



Final Report

Downtown Parking Study



October, 2012



Rich & Associates, Inc.
Parking Consultants - Planners
www.richassoc.com

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Appendix

Overview

This study, prepared for Biddeford, ME serves to examine the current parking conditions in the downtown area and prepare a parking study. Rich and Associates has examined the existing parking system from both a qualitative and quantitative standpoint. The parking study involves an inventory and review of the existing parking, how it is currently being used and potential future changes to the downtown area exclusive off the Mill District. A number of issues were examined including bicycle parking, enforcement operations, current parking demand, development scenarios, and future parking needs.

This study began with a field study, several stakeholder interviews and surveys. Data collected as background material was analyzed using methods that involve statistical analysis and survey feedback from user groups. The study drew on standards developed by the Institute of Transportation Engineers (ITE) and the Urban Land Institute (ULI), which were modified according to the survey results from Biddeford in order to suit the unique circumstances present in the study area.

Study Area

The study area, as determined by the City of Biddeford is illustrated in **Map 1**, located on **page 2**. Rich and Associates evaluated the parking conditions, parking supply and parking activity in the roughly 23 block study area. Areas outside of the study boundaries were examined for parking supply opportunities and potential impacts on parking.



PARKING STUDY FOR THE CITY OF BIDDEFORD

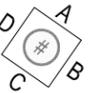
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LEGEND:

- # BLOCK NUMBER
- CBD STUDY AREA
- MILL 1 STUDY AREA
- MILL 2 STUDY AREA

BLOCK FACE KEY PLAN:



Sheet Title:

STUDY AREA

File No	1210
Scale	NTS
Date	10-05-2012
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MAP 1

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2

Parking Supply

Field work for this study entailed a review of the buildings and parking within the study area. **Table A** summarizes the existing parking supply in the study area. There are a total of 1,427 parking spaces in the study area. Of these spaces, 367 are on-street and 276 are off-street public spaces. There are 784 private off-street spaces.

Table B on **page 4** is a detailed parking supply listing types and durations of parking by block and is followed by **Map 2** on **page 5**, which is a spatial view of the parking supply. In cases where parking spaces were not marked, the number of parking spaces was estimated. For the purpose of the study any parking marked reserved or privately owned was designated as private parking. Parking that is available for use by the general public was designated as public parking.

Biddeford manages and controls 45 percent of the parking within the study area. Based on Rich and Associates' experience and best practices, we have found that to successfully manage municipal parking in small downtowns it is especially desirable for the municipality to have control of at least 50 percent of the parking supply. This allows the municipality to effectively manage the parking in terms of allocation, reaction to changing demand, market pricing, and allows the parking to be enforced with greater efficiency. Currently Biddeford is not meeting this benchmark.

Table A
Parking Supply Summary

On-Street Parking Totals	367 (26%)
Public Off-Street Parking Totals	<u>276</u> (19%)
Public Parking Totals	643 (45%)
Private Parking Totals	<u>784</u> (55%)
Total Parking in Study Area	1,427

Table B

Parking Supply																			TOTALS	
Block >	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23		
On-Street																				
Barrier Free			2			1		2		2	2									9
LZ		4											3							7
LZ 6am-noon, 2 hr noon-5pm								2												2
15 minute												3	7						1	11
30 minute																			6	6
1 hour						2														2
2 Hour		5	28	13		15			21	15	16	19	9			15			7	163
2 Hour Motorcycle			1								1	1								3
Unmarked	43	2	11	1	25	24	14	8	5					11	6				11	161
Reserved															2					2
Taxi			1																	1
																				367
Off-Street																				
<u>Public</u>																				
1 hr Parking						4														4
2 hr Parking										6		22			42					70
4 hr Parking															20					20
Long term parking																			43	43
Public Reserved						41							41	31	18					131
Barrier Free						2						2		2						6
Taxi															2					2
																				276
<u>Private</u>																				
Private/Reserved	36	40	187	22	37	65	14	28	8	44	30	15	48	92	34	17	27	23		767
Motorcycle																				0
Barrier Free	1	1	2			3	1	3		1				3	2					17
																				784
Summary	80	52	232	36	62	157	29	41	36	68	49	62	108	139	126	32	88	30		1,427

Source: Rich and Associates Fall 2011



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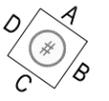
ON STREET PARKING

— BARRIER FREE
 — UNMARKED
 — 2 HR.
 — 1 HR.
 — 15 MIN.
 — 30 MIN.
 — MOTORCYCLE
 — RESERVED
 — TAXI
 — LOADING ZONE

OFF STREET PARKING

— PUBLIC
 — PRIVATE
 — BARRIER FREE
 T TAXI

BLOCK FACE KEY PLAN:



LOT A LONG TERM 85
 4 ♿
 Gooch St.

TRANSIT CENTER
 30 MIN. 3
 TAXI 2

LOT B SHORT TERM 59
 4 ♿

LOT C LONG TERM 54

BLOCK TOTALS
 370
 10 ♿
 6 MOTO

62
 2 ♿

Sheet Title:

PARKING SUPPLY

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MAP 2 5

Turnover and Occupancy Study

A turnover and occupancy study of the public and private parking within the study area was completed Thursday October 27, 2011 from 8:00 A.M. to 6:00 P.M. The turnover and occupancy study was an observation of both public and private on-street and off-street parking in the core downtown.

The number of parking spaces occupied was observed during each two-hour circuit. The turnover portion of the analysis, where license plate numbers were recorded, applied to short term (two hour) parking spaces to determine how long specific vehicles remained parked in the same on-street space. The turnover information also yields occupancy results for the parking area and therefore for each circuit a composite occupancy can be derived. Turnover is an indicator of how often a parking stall is being used by different vehicles throughout the course of the day.

Occupancy is an important aspect of parking because it helps us to understand the dynamic of how parking demand fluctuates thought the day. Likewise, the occupancy can be used to illustrate how parking demand is impacted by events in the downtown area. Overall, the occupancy data is used by Rich and Associates to calibrate the parking demand model. The results for the occupancy counts are separated by on-street vs. off-street and public vs. private parking.

Occupancy

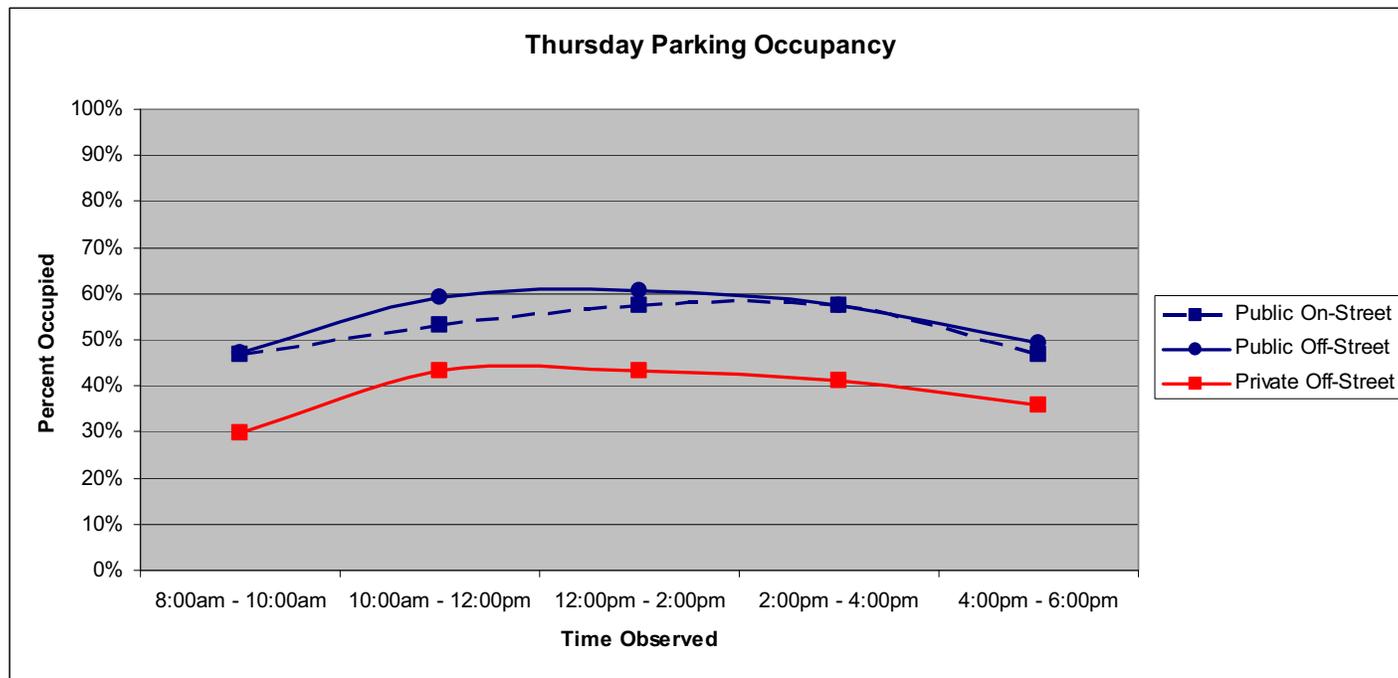
A summary of the occupancy results can be found in **Table C** and **Graph 1**. The full occupancy results are found in **Table E** on **page 9**, and are spatially represented on **Map 3** on **page 10**.

Table C

Occupancy

	# of Spaces observed	8:00am - 10:00am	% Occ.	10:00am - 12:00pm	% Occ.	12:00pm - 2:00pm	% Occ.	2:00pm - 4:00pm	% Occ.	4:00pm - 6:00pm	% Occ.
Public On-Street Totals	424	198	47%	226	53%	244	58%	244	58%	199	47%
Public Off-Street Totals	301	142	47%	178	59%	182	60%	173	57%	148	49%
Public Combined Totals	725	340	47%	404	56%	426	59%	417	58%	347	48%
Private Off-Street Totals	1257	376	30%	543	43%	543	43%	517	41%	450	36%
Overall Totals	1982	716	36%	947	48%	969	49%	934	47%	797	40%

Graph 1



The key findings of the occupancy counts are:

- The overall peak observed occupancy for all on and off-street parking in the study area was 49 percent and occurred between 12:00 P.M. and 2:00 P.M.
- Overall public on and off-street parking reached 59 percent occupancy during the 12:00 P.M. to 2:00 P.M. time frame.
- A point to consider regarding the parking supply and demand is that motorists in general perceive off-street spaces with occupancies greater than 85 percent to be at capacity, depending on the overall capacity of the parking area. The greater the capacity, the less this perception is valid. When 85 percent occupancy occurs, motorists will begin to re-circulate to seek other parking, adding to downtown traffic congestion and the driver’s perception that there is no parking available in the downtown.
- The 4:00 P.M. – 6:00 P.M. occupancy dropped down to 40 percent occupancy showing that there is currently not an evening parking problem.

Turnover

Table D below is the summary results of the turnover findings of the two hour on-street parking spaces. There were 502 vehicles observed parking in the two hour on-street parking spaces within the study area during the hours of 8:00 A.M. - 6:00 P.M. Eighty percent of the vehicles observed remained less than two hours. There were 60 vehicles (11 percent) parked from two to four hours in the same parking space, 13 vehicles (2 percent) that remained in the same parking space between four and eight hours and 20 vehicles (3 percent) that remained in the same space between eight and ten hours.

Overall, the turnover of vehicles parking on-street was high with 80 percent of the vehicles observed staying less than two hours in a parking space. The 36 vehicles observed staying between four and ten hours in the same parking space are most likely business owners or employees. The violation rate at two hour spaces was 20 percent. Typically, a violation rate of six to seven percent is acceptable.

The violations for the on-street parking area for customers and visitors to the study area had 60 violators that stayed between two and four hours, and then 36 that stayed four to ten hours. The main concern should be the parkers that are parking in excess of four hours on-street as these are most likely employees who are taking up prime customer parking spaces. It is important to encourage employees of the downtown to park in appropriate places.

