

Camden Parking Study

DRAFT Final Report

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CHAPTER 1: INTRODUCTION AND BACKGROUND

Camden, Maine is a charming and visually stunning seaside resort town located in mid-coast Maine directly on Penobscot Bay and near the foot of Mount Battie. Camden's population of just over 5,000 people more than triples in the summer due to tourist visitation and summer residents. Its downtown, which is the focus of this parking study, centers on Camden Harbor and the many ships, yachts and schooners that dock there. The downtown includes boutique shops, artist galleries, restaurants, hotels/B&B's, museums, theatre, and parks. In addition to sightseeing, shopping, and dining, Camden offers visitors a plethora of outdoor activities that include sailing, swimming, fishing, hiking, biking, skiing, camping and more.

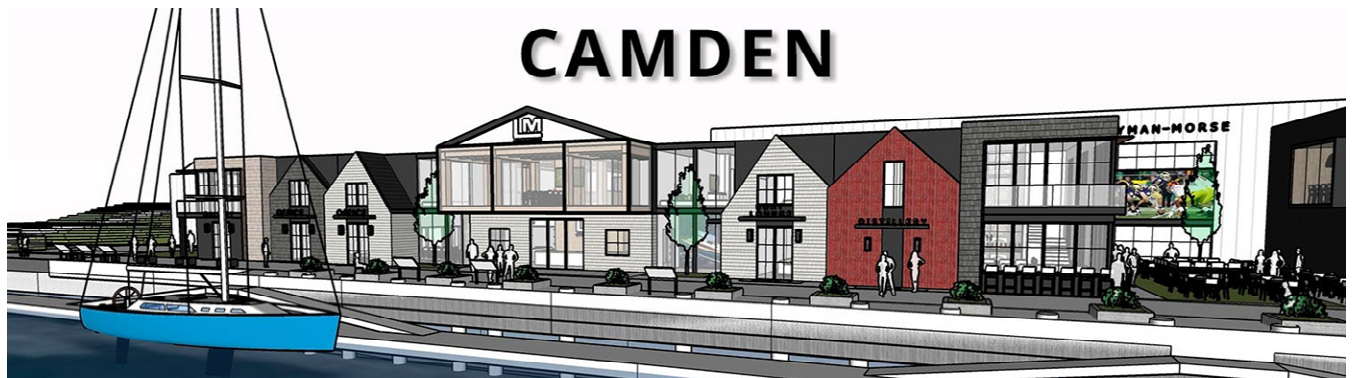
SEASONAL TRAFFIC & PARKING ISSUES: Typical of coastal New England towns with heavy seasonal tourist demand, Downtown Camden experiences a sharp increase in summer vehicle and pedestrian traffic. Available downtown parking spaces, which are relatively easy to find during the colder-weather months, can be a challenge to find close to where you want to go during the summer months – particularly the closer your destination is to the public landing and waterfront. For it is the public landing and waterfront area, with its many restaurants, shops, and seaside attractions that is the ultimate destination for many infrequent visitors as well as downtown employees, business owners, boaters, fisherman and others.

The town's street system funnels many visitors arriving by car or tour bus via U.S. Route 1 directly into and through the town center or "square", which resides at the confluence of Elm, Mechanic, Main, and Bay View Street, as well as the access driveway to the Public Landing. Since there are numerous crosswalks and pedestrians within this intersection, vehicle-pedestrian conflicts increase markedly here in the summer as do traffic back-ups. With the square so close to many visitors' destination, and since the parking is free, an open space can be hard to find and therefore motorists can readily be observed "hunting" for parking.

ELIMINATION OF ZONING REQUIRED PARKING: In 2021, the Town amended its Zoning Ordinance to exempt certain uses including retail and restaurants from providing off-street parking as part of a redevelopment/building project. The amendment was proposed to address outdated off-street parking requirements that resulted in too much single-use, private parking being developed with some downtown development projects. In such cases, the private off-street parking supply can negatively impact economic activity and development opportunities downtown when it is overbuilt and therefore underutilized. This zoning change seeks to limit the negative impacts of overbuilding single-use, private parking lots by emphasizing the need for more shared public and private parking between multiple destinations and parking user groups.

REINVESTMENT IN THE INNER & OUTER HARBOR: The Lyman-Morse Marina in Camden Harbor is a full-service boat yard/marina offering boat repair, fueling, supplies, storage (moorings, slips, inner-harbor floats, dry), launch, restroom/showers, and an onsite restaurant. Following a fire in 2020, Lyman-Morse initiated reconstruction in early 2021 of an 11,000 square-foot facility damaged in the fire, teardown of an additional 31,400 square-feet of older, energy inefficient buildings, and construction of a new 33,000 square-foot state-of-the-art marine service complex. The new and refurbished buildings will provide modernized and efficient indoor boat & equipment

storage, repair services, a stockroom, offices, a ship store, restaurant, distillery, and courtyard. The project is scheduled for completion in June 2022.



Rendering of Lyman-Morse Inner Harbor-Marina Development Project

Future Riverwalk and Public Landing Improvements: A major recommendation resulting from the Town's 2012 Downtown Masterplan was the future development of a riverwalk that would begin at Shirttail Point Park and end at the boardwalk of the Camden Public Landing. T.Y. Lin International developed conceptual plans and estimates for the multi-use pathway that would be named the *Camden Riverwalk*. The utility and aesthetic of the Public Landing would be upgraded as part of this long-range plan. The Public Landing parking lot would be upgraded to better blend parking, the working waterfront, pedestrian access, and green space.

Proposed Outer Harbor Expansion and Connectivity: In 2021, Lyman-Morse advanced conceptual design plans and a proposal for a public-private partnership with the Town of Camden to upgrade municipal and private harbor infrastructure including a new pier and dockage system at Steamboat Landing, which is directly adjacent to the Lyman-Morse facility, and an extension of the Harbor Walk to it. These proposed outer harbor improvements would allow for more vessels to visit the harbor. The project proposal included additional private investment into the Lyman-Morse boatyard, including redevelopment of a building for marine services. Lyman-Morse already secured a \$1.5 Million federal grant toward outer harbor development in 2019.

NEED FOR AN INTEGRATED PARKING MANAGEMENT STRATEGY: The Town's current Downtown Master Plan identifies the need to develop an integrated downtown parking management strategy that includes a paid parking component. In consideration of some of the issues and projects listed above, the Town decided the timing was right to proceed with a parking study that would identify effective parking management strategies to better organize, manage, and improve parking conditions downtown for customers, visitors, employees, and residents.

This study report provides an overview of the study approach, methodology and scope of services; a summary of the stakeholder & public outreach/input process/results; the development of guiding principles for evaluating parking management strategies; presentation of the data collection, analysis, and evaluation; key findings and observations; and recommendations.

CHAPTER 2: STUDY APPROACH

SCOPE OF SERVICES: The parking study scope of services was comprised of ten (10) primary tasks to be delivered in coordination and consultation with a Joint-Town Study Advisory Committee as follows:

1. Confirm the study area
2. Review past studies, plans, regulations, and data
3. Conduct key stakeholder interviews
4. Establish guiding parking principles
5. Conduct parking inventory, occupancy & time-zone compliance surveys
6. Conduct public informational meeting #1
7. Conduct parking efficiency analysis
8. Identify key findings, opportunities & deficiencies
9. Recommend parking improvements
10. Conduct public informational meeting #2

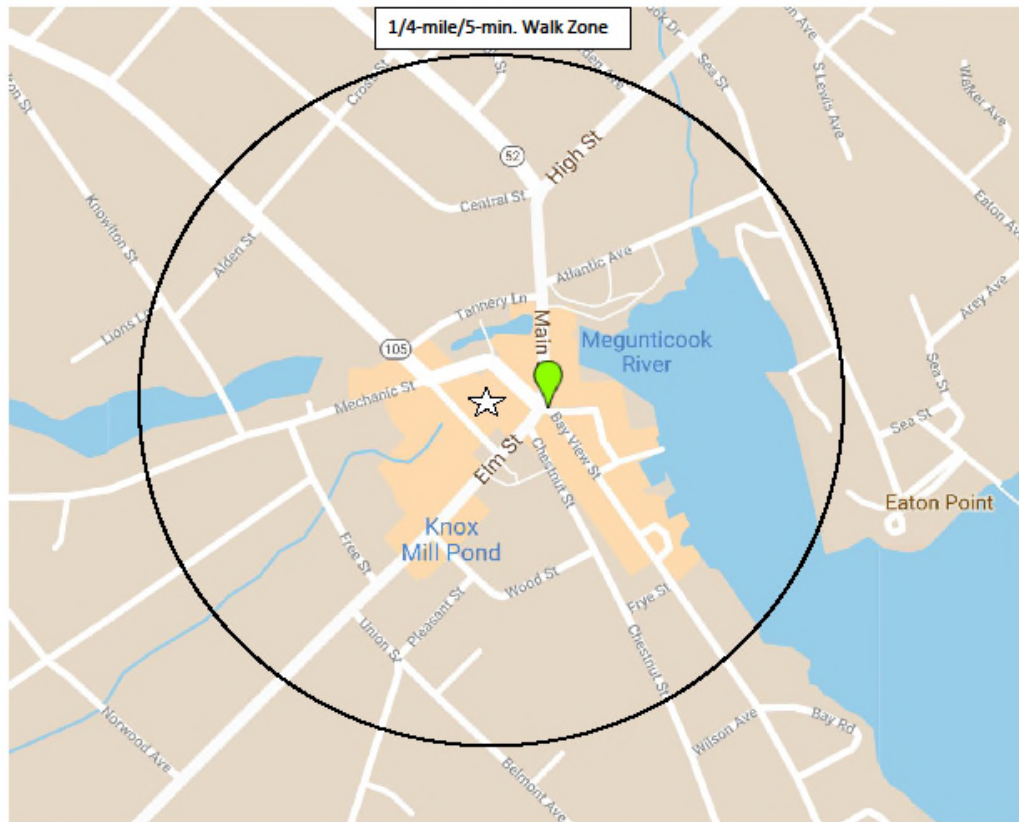
The parking study concludes with the issuance of a final report.

STUDY ADVISORY COMMITTEE: The Advisory Committee, listed below, included downtown merchants/associations, residents and town officials from the Administration, Planning/Economic Development, Police, and Public Works Departments.

- Sophie Romana, Camden Select Board
- Audra Caler, Town Manager
- Randy Gagne, Camden & Rockport Police Chief
- Dave St. Laurent, Camden Public Works Director
- Jeremy Marin, 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

STUDY AREA: The study area for the purpose of primary data collection, analysis and primary program development is an area that encompasses an approximate ¼ mile/5-minute walk radius of the downtown center. This 5-minute walk distance is where over 90% of downtown parking sessions typically occur in small commercial downtowns where parking is free. The study area was then reviewed and broadened by the Advisory Committee to consider additional areas of parking concern including Eaton Point and Laite Memorial Beach.

Downtown Camden Parking Study Area



CHAPTER 3: STUDY OUTREACH AND GUIDING PRINCIPLES

Given that the study would be conducted during the COVID 19 pandemic, outreach methods and strategies were limited to what could be accomplished under COVID restrictions. The scope of work included 10 key parking stakeholder interviews and a survey to provide additional input into the parking study. The intent was to broaden stakeholder input by including parking user groups and interests other than those represented on the Study Advisory Committee. In addition to the key stakeholder interviews and survey, a virtual public informational meeting open to the public was held early in the study process on September 30, 2021, to identify parking issues and concerns. A final in-person public meeting was held on February 28, 2022, to gain input into the study findings and proposed recommendations.

KEY STAKEHOLDER INTERVIEWS: Ten (10) stakeholders were identified by the Town for interview and survey regarding downtown parking and parking-related issues, concerns, perceived problems as well as potential alternative parking solutions. Nine of the ten stakeholders are Camden residents with five of them living

downtown. The key stakeholders included residents, business owners/employees, town board members and developers. The affiliations of the 10 stakeholders are listed below.

