

Saint John Comprehensive Parking Study

Public Engagement Session #2

5:00 pm to 6:00 pm
April 2025



SAINT JOHN



ARCADIS



Welcome! Bienvenue!

Une version française de la présentation d'aujourd'hui sera également disponible sur le site Web de l'étude.

The **purpose** of today's Public Engagement Session #2 is to:



Provide an overview of the Draft Saint John Parking Strategy and work completed since PES #1.



Highlight how stakeholder and public feedback has been incorporated in the study.



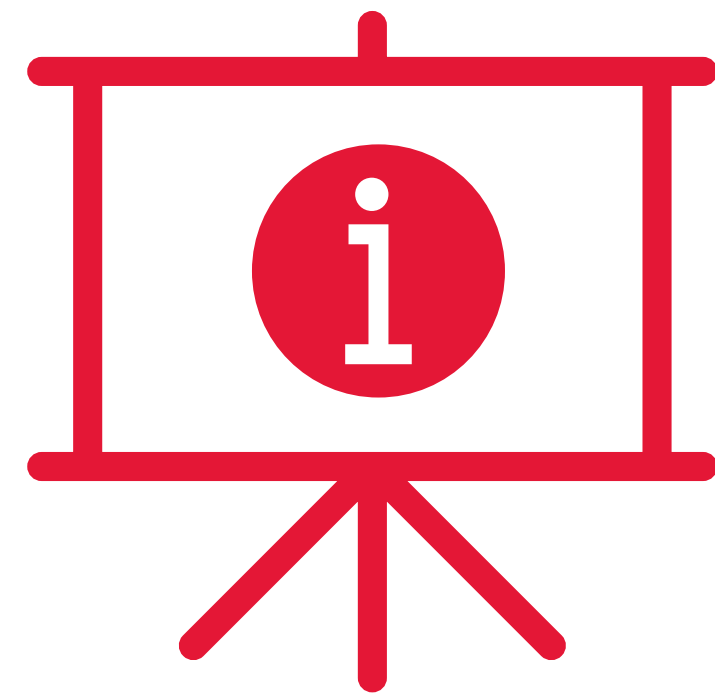
Gather community feedback on the Draft Parking Strategy.

Land Acknowledgement

The City of Saint John/Menagusk is situated on the traditional territory of the Wolastoqiyik/Maliseet. The Wolastoqiyik/Maliseet along with their Indigenous neighbours, the Mi'Kmaq/Mi'kmaw and Passamaquoddy/Peskotomuhkati signed Peace and Friendship Treaties with the British Crown in the 1700s that protected their rights to lands and resources.



Have Your Say! How to Provide Your Feedback



Review the information provided on the panels at today's virtual event



Ask questions during today's **Q&A** session



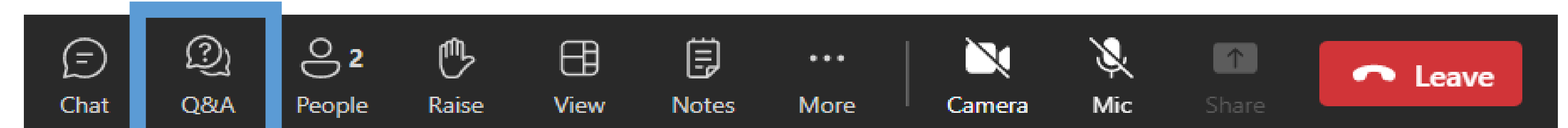
Submit feedback until May 8th via the study website at:
Shapeyourcitysaintjohn.ca/parking-study
or by emailing the City at:
parking@saintjohn.ca

Take a moment right now to **fill out a quick survey** for PES #2 attendees!



 forms.office.com/r/w8cnAq4UaA

Q&A: There will be an opportunity at the end of the presentation to ask questions or submit comments. Online attendees can do so using the “Q&A” icon on Teams **[as shown in blue]** below:





Project Overview



Study Purpose



The City of Saint John is seeking feedback to explore **opportunities for enhancing parking options** in the South-Central Peninsula while also **improving the overall parking experience**, including:

- Perception of limited space availability;
- Congestion; and
- Unclear signage.

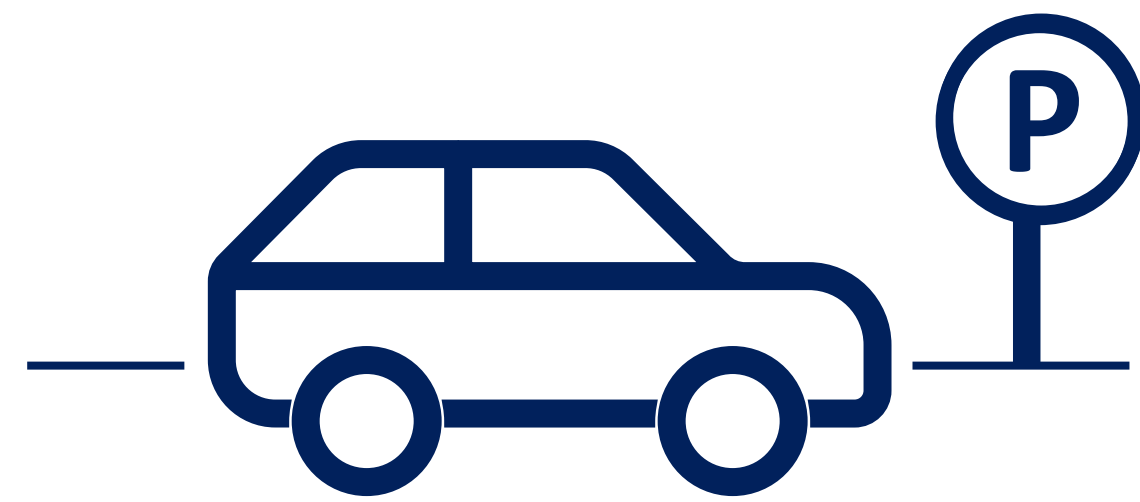
A **comprehensive parking study** has been initiated to provide strategic recommendations and enhance parking opportunities in the area.