Table D

Turnover Summary

Parking Turnover Summary (by type)	On-Street 2 Hour or less Parking
Vehicles that remained less than 2 hours	406 (80.8%)
Vehicles that remained between 2 and 4 hours	60 (11.9%)
Vehicles that remained between 4 and 6 hours	13 (2.5%)
Vehicles that remained between 6 and 8 hours	20 (3.9)%
Vehicles that remained between 8 and 10 hours	3 (less than 1%)
Total number of vehicles analyzed (8:00 A.M. - 6:00 P.M.) in 2 hour stalls	502
Total number of 2 hour stalls analyzed	300

Source: Rich and Associates Field Observations, Thursday October 27, 2011

Table E
Occupancy Thursday October 27, 2011

Block/ Face	Description	# of Spaces observed	8:00am - 10:00am	% Occ.	10:00am - 12:00pm	% Occ.	12:00pm - 2:00pm	% Occ.	2:00pm - 4:00pm	% Occ.	4:00pm - 6:00pm	% Occ.
	Transit Center Taxi	2	1	50%	0	0%	0	0%	0	0%	0	0%
	Transit Center 30 Minute	3	0	0%	0	0%	0	0%	1	33%	1	33%
	Transit Center Lot A	89	8	9%	11	12%	10	11%	10	11%	9	10%
	Transit Center Lot B 2 hour	59	13	22%	20	34%	21	36%	25	42%	30	51%
	Transit Center Lot B HC spaces	4	0	0%	0	0%	0	0%	1	25%	0	0%
	Transit Center Lot C	54	13	24%	11	20%	12	22%	9	17%	14	26%
	The River Gate Customer	29	9	31%	24	83%	22	76%	20	69%	16	55%
	Island Terrace Condos	113	50	44%	40	35%	32	28%	24	21%	32	28%
	Island Pointe	246	27	11%	90	37%	116	47%	103	42%	84	34%
1	Private along Plant	25	14	56%	15	60%	15	60%	15	60%	19	76%
1C	2hr on-street	25	0	0%	0	0%	1	4%	1	4%	3	12%
5C	Private	6	2	33%	2	33%	3	50%	3	50%	4	67%
5C	2 hr on-street	6	2	33%	3	50%	3	50%	6	100%	4	67%
5D	on-street unmarked	25	13	52%	15	60%	20	80%	18	72%	14	56%
6	Head Start	7	1	14%	7	100%	5	71%	3	43%	0	0%
6	Private lot's combined	11	4	36%	2	18%	1	9%	2	18%	2	18%
6	Pearl Street Building	9	2	22%	3	33%	3	33%	4	44%	4	44%
6	Private lower lot	17	3	18%	3	18%	7	41%	2	12%	7	41%
6A	on-street unmarked	14	0	0%	0	0%	0	0%	0	0%	11	79%
6B	on-street unmarked	17	8	47%	10	59%	16	94%	10	59%	0	0%
6D	on-street unmarked	10	10	100%	11	110%	9	90%	6	60%	4	40%
7	Gravel corner lot	10	1	10%	1	10%	1	10%	2	20%	1	10%
7	on-street unmarked	2	0	0%	0	0%	2	100%	0	0%	0	0%
7	F.W. Web	4	3	75%	2	50%	0	0%	0	0%	0	0%
7	Car Quest	6	3	50%	2	33%	2	33%	1	17%	1	17%
7	Car Quest corner lot	8	5	63%	6	75%	7	88%	3	38%	3	38%
7D	2 hr on-street	5	0	0%	0	0%	2	40%	0	0%	1	20%
8	Library lot	15	4	27%	9	60%	11	73%	11	73%	10	67%
8	Private residential	6	0	0%	0	0%	1	17%	2	33%	1	17%
8	Chinese Wok-N-Roll	22	2	9%	4	18%	6	27%	5	23%	9	41%
8	Trans Market	9	3	33%	6	67%	6	67%	5	56%	5	56%
8	Residential	7	5	71%	5	71%	5	71%	4	57%	4	57%
8	Private lot	40	23	58%	25	63%	20	50%	20	50%	17	43%
8	Biddeford Savings	58	17	29%	38	66%	34	59%	37	64%	26	45%
8	lower lot Biddeford savings	6	5	83%	4	67%	4	67%	5	83%	3	50%
8	Alley	3	2	67%	1	33%	1	33%	2	67%	1	33%
8	Bank of America	15	6	40%	8	53%	9	60%	7	47%	3	20%
8A	on-street unmarked	4	3	75%	1	25%	3	75%	1	25%	1	25%
8B	on-street unmarked	7	7	100%	9	129%	8	114%	10	143%	4	57%
8C	2 hr on-street + Taxi space	4	0	0%	3	75%	2	50%	2	50%	2	50%
8D	2 hr on-street	24	14	58%	25	104%	21	88%	20	83%	20	83%
9	private lot	20	7	35%	10	50%	5	25%	5	25%	6	30%
9A	2 hr on-street	13	8	62%	11	85%	5	38%	11	85%	8	62%
9C	on-street unmarked	21	8	38%	9	43%	8	38%	12	57%	10	48%
10A	on-street unmarked	21	11	52%	11	52%	10	48%	10	48%	9	43%
11	Dupe Lewis	4	0	0%	2	50%	3	75%	1	25%	1	25%
11	Residential	2	0	0%	1	50%	1	50%	1	50%	1	50%
11	1 hr City Hall	9	4	44%	5	56%	3	33%	4	44%	5	56%
11	City Hall lot reserved + permit	38	28	74%	31	82%	28	74%	29	76%	23	61%
11	private lot	27	21	78%	26	96%	23	85%	19	70%	13	48%
11A	2 hr on-street	16	5	31%	10	63%	9	56%	12	75%	8	50%
11A	Biddeford Savings	29	6	21%	15	52%	8	28%	12	41%	6	21%
11C	on-street unmarked	9	9	100%	9	100%	9	100%	8	89%	3	33%
11C	private lot	10	5	50%	9	90%	5	50%	3	30%	1	10%
11C	1 hr on-street	2	1	50%	2	100%	0	0%	1	50%	0	0%
11D	on-street unmarked	15	10	67%	13	87%	11	73%	11	73%	10	67%
12	Peoples Bank	15	5	33%	6	40%	5	33%	6	40%	7	47%
12A	on-street unmarked	10	10	100%	9	90%	9	90%	9	90%	4	40%
12C	on-street unmarked	4	4	100%	4	100%	4	100%	3	75%	3	75%
13	Bangor Bank lot	8	2	25%	3	38%	3	38%	4	50%	0	0%
13	Court employee lot	15	14	93%	15	100%	16	107%	14	93%	6	40%
13	Butcher lot	8	0	0%	2	25%	1	13%	5	63%	1	13%
13/14B	2 hr on-street	11	4	36%	8	73%	8	73%	11	100%	4	36%
13/14D	on-street unmarked	15	14	93%	11	73%	14	93%	15	100%	4	27%
14A	2 hr on-street	10	4	40%	3	30%	5	50%	8	80%	3	30%
15	Bangor lot	9	8	89%	8	89%	8	89%	7	78%	4	44%
15	private lot	24	19	79%	23	96%	19	79%	22	92%	19	79%
15	private reserved	12	1	8%	2	17%	3	25%	2	17%	2	17%
15	2 hr along Palace Diner	6	1	17%	3	50%	1	17%	2	33%	0	0%
15A	2 hr on-street	7	1	14%	6	86%	4	57%	7	100%	5	71%
15D	2 hr on-street	9	5	56%	5	56%	5	56%	8	89%	5	56%
16	Private residential	25	8	32%	8	32%	10	40%	11	44%	12	48%
16	On-street private	5	2	40%	3	60%	4	80%	3	60%	4	80%
16D	2 hr on-street	19	9	47%	8	42%	14	74%	7	37%	13	68%
17	Public 2 hr lot	26	3	12%	12	46%	25	96%	20	77%	16	62%
17A	2 hr on-street	9	1	11%	2	22%	3	33%	3	33%	6	67%
17B	combined on-street	12	5	42%	6	50%	8	67%	2	17%	9	75%
17B	private lot	6	2	33%	4	67%	4	67%	5	83%	6	100%
17D	private lot	6	1	17%	2	33%	2	33%	3	50%	3	50%
18	Bangor Bank lot	38	28	74%	30	79%	27	71%	26	68%	13	34%
18	Court Parking	10	3	30%	7	70%	6	60%	8	80%	6	60%
18	Public lot	41	15	37%	26	63%	25	61%	26	63%	20	49%
18C	on-street 15 minute	7	0	0%	1	14%	3	43%	2	29%	1	14%
18D	2 hr on-street	9	4	44%	2	22%	4	44%	5	56%	2	22%
19	7-11	9	4	44%	2	22%	6	67%	3	33%	4	44%
19	Post Office Employee	15	2	13%	5	33%	4	27%	3	20%	2	13%
19	Post Office Customer	22	2	9%	8	36%	11	50%	11	50%	14	64%
19	Washington St. Lot	43	10	23%	10	23%	9	21%	9	21%	10	23%
19D	on-street unmarked	11	9	82%	0	0%	0	0%	0	0%	0	0%
20	Police Reserved spaces in lot	18	13	72%	13	72%	13	72%	11	61%	11	61%
20	Municipal 2 hr lot	42	31	74%	30	71%	33	79%	25	60%	24	57%
20	Municipal 4 hr lot	20	13	65%	18	90%	16	80%	16	80%	16	80%
20	Bank	36	1	3%	2	6%	6	17%	8	22%	3	8%
20B	on-street unmarked	6	5	83%	5	83%	5	83%	5	83%	4	67%
21	private lot	14	5	36%	6	43%	6	43%	6	43%	7	50%
21	private lot	3	3	100%	3	100%	3	100%	3	100%	2	67%
21C	2 hr on-street	6	4	67%	4	67%	4	67%	4	67%	2	33%
21D	3 hr on-street	9	2	22%	4	44%	1	11%	7	78%	6	67%
22	It's A Hair Thing lot	22	7	32%	14	64%	15	68%	14	64%	15	68%
22	Municipal lot	43	20	47%	21	49%	18	42%	20	47%	13	30%
22A	30/15 minute on-street	7	0	0%	0	0%	2	29%	1	14%	3	43%
22B	on-street unmarked	6	2	33%	1	17%	3	50%	2	33%	4	67%
22C	on-street unmarked	5	3	60%	1	20%	2	40%	1	20%	2	40%
23A	2 hr on-street	7	1	14%	1	14%	3	43%	2	29%	3	43%
	Totals	1982	716	36%	947	48%	969	49%	934	47%	797	40%



PARKING STUDY FOR THE CITY OF BIDDEFORD

BIDDEFORD, MAINE



LEGEND:

- # BLOCK NUMBER
- CBD STUDY AREA
- MILL 1 STUDY AREA
- MILL 2 STUDY AREA

PARKING OCCUPANCY

- 85% through 100%
- 75% through 84%
- 50% through 74%
- 0 through 49%

BLOCK FACE KEY PLAN:



Sheet Title:

TURNOVER OCCUPANCY

Thursday Oct. 27, 2011
12:00pm - 2:00pm

File No	1210
Scale	NTS
Date	10-05-2012
Checked By	AN



MAP Number:

MAP 3

Page Number:

10

Parking Demand Analysis

Projections were made to determine the current and future parking demands and the need for parking in the study area. The data collected and compiled by Rich and Associates to calculate the parking demand included:

- An inventory of the study area's on and off-street parking supplies.
- Turnover and occupancy study for public and private on and off-street parking areas.
- Block-by-block analysis of the square footage and land use of every building in the core study area. Biddeford staff provided the building inventory of the downtown.

The parking demand analysis of land use contains two levels of analyses to determine the number of spaces needed. First is a mathematical or hypothetical model of parking demand based on the building gross floor area. The mathematical model multiplies a parking demand generation ratio by the floor area of specific land uses to derive the number of spaces needed. The second method uses field observations to calibrate the mathematical model and help to establish projected parking spaces needed.

Future parking demand assumed a re-occupancy rate for vacant space in the study area; re-occupancy at a rate of 40 percent in five years and 80 percent in ten years. Calculating parking spaces required for the study area is based on an analysis of the number of spaces demanded and/or needed to serve the size and type of land uses present in the downtown and for future re-occupancy planned or proposed. Most parking requirements are based on the floor area of a particular development and the actual generation rate or parking ratio is tied to the land use type. In general, the ITE parking generation ratios are assumed to be higher than necessary in a downtown setting where shared use and linked trips help to address the peak parking needed for various uses at different times of the day.

Rich and Associates is recommending that consideration be given to using the ratios the firm developed for the Biddeford study found in **Table F** as a guideline for determining parking need for various development proposals. These ratios are designed around a peak daytime need. The parking demand that is calculated using these ratios is consistent with the observed parking occupancy from the study completed on Thursday, October 27, 2011.

Once a parking generation model is developed that illustrates the surpluses and deficits of parking numerically and graphically, we then compare the model with actual field observations, specifically the turnover and occupancy counts. The comparison serves as a test of the demand model and allows Rich and Associates staff to make further revisions or adjustments where necessary to ensure accuracy, as well as to fully understand the overall parking dynamic in the downtown area.

