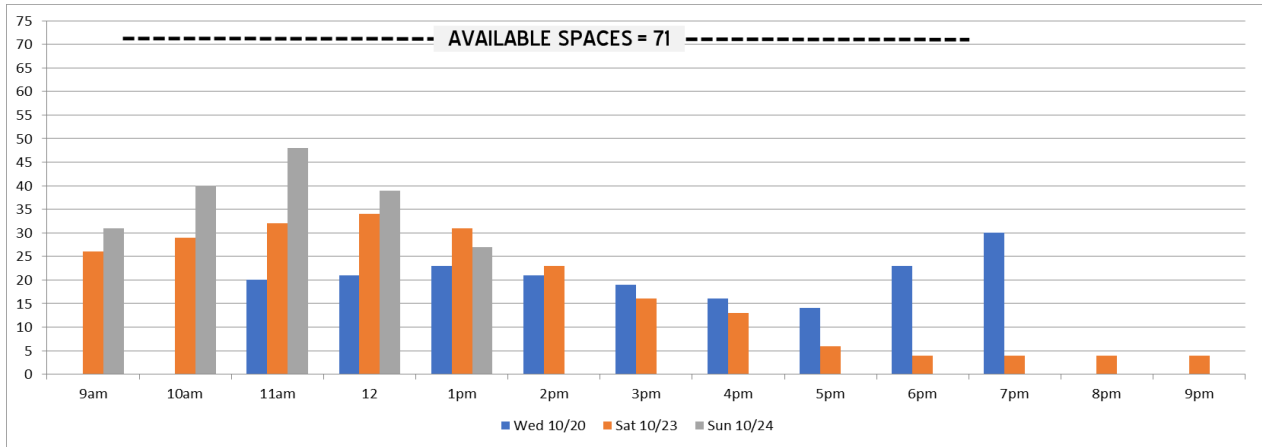
The 17-space S. 3rd Avenue Lot (Facility #82 in Appendices B and C) is located in the central study area and generally serves local businesses and institutions in the area. In general, the lot is well utilized and reached practical capacity in the 12 noon to 1pm periods during both Wednesday and Friday counts as indicated in the bar chart below.



*Farmer’s Market Parking Lot*

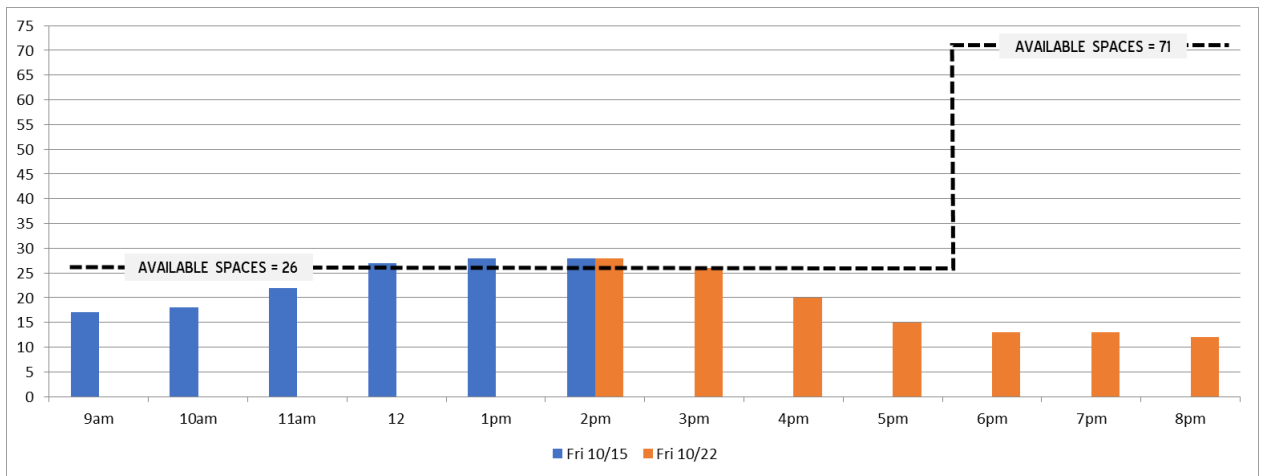
The 71-space Farmer’s Market Parking Lot (Facility #83 in Appendices B and C) is located in the central study area and generally serves local residents, businesses and institutions in the area. The lot hosts a downtown Farmer’s Market on Fridays for 9 months of the year. On non-Farmer’s Market days the lot is lightly utilized but experienced a brief late morning peak, possibly related to the adjacent church, between 10am and 12 noon during the Sunday counts as indicated in the bar chart below. During the Sunday 11am peak the lot was about 2/3rds full (48 cars parked; 67.6% occupied). The Saturday peak was recorded at 12 noon when 34 cars were parked (47.9% occupancy) and the Wednesday peak was recorded at 7PM when 30 cars were parked in the lot (42.3% occupancy).





Conditions are considerably different when the Farmer’s Market is in effect. The Highland Park Farmer’s Market sets up in this 71-space municipal parking lot that is accessed off Magnolia Street and located behind the Reformed Church every Friday from 11AM to 5:30PM between April 1 and December 16. The footprint of the Farmer’s Market encompasses about 16,500 square feet and displaces an estimated 35 parking spaces in the municipal parking lot. However, about 26 parking spaces in the southern 1/3 of the lot remain open.

The following graph details parking supply and demand measured in the Farmer’s Market parking lot on two consecutive Fridays in the month of October 2021 (10/15/2022 and 10/22/2022). Both days were mostly sunny and seasonable.



As indicated, when the lot was operating at its Farmer’s Market constrained capacity (26 spaces) peak parking demand was recorded between 1PM and 2PM when 28 cars were parked – an occupancy rate of 107.7%.

## Private Lots

Although there are an estimated 62 private parking lots in the study area, 14 were selected for inclusion in the counting program because they were either modest to large in size or exhibited low occupancy rates. These 14 lots total 581 spaces and are listed in the following table along with a brief description, capacity and occupancy during peak observation(s). This table represents conditions encountered in October of 2021.

Facility No.	Description	Capacity	PEAK OBSERVATION(S)		
			No. Parked	% Occupied	Time/Day
84	75 Raritan Retail / Office Bldg Lot	63	59	93.7%	11am/Wed
85	Highland Montgomery Apts Lot / End of Denison	23	23	100.0%	9am/Sun
86	First Baptist Church Lot	27	1	3.7%	Lot Closed
87	Temple Etz Ahaim Lot	22	8	36.4%	11am/Wed
88	Mr. Pi's Lot	30	0	0.0%	Lot Closed
89	Polos Lot	35	16	45.7%	7pm/Wed
90	Provident Bank Lot	30	17	56.7%	1pm/Wed-Fri-Sat
91	Temple Ohav Emeth Lot	12	12	100.0%	5pm/Friday
92	Chef Tan Retail Strip Lot	33	32	97.0%	8pm/Friday
93	Petmar Building Lot	21	3	14.3%	Business Hours
94	Rite Aid Lot	93	47	50.5%	3pm/Wed
95	Wells Fargo Lot	28	21	75.0%	1pm/Fri
96	Stop & Shop Lot	124	69	55.6%	2pm/ Fri
97	St. Paul's Church Lot	40	19	47.5%	1pm/Sun

As indicated earlier, private parking areas were included in the counting program because previous parking study efforts indicated it may be possible or advantageous to make available unused portions of selected private parking areas for public use during certain time periods. Based on the count results and our own observations it is estimated that approximately 20 to 25 spaces in the Rite Aid Lot and 25 to 30 spaces in the Stop & Shop lot can be safely shared with downtown parkers without compromising parking spaces intended for the stores' employees and customers. In addition, it may be possible to create additional parking spaces by joining rear portions of the Borough's South 3<sup>rd</sup> Avenue Lot and the Rite Aid lot and we understand that the Borough and Rite Aid property owners have had preliminary discussions in these regards.

Eleven (11) private lots are not considered to be candidates for shared parking for the following reasons: the lot(s) experience moderate to high occupancy rates; the lot(s) are linked to the occupancy of building(s) that are currently under-occupied, or; the lot(s) are not conveniently located. The First Baptist Church Lot located on southeast corner of Denison Street and North 2<sup>nd</sup> Avenue appears to be closed but may be a candidate to accommodate some redevelopment-

related parking activity, at least on a temporary basis, should the lot owner be amenable to such an arrangement.

**Layout Of Existing Parking**

As part of the study process, Level G reviewed the layout, configuration and dimension of the municipal parking supply. Overall, we found parking stall layouts in the municipal lots to be relatively efficient. Raritan Avenue is a State Road (SR 27) that experiences periods of intense congestion during rush hour periods that are mostly the result of through traffic. Consequently, the current parallel parking stall layout is designed to maximize vehicle maneuverability and reduce the volume of parallel parking maneuvers in and out of the stalls that might exacerbate rush hour congestion. These design features include oversized no parking zones intended to allow vehicles to pull directly into parallel parking stalls rather than using reverse maneuvers. This results in a Raritan Avenue parallel parking supply that is somewhat compromised compared to similar State Roads running through other downtown districts in New Jersey.

**Parking Durations**

During periods of observation, it was determined that some vehicles appeared to be parked on Raritan Avenue for extended periods of time. As a result, Level G conducted special studies designed to determine the distribution of parking durations along Raritan Avenue. These studies were conducted on Wednesday, March 30, 2022 and the weather was fair and seasonable. The number of observations totaled 130 and the results are summarized in the following table.

<b>DURATION → → →</b>	<b>&lt;1HR</b>	<b>1-2HRS</b>	<b>2-3HRS</b>	<b>3-4HRS</b>	<b>&gt;4HRS</b>	<b>Totals</b>
No. Observations	83	27	4	2	14	130
Percent of Total	63.8%	20.8%	3.1%	1.5%	10.8%	100.0%

As indicated, 83 out of 130 vehicles (63.8%), were parked for less than one hour and an additional 27 vehicles (20.8%) were parked between 1 and 2 hours. As a result, 110 out of 130 vehicles (84.6%) were parked for less than two hours. The next highest observed group of parking durations is in the “Greater Than 4 Hours” category and it is assumed all these parkers are downtown residents or employees of local businesses. Assuming ½ of the observed parking durations in the 2 to 4 hour range are the vehicles of local business customers having extended visits, and the other ½ are residents or employees of local businesses, it is estimated that on a typical day 17 out of 114 parking spaces (14.9%) along Raritan Avenue are occupied by downtown residents or local employees.

## 5. PARKING SURVEY

On May 9, 2022 the Borough issued a parking survey composed of questions about parking in Downtown Highland Park. The survey included 13 questions in addition to a section allowing respondents to write down their thoughts and/or concerns about parking. The surveys were due by May 31, 2022 and a total of 893 surveys were submitted.

The surveys were designed to be completed online using Google Forms but paper copies were available at Borough Hall and responses to those surveys were transferred manually into the Google Forms database.

A copy of the parking survey results is presented in Appendix G.

About ½ of the survey respondents left comments in the comment section and some of these respondents commented on more than one topic. Level G Associates reviewed the comments and classified each one into one of 45 categories. Table 1, next page, summarizes the results of comments provided by respondents.

Some takeaways from the parking survey include the following:

- About 77% of the survey responses were from Highland Park residents;
- A majority of respondents (73.5%) believe the current parking supply is adequate or “fine as it is” while 23.5% believe more parking is needed;
- About 10% of survey responses were from downtown business owners or employees. These individuals reported that customers/visitors complain about parking – “rarely or never” (50.6%), “a few times a month” (22.8%), or “almost every day” (26.6%);
- Survey responses and comments received indicate that respondents are divided with respect to the following topics concerning Downtown Highland Park – Downtown Parking Garage, Parking Meters, Redevelopment, Time Limits on Raritan Avenue, Eliminating crossed-out spaces on Raritan Avenue;
- Respondents commented on the need for Pedestrian & Bike Improvements (47 comments), need for More Handicap Spaces (19 comments), and need for Better Signage For Parking (13 comments).

