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Author

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meters are too cheap," Grabar said. "If you were to evaluate the city of Cape May as a whole, there probably is enough space on the curb for everyone to have a parking space. Of course, there often isn't enough space within 200 feet of the restaurant that everyone is trying to go that particular night."

He said a parking analyst would probably suggest the city price prime parking spots at a rate high enough to ensure the spaces are always available.

"You give people essentially a choice. You say there's high-priced parking here, it's very convenient but it's going to cost more and if you prefer to park for free and walk a little farther to your destination, then you ought to go over here," Grabar said.

From a political standpoint, the city may be reluctant to raise parking meter rates beyond "what feels reasonable for locals," given the city has a two-tiered market, he said.

Alternatives such as shuttles and "super-safe and protected bike lanes" need to be provided to get drivers to park away from the center of town.

"You make very clear to people they should not expect to find parking directly in front of their destination," Grabar said.

He said much of the traffic congestion is caused by people fighting for the same parking space; when they don't find one, they drive around in concentric circles.

"If you make clear to people that the center of that spiral is not accessible, then you expand the zone of search," Grabar said.

Higher meter rates do not necessarily need to price out working-class people in favor of higher-income tourists who are willing to pay more for parking, he said. The key is to change the way people get to the city.

Grabar said one solution is to encourage families to carpool while discouraging each family member to ar-

rive in their own vehicle. Beachgoers like to park as close as possible to their destination to unload chairs, umbrellas and coolers.

"Parking has to become kind of inconvenient and expensive for people to consider alternatives," Grabar said.

He said local merchants may object to higher parking rates but having parking available is crucial to their business. Grabar said employees taking up parking spaces led to the invention of the parking meter in the 1930s.

The bright side of a parking problem is it indicates a city "has a lot going for it," he said.

Having more parking spaces sometimes creates a need for additional parking spaces because it encourages more people to drive to a city, Grabar. The average cost per space to construct a parking garage is \$27,000, he said.

His book, "Paved Paradise: How Parking Explains the World," is available at Amazon.

County expects funds

Continued from Page A1

flooding. Whether we believe in sea level rise or not, it's happening; now the

only question is what is the rate that it's happening?"

Participating in the study were Cape May, Cape May Point, North Wildwood,

West Wildwood, Wildwood Crest, Ocean City, Upper Township, Sea Isle City, Avalon, Stone Harbor, Egg Harbor Township, Downe Township and Woodbridge Township.

The study focuses on flooding projections for the years 2030 and 2080.

Paglugh said since Hurricane Sandy in 2012, his office has administered about \$24 million of mitigation grant money for all 16 municipalities in the county to fund engineering studies and construction projects, as well as update hazard mitigation plans.

In 2016, the county Office of Emergency Management put together a joint venture among five municipalities for the Flood Mitigation Assistance money that was used to help elevate 75 homes.

Coastal Coalition Executive Director Tom Quirk said the non-profit group formed after Hurricane Sandy.

"What we found is, if you're on the Jersey shore, we flood and we flood very similarly whether you're in Cape May or Woodbridge, which is in Middlesex Township. You're just talking about which street and what time; it's the same thing," he said.

The Coastal Coalition, which has members from 38 municipalities and six counties, shares solutions to problems, Quirk said. He said representatives of the Army Corps and DEP attend the group's meetings and exchange ideas.

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