

1.0 INTRODUCTION

Purpose of Study

The purpose of this study is to update the 1999 Bath Downtown Parking Study with new parking data and current areawide conditions. In addition to updating the recommendations of the former study, this study provides specific recommendations regarding metered on-street parking spaces and the need for a parking garage.

Study Area

For the purposes of this study, the study area is bounded by Route 1 to the south; Oak Street to the north; Washington Street to the west and Commercial Street to the north. See **Figure 1.1**.

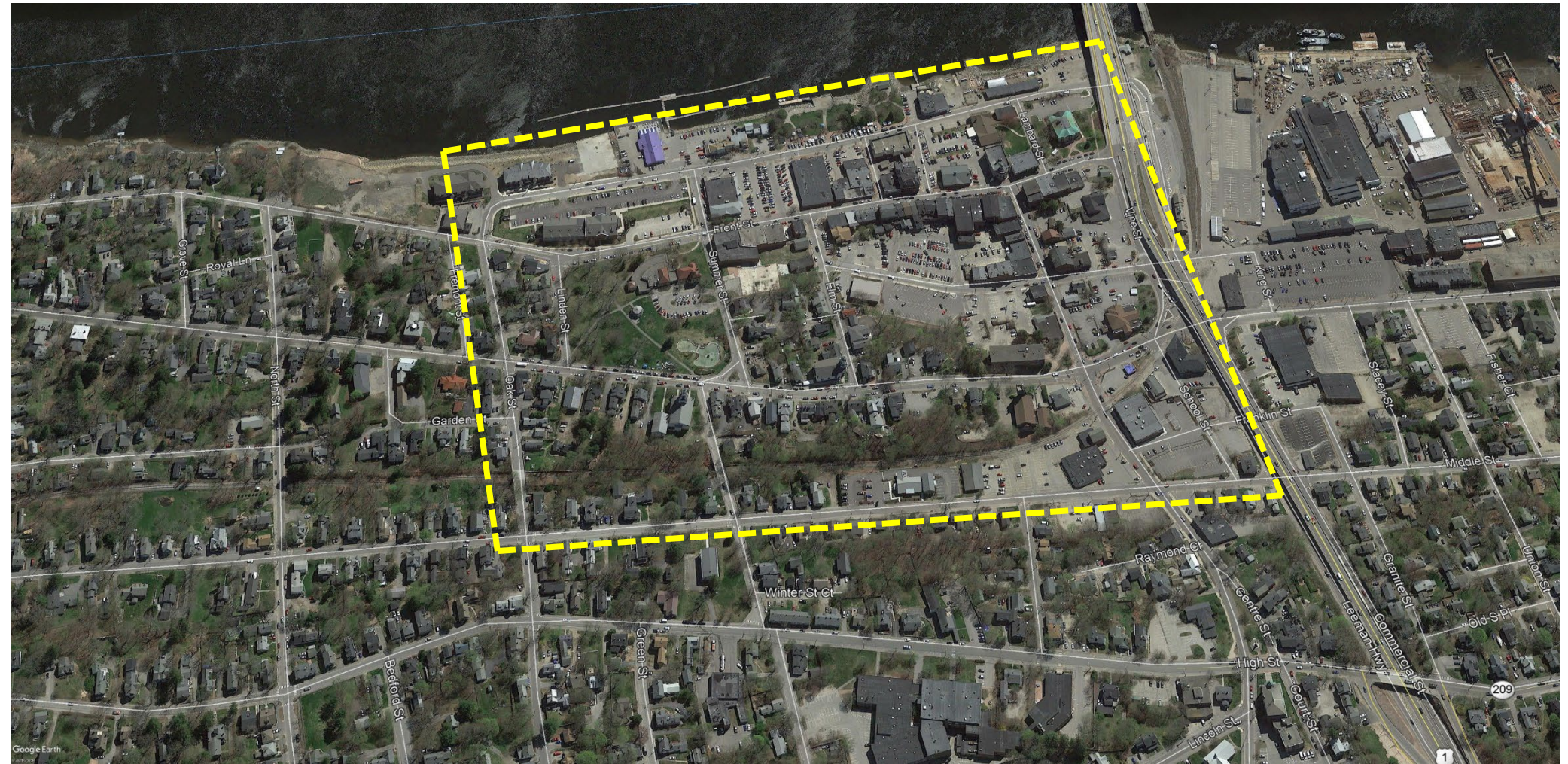


Figure 1.1 Study Area

2.0 EXISTING PARKING CONDITIONS

2.1 On-Street Parking Regulations

For the study area **Table 2.1** notes parking regulations within the study area that were adopted by the City and were in effect at the time of the study.