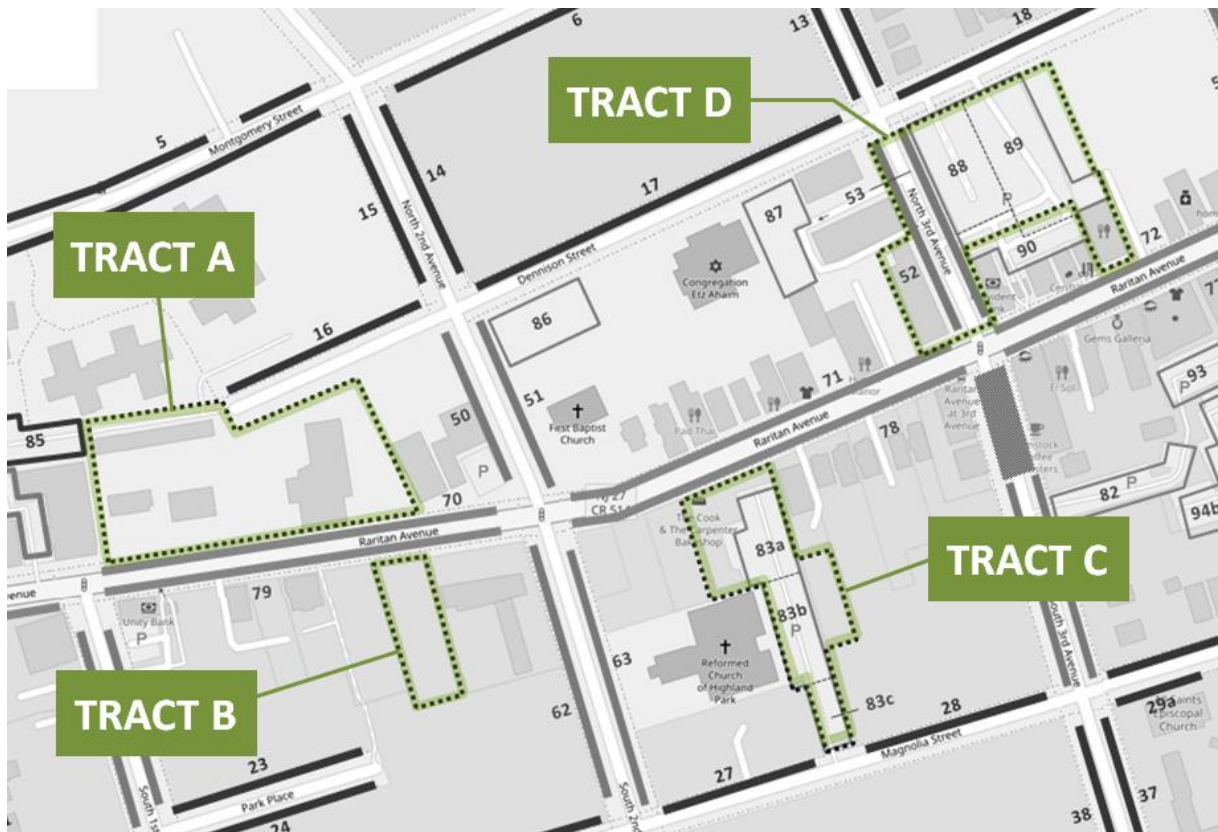
*Table 1 – Summary of Parking Comments*

<b>Comment</b>	<b>No.</b>	<b>% of Total</b>
There's enough parking / don't change anything	75	12.5%
No Meters	60	10.0%
Need Pedestrian & Bike Improvements	47	7.8%
Need More Parking	44	7.3%
No Garage	37	6.2%
Complaints about non-parking issues	37	6.2%
Need Time Limits / Make employees park in lots	30	5.0%
Try to buy or activate private parking areas for public use	27	4.5%
Comment was incomplete	26	4.3%
Need more Handicap Spaces	19	3.2%
Yes Meters	17	2.8%
Do Not Close Streets or remove spots	17	2.8%
Development / Redevelopment suggestions / Pro-Development	18	3.0%
Anti-Development	13	2.2%
Better Signage for Parking	13	2.2%
Keep crossed-out spaces on Raritan Ave	10	1.7%
Loading issues need to be addressed	8	1.3%
Yes Garage	8	1.3%
Resident Parking Permits / CBD parking creeping into neighborhoods	8	1.3%
Farmer's Market & Street Fairs create parking problems	8	1.3%
Comments related to survey / survey format	7	1.2%
No above ground Garage	6	1.0%
Need better Enforcement	6	1.0%
There is too much parking	6	1.0%
Allow overnight parking on Raritan Ave & Lots	5	0.8%
Lots need maintenance / clean-up	5	0.8%
Train Station Comments	5	0.8%
Remove crossed-out spaces on Raritan Ave to gain parking	5	0.8%
Consider Street Cars / Shuttles	5	0.8%
Some Streets are too narrow for Parking on both Sides	4	0.7%
Make parking on one side of Raritan Ave only	3	0.5%
Eliminate parking on Raritan Ave	3	0.5%
Fewer spaces on Raritan Ave and force into lots	2	0.3%
Business Owners / Employees are not the problem	2	0.3%
Don't move Farmer's Market	2	0.3%
Concerns about empty storefronts	2	0.3%
Safety concerns	2	0.3%
S. 3rd Needs Lines	1	0.2%
Sheltered Parking for snow removal	1	0.2%
Meters will make people park in lots	1	0.2%
Spaces on Raritan Ave impede traffic	1	0.2%
New development should have on-site parking	1	0.2%
Don't use green spaces / parks for parking	1	0.2%
Keep street closures / tables	1	0.2%

## 6. REDEVELOPMENT PLANS

In 2021, the Borough adopted a Downtown Redevelopment Plan prepared by LRK Inc. of Princeton, NJ. The plan identifies and describes goals, objectives, design standards and permitted uses for four (4) assemblages of downtown properties known as Tract A, Tract B, Tract C and Tract D. The plan also includes updated parking standards that recognize the sharing of parking facilities among new and existing land uses.

The four (4) Redevelopment Tracts are depicted below:



**Tract A** is an assemblage of primarily vacant properties on the north side of Raritan Avenue between So. 1<sup>st</sup> and No./So. 2<sup>nd</sup> Avenue. The Borough is currently evaluating redevelopment proposals for this site that will include mixed-uses consisting of residential and retail uses. The Borough has advised that the development of Tract A will meet its parking needs on site and may be able to accommodate additional parking demand from other sites.

**Tract B** is rectangular in shape and is composed of two properties, each with a 2½ story residence, on the south side of Raritan Avenue. The current redevelopment proposal for this site consists of one (1) multi-family residential building with 39 dwelling units and no (0) on-site

parking spaces. As a result, users of the facility will be required to park offsite. The Borough advises that these offsite spaces would likely be provided on Tract D.

**Tract C** is an irregular shaped site that is composed of an active municipal parking lot (The Farmers Market Lot) plus two (2) adjacent properties. The Borough is currently negotiating with a conditional redeveloper for a mixed-use (residential and retail) redevelopment project on this site. The Borough has advised that the development of Tract C will meet its parking needs on site.

**Tract D** is an assemblage of vacant and active properties on the north side of Raritan Avenue on either side No. 3<sup>rd</sup> Avenue. There are currently no redevelopment proposals for this site however, the Redevelopment Plan envisions mixed-use buildings up to five stories in height with activated ground level space (i.e. storefronts) fronting along Raritan Avenue. Upper levels might consist of office, residential or hotel uses. The Redevelopment Plan indicates that the development of Tract D will meet its parking needs on site and may be able to accommodate additional parking demand from other sites and a possible parking structure.

### **Parking Impacts of Redevelopment**

As mentioned earlier, offsite parking for Tract B will likely be provided on Tract D. Apart from that, the Borough has advised that all other Redevelopment projects will be meeting their parking requirements on site.

Tract C has sufficient dimension to meet its parking requirements on site. However, the tract includes an active municipal parking lot that also is home to the Borough's "Farmer's Market" on Fridays from April to December. After the redevelopment of Tract C, existing parking demand from the Farmer's Market parking lot will likely be accommodated on site, in an expanded South 3<sup>rd</sup> Street parking lot, on Tract D or some combination of all these locations. We understand the Borough is in the process of weighing various alternatives for relocation of the Farmer's Market.

## 7. RECOMMENDED PARKING MANAGEMENT PLAN

Table 2, page 23, is a matrix of coordinated recommendations based on the study results, feedback from Borough officials, parking management best practices, and the parking consultant's past experience. These recommendations include fundamental changes plus items related to potential downtown redevelopment. The recommendations are for preliminary consideration only and are subject to change and evolution over time.

### *Key Findings:*

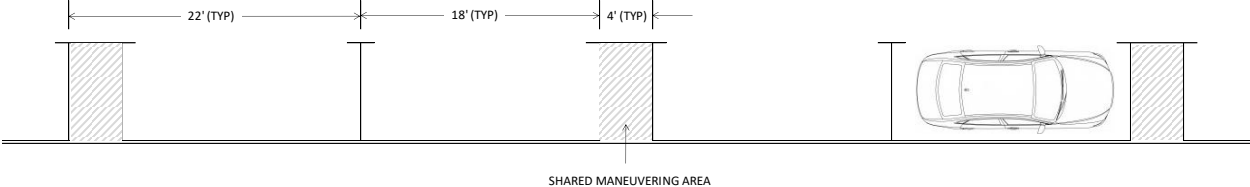
- Re-striping parking spaces along Raritan Avenue can increase the Raritan Avenue parking supply by up to 18 spaces;
- Congestion reduction and an increase in parking availability along Raritan Avenue can be accomplished via installation of parking meters and/or a 2-hour parking time limit. Our studies revealed that most cars (84.6%) parking along Raritan Avenue do so for less than two hours;
- Implementation of parking management strategies and/or Residential Permit Programs can mitigate the impacts of central business district or commuter parking activity creeping into residential neighborhoods;
- Consider construction of an attractive "Gateway" along River Road between Walter and Raritan Avenue including aesthetic improvements, traffic calming and on-street parking for New Brunswick commuters;
- Consider expansion of the South 3rd Avenue parking lot onto the adjacent Borough-owned property to increase parking supply and accommodate parking demand resulting from future redevelopment activity;
- Open a dialog with owners of Stop & Shop and Rite Aid to discuss potential shared parking arrangements;
- Consider a shared services arrangement with the New Brunswick Parking Authority to enforce new parking rules and regulations.

It is important to note that recommendations can be implemented, partially implemented, pilot-programmed, delayed, adjusted or rejected. For example, a skip-jack parking stall layout (see illustration, next page) along Raritan Avenue can add seven (7) parking stalls but would reduce the width of current striped-out no parking zones between spaces. Rather than re-stripe the entire length of Raritan Avenue, we would recommend first doing so in only one section to gauge the impact/effectiveness of the revision before committing to more widespread use.

Similarly, Recommendation No. 2 (2-Hour time limit on Raritan), can be implemented and assessed before consideration of Recommendation No. 3 (parking meters on Raritan). If a lack



of available spaces and congestion continues to persist along Raritan Avenue after implementation of the 2-Hour limit, Recommendation No. 3 should be given serious consideration.



*Figure 1  
Pavement Marking Illustration / Minimum Dimensions  
Curb Side Parking with Shared “Skip-Jack” Maneuvering Areas*

**PARKING MANAGEMENT PROGRAM OPTIONS**  
**PARKING STUDY AREA**  
**HIGHLAND PARK, NJ**

**TABLE 2**

ITEM	LOCATION	ISSUE OR GOAL	RECOMMENDATIONS
1	Raritan Avenue Post Office Area	Lack of time limited parking to accommodate quick in-and-out trips	Implement a 15-Minute time limit for three (3) spaces located directly in front of Post Office during Post Office business hours
2	Raritan Avenue	Lack of parking time limits does not promote turnover of high demand parking spaces, in turn, reducing parking opportunities	Implement a 2-Hour parking time limit between 9AM and 5PM. Parkers requiring longer durations may use free and unregulated side streets and public parking lots
3	Raritan Avenue	Heavy utilization of on-street parking leads to congestion and perceived lack of parking when ample vacant parking spaces are available nearby	Install parking meters along Raritan Avenue to encourage turnover and use of public lots and side streets (which shall remain free)
4	Raritan Avenue	Oversized "No Parking" zones limit parking capacity potential	Reduce some "No Parking" zones and implement skip-jack parking stall layout similar to downtown Morristown, NJ (see Figure 1, page 22). Please see Appendix K that estimates a potential capacity increase of 18 spaces along Raritan Ave
5	Western Study Area	New Brunswick commuter parking activity creeping into residential neighborhoods	Create commuter friendly (12 hour limit) parking spaces along Lincoln Avenue and River Road
6	Western Study Area	New Brunswick commuter parking activity creeping into residential neighborhoods	Create alternate side regulations to discourage commuter parking along South Adelaide Avenue. For example: East Side = NP 11AM-1PM Mon-Fri; West Side = NPAT Except 10:30AM-1:30PM Mon-Fri
7	River Road	Need for traffic calming & "Gateway" / sense of arrival for southbound motorists	Redesign to create on-street parking on River Road (west side), bump-outs, crosswalk improvements and other attractive gateway design features
8	Residential Zones	Commuter and/or Central Business District parking activity creeping into residential neighborhoods	Engage affected communities to discuss optional parking management strategies including Residential Parking Permit Zones.
9	South 3rd Avenue Lot	Tract C Redevelopment will reduce on-site public parking	Pursue expansion of the South 3rd Avenue parking lot to compensate for loss of public parking on the Tract C redevelopment site
10	South 3rd Avenue Lot	Tract C Redevelopment will require relocation of Farmer's Market	Consider relocating Farmer's Market to South 3rd Avenue and perhaps a portion of the expanded South 3rd Avenue parking lot
11	Private Lots	Under-utilized private parking lots can potentially expand downtown parking opportunities for downtown employees or other user groups	Open a dialog with owners of the Stop & Shop property and continue dialog with owners of the Rite Aid property to discuss potential arrangements. Explore, with Rite Aid, potential vehicular routes to connect So. 3rd and So. 4th Avenues
12	Central Business District	Survey indicates a desire for more downtown handicap parking	Explore conversion of some side street parking spaces, convenient to Raritan Ave, to handicap parking
13	Central Business District	New regulations described above will require stepped up enforcement that the Borough is not currently equipped to manage	Pursue a shared services agreement with the New Brunswick Parking Authority. It is estimated that every \$1 spent on enforcement in this fashion will result in about \$7.50 of income for the Borough

