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Sandwich Parking Study

January 1996

Prepared for

Town of Sandwich

Prepared by the

Cape Cod Commission Transportation Staff

EXECUTIVE SUMMARY

The Cape Cod Commission transportation staff has performed a parking study for the Town of Sandwich. The study analyzes parking conditions in northern Sandwich during peak parking periods in the summer of 1994 and 1995. The parking study was conducted to identify existing deficiencies in the parking system and to recommend measures to alleviate these deficiencies.

The provision of parking facilities is an essential part of Sandwich's transportation system. The town's diverse land use requires a parking scheme that can accommodate a variety of users of the system. It is especially important to provide accessible and convenient transportation for visitors to Sandwich. This report addresses characteristics of the Sandwich parking system and how it can better fit into the local and regional transportation network and ultimately into the long term plans for Sandwich. Below are some of the issues addressed in the parking study.

The study examines the demand and supply of private and public facilities. Parking utilization rates for each of the parking facilities have been calculated during peak parking hours in the summer. Inadequacies of the existing parking system have been identified and are discussed in this study.

Overall, the parking system in Sandwich has sufficient capacity. There are, however, a few individual lots that experience congestion and traffic conflicts related to parking. These locations are generally high activity areas where people wish to park close to their destination.

In order to provide a successful parking system, a plan must be developed to better utilize all available parking facilities. Methods to encourage better distribution of the parking facilities and other measures to improve the parking system are discussed in this report.

ACKNOWLEDGEMENTS

The Cape Cod Commission transportation staff would like to thank the Federal Highway Administration (FHWA), the Massachusetts Highway Department (MHD), and the County of Barnstable for providing the funding and support for this important transportation planning activity. The following individuals and organizations were instrumental in helping us complete this work:

Mr. James J. Kerasiotes, Secretary, Executive Office of Transportation & Construction (EOTC)
Ms. Laurinda T. Bedingfield, Commissioner, MHD
Mr. William Steffens, Deputy Commissioner, MHD
Mr. Dan Beagan, Director, Bureau of Transportation Planning and Development (BTP&D)
Mr. David Luce, EOTC, BTP&D
Mr. Richard St. Laurent, EOTC, BTP&D
Mr. Edward Silva, FHWA
Cape Cod Commission
Cape Cod Joint Transportation Committee

Thanks are also extended to the local town officials of Sandwich for their input and direction during the course of the study.

Special thanks are extended to our 1994 seasonal traffic counting technicians Michael Fisher and Joe Czapiga. The technicians were involved in the collection of parking data and generating ideas to improve the parking system.

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1.0 Introduction

The Cape Cod Commission (CCC) transportation staff has performed a parking study at the requests of the Town of Sandwich. The study area is bounded by Route 6 to the south, Cape Cod Bay to the north, Barnstable Town Line to the east, and Bourne Town Line to the west (see Figure 1.0-1). The study area evaluates three separate parking areas in northern Sandwich (Figure 1-1) and are designated as the following throughout the report: (1) Village parking, (2) Northside parking, and (3) Southside parking. The parking study analyzes all three areas, with an emphasis on the Village parking. The report includes data collection of existing parking characteristics, analysis of existing and future parking conditions, identification of parking deficiencies, and recommended improvements of the parking system. A follow-up study was performed a year later to observe peak parking conditions in the Village and to verify parking characteristics from the previous parking count. This follow-up study can be seen in Appendix B).

2.0 Data Collection

2.1 Parking Counts

Parking inventory was collected on Saturday, August 27, 1994. The counts were performed on a weekend from 9:30 AM to 4:30 PM to represent peak conditions during the summer. The counts were recorded on the hour for a total of seven hours (i.e., 10 AM, 11 AM ..... 4 PM). The total number of vehicles parked (demand) during each hour were recorded at each parking facility. The total capacity (supply) of each facility was also recorded. The weather on this day was sunny and approximately 75 to 80 degrees.

2.2 Parking Locations

The inventory included counts recorded at 24 parking facilities. Although more parking facilities exist in the study area, the 24 facilities were chosen as the most appropriate for this study. The parking facilities evaluated in this study consist of public lots, private lots, and public on-street parking. The type and location of parking facilities are shown in Figure 2.2-1 and 2.2-2. These locations are discussed in Section 3.0. The study separates the parking locations into three areas in northern Sandwich: Village parking (Sandwich Village), Northside parking (north of railroad tracks), and Southside parking (south of railroad tracks).

3.0 Existing Parking Characteristics

The parking facilities evaluated consist of 1019 public spaces and 1060 private/semi-private spaces. There are no parking fees and the majority of spaces did not have restrictions on time. Below is a discussion of the characteristics of each of the three parking areas.

3.1 Village Parking

Parking counts taken in the Village were performed at seven lots and five streets.

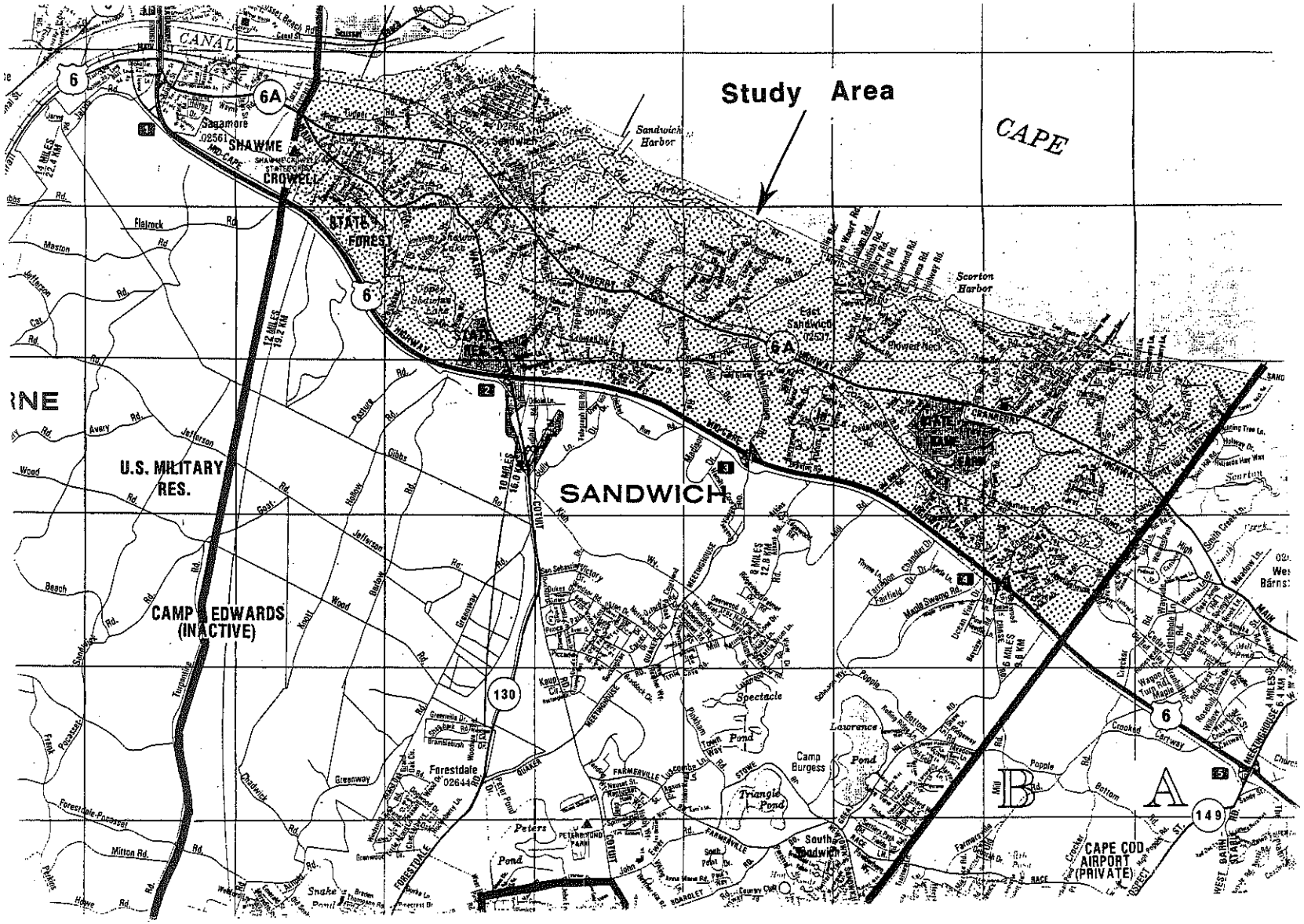
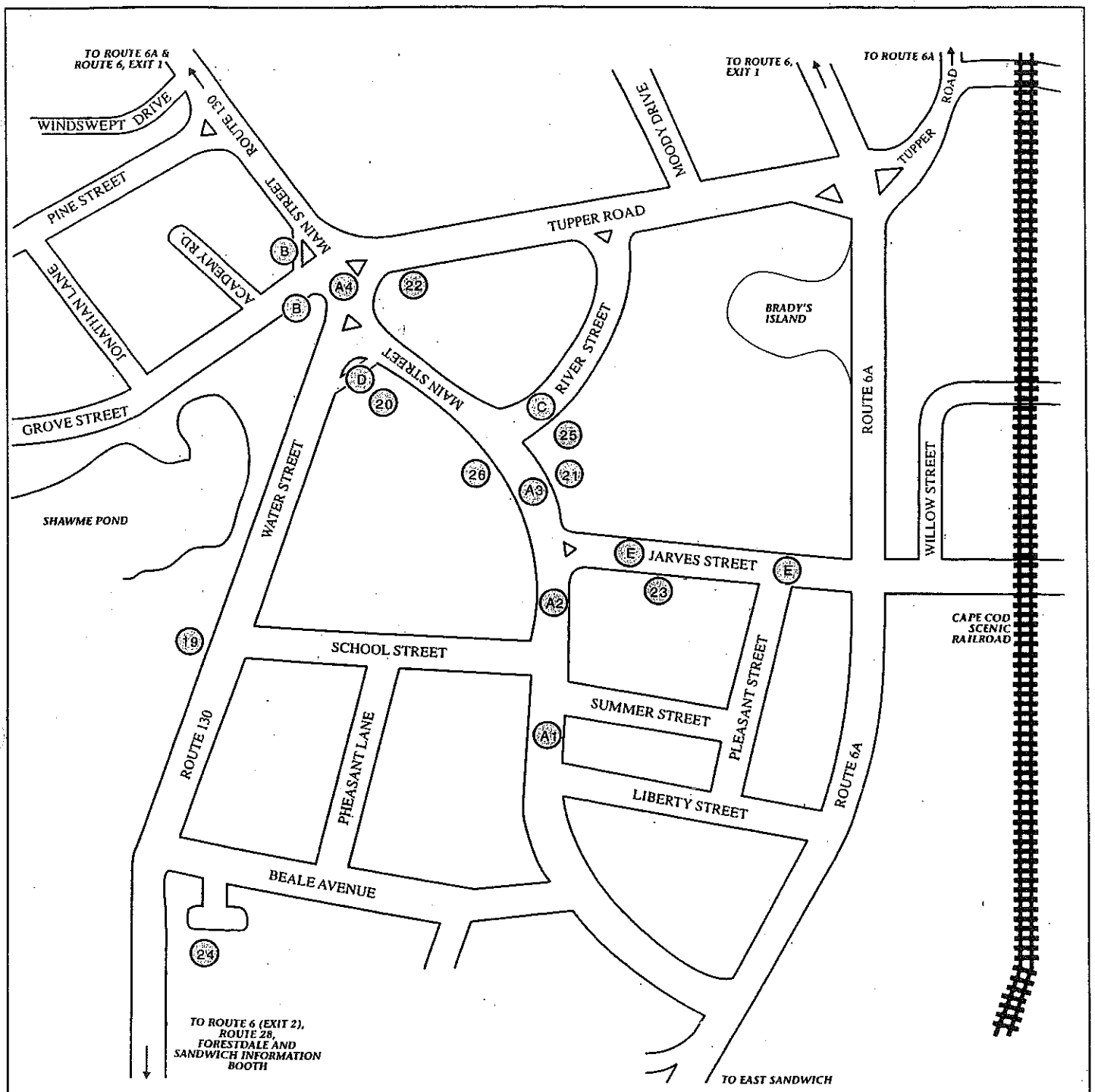