Table 2.1 On-Street Parking Regulations	
Street	Parking Restriction
CENTRE STREET	North Side: Starting at a point 20 feet from the intersection of Front Street and running in a westerly direction for 45 feet, Loading Zone. From the westerly terminus of the loading zone and running west 150 feet, two-hour parking. From a point 150 feet west of the westerly terminus of the loading zone and running west 25 feet, handicapped parking. From a point 175 feet west of the westerly terminus of the loading zone to a point 85 feet east of Washington Street, two-hour parking. From a point 40 feet west of Front Street to a point 85 feet east of Washington Street, 2 hour parking, except that the last space before Water Street and the first space after Water Street shall be designated as 30 minute parking. From a point 85 feet east of Washington Street, and running westerly of Raymond Court, no parking. South Side: From the corner of Front street and running westerly for a distance of 40 feet, no parking. From a point 40 feet from the intersection of Front Street to the first driveway, 2 hour parking, except that the first space shall be designated as 30 minute parking. From the first driveway to the Key Bank exit, no parking. From the Key Bank exit to Water Street, 2 hour parking, except that the last space before Water Street should be designated as 30 minute parking.
COMMERCIAL STREET	North and West Sides: From Water Street to the southerly entry to the Customs House parking lot, No Parking. West Side: From the southerly entrance to the Customs House parking lot to Lambard Street, 4 hour parking. From the northerly side of Lambard Street running northerly a distance of 85 feet, Loading Zone; From a point 85 feet northerly of Lambard Street to a point 82 feet south of Summer Street, No Parking. From a point 82 feet South of the South side of Summer Street and running North 55 feet, 30 minute parking. From a point 27 feet South of the South side of Summer Street and running northerly along the West side of Commercial Street to the North side of the South entrance to the Hotel Property, No Parking; thence running from the North side of the South entrance of the Hotel Property and running northerly along the westerly side of Commercial Street to a point which is 140 feet from Front Street, 4 hour parking; thence running northerly and westerly along Commercial Street a distance of 140 feet to Front Street, No Parking. South, East and North Sides: From Water Street to the South side of the Sagadahoc Bridge, No Parking; From the South side of the Sagadahoc Bridge and running North 303 feet, parking by permit only on weekdays between the hours of 6:00 a.m. and 6:00 p.m. Permits may be obtained from the Police Department in the same manner as permits are issued for the parking lot on the West side of Water Street. Parking on weekends and weekdays from 6:00 p.m.to 6:00 a.m. is unrestricted. From a point 303 feet North from the South side of the Sagadahoc Bridge to a point 170 feet North and across from the northerly side of Summer Street, No Parking, except the area on the West side of the Waterfront Park shall be designated as a 4 hour parking area from November 15th to March 15th of each year, and at all other times shall be designated as a 2 Hour Parking area. Except that during the time period from the first of May until the end of October on each Saturday from 7:00 a.m. to 12 noon, parking along the West side of the Waterfront Park shall be restricted to vendors for the Farmers’ Market only. From a point 170 feet North and across from the northerly side of Summer Street and running 390 feet along the easterly side of Commercial Street to a point 186 feet northerly and westerly from Front.
ELM STREET	South Side: From Front Street to Water Street straight-in parking. The closest space to Front Street, handicapped parking, the remaining spaces, two-hour parking. From Water Street to a point 287 feet from Washington Street, no parking. From a point 287 feet from Washington Street and running westerly 40 feet, 2 hour parking. From a point 247 feet to Washington Street, No Parking. North Side: From Front Street to a point across from Water Street, 2 hour parking. From a point opposite Water Street to Washington Street, No Parking.
FRONT STREET	East Side: From Vine Street to a point across from the southerly side of Centre Street, two-hour parking. From a point across from the south side of Centre Street to the northerly side of the entrance to the southerly parking lot of The Bank of America, no parking. From the northerly side of the entrance to the southerly parking lot of The Bank of America for a distance of 30 feet, Bus Stop for Bath Municipal Buses only. From the northerly terminus of the bus stop to Broad Street, two-hour parking, with the northern most 25 feet being designated handicapped parking. From Broad Street to Arch Street, fifteen-minute parking. From Arch Street to a point 39 feet north of the fire hydrant located just south of Elm Street, two- hour parking, except for a 20 foot area located 10 feet north and 10 south of the fire hydrant which shall be no parking, and except for a 29 foot area beginning 10 feet north of the hydrant and running north 29 feet which is designated handicapped parking. From a point 39 feet north ofthe said fire hydrant to Summer Street, No Parking. From the North side of Summer Street running North 310 feet, No Parking. From a point 310 feet North of Summer Street to a point 430 feet North of Summer Street, 4 hour Parking. From a point 430 feet North of Summer Street to Bowery Street, No Parking. West Side: From Vine Street to a point 30 feet south of Centre Street, 2 Hour Parking, except for the last space before Centre Street shall be designated as 30 minute parking. From a point 30 feet south of Centre Street to Centre Street, No Parking. From Centre Street to Summer Street, 2 Hour Parking, except that the first space North of Centre Street shall be designated as 30 minute

Table 2.1 On-Street Parking Regulations	
Street	Parking Restriction
	parking. From Centre Street to Summer Street, two-hour parking. From Summer Street to a point 170 feet south of Linden Street, 4 Hour Parking. From a point 170 feet south of Linden Street to Linden Street, RV Parking Only. From Linden Street to Oak Street, no parking. From Oak Street to Grove Street, 2 hour parking.
LINDEN STREET	<u>South Side:</u> From Front Street for a distance of 46 feet westerly, No Parking. From a point 46 feet heading 236 feet west, four hour parking. <u>North Side:</u> No Parking.
OAK STREET	<u>South Side:</u> From Front Street to Washington Street, 2 hour parking. From a point 40 feet westerly of Washington Street to a point 20 feet easterly of Middle Street, Unrestricted Parking. From a point 20 feet easterly of Middle Street to a point 30 feet westerly of Middle Street, No Parking.
SUMMER STREET	<u>South Side:</u> From Front Street west to Washington Street, No Parking. <u>North Side:</u> From Front Street west to Washington Street, four hour parking.
VINE STREET	<u>Both Sides:</u> From Washington Street to Front Street, No Parking.
WASHINGTON STREET	<u>East Side:</u> From Summer Street northerly to a point 40 feet south of the southerly side of Oak Street, two-hour parking. From a point 40 feet south of the southerly side of Oak Street to a point 40 feet north of the northerly side of Oak Street, no parking. From a point 40 feet north of the northerly side of Oak St. to a point 40 feet south of the southerly side of North Street, 2 hour parking. <u>West Side:</u> From a point 63 feet northerly from South Street to a point 177 feet southerly from Centre Street, No Parking. From a point 177 feet southerly from Centre Street to a point 112 feet southerly from Centre Street, 15 minute parking. From a point 112 feet southerly from Centre Street to the southerly driveway of the Chocolate Church, No Parking. From the southerly driveway to the Chocolate Church to a point 200 feet from the southerly side of Winter Street, 2 hour parking. From a point 200 feet from the southerly side of Winter Street and running northerly for a distance of 20 feet, a handicapped parking space. From a point 180 feet south of Winter Street and running northerly to a point 40 feet from the south side of Winter Street, 2 hour parking. From a point 40 feet south of the south side of Winter Street to Winter Street, No Parking. From Winter Street to a point 40 feet south of the southerly side of Oak Street, two-hour parking. From a point 40 feet south of the southerly side of Oak Street to apoint 40 feet north of the northerly side of Oak Street, no parking. From a Point 40 feet north of the northerly side of Oak Street to a point 40 feet south of the southerly side of North Street, two-hour parking.
WATER STREET	<u>East Side:</u> From Vine Street and running northerly 40 feet, No Parking; From a point 40 feet northerly of Vine Street to Centre Street, 1 Hour Parking. From Centre Street to Elm Street, No Parking. <u>West Side:</u> From Vine Street to a point 40 feet South of Centre Street, 1 Hour Parking; From a point 40 feet South of Centre Street to Centre Street, loading zone; From Centre Street to Elm Street, NoParking.

2.2 Off-Street Parking Management/Operation

The following summarizes the off-street parking areas and regulations and management operations.