1. Downtown resident
2. Downtown resident
3. Downtown resident/inn owner
4. Downtown resident/employee
5. Downtown resident/developer/parking lot owner with spaces for lease
6. Resident/downtown business owner/parking lot owner with spaces for lease
7. Resident/downtown business owner/developer
8. Resident/former Select Board & Planning Board member
9. Resident/Rockport-Camden Pathways Committee member
10. Downtown hotel manager/employee

During the interviews, each stakeholder was asked three (3) primary questions with discussion follow-up:

1. What is the most important parking problem facing the downtown and what would you do to address it?
2. What other parking problems or issues are you concerned with?
3. How do downtown parking issues impact you directly?

"Common-Threads" found in stakeholder interview comments:

The following comments were representative of common themes expressed by multiple stakeholders.

- *"I don't think this is a parking supply problem, but a parking management problem."*
- *"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".*
- *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."*

KEY STAKEHOLDER SURVEY: Stakeholders were then asked to rate from a set of potential contributing factors to real or perceived parking problems in downtown Camden from 1 up to 10 with 10 being a highly contributing factor and a 1 being virtually no factor. The ratings provided below are ranked in order of highest importance to lowest importance based on the average composite ratings of stakeholders interviewed. The #1 parking problem ranked by the stakeholders was a **lack of parking availability/free parking** downtown followed by **commercial truck delivery impacts, motorists search for parking near the waterfront, and poor parking turnover**. The composite scores from the survey for each contributing parking issue are included in the table below.

Contributing Factors to Parking Problems

Ranked from most important to least important.

Rank	Factor	Composite Score
1.	Lack of parking availability/free parking	6.5
2.	Commercial truck deliveries	6.1
3.	Too much traffic drawn to hub/waterfront searching for parking	5.0
4.	Poor parking turnover	4.9
5.	Insufficient parking signage/wayfinding	4.6
6.	Lack of off-street parking supply	4.6
7.	Commercial parking spillover onto residential neighborhood streets	4.1
8.	New development/re-use parking impacts	4.1
9.	Lack of parking enforcement	3.9
10.	Pedestrian/vehicle parking conflicts	3.2
11.	Lack of safe bicycling/storage	3.2
12.	Lack of transit/shuttle system	3.2
13.	Lack of on-street parking supply	2.3

PUBLIC INFORMATIONAL MEETING #1 INPUT: A virtual public informational meeting was held from Camden Town Hall via videoconference on September 30, 2021, to solicit additional input into the study process. Following a presentation that included an overview of the study purpose, study area, study tasks, stakeholder survey results, the advisory committee’s draft guiding principles, and a high-level overview of parking utilization data, the meeting was opened for public input.

Representative Public Comments: The public comments received were very consistent with respect to what the parking issues are downtown but not as consistent on potential solutions. A summary of representative public comments received by category of parking concern are provided below.

On 2-Hour Parking:

- *"The (large supply) of 2-hour parking is inflexible. It doesn't work for everyone."*
- *"There should be significantly higher fees for violating the 2-hour time limit. Repeat offenders should pay even higher fees. It would be wise for Camden to hire an additional parking patrol person in the busy months (paid for by the higher fees)."*

On Poor Use of Private Parking Lots:

- *"...the Knox Mills parking lots have become increasingly privatized. It is frustrating because they are rarely full..."*

- *"I wonder why the town is not working with private lots to permit more parking."*

On Traffic Impacts of Parking:

- *"Any parking improvements that also reduce traffic, provide a double bonus."*
- *"Commercial trucks that double park and unload on Main Street and Bayview Street turn those two-way streets into one-way streets."*

On a Potential Paid Parking Solution:

- *"Visitors expect to pay a reasonable parking fee for access to the waterfront at the public landing. There is a hidden, yet high cost associated with free parking."*
- *"I think there should be paid parking at the town landing, the lot behind French & Brawn and next to Camden Pizza at least."*
- *"I believe free all-day parking should be available for people who work downtown. I am against meters in the all-day lots, though not necessarily for 15-min. & 2-hr parking in high traffic areas." – **Downtown Business Manager***
- *"I received Facebook and email messages from constituents who are both in favor of paid parking and against it. Some opposed to it believe the size of the problem does not warrant paid parking." – **Town Elected Official***

GUIDING PRINCIPLES: The Study Advisory Committee established Guiding Principles for the parking study for use in identifying and evaluating alternative parking strategies and recommendations. A master list of potential guiding principles was developed, reviewed, scored, and ranked by each Advisory Committee member after considering input from the Stakeholder interviews/survey and Public Informational Meeting #1. Ultimately, fifteen (15) Guiding Principles were endorsed for use based on composite scoring of the entire committee. The 15 Guiding Principles below are listed in order of highest priority (composite committee score) to the lowest.

#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. An on-street metered parking space adjacent to a store is generally far more valuable in terms of retail sales than a parking space on the third floor of a public parking facility. On-street parking and proper turnover of on-street spaces are considered the "life-blood" of downtown businesses. No stone should be left unturned to safely expand curbed parking. On-street access should, in some cases, take priority over street capacity and vehicle speeds.

TOTAL POINTS: 41

#2. Commercial core areas should be reserved for short-term customer and visitor parking to the extent possible. Employees, residents and longer-term parkers should use parking within a short walk to these core areas – especially during commercial hours of operation. User groups vary on what origin to destination distances are

“reasonable”. For example, retail customers will generally consider only a short walk (sometimes as short as 200 feet) reasonable while downtown employees as a group will generally consider a much longer walk reasonable (1/4 mile/5-min. walk or more). In general, storing employee and resident cars within the prime commercial core area should be a secondary consideration to providing short-term customer and visitor parking.

TOTAL POINTS: 37

#3. You cannot park at what you cannot find. Wayfinding signage leading from all gateways into downtown, parking facility entry signage, and good parking regulatory signage is essential to a properly functioning parking system. Online parking websites and apps are also useful in this regard.

TOTAL POINTS: 33

#4. Existing and future parking within the core commercial areas should be fairly priced, commensurate with land value and location, and paid for by users. Not all land in commercial districts is of equal economic value or in equal demand as often implied by “one-size-fits-all” downtown parking rates. Pricing should reflect the relative convenience and value of public parking. Parking on “Main Street” should not necessarily be set at the same price as parking a 3 to 5-minute walk from Main Street. To the extent possible, the parking program should be self-supporting and not rely on General Fund revenues.

TOTAL POINTS: 27

#5. For paid parking areas, customers should have multiple options for paying whether by cash, credit card, mobile payment app, permit or other means.

TOTAL POINTS: 27

#6. Parking should be considered as a secondary use that supports the primary economic use of land. Land in the study area is of limited supply and is suitable for high-value, economic, institutional, and/or recreational uses. Using this relatively scarce commodity for surface parking, especially very close to the prime retail/waterfront area, may represent a missed economic, recreational or open space use opportunity.

TOTAL POINTS: 22

#7. Mean what you say. Parking regulations should not be posted if they are not going to be enforced. Parking users quickly figure out whether regulations are being sufficiently and consistently enforced. When enforcement is lacking, compliance with municipal parking rules and regulations is poor and revenue generation is substandard.

TOTAL POINTS: 21

#8. Parking regulations should be consistent and easy to understand – This may mean consistent paid parking hours of operation for on-street vs. off-street, consistent hourly parking rates on-street vs. lots, consistent time limits that do not necessarily vary much from location to location, consistent payment methods/technology, etc.

TOTAL POINTS: 15

#9. The core commercial areas should be accessible to all users. Ideally there is a cost-effective mix of transportation modes and well-designed parking facilities for downtown access for people of all socio-economic backgrounds and those with disabilities.

TOTAL POINTS: 15

#10. Private parking facilities should be viewed as potential public parking assets. Private parking facilities are often underutilized when public parking facilities are full or near full. Municipalities should engage these private parking facility owners to determine under what mutually agreeable circumstances these facilities could be used for supplemental public parking during peak-times.

TOTAL POINTS: 14

#11. All public parking facilities must be safe, appealing and well maintained. Sufficient operating revenues must be dedicated ensuring that public facilities are clean, well lit, and properly maintained – reflecting the high level of regard the community has for its visitors and regular customers.

TOTAL POINTS: 12

#12. Transportation Demand Management (TDM) and non-auto transportation strategies are important ways to increase mobility and visitation to downtown while reducing parking need. Most parking agencies realize that it is not sustainable to singularly expand parking to meet development needs. Enhancing modal options such as transit, rideshare, biking and walking - and making connections between modes not only increases mobility but it reduces parking demand, and in some cases, can significantly delay the need and associated cost for constructing additional parking facilities.

TOTAL POINTS: 12

#13. Parking discounts whether on a monthly or hourly basis should be provided to resident users whether they live downtown, own a business downtown or work downtown. Senior residents may warrant an additional discount. Many communities decide to discount resident homeowners, business owners, and renters – although discount levels vary across the board.

TOTAL POINTS: 11

#14. Parking is dynamic so the Plan must be also. There must be regular, on-going monitoring of parking use and conditions and regular plan updates to ensure that the parking system is being responsive to downtown changes and the community's changing needs. In parking planning, what is not measured is often not fully understood.

TOTAL POINTS: 10

#15. The town 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. Often, the first and last experience and impression a visitor has downtown is parking.

TOTAL POINTS: 6

CHAPTER 4: EXISTING CONDITIONS

Establishing existing conditions is important to identify baseline use of the parking system and to understand current parking management practices including enforcement. The purpose of this Chapter is to contextualize current parking conditions and practices downtown with perceived parking issues, concerns and identified deficiencies raised throughout the study process. The Existing Conditions Chapter is comprised of five (5) sections: Existing Parking Supply/Inventory/Regulations; Parking Utilization; Parking Management & Enforcement; Development/Zoning Required Parking; Existing Transit Services; and Parking Utilization.

PARKING SUPPLY/INVENTORY/REGULATIONS: A parking inventory of regulated parking spaces in the study area was conducted and verified using the Town’s Traffic Code including parking ordinance. Regulated parking included 2-hour, 15-minute, motorcycle, handicapped, loading zones, fisherman only (Public Landing Lot), and other restricted-use spaces within the study area was verified. Time restricted parking is regulated by Ordinance Mondays through Saturdays from 9 a.m. to 5 p.m.¹ All off-street private parking spaces were also inventoried except small privately-owned parking lots (10 or less spaces) and residential driveways. Two off-street private parking facilities were not included in the inventory. The first, was the inside parking at the Knox Mill Condominium building, which was inaccessible at the time of inventory. The second, was the 25 (+/-) gravel parking lot behind Franny’s Bistro where parking occupancy, discussed later, was estimated but not counted.

A total of 1,459² on- and off-street parking spaces were counted within the approximate 5-minute walk-zone with roughly 3 out of every 4 parking spaces being located off-street as shown in Table 1 below. Of the 1,109 off-street parking spaces, 336 (30%) are public and 773 (70%) are private. The percentage of public versus private parking spaces are nearly equal as presented in Table 2 below.

Table 1: On-street vs Off-street Parking Spaces
within an Approximate 5-Minute Walk of Downtown Camden

	Total	% of Total
Off-Street Parking Spaces	1,109	76%
On-Street Parking Spaces	350	24%
Total	1,459	100%

Table 2: Public vs Private Parking Spaces
within an Approximate 5-Minute Walk of Downtown Camden

	Total	% of Total
Private Parking Spaces	773	53%
Public Parking Spaces	686	47%
Total	1,459	100%

¹ Excluding Sundays & public holidays. Some time-restricted parking spaces are seasonal (ex. May 1st – Oct 31st) per the Ordinance, while others are year-round.

² The actual number of parking spaces within the 5-min. walk zone is considerably higher than this since parking spaces in residential driveways/garages, small commercial lots (approx. 10 spaces or less) and on unregulated, purely residential streets were not counted.

PARKING UTILIZATION: Parking use was assessed by conducting and analyzing occupancy surveys, duration-of-stay surveys, time-zone-compliance surveys, and through field observations. Utilization rates were calculated and compared to industry standard rates for acceptable use. The *85% Parking Occupancy Rule*, explained below, is one such industry standard that is used to assess facility parking use.

