

Camden Parking Study Public Input Session 1



September 30, 2021

John M. Burke, PE, CAPP, Consultant
Parking, Transit & Downtown Development

Consultant Qualifications

- **John M. Burke, P.E., CAPP, Parking & Transit Consultant**
- **30+ years parking & transportation industry experience**
- **Former City Parking & Transportation Director**
 - Lewiston-Auburn, ME
 - Portsmouth, NH - Evanston, IL
- **12 years independent consulting practice in New England**
- **Coastal New England municipal clients:**
 - Mystic, CT - Newburyport, MA
 - Narragansett, RI - Rye, NH
 - Newport, RI - Portsmouth, NH
 - Plymouth, MA - Bar Harbor, ME

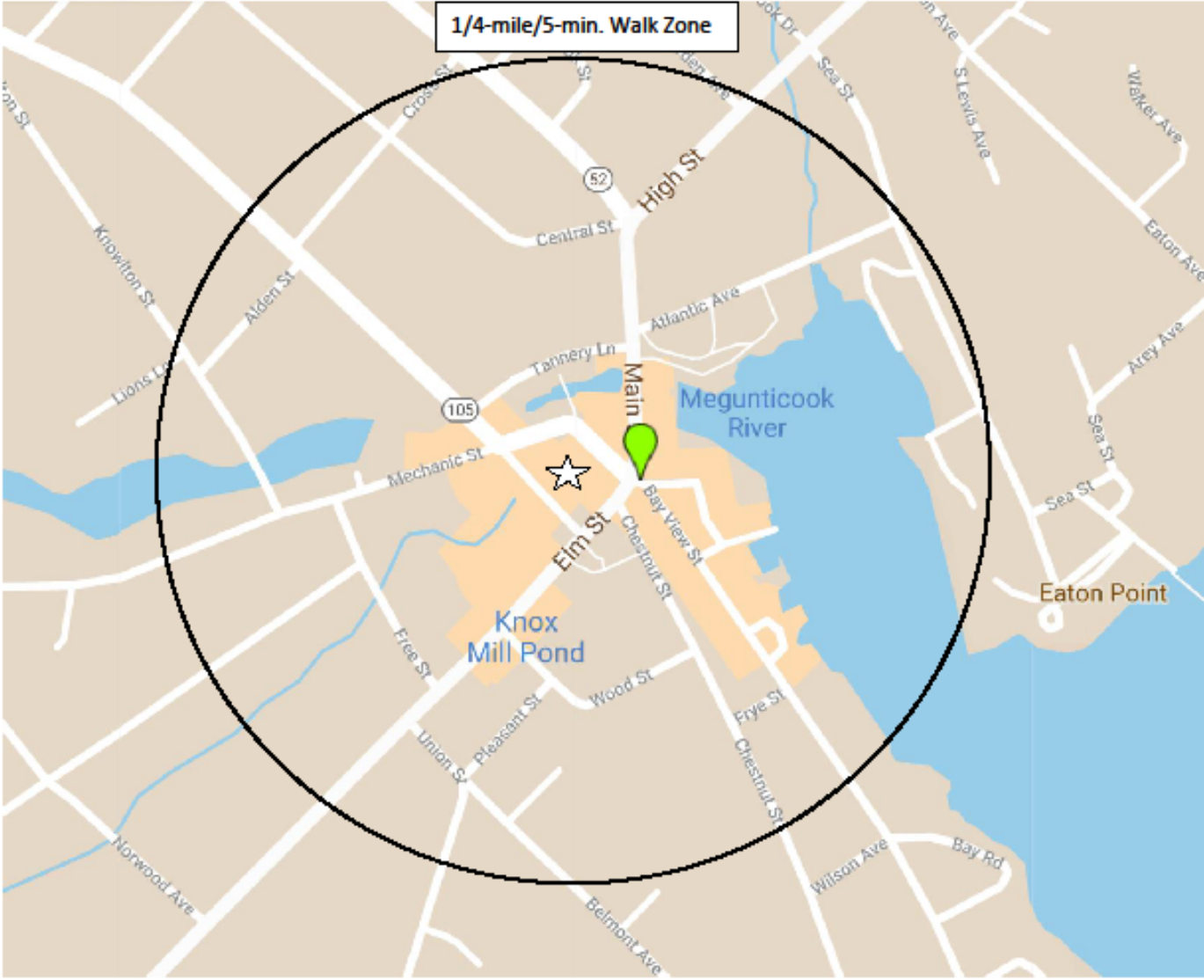


Scope of Service

1. Confirm the Study Area
2. Review Existing/Proposed Masterplans, Studies, Data, etc.
3. Conduct Key Stakeholder Interviews
4. Establish Guiding Parking Principles
5. Conduct Parking Inventory, Occupancy & Turnover Surveys
6. **Public Informational Meeting #1** ←
7. Conduct Parking Efficiency Analysis
8. Identify Key Findings, Opportunities & Deficiencies
9. Recommend Parking Improvements
10. Public Informational Meeting #2

Issue Final Report

Downtown Camden Parking Study Area



Study Advisory Committee

- Sophie Romana, Camden Select Board
- Randy Gagne, Camden & Rockport Police Chief
- Dave St. Laurent, Camden Public Works Director
- Jeremy Martin, Camden Planning & Development Director
- Scott Entwistle, Camden Parking Enforcement Officer
- Tom Peaco, President, Penobscot Bay Regional Chamber of Commerce
- Leamon Scott, Chair, Camden Economic Development Advisory Committee
- Todd Anderson, Owner, French & Brawn Marketplace
- Tyler Smith, Bayview Management