- Under Route 1 Bridge: Permit lot, M-F, 6a-6p; public off hours
 - Customs House Lot: Private
 - Elks Lot on Commercial: Private
 - Elks Lot: Private
 - Lot at end of Broad Street at Park: Public, 4 hour parking
 - First Federal Savings Lot: Private
 - Brackett’s Private Lot: Private
 - Brackett’s Lot: Private
 - Kennebec Tavern Lot and Adjacent: Private
 - Hampton Inn Lot: Private
 - Front/Summer Lot: Private
 - City Hall Lot: Public/Private
 - Front/Water/Centre/Vine: Private
- Bath Savings satellite: Private
 - Washington House: Private
 - Police Department Lot: Permit lot, M-F, 6a-6p; public off hours
 - Municipal Lot: Public
 - Area south of Municipal Lot: Private
 - Area north of Municipal Lot: Private
 - Library Lot: Public 2 hour parking, M-F 6a-10p
 - Five County Lot: Private

Note: Private lots in 2.2 are labeled by geographic proximity to associated businesses and do not reflect actual ownership or lease agreements.

3.0 INVENTORY OF EXISTING PUBLIC AND PRIVATE PARKING

3.1 On-Street Parking Inventory

An inventory of both the on-street and off-street parking supply areas was performed. For on-street parking, street location and number of parking spaces were identified. **Table 3.1** notes the streets surveyed and the number of parking spaces available. For the entire study area, 398 on-street parking spaces are available.

Table 3.1 On-Street Parking Inventory		
Street	Location	No. of Spaces
Commercial Street	Lambard to Route 1	8
Lambard Street	Commercial to Front S/S	7
Commercial Street	Lambard to Broad	3
Broad Street	Commercial to Front S/S	14
Broad Street	Commercial to Front N/S	6
Commercial Street	Along Park	29
Summer Street	Commercial to Front N/S	8
Summer Street	Commercial to Front S/S	8
Commercial Street	Summer to Oak W/S	13
Commercial Street	Summer to Oak E/S	14
Front Street	Oak to Linden	5
Front Street	Linden to Summer E/S	7
Front Street	Linden to Summer W/S	18
Front Street	Summer to Elm	12
Elm Street	Front to Water N/S	4
Elm Street	Front to Water S/S	10
Front Street	Elm to Arch W/S	8
Front Street	Elm to Arch E/S	6
Front Street	Arch to Broad W/S	8
Front Street	Arch to Broad E/S	5
Front Street	Broad to Centre W/S	10
Front Street	Broad to Centre E/S	3
Centre Street	Front to Water N/S	11
Centre Street	Front to Water S/S	11
Front Street	Centre to Lambard W/S	5
Front Street	Centre to Lambard E/S	3
Front Street	Lambard to Vine W/S	4
Front Street	Lambard to Vine E/S	7
Water Street	Vine to Centre W/S	3
Water Street	Vine to Centre E/S	8
Centre Street	Water to Washington	4
Oak Street	Front to Washington S/S	9
Washington Street	Oak to Linden W/S	5
Washington Street	Oak to Linden E/S	5
Linden Street	Washington to Front	10
Washington Street	Linden to Summer W/S	13
Washington Street	Linden to Summer E/S	18
Summer Street	Washington to Front	13
Washington Street	Summer to Elm W/S	8
Washington Street	Summer to Elm E/S	11
Washington Street	Elm to Center W/S	16
Washington Street	Elm to Center E/S	23
Washington Street	Centre to Vine	5
Total		398

3.2 Off-Street Parking Inventory

Table 3.2 notes the areas surveyed and the number of parking spaces available. For the entire study area, 883 off-street parking spaces are available. **Figure 3.1** depicts the location of the parking areas inventoried.

*Note: Private lots in **Table 3.2** are labeled by geographic proximity to associated businesses and do not reflect actual ownership or lease agreements.*

Table 3.2 Off-Street Parking Inventory		
Street/Lot	Section	Number
Lot Under Route 1 Bridge	Public	19
Customs House Lot	Private	33
Elks Lot on Commercial	Private	13
Elks Lot	Private	27
Broad Street Lot	Public	9
First Federal Savings Lot	Private	19
Brackett’s Private Lot	Private	32
Brackett’s Lot	Private	55
Kennebec Tavern Lot and Adjacent	Private	83
Hampton Inn Lot	Private	94
Moses/Columbia Block Lot	Private	36
City Hall Lot	Public/Private	27
Front/Water/Center/Vine	Private	54
Bath Savings Satellite	Private	48
Washington House	Private	7
Bath Savings Satellite	Private	15
Police Department Lot	Public	62
Municipal Lot	Public	92
Private area south of Municipal Lot	Private	36
Private area north of Municipal Lot	Private	37
Library Lot	Public	35
Five County Lot	Private	50
Total		883