Figure 1.0-1: Parking Study Area



Village Parking

No.	Public	No.	Private	No.	Outlier
A1-A4	Main St	20	1st Church of Christ	24	Wing School
B	Grove St	21	Daniel Webster Inn		
C	River St	22	Glass Museum		
D	Water St	23	Corpus Christi		
E	Jarves St				
19	Hoxie House				
25	Town Hall Annex				
26	Library				

Figure 2.2-1: Village Parking Locations

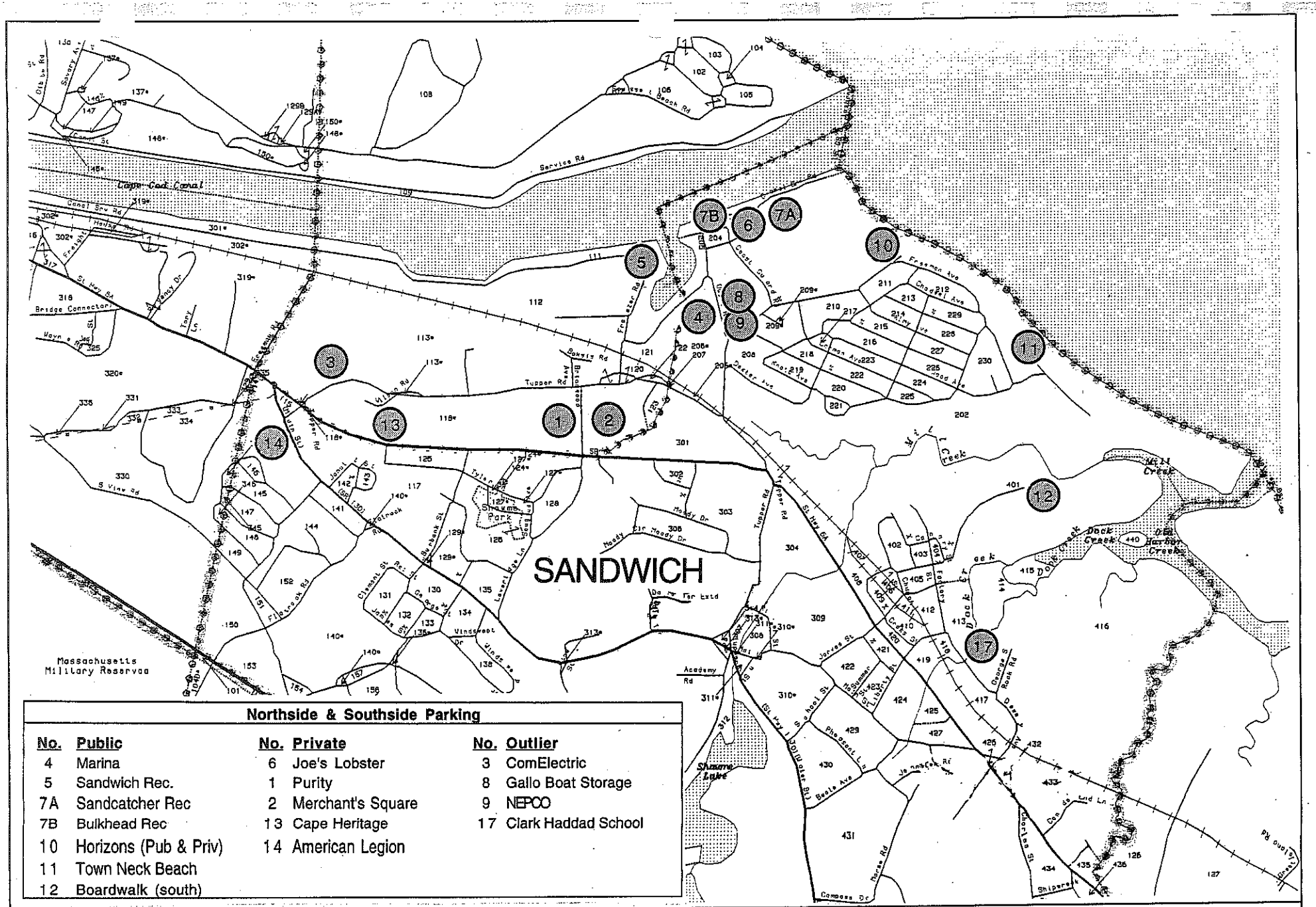


Figure 2.2-2: Northside and Southside Parking Locations

The different land uses with parking accommodations in the Village include retail, inns, library, residential and tourist attractions. The parking consists of both private and public facilities. The seven parking lots are shown below.

- Hoxie House
- First Church of Christ
- Daniel Webster Inn
- Glass Museum
- Corpus Christi Church
- Town Hall Annex
- Library

The street parking locations are all public spaces. The street parking consists of the five locations shown below. Parking on Main Street was separated into four different sections.

- Main Street
  - Liberty to School
  - School to Jarves
  - Jarves to River
  - Town Hall Square
- Grove Street
- River Street
- Water Street
- Jarves Street

3.2 Northside Parking

The northside parking, generally used for recreation, consists of lots in the Sandwich Harbor area. All parking is designated as public. The northside parking area consist of the following eight lots.