Questions/Comments?

Throughout today's session you will see callouts like this one that help **add context** or **spur discussion**. If you have questions or comments on anything you see, please note them for the Q&A!



Study Goals



Review current parking service in the City of Saint John



Provide strategic recommendations for parking improvements



Evaluate emerging trends such as active transportation and green parking services



Enhance accessibility and support smart development

The study will address the parking concerns in the South-Central Peninsula by:

- Reviewing and assessing parking infrastructure improvements;
- Promoting alternative transportation options; and
- Implementing clearer regulations and enforcement measures to manage parking more effectively.



Work Completed To-Date



Survey Overview

The South-Central Peninsula was surveyed in Fall 2024 to count:

1. Available Parking Spaces
2. Occupied Parking Spaces
3. Zones for Loading and Unloading
4. Legal and Illegal Parking

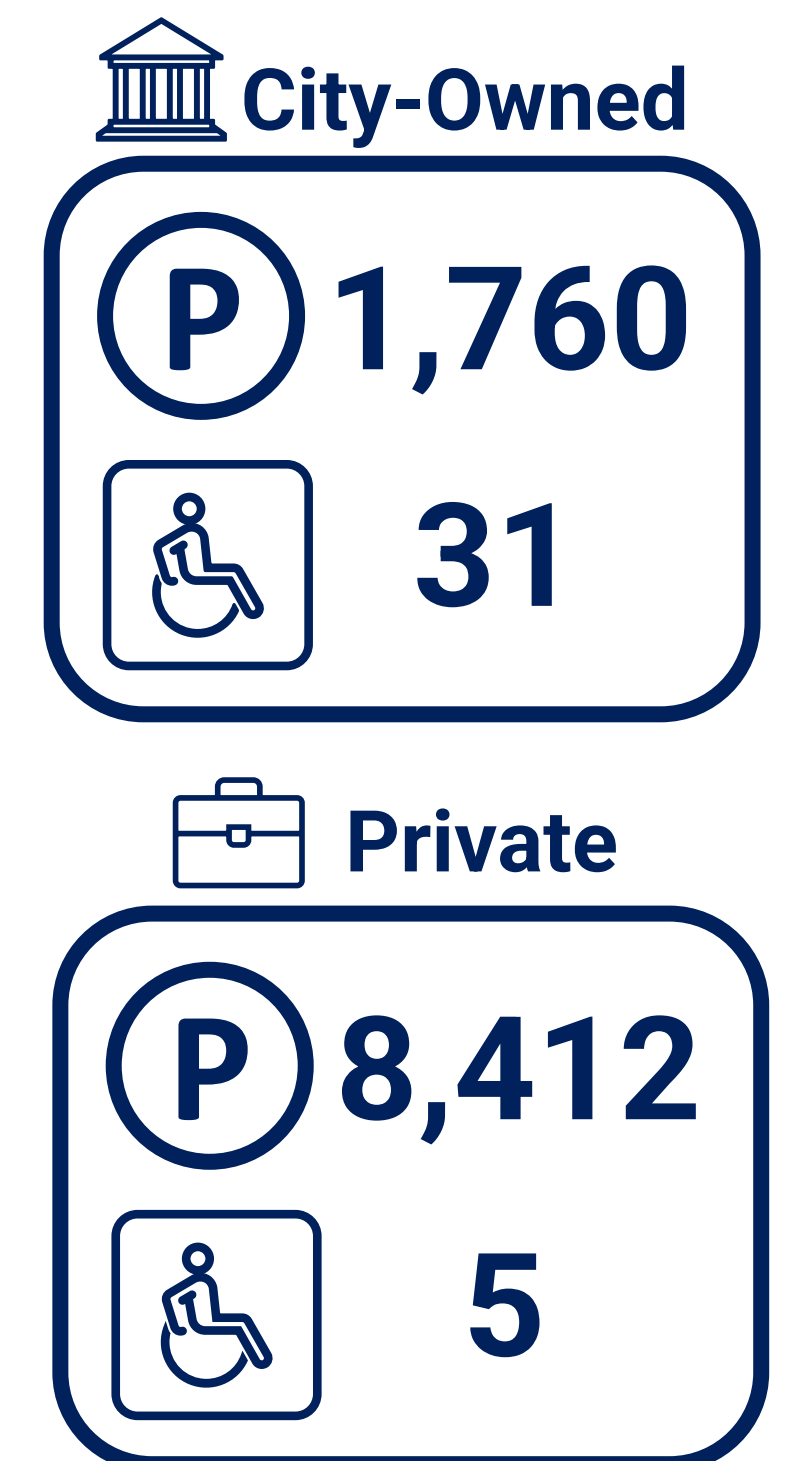
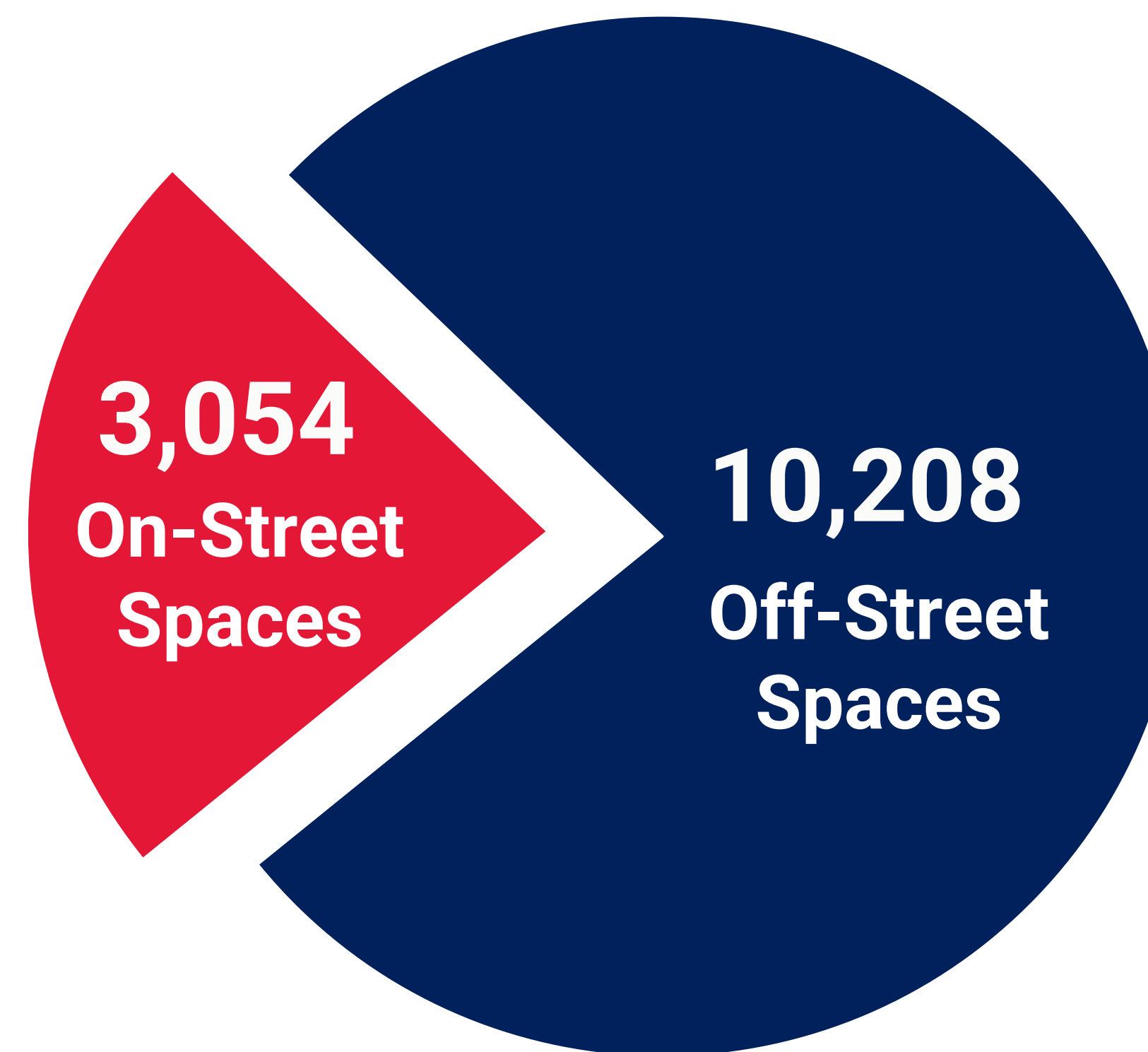
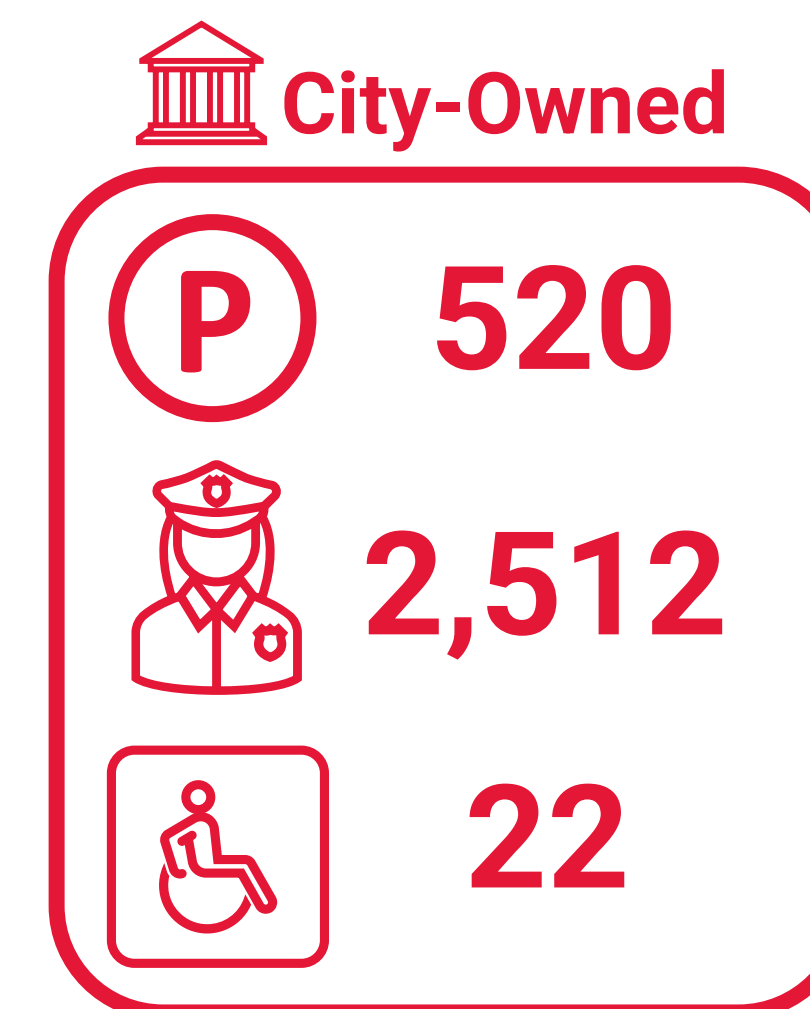
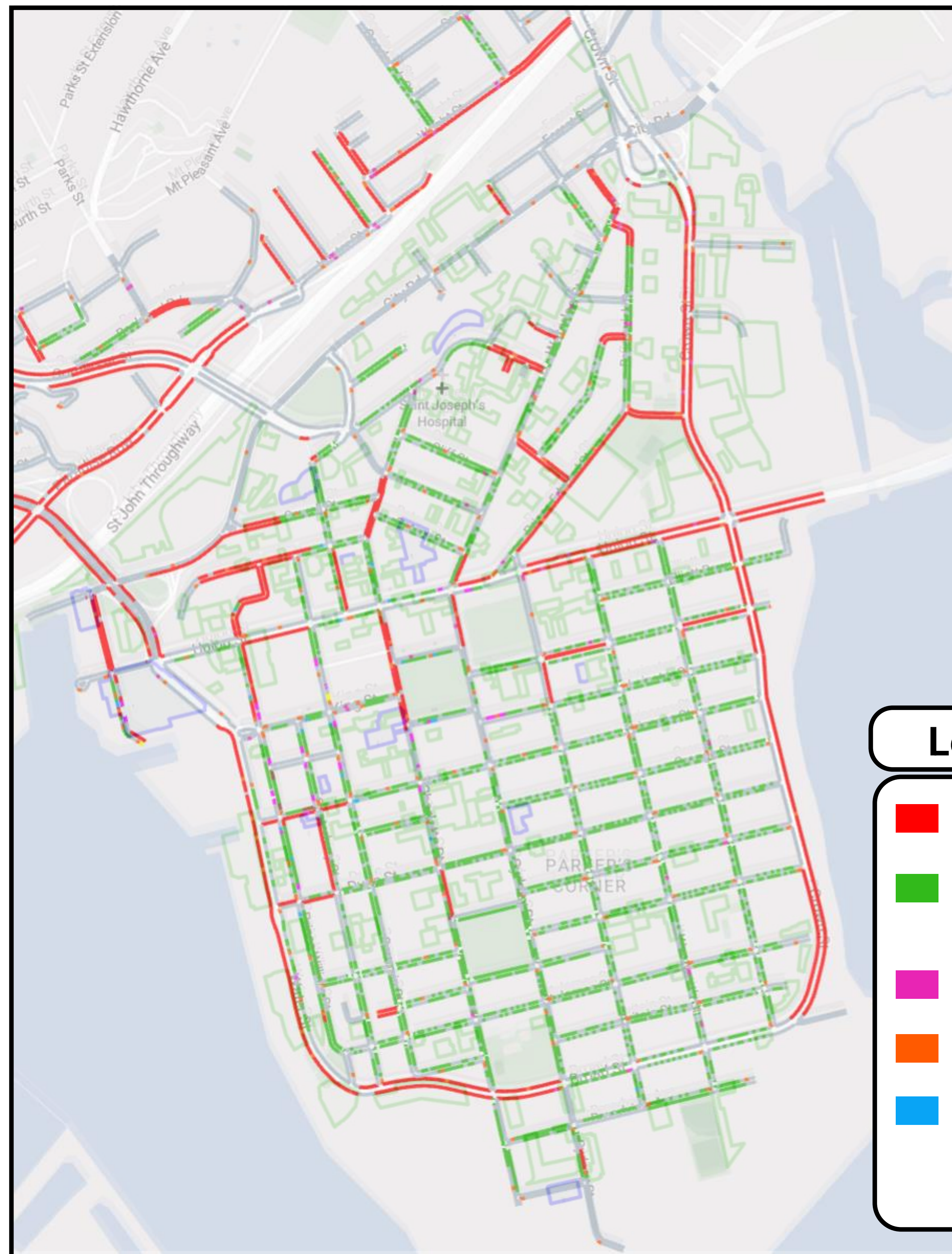
What's your parking experience like?