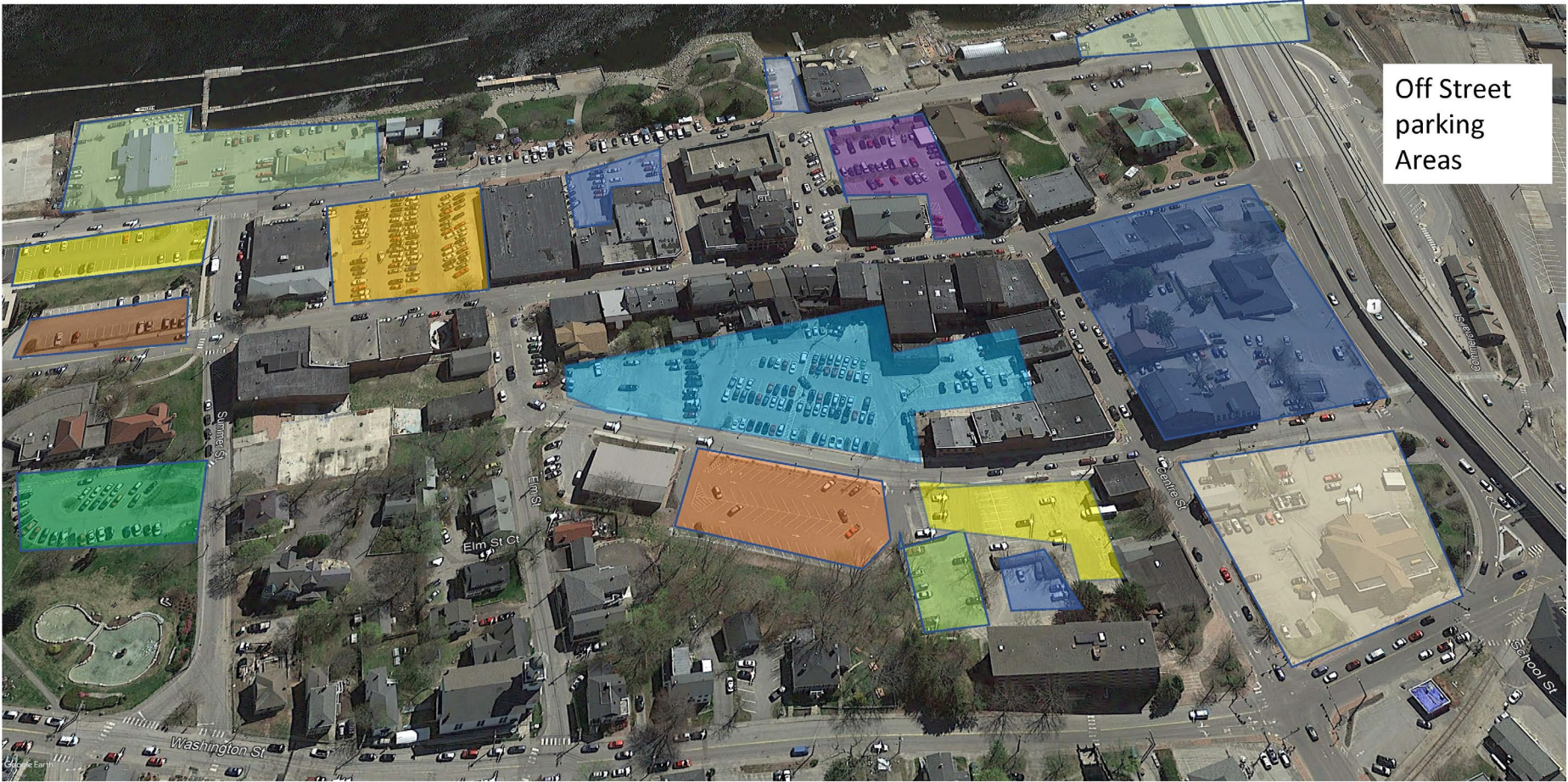


Figure 3.1 Off-Street Parking Areas

4.0 PARKING UTILIZATION SURVEY

4.1 Weekday Off-Street Survey

A parking utilization survey was conducted on Thursday August 12, 2021, from 9:00AM to 5:00:PM. **Table 4.1** presents the results. Overall, approximately 55% of the supply was occupied. Parking lots that had over 80% of the supply occupied included the lot under the Route 1 Bridge, Brackett’s (Private), City Hall, the lots bounded by Front/Water/Centre/Vine, the City Permit lot off Water Street, the private lot north of the Municipal Lot and the Library parking lot.

Table 4.1 Weekday Off-Street Parking Survey																				
Location		Number of spaces utilized									Supply Total	% of Use During Inventory								
Street/Lot	Ownership	Thur. 8/12/21 9AM	Thur. 8/12/21 10AM	Thur. 8/12/21 11AM	Thur. 8/12/21 12 Noon	Thur. 8/12/21 1PM	Thur. 8/12/21 2PM	Thur. 8/12/21 3PM	Thur. 8/12/21 4PM	Thur. 8/12/21 5PM		Thur. 8/12/21 9AM	Thur. 8/12/21 10AM	Thur. 8/12/21 11AM	Thur. 8/12/21 12 Noon	Thur. 8/12/21 1PM	Thur. 8/12/21 2PM	Thur. 8/12/21 3PM	Thur. 8/12/21 4PM	Thur. 8/12/21 5PM
Lot Under Route 1 Bridge	Public	17	17	18	17	18	19	19	14	5	19	89%	89%	95%	89%	95%	100%	100%	74%	26%
Customs House Lot	Private	10	9	9	5	9	10	8	9	4	33	30%	27%	27%	15%	27%	30%	24%	27%	12%
Elks Lot (Commercial)	Private	7	6	6	5	6	7	6	4	5	13	54%	46%	46%	38%	46%	54%	46%	31%	38%
Elks Lot (Main)	Private	3	3	4	7	11	13	9	8	12	27	11%	11%	15%	26%	41%	48%	33%	30%	44%
Broad Street Lot	Public	2	4	3	7	5	4	3	4	5	9	22%	44%	33%	78%	56%	44%	33%	44%	56%
First Federal Savings Lot	Private	10	10	10	7	5	7	6	5	2	19	53%	53%	53%	37%	26%	37%	32%	26%	11%
Brackett’s Private Lot	Private	25	27	28	26	24	31	31	30	14	32	78%	84%	88%	81%	75%	97%	97%	94%	44%
Brackett’s Lot	Private	23	29	32	40	43	27	35	26	30	55	42%	53%	58%	73%	78%	49%	64%	47%	55%
Kennebec Tavern Lot and Adjacent	Private	12	17	19	18	16	14	13	14	13	83	14%	20%	23%	22%	19%	17%	16%	17%	16%
Hampton Inn Lot	Private	58	48	34	32	31	37	48	45	50	94	62%	51%	36%	34%	33%	39%	51%	48%	53%
Moses/Columbia Block Lot	Private	14	14	15	15	14	13	13	15	6	36	39%	39%	42%	42%	39%	36%	36%	42%	17%
City Hall Lot	Public/Private	19	20	20	17	24	19	17	10	7	27	70%	74%	74%	63%	89%	70%	63%	37%	26%
Front/Water/Centre/Vine	Private	39	46	51	54	44	41	38	13	12	54	72%	85%	94%	100%	81%	76%	70%	24%	22%
Bath Savings Satellite Lot	Private	21	20	20	19	11	15	13	12	2	48	44%	42%	42%	40%	23%	31%	27%	25%	4%
Washington House Lot	Private	5	5	5	5	2	3	2	1	0	7	71%	71%	71%	71%	29%	43%	29%	14%	0%
Bath Savings Satellite Lot	Private	9	8	8	9	1	1	1	1	1	15	60%	53%	53%	60%	7%	7%	7%	7%	7%
Police Department Lot	Private	52	51	53	51	48	42	47	34	11	62	84%	82%	85%	82%	77%	68%	76%	55%	18%
Municipal Lot	Public	27	41	68	73	66	66	65	36	31	92	29%	45%	74%	79%	72%	72%	71%	39%	34%
Private area south of Municipal Lot	Private	16	20	22	24	25	21	25	16	5	36	44%	56%	61%	67%	69%	58%	69%	44%	14%
Private area north of Municipal Lot	Private	26	29	32	37	36	33	34	26	29	37	70%	78%	86%	100%	97%	89%	92%	70%	78%
Library Lot	Public	12	29	22	21	20	17	20	16	5	35	34%	83%	63%	60%	57%	49%	57%	46%	14%
Five County Lot	Private	24	22	29	28	30	31	24	13	9	50	48%	44%	58%	56%	60%	62%	48%	26%	18%
Total Parked Vehicles		431	475	508	517	489	471	477	352	258	883	49%	54%	58%	59%	55%	53%	54%	40%	29%

4.2 Weekday On-Street Survey

A parking utilization survey was conducted on Thursday August 12, 2021, from 9:00AM to 5:00:PM. **Table 4.2** presents the results. Overall, less than 50% of the on-street parking supply was occupied. The streets with at least 80% occupancy included Commercial Street, Lambard Street, Broad Street, Front Street, Elm Street, and Centre Street.