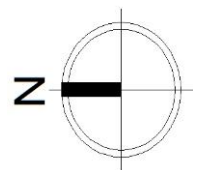
**R-N** = RESIDENTIAL ZONE - NORTH

**R-S** = RESIDENTIAL ZONE - SOUTH

**RA** = RARITAN AVENUE CORRIDOR  
(On-Street Spaces Only)

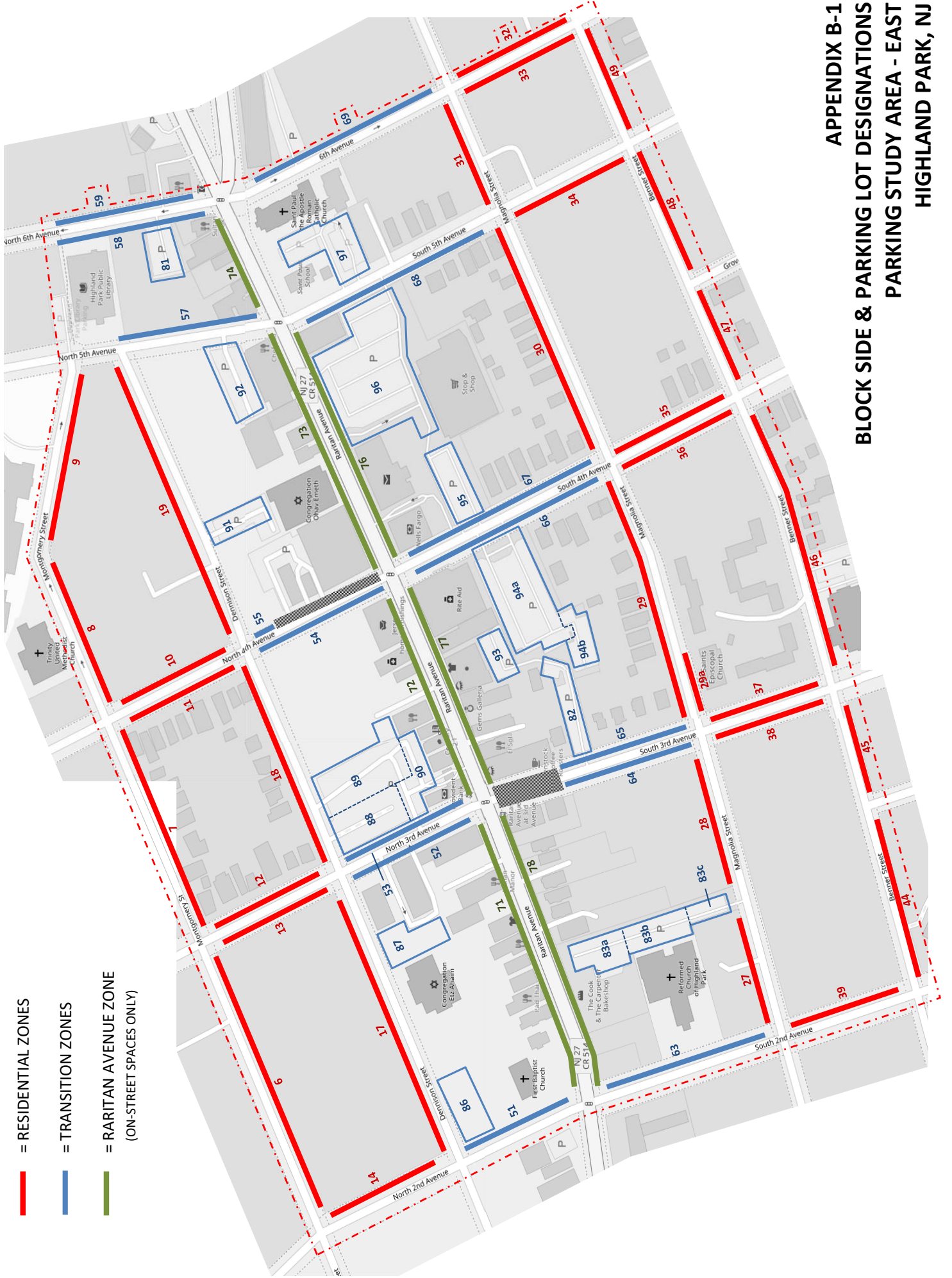
**T-N** = TRANSITION ZONE - NORTH

**T-S** = TRANSITION ZONE - SOUTH



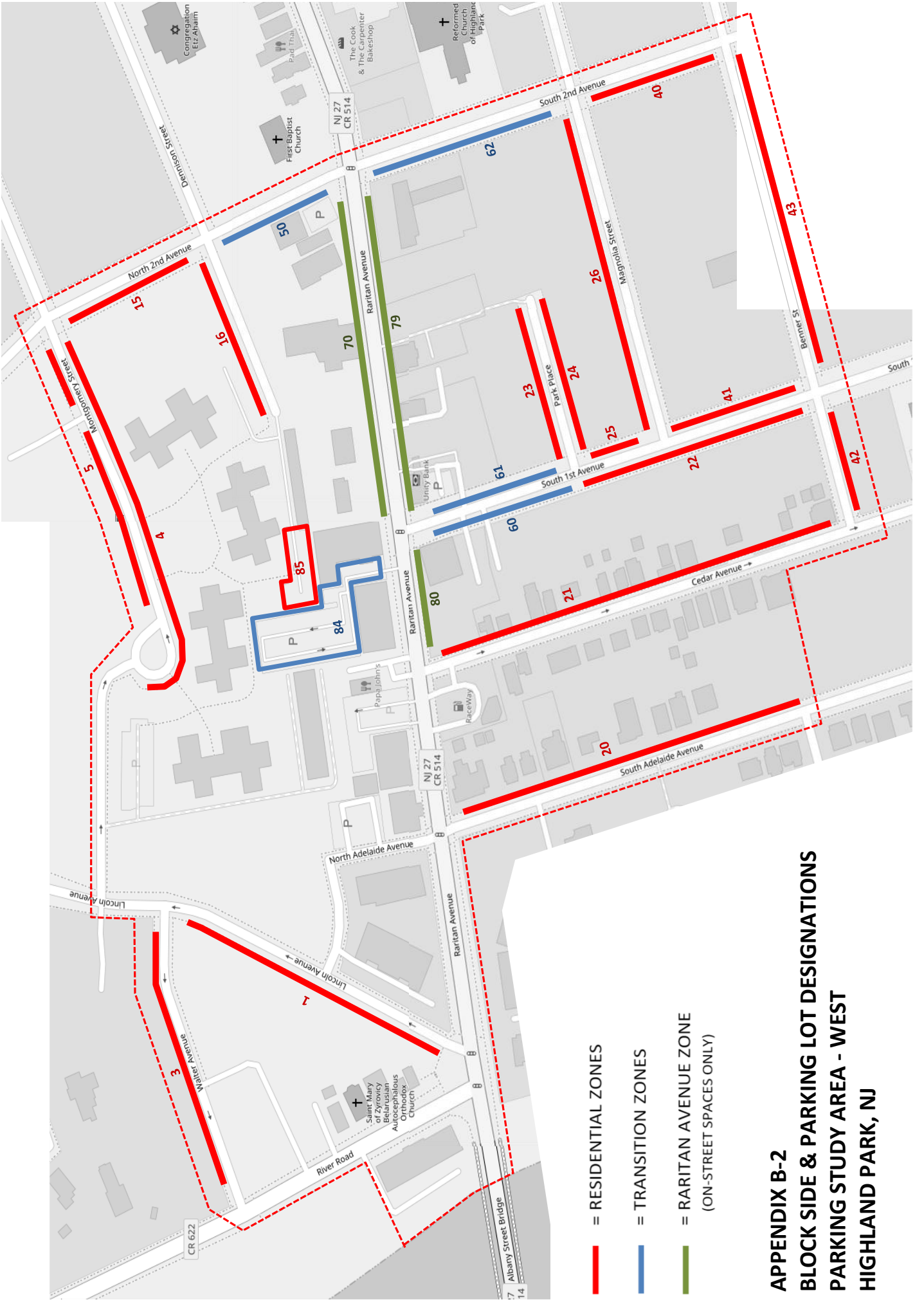
**APPENDIX A**  
**ZONE DESIGNATIONS**  
**PARKING STUDY AREA**  
**BOROUGH OF HIGHLAND PARK, NJ**

**APPENDIX B-1  
BLOCK SIDE & PARKING LOT DESIGNATIONS  
PARKING STUDY AREA - EAST  
HIGHLAND PARK, NJ**



- = RESIDENTIAL ZONES
- = TRANSITION ZONES
- = RARITAN AVENUE ZONE  
(ON-STREET SPACES ONLY)





- █ = RESIDENTIAL ZONES
- █ = TRANSITION ZONES
- █ = RARITAN AVENUE ZONE  
(ON-STREET SPACES ONLY)

**APPENDIX B-2  
BLOCK SIDE & PARKING LOT DESIGNATIONS  
PARKING STUDY AREA - WEST  
HIGHLAND PARK, NJ**

APPENDIX C.1  
PARKING OCCUPANCY COUNTS

WEDNESDAY 10-20-2021

**XX** = Recording reached or exceeded 90% threshold

**Residential - North Side**

Facility	Capac	90%	9A	10	11	12	1P	2	3	4	5	6	7	8	9
1	16	14.4			12	13	13	13	13	14	15	16	17		
2	NP														
3	20	18			12	12	12	12	12	13	13	14	14		
4	30	27			18	17	15	15	15	17	19	21	23		
5	14	12.6			9	9	9	9	9	9	8	7	6		
6	20	18			12	12	11	12	13	13	14	16	17		
7	14	12.6			12	12	11	11	12	12	13	13	14		
8	10	9			6	5	3	5	7	5	3	3	3		
9	10	9			9	7	6	7	7	6	4	5	7		
10	9	8.1			8	8	8	8	8	8	8	8	9		
11	10	9			7	8	8	8	8	5	3	5	6		
12	11	9.9			7	7	7	7	8	8	7	6	5		
13	7	6.3			2	2	2	2	3	3	4	4	3		
14	10	9			9	7	6	7	9	8	7	7	6		
15	9	8.1			3	3	2	2	3	3	3	5	6		
16	12	10.8			7	5	4	4	4	5	6	8	10		
17	22	19.8			14	14	14	14	14	13	11	12	14		
18	12	10.8			5	4	4	3	1	3	6	7	7		
19	16	14.4			17	15	12	12	11	12	13	13	13		
Subtotal / On-Street	252	226.8			169	160	147	151	157	157	157	170	180		
85 (Off-Street)	23	20.7			16	15	13	14	14	16	18	19	19		
Subtotal / North Side	275	247.5			185	175	160	165	171	173	175	189	199		

**Residential - South Side**

Facility	Capac	90%	9A	10	11	12	1P	2	3	4	5	6	7	8	9
20	26	23.4			16	16	16	18	20	19	18	20	21		
21	29	26.1			20	21	22	22	22	24	26	25	23		
22	19	17.1			8	7	6	6	5	5	5	6	6		
23	9	8.1			6	7	7	7	6	6	6	5	4		
24	11	9.9			3	3	2	2	3	3	4	4	3		
25	5	4.5			1	1	1	2	2	2	2	3	3		
26	19	17.1			2	3	3	3	2	3	4	4	4		
27	6	5.4			4	3	3	3	3	3	4	4	4		
28	13	11.7			4	4	5	5	5	5	5	6	7		
29	17	15.3			7	6	6	6	6	7	7	7	7		
29a	4	3.6			2	2	2	2	2	2	3	3	3		
30	16	14.4			9	10	11	11	10	10	10	11	11		
31	5	4.5			0	0	0	0	0	0	0	0	0		
32	8	7.2			1	1	1	1	1	1	3	3	4		
33	7	6.3			1	1	1	1	2	3	3	4	5		
34	8	7.2			4	4	3	3	4	4	4	5	5		
35	8	7.2			4	4	5	5	4	4	4	4	4		
36	10	9			3	3	3	3	4	5	7	7	7		
37	11	9.9			3	3	3	3	3	3	4	4	4		
38	8	7.2			4	4	4	4	2	3	4	4	4		
39	8	7.2			0	1	1	1	1	1	2	4	6		
40	9	8.1			6	6	5	5	5	5	5	6	6		
41	10	9			1	2	3	3	3	3	3	4	4		
42	6	5.4			3	3	3	3	3	3	4	4	3		
43	19	17.1			10	9	9	8	7	9	10	10	11		
44	9	8.1			3	3	2	2	3	3	3	3	4		
45	4	3.6			1	1	1	1	1	1	1	1	2		
46	18	16.2			7	7	8	8	9	7	6	7	8		
47	8	7.2			4	3	2	3	3	3	3	4	4		
48	9	8.1			2	2	2	2	2	2	1	2	3		
49	7	6.3			0	0	0	0	0	0	0	1	2		
Subtotal / South Side	346	311.4			139	140	140	143	143	149	161	175	182		

Grand Total / Resi Zones	621	558.9			324	315	300	308	314	322	336	364	381		
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APPENDIX C.2  
PARKING OCCUPANCY COUNTS

WEDNESDAY 10-20-2021

**XX** = Recording reached or exceeded 90% threshold

**Transition - North Side**

Facility	Capac	90%	9A	10	11	12	1P	2	3	4	5	6	7	8	9
50	7	6.3			1	1	1	2	2	2	3	5	6		
51	8	7.2			4	4	4	4	3	4	5	6	7		
52	10	9			7	8	<u>9</u>	8	7	5	4	4	3		
53	11	9.9			9	9	<u>10</u>	8	7	6	4	5	6		
54	9	8.1			6	7	8	8	7	7	7	8	<u>9</u>		
55	3	2.7			2	2	1	1	1	1	2	2	<u>3</u>		
56	0	0			0	0	0	0	0	0	0	0	0		
57	9	8.1			8	8	8	8	8	8	<u>9</u>	<u>9</u>	<u>9</u>		
58	11	9.9			7	8	8	8	7	7	7	6	6		
59	13	11.7			6	7	7	6	4	3	1	2	3		
Subtotal / On-Street	81	72.9			50	54	56	53	46	43	42	47	52		
84	63	56.7			<u>59</u>	<u>57</u>	55	54	53	49	45	35	23		
86	27	24.3			1	1	1	1	1	1	1	1	1		
87	22	19.8			8	8	8	7	5	6	6	5	4		
88	30	27			0	0	0	0	0	0	0	0	0		
89	35	31.5			8	10	12	10	9	9	8	12	16		
90	30	27			13	15	17	16	15	12	8	7	5		
91	12	10.8			1	1	1	1	2	1	0	1	1		
92	33	29.7			7	6	5	5	5	5	6	4	3		
81	18	16.2			7	6	5	5	5	5	6	4	3		
Subtotal / Off Street	270	243			104	104	104	99	95	88	80	69	56		
Subtotal / North Side	351	315.9			154	158	160	152	141	131	122	116	108		