Do you live and/or work in the study area?








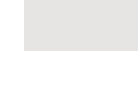


If so, do you regularly park in any of the 16 survey zones?



Existing Parking Inventory



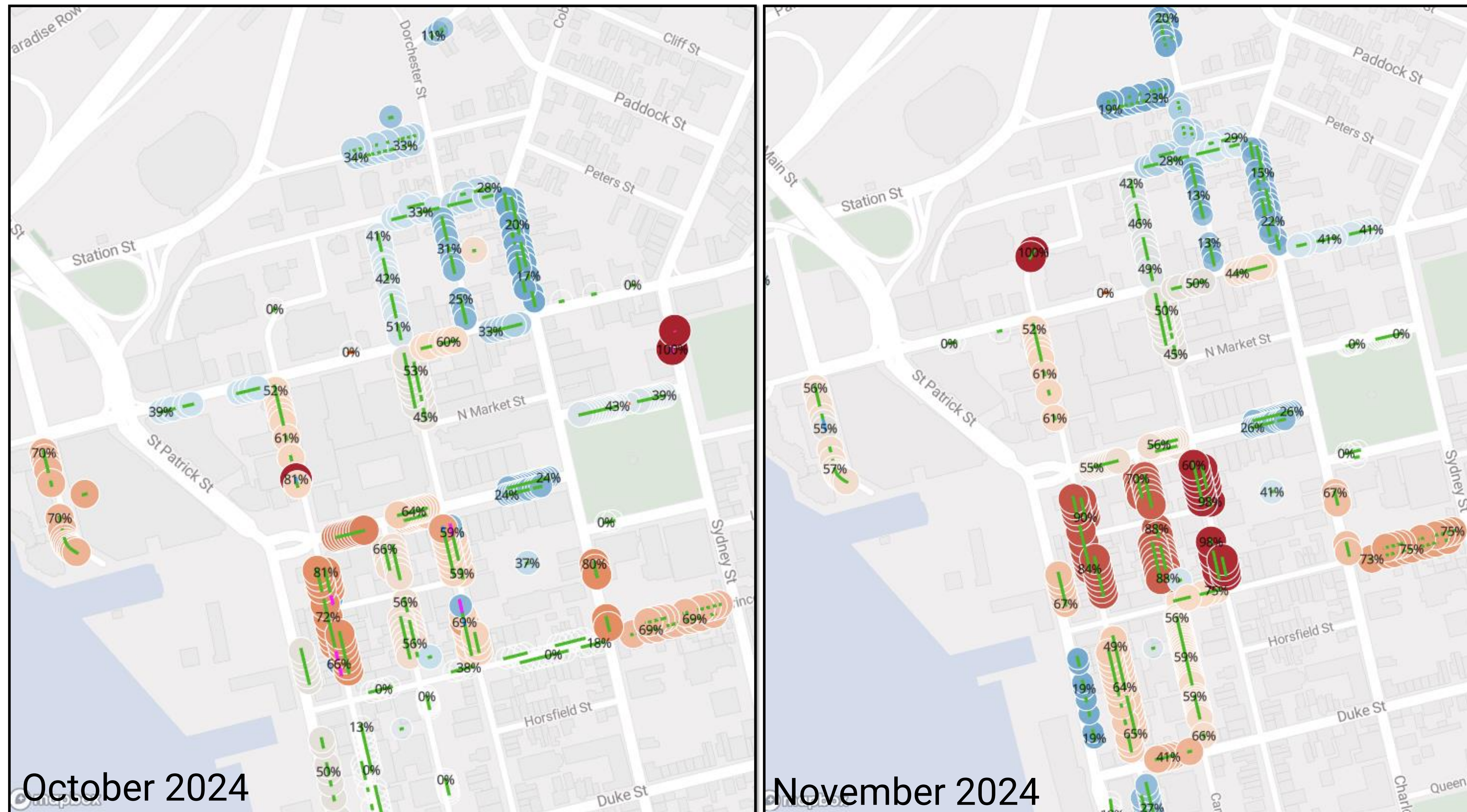
Legend

- | | |
|--|---|
|  No Parking |  Taxi Cab Stand |
|  On-Street Parking Segments (Permit, Paid, Various) |  Surveyed Off-Street Parking Lots |
|  Bus Loading/Loading |  Curbside Patio |
|  Fire Hydrant |  Undesignated |
|  Accessible Parking |  Off-Street Parking Lots (Government Commissioned and Privately owned) |



Occupancy Rates

Typical Weekdays in October and November 2024 - Occupancy Heatmap



An occupancy rate of **85% or more** is considered “near-full” or “fully occupied”

Observations:

- The central area of Uptown Saint John is **typically 60% or more occupied** on an average during a weekday.
- There are **capacity issues** observed along Prince William street, Canterbury Street and Germain Street between King street and Princess Street.

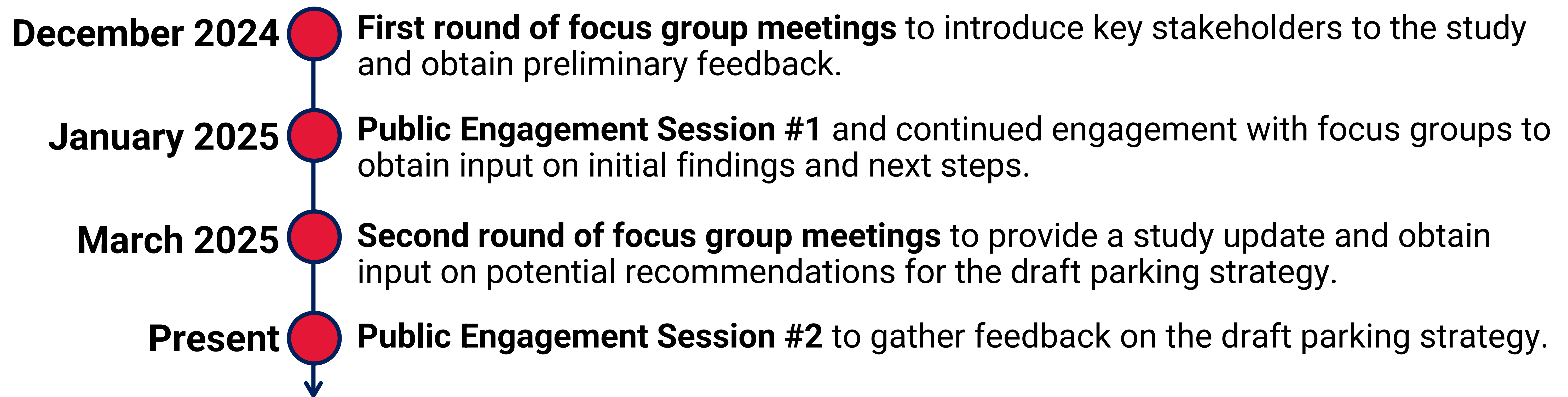
Occupancy



Public & Stakeholder Engagement



To help guide the development of a comprehensive parking strategy for the South-Central Peninsula, the Project Team has engaged with **internal City staff** as well as the **public and external stakeholders** throughout the study:





What We've Heard To-Date

Parking Availability

- **Lack of on-site parking** at key destinations.
- Extended closures due to construction.
- **Imbalanced demand** (under/over-utilized lots).

Residential Zone Parking

- Insufficient on-street parking supply in some areas, leading residents to park in other zones.
- Need for assessment of overnight residential parking policy and enforcement measures.