- Sandwich Marina
- Sandwich Recreation
- Joe's Lobster
- Sandcatcher Recreation
- Bulkhead Recreation
- Horizons Beach
- Town Neck Beach
- Boardwalk (south end)

3.3 Southside Parking

The majority of the southside parking is used for commercial development. All parking is privately owned. The Purity facility allows public parking during special events. The southside parking area consists of the following four lots.

- Purity
- Merchants Square
- Cape Heritage
- American Legion

3.4 Other Parking (Outliers)

The study area contains a number of parking facilities that have not been analyzed in this report. These locations are considered to be outliers in the study area since they were either unaccessible, too far from activity areas, or there was little or no demand to use these spaces. Including these locations in the analysis may have skewed the results. Some of the outlier locations have been used during special events in Sandwich. For example, the ComElectric and the Wing School (with

shuttle) lots were used for the "Tall Ship" event in the summer of 1992. The outliers and their parking capacity is listed below. The location of these facilities can be seen in Figures 2.2-1 and 2.2-2.

Locations	Available Spaces
• Clark Haddad School	40
• Henry T. Wing School	360
• NEPCO	70
• ComElectric	240
• Gallo Boat Storage	75

4.0 Existing Parking Conditions

The existing parking utilization (demand ÷ supply, or percent of capacity) was determined for the three parking areas. The utilization of the three areas is discussed below and can be seen in Tables 4.1-1 through 4.4-1. The tables show (1) the utilization (% of capacity) for both public and private parking for each hour, (2) the combined utilization (public + private) for each hour, and (3) the peak hour (one hour) utilization for public, private, and as a whole, which are shaded in each table.

4.1 Village Parking Utilization

The utilization of the Village parking is shown in Table 4.1-1. As shown in the table, public parking peaks at 12 PM with a utilization of 52.5% and private parking peaks at 1 PM with a utilization of 30.0%. Overall, Village parking peaks at 12 PM with a utilization of 39.2%. A detailed breakdown of the individual Village parking locations can be seen in Appendix A-1.

Table 4.1-1: Village Parking Utilization

Location	Total Spaces	Occupied Spaces						
		10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM
Public Parking	278	97	128	146	118	109	96	81
% of Capacity	100.0%	34.9%	46.0%	52.5%	42.4%	39.2%	34.5%	29.1%
Private Parking	260	59	64	65	78	74	71	69
% of Capacity	100.0%	22.7%	24.6%	25.0%	30.0%	28.5%	27.3%	26.5%
Village Total	**538**	**156**	**192**	**211**	**196**	**183**	**167**	**150**
% of Capacity	**100.0%**	**29.0%**	**35.7%**	**39.2%**	**36.4%**	**34.0%**	**31.0%**	**27.9%**

4.2 Northside Parking Utilization

The utilization of the Northside parking is shown in Table 4.2-1. Public parking peaks at 2 PM with a utilization of 50.7% and private parking peaks at 1 PM with a utilization of 25.3%. Overall, Northside parking peaks at 2 PM with a utilization of 47.8%. A detailed breakdown of the individual Northside parking locations can be seen in Appendix A-2.

Table 4.2-1: Northside Parking Utilization

Location	Total Spaces	Occupied Spaces						
		10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM
Public Parking	741	179	222	255	340	376	354	323
% of Capacity	100.0%	24.2%	30.0%	34.4%	45.9%	50.7%	47.8%	43.6%
Private Parking	75	13	10	16	19	14	15	12
% of Capacity	100.0%	17.3%	13.3%	21.3%	25.3%	18.7%	20.0%	16.0%
Northside Total	**816**	**192**	**232**	**271**	**359**	**390**	**369**	**335**
% of Capacity	**100.0%**	**23.5%**	**28.4%**	**33.2%**	**44.0%**	**47.8%**	**45.2%**	**41.1%**

4.3 Southside Parking Utilization

The utilization of the Southside parking is shown in Table 4.3-1. Private parking peaks at 12 PM with a utilization of 48.3%. Since there is no public parking, the overall peak utilization remains the same (48.3%). A detailed breakdown of the Southside parking can be seen in Appendix A-3.

Table 4.3-1: Souththside Parking Utilization

Location	Total Spaces	Occupied Spaces						
		10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM
Private Parking	725	321	340	350	285	281	257	240
% of Capacity	100.0%	44.3%	46.9%	48.3%	39.3%	38.8%	35.4%	33.1%
Southside Total	**725**	**321**	**340**	**350**	**285**	**281**	**257**	**240**
% of Capacity	**100.0%**	**44.3%**	**46.9%**	**48.3%**	**39.3%**	**38.8%**	**35.4%**	**33.1%**

4.4 Total Parking Utilization

The three parking areas were combined to determine the maximum utilization of peak hour parking for all facilities. Table 4.4-1 shows the peak hour parking utilization of all parking facilities in the study area. Combined public parking peaks at 2 PM with a utilization of 47.6% and combined private parking peaks at 12 PM with a utilization of 40.7%. Overall, the study area parking peaks at 2 PM with a utilization of 41.1%.

Table 4.4-1: Total Parking Utilization (Entire Study Area)

Location	Total Spaces	Occupied Spaces						
		10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM
Public Parking	1019	276	350	401	458	485	450	404
% of Capacity	100.0%	27.1%	34.3%	39.4%	44.9%	47.6%	44.2%	39.6%
Private Parking	1060	393	414	431	382	369	343	321
% of Capacity	100.0%	37.1%	39.1%	40.7%	36.0%	34.8%	32.4%	30.3%
Study Area Total	**2079**	**669**	**764**	**832**	**840**	**854**	**793**	**725**
% of Capacity	**100.0%**	**32.2%**	**36.7%**	**40.0%**	**40.4%**	**41.1%**	**38.1%**	**34.9%**

5.0 Problem Identification

Based on the parking utilization results shown above, with the exception of a few individual parking areas, it appears that there are no capacity deficiencies in the overall parking system. To verify the results from the 1994 study, especially the Village area, a follow-up study was performed a year later in the summer of 1995 (see Appendix B). The follow-up study was performed during a special event in the Village to represent peak characteristics. The second study was performed during a craft fair at the library to determine if capacity problems exist during peaking characteristics in the Village. Although utilization increased in the Village area during the special event, the conclusions are essentially the same as the 1994 study: except for a few individual parking lots reaching capacity, the overall system did not experience deficiencies.

Although the parking studies reveal that the overall system has sufficient capacity, specific locations have been identified as having parking problems related to capacity and safety. General parking problems with the parking system and specific problem locations have been identified and are discussed below.

5.1 General Problems

Bicycle Facilities

Observations of the study area revealed the need for more bicycle racks. Bicycle racks are lacking throughout the parking study area, especially activity areas. Typically, bicyclists do not feel safe leaving their bicycles unlocked, therefore will chain them to objects (telephone poles, fences, mailboxes) that may create unsightly and unsafe conditions. The lack of bicycle racks may also discourage tourists and residents from bicycling throughout the town.

Sidewalk Connections

Although certain sections within the study area have adequate sidewalks, there is a need to provide a more contiguous network of sidewalks. For instance, the frequently travelled Sandwich Village provides walking facilities but creates unsafe conditions when sidewalks do not extend to frequented destinations. Lack of connections, such as to the Thornton Burgess Museum, require pedestrians to walk on dirt shoulders or to cross the road without crosswalks which create hazards for pedestrians and vehicles. Parking lots throughout the study area also create an unsafe environment when there are no protected walkways that separate pedestrians and vehicles.

Public Awareness

An information kiosk on Route 130 south of Route 6 is a good source for visitors entering Sandwich from Route 6. However, there is no other informational source for visitors entering Sandwich on other roadways. Lack of information for visitors entering Sandwich, as well as for people already in the town, results in poor use of

public parking and transportation services (parking, trolley, bicycle and pedestrian facilities). Residents unaware of these opportunities also reduce the effectiveness of the overall transportation system.

Public Transportation
Currently there are no services that provide direct public transportation to and from Sandwich. Once in Sandwich, the Glass Town Trolley provides limited service throughout the study area. Other than the trolley, there is no service to the numerous activity areas in Sandwich. Without direct access outside of, and within Sandwich, visitors will continue to use their vehicles.

5.2 Location Specific Problems

Although each of the three areas have sufficient parking as a whole, there are individual streets and lots that reach or exceed capacity which present problems. These problem locations are shown in Table 5.2-1 and discussed in detail below. Further detail of individual parking characteristics can be seen in Appendix A-1 through A-3.