**Transition - South Side**

Facility	Capac	90%	9A	10	11	12	1P	2	3	4	5	6	7	8	9
60	9	8.1			7	8	<u>9</u>	<u>9</u>	<u>9</u>	<u>9</u>	8	7	6		
61	10	9			<u>11</u>	<u>11</u>	<u>11</u>	<u>11</u>	<u>10</u>	<u>9</u>	8	<u>9</u>	<u>10</u>		
62	11	9.9			5	5	5	5	4	4	4	6	7		
63	17	15.3			7	8	9	9	8	8	8	8	9		
64	10	9			7	5	3	4	5	5	5	6	6		
65	11	9.9			8	8	7	7	6	6	7	7	6		
66	14	12.6			6	8	9	8	7	6	5	6	7		
67	12	10.8			5	4	3	4	5	5	5	7	9		
68	16	14.4			1	3	4	5	6	4	3	5	6		
69	18	16.2			7	8	9	8	7	7	7	9	10		
Sub-Total / On-Street	128	115.2			64	68	69	70	67	63	60	70	76		
82	17	15.3			14	15	<u>16</u>	15	14	11	8	6	4		
83a	30	27			4	5	6	5	4	4	4	5	5		
83b	30	27			13	13	14	12	11	9	8	13	17		
83c	11	9.9			3	3	3	4	4	3	2	5	8		
93	21	18.9			1	2	2	2	3	3	3	3	3		
94a	68	61.2			32	33	33	36	38	37	36	36	36		
94b	25	22.5			7	7	7	8	9	8	6	3	0		
95	28	25.2			9	10	11	11	10	8	5	5	5		
96	124	111.6			48	51	53	53	52	52	52	45	37		
97	40	36			1	1	1	1	0	1	0	1	2		
Sub-Total / Off-Street	394	354.6			132	140	146	147	145	136	124	122	117		
Sub-Total / South Side	522	469.8			196	208	215	217	212	199	184	192	193		

Grand Total / Trans Zones	873	785.7			350	366	375	369	353	330	306	308	301		
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PEAK

**Raritan Ave**

Facility	Capac	90%	9A	10	11	12	1P	2	3	4	5	6	7	8	9
70	9	8.1			4	5	7	5	3	4	5	4	2		
71	16	14.4			9	10	11	14	<u>16</u>	<u>15</u>	13	<u>15</u>	<u>16</u>		
72	13	11.7			<u>13</u>	<u>13</u>	<u>13</u>	<u>13</u>	<u>13</u>	<u>13</u>	<u>13</u>	<u>13</u>	<u>13</u>		
73	15	13.5			<u>14</u>	12	10	10	9	9	9	8	7		
74	5	4.5			<u>6</u>	<u>6</u>	<u>5</u>	<u>5</u>	4	4	<u>5</u>	4	3		
75	NP														
76	11	9.9			4	7	9	6	4	3	2	4	6		
77	12	10.8			<u>11</u>	<u>11</u>	<u>12</u>	<u>12</u>	<u>13</u>	<u>13</u>	<u>13</u>	<u>12</u>	<u>12</u>		
78	16	14.4			8	13	<u>17</u>	<u>15</u>	13	13	12	12	11		
79	13	11.7			8	8	8	7	5	6	7	8	9		
80	4	3.6			2	3	<u>4</u>	3	2	<u>4</u>	<u>5</u>	<u>4</u>	3		
Grand Total / Raritan Ave	114	102.6			79	88	96	90	82	84	84	84	82		

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PEAK

**XX** = Recording reached or exceeded 90% threshold

**Resi - North Side**

Facility	Capac	90% Capacity	15-Oct	15-Oct	15-Oct	15-Oct	15-Oct	15-Oct	22-Oct	22-Oct	22-Oct	22-Oct	22-Oct	22-Oct	22-Oct	22-Oct
			9A	10	11	12	1P	2	2	3	4	5	6	7	8	9
1	16	14.4	<u>15</u>	13	13	14	<u>15</u>	<u>15</u>	<u>16</u>	<u>16</u>	<u>17</u>	<u>17</u>	<u>16</u>	<u>17</u>	<u>17</u>	
2	NP															
3	20	18	11	10	9	11	13	13	14	15	16	17	17	16	16	
4	30	27	22	20	19	20	21	21	21	24	25	26	<u>27</u>	<u>28</u>	<u>28</u>	
5	14	12.6	10	8	8	8	8	8	8	9	10	11	11	12	12	
6	20	18	17	16	15	11	12	12	12	14	16	17	<u>18</u>	<u>18</u>	<u>19</u>	
7	14	12.6	<u>13</u>	12	12	12	12	12	12	12	12	12	<u>13</u>	<u>13</u>	<u>14</u>	
8	10	9	8	8	<u>9</u>	<u>12</u>	<u>13</u>	<u>14</u>	<u>14</u>	<u>11</u>	5	3	5	7	<u>9</u>	
9	10	9	<u>9</u>	<u>9</u>	8	<u>10</u>	<u>12</u>	<u>12</u>	<u>13</u>	<u>11</u>	7	4	7	<u>10</u>	<u>11</u>	
10	9	8.1	8	7	7	7	6	6	6	7	8	<u>9</u>	<u>9</u>	<u>10</u>	<u>10</u>	
11	10	9	7	5	5	5	5	5	5	7	8	<u>9</u>	<u>9</u>	<u>9</u>	<u>9</u>	
12	11	9.9	6	5	4	5	6	6	7	7	7	7	7	8	8	
13	7	6.3	4	4	4	3	4	4	4	4	5	5	5	6	6	
14	10	9	6	6	5	6	6	6	7	7	8	8	8	7	7	
15	9	8.1	4	4	4	4	3	4	3	3	4	4	4	5	5	
16	12	10.8	7	7	6	5	6	6	5	5	5	5	5	6	7	
17	22	19.8	14	13	13	14	13	13	13	13	13	13	14	14	15	
18	12	10.8	7	5	4	4	3	3	3	4	6	7	9	9	10	
19	16	14.4	13	12	12	12	13	13	13	13	13	13	14	<u>15</u>	<u>16</u>	
Sub-Total / On-Street	252	226.8	181	164	157	163	171	173	176	182	185	187	198	210	219	
85 (Off-Street)	23	20.7	18	16	15	14	13	13	12	12	13	13	16	18	20	
<b>Sub-Total / North Side</b>	<b>275</b>	<b>247.5</b>	<b>199</b>	<b>180</b>	<b>172</b>	<b>177</b>	<b>184</b>	<b>186</b>	<b>188</b>	<b>194</b>	<b>198</b>	<b>200</b>	<b>214</b>	<b>228</b>	<b>239</b>	

**Resi - South Side**

Facility	Capac	90% Capacity	15-Oct	15-Oct	15-Oct	15-Oct	15-Oct	15-Oct	22-Oct	22-Oct	22-Oct	22-Oct	22-Oct	22-Oct	22-Oct	22-Oct
			9A	10	11	12	1P	2	2	3	4	5	6	7	8	9
20	26	23.4	20	19	18	18	17	17	17	18	18	19	20	21	21	
21	29	26.1	24	22	22	22	22	22	22	24	25	26	26	26	26	
22	19	17.1	8	8	7	6	5	5	4	5	6	6	6	6	6	
23	9	8.1	6	6	6	5	5	5	5	5	6	6	6	5	5	
24	11	9.9	6	6	5	4	3	3	2	3	5	6	6	6	6	
25	5	4.5	3	3	3	3	2	3	2	2	3	3	3	3	3	
26	19	17.1	4	4	4	3	5	5	6	5	4	3	4	5	5	
27	6	5.4	<u>6</u>	<u>6</u>	5	5	5	5	<u>6</u>	<u>6</u>	5	3	3	3	2	
28	13	11.7	10	9	7	6	7	7	8	8	6	5	6	7	7	
29	17	15.3	10	9	8	6	6	6	6	6	6	6	6	7	7	
29a	4	3.6	3	3	3	3	2	2	2	2	3	3	3	3	3	
30	16	14.4	11	10	9	9	8	8	7	9	10	11	12	13	14	
31	5	4.5	2	2	2	2	2	2	2	2	3	3	3	4	4	
32	8	7.2	2	2	2	2	2	2	1	1	2	2	2	2	2	
33	7	6.3	2	2	2	1	1	1	1	2	4	5	4	4	4	
34	8	7.2	4	3	3	3	5	5	7	7	<u>8</u>	<u>8</u>	<u>8</u>	7	7	
35	8	7.2	5	4	4	3	4	4	4	4	4	4	4	3	3	
36	10	9	4	4	3	3	4	4	5	5	5	5	5	4	4	
37	11	9.9	3	4	4	3	4	4	5	5	4	4	4	4	4	
38	8	7.2	3	3	2	2	2	2	2	2	2	2	2	1	1	
39	8	7.2	4	3	2	2	2	2	1	2	2	2	2	2	2	
40	9	8.1	3	4	4	4	5	5	6	6	7	7	7	7	7	
41	10	9	2	2	3	3	4	4	5	4	3	2	2	2	2	
42	6	5.4	4	4	3	3	2	2	2	2	2	2	2	2	2	
43	19	17.1	10	9	8	7	9	9	8	9	9	10	9	9	9	
44	9	8.1	2	2	2	2	2	2	3	3	4	4	4	4	4	
45	4	3.6	1	1	1	1	2	2	2	2	2	2	2	2	2	
46	18	16.2	8	8	7	5	4	4	3	5	7	8	9	10	11	
47	8	7.2	2	2	2	3	5	5	6	5	5	4	5	6	6	
48	9	8.1	1	1	2	3	3	3	4	4	3	3	3	3	3	
49	7	6.3	0	0	0	0	1	1	1	1	1	2	2	2	2	
<b>Sub-Total / South Side</b>	<b>346</b>	<b>311.4</b>	<b>173</b>	<b>165</b>	<b>153</b>	<b>142</b>	<b>150</b>	<b>151</b>	<b>155</b>	<b>164</b>	<b>174</b>	<b>176</b>	<b>180</b>	<b>183</b>	<b>184</b>	

<b>Grand Total / Resi Zone</b>	<b>621</b>	<b>558.9</b>	<b>372</b>	<b>345</b>	<b>325</b>	<b>319</b>	<b>334</b>	<b>337</b>	<b>343</b>	<b>358</b>	<b>372</b>	<b>376</b>	<b>394</b>	<b>411</b>	<b>423</b>	
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**XX** = Recording reached or exceeded 90% threshold

**Transition - North Side**

Facility	Capac	90% Capacity	15-Oct	15-Oct	15-Oct	15-Oct	15-Oct	15-Oct	22-Oct	22-Oct	22-Oct	22-Oct	22-Oct	22-Oct	22-Oct	22-Oct
			9A	10	11	12	1P	2	2	3	4	5	6	7	8	9
50	7	6.3	6	6	6	6	6	5	5	5	5	5	4	4	3	
51	8	7.2	5	5	5	5	5	5	4	4	3	3	3	2	2	
52	10	9	6	6	7	8	<u>9</u>	<u>9</u>	<u>9</u>	7	6	4	5	6	7	
53	11	9.9	4	5	5	7	8	9	9	5	4	2	2	1	1	
54	9	8.1	7	7	7	7	7	6	6	7	7	8	8	<u>9</u>	<u>9</u>	
55	3	2.7	2	2	2	<u>3</u>	<u>3</u>	2	2	2	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	
56	NP															
57	9	8.1	8	8	8	<u>9</u>	<u>9</u>	8	8	8	8	<u>9</u>	<u>9</u>	<u>9</u>	<u>9</u>	
58	11	9.9	7	7	7	8	8	7	7	6	5	3	4	4	5	
59	13	11.7	9	9	8	8	8	7	7	7	6	6	6	6	6	
Sub-Total / On-Street	81	72.9	54	55	55	61	63	60	57	51	47	43	44	44	45	
81	18	16.2	6	7	9	14	13	7	7	6	5	4	4	3	3	
84	63	56.7	44	51	50	48	46	43	42	31	27	25	13	10	9	
86	27	24.3	0	0	0	0	0	0	0	0	0	0	0	0	0	
87	22	19.8	3	3	3	3	4	5	5	5	6	6	5	3	2	
88	30	27	0	0	0	0	0	0	0	0	0	0	0	0	0	
89	35	31.5	7	8	11	13	14	8	8	7	6	6	6	6	6	
90	30	27	9	13	14	15	17	17	17	15	9	6	5	4	4	
91	12	10.8	0	0	0	0	1	1	1	2	<u>11</u>	<u>12</u>	<u>12</u>	<u>12</u>	<u>12</u>	
92	33	29.7	5	7	12	19	23	25	25	22	19	17	22	<u>30</u>	<u>32</u>	
Sub-Total / Off-Street	270	243	74	89	99	112	118	106	105	88	83	76	67	68	68	
Sub-Total / North Side	351	315.9	128	144	154	173	181	166	162	139	130	119	111	112	113	

**Transition - South Side**

Facility	Capac	90% Capacity	15-Oct	15-Oct	15-Oct	15-Oct	15-Oct	15-Oct	22-Oct	22-Oct	22-Oct	22-Oct	22-Oct	22-Oct	22-Oct	22-Oct
			9A	10	11	12	1P	2	2	3	4	5	6	7	8	9
60	9	8.1	8	8	8	<u>9</u>	<u>10</u>	<u>11</u>	<u>11</u>	<u>10</u>	<u>9</u>	7	7	7	7	
61	10	9	<u>9</u>	<u>9</u>	<u>9</u>	<u>10</u>	<u>10</u>	<u>10</u>	<u>10</u>	<u>9</u>	8	7	7	6	6	
62	11	9.9	6	7	7	8	9	9	9	9	8	8	8	9	9	
63	17	15.3	11	11	12	12	12	12	12	10	9	8	8	9	9	
64	10	9	6	6	6	7	7	6	6	6	6	6	6	6	6	
65	11	9.9	7	7	7	7	7	5	5	6	6	6	5	4	3	
66	14	12.6	6	7	7	9	9	9	10	9	9	7	8	9	10	
67	12	10.8	8	7	7	6	6	4	4	6	7	8	8	9	9	
68	16	14.4	5	6	6	7	8	8	8	7	7	5	5	5	5	
69	18	16.2	12	11	11	11	10	9	9	11	10	12	12	12	12	
Sub-Total / On-Street	128	115.2	78	79	80	86	88	83	84	83	79	74	74	76	76	
82	17	15.3	9	8	13	<u>16</u>	<u>16</u>	14	14	13	12	12	10	5	2	
83a (See Note 1)	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	
83b (See Note 2)	15	13.5	13	13	<u>14</u>	<u>15</u>	<u>15</u>	<u>15</u>	<u>14</u>	12	11	10	9	8	8	
83c	11	9.9	4	5	8	<u>12</u>	<u>13</u>	<u>13</u>	<u>13</u>	<u>12</u>	8	4	3	2	1	
93	21	18.9	1	1	2	2	3	3	3	3	3	3	2	2	1	
94a	68	61.2	33	35	38	40	39	37	36	35	36	34	30	28	24	
94b	25	22.5	4	5	6	6	5	4	4	4	3	3	3	2	2	
95	28	25.2	11	12	17	20	21	16	10	8	7	6	6	7	7	
96	124	111.6	44	52	55	58	65	67	69	67	57	55	50	44	42	
97	40	36	0	0	1	1	1	0	0	0	1	1	1	0	0	
Sub-Total / Off-Street	349	314.1	119	131	154	170	178	169	164	156	139	129	115	101	90	
Sub-Total / South Side	477	429.3	197	210	234	256	266	252	248	239	218	203	189	177	166	
Grand Total / Trans Zones	828	745.2	325	354	388	429	447	418	410	378	348	322	300	289	279	