The assumptions used for the parking demand calculations are:

Assumption 1: It was assumed that parking demand per block was dependent on the gross floor area contained in the block. Parking demand computed for one block was not affected by the amount of gross floor area available on surrounding blocks. Therefore, a block with surplus parking supply is not used to offset shortfalls on adjacent blocks.

Assumption 2: The parking demand calculations were derived under the assumption that currently occupied properties would remain occupied at existing, or higher than existing levels into the future.

Assumption 3: Parking demand is not affected by parking availability, use, location and price.

The gross square footage of individual buildings was collected and then sorted by land use categories. The different land uses for each block are in general multiplied by a parking generation ratio of parking spaces required per 1,000 square feet. The resulting number of parking spaces demanded is deducted from the available supply on each block and a surplus or deficit for each block is then calculated. A summary of the parking demand is found in **Table F** on **page 14** and is represented spatially in the Surplus/Deficit **Map 4** on **page 15**.

The following are issues that are considered when developing the number of parking spaces needed:

- Building size, purpose and special use conditions,
- Socioeconomic characteristics of the downtown populations and visitors of the downtown.
- Alternative modes of transportation, which includes availability, use, attractiveness and policy impacts.
- Proportion of the downtown trips that are multiple-use or linked.
- Vehicle traffic.
- Cost of parking.

The parking generation ratios developed for each land use reflect the peak daytime and night conditions. In the current daytime situation there is an overall surplus of 200 parking spaces within the study area.

The five year projection (**Map 4.1 page 16**) assumes a re-occupancy of 40 percent and the ten year scenario assumes 80 percent re-occupancy of vacant space. The five year surplus is projected to reduce to 141 parking spaces and the ten year surplus is further reduced to 81 parking spaces. The future scenarios only include the re-occupancy of vacant space.

The Parking Demand Matrix used in this analysis will be provided to Biddeford to use as a tool in helping to determine the amount of parking needed for each new development. The table can be updated with any changes in use or square footage to keep up with current and future parking needs.

Conclusions that can be drawn from the parking demand analysis are:

1. The calculated surplus of 200 parking spaces in the current condition, represents a peak weekday. Based on this, we believe that there is sufficient parking in the study area today.
2. There are areas where the parking is tight and there are some shortages on blocks. This can be alleviated with allocation, signage and marketing changes to the parking system.
3. The parking demand for the City Theater is primarily at night and on weekends. Though there is high utilization of on-street parking during events, the City's off-street parking can provide ample parking supply for this land use.

Table F

Parking Demand Matrix																	
A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R
Block	Office	Retail	Mixed Use	Service	Restaurant/ Bar	Residential (per unit)	Library	Police Dept.	Community	Government	Warehouse	Vacant	Demand (current)	Parking Supply	Surplus/ Deficit (current)	Surplus/ Deficit (5 years)	Surplus/ Deficit (10 years)
Parking Generation Ratios	2.85	1.88	2.24	3.00	6.00	1.00	2.00	1.25	0.60	2.65	0.20	2.81					
6	0	0	0	0	6,300	0	0	0	0	0	6,150	0	39	80	41	41	41
7	0	1,652	0	0	0	0	0	0	0	0	28,164	0	9	52	43	43	43
8	33,937	15,683	2,770	0	1,607	0	16,000	0	0	0	0	1,956	174	232	58	56	54
9	4,712	0	17,434	0	0	16	0	0	0	0	0	7,757	68	36	-32	-41	-50
10	0	0	0	0	0	0	0	0	3,828	0	7,608	0	4	62	58	58	58
11	17,515	0	2,278	0	0	8	0	0	0	33,541	0	0	152	157	5	5	5
12	2,728	0	0	0	0	0	0	0	0	0	0	0	8	29	21	21	21
13	0	2,595	0	0	0	0	0	0	0	38,168	0	0	106	41	-65	-65	-65
14	2,680	868	1,029	1,598	7,162	50	0	0	0	0	0	859	109	36	-73	-74	-75
15	3,702	0	0	0	0	18	0	0	0	0	0	5,200	29	68	39	34	28
16	0	8,460	14,528	2,964	0	30	0	0	0	0	0	4,960	87	49	-38	-44	-49
17	6,370	18,575	3,965	2,200	6,452	61	0	0	0	0	0	22,080	168	62	-106	-131	-156
18	864	2,301	0	2,610	6,099	7	0	0	0	0	0	4,964	58	108	50	44	39
19	0	1,024	0	2,522	1,844	0	0	0	0	0	0	0	21	139	118	118	118
20	7,116	0	0	0	0	0	0	41,818	0	0	0	0	73	126	53	53	53
21	0	5,766	0	1,848	8,585	1	0	0	0	0	7,150	2,936	70	32	-38	-42	-45
22	0	0	1,879	1,275	4,322	3	0	0	0	0	10,320	1,897	39	88	49	47	45
23	0	7,109	0	0	0	0	0	0	0	0	0	0	13	30	17	17	17
	79,624	64,033	43,883	15,017	42,371	194	16,000	41,818	3,828	71,709	59,392	52,609	1,227	1,427	200	141	81
													(stalls)	(stalls)	(stalls)	(stalls)	(stalls)



PARKING STUDY FOR THE CITY OF BIDDEFORD

BIDDEFORD, MAINE

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 20877 Northwestern Hwy., Suite 208
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 Tel: 813.949.9860
RICH & ASSOCIATES www.RichAssoc.com

LEGEND:

- # BLOCK NUMBER
- CBD STUDY AREA
- MILL 1 STUDY AREA
- MILL 2 STUDY AREA

SURPLUS OF PARKING

+100

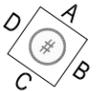
0 through 99

DEFICIT OF PARKING

-99 through -1

-100 +

BLOCK FACE KEY PLAN:



Sheet Title:

SURPLUS/DEFICIT (CURRENT)

File No	1210
Scale	NTS
Date	10-05-2012
Checked By	AN



MAP Number: Page Number:

MAP 4

15



PARKING STUDY FOR THE CITY OF BIDDEFORD

BIDDEFORD, MAINE

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RICH & ASSOCIATES www.RichAssoc.com

LEGEND:

- # BLOCK NUMBER
- CBD STUDY AREA
- MILL 1 STUDY AREA
- MILL 2 STUDY AREA

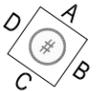
SURPLUS OF PARKING

- +100
- 0 through 99

DEFICIT OF PARKING

- 99 through -1
- 100 +

BLOCK FACE KEY PLAN:



Sheet Title:
SURPLUS/ DEFICIT (5 YEARS)

File No	1210	
Scale	NTS	
Date	10-05-2012	
Checked By	AN	
MAP Number:	MAP 4.1	Page Number: 16

Public Input

Surveys were employed for gaining input from the community. The surveys were available on the Biddeford web site and the Heart of Biddeford (HOB) web site. Additionally, the HOB sent out emails informing businesses on the parking study and requesting participation on the survey. There were three surveys developed; the first was a business operator survey, the second an employee survey and the third a parking user survey. The surveys collected are as follows:

On-Line Parking Survey Results:

- Business Operator: 13 Responded
- Employee: 72 Responded
- Parking User Survey: 74 Responded

The number of respondents to the employee and business operator survey was average. The number of parking user surveys turned in was a bit low, though all three surveys asked opinion questions on parking in the downtown. The surveys that were completed provided Rich and Associates with the parking users view of how the system works in the downtown.

The surveys included a series of questions pertaining to how individuals traveled downtown, where they parked, how many businesses they visited, and how long they stayed. These questions along with business specific questions on size of commercial area, number of employees, hours of operation and number of customers helped the team determine the average amount of parking each block in Biddeford needed.

Additional questions provided an opportunity for participants to offer an opinion on various aspects of the parking system. Questions ranged from fine amounts to overall parking adequacy. Some of the key responses to questions from the surveys are listed under Key responses. Results of the opinion based questions are found at the end of the report.

Key responses:

Business Operator

- 50 percent of employers do not have a policy encouraging/requiring their employees to reserve the most desirable spaces for customers/visitors.
- 23.1 percent disagree that customer parking is reasonable close to their businesses.

- 77 percent disagree that there is enough customer/visitor parking in the downtown, while 7.7 percent did not agree or disagree with the statement, and 15.4 percent responded that there is enough parking.

Employee

- 93.1 percent drive alone and park, 2.8 percent walk and 4.2 ride the bus, carpool or are dropped off.
- 70.9 percent stated that there is not enough downtown employee parking, though 76.3 percent agreed that parking was reasonably close to their place of work.
- 73.6 percent feel that there is not enough customer/visitor parking in the downtown.

Parking User

- 90.4 percent drive and park when visiting the downtown.
- 73 percent responded that they generally stay less than two hours when coming downtown.
- 46 percent responded that it is easy to find an on-street parking space in the downtown, though 53.3 percent responded that it was easy to locate a parking space in the downtown.

Parking Recommendations

The recommendations presented here are intended to enhance the existing supply of parking through operational, management, configuration, parking pricing and allocation changes. While aimed primarily at increasing the efficiency of the existing parking system, the recommendations are comprehensive enough to provide a holistic approach to improving parking in the downtown today and plan for future growth.

The recommendations in this section are a set of tools that Biddeford can use to manage the parking system. Biddeford will be given the demand matrix chart (**Table F**) to maintain and manage the parking surplus and deficit in the downtown. This chart can be updated with new development, re-occupancy of vacant space and changes to the parking inventory. The chart allows Biddeford to understand the impacts of potential development and allocate parking and durations to meet the parking needs in the downtown.

A parking system is not just about parking vehicles, it also involves the walkability of a downtown, signage, parking enforcement, lighting as well as marketing parking to owners, employees and customers. The utilization of lots can depend on any or all of these factors, as well as the overall condition of a lot. Fundamentally, these issues can impact a parking system and therefore downtown economics in general.

To create a more effective parking system, a number the recommendations contained in this section need to be implemented such as pedestrian improvements, signage, marketing and lighting. All recommendations contained within this section will aid Biddeford in creating an efficient parking system whether recommendations are used individually or as a package of system wide improvements. With a system approach Biddeford will be best prepared to address most parking related issues and handle current and future development. Some of these recommendations can be implemented with little or no cost to the City, while others will take significant budgeting and time to complete.

Rich and Associates conducted a conditions audit of the public lots and some of the private lots in the downtown. Table G on the following page details the findings of the audit. The following recommendations will address the issues found in the lots.

TABLE G

Parking Lot Overview

City: Biddeford, ME

Date 10/25/2012

Lot Name or #	Lighting	Striping	Surface Type and Conditions	Signage	Pedestrian Pathways	Comments
Block 14 City Lot	Could use some additional lighting	OK	Some cracking	Parking and shop sign only, does not list hours and lot is not named	Ok, no clear walkways	N/A
Cit Hall Lot	Could use additional lighting	OK	OK	Confusing signage	No	CCT Camera
Washington Street Lot	Could use additional lighting	Needs to be restriped	No guardrails	Confusing signage	Good pedestrian access	N/A
Post Office Lot	Needs lighting	Needs to be restriped	Needs work	OK	OK	Move fence
Court Lot	OK	OK	Needs some repair to asphalt	No lot name and signage is confusing	Sidewalk is not flat and difficult to maneuver.	N/A
Police Lot	Not enough lighting	OK	Repair work is needed	Lot is not named, no signs at the entrance	No	CCT Camera
Block 17 2 hour parking	No lighting	OK	OK	Needs directional signs	No	N/A
Lot behind Palace Diner	Could use additional lighting	OK	Repair work is needed	Confusing signage	OK	N/A
Oceans Community Savings and Federal	OK	OK	OK	OK	OK	High wall around lot and connections surrounding streets are not good
Switching lot	No lighting	Needs to be restriped	Needs some repair to asphalt	Would need additional signs if worked out agreement for public parking	No	close to main street

1. Pedestrian Enhancements

Pedestrian movement is an important aspect of parking. It is extremely difficult to get people to park beyond the front door of their destination if there are any concerns regarding safety or the walking experience is not pleasant. Lighting and landscaping can greatly change a perception of safety in lots and along sidewalks.

- A. Create clear pedestrian paths in the current municipal parking lots and make sure that the pedestrian paths to the downtown are well lighted and the sidewalks are in good repair and barrier free.
- B. Add pedestrian wayfinding to the downtown. **See Recommendation 4.**

Responsibility: Biddeford

Cost: To be determined.