Table 5.2-1: Highly Utilized Parking Facilities

Loc No	Location	Total Spaces	Occupied Spaces						
			10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM
A3	Main St (Jarves to River)	35	21	29	36	34	29	27	21
	% of Capacity	100.0%	60.0%	82.9%	102.9%	97.1%	82.9%	77.1%	60.0%
5	Sandwich Recreation	70	38	39	43	53	56	60	49
	% of Capacity	100.0%	54.3%	55.7%	61.4%	75.7%	80.0%	85.7%	70.0%
7A	Sandcatcher Recreation	42	21	28	34	37	30	38	37
	% of Capacity	100.0%	50.0%	66.7%	81.0%	88.1%	71.4%	90.5%	88.1%
10	Horizons	98	15	28	33	71	90	69	72
	% of Capacity	100.0%	15.3%	28.6%	33.7%	72.4%	91.8%	70.4%	73.5%

Village Parking
Of all the parking facilities evaluated in this study, the Village public parking had the highest utilization (52.5%). See Table 4.1-1. This is representative of the many activities occurring in the Village. The Village attracts a variety of users to it's diversified land uses which include retail, inns, museums, restaurants, library, and natural resources (Shawme Pond and artisan well). Most of these uses generate high parking turn-over rates. A parking turn-over rate is the average number of times a parking space is used by different vehicles during a given period of time. The high turn-over rate creates constant activity in this area which, in turn, increases the potential for accidents for all modes of transportation (vehicular, pedestrian, and bicycle).

Although the parking utilization is not relatively high for the entire Village area,

there are some isolated parking areas that create congestion and could cause further delays when a special event (see Appendix B - 1995) occurs in this area. Many problems are related to the unbalanced parking distribution at available parking spaces. There are locations near capacity with adjacent lots well below capacity that people are not aware of. For example, parking on Main Street from Jarves Street to River Street was near capacity (97%) and beyond capacity (103%) during two hours. See Table 5.2-1. Parking beyond capacity was due to illegally parked vehicles. During the same time period, adjacent parking on Main Street and at the Town Hall Annex, both public facilities, were utilized at 38% to 46%.

When public parking is near or at capacity, it has a spill-over affect on nearby private lots. The same holds true when large private functions force a over spill-over onto the public lots. This poor use of the parking system results in illegally parked vehicles which, in turn, creates congestion and safety problems.

One of the main problem areas of the Village parking is at the site of the artisan well. The parking situation is inadequate to safely accommodate the needs of the parkers at this frequently used well. Even though sufficient parking spaces are available, people illegally park to minimize their trip from the well when carrying jugs of water. It has been observed that vehicles will even park on the crosswalk to be closer to the well. The illegal parking and high turnover rate at this location creates hazardous walking and driving conditions which are exacerbated by the dangerous intersection of Main Street at Water Street. Frequent parking maneuvers and uncontrolled intersection movements at this location increase the potential for accidents for all modes of transportation (vehicular, pedestrian, and bicycle).

Another problem identified in the Village area is the use of undefined pavement markings for parking. The pavement markings for street parking do not delineate individual spaces but instead block in a whole section for all vehicles to park. This allows vehicles to park at any distant from other vehicles. This type of design causes spacing problems and does not maximize parking since some vehicles consume two spaces instead of one. This issue and solutions to alleviate this problem are further discussed in the recommendations section.

Northside Parking

The Northside parking utilization is dependent upon the weather. Recreational uses such as the marina, canal bikeway and beach all are heavily used during warm summer days. Although the 1994 parking count was not performed on a "beach day" (exceptionally warm summer day), it is expected that the study represents an average sunny summer day. The 1995 follow-up study (Appendix B) was performed on a cloudy day and resulted in a lower utilization of Northside parking. Therefore, showing a possible change in parking conditions due to the weather.

As a whole, the northside parking did not experience any deficiencies. However,

three individual public lots did reach and exceed capacity at certain times. The Sandcatcher Recreation (85.7%), Sandcatcher Recreation (90.5%), and the Horizons Beach (91.8%) parking lots all approached capacity. See Table 5.2-1. Near capacity conditions at Horizons Beach lot was a result of a wedding reception held at Horizons restaurant. Beach parkers coupled with the special event parkers (reception) created congestion at this location. In the event that a "beach day" and special event occur at the same time, this location could experience severe parking problems. Another problem identified at the Horizons lot was that the requirement of beach stickers and the 20 minute time restriction were not enforced. The other two facilities experienced near capacity conditions due to many visitors attracted to recreational activities (walking, bicycling) along the canal area. With an increase in the use of the canal bike path, it is expected that these parking lots, especially the Sandwich Recreation area, will reach capacity during the summer months.

Southside Parking
Parking at the southside area mainly consists of commercial parking spaces used for the Purity Shopping Center and Merchants Square. These two sites account for 590 of the 725 total spaces, or 81%. There are no parking deficiencies for the area as a whole or individually. Certain sections of Merchant Square (e.g., the Post Office) experience congestion, but overall there is ample parking available throughout this site. Backups at the Post Office are a result of the frequent parking maneuvers and customers waiting for available parking spaces, both of which queue vehicles at the entrance. The delays at the Post Office typically occur during the peak hours of use (e.g., Saturday from 11:00 AM to 12 Noon).

On an average day, it is expected that the Northside lots will not experience extensive parking problems. However, since the Purity Shopping Center has been designated as a special event lot, it is possible that this area could reach capacity during this time period.

6.0 Recommendations
This section includes recommendations that look to improve parking utilization problems within the entire system which should help relieve isolated parking areas that currently experience problems. To provide a successful parking program, all elements of the transportation system must be linked to provide a convenient, accessible and pleasant travelling experience. Many of the following recommendations not only enhance the parking conditions, but also improve the overall transportation system in Sandwich. General recommendations followed by site specific improvements are discussed below.

6.1 General Recommendations
General recommendations to improve the overall parking system include making parking locations accessible and convenient for people to use. Improvements that can be implemented into the Sandwich transportation system that can accomplish

this goal are discussed below.

Remote Lots
Since public parking demands are a result of many tourist visiting Sandwich, remote parking would provide a good opportunity to intercept tourist entering town. Remote parking would encourage people to walk and use public transportation which would, in turn, minimize congestion in the activity areas. For example, the Henry T. Wing School parking lot offers ample parking space that is not too distant from the Village. Although a count was performed at this lot, it was not used in the analysis since it would have skewed the data results. The count showed that of the available 360 spaces at the Wing School, only 9 (or 2.5%) were occupied during the highest peak hour. This emphasizes the need to redistribute the parking to all available locations.

Encouraging the use of the remote lots requires providing better alternatives than the existing options. The public must be educated of the opportunities that exist to use remote facilities that are convenient and easily accessible. Programs to encourage the use of remote lots are further explained in this section.

Trolley Service
Currently, the Glasstown Trolley offers a valuable transportation link from the Railroad Station to many of the locations discussed in this report. The trolley has at least one stop within the three designated parking areas (Village, Northside, and Southside). The trolley travels to shopping, recreational and tourist attractions; all within the same route. The service allows tourist and residents to leave their vehicles behind, which, in turn, minimizes both parking and roadway congestion. It is important that the public be educated about this transportation option, especially the tourist.

The trolley's route schedule shows that the Wing School stop has available parking. This must be emphasized on this brochure as well as other literature made available throughout Sandwich. The Wing School's ample parking makes it an ideal location for travellers to leave their vehicles for the day and experience Sandwich on the trolley. The Wing School is the first lot available for people travelling into Sandwich Village from Route 6. Visitors should be made aware of this option at the information kiosk on Route 130 as they enter from Route 6. A sign identifying the trolley service at the Wing School could also encourage use which, in turn, will minimize congestion in the Village area. Other trolley stops throughout the route should be also easily identifiable to encourage use.

Another option to encourage the use of the trolley is to increase the frequency and number of stops of the trolley. Improved service would make the trolley more attractive for tourist and residents alike. Trolley stops at Inns, Bed and Breakfasts's,

and restaurants would allow tourist to travel throughout Sandwich without using their vehicles. Feasibility studies are needed to determine if this option is cost effective. The business community may be a potential funding source for this service.

Public Transportation
Unfortunately, the Glasstown Trolley is mainly a tour guide service and does not offer public transportation prices or convenience. Therefore, there is a need to provide some form of public transportation. Money for public transportation could come from federal and/or state funds with a town match.

Transportation connections from remote transportation facilities would minimize both traffic and parking congestion in Sandwich. For example, a shuttle service provided to/from the Sagamore Park & Ride lot or other commuter lots would allow people to visit Sandwich without taking their vehicles.

Shuttle service among the various tourist attractions and lodging facilities providing connections throughout the area would also offer a convenient transportation service.

Public Awareness/Educational Brochures
As discussed above, the need to educate people about transportation facilities and services in Sandwich is essential in creating a successful transportation system. This information should be made available at kiosks, tourist attractions, and all transportation services utilized by the public.

The "Walking Guide of Historic Sandwich Village" is good example of encouraging people to leave their vehicles and experience Sandwich Village by walking or taking the trolley. It is recommended that this brochure, or a new one, show available parking locations. For example, the brochure could emphasize the availability of parking at the Wing School and other remote lots and show that the trolley will service these locations throughout the day. Another example would be to show the short walking link between the First church of Christ and the Library called the Jack and Clara Field Memorial Path. This path provides much shorter walking time than travelling along Main Street to the Library. Knowledge of this path is especially valuable when parking at the Library is full and may require the use of other lots.