Note 1 - Capacity reduced from 30 to 0 during Farmers Market  
 Note 2 - Capacity reduced from 30 to 15 during Farmers Market

PEAK

**Raritan Ave**

Facility	Capac	90% Capacity	15-Oct	15-Oct	15-Oct	15-Oct	15-Oct	15-Oct	22-Oct	22-Oct	22-Oct	22-Oct	22-Oct	22-Oct	22-Oct	
			9A	10	11	12	1P	2	2	3	4	5	6	7	8	9
70	9	8.1	1	1	2	3	3	2	2	1	1	0	0	0	0	
71	16	14.4	1	1	12	<u>17</u>	<u>16</u>	<u>15</u>	<u>15</u>	9	7	4	5	8	9	
72	13	11.7	1	2	10	<u>13</u>	<u>13</u>	<u>13</u>	<u>12</u>	11	11	11	8	6	5	
73	15	13.5	5	7	11	<u>13</u>	<u>13</u>	<u>13</u>	11	<u>12</u>	<u>12</u>	<u>13</u>	11	11	10	
74	5	4.5	2	3	3	4	<u>5</u>	<u>5</u>	<u>5</u>	4	3	3	2	1	0	
75	NP															
76	11	9.9	4	5	7	9	<u>10</u>	9	7	6	5	5	6	7	8	
77	12	10.8	1	1	8	<u>11</u>	<u>11</u>	<u>11</u>	10	<u>11</u>	10	<u>11</u>	<u>11</u>	<u>11</u>	<u>12</u>	
78	16	14.4	5	7	10	14	<u>15</u>	<u>15</u>	<u>15</u>	14	13	12	13	14	<u>15</u>	
79	13	11.7	2	3	5	6	7	6	5	6	7	7	7	7	7	
80	4	3.6	0	0	2	4	<u>8</u>	<u>7</u>	4	4	5	5	5	5	5	
Total / Raritan Ave.	114	102.6	22	30	70	94	101	96	86	78	74	71	68	70	71	

PEAK

**XX** = Recording reached or exceeded 90% threshold

Resi - North Side

Facility	Capac	90% Capacity	9A	10	11	12	1P	2	3	4	5	6	7	8	9
1	16	14.4	<u>17</u>	<u>16</u>	<u>15</u>	14	<u>15</u>	<u>16</u>	<u>17</u>	<u>17</u>	<u>17</u>	<u>17</u>	<u>17</u>	<u>18</u>	<u>18</u>
2	NP														
3	20	18	14	14	14	14	14	14	14	15	15	16	16	17	17
4	30	27	25	24	24	23	24	24	25	25	25	25	25	25	25
5	14	12.6	<u>16</u>	<u>13</u>	10	8	8	8	8	8	7	7	7	8	9
6	20	18	16	15	15	14	15	17	<u>18</u>	<u>18</u>	<u>18</u>	<u>18</u>	<u>18</u>	<u>18</u>	<u>18</u>
7	14	12.6	11	11	12	12	11	10	9	11	<u>13</u>	<u>14</u>	<u>14</u>	<u>15</u>	<u>15</u>
8	10	9	<u>9</u>	<u>10</u>	<u>13</u>	<u>14</u>	<u>11</u>	<u>9</u>	7	7	5	4	4	3	3
9	10	9	8	7	6	6	6	6	6	6	5	5	5	4	4
10	9	8.1	7	6	5	4	4	5	6	6	6	6	6	6	6
11	10	9	6	6	6	6	6	7	7	7	6	6	6	7	7
12	11	9.9	8	8	7	7	7	8	8	8	8	8	8	7	7
13	7	6.3	5	5	4	4	5	6	6	6	<u>7</u>	<u>7</u>	<u>7</u>	6	5
14	10	9	8	7	6	5	6	7	7	7	8	8	8	8	8
15	9	8.1	4	4	5	5	4	3	2	3	2	2	2	2	2
16	12	10.8	10	9	8	8	8	9	9	9	8	8	8	7	7
17	22	19.8	17	15	14	13	13	13	12	12	13	13	13	12	12
18	12	10.8	6	7	8	8	9	9	9	8	7	6	7	8	8
19	16	14.4	14	12	11	10	11	11	12	13	<u>15</u>	<u>16</u>	<u>15</u>	14	14
Sub-Total / On-Street	252	226.8	201	189	183	175	177	182	182	186	185	186	186	185	185
85 (Off-Street)	23	20.7	<u>21</u>	<u>21</u>	<u>21</u>	<u>21</u>	<u>21</u>	20	20	20	19	19	20	<u>21</u>	<u>22</u>
Sub-Total / North Side	275	247.5	222	210	204	196	198	202	202	206	204	205	206	206	207

Resi - South Side

Facility	Capac	90% Capacity	9A	10	11	12	1P	2	3	4	5	6	7	8	9
20	26	23.4	20	19	18	17	18	18	19	19	18	18	18	17	17
21	29	26.1	<u>30</u>	<u>28</u>	26	24	24	25	25	25	25	25	26	<u>27</u>	<u>28</u>
22	19	17.1	10	9	7	5	5	6	5	5	6	5	7	8	9
23	9	8.1	5	4	5	5	4	4	4	5	4	5	5	5	5
24	11	9.9	3	4	3	4	3	4	3	4	5	7	6	7	7
25	5	4.5	3	2	2	1	2	2	2	1	2	2	2	2	2
26	19	17.1	9	9	10	10	9	8	7	6	6	5	6	6	7
27	6	5.4	5	5	4	4	4	4	4	4	5	4	5	<u>6</u>	<u>6</u>
28	13	11.7	4	4	5	5	5	6	6	6	5	5	6	5	5
29	17	15.3	9	9	9	9	9	8	8	9	9	10	9	8	8
29a	4	3.6	3	3	2	2	3	2	3	3	3	3	3	2	2
30	16	14.4	9	9	10	10	11	10	11	11	10	11	11	12	12
31	5	4.5	4	4	<u>5</u>	<u>5</u>	4	4	3	3	4	3	3	4	4
32	8	7.2	2	2	2	2	2	3	2	3	3	4	4	5	5
33	7	6.3	3	3	2	2	2	2	2	3	3	3	3	4	4
34	8	7.2	6	6	5	5	5	5	5	5	5	5	5	6	6
35	8	7.2	<u>8</u>	7	6	5	6	6	7	6	7	7	7	6	6
36	10	9	7	7	6	6	6	7	7	6	7	8	7	6	6
37	11	9.9	7	7	7	7	7	7	7	6	6	6	6	6	6
38	8	7.2	3	2	2	1	2	1	1	1	2	1	1	2	2
39	8	7.2	4	3	2	2	4	6	7	5	4	2	2	2	2
40	9	8.1	7	7	6	6	6	7	7	6	5	5	6	6	7
41	10	9	4	4	3	3	3	2	2	3	2	2	3	2	2
42	6	5.4	3	3	2	3	3	3	3	3	3	4	3	4	4
43	19	17.1	6	6	7	7	6	7	7	8	8	9	9	8	8
44	9	8.1	3	2	2	1	2	3	4	3	4	4	4	4	4
45	4	3.6	<u>4</u>	3	2	2	2	2	2	2	1	1	1	1	1
46	18	16.2	15	13	10	7	8	9	9	9	10	10	10	10	10
47	8	7.2	5	5	5	5	5	5	5	5	6	6	6	7	7
48	9	8.1	5	5	4	4	4	3	3	4	4	5	5	6	6
49	7	6.3	0	1	1	1	0	1	0	1	1	1	2	2	3
Sub-Total / South Side	346	311.4	206	195	180	170	174	180	180	180	183	186	191	196	201
Grand Total / Resi Zone	621	558.9	428	405	384	366	372	382	382	386	387	391	397	402	408

**XX** = Recording reached or exceeded 90% threshold

**Transition - North Side**

Facility	Capac	90% Capacity	9A	10	11	12	1P	2	3	4	5	6	7	8	9
50	7	6.3	4	4	3	3	3	4	4	4	4	4	4	3	3
51	8	7.2	3	3	4	4	3	2	2	2	3	3	4	5	6
52	10	9	7	6	6	5	6	6	7	6	4	3	3	3	3
53	11	9.9	5	5	4	4	4	3	2	3	3	4	3	4	4
54	9	8.1	5	5	6	7	6	6	5	6	7	8	8	<u>9</u>	<u>9</u>
55	3	2.7	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	2	2	2	2	2
56	NP														
57	9	8.1	<u>9</u>	<u>9</u>	<u>9</u>	<u>9</u>	8	6	6	7	8	<u>9</u>	<u>9</u>	<u>10</u>	<u>11</u>
58	11	9.9	4	3	4	4	4	4	5	4	3	3	4	5	6
59	13	11.7	5	5	4	4	4	4	4	4	5	5	5	6	6
Sub-Total / On-Street	81	72.9	45	43	43	43	41	38	38	39	39	41	42	47	50
84	63	56.7	24	25	24	24	25	27	28	13	11	9	6	5	4
86	27	24.3	1	1	1	1	1	1	1	1	1	1	1	1	1
87	22	19.8	5	4	4	3	4	4	4	3	2	1	1	0	0
88	30	27	0	0	0	0	0	0	0	0	0	0	0	0	0
89	35	31.5	5	6	6	7	7	6	6	5	5	4	4	4	4
90	30	27	5	12	15	17	16	10	5	4	3	2	2	2	2
91	12	10.8	<u>12</u>	<u>12</u>	<u>12</u>	<u>12</u>	<u>12</u>	<u>12</u>	<u>12</u>	<u>12</u>	<u>12</u>	<u>12</u>	10	1	0
92	33	29.7	3	11	20	25	17	12	7	9	18	24	25	21	17
81	18	16.2	1	3	5	6	7	6	4	5	5	6	6	5	4
Sub-Total / Off-Street	270	243	55	71	82	89	82	72	63	47	52	53	49	34	28
<b>Sub-Total / North Side</b>	<b>351</b>	<b>315.9</b>	<b>100</b>	<b>114</b>	<b>125</b>	<b>132</b>	<b>123</b>	<b>110</b>	<b>101</b>	<b>86</b>	<b>91</b>	<b>94</b>	<b>91</b>	<b>81</b>	<b>78</b>

**Transition - South Side**

Facility	Capac	90% Capacity	9A	10	11	12	1P	2	3	4	5	6	7	8	9
60	9	8.1	<u>9</u>	<u>9</u>	<u>9</u>	<u>9</u>	<u>9</u>	8	8	8	7	7	8	<u>9</u>	<u>10</u>
61	10	9	8	8	8	8	8	7	6	6	7	7	7	7	7
62	11	9.9	<u>10</u>	<u>10</u>	9	9	8	7	6	7	8	8	8	8	8
63	17	15.3	15	15	14	15	14	13	11	10	10	9	8	8	7
64	10	9	5	5	5	5	6	5	5	5	4	5	5	4	4
65	11	9.9	6	8	9	<u>10</u>	9	9	8	8	9	9	9	9	9
66	14	12.6	4	4	4	4	4	5	5	5	4	4	5	5	6
67	12	10.8	6	6	6	6	7	6	6	8	<u>11</u>	<u>12</u>	<u>12</u>	<u>11</u>	<u>10</u>
68	16	14.4	4	3	2	2	3	4	5	5	5	4	3	3	3
69	18	16.2	12	12	13	13	13	12	12	12	12	12	12	12	12
Sub-Total / On-Street	128	115.2	79	80	79	81	81	76	72	74	77	78	78	76	76
82	17	15.3	11	12	12	13	13	12	12	8	5	3	3	2	2
83a	30	27	2	4	6	7	5	3	2	2	1	1	1	2	2
83b	30	27	19	20	21	22	21	16	11	8	3	2	2	1	1
83c	11	9.9	5	5	5	5	5	4	3	3	2	1	1	1	1
93	21	18.9	2	2	2	2	2	2	2	2	1	1	1	0	0
94a	68	61.2	19	21	22	24	21	20	19	19	18	18	15	13	11
94b	25	22.5	1	1	2	2	4	5	6	5	4	3	3	2	2
95	28	25.2	7	7	6	6	6	6	6	6	7	7	6	5	4
96	124	111.6	38	45	49	51	49	47	46	44	41	39	42	45	49
97	40	36	2	2	1	1	1	0	0	0	1	1	1	0	0
Sub-Total / Off-Street	394	354.6	106	119	126	133	127	115	107	97	83	76	75	71	72
<b>Sub-Total / South Side</b>	<b>522</b>	<b>469.8</b>	<b>185</b>	<b>199</b>	<b>205</b>	<b>214</b>	<b>208</b>	<b>191</b>	<b>179</b>	<b>171</b>	<b>160</b>	<b>154</b>	<b>153</b>	<b>147</b>	<b>148</b>

<b>Grand Total / Trans Zone</b>	<b>873</b>	<b>785.7</b>	<b>285</b>	<b>313</b>	<b>330</b>	<b>346</b>	<b>331</b>	<b>301</b>	<b>280</b>	<b>257</b>	<b>251</b>	<b>248</b>	<b>244</b>	<b>228</b>	<b>226</b>
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^  
PEAK