Table 4.2 Weekday On-Street Parking Survey																				
Location		Number of Spaces Utilized									Supply Total	% of Use During Inventory								
Street/Lot	Section	Thur. 8/12/21 9AM	Thur. 8/12/21 10AM	Thur. 8/12/21 11AM	Thur. 8/12/21 12 Noon	Thur. 8/12/21 1PM	Thur. 8/12/21 2PM	Thur. 8/12/21 3PM	Thur. 8/12/21 4PM	Thur. 8/12/21 5PM		Thur. 8/12/21 9AM	Thur. 8/12/21 10AM	Thur. 8/12/21 11AM	Thur. 8/12/21 12 Noon	Thur. 8/12/21 1PM	Thur. 8/12/21 2PM	Thur. 8/12/21 3PM	Thur. 8/12/21 4PM	Thur. 8/12/21 5PM
Commercial Street	Lambard to Route 1	7	7	7	2	2	1	2	1	1	8	88%	88%	88%	25%	25%	13%	25%	13%	13%
Lambard Street	Commercial to Front S/S	1	7	7	7	3	3	6	6	5	7	14%	100%	100%	100%	43%	43%	86%	86%	71%
Commercial Street	Lambard to Broad	0	0	0	0	2	0	0	0	0	3	0%	0%	0%	0%	67%	0%	0%	0%	0%
Broad Street	Commercial to Front S/S	2	6	5	7	1	1	10	3	5	14	14%	43%	36%	50%	7%	7%	71%	21%	36%
Broad Street	Commercial to Front N/S	0	3	4	5	6	5	1	2	2	6	0%	50%	67%	83%	100%	83%	17%	33%	33%
Commercial Street	Along Park	13	17	15	21	22	22	22	20	21	29	45%	59%	52%	72%	76%	76%	76%	69%	72%
Summer Street	Commercial to Front N/S	1	2	3	1	0	0	0	1	0	8	13%	25%	38%	13%	0%	0%	0%	13%	0%
Summer Street	Commercial to Front S/S	1	2	1	0	1	1	2	4	0	8	13%	25%	13%	0%	13%	13%	25%	50%	0%
Commercial Street	Summer to Oak W/S	0	0	3	2	4	2	0	0	0	13	0%	0%	23%	15%	31%	15%	0%	0%	0%
Commercial Street	Summer to Oak E/S	0	0	1	1	3	1	0	0	6	14	0%	0%	7%	7%	21%	7%	0%	0%	43%
Front Street	Oak to Linden	0	0	1	0	0	0	0	0	4	5	0%	0%	20%	0%	0%	0%	0%	0%	80%
Front Street	Linden to Summer E/S	0	0	5	4	5	3	4	5	4	7	0%	0%	71%	57%	71%	43%	57%	71%	57%
Front Street	Linden to Summer W/S	2	2	6	7	5	4	2	2	1	18	11%	11%	33%	39%	28%	22%	11%	11%	6%
Front Street	Summer to Elm	4	2	7	9	5	8	7	10	1	12	33%	17%	58%	75%	42%	67%	58%	83%	8%
Elm Street	Front to Water N/S	3	3	3	5	4	1	2	4	7	4	75%	75%	75%	125%	100%	25%	50%	100%	175%
Elm Street	Front to Water S/S	5	7	7	9	8	9	8	8	1	10	50%	70%	70%	90%	80%	90%	80%	80%	10%
Front Street	Elm to Arch W/S	4	4	6	5	8	5	4	5	2	8	50%	50%	75%	63%	100%	63%	50%	63%	25%
Front Street	Elm to Arch E/S	2	2	6	5	5	5	5	5	0	6	33%	33%	100%	83%	83%	83%	83%	83%	0%
Front Street	Arch to Broad W/S	3	6	6	7	6	6	8	3	0	8	38%	75%	75%	88%	75%	75%	100%	38%	0%
Front Street	Arch to Broad E/S	2	5	4	5	5	3	4	5	5	5	40%	100%	80%	100%	100%	60%	80%	100%	100%
Front Street	Broad to Center W/S	7	9	11	8	8	9	5	6	4	10	70%	90%	110%	80%	80%	90%	50%	60%	40%
Front Street	Broad to Center E/S	1	2	3	2	2	3	3	2	11	3	33%	67%	100%	67%	67%	100%	100%	67%	367%

Centre Street	Front to Water N/S	1	6	7	5	6	1	4	5	3	11	9%	55%	64%	45%	55%	9%	36%	45%	27%
Center Street	Front to Water S/S	9	7	10	9	7	7	7	3	7	11	82%	64%	91%	82%	64%	64%	64%	27%	64%
Front Street	Centre to Lambard W/S	2	2	4	4	5	5	2	2	5	5	40%	40%	80%	80%	100%	100%	40%	40%	100%
Front Street	Centre to Lambard E/S	2	3	2	2	2	2	1	2	3	3	67%	100%	67%	67%	67%	67%	33%	67%	100%
Front Street	Lambard to Vine W/S	3	4	3	2	2	4	1	5	1	4	75%	100%	75%	50%	50%	100%	25%	125%	25%
Front Street	Lambard to Vine E/S	3	7	7	6	5	3	4	1	2	7	43%	100%	100%	86%	71%	43%	57%	14%	29%
Water Street	Vine to Centre W/S	0	0	0	3	0	1	1	1	1	3	0%	0%	0%	100%	0%	33%	33%	33%	33%
Water Street	Vine to Centre E/S	2	4	2	5	0	3	3	2	0	8	25%	50%	25%	63%	0%	38%	38%	25%	0%
Centre Street	Water to Washington	2	0	0	3	2	2	1	1	1	4	50%	0%	0%	75%	50%	50%	25%	25%	25%
Oak Street	Front to Washington S/S	2	2	2	0	3	3	3	2	1	9	22%	22%	22%	0%	33%	33%	33%	22%	11%
Washington Street	Oak to Linden W/S	1	1	1	1	2	2	3	2	2	5	20%	20%	20%	20%	40%	40%	60%	40%	40%
Washington Street	Oak to Linden E/S	0	0	0	0	0	0	0	0	0	5	0%	0%	0%	0%	0%	0%	0%	0%	0%
Linden Street	Washington to Front	3	6	5	3	6	7	4	6	5	10	30%	60%	50%	30%	60%	70%	40%	60%	50%
Washington Street	Linden to Summer W/S	0	1	0	1	1	2	2	1	0	13	0%	8%	0%	8%	8%	15%	15%	8%	0%
Washington Street	Linden to Summer E/S	0	0	0	0	0	0	0	0	0	18	0%	0%	0%	0%	0%	0%	0%	0%	0%
Summer Street	Washington to Front	2	5	4	6	4	7	5	3	2	13	15%	38%	31%	46%	31%	54%	38%	23%	15%
Washington Street	Summer to Elm W/S	3	5	2	2	3	3	2	1	0	8	38%	63%	25%	25%	38%	38%	25%	13%	0%
Washington Street	Summer to Elm E/S	1	2	0	2	2	2	2	2	2	11	9%	18%	0%	18%	18%	18%	18%	18%	18%
Washington Street	Elm to Centre W/S	0	0	0	0	0	0	2	1	0	16	0%	0%	0%	0%	0%	0%	13%	6%	0%
Washington Street	Elm to Centre E/S	1	2	0	0	1	3	3	1	1	23	4%	9%	0%	0%	4%	13%	13%	4%	4%
Washington Street	Centre to Vine	0	0	0	0	0	0	1	0	0	5	0%	0%	0%	0%	0%	0%	20%	0%	0%
Total Parked Vehicles		95	143	160	166	156	149	146	133	116	398	24%	36%	40%	42%	39%	37%	37%	33%	29%