A brochure showing parking locations in relation to the tourist attractions would allow tourist to decide how far they want to walk to their destinations. This would encourage visitors to leave their vehicles at one location and plan their walk accordingly. An example of this type of brochure, used in Keene, New Hampshire, is shown in Appendix C.

It is important to notify all people of the transportation opportunities (trolley

service, bicycle/pedestrian facilities) provided throughout the town. It is recommended that public service announcements (e.g., mailings, newspapers) be sent to residents and tourist attractions to continually update them on the available services.

Parking Signs
The use of signs showing public parking locations is a convenient way to direct visitors to designated areas. These signs could be placed where parking is desired and in locations that are well below capacity. For example, the Wing School has excess supply, but tourist are unaware of it's availability. In many cases tourist will travel into the Village in order to obtain a convenient parking space. If they are unaware of the available parking areas in the Village they may circle the Village and eventually be forced to park outside the Village area since it is congested. With signs at designated parking areas, tourist may choose to avoid the congested Village area and use the first designated lot they arrive at, such as the Wing School, which would be the first location for people travelling from Route 6. For tourist who find it too far to walk from remote parking areas, some lots could be designated within the Village area, such as the Town Hall Square Annex (for weekend parking only). It is also important to let people know that the trolley options exists at these remote lots for people who don't want to walk so far.

To keep with the character of the community, the parking sign designs should be consistent with the environment that surrounds them. A small, easily identifiable scenic or historic sign could be used to direct travellers to designated lots.

Parking Time Restrictions
There are certain locations that require high turnover rates for parking. Services at these locations generally attract customers that wish to park and leave within five minutes. These locations in the study area include the artisan well, retail stores at the north end of Jarves Street and street parking near the library. Day parkers that use these spaces make it inconvenient for the short term parking customers. One way to minimize the use of the long-term parking at these short-term parking spaces is to restrict parking time with the use of regulatory signs. An example of regulatory signs for parking time restrictions is shown in Appendix D.

Another method of restricting parking times is with the use of meters. An advantage of this measure is that it becomes a source of revenue for the town. The disadvantage of using meters, as well as parking signs, is that they may degrade the visual quality of the Village.

Tours
Walking and riding tours are a convenient way for tourist to visit the Village area while leaving their travelling concerns behind at parking lots. Various store and museum owners should consider organizing tours that would bring customers to

museum owners should consider organizing tours that would bring customers to their locations as they experience the scenic and historic Village. A central and convenient location could be established where these tours begin and end.

Bicycle Facilities
Provision of bicycle facilities is an important transportation link to many activity areas within Sandwich. Whether for recreation, commuting or personal business, bicycle travel offers a valuable alternative to the automobile that alleviates parking and roadway congestion. The obvious parking benefit of bicycle facilities is the reduction in parking demand since people are bicycling to their destinations rather than driving. The following improvements should be considered to encourage the use of bicycling. Refer to the CCC's *Designing the Future to Honor the Past* [1] for guidelines for the development of bicycle facilities.

- Increase bicycle access to coastal areas by connecting public beaches to the path system.

- Bicycle racks should be provided throughout the study area to encourage the use of bicycling. The racks could be similar to the wooden bicycle rack located at the library.

- Promote bicycle friendly roadways through signage, education for both drivers and bicyclists, and construction of bicycle lanes where appropriate.

- Encourage the use of paved shoulders, where appropriate, for bicyclist.

Pavement Markings
As shown in Figure 6.1-1, existing pavement marking for on-street parking does not conduce maximum use of the parking spaces. Improved parking pavement markings such as the alternatives shown in Figure 6.1-1 could alleviate this problem. Marking parking spaces encourages orderly and efficient use of the parking spaces.

Improved Pedestrian Facilities
None of the recommendations discussed in this report will be successful unless the pedestrian conditions surrounding the study areas are adequate. Sidewalks and walking paths must offer a convenient and friendly environment to encourage walking. Safety of pedestrians is a major concern, especially for the elderly which represent a large portion of tourist who visit the Village area. The following recommendations should be considered to improve pedestrian conditions in

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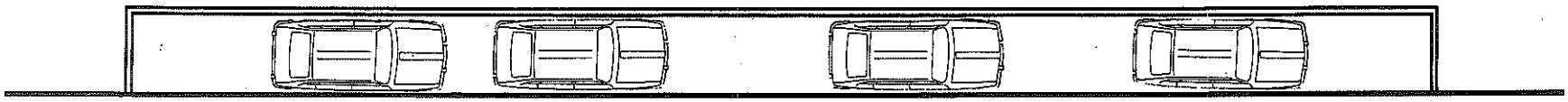
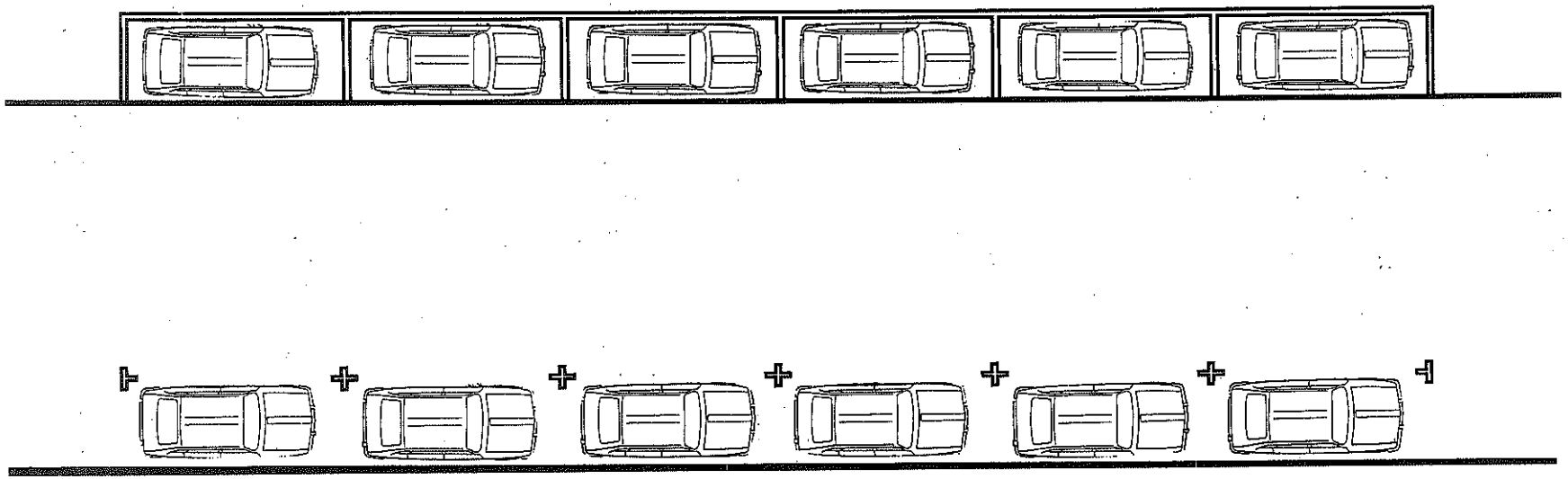
[1] *Designing the Future to Honor the Past*, Design Guidelines for Cape Cod, Cape Cod Commission and Community Vision, Inc. (September, 1994).



EXISTING



ALTERNATIVES

Figure 6.1-1: Parking Pavement Markings

Sandwich. Refer to the *Designing the Future to Honor the Past* for development of sidewalks in village areas.

• Provide accessible walkways and paths to link popular areas within the community. Encourage the natural development of walkways that connect to different areas and link transportation systems within villages to systems around and between villages.

• Increase pedestrian access to coastal areas by connecting public beaches to the path system.

• Provide crosswalks at road crossings, where warranted.

• Provide new sidewalks that maintain the character of the area it surrounds.

• Sidewalks should be adequately maintained to provide a pleasant walking atmosphere.

• New sidewalks should be constructed of materials that distinguish pedestrian ways from roads and parking areas.

• Provide functional seating and gathering areas for people along pedestrian ways. Have village merchants determine locations for benches. Elevate community awareness by having merchants/residents donate benches in honor of local personalities.

6.2 Location Specific Recommendations

Town Hall Square

As discussed earlier, one of the main parking problems in the Sandwich Village occurs at Town Hall Square, mainly because of the artisan well. Dangerous parking for well users and a poorly controlled intersection create unsafe traffic conditions at this location. Currently, there are two spaces available on the Town Hall side of Main Street for all well users. Parking on the other side of Main Street forces people to cross the busy roadway while carrying their water. Parking on Grove Street near the well is usually occupied. Therefore, when the two spaces on Main Street are occupied, people tend to illegally park so they can be close to the well, causing a dangerous situation.