85% Parking Occupancy Rule: An 85% parking occupancy rate is typically considered by parking planners to be the highest acceptable on-street occupancy rate. Studies show that when on-street parking use exceeds 85% (about 1 open space for every 7 occupied), drivers start having difficulty finding a parking space and begin circling in search of one, which adds to local traffic congestion and visitor/customer dissatisfaction. Acceptable off-street parking rates are typically a little higher – up to 90% use.

Parking agencies will often establish “target” on-street parking occupancy rates of say 70% to 85%, to ensure a street is being efficiently used, while also providing sufficient parking availability to users. Finding excessively high occupancy rates in one parking area – with low utilization rates nearby – suggests the need for parking management actions that may include increasing/decreasing parking rates, changing parking regulations, etc. to better balance and efficiently use the entire parking supply.

Parking Occupancy Survey: A parking occupancy survey was conducted on a peak summer weekday and Saturday in July to assess parking availability. Parking occupancy counts were conducted every two hours from 9 a.m. until 8 p.m. on Thursday, July 29, and Saturday, July 31, 2021. Both count days were good weather days – except from about 5 p.m. to 8 p.m. on Thursday, July 29th, when there was a very light rain. The annual Camden Classics Cup, which is a regatta presented by Lyman-Morse and the Classic Yacht Owner’s Association (CYOA), was underway both days. The regatta increased parking demand somewhat, particularly on Atlantic Avenue and Sea Street.

Downtown parking occupancy rates for the time-restricted on-street and public & private off-street parking system for both the summer weekday and Saturday condition are provided in Tables 3 and 4 below. The peak parking period for the on-street, off-street and overall weekday and Saturday condition is 1 to 2 p.m. when roughly 2/3 of the entire parking system is occupied. During the peak period, the time-restricted on-street parking system as a whole exceeds functional capacity and is therefore “over-utilized” both days³.

Table 3: Downtown Camden Parking Occupancy Rates for On- & Off-Street Parking System
Thursday, July 29, 2021

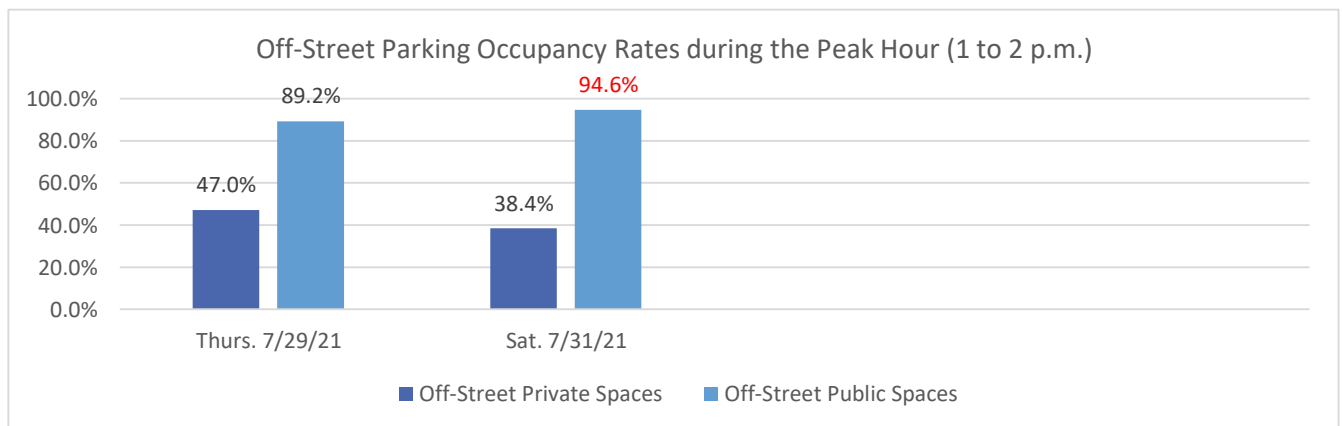
	9 a.m.	11 a.m.	1 p.m.	3 p.m.	5 p.m.	7 p.m.
On-Street	48.9%	76.3%	92.6%	82.6%	78.9%	63.7%
Off-Street	51.3%	58.1%	59.8%	53.4%	46.4%	39.9%
Overall	50.7%	62.4%	67.6%	60.4%	54.2%	45.6%

³ On-street parking is effectively at functional capacity when it exceeds 85% use; off-street when it exceeds 90% use.

Table 4: Downtown Camden Parking Occupancy Rates for On- & Off-Street Parking System
 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%	54.4%	55.5%	54.6%	45.1%	43.8%
Overall	44.3%	63.0%	65.0%	61.0%	51.2%	49.7%

Even though the off-street parking occupancy rates during the peak hour are less than 60% both days, there is a significant difference between public and private off-street parking use. During the Saturday peak period, the off-street public parking supply as a whole exceeded functional capacity (90% use) at the same time the off-street private parking supply was less than 50% occupied as shown below. Clearly there is imbalanced use of the on-street vs. off-street parking supply as well as the public vs. private parking supply.

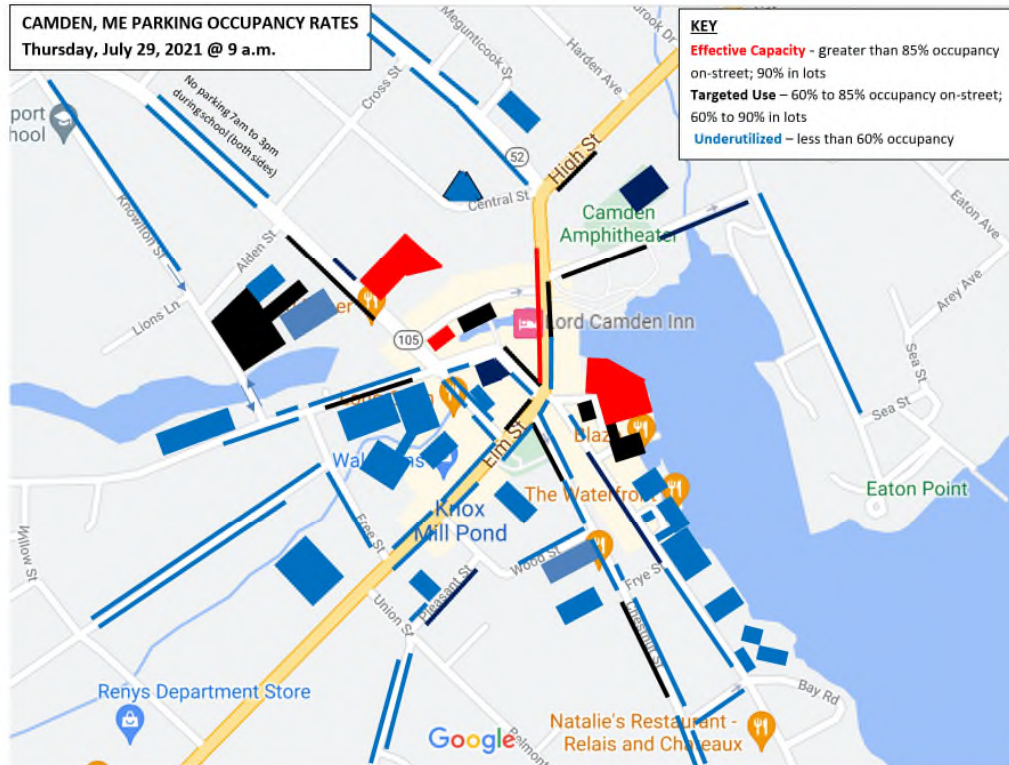


Parking occupancy rate tables for on- and off-street public & private parking facilities by time of day for both the weekday and Saturday counted are provided in the **Appendix as Exhibit A**. Parking “heat maps” were then developed using these tables to show parking facilities that are “over-used”, “acceptably used”, and “under-used”, per the range of utilization rates presented below - established in conjunction with the Parking Advisory Committee.

- **“Over-used”** or at effective capacity (greater than 85% occupancy on-street; 90% off-street),
- **“Acceptably-used”** (60% to 85% occupancy on-street; 60% to 90% off-street), or
- **“Under-used”** (less than 60% occupancy)

Weekday Parking Occupancy by Time of Day

Parking heat maps are presented below for the weekday count periods from 9 to 10 a.m., 1 to 2 p.m., and 5 to 6 p.m. The 7 to 8 p.m. count period was not depicted since parking occupancy rates fall off sharply after 7 p.m.

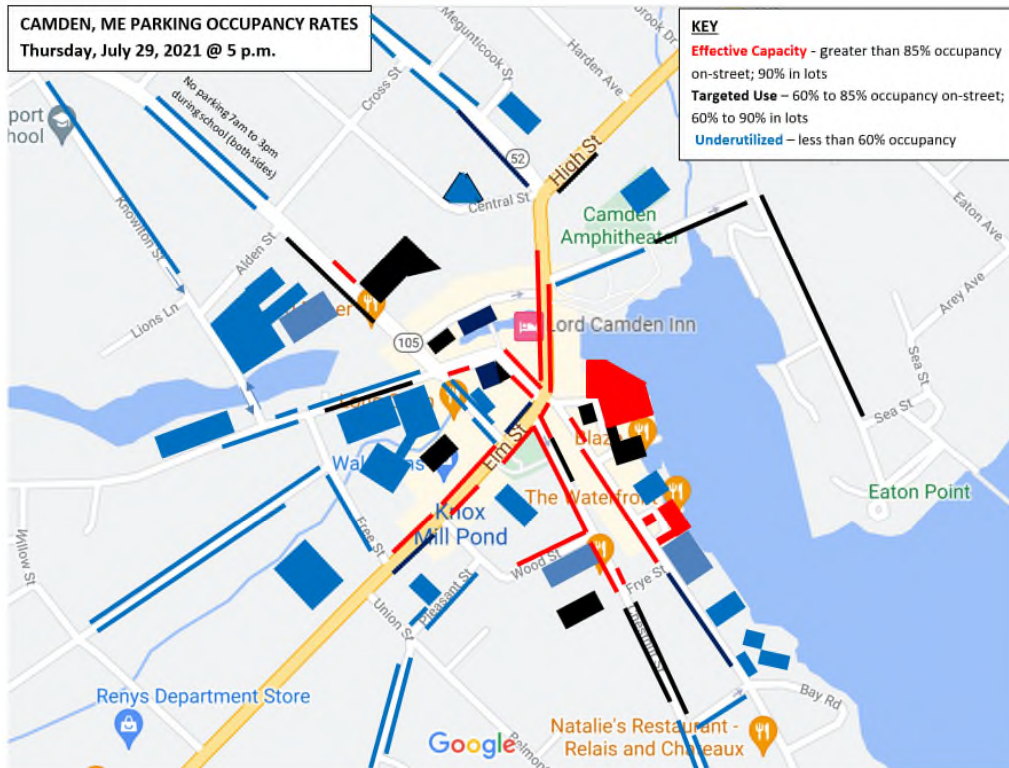
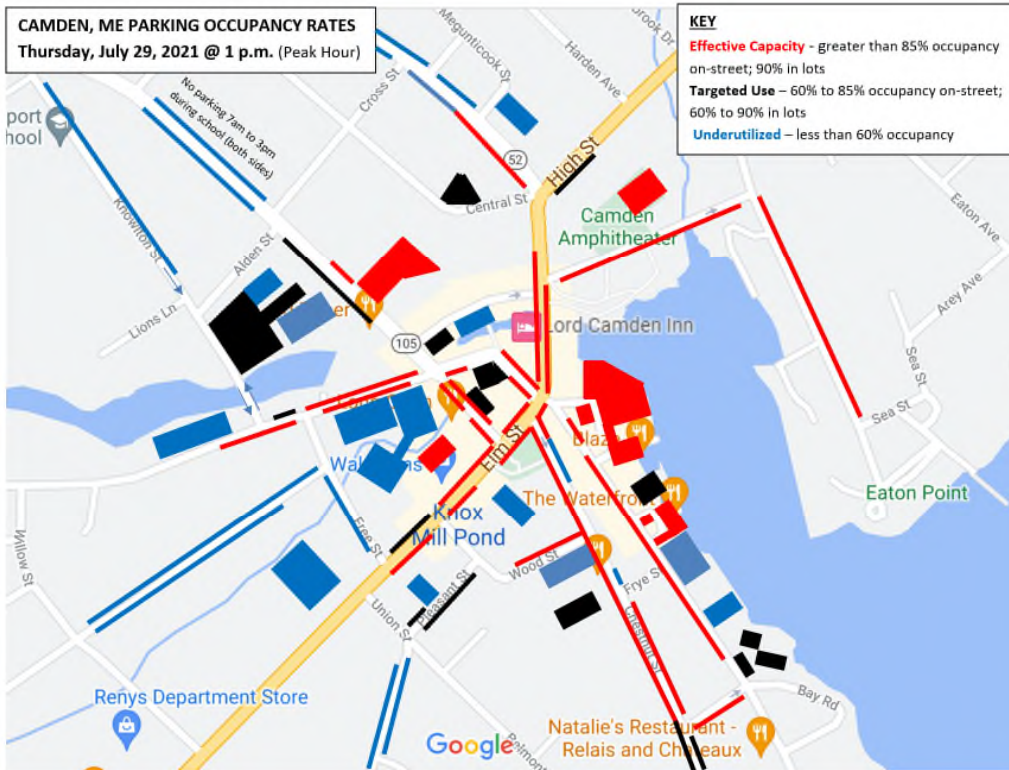


During the 9 a.m. weekday count period, the Camden Public Safety Building Lot and the Public Landing Lot are already nearly full. However, there is plenty of availability in the Washington Street public parking lot, the Public Library (Camden Amphitheater) Lot and on all streets.