**Raritan Ave**

Facility	Capac	90% Capacity	9A	10	11	12	1P	2	3	4	5	6	7	8	9
70	9	8.1	1	1	0	0	0	0	0	0	1	2	2	2	2
71	16	14.4	6	8	11	13	<u>15</u>	<u>15</u>	<u>16</u>	12	9	7	11	10	12
72	13	11.7	9	10	11	<u>13</u>	<u>13</u>	<u>13</u>	<u>13</u>	9	7	6	6	7	7
73	15	13.5	8	9	10	<u>12</u>	<u>13</u>	8	6	9	11	<u>13</u>	<u>13</u>	<u>12</u>	<u>12</u>
74	5	4.5	2	3	3	4	<u>5</u>	4	4	4	3	3	3	2	1
75	NP														
76	11	9.9	6	7	8	8	8	6	4	7	8	9	<u>11</u>	<u>11</u>	<u>12</u>
77	12	10.8	<u>12</u>	<u>12</u>	<u>11</u>	<u>11</u>	<u>11</u>	9	7	8	9	10	<u>11</u>	9	7
78	16	14.4	5	8	12	<u>15</u>	<u>15</u>	14	14	12	10	8	11	13	14
79	13	11.7	2	4	6	7	8	6	2	3	4	4	4	3	2
80	4	3.6	3	3	5	<u>6</u>	5	3	1	2	3	3	4	5	<u>6</u>
Sub-Total / Raritan Ave.	114	102.6	54	65	77	89	93	78	67	66	65	65	76	74	75

^  
PEAK

**XX** = Recording reached or exceeded 90% threshold

Resi - North Side

Facility	Capac	90% Capacity	9A	10	11	12	1P	2	3	4	5	6	7	8	9
1	16	14.4	14	14	14	14	13								
2	NP														
3	20	18	16	16	15	15	16								
4	30	27	<b>28</b>	26	25	24	24								
5	14	12.6	11	11	10	9	8								
6	20	18	17	17	16	16	17								
7	14	12.6	11	9	8	8	9								
8	10	9	7	<b>9</b>	<b>11</b>	7	3								
9	10	9	7	6	4	4	3								
10	9	8.1	6	6	6	5	5								
11	10	9	6	5	6	5	5								
12	11	9.9	9	9	8	8	7								
13	7	6.3	6	6	<b>7</b>	<b>7</b>	6								
14	10	9	7	7	6	6	6								
15	9	8.1	2	3	3	2	2								
16	12	10.8	10	8	6	6	7								
17	22	19.8	14	13	12	12	13								
18	12	10.8	8	9	10	10	9								
19	16	14.4	<b>16</b>	<b>16</b>	<b>15</b>	<b>15</b>	<b>16</b>								
Sub-Total / On-Street	252	226.8	195	190	182	173	169								
85 (Off-Street)	23	20.7	<b>23</b>	<b>23</b>	<b>22</b>	19	16								
<b>Sub-Total / North Side</b>	<b>275</b>	<b>247.5</b>	<b>218</b>	<b>213</b>	<b>204</b>	<b>192</b>	<b>185</b>								

Resi - South Side

Facility	Capac	90% Capacity	9A	10	11	12	1P	2	3	4	5	6	7	8	9
20	26	23.4	19	17	16	18	20								
21	29	26.1	<b>27</b>	25	24	25	25								
22	19	17.1	8	9	10	8	7								
23	9	8.1	7	6	5	5	4								
24	11	9.9	7	6	6	6	6								
25	5	4.5	1	1	2	2	2								
26	19	17.1	7	6	6	6	7								
27	6	5.4	5	5	5	5	5								
28	13	11.7	5	5	6	6	6								
29	17	15.3	10	9	9	8	8								
29a	4	3.6	3	3	3	3	3								
30	16	14.4	13	11	9	9	10								
31	5	4.5	4	4	<b>5</b>	<b>5</b>	<b>5</b>								
32	8	7.2	2	2	2	2	2								
33	7	6.3	2	2	2	2	2								
34	8	7.2	6	6	6	5	3								
35	8	7.2	4	4	4	4	4								
36	10	9	6	6	6	6	6								
37	11	9.9	5	5	4	4	3								
38	8	7.2	3	3	4	4	3								
39	8	7.2	3	4	4	3	3								
40	9	8.1	5	5	5	5	5								
41	10	9	3	4	5	5	6								
42	6	5.4	3	3	3	3	3								
43	19	17.1	8	6	5	6	7								
44	9	8.1	4	4	4	4	4								
45	4	3.6	1	1	1	1	1								
46	18	16.2	10	8	6	6	5								
47	8	7.2	6	5	5	5	4								
48	9	8.1	4	4	4	4	4								
49	7	6.3	1	1	1	2	2								
Sub-Total / South Side	346	311.4	192	180	177	177	175								
<b>Grand Total / Resi Zones</b>	<b>621</b>	<b>558.9</b>	<b>410</b>	<b>393</b>	<b>381</b>	<b>369</b>	<b>360</b>								

**XX** = Recording reached or exceeded 90% threshold

**Transition - North Side**

Facility	Capac	90% Capacity	9A	10	11	12	1P	2	3	4	5	6	7	8	9
50	7	6.3	3	3	4	4	4								
51	8	7.2	6	6	5	5	4								
52	10	9	7	6	6	5	5								
53	11	9.9	7	7	6	7	8								
54	9	8.1	<u>9</u>	<u>9</u>	<u>9</u>	8	8								
55	3	2.7	1	1	1	1	1								
56	0	0	0	0	0	0	0								
57	9	8.1	<u>9</u>	<u>9</u>	<u>9</u>	<u>9</u>	8								
58	11	9.9	5	5	5	5	5								
59	13	11.7	4	3	3	3	4								
Sub-Total / On-Street	81	72.9	51	49	48	47	47								
81	18	16.2	1	5	8	11	12								
84	63	56.7	4	6	8	9	10								
86	27	24.3	1	1	1	1	1								
87	22	19.8	4	2	1	1	1								
88	30	27	0	0	0	0	0								
89	35	31.5	3	5	8	8	7								
90	30	27	2	2	2	2	2								
91	12	10.8	4	4	3	2	1								
92	33	29.7	9	12	14	14	15								
Sub-Total / Off-Street	270	243	28	37	45	48	49								
<b>Sub-Total / North Side</b>	<b>351</b>	<b>315.9</b>	<b>79</b>	<b>86</b>	<b>93</b>	<b>95</b>	<b>96</b>								

**Transition - South Side**

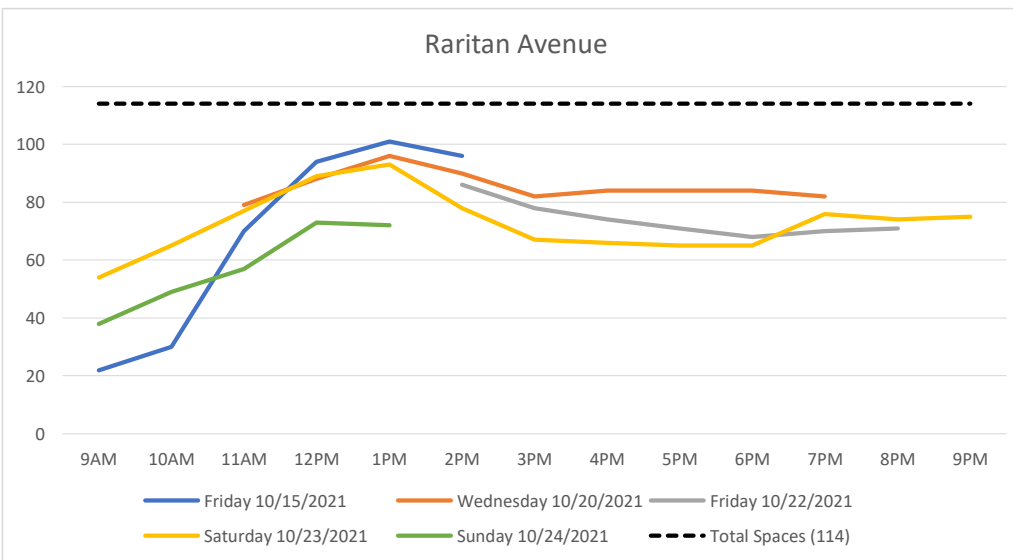
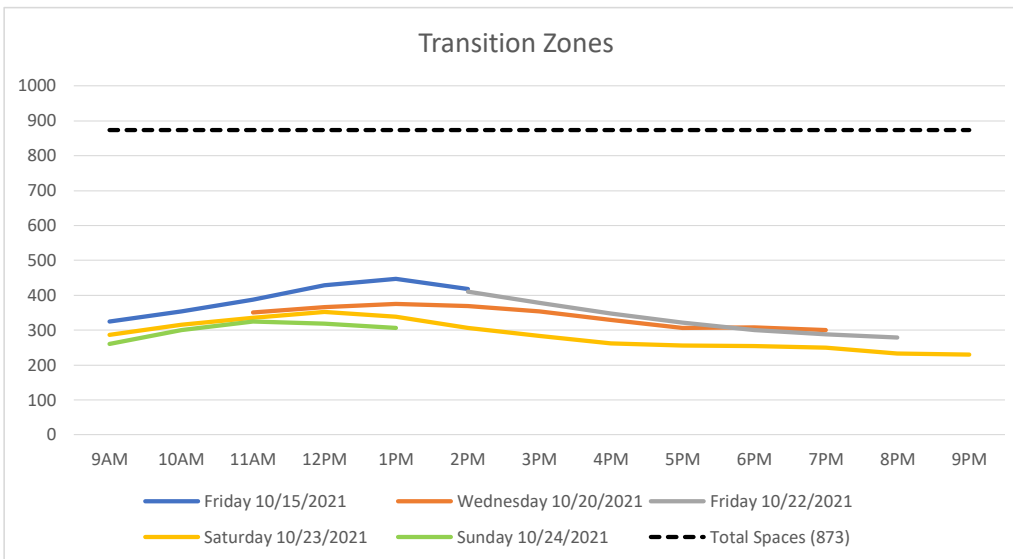
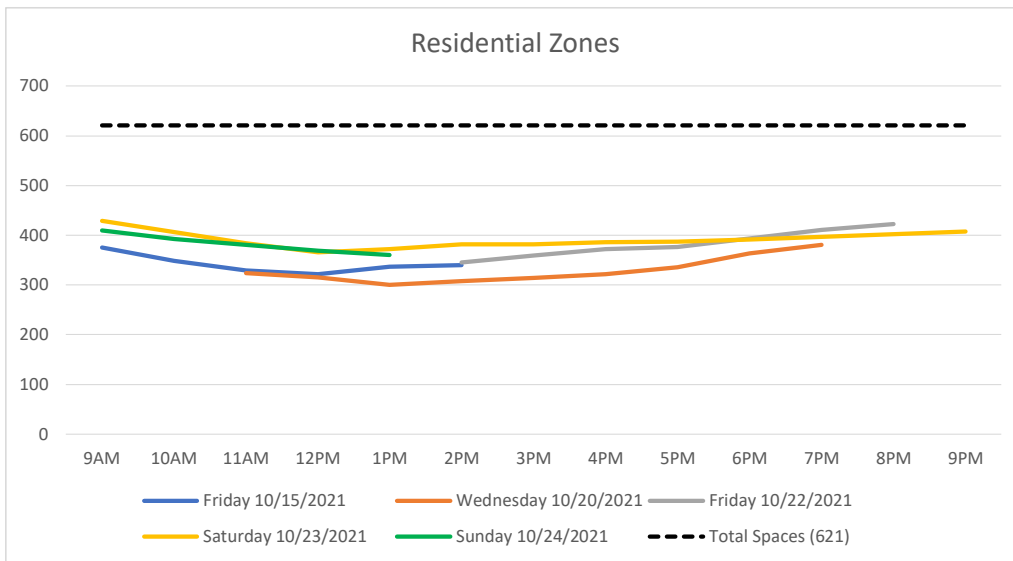
Facility	Capac	90% Capacity	9A	10	11	12	1P	2	3	4	5	6	7	8	9
60	9	8.1	8	8	<u>9</u>	<u>9</u>	8								
61	10	9	8	7	7	7	7								
62	11	9.9	8	8	8	8	8								
63	17	15.3	12	12	11	10	10								
64	10	9	5	5	5	6	6								
65	11	9.9	7	8	8	6	4								
66	14	12.6	6	6	6	8	9								
67	12	10.8	8	7	6	6	6								
68	16	14.4	6	6	6	6	6								
69	18	16.2	14	14	14	15	15								
Sub-Total / On-Street	128	115.2	82	81	80	81	79								
82	17	15.3	2	6	8	6	5								
83a	30	27	7	10	13	11	8								
83b	30	27	20	23	25	21	16								
83c	11	9.9	4	7	<u>10</u>	7	3								
93	21	18.9	1	1	1	1	1								
94a	68	61.2	22	22	21	21	22								
94b	25	22.5	1	1	1	1	1								
95	28	25.2	1	3	4	4	5								
96	124	111.6	39	46	53	52	51								
97	40	36	3	14	15	18	19								
Sub-Total / Off-Street	394	354.6	100	133	151	142	131								
<b>Sub-Total / South Side</b>	<b>522</b>	<b>469.8</b>	<b>182</b>	<b>214</b>	<b>231</b>	<b>223</b>	<b>210</b>								
<b>Total / Transition Zone</b>	<b>873</b>	<b>785.7</b>	<b>261</b>	<b>300</b>	<b>324</b>	<b>318</b>	<b>306</b>								