2. Lighting:

Lighting is an issue in some of the public parking lots, see **Table G**. There are public parking lots that do not have any lighting. Pedestrian movement is an important aspect of parking. Lighting can greatly change a perception of safety in lots and along sidewalks. With the increased night activity it is extremely important to add lighting to many of the City owned lots.

- A. Table H lists the lighting conditions in the lots. Install lighting in the lots that currently do not have enough lighting.
- B. Hire a lighting consultant to conduct a lighting study in the public lots and the core downtown area to bring the lighting up to acceptable levels. The parking lots and the pedestrian walkways need to be well lighted to encourage the use of off-street parking.

Responsibility: Biddeford

Cost: Lighting Analysis \$5,000 - \$12,000

Table H

Lot Name or #	Lighting
Block 14 City Lot	Could use additional lighting
Cit Hall Lot	Could use additional lighting
Washington Street Lot	Could use additional lighting
Post Office Lot	Needs lighting
Court Lot	OK
Police Lot	Needs lighting
Block 17 2 hour parking	No lighting
Lot behind Palace Diner	Needs lighting
Oceans Community Savings and Federal	OK
Switching lot	No lighting

3. Add Bicycle Racks to the Downtown and Encourage Bicycle Ridership:

Having a safe and secure place to store a bicycle is paramount to successfully promoting the use of bicycles for downtown employees and customers/visitors who would otherwise commute using a motor vehicle. Lockers and shelters will also benefit employees of the downtown providing a secure place to store a bicycle out of inclement weather.

If the City currently does not have a bicycle committee (pedestrian/bicycle), consider creating one to further the pedestrian friendliness of the downtown. A Complete Streets ordinance can help obtain a more pedestrian friendly downtown and focuses on all forms of transportation that making roadways assessable to all users.

- A. To encourage bicycle ridership add additional bicycle racks throughout the downtown and follow the guidelines below for selecting any new bicycle racks.

Guidelines on Bicycle Racks (*Bicycle Parking Guidelines, first edition 2002*):

- Racks should allow bike frame to make contact at two points.
- Should allow for more than one bike per rack.
- Needs to allow for popular “U” shape lock.
- Racks should be placed where they will not impede upon pedestrian traffic, though need to be readily identifiable.
- Should be clearly signed with a bicycle parking sign.



Example of a recommended bicycle rack



Example of bicycle lockers



Example of a bicycle shelter from the City of New York

- B. Create a marketing program to promote bicycle use as an alternative to driving.
1. Develop a brochure that markets bicycle ridership in the Biddeford area. Include a bicycle rack locations map with a picture of the current bike racks. Include a map

- detailing any bicycle routes that connect to the downtown. If there are not any current bicycle routes connecting to the downtown create a task force to develop a route.
2. Host a special event to promote bicycle ridership in a City wide effort to use alternative modes of transportation. As the program grows and bicycle ridership increases this will in turn cut down on the number of parking spaces needed downtown.

Marketing Bicycle Ridership

- Federal law provides tax incentives to bike to work which are explained by The League of American Cyclists, http://www.kingcounty.gov/transportation/CommuteSolutions/EmployerTaxBenefits/IR_SCommuteBenefits.aspx
 - There are several communities throughout the U.S. that participate in National "Ride Your Bike to Work Day/Month" in May. Information can be found through the League of American Bicyclists www.bikeleague.org.
 - Source of possible grant funding through Bikes Belong Coalition, <http://bikesbelong.org>
 - Pedestrian and Bicycling Information center is a helpful link that offers advice on funding and marketing bicycling in downtowns. <http://www.bicyclinginfo.org>
"Communities that are bicycle-friendly are seen as places with a high quality of life. This often translates into increased property values, business growth and increased tourism. Bicycle-friendly communities are places where people feel safe and comfortable riding their bikes for fun, fitness, and transportation. With more people bicycling, communities experience reduced traffic demands, improved air quality and greater physical fitness"
www.bicyclefriendlycommunity.org
- C. Create a Pedestrian/Bicycling committee to create a more pedestrian friendly downtown. Consider adapting a Complete Streets Ordinance to make the downtown assessable to all users. *Complete Streets: Best Policy and Ordinance Practices:* <http://www.completestreets.org>
- Responsibility: Biddeford
- Cost: Bicycle racks \$150-300 per rack, lockers \$2,500-5,000 per locker and \$3,000-10,000 per shelter. Marketing is covered under Recommendation 5.

4. Signage:

Signage recommendations cover not only parking signs but also wayfinding signs once a driver and passengers make the switch from a driving to a pedestrian mode. In general, there are issues with signage in Biddeford.

The City parking lots are not named and are difficult to identify as public parking areas. This lack of identification creates issues with marketing and wayfinding. The introduction signs should also indicate what lots are paid parking and how to pay (permit or hourly parking).

- All on-street parking in the core downtown should be signed two hour, 15/30 min or loading zone.
- Two Pedestrian kiosks in the downtown would help customers and visitors find their way to and from the public parking areas.



There are too many signs on this post.



This directional sign should be replaced with an introduction signs letting parkers know the hours of operation and who can park in the lot.



Directional signs should be consistent in color and design.



There are several colors and styles in the parking signs. These signs should be consistent in design, color and text size.

Best Practice Sign Types Include

Rich and Associates has established a best practice for vehicle and pedestrian wayfinding signage. These best practices have been developed looking at successful signage in other communities and with signage programs that we have developed.

As a best practice the following four types of parking signs that increases drivers' wayfinding experience are strongly recommended. Communities often miss the important role that signs play in making visitors comfortable with their surroundings and the effect that signs can have on vehicle travel and parking use efficiency. Additionally, there needs to be pedestrian wayfinding signs to deal with the driver/passenger transition from vehicle to pedestrian modes. It should be noted that sign color, size design and placement may be impacted by local, county or State highway department's regulations.

**Directional/
Location:**

Directional-parking signage is distinct in color, size and logo and directs drivers to off-street parking areas. Parking location signage complements the directional parking signage. The signs have arrows pointing to the off-street lots. The signs are mounted on poles at standard heights, on the streets.



Identification:

Identification signage is placed at the entry of each parking lot. The name of the parking area is identified and the type of parking available as well as hours of enforcement and the hours of lot operation is listed on the signage. The identification signage is distinctive in color and size, and it is located on a pole at a lower height.



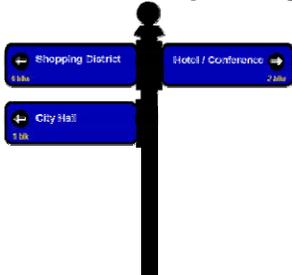
Vehicular Wayfinding:

Vehicular wayfinding signs are placed at the points in the downtown to lead to places of interest and parking locations. The sign also points out the various landmarks or attractions that can be found. These types of signs are placed at locations easily found by a



driver and are intended to help that driver orient themselves to the downtown area.

Pedestrian Wayfinding:



Pedestrian wayfinding signs or kiosks are placed at the points of pedestrian entry/exit to parking lots and structures. Typically a map illustrating the downtown area that points out the various shops or attractions. These types of signs are placed at locations easily found by a pedestrian and are intended to help that person orient themselves to the downtown area to locate their destination and then be able to return to where they parked.



Quality signs for parking and wayfinding have the following elements incorporated into their design:

- Use of common logos and colors.
- Use of reflective, durable material.
- All four types used in conjunction to guide motorist and pedestrian activity.

Fundamentals for sign placement:

- Placement at or near eye level.
- All entrances to the downtown need to have wayfinding signage.
- All parking areas need to have identification signage.
- All routes through the downtown need to have directional and location signage oriented on the same side a vehicle is traveling.
- All pedestrian routes to and from major customer/visitor parking areas need to have wayfinding signs.
 - The identification signs located at parking areas need to convey parking rates, hours of operation, and maximum durations.

Recommendations for Signage

- A. A family of signs needs to be developed for the direction/location, identification and vehicle wayfinding. The color, logo (if used) font type etc need to be consistent and follow best practice as presented in the section.

- B. There should be more directional/location signs in the downtown, especially signs that lead drivers from the main streets to the public parking lots. These signs should identify customer/visitor parking.
- C. Name all of the parking lots and use identification signs that let a customer/visitor of the downtown know what lots are public, the allowed parking durations and hours of operation. Naming the lots based on street location is preferable.
- D. Install pedestrian wayfinding in the downtown. Pedestrian wayfinding is critical once a person has parked and transitions to walking. Directing pedestrians to key destinations and then back to where they parked are important elements in tourist/customer/visitor oriented downtowns. Pedestrian wayfinding will work hand in hand with the marketing discussed in these recommendations.
- E. Install at least two kiosks to the downtown with a map, business listings and parking locations. Kiosks are helpful in directing visitors/customers throughout downtown.
- F. All signs should be at a height where the sign cannot be blocked by a parked vehicle in both on-street and off-street parking areas.
- G. The two hour on-street parking signs should be spaced at approximately every 100ft – 120ft.

The information that is provided in this recommendation is to show how each of the sign types work together providing a comprehensive wayfinding system. It is recommended that the City use a firm that specializes in sign design to prepare the signs. Once this is completed, assistance may be required in sign placement.

Responsibility: Biddeford

Cost: \$40,000-\$220,000 includes on-street, pedestrian wayfinding and vehicular wayfinding.

5. Marketing:

Marketing is an important and often overlooked component to a successful parking system. Marketing initiatives should be directed towards downtown employers, employees and customers/visitors. Materials can include direct mailings, brochures, maps, kiosks, on-line web pages or articles in magazines, newspapers, etc.

Information contained in the marketing material should include parking locations, up-coming changes, regulations, fine payment options and any other information relating to the parking system. An individual's perception of Biddeford is greatly enhanced if they know ahead of time where parking is located and what the durations are.

The City currently does not have a parking map located on the web site, though the Heart of Biddeford does. The City should work together with Heart of Biddeford to create a unified strategy of marketing efforts for both web pages.

Recommendations

- A. The City should modify the web site to have a tab on the main page for Parking.
- B. Once on the parking web site, information should be included that lists the hours and days of enforcement, parking regulations and where to pay a ticket if one is received. There should also be language about promoting the "park once" concept where if someone is coming downtown for more than one purpose, they should look to off-street parking areas so all errands can be done without moving a vehicle. This information should be the same on both the City and Believe in Biddeford web pages. The City of Biddeford should be included in the marketing efforts as well.
- C. Businesses should be encouraged to have a link to the City's web site and parking page. This allows customers and visitors to click the link and go directly to the parking page and find where they can park.
- D. Create a downtown marketing flyer that lists the downtown businesses included with a map of parking in the downtown. This can be used as a tool to market both the downtown businesses and the parking system.
 1. It is helpful to promote the free parking in the downtown as well as the locations of long term lots for customers and visitors who plan to spend an entire day downtown.
 2. This flyer could be placed on information kiosks, handed out by downtown businesses, parking enforcement staff and be available on the City website along with any downtown organization websites.

- E. Specific marketing initiatives can be aimed at local employers and employees that inform them of the importance of keeping on-street parking available for customers and visitors. An incentive program could also be used such as a drawing once a month for those employees that are participating in the program and park in the appropriate parking areas.

Responsibility: Biddeford

Cost: \$2,500 for flyers and up to \$4,500 for web site design with \$1,000 annually for ongoing maintenance.

6. Special Events Parking Plan

The need for adequate and quality event parking will enhance visitors' overall downtown experience. The City can also promote the parking areas as car-pooling resources.

- A. Rich and Associates recommend that a plan be developed for parking during special events. For the smaller events an event management plan should include a remote lot location (public school, church, City or county owned lot) and if necessary an agreement with the lot owner, as well as some form of shuttle service possibly arranged with the local transit service, or schools.

The group sponsoring the event need to meet discussing parking for the event, street closures and have a list of remote parking that may be available. There are many private parking areas within and near the downtown that can and are used for events and this should be formalized. This would allow event organizers to have in advance potential private parking areas that may be available.

1. Temporary signs should be designed to direct traffic to the location of the lot and signs should also be developed to direct pedestrians to the event and back to the parking areas. These signs can be generic based on private parking areas that have agreed to be a part of the system.
2. A marketing plan should be developed to spread the word to the community before the special event. These measures will help alleviate traffic directly around the special event.
3. A special events parking map should be created to be used in any of the promotional information for the events.

Responsibility: Biddeford

Cost: To be determined.

7. Discourage the Development of Any New Private Parking Lots in the Downtown:

A parking system works best when the parking is shared and the Municipality is in control of 50 percent or more of the available parking in the downtown. This is important because it allows shared use parking. The City can then manage, regulate and enforce the parking more efficiently, keeping these costs down and benefiting the downtown economically.