As depicted below, by the 1 p.m. peak hour, all off-street public lots except the Knowlton Street Lot (87.6% occupied) and the two small 2-hour lots on Washington Street and Mechanic Street, are at effective capacity. Virtually, the entire 2-hour on-street parking supply is at effective capacity so finding a public parking space was difficult. Due to the demand created by the Camden Classics Cup, Sea Street was also at effective capacity, which is not typical for a weekday or Saturday period. Free, all-day parking on Mountain Street north of High Street was well used. However, many of the private parking lots were still underutilized during this peak hour as were some unregulated residential streets within a 5-minute walk of the Public Landing.

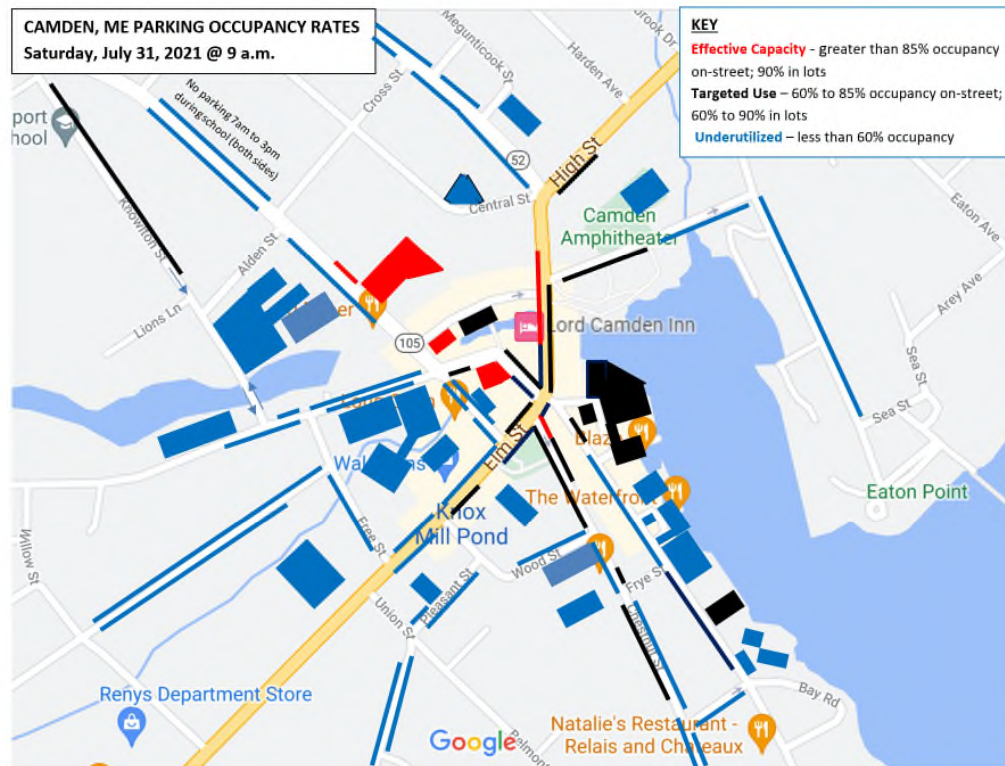
By the 5 p.m. count period, parking demand was starting to decline – perhaps due in part to the light rain that developed. There was plenty of off-street public parking available, however, the Public Landing Lot remained nearly full and much of the 2-hour on-street parking zone was at effective capacity. As depicted in the heat map below, the private parking supply, with a few exceptions, remained grossly underutilized.

CAMDEN PARKING STUDY, FINAL REPORT



Saturday Parking Occupancy by Time of Day

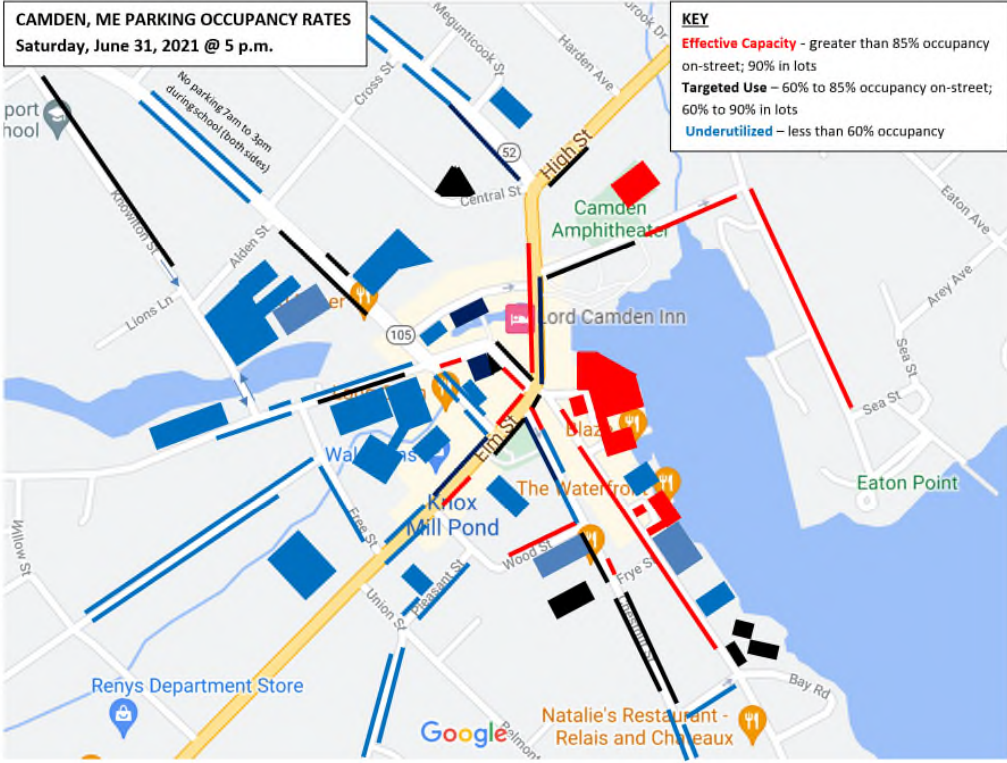
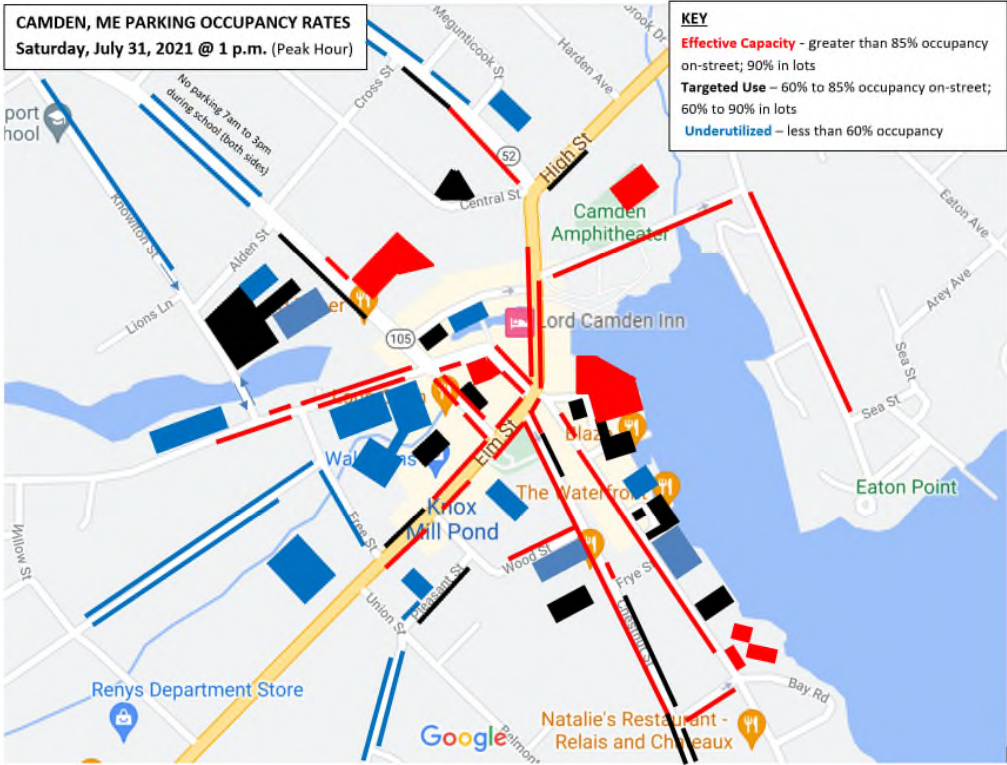
Parking heat maps for the Saturday 9 a.m., 1 p.m., and 5 p.m. count periods are depicted below. Like the weekday condition, Saturday occupancy levels were very high. In other coastal New England downtowns with heavy tourist visitation, Saturday parking demand is often significantly higher than the weekday.



During the 9 a.m. Saturday count period, the Camden Public Safety Building Lot was at effective capacity just like it was during the 9 a.m. weekday period reflecting heavy employee use of the lot. The 2-hour restricted Mechanic Street lot was also near full but the other public and private parking lots were mostly underutilized and there was plenty of street parking available.

As depicted below, by the 1 p.m. peak hour, all off-street public lots except the Knowlton Street Lot (88.6% occupied) and the small, 2-hour restricted Mechanic Street, were at effective capacity. Virtually, the entire 2-hour on-street parking supply was at effective capacity. However, many of the private parking lots were still underutilized during this peak hour as were some unregulated residential streets within a 5-minute walk of the Public Landing.

By the 5 p.m. count period, like the weekday 5 p.m. period, the Public Landing Lot was nearly full and much of the 2-hour on-street parking zone was at effective capacity, as depicted below. The Library Lot and Sea Street were nearly full but that is likely due to parking impacts of the Camden Classics Cup. Again, the private parking supply, with a few exceptions, remained grossly underutilized.



Duration-of-Stay/Time-Zone Compliance Survey: A limited license plate survey was conducted on Thursday, September 30, 2021, between the hours of 11 a.m. and 4:30 p.m. to determine average duration of parker’s stays and compliance with posted time limits. The license plate survey was conducted in the 2-hour zone on Main Street, Bay View Street, and in the Public Landing Lot where it was reported, through Advisory Committee and Stakeholder interviews, that employees were parking and “shuffling” their cars every two hours. License plate survey rounds were conducted every 2 hours and 15 minutes or more and the vehicles that remained in an individual space for each round were noted. The results of the survey are presented in Table 4 below.