^  
PEAK

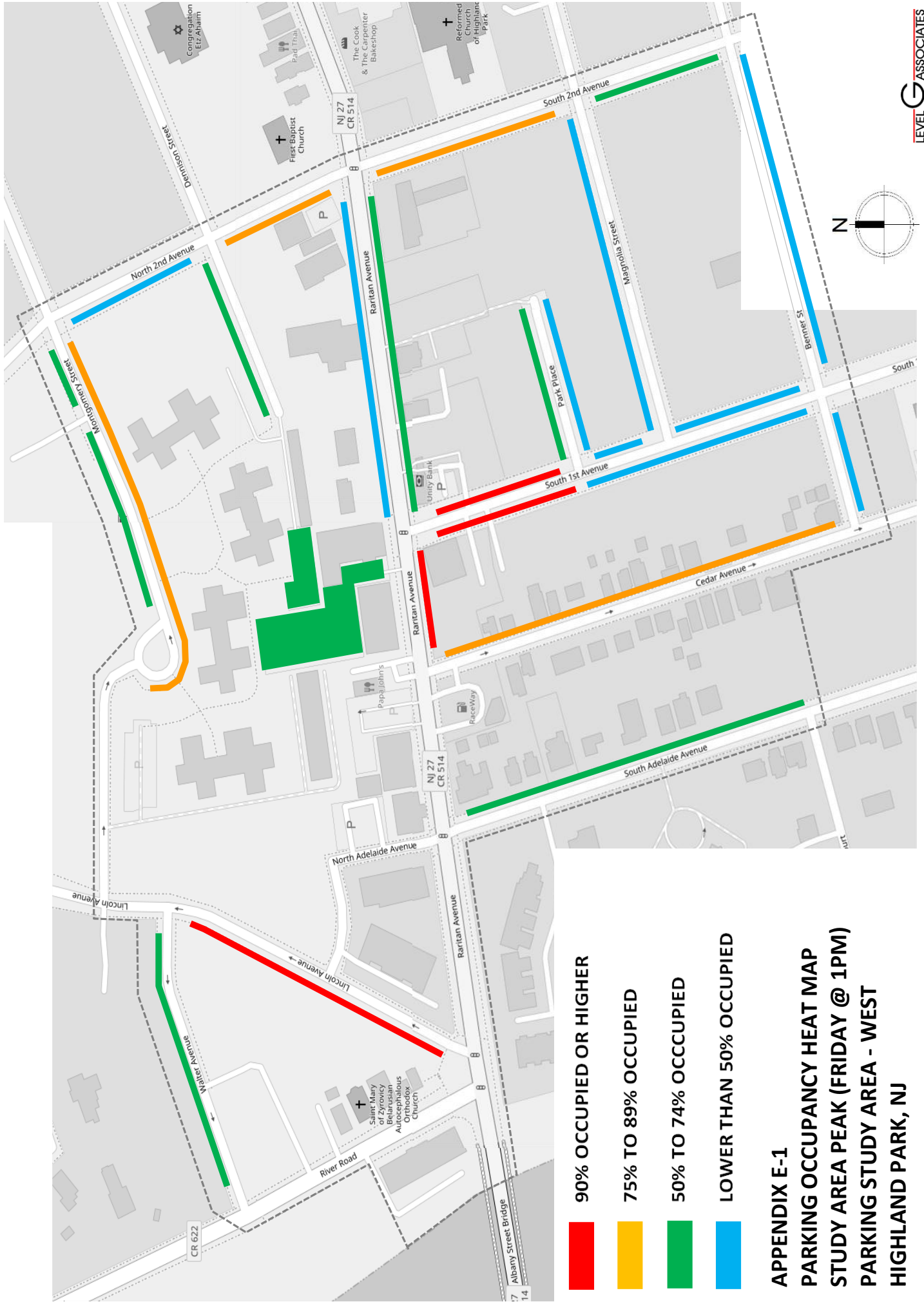
**Raritan Ave.**

Facility	Capac	90% Capacity	9A	10	11	12	1P	2	3	4	5	6	7	8	9
70	9	8.1	0	1	1	1	1								
71	16	14.4	0	1	1	7	9								
72	13	11.7	7	6	7	8	7								
73	15	13.5	11	<u>13</u>	<u>15</u>	<u>15</u>	<u>14</u>								
74	5	4.5	3	4	<u>5</u>	<u>5</u>	<u>5</u>								
75	NP														
76	11	9.9	7	8	9	<u>11</u>	<u>11</u>								
77	12	10.8	6	10	<u>13</u>	<u>11</u>	9								
78	16	14.4	0	1	1	10	12								
79	13	11.7	1	2	3	3	2								
80	4	3.6	3	3	2	2	2								
<b>Total / Raritan Ave.</b>	<b>114</b>	<b>102.6</b>	<b>38</b>	<b>49</b>	<b>57</b>	<b>73</b>	<b>72</b>								

^  
PEAK



**APPENDIX D**  
**NUMBER OF CARS PARKED**  
**RARITAN AVENUE, TRANSITION & RESIDENTIAL ZONES**  
**BOROUGH OF HIGHLAND PARK, NJ**



90% OCCUPIED OR HIGHER

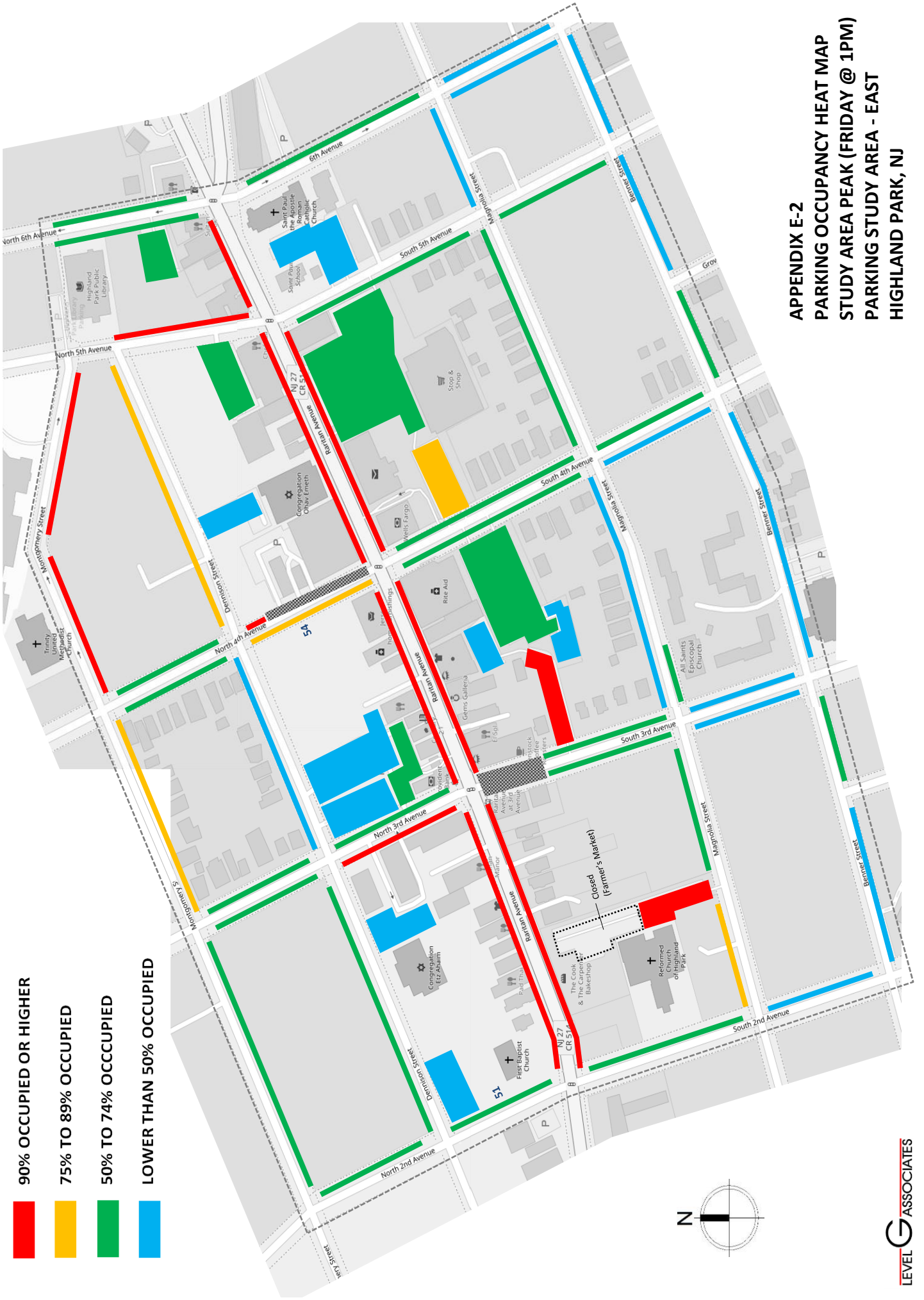
75% TO 89% OCCUPIED

50% TO 74% OCCUPIED

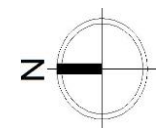
LOWER THAN 50% OCCUPIED

**APPENDIX E-1  
 PARKING OCCUPANCY HEAT MAP  
 STUDY AREA PEAK (FRIDAY @ 1PM)  
 PARKING STUDY AREA - WEST  
 HIGHLAND PARK, NJ**

- 90% OCCUPIED OR HIGHER
- 75% TO 89% OCCUPIED
- 50% TO 74% OCCUPIED
- LOWER THAN 50% OCCUPIED

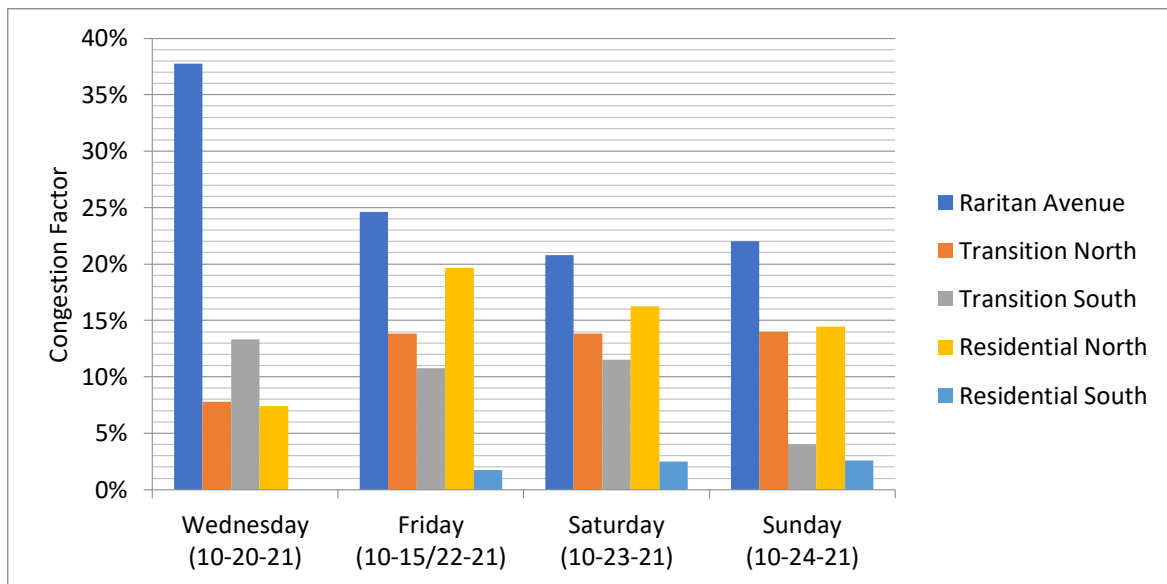


**APPENDIX E-2  
 PARKING OCCUPANCY HEAT MAP  
 STUDY AREA PEAK (FRIDAY @ 1PM)  
 PARKING STUDY AREA - EAST  
 HIGHLAND PARK, NJ**





	Total Blocks Sides In Zone	Wednesday			Friday			Saturday			Sunday		
		Total Possible Occupancy Hours	Occupancy Hours In Excess of 90%	Congestion Factor	Total Possible Occupancy Hours	Occupancy Hours In Excess of 90%	Congestion Factor	Total Possible Occupancy Hours	Occupancy Hours In Excess of 90%	Congestion Factor	Total Possible Occupancy Hours	Occupancy Hours In Excess of 90%	Congestion Factor
		Raritan Avenue	10	90	34	38%	130	32	25%	130	27	21%	50
Transition North	10	90	7	8%	130	18	14%	130	18	14%	50	7	14%
Transition South	10	90	12	13%	130	14	11%	130	15	12%	50	2	4%
Residential North	18	162	12	7%	234	46	20%	234	38	16%	90	13	14%
Residential South	31	279	0	0%	403	7	2%	403	10	2%	155	4	3%



**APPENDIX F  
ON-STREET PARKING CONGESTION FACTORS  
HIGHLAND PARK PARKING STUDY - 2021**

# **APPENDIX G**

## **PARKING SURVEY RESULTS**



# Highland Park Downtown Parking Survey

Questions Responses 893 Settings

## 893 responses



Not accepting responses

### Message for respondents

This form is no longer accepting responses

Summary

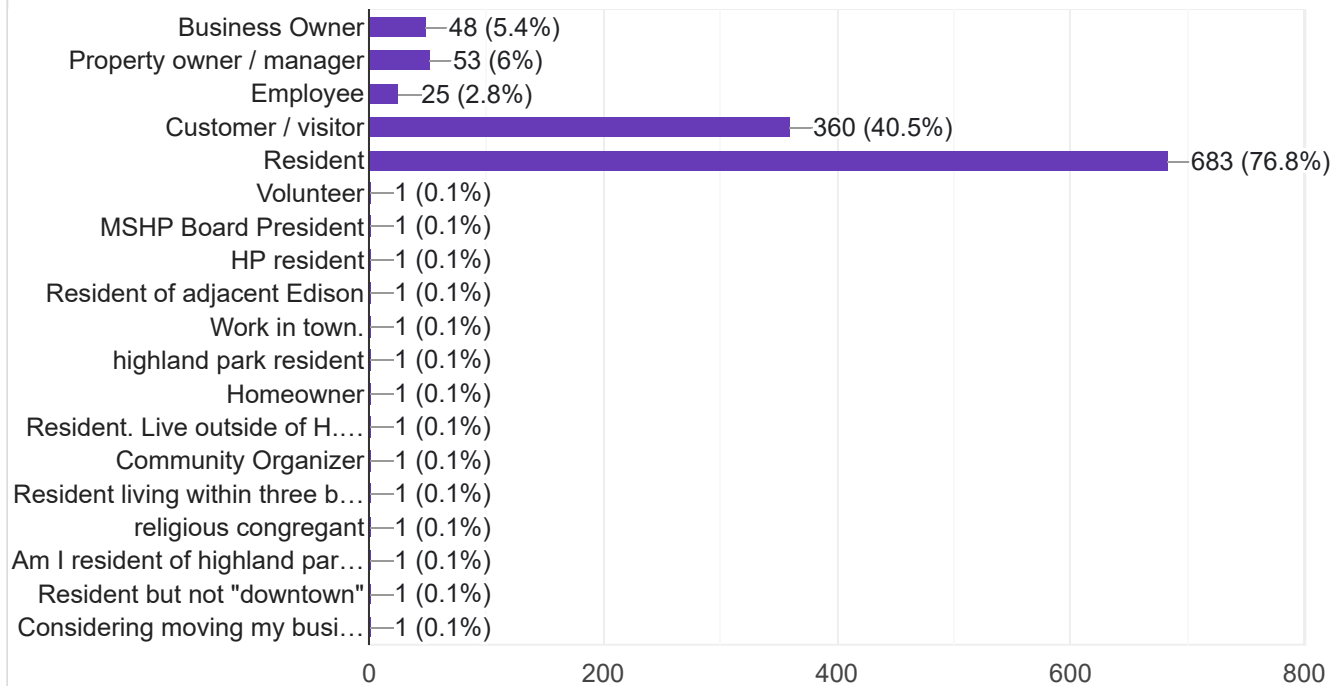
Question

Individual

Which of the following describes your relationship to downtown Highland Park? (Select all that apply)