Biddeford falls short of this recommendation owning only 45 percent of the parking. This number includes reserved parking that is owned by the City which is not available for shared use, thus dropping the percentage of available shared use parking even further. When parking spaces are not shared they often go unused for the majority of the day.

- A. In general, Rich and Associates recommends minimizing surface lots and large breaks between buildings to promote walking in the downtown. Surface lots should be located behind buildings or on blocks where the Municipality is not trying to create density. People tend to walk further without complaints if the walk is pleasant, enjoyable and engaging. Landscaping, murals, art and decorated store windows tend to create an experience worth walking. Parking areas are important, though large parking lots without landscaping can be viewed as unsightly, unsafe and discourage pedestrian activity.
- B. The City should work with private parking owners to allow for public shared use of private parking where possible. The lots should be well signed with who can park in the lots and the hours available. This is detailed in **Recommendation 8**.
- C. Biddeford should entertain any proposals for a privately developed parking structure especially if there is the possibility for a joint venture with the private entity to provide additional publicly available parking.

Responsibility: Biddeford

Cost: To be determined

8. Parking Duration/Allocation

Parking efficiency is maximized through simplicity. Long-term parking takes place in lots and short-term parking is located on the streets near the business where it is needed the most for customers and visitors. There are several different durations for on-street parking.

Customer/Visitor parking should remain close and convenient, while employee parking should remain toward the back of lots. It is expected that employees will walk farther; typically 600-800 feet while a customer/visitor to the downtown will typically only walk 300-500 feet to run an errand when the intent is not to shop around. This is why it is important

to educate employees to park in the appropriate spaces, leaving on-street parking as well as parking that is near businesses for customers.

On-Street Parking:

- A. Two hour parking should be the dominant duration for on-street parking as it suits the needs of the majority of customers and visitors. Individuals requiring more than two hours for parking should be directed to off-street parking areas as identified in our recommendations.
- B. Fifteen minute to thirty minute parking should be located on-street for use as customer loading and unloading spaces or very short-term parking. These parking spaces should be situated as either the first or last space on a block face where needed. When there are long blocks it is sometimes necessary to place the fifteen to thirty minute parking spaces in the middle of a block face. The short term spaces should be decided upon, either fifteen minute or thirty minute parking, currently there are two durations for short term parking in the downtown.
- C. Duration Changes:
 - i. Block 19 on Bacon Street should be two hour parking, currently unmarked.
 - ii. Blocks 12, 13, and 14 on Adams Street should all be two hour parking, currently unmarked.
 - iii. Block 22 on Emery Street, the first three spaces should be two hour parking, currently unmarked.
- D. In areas where there is little or no demand for customer-visitor parking, long term on-street parking can be used to add to the overall long-term parking supply. Long term on-street parking is appropriate in areas that are farther away from the core shopping district. An example of this is the on-street spaces on Washington Street (Block 19) which are currently unsigned. Adding and maintaining all on-street stall striping will indicate that spaces are useable for public parking.

Off-Street Parking:

- A. There are opportunities where the City could work with the private sector to create shared use parking areas. The City could offer to maintain and enforce the lots in order to use the parking areas.
 - 1. The City could work with the bank on the corner of Main Street and Jefferson to bring this lot into the public parking fold. This lot is underutilized and currently allows public parking at a price. The lot is not well signed so it is difficult to tell that anyone can park in this lot.

2. The City lot on Block 19 at the corner of Washington Street and Jefferson is underutilized and should be marketed for Court parking (both juror and employee). This is only 1 ½ blocks from the court and many court employees are parking on street around Block 12. The City could also work with the Post Office to obtain part of the employee parking that is underutilized at the Post Office.
3. The lot at the corner of Center Street and Kossuth Street belonging to the switching station remains unused. The City could work to try and create a public/private partnership to allow this lot to be used for public parking. The lot would need to be resurfaced, lighted and signed. This would be a good downtown employee parking lot.
4. The lot for the Court House could become public parking after 4:00 P.M. This would allow additional public parking in the downtown core for restaurant and evening use. Signs would need to be installed clearly defining when the lot is available for public parking.

Responsibility: Biddeford

Cost: Minimal

9. Stripe all On-Street Parking Spaces:

Striping the on-street parking spaces will help customers from being blocked in due to vehicles parking too close and parking more vehicles than should be allowed on a block face. Also, striping and maintaining the striping will give the parker an indication that on-street parking is allowed. This is important where there is unrestricted and unsigned on-street parking.

- A. It is recommended that Biddeford stripe all of the on-street parking spaces to make enforcement more efficient as well as making it easier for customer/visitors to park without taking more than one space.

Responsibility: Biddeford

Cost: Approximately \$15 - \$30 per space with approximately \$9,000 every 2-3 years in maintenance.

10. Create a Sinking Fund for Maintenance and Upgrades to Parking Lots:

- A. Create a sinking fund for maintenance and upgrades to City lots and begin to put aside \$25.00 per parking space per year. Based on 643 City owned parking spaces the set aside would be \$16,075 annually. This fund will be used for updates and repairs needed in the public lots.

Responsibility: Biddeford

Cost: \$16,075 annually.

11. Parking Enforcement:

Parking enforcement is an important component of a parking system that is designating on-street parking for customers and visitors. By differentiating the time limits of parking between off and on-street parking, we are helping to ensure that customers and visitors always have adequate and convenient parking. However, it is necessary to enforce the parking time limits in order for the allocation to work.

- A. Currently Biddeford has one Parking Enforcement Officer and this is working well. As Biddeford grows and additional parking is added in the downtown it is important that the staffing level remain adequate to cover the recommended 600-800 parking spaces per day. Without consistency it will be difficult to change the parker's behaviors and keep employees from parking on-street.

Guidelines on efficient and effective parking enforcement include:

- Routing of officers so that a complete circuit is followed every two hours in the downtown area.
- Officers should use handheld parking ticket writers that track license plate numbers.
- Every parking space, whether occupied or not, is then entered into the handheld.
- Staffing should be at a level adequate to assign one officer to monitor up to 600 - 800 parking spaces per shift.
- Parking enforcement officers should be dedicated to parking duties, only being re-assigned during emergencies or special circumstances that may arise.
- Street signs should indicate that parking is enforced from 9:00 A.M. - 6:00 P.M.

Responsibility: Biddeford/Police

Cost: When additional POE is necessary, approximately \$35,000 annually.

12. Handheld Technology for Enforcement:

Biddeford is currently using handheld ticket writers to enforce parking. The handheld units increase efficiency by storing the license plate numbers of vehicles, thus negating the need to physically chalk tires. This allows enforcement to occur during inclement weather, whereas marking tires with chalk cannot be done in the rain or snow because the chalk gets washed away and does not mark well on a wet tire.

Handhelds would allow the use of a courtesy ticket and the use of graduated fines. The software can identify multiple infractions within a given time period and issue a ticket accordingly. The handheld software can assist in tracking fine payment.

Handheld units can also store a "hot list" with information such as stolen vehicles, warrants, previous offenders, and unpaid tickets. When a license plate gets put into the handheld, the plate is run through a database. If it is an offender the handheld responds with the appropriate information. If a vehicle needs to be booted or towed because of multiple unpaid tickets, the information will come up on the screen of the handheld. This helps make the entire parking system more efficient and enforcement more effective.

The use of handheld units is a best practice recommended by Rich and Associates.

Responsibility: Biddeford/Police

Cost: N/A

13. Parking Tickets/Courtesy Tickets:

Parking tickets or fines need to aid in collection, provide the community with a customer friendly atmosphere and discourage improper parking. Among the best practices ticket strategies are the use of graded fines and courtesy tickets.

Graded fines are fines for improper parking practices where the amount of the fine can be adjusted to penalize repeat offenders with a larger fine than an occasional offender. The goals of the graduated fine system are to discourage parking infractions and to aid in ticket collection before the tickets ends up going into the court system.

The courtesy ticket concept applies to first time parking offenders. The ticket is essentially a written warning or notice that the individual has parked beyond the posted time limit. Courtesy tickets only apply to overtime parking, infractions such as illegally parking at fire hydrants and in handicap stalls remain a standard fine.

The courtesy ticket is usually written to thank the individual for visiting downtown Biddeford, indicate to them that they have parked improperly and then offers potential

parking locations that would better suit their needs. Then the courtesy ticket would go on to alert the parker to the fact that they were in violation and provide a map with alternatives for long term parking locations. Courtesy tickets are intended to allow leniency for customers and visitors to Biddeford. The tickets also work well with changes to the parking system that may temporarily confuse parkers.

A. Consider implementing graduated parking fine. This would require the City to establish a fine structure and implement ordinances to allow for graded fines.

A graded fine example for overtime parking:

- 1st ticket – Courtesy ticket, no financial penalty.
- 2nd ticket - \$35.00, reduced to \$15.00 if paid the same day.
- All subsequent increase to \$40.00, reduced to \$20.00 if paid the same day. The fine stays the same for individuals that pay their fines.
- Accumulation of 5 or more unpaid fines. Six or more tickets are set at \$60.00 each with no reductions.
- Illegal parking infractions (such as at a fire hydrant or in a handicap parking stall) remain the same.

B. Consider implementing a courtesy ticket for first time offenders.



An example of a map and explanation of graduated fines, attached to parking tickets (including courtesy tickets) in Fort Collins.

Responsibility: Biddeford/Police

Cost: Minimal for the graduated fine schedule. Cost of the courtesy ticket will be the loss of revenue for first ticket.

14. Charging for Parking:

Generally, cities that have parking systems that are self sufficient and build a parking structure rely upon revenue from several sources. This includes revenue from the existing parking structures and surface lots in the downtown, and revenue from on-street meters.

It is difficult if not impossible to build a parking structure in a downtown and have it self amortize without significant equity contributions such as grants, or reserve funds. This is why pooling other parking revenue sources such as other decks, lots and on-street parking is so important. Without parking meters, it is critical that on-street enforcement is consistent so that people who are staying longer are parking in off-street locations and that employees are not parking on-street.

Based on parking Best Practices it is generally agreed that on-street parking should be reserved for customers and visitors. In areas that have little commercial activity, the on-street spaces can have longer durations of stay allowed. There is a body of information that has been prepared by Donald Shoop from UCLA in "*The High Cost of Free Parking*" that suggests that all on-street parking should be metered. The rationale simply put is that on-street parking is the most sought after parking and therefore the most valuable parking. Therefore there should be a charge for parking that places a premium on this type of parking.

Further, it is suggested by Shoop that revenue from parking meters should be used to cover parking operating expenses and any net revenue go back into the downtown assessment area for things such as sidewalk cleaning, signs, lighting, banners etc. Parking revenue is then helping to pay for the upkeep of the downtown.

Best practice is to charge for on and off-street parking and that the parking be set up as an enterprise fund. Parking rates are generally set to generate sufficient revenue to fund operations and to set aside funds for capital improvements and capital repairs. Many communities also put parking fine revenue in the parking fund.

Hourly (or incremental) rates for the on-street parking are usually set higher than the off-street parking. This acknowledges that the on-street parking is the generally the most desirable parking, especially for visitors and customers. Existing technologies allow for the use of alternates to the single space meter head. This is discussed in **Recommendation 15** on the next page.

The city may be at a competitive disadvantage to charge for on-street and off-street parking at this time due to the City of Saco not charging for parking. The case can be

made however, to institute paid parking on-street as a way to finance parking improvements in the downtown.

- A. Based on the current conditions in Biddeford, Rich and Associates does recommend introducing on-street and off-street paid parking at this time.

15. On-Street Parking Meters

If the City were to go to parking meters on-street, there are several options to consider. Permits or meters could be used of off-street parking areas as well.

Single Head Meters per Space

The individual head parking meters do not allow the City to provide variable time and incremental parking rates based on time of day, day of week or season. This has several results;

- The City will not be able to allow variable stay parking on nights, weekends and events. The meters have a maximum time of two hours and to get more time someone needs to go back to the meter and feed it.
- The City will not be able to take advantage of varying the parking charges based on time of day, day of week or season. During peak times the City could charge more for parking to take advantage of peak demand and limited parking supply or conversely, price parking lower when demand is lower such as the summer.
- A parker is not able to use a credit card or value card to pay for parking. This makes carrying change necessary. Newer meters do allow credit cards, but these need to be solar or have expensive batteries.

In addition to these issues, the single head parking meters create issues for pedestrians on the sidewalks, especially where they are narrower. All of these issues have resulted in the recommendation to replace the individual meters with either a multi space meter or a pay and display machine.