Constraints at this location such as inadequate space and a sensitive environment make difficult to accommodate parking. It is recommended that plans by the town to improve the intersection should incorporate parking improvements for the well area.

There are some short term (quick implementation) solutions that may help alleviate existing parking problems. Parking time restrictions (with the use of signs) near the well on Main Street and Grove Street would free up more spaces for the short-term water parkers. Spaces could also be designated for well stops only which would reserve spaces for well parkers. Another option would be to install signs directing people to safe parking spaces (not reserved) near the well.

From a safety standpoint, it is recommended that all parking be prohibited on Main Street until traffic control improvements are made for the entire Town Hall Square section. In the meantime, designating water parking on the less travelled Grove Street (along Shawme Pond), albeit less convenient, would enhance safety for the water users as well as the traffic travelling through Town Hall Square.

Merchant Square Post Office
Parking conflicts and traffic congestion at the Post Office are related to concentrated arrival times and frequent parking maneuvers. The drive-up mailboxes in the parking lot alleviate some congestion by allowing customers to drop off letters without parking. However, this accommodation can also backup traffic for people trying to leave the site. Reconfiguration of the parking lot or site drive may be the only solution to alleviating backups onto Commercial Drive. However, major redesign of the parking facility is not recommended since delays at the Post Office occur during a concentrated time period. A more economical measure would be to install signs directing customers to addition parking near the site.

Marina Recreation Lots
Although the marina area did not experience overall parking deficiencies, the two recreation lots experienced high usage. Proper identification of other available lots through signage would help alleviate over-flow parking at these two locations. If the use of the canal bike/walking path increases, additional parking alternatives may have to be created in this area. One alternative would be to buy or lease spaces from Joe's Lobster which appears to have excess supply.

Horizons Lot
High parking utilization at the Horizons lot was a result of a special event at the Horizons restaurant. Better parking design (reconfiguration, improved pavement markings) at the horizons lot and clear identification of the public/private lots would help minimize the parking conflicts at this location. If special events occur frequently at this restaurant, it is recommended that this location be further studied to determine if parking deficiencies exist during this time period.

7.0 Conclusion
As explained in this parking study, there does not appear to be a problem with the overall parking capacity within the designated study area in Sandwich. Isolated areas with parking deficiencies and conflicts are a result of poor usage of the available

parking facilities. Special events occurring at specific locations create capacity deficiencies and result in congestion at other locations as well. Although better parking management can improve average summer conditions, it is not likely to fully alleviate parking impacts related to special events. However, it is important to note that special events are a worse case parking scenario and improvements to alleviate this condition should only be made if the event is a common occurrence or creates safety hazards to the surrounding area.

The parking supply at most of the facilities studied was determined to be sufficient. There are however, a few locations that experience congestion and delays related to parking. These locations are generally high activity areas where people wish to park close to their destination. In order to achieve acceptable conditions for all parking facilities, a plan must be implemented to better utilize all available parking locations. In addition, the transportation system must be improved to provide convenient alternatives for people travelling in vehicles.

Appendix A-1: Village Parking Breakdown

Village - Public Parking Utilization

Loc No	Location	Total Spaces	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	Peak Hour Maximum
A	Main Street									
A1	- Liberty to School	26	3	3	2	2	1	3	1	2
A2	- School to Jarves	17	12	6	9	6	2	1	2	9
A3	- Jarves to River	35	21	29	36	34	29	27	21	36
A4	- Town Hall Square	18	3	2	3	1	3	2	2	3
B	Grove Street	15	4	5	5	3	2	5	2	5
C	River Street	17	5	5	6	5	3	4	2	6
D	Water Street	12	1	4	5	2	4	4	7	5
E	Jarves Street	56	26	25	34	28	25	16	16	34
19	Hoxie House	14	1	4	5	6	7	3	2	5
25	Town Hall Annex	28	15	18	17	17	13	13	12	17
26	Library	40	6	27	24	14	20	18	14	24
	Public Total	278	97	128	146	118	109	96	81	146
	% of Peak	190.4%	66.4%	87.7%	100.0%	80.8%	74.7%	65.8%	55.5%	100.0%
	% of Capacity	100.0%	34.9%	46.0%	52.5%	42.4%	39.2%	34.5%	29.1%	52.5%

Village - Private Parking Utilization

Loc No	Location	Total Spaces	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	Peak Hour Maximum
20	First Church of Christ	27	0	2	2	2	2	1	1	2
21	Daniel Webster Inn	131	44	41	45	54	55	49	53	54
22	Glass Museum	46	11	20	16	21	17	21	15	21
23	Corpus Christi Church	56	4	1	2	1	0	0	0	1
	Private Total	260	59	64	65	78	74	71	69	78
	% of Peak	333.3%	75.6%	82.1%	83.3%	100.0%	94.9%	91.0%	88.5%	100.0%
	% of Capacity	100.0%	22.7%	24.6%	25.0%	30.0%	28.5%	27.3%	26.5%	30.0%

Village - Total Parking Utilization

Loc No	Location	Total Spaces	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	Peak Hour Maximum
	Public Parking	278	97	128	146	118	109	96	81	146
	Private Parking	260	59	64	65	78	74	71	69	65
	Village Total	538	156	192	211	196	183	167	150	211
	% of Peak	255.0%	73.9%	91.0%	100.0%	92.9%	86.7%	79.1%	71.1%	100.0%
	% of Capacity	100.0%	29.0%	35.7%	39.2%	36.4%	34.0%	31.0%	27.9%	39.2%

Appendix A-2: Northside Parking Breakdown

Northside - Public Parking Utilization

Loc No	Location	Total Spaces	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	Peak Hour Maximum
4	Marina	200	47	66	58	75	78	76	71	78
5	Sandwich Recreation	70	38	39	43	53	56	60	49	56
7A	Sandcatcher Rec.	42	21	28	34	37	30	38	37	30
7B	Bulkhead Recreation	56	28	24	26	32	29	26	19	29
10	Horizons	98	15	28	33	71	90	69	72	90
11	Town Neck Beach	200	21	27	38	37	58	45	36	58
12	Boardwalk (south)	75	9	10	23	35	35	40	39	35
	Public Total	741	179	222	255	340	376	354	323	376
	% of Peak	197.1%	47.6%	59.0%	67.8%	90.4%	100.0%	94.1%	85.9%	100.0%
	% of Capacity	100.0%	24.2%	30.0%	34.4%	45.9%	50.7%	47.8%	43.6%	50.7%

Northside - Private Parking Utilization

Loc No	Location	Total Spaces	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	Peak Hour Maximum
6	Joe's Lobster	75	13	10	16	19	14	15	12	19
	Private Total	75	13	10	16	19	14	15	12	19
	% of Peak	394.7%	68.4%	52.6%	84.2%	100.0%	73.7%	78.9%	63.2%	100.0%
	% of Capacity	100.0%	17.3%	13.3%	21.3%	25.3%	18.7%	20.0%	16.0%	25.3%

Northside - Total Parking Utilization

Loc No	Location	Total Spaces	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	Peak Hour Maximum
	Public Parking	741	179	222	255	340	376	354	323	376
	Private Parking	75	13	10	16	19	14	15	12	14
	Northside Total	816	192	232	271	359	390	369	335	390
	% of Peak	209.2%	49.2%	59.5%	69.5%	92.1%	100.0%	94.6%	85.9%	100.0%
	% of Capacity	100.0%	23.5%	28.4%	33.2%	44.0%	47.8%	45.2%	41.1%	47.8%

Appendix A-3: Southside Parking Breakdown

Southside - Private Parking Utilization

Loc No	Location	Total Spaces	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	Peak Hour Maximum
1	Purity	300	148	156	152	114	138	140	125	152
2	Merchants Square	290	127	139	138	113	93	71	74	138
13	Cape Heritage	75	43	44	48	48	43	34	27	48
14	American Legion	60	3	1	12	10	7	12	14	12
	Private Total	725	321	340	350	285	281	257	240	350
	% of Peak	207.1%	91.7%	97.1%	100.0%	81.4%	80.3%	73.4%	68.6%	100.0%
	% of Capacity	100.0%	44.3%	46.9%	48.3%	39.3%	38.8%	35.4%	33.1%	48.3%

Souththside - Total Parking Utilization

Loc No	Location	Total Spaces	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	Peak Hour Maximum
	Private Parking	725	321	340	350	285	281	257	240	350
	Southside Total	725	321	340	350	285	281	257	240	350
	% of Peak	207.1%	91.7%	97.1%	100.0%	81.4%	80.3%	73.4%	68.6%	100.0%
	% of Capacity	100.0%	44.3%	46.9%	48.3%	39.3%	38.8%	35.4%	33.1%	48.3%

Appendix B: 1995 Follow-Up Study

Appendix B

B. 1995 Follow-Up Study

B1. Introduction

The CCC transportation staff has performed a 1995 follow-up study following the original parking study (1994). The follow-up study was performed on Saturday August 5, 1995. This study was conducted to analyze the Village area under peak conditions and to validate parking characteristics from the year before. The study was performed during a special event in the Village to look at an above average parking day in this area. The event that took place was a craft fair located at the library. Lots counted outside the Village area (Northside and Southside) did not experience any special events.