Table 4
2-Hour Parking Zone: “Spot” Duration of Stay Survey
Main Street, Bay View Street and Public Landing Lot

Thursday, Sept. 30, 2021 between 11:00 a.m. and 4:30 p.m.*

Street/Lot	From/To	2-hr. Spaces Counted	Parked in Excess of 2-hrs**	% of Spaces in Violation (avg.)	Parked in Excess of 4-hrs	% of Spaces Parked 4 hrs+
Main St.	Elm St. to Atlantic Dr. East Side Only	20	5	25.0%	2	10.0%
Bay View St.	Elm St. to Wilson St.	42	11	26.2%	3	7.1%
Public Landing Lot		73***	22	30.1%	12	16.4%

* License plate survey rounds conducted every 2 hours & 15 minutes at 11 am, 1:15 pm & 3:30 pm

**Highest of two, 2-hour periods counted. Includes vehicles parked, moved, & parked again in a different space on same block.

***Designated handicapped, 15-minute, fisherman and motorcycle spaces not included.

Parking turnover and time-zone compliance in these 2-hour restricted parking zones was observed to be poor. Nearly 1 in 4 vehicles in the 2-hour zone were parked over the posted 2-hour time limit. For a time-zone with good turnover and compliance we would expect non-compliance to posted time limits to be 10% or less. Numerous vehicles were moved within a few parking spaces of their original parking space after 2 hours. No time-zone citations were on the windshields of any vehicles parking over 2 hours in duration.

The Public Landing parking lot had the worst turnover and time-zone compliance. Nearly 1 in 3 vehicles were parked there over the 2-hour time limit and 1 in 7 over 4 hours – many of which are employees or “schooner tag” permit holders. Schooner Tags are parking permits. The Town issues one “Schooner Tag” parking permit to each passenger-boat-for-hire⁴ operating from the Public Landing. This permit allows them to park a vehicle in the Public Landing Lot longer than the posted 2-hour limit. The town’s parking enforcement officer relayed that there are currently at least 12 schooner tags issued for parking in the Public Landing Lot.

Use of the 15- and 30-minute time-restricted parking spaces was also counted and assessed. All the town’s 15- and 30-minute spaces fell into acceptable use ranges except for the eight (8) 15-minute spaces on Chestnut Street in front of the Post Office, which were never more than 50% utilized on the two days of survey.

Use of Other Restricted Parking Spaces: In addition to the 2-hour parking zones, other restricted parking spaces including loading zones, handicapped spaces, and motorcycle-only spaces were assessed. The bus loading zone

⁴ Day sailors and schooners operating from the Public Landing are issued these parking permits from the Camden Town Office as part of a formal Operating Agreement with the Town.

on Elm Street was well used with very little unlawful parking by standard passenger vehicles. The time restricted parking zones on Washington Street were well used by box trucks for loading/unloading. The motorcycle-only parking spaces were poorly used in general. In fact, outside of the spaces in the Public Landing Lot, no motorcycles were observed parking in any of the on-street designated spaces either day. Handicapped parking spaces in the lots and on-street were less than 50% utilized both days.

DEVELOPMENT/ZONING REQUIRED PARKING: The compact Downtown Camden commercial district has a good mix of small-scale retail, restaurants, and hotels/inns to encourage a highly walkable environment in its downtown core. Residential neighborhoods reach into the study area on collector streets like Chestnut, Pearl, and Mountain. Except for the aforementioned Lyman-Morse Marina and Town harbor projects, as well as an ongoing renovation project at the Post Office, there is relatively little redevelopment activity planned or in process within the study area downtown.

As previously noted, the Town has amended its Zoning Ordinance to exempt certain downtown uses including retail, restaurant, and residential dwelling units from providing off-street parking as part of a redevelopment/building project. The amendment was proposed to address outdated off-street parking requirements that resulted in an excessive amount of private, single-use parking being developed with some downtown redevelopment projects as well as making housing projects less affordable. During the stakeholder interviews, it was noted that prior to the Zoning Ordinance change it was not uncommon for small redevelopment projects downtown to have to provide for, or lease off-site parking to meet the zoning-required parking ratios/requirements – even when it was not needed by the redevelopment. So, some reported leased parking was purchased and never used.

The downtown parking utilization counts show that there is gross underutilization of private parking lots during Camden's summer peak parking hour of demand – when nearly all free public parking is consumed. This condition seems to underscore the premise that perhaps too much private parking has been developed in downtown Camden or is no longer fully needed by the individual uses it supports. It also underscores the need for better shared parking between different owners and uses as well as a potential role for market-priced parking to balance the public and private parking use downtown.

NON-AUTO TRANSPORT: An important way to reduce parking demand is to implement realistic non-auto and transportation demand management (TDM) strategies. However, existing transit services and bicycle facilities in downtown Camden are very limited. The required densities, distances between communities, and demand for ridership have proven insufficient to support regional fixed-route transit service. The relatively narrow street widths, heavy vehicle and pedestrian volumes, and demand for on-street parking have limited the ability of the town to implement bike lanes. Therefore, the existing non-auto transport options to meaningfully reduce parking demand are limited.

While limited northbound and southbound intercity bus service is provided by Concord Coach Lines with a Camden stop connecting to Rockland, Portland, and all the way to Boston, there is no regional fixed-route transit system serving the town. Fixed-route bus service between Rockland and Camden has been studied in the past but it was

determined that projected ridership would not support such a service given the required frequency and cost. A seasonal parking shuttle connecting downtown hotels and destinations with remote parking lots has been proposed as an idea in past studies and was even tried in the late 1990s using a federal grant, but it suffered from poor ridership with very few employees using the shuttle, so it was disbanded, and the buses were sold. Parking shuttles do not typically work well in free parking areas. In fact, even in paid parking areas, they often rely on subsidy from parking revenues to subsidize ongoing bus operations.

The Parking Study Advisory Committee included a Guiding Parking Principle for transportation demand management and non-auto transportation strategies to reduce parking demand. However, the stakeholder survey ranked “the lack of transit/shuttle system” as the second lowest contributing factor to downtown parking issues/problems. It was also not raised as a potential strategy at the public informational meeting. The lack of safe bicycling/storage was the third lowest ranked contributing factor to downtown parking issues/problems by the key stakeholders.

Except for the area around the Public Landing, the town hub/square – where Mechanic Street meets Main Street at a skewed angle, and a few other locations, Camden is a very walkable downtown. The town has recently invested in streetscape improvements including reconstructed sidewalks, new lighting, and intersection bump-outs to provide for corner clearances from parked vehicles, increased pedestrian visibility, and reduced crosswalk lengths. These pedestrian improvements assist in extending safe walking distances between the downtown and available parking located outside the commercial core district.

PARKING MANAGEMENT AND ENFORCEMENT: Current parking management and enforcement of the parking ordinance is provided by the Camden Police Department. Within the Department, there is only one dedicated, full-time, parking enforcement officer (PEO) who is responsible for regular enforcement of downtown parking regulations. While sworn police officers also issue parking citations, the parking enforcement officer is solely responsible for seasonal time-zone enforcement downtown, which involves the time-consuming “chalking” of vehicles to determine if they have parked longer than the posted time limit.

The one dedicated parking enforcement officer has other duties beyond parking enforcement that include, but are not limited to, handling animal control officer complaints, working traffic control assignments, issuing boot notices for immobilizing the cars of parking scofflaws with 5 or more tickets, and preparing documentation for parking ticket appeals to the Police Department’s hearing officer. With these other duties and considering sick and vacation leave, there are obviously times when there is no time-zone enforcement occurring.

Consistent time-zone enforcement is extremely important in high parking demand downtowns where parking is free to ensure that employees don’t take customer spaces in the retail district. The seasonal time-zone parking enforcement was suspended at times during the pandemic, which started in 2020, as it was in many downtowns. In the two years prior to the start of the pandemic, the town issued 1,666 overtime citations or warnings in 2019 and 2,039 overtime citations or warnings in 2018.

CHAPTER 5: ANALYSIS AND KEY FINDINGS

Based on the survey data, review of previous reports and studies, field investigations and observations, key stakeholder interviews, advisory committee discussions and guidance, and public input, the following key findings and observations can be made:

PARKING SUPPLY AND DEMAND

- There is a sufficient supply of parking downtown to meet current demand. Weekday & Saturday seasonal peak parking use was **67.6%** and **65.0%**, respectively (See Tables 3 & 4 above). However, there is imbalanced use of the public (over-use) vs private parking supply (under use) and on-street (over-use) vs. off-street parking supply (under use).
- There is insufficient 2-hour parking availability on weekdays & Saturdays from late morning through early afternoon when parking occupancy exceeded **92%** (See Tables 3 & 4 above). The Town has been unsuccessful in keeping employees out of the free on- and off-street 2-hour customer spaces.
- The private parking supply is significantly underutilized. During the weekday & Saturday seasonal peak period (1 to 2 p.m.), the off-street private parking supply was only **47.0%** and **38.4%** occupied, respectively. Most of the private parking lots are dedicated for single-use businesses/organizations or leases with little to no shared-parking.

USE OF PUBLIC PARKING LOTS

- The **Public Landing Lot** is the highest demand public parking lot in the downtown. This free, 2-hour lot was at effective capacity nearly all weekday and Saturday hours counted between 9 a.m. and 8 p.m. There are approximately 12 all-day schooner tag parking permits⁵ using the 2-hour lot as well as many employees unlawfully parking in the lot for over 2 hours. The Public Landing Lot is attracting a lot of vehicle traffic through the “town square” even when there are no available parking spaces in it.



Public Landing 2-hr. Lot

- The **Public Safety Building Parking Lot** on Washington Street, which allows free, all-day parking, was at effective capacity from early morning through about 4 p.m. both on the weekday and Saturday counted. At 8 p.m. in the evening the lot was still more than 50% occupied both days. It is unclear how much of this free downtown lot may be in use for residential car storage.

⁵ Per the Parking Ordinance - a parking permit is issued for one space for each day sailor using the Town floats, when the vessel is in commercial use and for each licensed windjammer owner whose vessels are berthed at the Town floats, when any of the vessels are in port at their permitted berth.

- The **Knowlton Street Parking Lot** generally had plenty of availability both days. At 8 p.m. in the evening nearly 40% of the lot was still occupied. It is unclear how much of this lot may be in use for residential car storage.
- The **Library Parking Lot** was observed full during both the weekday and Saturday lunch hours.
- The **Mechanic Street and Washington Street Lots**, which are 2-hour lots, have substandard aisle widths and insufficient parking stall set-backs from their driveways, which increases conflict points for drivers and pedestrians. There was availability in at least one of the two lots throughout both days.
- There are no long-term public parking lots located south of Mechanic Street. One reason for the heavy employee parking abuse of the 2-hour spaces in the Public Landing Lot and on Bay View Street may be because employees and owners of businesses along Bay View Street have a longer walk to off-street public parking facilities than employees located north and west of the Public Landing.



Washington Street 2-hr. Lot

USE OF PRIVATE PARKING LOTS

- Use of off-street private parking facilities downtown never exceeded 50%. As previously discussed, the off-street private parking supply is grossly under-utilized. Many lots serve single users/destinations that either don't require all their parking or don't require it all the time (i.e., evenings, weekends, etc.).
- There are several large, underused privately-owned parking lots along entryways into downtown including:
 - **First Congregational Church Lot**, 55 Elm Street (84 spaces/peak weekday use **34.5%**)
 - **Bella Point Residential Care Lot**, 51 Mechanic Street (60 spaces/peak weekday use **23.3%**)
 - **Camden Company Parking Lot**, Mechanic Street (112 spaces/peak weekday use **49.1%**)
 - **High Mountain Hall Lot**, Megunticook Street (30 spaces/peak weekday use **36.7%**)



First Congregational Church Parking Lot



Camden Company Parking Lot



High Mountain Hall Parking Lot



Bella Point Upper Parking Lot

USE OF ON-STREET PARKING – long-term & short-term

- There are several unregulated, underused residential streets within a 5-minute walk of downtown that have plenty of available long-term parking even during peak hours of parking demand including those listed below.
 - **Mountain Street** – north of Megunticook Street
 - **Pearl Street** – west of Free Street
 - **Union Street** – south of Belmont Street



Mountain Street n/o Megunticook St.