Key Stakeholder Input

- Downtown resident
- Downtown resident
- Downtown hotel manager/employee
- Downtown resident/Inn owner
- Downtown resident/employee
- Downtown resident, building/parking Lot owner & developer
- Resident, downtown business owner & developer
- Resident, downtown business owner and parking lot owner
- Resident and former Select Board & Planning Board member
- Resident & Rockport-Camden Pathways Committee member



Key Stakeholder Interviews

Common Threads

- *“I don’t think this is a parking supply problem, but a parking management problem.”*
- *“Many visitors head in toward Main Street looking for a front-door parking space and when they don’t find one, back-track through town searching for an open space, which adds to traffic.”*
- *Turnover of parking spaces in the 2-hour zone is poor. Many employees “shuffle” their cars every 2-hours to avoid getting a ticket.*
- *“Tour buses, RVs and delivery trucks take prime parking spaces and can really mess up traffic downtown”.*

Key Stakeholder Input

Survey – Contributing Factors to Downtown Parking Problems

Highest Ranked

- Lack of parking availability in the 2-hour zone
- Commercial truck loading/unloading
- Too much traffic drawn into hub/waterfront area with people searching for parking
- Poor parking turnover in the 2-hour zone

Lowest Ranked

- Lack of on-street parking supply
- Lack of transit/parking shuttle system
- Lack of safe bicycling/storage
- On-street parking/pedestrian conflicts

Study Advisory Committee

Preliminary “short-listed” Guiding Principles

1. On-street public parking is a finite, precious commodity that should be preserved and expanded when feasible to facilitate street-level activities in the core commercial areas.
2. Commercial core areas should be reserved for short-term customer and visitor parking to the extent possible.
3. You cannot park at what you cannot find – wayfinding, signage & online info
4. Existing & future parking within the core commercial areas should be fairly priced, commensurate with land value and location, and paid for by users.
5. For paid parking areas, customers should have multiple options for paying whether by cash, credit card, mobile payment app, permit or other means.
6. Parking should be considered as a secondary use that supports the primary economic use of land.
7. Mean what you say. Parking regulations should not be posted if they are not going to be enforced.

Study Advisory Committee

Preliminary “short-listed” Guiding Principles (Continued)

8. Parking regulations should be very consistent and easy to understand.
9. The core commercial areas should be accessible to all users.
10. Private parking facilities should be viewed as potential public parking assets.
11. All public parking facilities must be safe, appealing and well maintained.
12. Non-auto transportation strategies are important ways to increase mobility and visitation to downtown while reducing parking need.
13. Parking discounts whether on a monthly or hourly basis should be provided to resident users whether they live, own a business, or work downtown.
14. Parking is dynamic so the Parking Plan must be also.
15. Camden should provide world-class customer service in the delivery of safe, convenient, and customer friendly parking services to foster a positive downtown experience for visitors.

Parking Inventory & Occupancy Survey

- On- & off-street, public & private parking space in the study area were inventoried and counted including 15-min., 2-hr., all-day, motorcycle, and handicapped spaces, as well as loading zones. Did not include residential driveways, purely residential streets, or lots under 10 parking spaces.
- 1,459 spaces counted - 350 on-street and 1,109 off-street
 - 686 (47%) public and 773 (53%) private
- Of the 1,109 off-street spaces, 336 (30%) are public and 773 (70%) private
- Parking occupancy counts were conducted on Thursday, July 29th and Saturday July 31st from 9 a.m. to 8 p.m.
- Both count days were good weather days – except Thurs. July 29th between about 5 p.m. and 8 p.m. when there was a very light rain.

Downtown Parking Occupancy Rates

Thursday, July 29, 2021

	9 a.m.	11 a.m.	1 p.m.	3 p.m.	5 p.m.	7 p.m.
On-Street	48.9%	76.3%	92.6%	82.6%	78.9%	63.7%
Off-Street	51.3%	58.1%	60.2%	53.4%	46.4%	39.9%
Overall	50.7%	62.4%	68.0%	60.4%	54.2%	45.6%

Saturday, July 31, 2021

	9 a.m.	11 a.m.	1 p.m.	3 p.m.	5 p.m.	7 p.m.
On-Street	50.0%	90.6%	95.1%	81.1%	70.6%	68.3%
Off-Street	42.6%	55.2%	56.4%	54.6%	45.1%	43.8%
Overall	44.3%	63.7%	65.7%	61.0%	51.2%	49.7%



1 p.m. is the on- and off-street peak hour both days

Downtown Parking Occupancy Rates

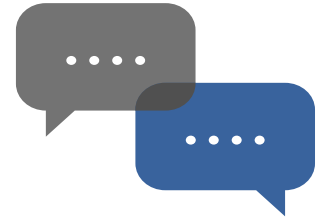
Peak-Hour (1 p.m.) Off-Street Parking Occupancy Rates

	Thurs. 7/29/21	Sat. 7/31/21
Off-Street Private Spaces	47.0%	38.4%
Off-Street Public Spaces	90.8%	98.0%

UNDERUTILIZED

CAPACITY
CONDITIONS

LET'S HEAR FROM YOU!



- In-person/virtual attendee comments
- Meeting presentations and study materials will be posted as they are developed on the Town's website
- Submit written comments/ideas following each public meeting:
tocselectboard@camdenmaine.gov