4.3 Saturday Off-Street Survey

A parking utilization survey was conducted on Saturday August 28, 2021, from 9:00AM to 5:00:PM. **Table 4.3** presents the results. Overall, approximately 35% of the supply was occupied. Parking lots that had over 80% of the supply occupied included the Elks, Brackett’s (Private), and the private lot north of the Municipal Lot.

Table 4.3 Saturday Off-Street Parking Survey												
Location		Number of Spaces Utilized					Supply Total	% of Use During Inventory				
Street/Lot	Ownership	Saturday 8/28/21 11AM	Saturday 8/28/21 12PM	Saturday 8/28/21 1PM	Saturday 8/28/21 2PM	Saturday 8/28/21 3PM		Saturday 8/28/21 11AM	Saturday 8/28/21 12PM	Saturday 8/2821 1PM	Saturday 8/28/21 2PM	Saturday 8/28/21 3PM
Lot Under Route 1 Bridge	Private	4	4	4	1	1	19	21%	21%	21%	5%	5%
Customs House Lot	Private	3	2	1	0	0	33	9%	6%	3%	0%	0%
Elks Lot on Commercial	Private	12	12	1	2	2	13	92%	92%	8%	15%	15%
Elks Lot	Private	11	10	9	9	9	27	41%	37%	33%	33%	33%
Lot at end of Broad Street at Park	Public	4	4	4	7	2	9	44%	44%	44%	78%	22%
First Federal Savings Lot	Private	12	12	6	6	6	19	63%	63%	32%	32%	32%
Brackett’s Private Lot	Private	28	28	4	3	2	32	88%	88%	13%	9%	6%
Brackett’s Lot	Private	19	31	31	20	23	55	35%	56%	56%	36%	42%
Kennebec Tavern Lot and Adjacent	Private	35	45	45	42	37	83	42%	54%	54%	51%	45%
Hampton Inn Lot	Private	41	38	36	37	36	94	44%	40%	38%	39%	38%
Front/Summer Lot	Private	14	14	15	15	14	36	39%	39%	42%	42%	39%
City Hall Lot	Public	2	3	3	2	2	27	7%	11%	11%	7%	7%
Front/Water/Centre/Vine	Private	18	15	19	18	20	54	33%	28%	35%	33%	37%
Yellow Private Lot	Private	5	2	3	2	1	48	10%	4%	6%	4%	2%
Blue Private Lot	Private	1	1	1	2	2	7	14%	14%	14%	29%	29%
Green Private Lot	Private	0	0	0	0	0	15	0%	0%	0%	0%	0%
Orange Private Lot	Private	1	1	1	1	0	62	2%	2%	2%	2%	0%
Municipal Lot	Public	27	41	68	73	66	92	29%	45%	74%	79%	72%
Private area south of Municipal Lot	Private	16	20	22	24	25	36	44%	56%	61%	67%	69%
Private area north of Municipal Lot	Private	26	29	32	37	36	37	70%	78%	86%	100%	97%
Library Lot	Public	14	2	2	1	2	35	40%	6%	6%	3%	6%
Five County Lot	Private	5	2	0	2	0	50	10%	4%	0%	4%	0%
Total Parked Vehicles		298	316	307	304	286	883	34%	36%	35%	34%	32%

Saturday On-Street Survey

A parking utilization survey was conducted on Saturday August 28, 2021, from 9:00AM to 5:00:PM. **Table 4.4** presents the results. Overall, less than 40% of the on-street parking supply was occupied. The streets with at least 80% occupancy included Commercial Street, Broad Street, Front Street, Elm Street, and Centre Street.

Table 4.4 Saturday Off-Street Parking Survey												
Location								% of Use During Inventory				
Street/Lot	Section	Saturday 8/28/21 11AM	Saturday 8/28/21 12PM	Saturday 8/28/21 1PM	Saturday 8/28/21 2PM	Saturday 8/28/21 3PM	Supply Total	Saturday 8/28/21 11AM	Saturday 8/28/21 12PM	Saturday 8/2821 1PM	Saturday 8/28/21 2PM	Saturday 8/28/21 3PM
Commercial Street	Lambard to Route 1	8	8	2	0	1	8	100%	100%	25%	0%	13%
Lambard Street	Commercial to Front S/S	5	5	2	0	0	7	71%	71%	29%	0%	0%
Commercial Street	Lambard to Broad	4	4	1	0	0	3	133%	133%	33%	0%	0%
Broad Street	Commercial to Front S/S	5	5	2	13	4	14	36%	36%	14%	93%	29%
Broad Street	Commercial to Front N/S	11	11	3	1	0	6	183%	183%	50%	17%	0%
Commercial Street	Along Park	17	17	17	4	11	29	59%	59%	59%	14%	38%
Summer Street	Commercial to Front N/S	1	2	3	1	0	8	13%	25%	38%	13%	0%
Summer Street	Commercial to Front S/S	2	3	3	3	4	8	25%	38%	38%	38%	50%
Commercial Street	Summer to Oak W/S	3	6	6	5	5	13	23%	46%	46%	38%	38%
Commercial Street	Summer to Oak E/S	0	0	1	1	3	14	0%	0%	7%	7%	21%
Front Street	Oak to Linden	0	0	1	0	0	5	0%	0%	20%	0%	0%
Front Street	Linden to Summer E/S	0	0	5	4	5	7	0%	0%	71%	57%	71%
Front Street	Linden to Summer W/S	2	2	6	7	5	18	11%	11%	33%	39%	28%
Front Street	Summer to Elm	4	2	7	9	5	12	33%	17%	58%	75%	42%
Elm Street	Front to Water N/S	3	3	3	5	4	4	75%	75%	75%	125%	100%
Elm Street	Front to Water S/S	5	7	7	9	8	10	50%	70%	70%	90%	80%
Front Street	Elm to Arch W/S	4	4	6	5	8	8	50%	50%	75%	63%	100%
Front Street	Elm to Arch E/S	2	2	6	5	5	6	33%	33%	100%	83%	83%
Front Street	Arch to Broad W/S	8	8	8	7	5	8	100%	100%	100%	88%	63%
Front Street	Arch to Broad E/S	4	5	5	5	3	5	80%	100%	100%	100%	60%
Front Street	Broad to Centre W/S	10	10	4	9	9	10	100%	100%	40%	90%	90%
Front Street	Broad to Centre E/S	3	4	5	3	2	3	100%	133%	167%	100%	67%