B2. Parking Study Characteristics

The follow-up study was performed under different circumstances in the Village in an effort to identify problems that may result during peak parking characteristics. The count took place during a craft fair at the library. A cloudy day added to the peak conditions since it may have attracted more visitors to the Village instead of the beaches.

The study period took place from 12 PM to 3 PM (four total hours) to coincide with the craft fair hours and also the peak hours of the count performed in August of 1994. Counts were performed at all of the three parking areas and are discussed below.

B3. Village Parking

It was evident that an event occurring in the Village resulted in increased vehicular and pedestrian activity. Consequently, parking became more scarce as the craft fair approached its peak attraction period. The utilization of the Village parking is shown in Table B-1.

Table B-1: Village Parking Utilization - 1995

Location	Total Spaces	Occupied Spaces			
		12 PM	1 PM	2 PM	3 PM
Public Parking	278	153	183	210	188
% of Capacity	100.0%	55.0%	65.8%	75.5%	67.6%
Private Parking	260	125	146	144	140
% of Capacity	100.0%	48.1%	56.2%	55.4%	53.8%
Village Total	**538**	**278**	**329**	**354**	**328**
% of Capacity	**100.0%**	**51.7%**	**61.2%**	**65.8%**	**61.0%**

As shown in Table B-1, public parking peaks in the Village at 2 PM with a utilization of 75.5% and private parking peaks at 1 PM with a utilization of 56.2%. Overall, Village parking peaks at 2 PM with a utilization of 65.8%. This compares to an overall Village utilization of 39.2% in the 1994 count. A detailed breakdown of the 1995 Village parking can be seen in Appendix B-1.

Although the public parking approaches capacity at 75.5%, overall there was still sufficient parking throughout the Village. Specific parking problems identified in the Village during the craft fair occurred close to the library (craft fair location). Visitors unaware of parking availability tried to park on the street as close as possible to the fair. This resulted in congestion on Main Street, Water Street, and River Street. Main Street from Jarves Street to River Street was beyond capacity (illegally parked vehicles) from 1 PM to 3 PM. This resulted in many visitors parking on side streets such as School Street that doesn't normally experience parking congestion. The illegally parked vehicles and congested street traffic resulted in difficult driving conditions on Main Street and dangerous conditions for pedestrians.

B4. Northside Parking

The utilization of the Northside parking is shown in Table B-2. As shown in the table, public parking peaks at 2 PM with a utilization of 36.2% and the private parking peaks at 1 PM with a utilization of 18.7%. Overall, Northside parking peaks at 2 PM with a utilization of 34.2%. This compares to an overall Northside utilization of 47.8% in the 1994 count. A detailed breakdown of the 1995 Northside parking can be seen in Appendix B-2.

The decline in utilization from the previous summer is likely due to: (1) the cloudy weather conditions, and (2) there were no special events (e.g. no wedding reception at Horizons restaurant) occurring in the area.

Table B-2: Northside Parking Utilization - 1995

Location	Total Spaces	Occupied Spaces			
		12 PM	1 PM	2 PM	3 PM
Public Parking	741	226	255	268	256
% of Capacity	100.0%	30.5%	34.4%	36.2%	34.5%
Private Parking	75	6	14	11	12
% of Capacity	100.0%	8.0%	18.7%	14.7%	16.0%
Northside Total	**816**	**232**	**269**	**279**	**268**
% of Capacity	**100.0%**	**28.4%**	**33.0%**	**34.2%**	**32.8%**

B5. Southside Parking

The utilization of the Southside parking is shown in Table B-3. As shown in the table, private parking peaks at 3 PM with a utilization of 43.6%. Since there is no public parking, the overall utilization (43.6%) remains the same. This compares to

an overall Southside utilization of 48.3% in 1994. A detailed breakdown of the 1995 Southside parking can be seen in Appendix B-3.

The utilization of the two different counts (1994 and 1995) generally remained the same since (1) the Southside is a commercial area, and (2) it did not experience any special events. It is possible that the slight increase from 1994 to 1995 is due to the different weather conditions (i.e., the cloudy conditions in 1995 drove visitors to stores rather than outdoor areas).

Table B-3: Souththside Parking Utilization - 1995

Location	Total Spaces	Occupied Spaces			
		12 PM	1 PM	2 PM	3 PM
Private Parking	725	276	287	311	316
% of Capacity	100.0%	38.1%	39.6%	42.9%	43.6%
Southside Total	**725**	**276**	**287**	**311**	**316**
% of Capacity	**100.0%**	**38.1%**	**39.6%**	**42.9%**	**43.6%**

B5. Total Parking Utilization

Utilization of the three parking areas combined are shown in Table B-4. As shown in the table, public parking peaks at 2 PM with a utilization of 46.9% and the private parking peaks at 3 PM with a utilization of 44.2%. Overall, the study area peaks at 2 PM with a utilization of 45.4%. This compares to an overall utilization of 41.4% in the 1994 count. The overall parking increase from 1994 (41.4%) to 1995 (45.4%) is likely due to the craft fair in the Village.

Table B-4: Total Parking Utilization (Entire Study Area) - 1995

Location	Total Spaces	Occupied Spaces			
		12 PM	1 PM	2 PM	3 PM
Public Parking	1019	379	438	478	444
% of Capacity	100.0%	37.2%	43.0%	46.9%	43.6%
Private Parking	1060	407	447	466	468
% of Capacity	100.0%	38.4%	42.2%	44.0%	44.2%
Study Area Total	**2079**	**786**	**885**	**944**	**912**
% of Capacity	**100.0%**	**37.8%**	**42.6%**	**45.4%**	**43.9%**

B6. Conclusion

The 1995 follow-up study was performed in an effort to identify Village parking problems during a special event and to also compare parking characteristics from the 1994 count. Observations of the Village area and the parking analysis revealed that a special event increases congestion for all forms of transportation. Parking conditions, traffic flow and pedestrian accessibility all experienced a decline in level of service. Conditions especially declined near the site of the craft fair. Illegally parked vehicles and constant parking maneuvers interrupted movement for through vehicles on Main Street. Consequently, pedestrians were presented unsafe

conditions due to traffic confusion on the local roads.

Some isolated locations at the Northside and Southside lots experienced near capacity utilization, but overall these two conditions were well below capacity. The utilization of the two counts (1994 and 1995) generally remained at these two parking ares. It is expected that special events occurring at these locations would create congested parking conditions.

Again, as mentioned in the main report, poor utilization of available parking locations resulted in isolated areas experiencing congestion. Visitors will park nearest their destination even if it requires parking in unsafe conditions. The high utilization and illegally parked vehicles near the craft fair indicated that people were unaware of other available parking facilities. It is important that visitors be made aware of their parking options to avoid this problem. This needs to be done through educational services with coordination from all involved in the parking system (town, merchants, residents). Potential measures that address these problems are discussed in detail in the main text.

Appendix B-1: Village Parking Breakdown (Follow-Up Study)

Summer '95 Village - Public Parking Utilization

Loc No	Location	Total Spaces	12 PM	1 PM	2 PM	3 PM	Peak Hour Maximum
A	Main Street						
A1	- Liberty to School	26	12	15	17	15	17
A2	- School to Jarves	17	9	12	15	15	15
A3	- Jarves to River	35	32	39	49	42	49
A4	- Town Hall Square	18	1	2	1	1	1
B	Grove Street	15	7	8	10	9	10
C	River Street	17	15	15	16	13	16
D	Water Street	12	6	11	12	9	12
E	Jarves Street	56	29	31	34	31	34
19	Hoxie House	14	5	6	6	5	6
25	Town Hall Annex	28	20	24	28	25	28
26	Library	40	17	20	22	23	22
	Total Spaces	278	153	183	210	188	210
	% of Peak	132.4%	72.9%	87.1%	100.0%	89.5%	100.0%
	% of Capacity	100.0%	55.0%	65.8%	75.5%	67.6%	75.5%

Summer '95 Village - Private Parking Utilization

Loc No	Location	Total Spaces	12 PM	1 PM	2 PM	3 PM	Peak Hour Maximum
20	First Church of Christ	27	3	4	5	4	4
21	Daniel Webster Inn	131	92	109	105	109	109
22	Glass Museum	46	12	17	15	12	17
23	Corpus Christi Church	56	18	16	19	15	16
	Total Spaces	260	125	146	144	140	146
	% of Peak	178.1%	85.6%	100.0%	98.6%	95.9%	100.0%
	% of Capacity	100.0%	48.1%	56.2%	55.4%	53.8%	56.2%

