SUMMARY OF STAKEHOLDER INTERVIEWS

What is the most #1 parking problem facing downtown Camden today? And what would you do to address it?

- *Do a better job directing people where they should park. Perception is that Camden does not have enough parking, but I don't believe this is true. It is more doing a better job at directing people to where they should be parking. I can always find a space even in the heat of summer — of course, I know where to look. I may have to look for it, but I can find it.*

  Do a better job of marketing or publicizing where available parking is. Share parking with churches and private lots not fully in use. **Camden resident, downtown business owner & developer**

- *The lack of parking management. Never felt like we had a parking shortage — but a failure to manage it. Whether that is through zoning or in practice. Parking management is not issuing parking tickets.*

  Most people who come to Camden are familiar with pay-for-parking. Paid parking encourages turnover in high demand areas. It is not punitive. Resident parking stickers can be issued for discounted or free parking. I know paid for parking can be a revenue stream. Funds can be used for maintenance. There is a lot of flexibility in these systems today. **Camden resident and former Select Board & Planning Board member**

- *Better parking information for visitors - Most visitors will head to "Main St." looking for a parking spot only to find out it is not there or that it is only 2-hour parking (not long enough).*

  Let's provide visitor direction to longer-term off-street lots. Let's consider a parking shuttle to Hannaford, peripheral lots and downtown. Day Sailors and restaurants should have on their websites to show people where they can easily park over 2 hours! The Town Landing is only 2-hours. Don't bring longer-term customers there. The all-day library lot gets used by day sailors that hurts the library use. Just ticketing is not the answer. Ticketing your visitors is not a great way to change behavior and bring people back. **Camden downtown resident.**

- *Parking Management Problem. Everyone is trying to park directly in front of the place that they want to go. There is not enough parking in front of each building for everyone. I don't think this is parking supply problem but a management and public educational/information problem.*

  The current parking administration has opened-up ample parking within a 5-minute walk of downtown. What we need now is education. Provide better direction for visitors for easy access parking that may not be directly in front of their destination. Visitors don't know where to go to park, they are focused on where they want to go (destination). **Camden resident and Camden-Rockport Pathways Committee member**

- *Parking Turnover. Very important for business and downtown accessibility.* **Camden downtown resident**

  I think the most cherished parking spaces, like the public landing, should cost the most. Maybe it is just during peak periods. But it must be enforced. Would love to see more Police Officers on foot and visible. It would calm traffic and improve parking turnover.

- *A lack of public parking moving forward. It used to be that you had to provide parking for your proposed new or changed-use business but that is no longer the case. I understand the need to get out of the licensing of parking business but there needs to be a way to manage and grow the parking supply otherwise.*

  Provide more all-day public parking. The majority of downtown public parking is 2-hour. **Downtown Camden business owner and parking lot owner**

- Lack of convenient parking for staff and merchants downtown. *There are a lot of 2-hour limits downtown, so some merchants and staff move their cars every 2 hours to get around it. There is inconsistent parking enforcement of 2-hour zone so employees know they can work around enforcement to stay in 2-hour zone. Off-street available parking is limited and what is available is too far away for use. Our own business lots are for guests, and restaurant/retail visitors, and tenants - not for employees.*

  There is a need to improve signage to and accessibility for long-term parking and increase enforcement in time-restricted areas. Go to a paid parking system in the lots and allow visitors to stay a little longer if they want to and pay more in lots. Provide employees with discounted parking permits — higher priced the closer you get to the waterfront. Maybe free parking further away. **Downtown Camden Hotel Manager/employee.**

- *Zoning Ordinance places arbitrary parking rate requirements on redevelopment and re-use, which distorts the free market resulting in unintended consequences. It limits redevelopment/ investment into downtown and adds overall costs to businesses for no public benefit. This is how the Camden Parking Company came to be. Businesses changed use and theoretically required additional "seats" or customers and were required to purchase leases/passes in separate lots, whether they needed them or not — and many did not. Under the current system, every building has some predetermined number of spaces and agreements that are not based on actual need. Very inefficient.*