Pearl Street w/o Free St.

Mountain Street has an extra wide painted parking aisle that is well used during the day by downtown employees but there is still plenty of availability during peak parking periods. Pearl Street has plenty of on-street parking availability west of Free Street. In fact, only one vehicle was observed parking on this stretch throughout the entire 2-day occupancy survey.

- On-street parking turnover & adherence to posted time limits is poor. The free, short-term parking supply is significantly constrained due to widespread non-adherence to posted time limits. Employee parking within the 2-hour customer/visitor time zone is prevalent.

- Parking meter warrants are met within the 2-hour time zone based on extremely high parking occupancy levels, poor parking turnover, and poor adherence to posted time limits.
- Designated motorcycle parking spaces are poorly used.
- There may be too many 15-minute parking spaces on Chestnut Street in front of the Post Office.
- The time-restricted loading zones on Washington St. between Elm St. and Mechanic St. are very well used.



Commercial loading on Washington St.



15-minute Parking Spaces @ Post Office

- Relatively little double parking was observed. Very few passenger and commercial vehicles were observed double parking during the survey as compared to other busy downtowns. However, when double parking did occur on Main Street or on Bay View Street, where there are no loading zones, there was an immediate, negative, and relatively long-term impact on traffic flow.
- The Tour Bus Loading Zone on Elm Street was well used. Most tour buses were observed leaving within 15 minutes of parking.

PARKING REGULATIONS, SIGNAGE, & STRIPING

- Tour buses and RVs routinely park across multiple lined spaces in lots. Tour buses appear to be using the Knowlton Street lot as a layover location after dropping off passengers. RVs and other oversized vehicles that are also using the lot must park across multiple lined spaces so as not to obstruct traffic.



Knowlton Street Lot

- Multi-day parking was observed in the long-term public parking lots. The Town's Parking Ordinance prohibits parking in lots for more than 24 consecutive hours without prior town approval.

- There is no coordinated/managed policy for accommodating tour buses, RVs, & multi-day sailing customers. While camping and multi-day parking in downtown lots and streets is prohibited by Ordinance there is no lot signage stating this and no coordinated location for tour buses to layover after dropping off their passengers and prior to picking them up again. There is also no advertised multi-day sailing customer parking permit.

- Parking stall striping and parking regulatory signage downtown is excellent. In general, no parking zones and clearances from intersections, crosswalks and fire hydrants are clearly indicated.



Elm Street Wayfinding Sign

- Parking directional and lot entry signage is functional but can be improved. Again, lot entry signs do not explicitly state to the customer lot regulations regarding overnight parking, multi-day parking, seasonal time restricted parking, etc. Parking wayfinding signage is attractive but supplemental directional signage to public lots could be enhanced.

- At Laithe Memorial Beach, vehicles routinely park on the grass and on either side of the circular driveway – at times obstructing traffic. There are no painted parking stalls and signs indicating where to park and therefore vehicles park on both sides of the driveway and on the grass.

- Camden’s first-offense parking fine of \$10 is well below the \$30 to \$35 overtime parking fine typically found in other coastal New England communities and does not serve as much of a deterrent.

- There is insufficient parking enforcement staffing to properly enforce downtown parking regulations. The single parking enforcement officer dedicated to enforcing the ordinance is insufficient considering the size of the parking time zones, no parking zones, bus/truck loading zones, permit spaces, handicapped spaces, and other parking regulations - especially given that the officer has so many other non-enforcement duties.

RESERVE PARKING SUPPLY DOWNTOWN: The reserve parking supply downtown can be defined as the existing unregulated downtown parking spaces that are available during the peak period of parking demand. A conservative approach to calculating the reserve parking supply in Downtown Camden would be to add up all the unregulated, long-term public and private parking in the study area (5-minute walk zone) that is not currently be used during the seasonal peak-hour of demand. Under-utilized private parking lots are considered part of the reserve capacity because they could be made public at certain times through shared-lot parking agreement with the Town or by the private owner simply charging (the public) directly for its use.

Therefore, by using the utilization counts conducted in support of this study during the 1 to 2 p.m. weekday peak-hour, the reserve capacity in Downtown Camden would be approximately 525 (+/-) spaces as presented below:

- 400 (+/-) off-street private parking spaces
- 100 (+/-) all-day on-street parking spaces on streets such as (Mountain, Pearl, Sea, Cross, etc.)

- 25 (+/-) all-day public parking lot spaces (Knowlton St., Public Landing, Public Safety Bldg., Library)
525 (+/-) parking spaces in reserve capacity

Another 50 (+/-) parking spaces “in reserve” could be considered by potentially converting the **Skateboard Park** on Knowlton Street, which was a former parking lot, to public parking. Further, the **Camden-Rockport Middle School** parking lot on Knowlton Street could potentially be considered reserve by using it for public parking on weekends and during the summer when it is not needed by the school. There is also plenty of available on-street “overflow” parking located just outside of the 5-minute study area, which can be used for downtown parking during peak periods of the busy summer season.

CHAPTER 6: RECOMMENDATIONS

Summer seasonal parking impacts in Downtown Camden are not new and this is not the first study to determine how best to address them. Back in 1995, a Town Ad Hoc Parking Committee issued a study report stating that the Town was running a deficit of needed parking and should implement a seasonal “Pay-to-Park” trial, expand employee parking areas, and strictly enforce the 2-hour time zone. A seasonal parking shuttle was also recommended, implemented, and then discontinued for lack of ridership and operating funds. The pay-to-park program was never implemented.

In 1997, the Town took a different approach, looking to a supply-side solution by investigating the feasibility of constructing a parking facility downtown. Two-level parking decks over the “Five & Dime” lot on Mechanic Street and over the Camden Company Parking Lot, also on Mechanic Street, were studied. However, it was determined that only 16 spaces could be created over Five & Dime parking lot and it would cost approximately \$2 Million to construct a parking deck over the Camden Company Lot to produce an extra 112 spaces. Neither project advanced.

The 2005 Town Comprehensive Plan recommended as its #1 priority for addressing downtown parking issues “*Pay-for-parking for parking spaces proximate to downtown, both to discourage day-long parking in such spaces and to raise revenue.*” Its second stated priority was “*The creation of small, satellite lots within walking distance of downtown.*” These lots would be acquired for use through public/private partnerships or by public acquisition through a Parking Trust Fund. The pay-for-parking system did not advance.

The 2012 Downtown Master Plan⁶ reiterated the need for an actively managed paid parking system downtown. It suggested that Camden’s free, first-come-first-serve approach to parking is not working - that free parking in the face of heavy summer seasonal demand has simply increased the number of people cruising in search of parking, increased traffic congestion, and frustrated visitors. The Plan states that the Town’s free parking approach, which results in a lack of curbside parking availability “... *exacerbates efforts to draw more visitors and shoppers to downtown and fails to capitalize on an important revenue source for needed downtown services and improvements*” – including expanding off-street parking through leases and shared-lot parking agreements. The Downtown Master Plan recommends installing parking meters to regulate the use of high-demand spaces and using the revenues to reinvest in needed downtown improvements. This recommendation was not acted on.

⁶ *Camden Downtown Master Plan*, Lachman Architects & Planners, 2012.

The 2017 Town of Camden Comprehensive Plan Update also recommended that the Town take a more active management role to address downtown parking issues. While a pay-for-parking system again has not been advanced, the Town has implemented plan recommendations that included the elimination of zoning required parking for certain downtown uses, leasing the privately-owned Knowlton Street Lot for public parking, and implementing streetscape improvements for improved pedestrian safety.

The High Cost of Free Parking

Simply put, sustained high demand for a limited supply of free, convenient curb spaces predictably leads to shortages. In this environment, employees will typically consume the most convenient customer spaces early in the day. Some businesses actually have their employees park in the street so customers can use their lots. Some downtown residents may store an infrequently used second car on-street or in a free public lot. Ultimately, the public parking supply gets consumed and tourists, visitors, and customers, who expect to pay a reasonable fee to park, cannot find a space reasonably close to their destination. At that point, they begin circling in search of a convenient space, which leads to more traffic congestion, pollution, customer dissatisfaction, potential loss of retail sales – and demands for more parking studies.

In downtowns with high consumer demand and free public parking, the private parking supply, which in many cases was overbuilt for its supporting uses, is frequently underutilized. Since the highest-demand on-street parking spaces are free, there is no financial incentive for parking lot owners to open their lots up for public parking. The costs of overbuilt, underused private parking comes in the form of higher development costs and rents – including housing, higher maintenance costs, more curb cuts and pedestrian conflicts, and reduced development densities.

Active vs Passive Parking Management

The Town's Downtown Master Plan and Comprehensive Plan call for the Town to take a more active role in managing its public parking system. Camden has long taken what can be characterized as a “passive” parking management approach - one with minimal staffing and without an active parking oversight committee. Passive parking programs are supply-side driven. They typically involve simply posting free, time-restricted public parking and loading downtown with minimal enforcement staffing. As previously discussed, free public parking is consumed on a first-come-first-served basis – which means most of the prime retail parking spaces are consumed early in the morning by employees and overnight parkers. Customers and visitors arriving later in the day will have to park much further away. Passive parking programs, which are usually found in downtowns with minimal economic activity and relatively low parking demand, are often complaint-driven and reactive. This approach is not sustainable in an environment of high and growing tourist demand.

“Actively” managed parking programs are the opposite of passively managed ones. Actively managed programs are common to virtually all vibrant, successful downtowns. They usually include some form of demand-based parking pricing, regular and consistent enforcement, an accountable and responsive parking entity, and adherence to policies, regulations and programs that result in more efficient, balanced use of parking resources. Actively managed parking programs monitor and regulate parking occupancy, on-street turnover and curb activities

including commercial deliveries, and employee parking to ensure that all parking assets are being appropriately used during peak demand without negatively impacting residential areas. A primary goal of many actively managed parking programs is to generate parking revenues to reinvest in the downtown and to eliminate or significantly delay the need for constructing a costly parking structure.

SUMMARY OF RECOMMENDED SEASONAL PAID PARKING SYSTEM

The recommendations provided below, which are consistent with the recommended strategies included in both Camden’s Downtown Master Plan and its Comprehensive Plan, are based on the Chapter 5 Analysis and Key Findings with guidance provided by the Study Advisory Committee in consideration of input from key stakeholders and the public. The primary recommendation of this study is for the Town to actively manage its high seasonal downtown parking demand by implementing a seasonal paid parking program from approximately May 1st through October 31st, with the following elements:

- ❖ Implement metered parking in the 2-hr. parking zones & high-demand parking lots seven days/week. Make the first 15-min. free in all metered spaces. Continue time limit enforcement in the off-season.
- ❖ Offer deeply discounted seasonal parking permits to employees in long-term parking lots and in spaces located just outside the commercial/retail district.
- ❖ Expand free and permitted off-street parking through shared-lot parking agreements with private lot owners.
- ❖ Work with private lot owners to offer hourly/daily paid public parking – not just monthly leased parking – to increase downtown parking availability.
- ❖ Protect residential neighborhoods from any excessive downtown parking infiltration/spillover that may occur through redevelopment and parking regulations/restrictions.
- ❖ Actively manage commercial vehicle deliveries, tour buses, RVs and other oversized vehicles.
- ❖ Expand the use of community service officers (CSO) to properly manage day-to-day parking operations
- ❖ Hire a Downtown Parking Manager, establish a Downtown Parking Committee, and create a Parking Benefit District to better manage and oversee the paid parking system and reinvest parking revenues to improving parking and mobility downtown.

A review of parking program parameters including meter & permit rates, as well as times when paid parking is in effect in other New England coastal communities (Bar Harbor, ME, Rockport, MA, Plymouth, MA and Newport, RI) is included in the **Appendix as Exhibit B**. A plan view of the recommended paid parking program for Camden that is described in the sections below is included in the **Appendix as Exhibit C**.