Multi-Space or Pay and Display Meters

Multi-space and Pay and Display Meters allow for easier parking enforcement. The machines can work with handheld ticket writers. They can send reports to the handheld unit alerting the enforcement officer of who has and has not paid. This data can be sent wirelessly to the handheld unit.

- The city could use variable parking rates for special events or peak times.

- The meters allow for multiple forms of payment including credit card.
- Easy to collect funds.
- Available with solar units to charge batteries.

Responsibility: Biddeford

Cost: N/A

16. Funding Options for Operational Improvements and Additional Parking:

Unfortunately, there are no magic answers for the financing of a parking structure or any parking improvements. Where there is a parking system and a charge for on and off-street parking, revenues are generally used to specifically pay for parking operations and improvements. In general this requires the pooling of revenues from all parking areas and fines if possible.

- A. Biddeford should look for opportunities such as projects where a developer is going to build parking as part of their development (more than likely a parking structure) and then fund the construction of additional public parking as part of the development. This will spread some of the fixed costs over more spaces thus making the additional parking more economical.
 - 1. Cities have also used a combination of general fund, fee-in-lieu payments, TIF and special assessment districts to pay the debt service and operating expenses. In some communities the operating expenses are paid for by an assessment and the debt service from general fund and other sources. Today in general, there are few Federal or State grants for parking structures unless they are associated with a transit project.
- B. The City could attempt to privatize the development of a parking structure. In order to be competitive in terms of funding, the project would need to be done tax exempt and leased back to the City. It is not possible at this time to amortize and pay for the operating costs of a parking structure with revenues alone.

Responsibility: Biddeford

Cost: N/A

Appendix



Biddeford Business Operator Parking Survey

1. Business Operator Survey

1. Business Name

2. Business Address

*3. Type of business

Office Professional

Restaurant

Service

Retail

Medical Office

Public Use/Government

Other (please specify)

4. Business Hours

5. Primary sales or office space in square feet?

6. Storage space in square feet?

*7. Total space in square feet?

8. Number of owned parking spaces?

Biddeford Business Operator Parking Survey

9. Number of leased parking spaces (if applicable)?

10. Where do your employees typically park?

- Our own lot
- Public lot
- Private lot
- On-street

11. Do you have a policy that encourages/requires employees to reserve the most desirable parking for customers?

- Yes
- No

If so, please tell us about it. Do your employees adhere to the policy?

12. How do you generally come downtown?

- Drive and park
- Ride with friend or relative
- Bus
- Bicycle
- Dropped off
- Walk

13. Where do you typically park?

- | | |
|--------------------------------------|--------------------------------------|
| <input type="checkbox"/> Our own lot | <input type="checkbox"/> Private lot |
| <input type="checkbox"/> Public lot | <input type="checkbox"/> On-street |

*14. How many employees do you have?

Number of full time employees?

Number of part time employees?

Biddeford Business Operator Parking Survey

15. How many customers do you typically have in a day?

Summer (May-September)

Winter (October-April)

16. In your estimation, what percentage of your customers or visitors are people already downtown for another purpose?

- 0%
- 1-10%
- 11-25%
- 26-50%
- 51-75%
- 76-100%

17. How many businesses do you typically frequent when downtown?

- 0
- 1
- 2
- 3
- 4
- 5
- 6 or more

18. There are an adequate number of parking spaces for downtown employees.

strongly disagree disagree neither agree or disagree agree strongly agree

Choose one

19. There are an adequate number of parking spaces for downtown customers/visitors.

strongly disagree disagree neither agree or disagree agree strongly agree

Choose one

20. The parking downtown is reasonably close to my place of business for customers.

strongly disagree disagree neither agree or disagree agree strongly agree

Choose one

Biddeford Business Operator Parking Survey

21. Please feel free to make additional comments regarding parking:

Biddeford Business Operator Parking Survey



1. Business Name

	Response Count
	12
answered question	12
skipped question	1

2. Business Address

	Response Count
	13
answered question	13
skipped question	0

3. Type of business

		Response Percent	Response Count
Office Professional		61.5%	8
Restaurant		0.0%	0
Service		0.0%	0
Retail		23.1%	3
Medical Office		7.7%	1
Public Use/Government		7.7%	1
	Other (please specify)		3
		answered question	13
		skipped question	0

4. Business Hours

	Response Count
	13
answered question	13
skipped question	0

5. Primary sales or office space in square feet?

	Response Count
	13
answered question	13
skipped question	0

6. Storage space in square feet?**Response
Count**

10

answered question**10****skipped question****3****7. Total space in square feet?****Response
Count**

13

answered question**13****skipped question****0****8. Number of owned parking spaces?****Response
Count**

13

answered question**13****skipped question****0****9. Number of leased parking spaces (if applicable)?****Response
Count**

13

answered question**13****skipped question****0**

10. Where do your employees typically park?

		Response Percent	Response Count
Our own lot		46.2%	6
Public lot		15.4%	2
Private lot		15.4%	2
On-street		23.1%	3
answered question			13
skipped question			0

11. Do you have a policy that encourages/requires employees to reserve the most desirable parking for customers?

		Response Percent	Response Count
Yes		50.0%	6
No		50.0%	6
If so, please tell us about it. Do your employees adhere to the policy?			9
answered question			12
skipped question			1

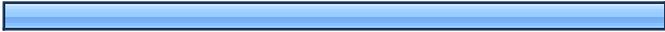
12. How do you generally come downtown?

		Response Percent	Response Count
Drive and park		92.3%	12
Ride with friend or relative		0.0%	0
Bus		0.0%	0
Bicycle		0.0%	0
Dropped off		0.0%	0
Walk		7.7%	1
answered question			13
skipped question			0

13. Where do you typically park?

		Response Percent	Response Count
Our own lot		53.8%	7
Public lot		7.7%	1
Private lot		15.4%	2
On-street		23.1%	3
answered question			13
skipped question			0

14. How many employees do you have?

		Response Percent	Response Count
Number of full time employees?		100.0%	13
Number of part time employees?		100.0%	13
		answered question	13
		skipped question	0

15. How many customers do you typically have in a day?

		Response Percent	Response Count
Summer (May-September)		100.0%	12
Winter (October-April)		100.0%	12
		answered question	12
		skipped question	1

16. In your estimation, what percentage of your customers or visitors are people already downtown for another purpose?

		Response Percent	Response Count
0%		0.0%	0
1-10%		41.7%	5
11-25%		41.7%	5
26-50%		16.7%	2
51-75%		0.0%	0
76-100%		0.0%	0
answered question			12
skipped question			1

17. How many businesses do you typically frequent when downtown?

		Response Percent	Response Count
0		0.0%	0
1		7.7%	1
2		23.1%	3
3		46.2%	6
4		7.7%	1
5		15.4%	2
6 or more		0.0%	0
answered question			13
skipped question			0

18. There are an adequate number of parking spaces for downtown employees.

	strongly disagree	disagree	neither agree or disagree	agree	strongly agree	Rating Average	Response Count
Choose one	38.5% (5)	30.8% (4)	7.7% (1)	15.4% (2)	7.7% (1)	2.23	13
answered question							13
skipped question							0

19. There are an adequate number of parking spaces for downtown customers/visitors.

	strongly disagree	disagree	neither agree or disagree	agree	strongly agree	Rating Average	Response Count
Choose one	30.8% (4)	46.2% (6)	7.7% (1)	15.4% (2)	0.0% (0)	2.08	13
answered question							13
skipped question							0

20. The parking downtown is reasonably close to my place of business for customers.

	strongly disagree	disagree	neither agree or disagree	agree	strongly agree	Rating Average	Response Count
Choose one	15.4% (2)	7.7% (1)	23.1% (3)	38.5% (5)	15.4% (2)	3.31	13
answered question							13
skipped question							0

21. Please feel free to make additional comments regarding parking:

	Response Count
	7
answered question	7
skipped question	6

Q4. Business Hours

1	9-5pm	Dec 11, 2011 4:33 PM
2	8:00am to 4:30pm	Dec 8, 2011 6:00 PM
3	To be determined.	Dec 2, 2011 6:41 AM
4	8:30 - 4:30 M-F, 9 - 12 Sat	Nov 28, 2011 2:19 PM
5	10am - 6pm Mon thru Sat 10am - 8pm Thur	Nov 23, 2011 12:14 PM
6	by appointment	Nov 22, 2011 2:05 PM
7	Tues thru Fri 10 - 4 Sat 10 -2	Nov 22, 2011 1:08 PM
8	8 to 4:30	Nov 21, 2011 3:04 PM
9	Tue-Fri 10-5:30/Sat 10-5 Closed Sun/Mon	Nov 14, 2011 11:15 AM
10	MON, TUES, THURS, FRI 8-5	Nov 14, 2011 8:41 AM
11	Mon - Thurs 9:30 am - 8 pm	Nov 7, 2011 3:05 PM
12	8am to 5:00pm Mon. - Fri	Nov 1, 2011 7:46 AM
13	8-12	Oct 31, 2011 6:57 PM

Q5. Primary sales or office space in square feet?

1	1500	Dec 11, 2011 4:33 PM
2	6000	Dec 8, 2011 6:00 PM
3	A total of 14,500 square feet.	Dec 2, 2011 6:41 AM
4	20,000	Nov 28, 2011 2:19 PM
5	1100	Nov 23, 2011 12:14 PM
6	1000	Nov 22, 2011 2:05 PM
7	1100 approx	Nov 22, 2011 1:08 PM
8	5,000	Nov 21, 2011 3:04 PM
9	1,700 sq. ft.	Nov 14, 2011 11:15 AM
10	1200	Nov 14, 2011 8:41 AM
11	15,000	Nov 7, 2011 3:05 PM
12	2,200sf	Nov 1, 2011 7:46 AM
13	800sf	Oct 31, 2011 6:57 PM

Q6. Storage space in square feet?

1	200	Dec 11, 2011 4:33 PM
2	0	Dec 8, 2011 6:00 PM
3	There's a basement of approximately 4,000 storage space in addition to that.	Dec 2, 2011 6:41 AM
4	400	Nov 23, 2011 12:14 PM
5	na	Nov 22, 2011 2:05 PM
6	50 approx	Nov 22, 2011 1:08 PM
7	10'X10'	Nov 14, 2011 11:15 AM
8	NONE	Nov 14, 2011 8:41 AM
9	1,000	Nov 7, 2011 3:05 PM
10	200	Nov 1, 2011 7:46 AM

Q7. Total space in square feet?

1	1700	Dec 11, 2011 4:33 PM
2	6000	Dec 8, 2011 6:00 PM
3	14,500 square feet	Dec 2, 2011 6:41 AM
4	20,000	Nov 28, 2011 2:19 PM
5	1500	Nov 23, 2011 12:14 PM
6	1000	Nov 22, 2011 2:05 PM
7	1150 approx	Nov 22, 2011 1:08 PM
8	5,000	Nov 21, 2011 3:04 PM
9	1,800	Nov 14, 2011 11:15 AM
10	1200	Nov 14, 2011 8:41 AM
11	16,000	Nov 7, 2011 3:05 PM
12	2,400	Nov 1, 2011 7:46 AM
13	800sf	Oct 31, 2011 6:57 PM

Q8. Number of owned parking spaces?

1	0	Dec 11, 2011 4:33 PM
2	0	Dec 8, 2011 6:00 PM
3	None for now.	Dec 2, 2011 6:41 AM
4	65	Nov 28, 2011 2:19 PM
5	1	Nov 23, 2011 12:14 PM
6	0	Nov 22, 2011 2:05 PM
7	1	Nov 22, 2011 1:08 PM
8	0	Nov 21, 2011 3:04 PM
9	None	Nov 14, 2011 11:15 AM
10	NONE	Nov 14, 2011 8:41 AM
11	15	Nov 7, 2011 3:05 PM
12	7	Nov 1, 2011 7:46 AM
13	0	Oct 31, 2011 6:57 PM

Q9. Number of leased parking spaces (if applicable)?

1	2	Dec 11, 2011 4:33 PM
2	21	Dec 8, 2011 6:00 PM
3	None for now.	Dec 2, 2011 6:41 AM
4	0	Nov 28, 2011 2:19 PM
5	None	Nov 23, 2011 12:14 PM
6	1	Nov 22, 2011 2:05 PM
7	NA	Nov 22, 2011 1:08 PM
8	20	Nov 21, 2011 3:04 PM
9	None	Nov 14, 2011 11:15 AM
10	NONE	Nov 14, 2011 8:41 AM
11	0	Nov 7, 2011 3:05 PM
12	0	Nov 1, 2011 7:46 AM
13	0	Oct 31, 2011 6:57 PM

Q11. Do you have a policy that encourages/requires employees to reserve the most desirable parking for customers?