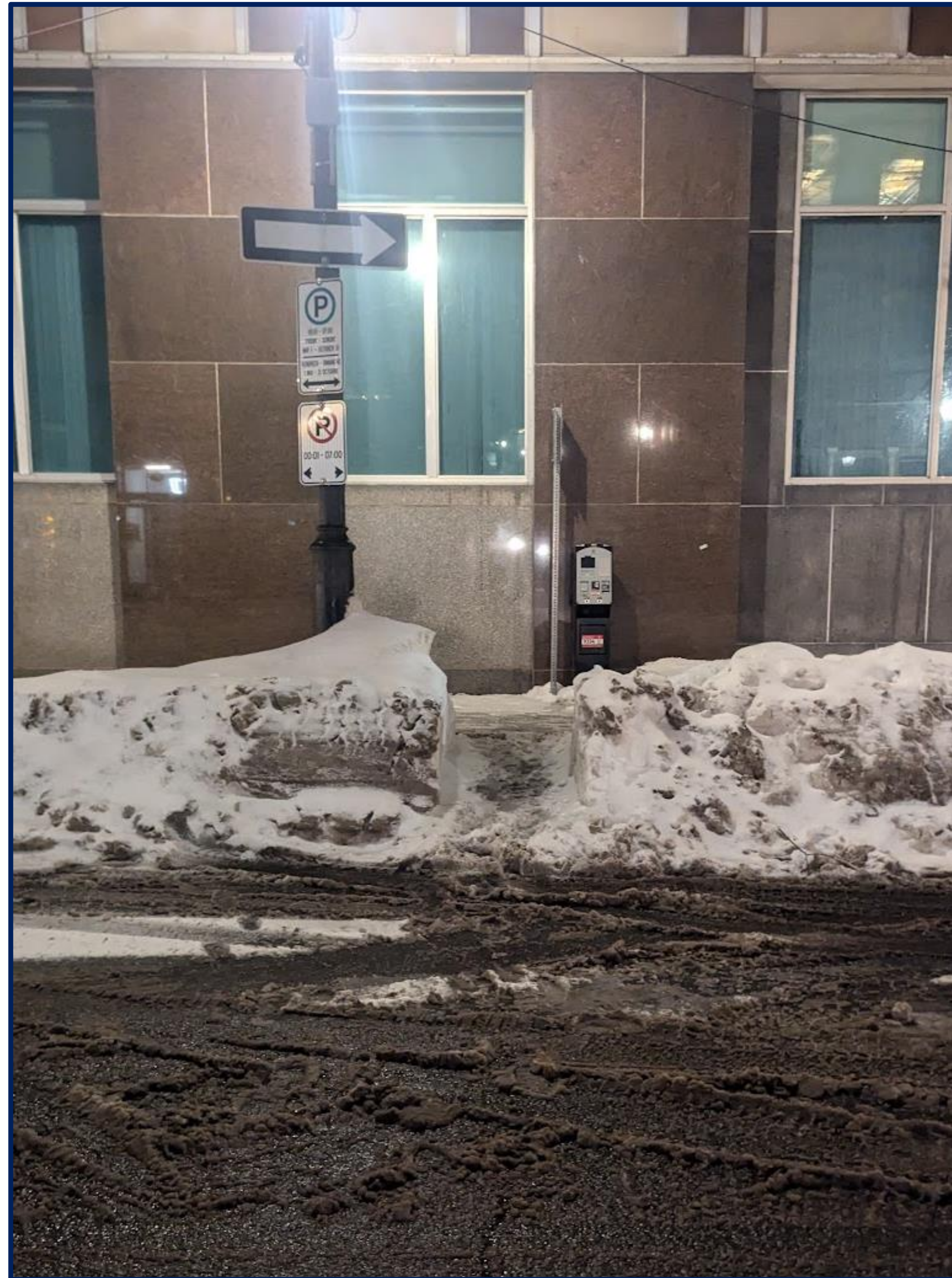
Comment table at Public Engagement Session #1 (January 28, 2025)



These were some of the **most common issues** we heard about through this study.
Do they reflect your personal experience with parking in the South-Central Peninsula?



What We've Heard To-Date



Snowbanks on Prince William Street (January 27, 2025)



Parking Management

- Operational challenges with **school bus zones**, **alternate side parking**, and event parking.
- **Confusion over parking signage** for meters.
- Locations of 1-hr max parking are **unclear**.
- Perceived lack of enforcement.



Emergency Vehicle Access

- **Reduced maneuverability on narrower roads** with on-street parking, particularly in the winter.
- **Illegal parking** resulting in the blockage of accesses.



Accessibility

- **Limited availability** of accessible parking.
- Lack of standardized plan for temporary parking closures during events.



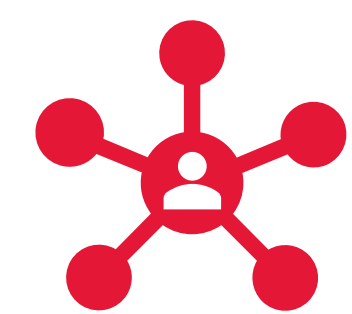
Draft Recommendations



Target Issues

Information obtained from technical review work and public and stakeholder engagement was used to draft an initial **long-list of potential actions to address parking-related challenges**, grouped into themes for discussion.

The City is seeking public feedback on potential actions to address these issues, which can be broadly categorized into the following **key themes**:



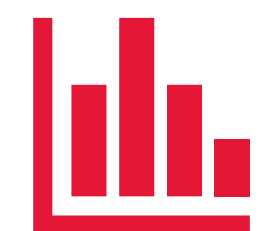
Communications Improvements



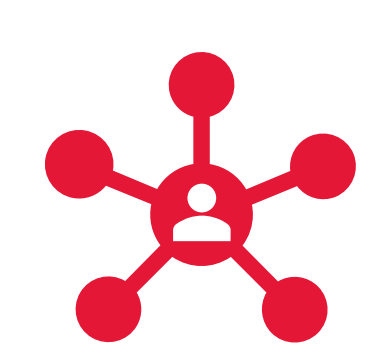
Accessibility and **Safety** Enhancements



Changes to **Pricing**, **Enforcement**, and **Regulations**



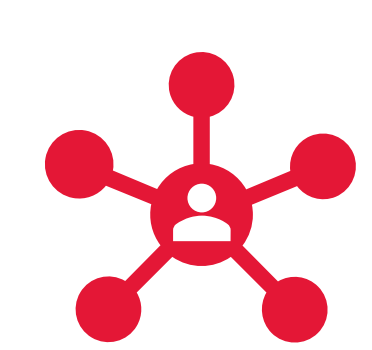
Modernizing **Parking Supply and Data Management** Practices



Communications

- Parking is a **complex system** with a variety of user groups, operators, policy makers, and enforcement parties.
- A clear communications strategy both **internally** and **with the public** is essential to successfully operating this cross-cutting component of public life.