METERED AND PERMIT PARKING

- **Meter the existing on- & off-street 2-hour parking zone between 9 a.m. and 6 p.m. including the Public Landing, Washington St., and Mechanic St. Lots**, effective from 9 a.m. and 6 p.m. Meter warrants are met based on extremely high seasonal parking occupancy rates, poor parking turnover, and poor adherence to posted time limits.

Metered public parking will help:

- move employees out of the most convenient parking spaces downtown to ones within a short walk of the commercial/retail district
 - improve parking availability, turnover, and customer/visitor satisfaction
 - Increase economic activity downtown
 - Increase the use of private parking facilities
 - Increase walk distances (to peripheral parking areas outside a 5-minute walk of downtown)
 - reduce traffic (number of motorists circling in search of a parking space)
 - reduce the amount of enforcement staffing and citations needed to achieve compliance
 - create a revenue source to better manage mobility and to reinvest in the downtown.
- **Charge for parking in the heavily used Public Safety Building Lot** (exempt for employee parking permit holders). This high demand lot regularly fills in the early morning weekdays. Free, all-day employee parking to be provided in the Knowlton St. Lot and other lower-demand parking spaces located further from the retail district.
 - **Make the first 15 minutes free at all metered parking spaces** for very short duration stays (ex. take-out).
 - **Offer multiple payment options** (coin, credit/debit card & contactless mobile app – text, QR code, etc).
 - **Allow customers to pay for and extend parking sessions remotely (within posted time limits) using the mobile payment app.**
 - **Create a Merchant Loyalty Program** that allows merchants the ability to validate their customers metered parking.
 - **Consider discounted hourly rates for residents and employees.**



- **Offer employee seasonal permit parking in the Public Safety Lot, on Mountain Street, Chestnut Street, south of Frye Street, and Wilson Street.** Permits would also be available to residents of these streets where employee permit parking is allowed. Library employee permits could also be considered for use in the Library parking lot.
- **Continue offering parking permits to commercial fisherman and excursion boat owners (“schooner tags”) in the Public Landing Lot and for boat trailer parking in the Cove Road Lot** - but permits should be issued to a license plate, not a hang tag; the number of permits may need to be “capped”; and there should be an online purchase/renewal option. Hang tags often drop off rear view mirrors and users will often appeal tickets stating that they forgot to hang the tag.
- **Permit parking for customers of day- and multi-day sailing from the Public Landing and nearby locations should be offered in the Knowlton Street Lot or in another shared lot located outside the retail district.** Online day permits could be purchased via a link posted to the excursion boat business’s website.
- **A Contractor Use of Space Permit should be issued to properly regulate temporary contractor use of public parking spaces during construction.** Without a regulated permit, the approved use of the spaces is often abused.

INCREASE USE OF PRIVATE LOTS

- **Charge for on-street parking** – charging for parking brings some employees back into private lots. It also creates an economic incentive for owners of underused lots to lease/charge for parking.
- **Secure shared-lot parking agreements to expand free public parking & employee permit parking.** Potential candidate locations include but are not limited to the First Congregational Church, High Mountain Hall, Bella Point Upper Lot.
- **Encourage lot owners currently offering monthly leased parking to also offer hourly/daily paid parking.** Potential candidate locations include but are not limited to the gated parking lots on Mechanic Street (Camden Parking Company) and on Wood Street (Camden National Bank).

EXPAND ON-STREET PARKING

- **Stripe an additional six (6) 2-hour parking stalls on the west side of Bay View Street south of Wilson St. as allowed by the Town’s Parking Ordinance.** Consider paving the angled spaces where cars are parking on the grassed shoulder on the east side of Bay View Street adjacent to the Yacht Club.



- **Consider adding six (6) 2-hour parking stalls on Wood Street between Elm St. and Pleasant St. adjacent to the public parking lot.** The Town could make Wood Street one-way between Elm and Pleasant St. to accommodate the six spaces, but it may not be necessary. It appears there is sufficient width and sight distance down Wood St. for vehicles (including emergency vehicles) to alternately pass in both directions on this low volume street.



- **Consider painting parking stalls on Mountain Street north of High St., Pearl Street south of Free St., and Chestnut Street south of Frye Street.**

PARKING REGULATION, INFORMATION & SIGNAGE

- **Extend 2-hour time limits in the (metered) Public Landing, Mechanic St., & Washington St. lots to 3-hours** to allow visitors sufficient time to shop, dine & walk without having to move their vehicles. 2-hour parking would remain on street.
- **Implement 3-hour free parking on Chestnut Street south of Frye St., Wilson Street and Mountain Street** to better regulated employee parking on these residential streets. Employee permit holders and residents of the street who need a permit, would be exempt from the 3-hour time limit.



- **Monitor parking use on Sea Street as the Lyman-Morse inner harbor development comes online** and make regulatory changes as necessary to provide for resident parking needs.
- **Consider reducing the number of 15-minute parking spaces in front of the Post Office by one or two spaces.** During the weekday and Saturday counts there were always at least four (4) open 15-minute spaces. 2-hour spaces can be used by short-term visitors, but 15-minute spaces cannot be used by the vast majority of parkers. Therefore, the town should continually monitor this use and convert the number of 15-minute spaces to 2-hour as appropriate.
- **Consider reducing or re-purposing some of the motorcycle parking spaces downtown.** On-street motorcycle-only parking spaces were significantly underutilized during the 2-day occupancy survey. Many of these spaces are located relatively close to intersection. The Town should consider eliminating some and extending corner clearances to crosswalks and/or repurposing them for planter/planting areas.
- **Post, monitor, and enforce an appropriate time limit (ex. 10-minutes) and idling limit (ex. 5-minutes) for tour buses at the Tour Bus loading zone on Elm Street.**

- **Post, monitor, and enforce prohibition of multi-day storage of vehicles in public parking lots unless authorized by permit.** It is not unusual for residents who may only have one off-street parking space, to store their “second” vehicle for long periods of time in public lots.
- **All vehicles must be parked within lined stalls to be lawful.** Tour buses, RVs, campers, trucks, and vehicles with trailers that park across, or extend beyond mark stalls should be cited.
- **Consider directing tour bus layovers and oversized vehicles to park in locations just outside the downtown** such as the Old Tannery Parking Lot on outer Washington Street shown at right.



Old Tannery Parking Lot

- **Re-stripe, sign, and enforce the lawful parking spaces at Laite Memorial Beach and consider enforcing time limit restrictions.** It is not uncommon for free parking areas at beaches to be overrun by vehicles given the very high demand for these beautiful free venues. If stall marking is unsuccessful, time limits may be needed to regulate use.

- **Consider paving, landscaping, striping, and signing the Cove Road parking lot for boat ramp/trailer parking.** It would be unclear to anyone “not in the know” that this is a permitted public lot. Signage should include the lot regulations.



Cove Road Parking Lot



Laite Memorial Beach

- **Consider installing EV charging stations and bike racks in public parking lots.** Many coastal New England communities have already installed EV charging on-street, in lots, or in parking garages as an important, and environmentally responsible amenity to visitors. State, federal, and private grant sources of funding for the equipment and installation are available. Some of the public lots also have space to provide highly visible areas for needed bike storage.

- **Consider the need for creating a delivery/loading zone on Main Street at the end of the block near Atlantic Street and on Bay View Street.** The zone could be posted for use only during off-peak times.
- **Upgrade and expand parking directional signage to paid/free parking lots.**
- **Install lot entry signs to clearly identify the lot as “public” and to communicate town parking regulations to customers.**
- **Use portable electronic dynamic message board signs to provide real-time parking information on weekends and during special events.** If certain lots are known to be at capacity during regular periods of the day, these electronic sign boards can be most effective at moving parkers to overflow lots.
- **Provide public parking information for visitors before they get to town by:**
 - creating a parking website
 - linking website and parking maps/info to local tourist-based attractions
 - remaining parking lots by their street addresses for customer GPS directional searches

PARKING ENFORCEMENT

- **Hire Community Service Officers (CSOs) will serve as “Parking Ambassadors” downtown to:**
 - enforce meter, time-zone, no parking zones & permit parking
 - manage tour bus parking, RV parking, commercial deliveries, double-parking, etc.
 - manage special event parking
 - provide parking & tourist-based information/assistance to visitors

- **Three (3) on-duty CSOs are warranted during mid-day seasonal peaks.** Given the geographic expanse of the regulated parking areas downtown, daily staffing needed to properly monitor & enforce the town’s parking regulations are: two full-time CSOs scheduled between 9 a.m. and 6 p.m. and one part-time CSO scheduled during the busy lunch hours between 11 a.m. and 3 p.m.



- **Replace manual time-zone tire chalking and handwritten tickets with electronic wireless chalking/ticketing devices.** These devices, which are capable of license plate scanning and photo logging individual parking violations (for appeals), are far more efficient than manual ticket writing and data entry processing thereafter. These devices can tell by scanning a license plate whether someone has paid for parking at the meter, paid by mobile app, or paid by seasonal permit. With this technology, the town can also better enforce its anti-car-shuffling ordinance to prevent employees from



moving their vehicles every two hours. The back-end management software also allows staff to optimize enforcement routes based on real-time violation rates by space.

- **Establish an expired meter fine at \$30 and increase the overtime parking fine from \$10 to \$30 to match other town parking fines.** Consider reducing the fine amount for paying promptly (ex. within 7 days).
- **Allow customers to pay for or appeal parking tickets online** – software modules included with the enforcement systems allow for customers to pay for or appeal parking tickets online as well as purchase and renew permits online – which results in a much more efficient and customer friendly process.

STAFFING & GOVERNANCE

- **Create a Parking Manager position dedicated to the day-to-day active management of the Downtown Parking Program** with inter-departmental support from the Police, Finance and Public Works Departments. This new position will create the accountability and responsiveness needed to deliver the recommended services and improvements.
- **Create a standing Downtown Parking Committee comprised of town officials and downtown stakeholders to advise the Town Select Board on parking program parameters, policies, regulations, and improvements.** The Committee should meet monthly with the Parking Manager through the development and ongoing operation of the paid parking program.
- **Establish a Parking Benefit District** and parking enterprise/revolving fund to invest net parking revenues back into the downtown that will most benefit downtown businesses and residents. This user-fee system, which would reduce impacts to the Town's General Fund, could be used for needed improvements such as:
 - Off-street parking expansion (shared parking arrangements, leases, etc.)
 - Streetscape improvements (sidewalks, lighting, benches, planters, bike racks)
 - Wayfinding signage
 - New parking technology/customer enhancements
 - Multi-modal improvements/parking demand mgt initiatives

APPENDIX

Exhibit A: Weekday and Saturday Occupancy Rate Tables

Parking Lot Occupancy Counts

CAMDEN, MAINE
Thurs., July 29, 2021

#	Parking Lot	Street	# of Spaces	9:00 AM	11:00 AM	1:00 PM	3:00 PM	5:00 PM	7:00 PM
	(Public/Private)					PEAK HOUR			
1	High Mountain Hall	Megunticook St.	30	11	9	8	9	5	4
2	Christian Science Church	Central St.	18	5	11	11	12	9	1
3	Mechanic St. Lot (2 hr.)	Washington St.	21	13	21	17	19	18	12
4	Inn at Camden Place	Washington St.	15	15	13	12	8	10	5
5	Camden Riverhouse Hotel	Tannery Lane	26	23	12	12	14	18	19
6	Washington St. Lot (2 hr)	Washington St.	15	4	11	10	7	4	4
7	Camden Public Safety Building	Washington St.	76	74	72	72	63	62	53
8	Washington St. Condo Building	Washington St.	61	10	15	16	24	21	17
9	Knowlton St. Lot (Public)	Knowlton St.	105	71	87	92	84	54	40
10	Knowlton St. Lot (Private)	Knowlton St.	19	5	6	5	5	1	2
11	Bella Point Lot	Mechanic St.	60	12	15	14	17	12	6
12	Knox Mill Apts. Lot	Mechanic St.	78	31	43	43	41	35	37
13	Camden Company Gated Lot	Mechanic St.	112	61	51	55	50	51	53
14	Walgreens Lot	Elm St.	21	11	14	19	12	13	4
15	Allen Insurance Lot	Elm St.	27	11	10	9	6	1	0
16	Montessori School Lot	Pleasant St.	17	5	6	5	4	6	7
17	First Congregational Church Lot	Elm St./Free St.	84	10	23	29	15	13	7
18	St. Thomas Church Gated Permit Lot	Wood St.	36	6	5	6	6	3	10
19	Camden Yacht Club Lot	Bay View St.	40	23	41	31	12	10	6
20	Professional Offices Lots	Bay View St.	23	10	9	11	9	6	7
21	Harbor Square Garage	Bay View St.	42	19	16	21	16	17	16
22	Harbor Square Lot	Bay View St.	15	6	13	16	13	16	14
23	Wiley Wharf Lot	Bay View St.	22	12	16	15	19	11	11
24	Bay View Landing	Commercial St.	27	17	15	25	25	24	23
25	Camden Public Landing	Commercial St.	93	84	88	86	77	85	84
26	Library/Ampitheatre	Atlantic Ave.	26	20	22	23	25	10	1
	TOTAL		1109	569	644	663	592	515	443
				51.3%	58.1%	59.8%	53.4%	46.4%	39.9%
		Private Spaces	773			363 (47.0%)			
		Public Spaces	336			300 (89.2%)			