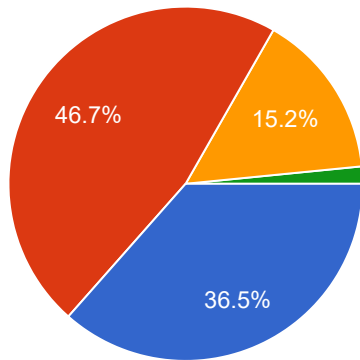
889 responses



How often do you visit Downtown Highland Park? (Select one)



890 responses

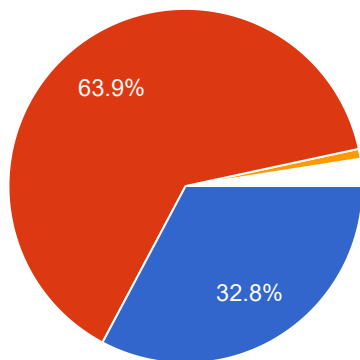


- Very often (just about every day)
- Fairly often (a few times per week)
- Every now and then (a few times per month)
- Not very often

When you come to Downtown Highland Park, what is your usual mode of transportation? (Select one)



891 responses



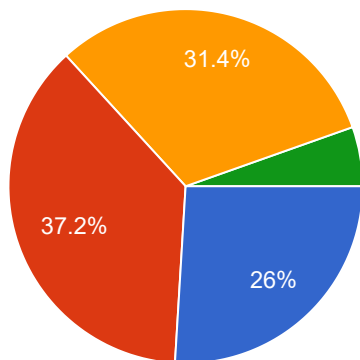
- Walk
- Drive
- Bike
- Scooter
- I both walk and drive
- Depends on what I'm doing. Car for sh...
- Depends on weather—walk, drive, an...
- walk and drive, prefer to walk.

▲ 1/4 ▼

How would you describe the availability of parking in Downtown Highland Park? (Select one)



886 responses

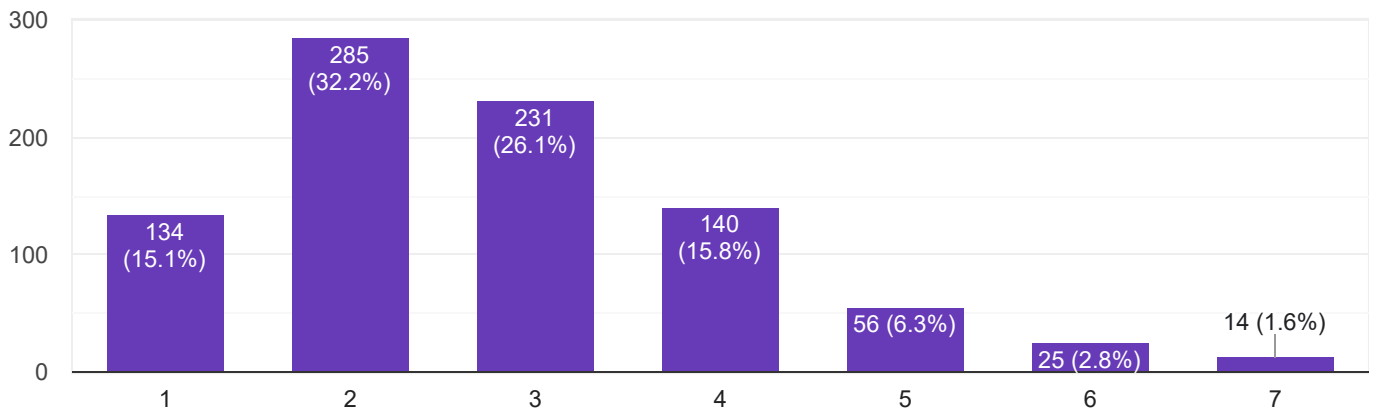


- Convenient; I can always find a space
- Somewhat convenient; I can usually find a space
- It can be hard to find a space at certain times
- It is normally difficult to find a space

On a scale of 1 to 7, how close are you typically able to park to your Downtown destination? With one (1) being really close, if not right out front, and seven (7) being a 10+ minute walk to your destination. (Select one)



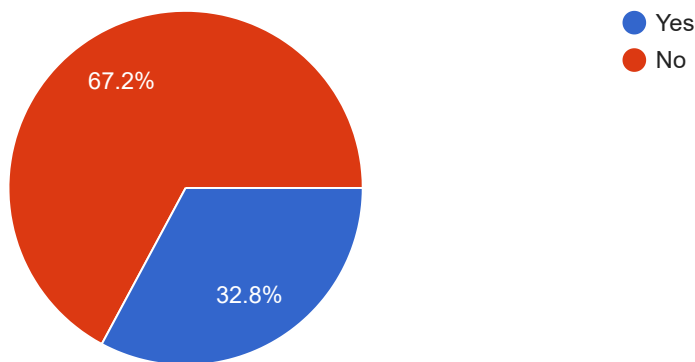
885 responses



Have you ever tried to patronize a business in Downtown Highland Park and left because you were not able to find a parking spot? (Select one)



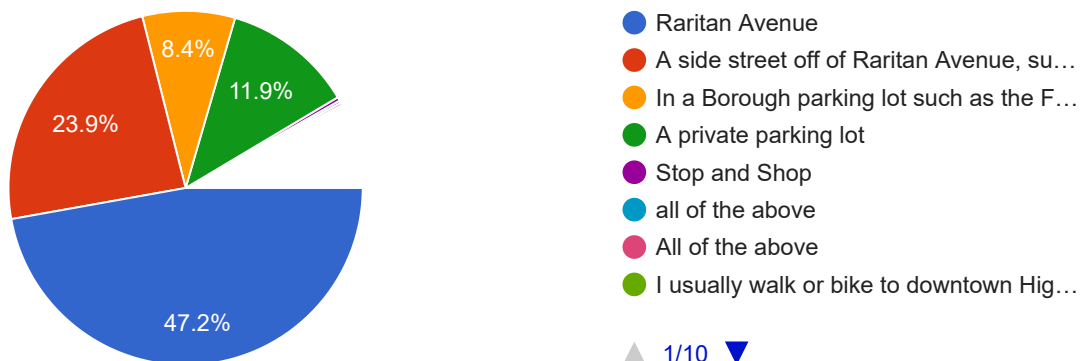
886 responses



When you come to Downtown Highland Park where do you usually park? (Select one)



888 responses

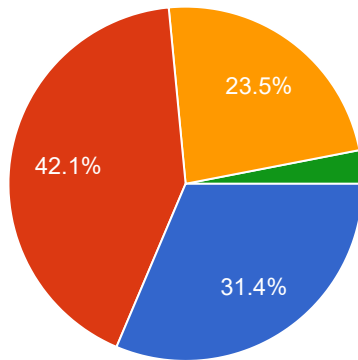


1/10

Which statement best describes your opinion about parking in Downtown Highland Park? (Select one)



886 responses

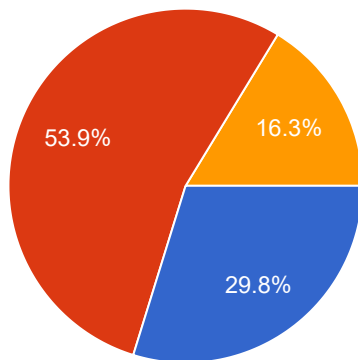


- Parking is fine as it is
- There is enough parking, but sometimes it is difficult to find a spot
- There are not enough parking spaces
- Not Sure

Parking spaces on Raritan Avenue should be: (Select one)



890 responses



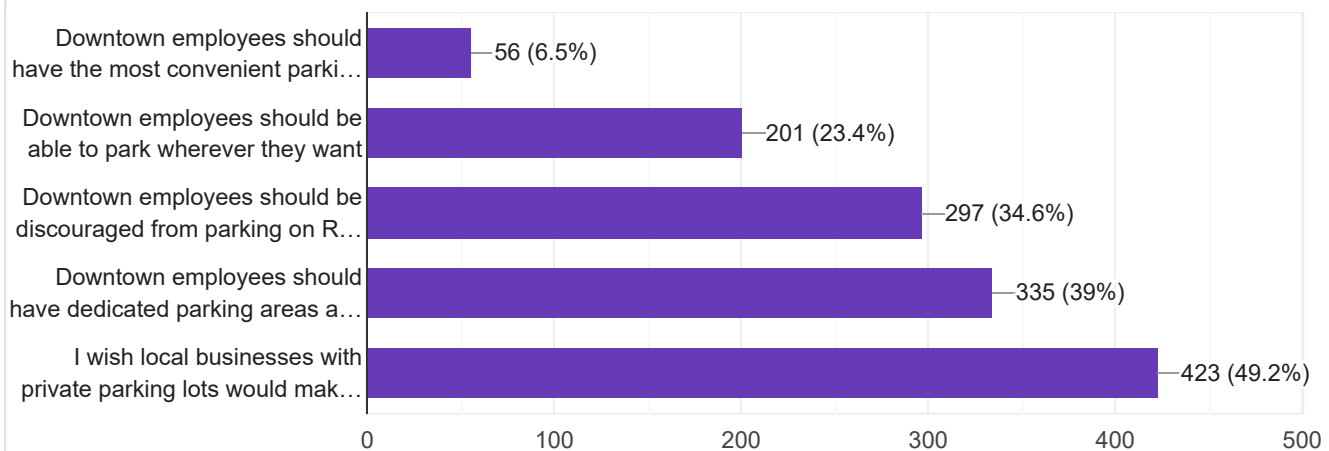
- Time-limited and enforced so they are used primarily by downtown shoppers and visitors
- Unrestricted and shared by downtown shoppers, residents and employees
- Not sure

Type text here

Which statement(s) best describe your thoughts about employee parking in Downtown Highland Park? (Select all that apply)



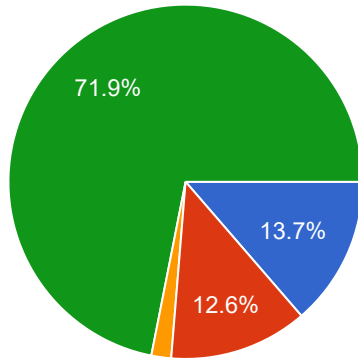
859 responses



Which of the following best describes your perception of how often Downtown business owners and employees park on Raritan Avenue: (Select one)



886 responses

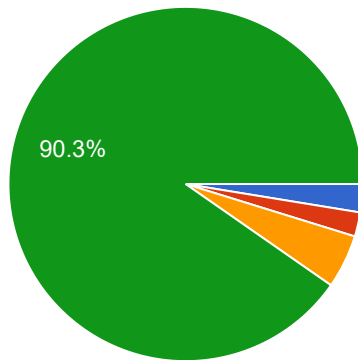


- They often park on Raritan
- They sometimes park on Raritan
- They rarely park on Raritan
- Not sure

If you are a Downtown business owner or employee, how often do your customers/visitors complain about not having a place to park? (Select one)



816 responses

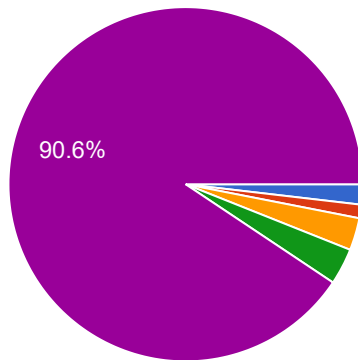


- Almost every day (21)
- A few times a month (18)
- Rarely or never (40)
- I am not a downtown business owner or employee (737)

If you are a Downtown business owner or employee, do you park on Raritan Avenue? (Select one)



812 responses



- Yes, sometimes for several hours a day (15)
- Yes, but only for quick in-and-out trips (10)
- No, I usually park on some other street or in a municipal lot (24)
- No, I usually park in a private lot (27)
- I am not a downtown business owner or employee (736)

**APPENDIX H  
RARITAN AVENUE ON-STREET PARKING REVIEW  
WITH POTENTIAL CAPACITY GAINS**

BLOCK		Landmark(s)	No. Stalls	Potential Parking Gained		
				Type 1	Type 2	Type 3
70	North Side Betw 1st & 2nd	Ubry's Classic Cleaners	9	4	2	
71	North Side Betw 2nd & 3rd	China Lee Midori	16			
72	North Side Betw 3rd & 4th	Dish Café Provident Bank	13			1
73	North Side Betw 4th & 5th	Local Bike	15			2
74	North Side Betw 5th & 6th	Park Med	5			
75	South Side Betw 5th & 6th	St. Paul's	0			
76	South Side Betw 4th & 5th	Post Office Stop & Shop	11		1	1
77	South Side Betw 3rd & 4th	Rite Aid	12			1
78	South Side Betw 2nd & 3rd	Farmer's Market	16			1
79	South Side Betw 1st & 2nd	Merey Robert's Florist	13	3		
80	South Side Betw Cedar & 1st	Papagallo's	4		1	1
			114	7	4	7

- Type 1**    Reduce or Eliminate Existing Curb Cut(s)  
**Type 2**    Reduce No Parking Zones and/or Intersection Tapers  
**Type 3**    Use Skip Jack Layout