1	our clients have only the street to use	Dec 11, 2011 4:33 PM
2	Custimers use Biddeford Savings Parking lot and we stamp their ticket	Dec 8, 2011 6:00 PM
3	Not applicable yet.	Dec 2, 2011 6:41 AM
4	Yes	Nov 28, 2011 2:19 PM
5	not applicable	Nov 22, 2011 2:05 PM
6	I have my own spot off the street and do not take up a city spot.	Nov 22, 2011 1:08 PM
7	We ask our residential tenants to find other parking during business hours so as to free up the spots in front of the shop. They will generally park further down the street in one of the lots.	Nov 14, 2011 11:15 AM
8	WE PARK ON CENTER STREET, PATIENTS DO NOT	Nov 14, 2011 8:41 AM
9	We leave closest spaces for clients	Nov 1, 2011 7:46 AM

Q14. How many employees do you have?

Number of full time employees?		
1	3	Dec 11, 2011 4:33 PM
2	32	Dec 8, 2011 6:00 PM
3	None yet.	Dec 2, 2011 6:41 AM
4	42	Nov 28, 2011 2:19 PM
5	1	Nov 23, 2011 12:14 PM
6	1	Nov 22, 2011 2:05 PM
7	1	Nov 22, 2011 1:08 PM
8	27	Nov 21, 2011 3:04 PM
9	We are owner-staffed	Nov 14, 2011 11:15 AM
10	6	Nov 14, 2011 8:41 AM
11	11	Nov 7, 2011 3:05 PM
12	4	Nov 1, 2011 7:46 AM
13	0	Oct 31, 2011 6:57 PM
Number of part time employees?		
1	3	Dec 11, 2011 4:33 PM
2	2	Dec 8, 2011 6:00 PM
3	None yet.	Dec 2, 2011 6:41 AM
4	2	Nov 28, 2011 2:19 PM
5	1	Nov 23, 2011 12:14 PM
6	0	Nov 22, 2011 2:05 PM
7	0	Nov 22, 2011 1:08 PM
8	1	Nov 21, 2011 3:04 PM
9	none	Nov 14, 2011 11:15 AM
10	0	Nov 14, 2011 8:41 AM
11	8	Nov 7, 2011 3:05 PM
12	1	Nov 1, 2011 7:46 AM

Q14. How many employees do you have?

13 1

Oct 31, 2011 6:57 PM

Q15. How many customers do you typically have in a day?

Summer (May-September)		
1	1	Dec 11, 2011 4:33 PM
2	15-20	Dec 8, 2011 6:00 PM
3	Not applicable yet.	Dec 2, 2011 6:41 AM
4	100+	Nov 28, 2011 2:19 PM
5	75	Nov 23, 2011 12:14 PM
6	few	Nov 22, 2011 2:05 PM
7	10 - 20	Nov 22, 2011 1:08 PM
8	30	Nov 21, 2011 3:04 PM
9	30	Nov 14, 2011 11:15 AM
10	50	Nov 14, 2011 8:41 AM
11	350	Nov 7, 2011 3:05 PM
12	12	Nov 1, 2011 7:46 AM
Winter (October-April)		
1	1	Dec 11, 2011 4:33 PM
2	15-20	Dec 8, 2011 6:00 PM
3	Not applicable yet.	Dec 2, 2011 6:41 AM
4	100+	Nov 28, 2011 2:19 PM
5	45	Nov 23, 2011 12:14 PM
6	few	Nov 22, 2011 2:05 PM
7	10 - 20	Nov 22, 2011 1:08 PM
8	30	Nov 21, 2011 3:04 PM
9	varies greatly depending upon holiday	Nov 14, 2011 11:15 AM
10	50	Nov 14, 2011 8:41 AM
11	300	Nov 7, 2011 3:05 PM
12	12	Nov 1, 2011 7:46 AM

Q21. Please feel free to make additional comments regarding parking:

1	It would be nice to have a parking garage..	Dec 11, 2011 4:33 PM
2	If we are happy with the current state of the downtown, then there enough parking spaces. If we want all of the buildings filled, then we have nowhere near enough spaces. We need more parking to encourage better development of the downtown.	Dec 2, 2011 6:41 AM
3	Current space is available, however, for growth or to fill vacant fronts - we do not have adequate parking.	Nov 23, 2011 12:14 PM
4	If the tenants above the businesses would consistently park in their deginated spots off the street, there would be adequate parking for customers/visitors to downtown.	Nov 22, 2011 1:08 PM
5	Employee Parking is a real challenge. We also know it keeps business from relocating downtown	Nov 21, 2011 3:04 PM
6	The mill area is in desperate need of a parking garage if it is to be the driving force for redevelopment of downtown. The housing and business mix occuring in the mills and planned for the future requires parking. If the parking garage were there today, much more redevelopment would have occured already.	Nov 1, 2011 7:46 AM
7	I live/work downtown so this survey isn't terribly relevant. I own a car which I park in a City lot 24/7.	Oct 31, 2011 6:57 PM

Biddeford Employee Parking Survey

1. Employee Parking Survey

*1. Employment Status

- Full-time (more than 30 hours per week)
- Part-time (less than 30 hours per week)

*2. Employment Classification

- Professional
- Service (including restaurant)
- Clerical
- Retail Sales
- Medical

Other (please specify)

*3. How do you generally come to work downtown?

- Drive and park
- Ride with friend or relative
- Bus
- Ride bicycle
- Dropped off
- Walk

Other (please specify)

*4. If you drive when you come downtown to work where do you usually park?

- Public lot
- Privately owned lot
- On-Street

Biddeford Employee Parking Survey

*5. How far do you generally walk from your parking location to your workplace?

- 50 feet or less
- more than 50 feet, less than one block
- 1 - 2 blocks
- more than 2 blocks

6. How many businesses do you typically frequent when in the downtown?

- 0
- 1
- 2
- 3
- 4
- 5
- 6 or more

7. There are an adequate number of parking spaces for downtown employees.

strongly disagree disagree neither agree or disagree agree strongly agree

Choose one

8. There are an adequate number of parking spaces for downtown customers/visitors.

strongly disagree disagree neither agree or disagree agree strongly agree

Choose one

9. The parking downtown is resonably close to my place of work.

strongly disagree disagree neither agree or disagree agree strongly agree

Choose one

10. Please feel free to make additional comments regarding parking:

Biddeford Employee Parking Survey



1. Employment Status

		Response Percent	Response Count
Full-time (more than 30 hours per week)		95.8%	69
Part-time (less than 30 hours per week)		4.2%	3
answered question			72
skipped question			0

2. Employment Classification

		Response Percent	Response Count
Professional		75.0%	54
Service (including restaurant)		6.9%	5
Clerical		16.7%	12
Retail Sales		0.0%	0
Medical		1.4%	1
Other (please specify)			5
answered question			72
skipped question			0

3. How do you generally come to work downtown?

		Response Percent	Response Count
Drive and park		93.1%	67
Ride with friend or relative		0.0%	0
Bus		1.4%	1
Ride bicycle		1.4%	1
Dropped off		1.4%	1
Walk		2.8%	2
	Other (please specify)		2
answered question			72
skipped question			0

4. If you drive when you come downtown to work where do you usually park?

		Response Percent	Response Count
Public lot		58.3%	42
Privately owned lot		22.2%	16
On-Street		19.4%	14
answered question			72
skipped question			0

5. How far do you generally walk from your parking location to your workplace?

		Response Percent	Response Count
50 feet or less		52.8%	38
more than 50 feet, less than one block		34.7%	25
1 - 2 blocks		9.7%	7
more than 2 blocks		2.8%	2
answered question			72
skipped question			0

6. How many businesses do you typically frequent when in the downtown?

		Response Percent	Response Count
0		9.7%	7
1		20.8%	15
2		30.6%	22
3		16.7%	12
4		6.9%	5
5		4.2%	3
6 or more		11.1%	8
answered question			72
skipped question			0

7. There are an adequate number of parking spaces for downtown employees.

	strongly disagree	disagree	neither agree or disagree	agree	strongly agree	Rating Average	Response Count
Choose one	43.1% (31)	27.8% (20)	18.1% (13)	12.5% (9)	4.2% (3)	2.24	72
answered question							72
skipped question							0

8. There are an adequate number of parking spaces for downtown customers/visitors.

	strongly disagree	disagree	neither agree or disagree	agree	strongly agree	Rating Average	Response Count
Choose one	34.7% (25)	38.9% (28)	16.7% (12)	12.5% (9)	2.8% (2)	2.26	72
answered question							72
skipped question							0

9. The parking downtown is resonably close to my place of work.

	strongly disagree	disagree	neither agree or disagree	agree	strongly agree	Rating Average	Response Count
Choose one	5.6% (4)	8.3% (6)	15.3% (11)	56.9% (41)	19.4% (14)	3.93	72
answered question							72
skipped question							0

10. Please feel free to make additional comments regarding parking:

	Response Count
	17
answered question	17
skipped question	55

Q2. Employment Classification

1	Technical	Dec 12, 2011 3:19 PM
2	Local Government	Dec 9, 2011 3:38 PM
3	building maintenance	Dec 6, 2011 8:09 AM
4	Wastewater Treatment Plant Operator	Dec 5, 2011 1:01 PM
5	KSDt2	Nov 14, 2011 5:12 AM

Q3. How do you generally come to work downtown?

1	Drive, walk, bike	Dec 12, 2011 3:19 PM
2	yuJCP	Nov 14, 2011 5:12 AM

Q10. Please feel free to make additional comments regarding parking:

1	I believe the courthouse is a major contributor to traffic/parking within the downtown area. A designated area should be considered to accomodate the courthouse.	Dec 12, 2011 3:19 PM
2	The court house and probation offices create the greatest parking problems.	Dec 10, 2011 2:19 PM
3	#9 above City Lot is often full and then need to walk from more remote parking locations	Dec 9, 2011 3:38 PM
4	Parking is the worst when District Court is in session.	Dec 9, 2011 9:13 AM
5	I don't think there is enough parking for employees. I have to come back to lunch early every day just to ensure I have a parking spot. Otherwise I have to do on street parking and remember to move my car otherwise I'll get a ticket. It's very frustrating.	Dec 7, 2011 1:17 PM
6	The Court house should have some type of notice for their customers that there is parking at the back of their building. Also if city employees are forced to park on the street, parking tag visible, they should not be ticketed, It means that someone who isn't to park in the lot has taken a space	Dec 7, 2011 10:03 AM
7	handicapped parking is very limited.	Dec 7, 2011 8:20 AM
8	I THINK THE PARKING GARAGE SHOULD GO AT THE NORTH DAM MILL WHERE PARKING IS INADEQUATE TO THE NUMBER OF RESIDENTS, BUSINESS OWNERS AND THEIR EMPLOYEES WHY OCCUPY THE COMPLEX	Dec 5, 2011 3:09 PM
9	As a City Hall employee I use my car to visit different locations during the day, whe I return I gernelly do not have a place to park in city Hall parking lot as the overflow from the Court House uses this lot.	Dec 5, 2011 2:08 PM
10	I get to work an hour before I have to so I know I'll Have a Place to park. I've been doing this for years.	Dec 5, 2011 1:48 PM
11	On street parking is terrible. Private lot parking does not have enough spots for the employees. People park in private lot without permit, even more of a reason there are no spots. Horrible downtown parking.	Dec 5, 2011 1:23 PM
12	A parking garage would be very beneficial to the city. Many times after I leave work and I want to go downtown I can't find a parking space so I leave. Many places I have not gone to just because the parking is not practical.	Dec 5, 2011 1:10 PM
13	parking lot is close enough but always full. The need to on street park is necessary each day.	Dec 5, 2011 1:06 PM
14	The now blinking yellow light at the end of Water St is EXTREMELY dangerous.	Dec 5, 2011 1:01 PM
15	I work for the city of Biddeford and park in the city hall parking lot .I need to use my vehicle to go to different buildings and schools with in the city. If I leave the lot at city hall I loose my space to some one who is at the court house or someone else. this happens three or four days a week.	Nov 16, 2011 12:18 PM
16	Parking is fairly adequate now, but if downtown Biddeford begins to grow and	Nov 14, 2011 9:01 AM

Q10. Please feel free to make additional comments regarding parking:

fills many of the empty storefronts, there will NOT be enough parking either for customers or downtown employees.