Centre Street	Front to Water N/S	7	6	5	5	3	11	64%	55%	45%	45%	27%
Centre Street	Front to Water S/S	10	9	8	7	8	11	91%	82%	73%	64%	73%
Front Street	Centre to Lambard W/S	4	4	3	7	2	5	80%	80%	60%	140%	40%
Front Street	Centre to Lambard E/S	3	3	2	2	2	3	100%	100%	67%	67%	67%
Front Street	Lambard to Vine W/S	1	2	2	0	0	4	25%	50%	50%	0%	0%
Front Street	Lambard to Vine E/S	6	6	6	1	3	7	86%	86%	86%	14%	43%
Water Street	Vine to Centre W/S	1	0	0	0	2	3	33%	0%	0%	0%	67%
Water Street	Vine to Centre E/S	5	2	0	3	0	8	63%	25%	0%	38%	0%
Centre Street	Water to Washington	3	2	2	1	0	4	75%	50%	50%	25%	0%
Oak Street	Front to Washington S/S	0	0	0	0	0	9	0%	0%	0%	0%	0%
Washington Street	Oak to Linden W/S	1	2	2	1	0	5	20%	40%	40%	20%	0%
Washington Street	Oak to Linden E/S	0	0	0	0	0	5	0%	0%	0%	0%	0%
Linden Street	Washington to Front	1	1	3	3	0	10	10%	10%	30%	30%	0%
Washington Street	Linden to Summer W/S	1	0	0	1	2	13	8%	0%	0%	8%	15%
Washington Street	Linden to Summer E/S	0	0	0	0	0	18	0%	0%	0%	0%	0%
Summer Street	Washington to Front	1	1	0	1	2	13	8%	8%	0%	8%	15%
Washington Street	Summer to Elm W/S	1	1	1	1	1	8	13%	13%	13%	13%	13%
Washington Street	Summer to Elm E/S	1	1	1	0	0	11	9%	9%	9%	0%	0%
Washington Street	Elm to Centre W/S	1	1	1	1	1	16	6%	6%	6%	6%	6%
Washington Street	Elm to Centre E/S	0	1	0	0	0	23	0%	4%	0%	0%	0%
Washington Street	Centre to Vine	0	0	0	0	0	5	0%	0%	0%	0%	0%
Total Parked Vehicles		148	150	139	130	113	398	37%	38%	35%	33%	28%

5.0 FUTURE PARKING DEMAND

The City’s Planning Department provided information as it relates to potential future development growth and with that the anticipated parking needs necessary to support that build-out program was estimated. The following summarizes the assumed development program.

- The Uptown - a 60 unit housing development located at 26 Summer Street on the site of the old YMCA. Construction should begin this spring with plans to be completed by the end of 2023. Offsite parking is included (and was included in the parking study as part of survey area 1).
- 31 Centre Street- The building has been vacant for some time and is being renovated to include 4 residential units, a coworking space, a small performing arts theater, and an additional commercial space yet to be filled. Limited parking is available with the development in Survey Area 2.
- 38 Centre Street- currently partially vacant ~19,000 sq feet 3.5 story structure with existing retail on the first floor. Concepts have been developed with the idea of converting the upper stories into a small boutique hotel or short term rental property. Parking may be available in survey area 2.
- 27 Commercial Street- Maine’s First Ship will be launching the Virginia, a replica of the first boat built in America, in June. The ship will be moored in the cove next to the office/museum for Maine’s First Ship. No additional parking is planned.
- Phase 1 of the Riverwalk has begun and will include paving and striping the Guilford lot. Parking needs for this is not included.
- The Riverwalk Condominium project on Commercial Street is still permitted to construct one additional building, which if constructed would add an additional 25-30 housing units.
- Additionally, there is the expectation that upper floors in many of the buildings downtown will eventually be converted from office space or underutilized space to residential units. The creation of an additional 15-20 dwelling units would not be unheard of in underutilized space downtown.

Parking generation from the above noted developments was based upon information contained in the publication Parking Generation, Institute of Transportation Engineers. **Table 5.1** presents the estimated number of parking spaces that would be generated by the projects during the Weekday and on a Saturday. As noted, an additional 210 Weekday and 201 Saturday parking spaces will be needed.

Table 5.1 Future Parking Demand			
Development	Weekday Parking Demand	Saturday Parking Demand	Comments
26 Summer St.			
60 residential Units	73	88	42 off-street parking spaces
31 Centre St.			
4 residential units	5	8	
70 Seat Theatre	27	27	
13,000SF Office	63	4	
Total	95	39	
38 Centre St.			
Retail -3,600SF	7	10	10 spaces off-street
Residential – 18,320SF (19 units)	23	31	
27 Commercial St.			
Museum/event center 5,000SF	4	5	
Riverwalk Commercial St.			
30 Residential Units	36	47	
Upper Floor infill			
20 Residential Units	24	33	
Sub-Total	262	253	
Minus Off-Site	52	52	
Total Increase	210	201	

6.0 UPDATE 1999 PARKING STUDY RECOMMENDATIONS

Immediate

- Change parking time period to one hour in downtown core along Front and Centre Streets.

Status: Not implemented. 2-Hour parking regulations in place.

- Evaluate compliance and enforcement. Consider parking meters if compliance too low or enforcement burden is too high.

Status: The Police Department provided an example of tickets issued in August 2021, during the time when surveys were taken. The vast majority of tickets issued were in the vicinity of BIW and not within the study area. Some tickets were issued for Commercial Street, Summer Street and Middle Street near Centre Street. Twelve tickets were issued on Tuesday August 3, 2021, and 10 tickets were issued on Tuesday August 10, 2021. No tickets were issued on a weekend. Based upon this information enforcement of the parking regulations is limited and increased enforcement or installation of parking meters should be considered.