  Eliminate parking minimum requirements. Let the free-market sort this out — don't do it through zoning-required parking for every business downtown. Businesses that really need parking will find it. If you have a business and doesn't have enough parking, then that will be reflected in their rents and ultimately the success of their business. The Camden Parking Lots could become more of public lots, better regulated/used. Along with this, create plans to expand existing off-

street public parking over time as needed — in lots further away from the downtown hub area. Very small/tight existing public parking lots in the heart of downtown are better suited for infill development. **Downtown Camden resident, building/parking lot owner and developer**

What is the 2nd most important parking problem facing downtown Camden? And what would you do to address it?

- *Tour buses, RVs and Delivery Trucks. Tour buses will have a major impact on traffic operations. Where they park/offload is a problem. They always want to do so in the heart of the downtown. We have had to put up signs on Steamboat Landing Road not allowing Tour Buses who are blocking access. Some tour buses are being offloaded to cruise ships. Delivery trucks are another problem. Cisco truck on Main St. unloading food to a restaurant can add to traffic problems/ parking perceptions. RVs are a problem. We do get camping in the lot behind the Knox Mill*

  Maybe move tour buses and RVs to Cannery Parking Lot, Cove Road Lot or another location (outside congested areas). **Camden resident, downtown business owner & developer**

- *Understanding your parking options. We have a major challenge with people identifying early enough as they come into town on where to go. The fact that Route 1 bifurcates the Town — traffic brings you right into the center. As a visitor, you find yourself in the center quickly and the next thing you know you are on Atlantic Ave. and on your way out of town on Sea Street and now you have to back-track. Our traffic flow creates this issue.*

  Even in advance of their trip in we need to visitors to know how to get into town. What my parking options are. **Camden resident and former Select Board & Planning Board member**

- *Employee Parking for businesses trying to find places for their employees to park so they don't take their customer spaces.*

  Charge for parking in the Town Landing lot and in 2-hour parking zone. Move employees from closer downtown Public Safety Lot to the lot behind Knox Mill up the hill, which will make more longer-term spaces available to customers and visitors in the nearby Public Safety lot. **Camden downtown resident.**

- *Delivery Trucks — particularly between 10 am and 3 pm. Every once and awhile a truck will block the northbound lane on Route 1 and back everything up - although this happens in every city.*

  More police officers on foot and visible. **Camden downtown resident**

- *Need some 3-hour parking in main waterfront lot - At the public parking lot on the waterfront — people use this to go on 2-hour cruises — they need time to park, load and disembark, so they really need 3-hour parking in lot.* **Downtown Camden Hotel Manager/employee**

- *Unclear what parking behind Knox Mill is public versus private – signage, or lack there of is a problem.* **Camden downtown resident.**

- *Delivery trucks parking on sidewalks and double parking - Trucks parked behind the Post office can create all kinds of problems.*

  Increase enforcement. We should also talk to the Post Office to limit the size of trucks that back in there. Create spots for 30-foot box/delivery trucks to park might be good that are well signed. **Downtown Camden Hotel Manager/employee**

- <u>Loss of safeguards associated with eliminating Zoning-required parking</u>. *I worry about new restaurants with no parking requirements. What will happen to abutting streets if no parking is required? What will happen if the Camden Parking Company want to build a restaurant on one of their parking lots with no parking required?*

  I wish the Camden Parking Company lots on Mechanic Street were not gated and more accessible to the public. Maybe we could put a deck over it.

STAKEHOLDER PARKING SURVEY RESULTS

Stakeholders were 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 a 10-rating being a very highly contributing factor and a 1-rating 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.

Contributing Factors to Parking Problems
Ranked from most important to least important.

Rank	Factor	Composite Score
1.	Free parking/lack of parking availability	6.5
2.	Commercial truck loading/unloading	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