Summer '95 Village - Total Parking Utilization

Loc No	Location	Total Spaces	12 PM	1 PM	2 PM	3 PM	Peak Hour Maximum
	Public Parking	278	153	183	210	188	210
	Private Parking	260	125	146	144	140	144
	Total Spaces	538	278	329	354	328	354
	% of Peak	152.0%	78.5%	92.9%	100.0%	92.7%	100.0%
	% of Capacity	100.0%	51.7%	61.2%	65.8%	61.0%	65.8%

Appendix B-2: Northside Parking Breakdown (Follow-Up Study)

Summer '95 Northside - Public Parking Utilization

Loc No	Location	Total Spaces	12 PM	1 PM	2 PM	3 PM	Peak Hour Maximum
4	Marina	200	41	44	42	39	42
5	Sandwich Recreation	70	52	67	72	68	72
7A	Sandcatcher Rec.	42	17	23	22	25	22
7B	Bulkhead Recreation	56	21	21	18	16	18
10	Horizons	98	74	73	82	82	82
11	Town Neck Beach	200	12	15	17	14	17
12	Boardwalk (south)	75	9	12	15	12	15
	Total Spaces	741	226	255	268	256	268
	% of Peak	276.5%	84.3%	95.1%	100.0%	95.5%	100.0%
	% of Capacity	100.0%	30.5%	34.4%	36.2%	34.5%	36.2%

Summer '95 Northside - Private Parking Utilization

Loc No	Location	Total Spaces	12 PM	1 PM	2 PM	3 PM	Peak Hour Maximum
6	Joe's Lobster	75	6	14	11	12	14
	Total Spaces	75	6	14	11	12	14
	% of Peak	535.7%	42.9%	100.0%	78.6%	85.7%	100.0%
	% of Capacity	100.0%	8.0%	18.7%	14.7%	16.0%	18.7%

Summer '95 Northside - Total Parking Utilization

Loc No	Location	Total Spaces	12 PM	1 PM	2 PM	3 PM	Peak Hour Maximum
	Public Parking	741	226	255	268	256	268
	Private Parking	75	6	14	11	12	11
	Total Spaces	816	232	269	279	268	279
	% of Peak	292.5%	83.2%	96.4%	100.0%	96.1%	100.0%
	% of Capacity	100.0%	28.4%	33.0%	34.2%	32.8%	34.2%

Appendix B-3: Southside Parking Breakdown (Follow-Up Study)

Summer '95 Southside - Private Parking Utilization

Loc No	Location	Total Spaces	12 PM	1 PM	2 PM	3 PM	Peak Hour Maximum
1	Purity	300	167	159	170	178	178
2	Merchants Square	290	81	92	85	83	83
13	Cape Heritage	75	17	21	28	27	27
14	American Legion	60	11	15	28	28	28
	Total Spaces	725	276	287	311	316	316
	% of Peak	229.4%	87.3%	90.8%	98.4%	100.0%	100.0%
	% of Capacity	100.0%	38.1%	39.6%	42.9%	43.6%	43.6%

Summer '95 Souththside - Total Parking Utilization

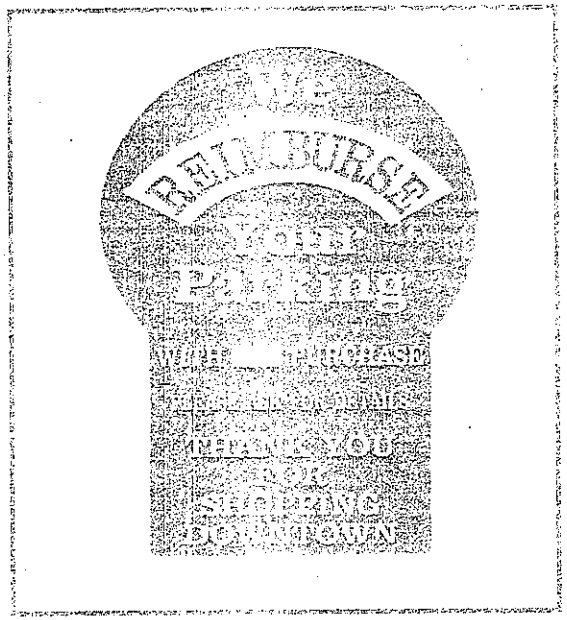
Loc No	Location	Total Spaces	12 PM	1 PM	2 PM	3 PM	Maximum
	Private Parking	725	276	287	311	316	316
	Total Spaces	725	276	287	311	316	316
	% of Peak	229.4%	87.3%	90.8%	98.4%	100.0%	100.0%
	% of Capacity	100.0%	38.1%	39.6%	42.9%	43.6%	43.6%

Appendix C: Keene, N.H. Parking Brochure

GUIDE TO THE OFF-STREET LOTS.

A	Winter St. Lot	1 hr., 10 hr,	reserved
B	Elm St. lot	3 hr., 10 hr,	reserved
C	City Hall Garage (upper)		4 hr.
C	City Hall Garage (lower)		reserved
D	Wells St. lot	4 hr, 10 hr.,	Reserved
E	Railroad St. lot		Free
F	Cypress St. lot		Free
G	Commercial St. lot		Mixed
H	Gilbo Ave., West lot		Reserved
I	Gilbo Ave lot		2 hr., 3 hr., 10 hr.

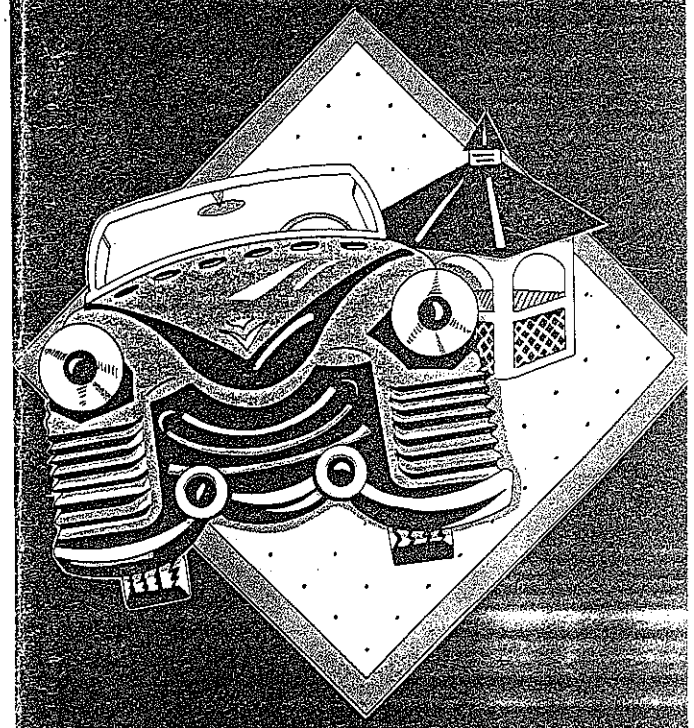
Public Restrooms are located on Gilbo Ave. near parking lot G



HERE'S HOW TO PARK FREE IN KEENE.

Merchants participating in the Park Free program will reimburse shoppers up to a specified amount. Ask for details from merchants displaying this decal.

PARK IT



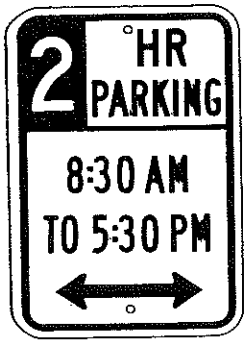
IN DOWNTOWN KEENE

Appendix D: Regulatory Parking Signs

R7-1
12" x 18"

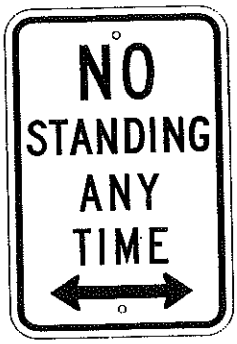
R7-5
12" x 18"

R7-107
12" x 18"

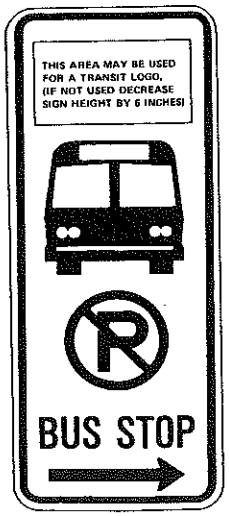


R7-108
12" x 18"

R7-2a
12" x 18"

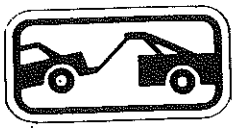


R7-4
12" x 18"



R7-107a
12" x 30"

R7-8
12" x 18"



R7-201a
12" x 6"

2B-24

Rev. 12/79

Regulatory Parking Signs