**PRELIMINARY FINDINGS FOR DISCUSSION**

1. **Public vs. Private Parking Supply**: Of the approximately 1,500 on- and off-street parking spaces counted within the 5-minute walk zone downtown - 47% are public and 53% are private. 30% of the off-street parking spaces are public and 70% are private.
2. **Peak Hour of Parking Demand:** The peak parking hour for both the weekday and Saturday counted during the peak month of demand (July) was from 1 pm to 2 pm when overall parking utilization was 68.0% and 65.7%, respectively. The lowest demand hour on the weekday was from 7 to 8 pm (45.6%) and on Saturday from 9 to 10 am (44.3%).
3. **Overall Parking Supply & Demand**: The peak hourly/monthly rates provided above indicate that there is a sufficient supply of parking downtown to meet current demand. However, there are supply and demand imbalances between public vs. private and on- vs. off-street facilities.
4. **Overall On- vs. Off-Street Parking Use/Availability**: There was insufficient overall on-street parking availability on the weekday from 1 pm to 2 pm (92.6% use) and Saturday from 11 am to 2 pm (90.6% to 95.1% use). During these same time periods, the overall off-street parking supply never exceeded 60.2% use, which indicates that there is imbalanced use between the on- and off-street parking supply.
5. **Public Off-Street vs. Private Off-Street Parking Use/Availability**: Even though the overall off-street parking supply never exceeded 60.2% use, the public portion of the off-street supply exceeded effective capacity with occupancy rates over 90% for both the weekday and Saturday mid-day peak period. At the same time, the private portion of the off-street supply was significantly underutilized at 47.0% occupied during the mid-day weekday peak and only 38.4% occupied during the mid-day Saturday peak. There is imbalanced use between the public and private supply of off-street parking, which is likely due in part to long-standing off-street parking requirements (mandatory parking minimums) in the Town’s Zoning Ordinance and parking pricing imbalances.
6. **Long-Term Off-Street Public Parking Use/Availability:** With the exception of the 1 to 2 pm peak hour on both the weekday and Saturday counted, there was sufficient long-term off-street parking available in the Knowlton Street Lot. The Camden Public Safety Building Lot was essentially full or near full, from 9 am until 3 pm both days. The Knowlton Street Lot only reached effective capacity between 1 and 2 pm both days - however, it should be noted that 19 empty public parking spaces in the lot were “coned off” by the adjacent condo building. These spaces were counted as occupied since they were unavailable for public use. The current Skateboard Park lot leased by the Town represents a potential “land bank” for future surface parking should it be needed to support the downtown..
7. **There are no long-term public parking lots south of Knowlton Street/Main Street**: The Town’s three (3) large lots allowing all day parking downtown (Public Safety Bldg. Lot, Knowlton St. Lot & Library Lot) are all located north of Knowlton Street and Main Street. The other public lots (Washington St. Lot, Mechanic St. Lot and Public Landing Lot), which are located south of the long-term lots, are restricted to 2-hour parking. This is a contributing factor to the relatively high number of vehicles parked in excess of 2 hour posted time limits in the Public Landing Lot, and for that matter, on Bay View Avenue and Main Street. Nearly 1 in 3 parkers were observed parking in the Public Landing Lot over 2 hours and nearly 1 in 6 over 4 hours – many of whom are employees as reported by Camden parking enforcement staff. It is also a contributing factor to the number of long-term parkers on residential streets in the southern section of downtown (example: outer Chestnut Street).
8. **There does not appear to be any regulations prohibiting multi-day parking (storage) of vehicles in the long-term public parking lots**.
9. **The Camden Company parking lots are significantly underutilized**: Their lots located off Mechanic Street and Wood Street were under 50% used during peak hours.
10. **There are several large, privately-owned parking lots along entryways into the downtown that are significantly underutilized** **including**:
* First Congregational Church off Elm St. (84 spaces/peak-hour weekday use 34.5%)
* Bella Point Residential Care off Mechanic St. (60 spaces/peak hour weekday use 23.3%)
* Camden Company Parking Lot off Mechanic St. (112 spaces/peak hour weekday use 49.1%)
1. **There are several residential streets with underutilized, unregulated, all-day on-street parking located at the periphery of the 5-minute walk zone including**:
* Mountain Street – north of Megunticook Street
* Pearl Street – west of Free Street
* Union Street – south of Belmont Avenue
1. **On-street parking turnover and adherence to posted time limits are poor**: a limited license plate survey indicated that approximately 1 in 4 parkers on Bay View St and Main Street parked in excess of the posted 2-hour time limits. The Camden parking enforcement officer confirms that employee parking in the 2-hour zone on-street and in certain lots is prevalent. Inadequate turnover of prime retail parking spaces results in a loss of downtown business sales revenue and increased visitor dissatisfaction with the parking system.
2. **Parking enforcement staff coverage is insufficient given the geographic size of the 2-hour parking zone downtown**: Camden relies on one community service officer (CSO) dedicated to enforcing downtown parking regulations with sworn police officers also able to issue citations. Given the amount of vehicle “chalking” required to enforce the time regulated zones as well as the No Parking Zones, Loading Zones, handicapped spaces, etc., there should be at least two (2) dedicated full-time enforcement officers on daytime shifts during the summer seasonal period with consideration for a third part-time CSO deployed during the busy lunch-time period.
3. **Camden’s $10 first offense parking fine is well below the $30 to 35 overtime parking violation rate in New England**. Camden’s second offense parking fine ramps up to $30 and third to $40.
4. **Parking stall striping and regulatory signage downtown is excellent. Parking directional and lot signage is functional but can be improved.**  Parking stall striping is well marked. Parking regulations are consistently posted. Parking directional signage to off-street lots can be enhanced. Improved public parking lot entry signs as well as signage in the Knowlton Street Lot to better identify what is public vs. private is needed.
5. **There may be too many 15-minute spaces on Chestnut Street in front of the Post Office.** There were never more than four (4) cars observed using the eight (8) 15-minute spaces in front of the Post Office during all the Thursday and Saturday counts conducted. It may be prudent to convert one or two of these spaces to 2-hour spaces.
6. **The designated motorcycle spaces were very poorly used downtown**. With the exception of the Public Landing Lot, no motorcycles were observed parking in any of the on- or off-street motorcycle designated spaces.
7. **The commercial loading zones on Elm Street and Washington Street were very well used**. Numerous box trucks and tour buses were observed parking in the Elm Street loading zone. The short-term parking spaces on Washington Street between Elm Street and Mechanic Street were also very well used by delivery trucks. Overall, double parking by non-construction commercial vehicles was minimal.
8. **A coordinated, managed policy position and solution is needed for accommodating tour buses, RVs and day sailing trip parkers**.
9. **The lack of a managed parking solution at Laite Beach** is resulting in observed vehicles parking on the grass, blocking emergency access, and creating unnecessary pedestrian conflicts as well as (reported) extended stay RV parking.