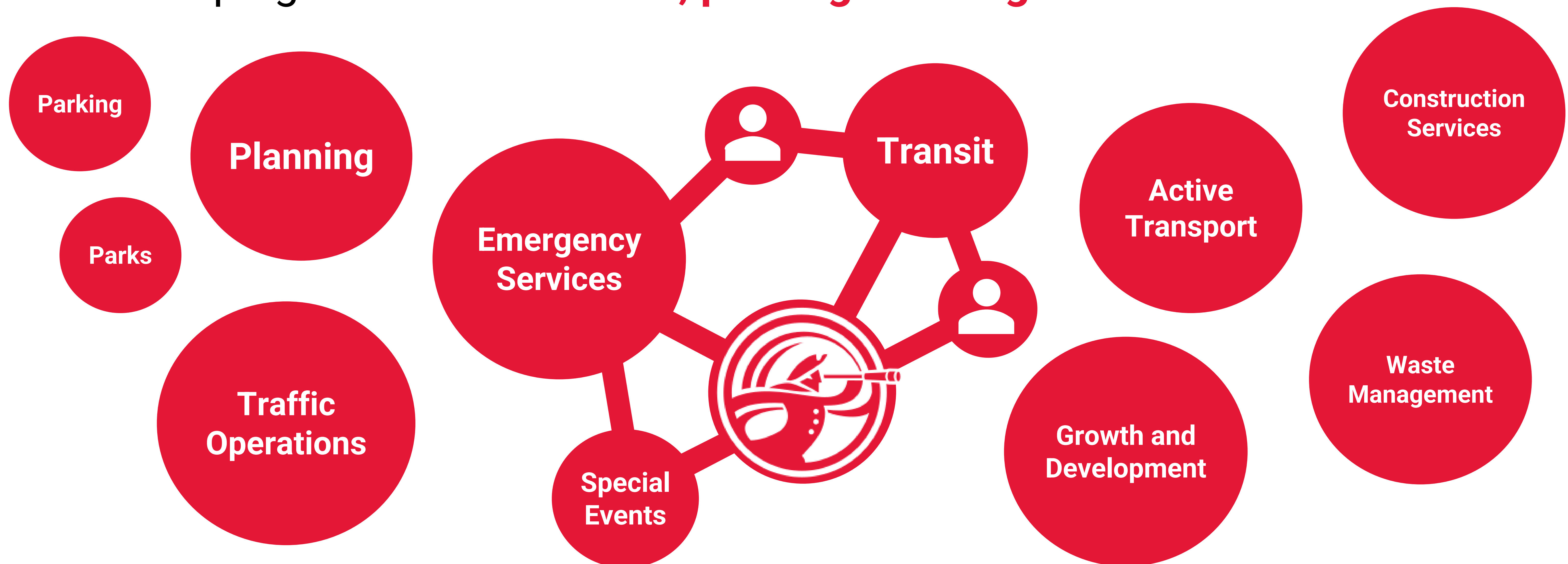


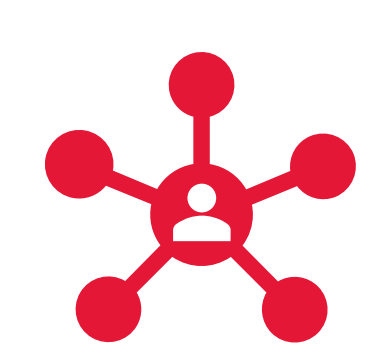


Internal Parking Integration

Managing this complex system is best done in an integrated way across city departments, with strong interdisciplinary communication. Strategies include:

- Collecting parking data and consolidating in **one internal location**
- Developing a **cross-functional, parking steering committee**





Public Communication Strategies

There are many ways to **improve public understanding of existing parking resources**, such as:

- Modernized signage
- Public Information campaigns targeted at daily parkers
- Resident and employer surveys



Are there any other potential public communications strategies you would like to see the City consider?

Improved Signage



Live Space Availability for Off-Street Lots or On-Street Spaces



Accessibility

Barrier-free accessible parking needs to meet the needs of those who use it.

Potential **access strategies** include:

- Setting City-wide standard for on-street accessible parking provision and design.
- Developing standardized plans/policies for special events.



Accessible Parking Space on Carleton Street



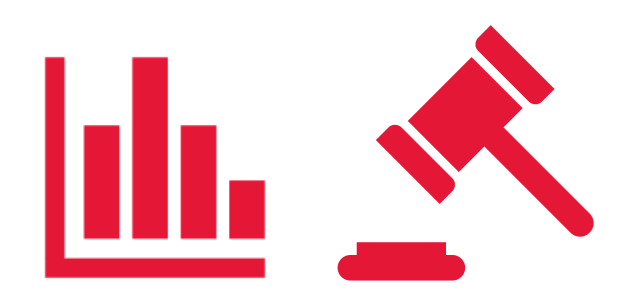
Safety

Space on City street needs to be managed to serve a wide range of needs throughout the day.

Potential **safety strategies** include:

- A **coordinated approach to school bus loading zones**, where school bus zones are reviewed and on-street parking is limited to support safe vehicle and pedestrian movement during school times.
- **Site-specific approaches around high-traffic or constrained areas** like hospitals, major employment areas, and construction sites to mitigate parking and drop-off related concerns.

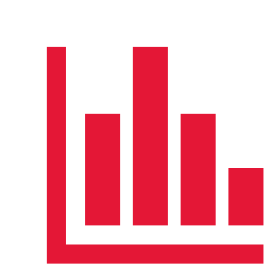




Data and Enforcement

The success of parking policies and regulations are heavily dependent on data **collection and enforcement**. Strategies include:

- **Modernizing** the residential parking program
- Expanding hours of active **parking enforcement**
- Expanding **technology use to collect data** and help decision-making
- **Regular monitoring and removal** of vehicles parked in ways that interfere with emergency services



Pricing and Supply Management

Parking fees and regulations (such as maximum parking times) have significant impacts on parking behaviour and availability.

Potential **levers** the City can look to use include:

- **Encouraging turnover** to free up parking spaces for shoppers, quick-stop customers, appointment-goers instead of all-day parkers
- **Demand-responsive pricing**, where parking fees are evaluated on a set basis (e.g., every 6 months) and high-demand area fees are increased can help “smooth demand”



Alternate Side Parking (1 of 2)

Many on-street parking areas in Saint John have “alternate side parking” requirements – where parking is only allowed on one side of a street at a time.

- Drivers must move vehicles in accordance with the date.
- Allows for street maintenance and snow clearance but halves parking capacity.