- Change signs in City permit parking lot to allow evening use.

Status: Implemented

- Revise permit parking program so that spaces are not permit-specific, therefore not numbered for specific permit holders. Permits would be issued for a specific time period (e.g., 7 AM to 6 PM). This will free up spaces for afterhours use. The number of spaces and permit holders must be monitored so that conflicts in use do not occur.

Status: Completed. Permit parking areas are unrestricted after 5:00PM.

- Delineate on-street parking spaces in the downtown core to increase efficiency of use. Use 'notch' method of marking spaces for improved compatibility with historic district.

Status: Completed

- Perform Wayfinding/Signage Planning and Design Study (1999) and implement (2000)

Status: Study was completed, and implementation is under consideration.

- Re-evaluate past efforts to require licensing and improvement plans for commercial parking lots within the downtown area. Extend aesthetic improvement requirements to existing larger off-street accessory parking lots. Lots would need to be brought up to minimum landscaping and functional requirements. City facilities should be priorities for improvements to show positive benefits of improvements and for consistency.

Status: On-going and the City ordinance currently requires parking lot improvements if a site plan is required.

- Work with the BBA to initiate a Parking Promotion and Publicity Program to educate and inform property owners, merchants, customers, and employees. Potential elements include:
 - Updated/enhanced parking brochure.

Status: Completed.

- Enhanced signage (as part of Wayfinding System).

Status: On-going/Pending.

- Media outreach.

Status: On-going.

- Park and Shop programs.

Status: Not Implemented.

- Meetings with offending parkers:

Status: Implemented.

- 'Walkable City' initiative

Status: On-going.

- Changes in transit schedules and routes should be more supportive of transit use by downtown shoppers and workers (continuous service throughout the day and extending to 6 PM). Transit can be an effective parking demand management tool. The seasonal trolley service should also play a role in meeting the needs for longer term parking.

Status: Current City Bus service is provided hourly from 8:00AM to 5:30PM Monday through Friday. The Bath Trolley continues to serve the downtown from June through October.

Short Term (0 to 2 years, 1999 to 2001)

- Re-establish Parking Commission in short term. Evaluate changes to parking situation after implementation of short term measures. Consider Parking Authority if more aggressive measures needed and

entity with bonding authority is needed. Broad cross-section of members required.

Status: Parking Commission Implemented as part of the Transportation Committee.

- Implement changes for parking requirements in land use code. Increase number of land uses listed and their parking requirements. Increase flexibility of Planning Board when reviewing parking requirements where warranted during detailed site plan review process. Require developer pre-proposal conference to deviate from parking requirements.

Status: Not Implemented.

- Develop plans (Fall 1999) for Commercial Street improvements (angled parking, curbing, sidewalks, lighting, utilities, and street trees). Develop Phase I Commercial Street Parade (2000) for completion for Millennium Heritage Days.

Status: Implemented.

- Plan, acquire/lease parcels to west and south of Water Street permit parking lot. Consolidate driveways and parking areas on both sides of street. Improve streetscape on both sides of Water Street.

Status: Not implemented.

- Develop plans for 'Guilford Lot' (parking, streetscape, river trail) in 1999/2000. Build lot in 2001 following bridge opening.

Status: Completed or Pending.

- Develop detailed streetscape plan for downtown to include parking lot buffering, access management/driveway consolidation, new/improved sidewalks, street trees, ADA compliance, and public parking lot redesign (1999-2000). Implement Phase I Streetscape Plan (2001).

Status: No Completed.

Mid Term (3 to 5 years)

- Implement Phase II Commercial Street Parade (2002).

Status: Completed.

- Implement Phase II, III and IV Streetscape Improvements (2002 to 2005)

Status: Not Completed.

7.0 RECOMMENDATIONS

1. *Change parking time period to one hour* in downtown core along Front and Centre Streets. This will create turnover for the retail and service businesses. Parking for longer durations can occur in the municipal lot off Water Street and many longer duration time limit on-street parking locations.
2. *Negotiate with private parking lot owners* in the use of their lots during evening and weekend hours and special events.
3. Review and amend the *shared parking ordinance* within the City. This includes beginning with policy development, then moving to marketing and implementation. This includes targeting parking locations with different peak demands within the City, measuring the distance from possible shared parking locations to the final destination, developing language for the city code that explicitly allows property owners to enter into shared parking agreements, creating a shared parking agreement template, using signs to clarify and promote parking locations, and engaging in critical community outreach to downtown stakeholders.
4. *Enforcement or strategies for managing the existing parking supply is recommended. A smart parking meter system may be beneficial.* It is good parking policy to set rates to recoup infrastructure, administrative, and enforcement costs, which will grow as more people vie for curb space. But parking pricing is about more than just revenue. Because people respond to both pricing and convenience, charging for parking or even limiting supply is one of the best ways to support sustainability goals by increasing the number of people who walk, bike, or use available transit. A pilot program could be implemented for Front Street and on Centre Street from Front Street to Washington Street. Some things to consider:
 - Curbs are a finite commodity and need turnover to ensure that spaces are available for customers. A city can create turnover through time limits, pricing, or both, but without enforcement, it is unlikely either will work. Enforcement is less about revenue and more about efficiently allocating a scarce resource. The best run programs have staff with a dedicated focus and a customer service approach to ensure people adhere to regulations.
 - Fines should be set at an amount that encourages compliance. Pricing should vary by demand, day, time, and location. Rates can be set to recoup program costs and even fund mobility and access improvements but should primarily be used to efficiently manage and allocate a scarce resource.
 - Consider technology to communicate and accept payment. A spectrum of technology tools can help make that happen as a transition to a dynamic curb.
5. The City of Bath's existing downtown parking supply is more than sufficient to meet current demand. The results of the parking utilization survey indicates that additional parking supply like *a garage structure is not needed at this time*. This assumes future development and about 200 additional parking spaces that may be needed. Within the study area there is available parking. Moving forward the City should work with developers under public/private partnerships to create additional public parking as developments occur.
6. It will be important that a safe and maintained multi-modal system is in place so that visitors, worker, and residents have options for walking and biking to their destinations. Accordingly, *the City shall implement recommendations from the 2018 Bicycle and Pedestrian Plan* including:
 - Sidewalk Infrastructure Improvements
 - ADA Compliance
 - Crosswalk Safety
 - Review and revise zoning and land use laws to improve bicycle and pedestrian modes.
 - Improve bike route signage
 - Bike racks
7. The City should consider implementing or requiring a *Transportation Demand Management Plan* for the City that requires new developments to comply with requirements.