17	WKPVvd jzuttofjbdjs, [uri=http://jrvjplusaica.com/]jrvjplusaica[/url], [link=http://xcdnekurpfz.com/]xcdnekurpfz[/link], http://gdbtoazwhqlz.com/	Nov 14, 2011 5:12 AM
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Biddeford General User Parking Survey

1. Parking Survey

1. I am a (check all that apply):

- Resident Out-of-Town Visitor
- Business Owner Other
- Employee of the downtown

2. Name of the city/town where you reside if not in Biddeford?

3. How do you generally come downtown?

- Drive and park
- Ride with a friend
- Bus
- Ride bicycle
- Dropped off
- Walk
- Other (please specify)

4. How many times do you visit downtown in a typical week?

- 0
- 1
- 2
- 3
- 4
- 5
- 6 or more

Biddeford General User Parking Survey

5. How many businesses do you typically frequent while in the downtown (per trip).

- 0
- 1
- 2
- 3
- 4
- 5
- 6 or more

6. How long do you generally stay in the downtown?

- Less than 1 hour
- 1 - 2 hours
- 2 -3 hours
- 4 or more hours

7. Have you ever used Biddeford's web site to find information regarding parking?

- Yes
- No

8. If you answered "yes" do you feel the appropriate information was provided?

- Yes
- No

9. If you answered "no" what would you suggest adding?

10. It is easy to locate a parking space downtown.

	strongly disagree	disagree	neither agree or disagree	agree	strongly agree
Choose one	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

11. Parking signage (directional, length of stay, etc.) is easy to follow and understand.

	strongly disagree	disagree	neither agree or disagree	agree	strongly agree
Choose one	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Biddeford General User Parking Survey

12. The on-street parking time restrictions generally give me enough time to complete my trip.

strongly disagree

disagree

neither agree or
disagree

agree

strongly agree

Choose one

13. Parking enforcement is consistent and fair?

strongly disagree

disagree

neither agree or
disagree

agree

strongly agree

Choose one

14. Please feel free to make any additional comments regarding parking below.

Biddeford General User Parking Survey



1. I am a (check all that apply):

		Response Percent	Response Count
Resident	<input checked="" type="checkbox"/>	79.5%	58
Business Owner	<input type="checkbox"/>	6.8%	5
Employee of the downtown	<input type="checkbox"/>	9.6%	7
Out-of-Town Visitor	<input type="checkbox"/>	6.8%	5
Other	<input type="checkbox"/>	8.2%	6
answered question			73
skipped question			1

2. Name of the city/town where you reside if not in Biddeford?

	Response Count
	16
answered question	16
skipped question	58

3. How do you generally come downtown?

		Response Percent	Response Count
Drive and park		90.4%	66
Ride with a friend		1.4%	1
Bus		1.4%	1
Ride bicycle		1.4%	1
Dropped off		0.0%	0
Walk		5.5%	4
Other (please specify)		0.0%	0
answered question			73
skipped question			1

4. How many times do you visit downtown in a typical week?

		Response Percent	Response Count
0		4.1%	3
1		23.3%	17
2		26.0%	19
3		9.6%	7
4		9.6%	7
5		4.1%	3
6 or more		23.3%	17
answered question			73
skipped question			1

5. How many businesses do you typically frequent while in the downtown (per trip).

		Response Percent	Response Count
0		2.7%	2
1		21.9%	16
2		50.7%	37
3		16.4%	12
4		2.7%	2
5		2.7%	2
6 or more		2.7%	2
answered question			73
skipped question			1

6. How long do you generally stay in the downtown?

		Response Percent	Response Count
Less than 1 hour		28.4%	21
1 - 2 hours		44.6%	33
2 -3 hours		12.2%	9
4 or more hours		14.9%	11
answered question			74
skipped question			0

7. Have you ever used Biddeford's web site to find information regarding parking?

		Response Percent	Response Count
Yes		12.3%	9
No		87.7%	64
answered question			73
skipped question			1

8. If you answered "yes" do you feel the appropriate information was provided?

		Response Percent	Response Count
Yes		58.3%	7
No		41.7%	5
answered question			12
skipped question			62

9. If you answered "no" what would you suggest adding?

		Response Count
		16
answered question		16
skipped question		58

10. It is easy to locate a parking space downtown.

	strongly disagree	disagree	neither agree or disagree	agree	strongly agree	Rating Average	Response Count
Choose one	14.9% (11)	20.3% (15)	18.9% (14)	31.1% (23)	14.9% (11)	3.11	74
answered question							74
skipped question							0

11. Parking signage (directional, length of stay, etc.) is easy to follow and understand.

	strongly disagree	disagree	neither agree or disagree	agree	strongly agree	Rating Average	Response Count
Choose one	8.1% (6)	23.0% (17)	16.2% (12)	41.9% (31)	10.8% (8)	3.24	74
answered question							74
skipped question							0

12. The on-street parking time restrictions generally give me enough time to complete my trip.

	strongly disagree	disagree	neither agree or disagree	agree	strongly agree	Rating Average	Response Count
Choose one	9.6% (7)	21.9% (16)	11.0% (8)	45.2% (33)	12.3% (9)	3.29	73
answered question							73
skipped question							1

13. Parking enforcement is consistent and fair?

	strongly disagree	disagree	neither agree or disagree	agree	strongly agree	Rating Average	Response Count
Choose one	11.1% (8)	16.7% (12)	34.7% (25)	26.4% (19)	11.1% (8)	3.10	72
answered question							72
skipped question							2

14. Please feel free to make any additional comments regarding parking below.

	Response Count
	26
answered question	26
skipped question	48

Q2. Name of the city/town where you reside if not in Biddeford?

1	Saco	Jan 2, 2012 8:24 AM
2	OOB	Dec 6, 2011 11:34 AM
3	hollis	Dec 6, 2011 6:44 AM
4	Portland	Dec 5, 2011 9:35 PM
5	saco	Dec 5, 2011 1:49 PM
6	Portsmouth, NH	Nov 21, 2011 8:33 PM
7	Biddeford	Nov 21, 2011 2:02 PM
8	South Portland, Maine	Nov 21, 2011 9:43 AM
9	Saco	Nov 15, 2011 10:53 AM
10	Portland	Nov 14, 2011 10:13 PM
11	Saco	Nov 14, 2011 11:39 AM
12	LYMAN	Nov 14, 2011 8:43 AM
13	yarmouth	Nov 7, 2011 7:15 PM
14	Waterboro	Nov 7, 2011 8:21 AM
15	Scarborough	Nov 1, 2011 9:23 AM
16	Waterboro	Oct 31, 2011 4:47 PM

Q9. If you answered "no"; what would you suggest adding?

1	Didn't know about it	Dec 15, 2011 2:20 PM
2	Parking downtown is never a problem. The weather-related parking bans are usually well advertised on TV and radio.	Dec 6, 2011 10:13 AM
3	radio report	Dec 6, 2011 6:44 AM
4	Location of public parking places during snow bans for each neighborhood.	Dec 5, 2011 9:35 PM
5	hard to find/ navigate	Dec 5, 2011 1:49 PM
6	Did not ever think to look there for parking information. Maybe that would be a good link with the Chamber website	Nov 15, 2011 10:53 AM
7	Not sure	Nov 15, 2011 10:38 AM
8	N/A	Nov 14, 2011 8:43 AM
9	Make it easier to find, the city web-site is not at all user friendly	Nov 8, 2011 11:45 AM
10	not sure	Nov 7, 2011 7:15 PM
11	n/a	Nov 7, 2011 2:19 PM
12	Never found parking downtown to be a problem	Nov 7, 2011 10:49 AM
13	Parking Garage next to the Police Station Making it at least three levels, so one level could be used to shelter all the Police vehicles.	Nov 7, 2011 8:52 AM
14	Making it more prominent on the website, perhaps a tab across the top?	Nov 7, 2011 8:31 AM
15	Color coding for public lot (free), public lot (pay-per-use), private lot (pay), and on street parking (metered and unmetered)	Nov 7, 2011 8:21 AM
16	there is currently no parking problem. There are so few business down there, when I do go I do nto have problem. As business come in parking will develop.	Oct 31, 2011 4:58 PM

Q14. Please feel free to make any additional comments regarding parking below.

1	I can't parallel park for squat, so I find it's easier for me to just walk downtown then take any chances.	Jan 11, 2012 10:35 AM
2	parking availability is largely a function of the time of day	Jan 6, 2012 1:50 PM
3	There is more then enough parking for the business downtown. There are a better things to spend money on for Biddeford such as curbside recycling	Jan 5, 2012 6:40 AM
4	I'm working to make more of an effort to walk or bike, when frequenting downtown.	Dec 15, 2011 2:20 PM
5	I tend to use the parking lot across from Reilly's, otherwise I'd probably end up with tickets and/or no parking spot! Drop in at a participating merchant to get ticket stamped.	Dec 10, 2011 4:22 PM
6	I find there is always plenty of parking downtown. In the WORST case, I may need to walk a block which is always closer than walking across a parking lot at a mall.	Dec 6, 2011 10:13 AM
7	the city needs a parking garage or two	Dec 6, 2011 6:44 AM
8	I would like to suggest that the public parking lot on Franklin Street be made available for use during snow bans. I don't understand why it's not available now.	Dec 5, 2011 9:35 PM
9	Don't have a solution to the parking problem in the downtown region but I old building's are torn down to make way for new and modern building's raise the building height restrictions and put parking under each building that way it won't affect land usage on either side or front to back of the buildings. Think about it. Rick Dussault. 4 Atlantic Avenue Biddeford Maine.	Dec 5, 2011 3:59 PM
10	moderately easy for a native, not so easy for a novice.....unusual street layout and traffic flow	Dec 2, 2011 4:16 AM
11	I feel parking is a major problem for the downtown area. The decent parking is in the Biddeford Savings but that is a hike for older people. The streets are full of cars but I don't see much shopping going on.	Nov 30, 2011 9:20 PM
12	I feel that increased bus routes around town would be a better alternative to a parking garage	Nov 30, 2011 10:14 AM
13	I dive my partner to work at times, at CSI in Saco, and I'll spend some time on Main Street in Biddeford, which I very much enjoy!	Nov 21, 2011 9:43 AM
14	the city should offer a free parking garage closer to New Morning and the center of Main St. Also, I wonder if it is possible to make parking on a diagonal...parallel parking is difficult for some and discourages people I know from shopping downtown.	Nov 21, 2011 9:06 AM
15	I have never had a problem personally but have heard complaints about Biddeford Police being overly aggressive	Nov 15, 2011 10:53 AM
16	to many business owners play musical cars all day...they just move their cars around at different parking spots but use up client space all day	Nov 14, 2011 11:48 AM

Q14. Please feel free to make any additional comments regarding parking below.

17	I've never had a problem finding a parking space in town.	Nov 14, 2011 11:39 AM
18	I don't have trouble finding places to park but I am also very aware of the options and don't rely on signage to tell me where parking lots are. I think much more could be done to let people know where there are parking lots available.	Nov 8, 2011 11:45 AM
19	With so many empty stroes fronts, there are always empty parking spaces. I have never felt parking was the problem with downtown. The lack of reasons to go downtown is more the problem.	Nov 7, 2011 10:49 AM
20	Something needs to be done for more space especially when adding more stores. People don't need to worry about how much time they have remaining in a store or attraction of a special event.	Nov 7, 2011 8:52 AM
21	Biddeford has a unique opportunity to create a "carless" environment. Exploring increased public and alternative transportation makes sense in a State with the largest percentage of older adults who should stop driving! It's a looming safety issue. not to mention the environmental impact.	Nov 7, 2011 7:53 AM
22	Parking has been a problem in downtown for 30+ years. Hopefully this study will result in resolving the issue once and for all. I am naot in favor of spending millions of dollars for a parking garage. Just have enough parking available to take care of those people who still come to downtown. the lack of parking over the years has caused many to go elsewhere. I'm not sure that "if you build it, they will come...back!	Nov 1, 2011 9:23 AM
23	Finding a parking space depends on the time of the day we are looking to park a car and events that might be occuring at the same time.	Oct 31, 2011 6:37 PM
24	I would like to see some bike racks in downtown Biddeford to secure my bike to a rack. The only one I currently know of and use is at MacArthur Library.	Oct 31, 2011 6:06 PM
25	Parking in thriving cities is huge business for individuals land owners. There is at this time less business to frequent. UNTIL crime is addressed you will not find people going downtown. Biddefords dirty little secret is the crime which is not talked about. When and if parking is developed it should be private enterprise developing it and it should not be on the edge of the river.	Oct 31, 2011 4:58 PM
26	On road parking is a massive pain in the lower main street area. Not so much during the morning hours, but during the afternoon and evening.	Oct 31, 2011 4:47 PM