On-Street Occupancy Counts

CAMDEN, ME
Thurs., July 29, 2021

Street	From	To	Side	# of Spaces	9:00 AM	11:00 AM	1:00 PM	3:00 PM	5:00 PM	7:00 PM
							PEAK PERIOD			
Atlantic Ave.	Sea St.	Ampitheatre Drive	SS	24	16	24	24	24	20	4
Atlantic Ave.	Main St.	Ampitheatre Drive	SS	13	11	13	12	12	7	4
Main St.	Camden Library	Tannery Lane	WS	8	7	8	8	6	8	4
Main St.	Tannery Lane	Lord Camden Inn	WS	9	8	9	9	9	8	6
Main St.	Atlantic Dr.	Lord Camden Inn	ES	12	8	12	12	11	11	8
Main St.	Lord Camden Inn	Mechanic St.	WS	6	6	5	6	6	6	6
Main St.	Lord Camden Inn	Bay View St.	ES	9	4	8	8	7	9	9
Chestnut St.	Elm St.	Chestnut St. Baptist Church	WS	16	13	14	16	15	15	14
Chestnut St.	Elm St.	Chestnut St. Baptist Church	ES	20	5	9	12	15	13	9
Chestnut St.	Chestnut St. Baptist Church	Wood St.	WS	15	5	11	14	12	15	13
Wood St.	Chestnut St.	Church Parking Lot	NS	7	0	2	7	4	7	7
Chestnut St.	Wood St.	Frye St.	ES	2	1	1	1	2	2	2
Chestnut St.	Wood St.	Frye St.	WS	8	2	4	8	6	7	5
Bay View St.	Camden Yacht Club	Frye St.	WS	17	7	16	17	12	14	11
Bay View St.	Frye St.	Commercial St. South	WS	22	14	20	22	19	21	22
Bay View St.	Commercial St. South	Commercial St. North	ES	4	0	4	4	3	4	4
Mechanic St.	Main St.	Washington St.	NS	17	11	15	15	14	15	15
Mechanic St.	Main St.	Washington St.	SS	11	5	10	11	11	10	6
Mechanic St.	Washington St.	Free St.	NS	19	7	11	18	14	10	11
Mechanic St.	Washington St.	Free St.	SS	9	6	8	9	8	7	5
Mechanic St.	Free St.	just beyond Knowlton St.	NS	3	1	1	2	0	0	0
Mechanic St.	Free St.	just beyond Knowlton St.	SS	7	3	2	6	3	2	1
Elm St.	Free St.	Wood St.	SS	8	2	5	7	6	6	7
Elm St.	Free St.	Wood St.	NS	7	0	1	6	6	6	7
Elm St.	Wood St.	Washington St.	SS	11	2	7	11	10	10	10
Elm St.	Wood St.	Washington St.	NS	14	4	4	12	11	12	9
Elm St.	Washington St.	Bay View St.	SS	8	4	7	8	8	7	8
Elm St.	Washington St.	Bay View St.	NS	8	6	5	8	8	6	6
Washington St.	Elm St.	Mechanic St.	ES	8	1	8	8	7	2	2
Washington St.	Elm St.	Mechanic St.	WS	11	1	7	8	7	3	1
Washington St.	Mechanic St.	Tannery Lane		0	0	0	0	0	0	0
Washington St.	Tannery Lane	Alden St.	ES	4	3	4	4	3	4	3
Washington St.	Tannery Lane	Alden St.	WS	13	8	12	11	10	9	4
Total				350	171	267	324	289	276	223
% Utilization					48.9%	76.3%	92.6%	82.6%	78.9%	63.7%

Parking Lot Occupancy Counts

CAMDEN, MAINE

Sat., July 31, 2021

#	Parking Lot	Street	# of Spaces	9:00 AM	11:00 AM	1:00 PM	3:00 PM	5:00 PM	7:00 PM
	(Public/Private)					PEAK HOUR			
1	High Mountain Hall	Megunticook St.	30	1	0	0	0	1	0
2	Christian Science Church	Central St.	18	4	8	13	10	11	4
3	Mechanic St. Lot (2 hr)	Washington St.	21	18	18	20	20	17	17
4	Inn at Camden Place	Washington St.	15	15	13	11	11	7	9
5	Camden Riverhouse Hotel	Tannery Lane	26	17	16	10	27	22	28
6	Washington St. Lot (2 hr)	Washington St.	15	5	11	11	6	8	7
7	Camden Public Safety Building	Washington St.	76	73	75	73	66	39	44
8	Washington St. Condo Building	Washington St.	61	14	19	20	24	27	24
9	Knowlton St. Lot (Public)	Knowlton St.	105	54	85	93	85	46	40
10	Knowlton St. Lot (Private)	Knowlton St.	19	1	1	1	1	2	1
11	Bella Point Lot	Mechanic St.	60	8	8	9	7	5	6
12	Knox Mill Apts. Lot	Mechanic St.	78	28	31	34	44	34	37
13	Camden Company Gated Lot	Mechanic St.	112	31	27	29	37	37	43
14	Walgreens Lot	Elm St.	21	12	14	16	12	7	5
15	Allen Insurance Lot	Elm St.	27	7	5	5	2	2	0
16	Montessori School Lot	Pleasant St.	17	7	9	7	6	9	8
17	First Congregational Church Lot	Elm St./Free St.	84	7	16	14	10	6	5
18	St. Thomas Church Gated Permit Lot	Wood St.	36	4	5	7	5	5	6
19	Camden Yacht Club Lot	Bay View St.	40	21	48	45	30	24	20
20	Professional Offices Lots	Bay View St.	23	15	15	16	14	10	14
21	Harbor Square Garage	Bay View St.	42	13	17	15	15	17	15
22	Harbor Square Lot	Bay View St.	15	4	15	9	15	14	15
23	Wiley Wharf Lot	Bay View St.	22	8	9	12	12	13	7
24	Bay View Landing	Commercial St.	27	21	24	24	25	26	26
25	Camden Public Landing	Commercial St.	93	73	94	95	97	84	89
26	Library/Ampitheatre	Atlantic Ave.	26	11	20	26	25	27	16
	TOTAL		1109	472	603	615	606	500	486
				42.6%	54.4%	55.5%	54.6%	45.1%	43.8%
	Private Spaces		773			297 (38.4%)			
	Public Spaces		336			318 (94.6%)			

On-Street Occupancy Counts

CAMDEN, ME
Sat., July 31, 2021

Street	From	To	Side	# of Spaces	9:00 AM	11:00 AM	1:00 PM	3:00 PM	5:00 PM	7:00 PM
							PEAK PERIOD			
Atlantic Ave.	Sea St.	Ampitheatre Drive	SS	24	8	24	24	20	21	14
Atlantic Ave.	Main St.	Ampitheatre Drive	SS	13	10	13	13	12	11	10
Main St.	Camden Library	Tannery Lane	WS	8	8	8	8	8	8	5
Main St.	Tannery Lane	Lord Camden Inn	WS	9	8	9	9	8	8	8
Main St.	Atlantic Dr.	Lord Camden Inn	ES	12	7	12	12	11	8	11
Main St.	Lord Camden Inn	Mechanic St.	WS	6	4	6	6	5	6	6
Main St.	Lord Camden Inn	Bay View St.	ES	9	6	8	9	8	7	9
Chestnut St.	Elm St.	Chestnut St. Baptist Church	WS	16	13	15	15	14	13	15
Chestnut St.	Elm St.	Chestnut St. Baptist Church	ES	20	10	13	16	15	10	12
Chestnut St.	Chestnut St. Baptist Church	Wood St.	WS	15	8	13	15	13	8	12
Wood St.	Chestnut St.	Church Parking Lot	NS	7	0	5	6	5	6	6
Chestnut St.	Wood St.	Frye St.	ES	2	1	2	2	2	2	2
Chestnut St.	Wood St.	Frye St.	WS	8	0	5	8	4	6	3
Bay View St.	Camden Yacht Club	Frye St.	WS	17	5	17	17	16	17	17
Bay View St.	Frye St.	Commercial St. South	WS	22	14	21	21	22	22	23
Bay View St.	Commercial St. South	Commercial St. North	ES	4	3	4	4	4	4	4
Mechanic St.	Main St.	Washington St.	NS	17	14	15	15	14	13	14
Mechanic St.	Main St.	Washington St.	SS	11	9	11	11	10	11	10
Mechanic St.	Washington St.	Free St.	NS	19	4	17	17	12	5	5
Mechanic St.	Washington St.	Free St.	SS	9	3	9	9	8	6	7
Mechanic St.	Free St.	just beyond Knowlton St.	NS	3	1	3	3	0	1	1
Mechanic St.	Free St.	just beyond Knowlton St.	SS	7	0	7	7	2	1	1
Elm St.	Free St.	Wood St.	SS	8	1	8	8	6	4	6
Elm St.	Free St.	Wood St.	NS	7	1	6	5	4	0	1
Elm St.	Wood St.	Washington St.	SS	11	6	10	11	10	10	9
Elm St.	Wood St.	Washington St.	NS	14	6	12	13	11	8	8
Elm St.	Washington St.	Bay View St.	SS	8	4	7	8	6	8	7
Elm St.	Washington St.	Bay View St.	NS	8	4	7	7	6	6	4
Washington St.	Elm St.	Mechanic St.	ES	8	2	7	8	8	3	1
Washington St.	Elm St.	Mechanic St.	WS	11	5	8	10	8	3	1
Washington St.	Mechanic St.	Tannery Lane		0	0	0	0	0	0	0
Washington St.	Tannery Lane	Alden St.	ES	4	4	4	4	4	3	2
Washington St.	Tannery Lane	Alden St.	WS	13	6	11	12	8	8	5
Total				350	175	317	333	284	247	239
% Utilization					50.0%	90.6%	95.1%	81.1%	70.6%	68.3%

Exhibit B: Parking Program Parameters in other Coastal New England Communities

Recommendations – Program Parameters**Seasonal Paid Parking in other Coastal New England Communities**

Coastal City/Town	Paid Parking Season	Highest Hourly Rate	Hours of Operation
Bar Harbor, ME	June 1 to Oct 30	\$2.00	9 am–8 pm (M–Sat) 12 noon–8 pm (Sun)
Rockport, MA	April 15 to Nov 30	\$2.00	10 am–6 pm (M–Sun)
Plymouth, MA	April 1 to Nov 30	\$2.00	9 am–7 pm (M–Sun)
Newport, RI	June 1 to Oct 31	\$2.00	9 am –9 pm (M–Sun)

A seasonal parking permit fee ranges from a low of \$30 in Bar Harbor (\$6/mth.) to a high of \$140 for a resident employee in Plymouth (\$17.50/mth.).

The recommended seasonal paid parking hours of operation in Camden based on parking occupancy rates are:

- 9 am to 6 pm (M–Sat);
- 9 am to 6 pm or 12 noon to 6 pm (Sun)

Exhibit C: Plan View: Recommended Paid Parking Program for Camden