Some municipalities have seen success with more **specific street cleaning schedules**, allowing more time for double-side parking and therefore more capacity on-street.



Germain Street : Vehicles parked on both sides of the street making it nearly impossible for passenger vehicles let alone emergency vehicles and snow clearing equipment.



Alternate Side Parking (2 of 2)

As part of the Parking Strategy, the City is considering how to move forward with the existing alternate side parking restrictions.

Potential strategies include:

- Leaving alternate side parking as-is
- Allowing both-side parking and:
 - Developing specific maintenance schedules that drivers need to understand and move their vehicles accordingly
 - Limiting for snow emergencies
 - Limiting on streets with narrow right-of-way and potential emergency services challenges

Thoughts on this approach?

Do you have questions or concerns around existing signage or potential new strategies for alternate/both-sides side parking in Saint John?

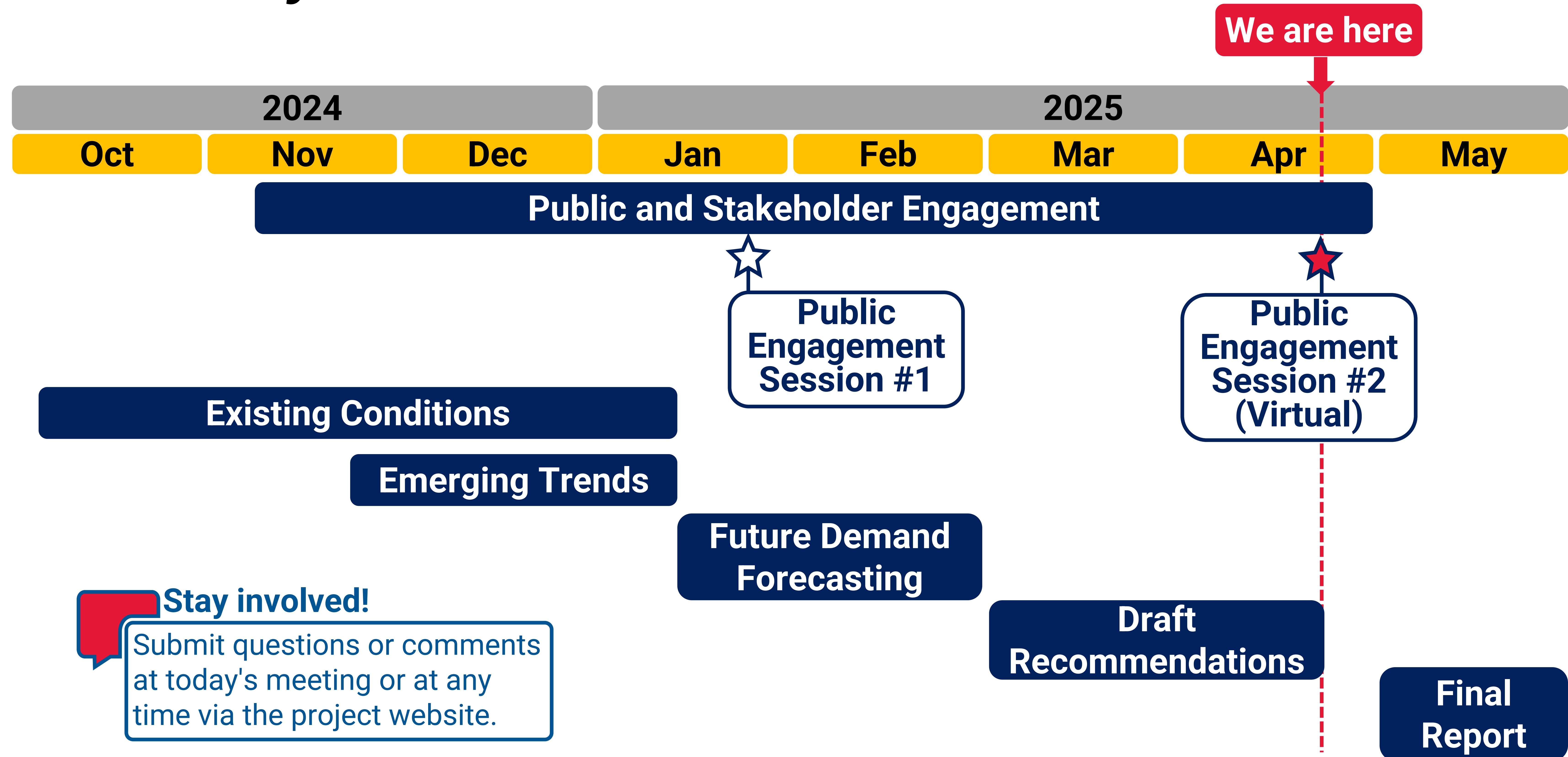
Are there new areas you'd like to see this implemented?



Next Steps



Study Schedule





Have your Say!

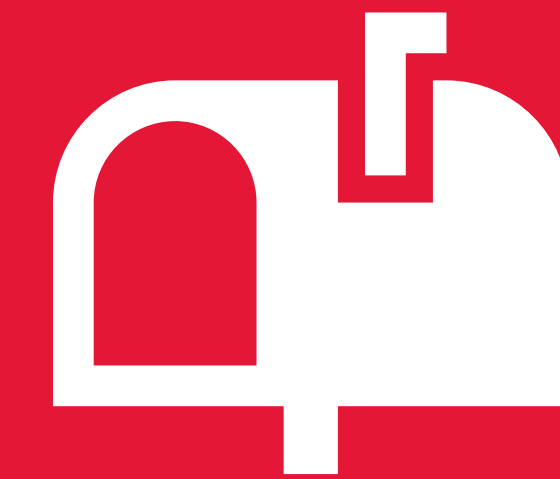
**Please provide your feedback following today's session.
You can do so until May 9th, 2025, by:**



**Emailing the City at:
parking@saintjohn.ca**



**Visiting the project website:
[shapeyourcitysaintjohn.ca/
parking-study](https://shapeyourcitysaintjohn.ca/parking-study)**



**Dropping off
written comments
at City Hall**