



TOWN OF BRUNSWICK
DOWNTOWN BRUNSWICK AND OUTER
PLEASANT STREET CORRIDOR
MASTER PLAN IMPLEMENTATION COMMITTEE
28 FEDERAL STREET, BRUNSWICK, ME 04011-1583

Margo Knight, Chair
Councilor – District 6

John Perreault, Vice Chair
Councilor – District 4

Newell Augur
Citizen at Large

Paul Dostie
Resident - Downtown

Vacant
Creative Economy/Non-profit

Jacqueline Ellis
Citizen at Large

Mike Lyne
BDA Member

Toby Tarpinian
Business Owner - Downtown

Katherine Wilson
Resident – Pleasant Street

David Flaherty
Business Owner – Pleasant Street

MEETING AGENDA
MONDAY, February 11, 2013
6:30 P.M.

BRUNSWICK STATION
16 STATION AVENUE, BRUNSWICK, ME
ROOM 217

- 1. Introductions/Public Comment**
- 2. Acceptance of 11/26/12 Meeting Summary**
- 3. Subcommittee Reports**
 - a. Visual Quality**
 - b. Ped/Vehicular**
 - c. Neighborhoods**
 - d. Finance/Marketing**
- 4. Master Plan Outreach Activities**
 - a. MPIC 1/3/13 Retreat Report**
 - **Discussion: “A” Plan Maine Street Design**
 - b. Future Public Forums/Retreats**
- 5. Project Updates**
 - a. Maine Street Raised/Textured Crosswalks**
 - b. Brunswick Explorer flag stops**
 - c. EPA Letter of Interest and Livability Solutions Applications**
 - d. Bowdoin GIS Student Project – Parking Inventory Update**
 - e. Parking Ordinance Amendment**
 - f. Ad Hoc Committee on Parking**
 - g. Other Projects**
- 6. Six-month update to Town Council—2/19?**
- 7. Next Meeting To Dos/Agenda**
 - a. February 25th Retreat**



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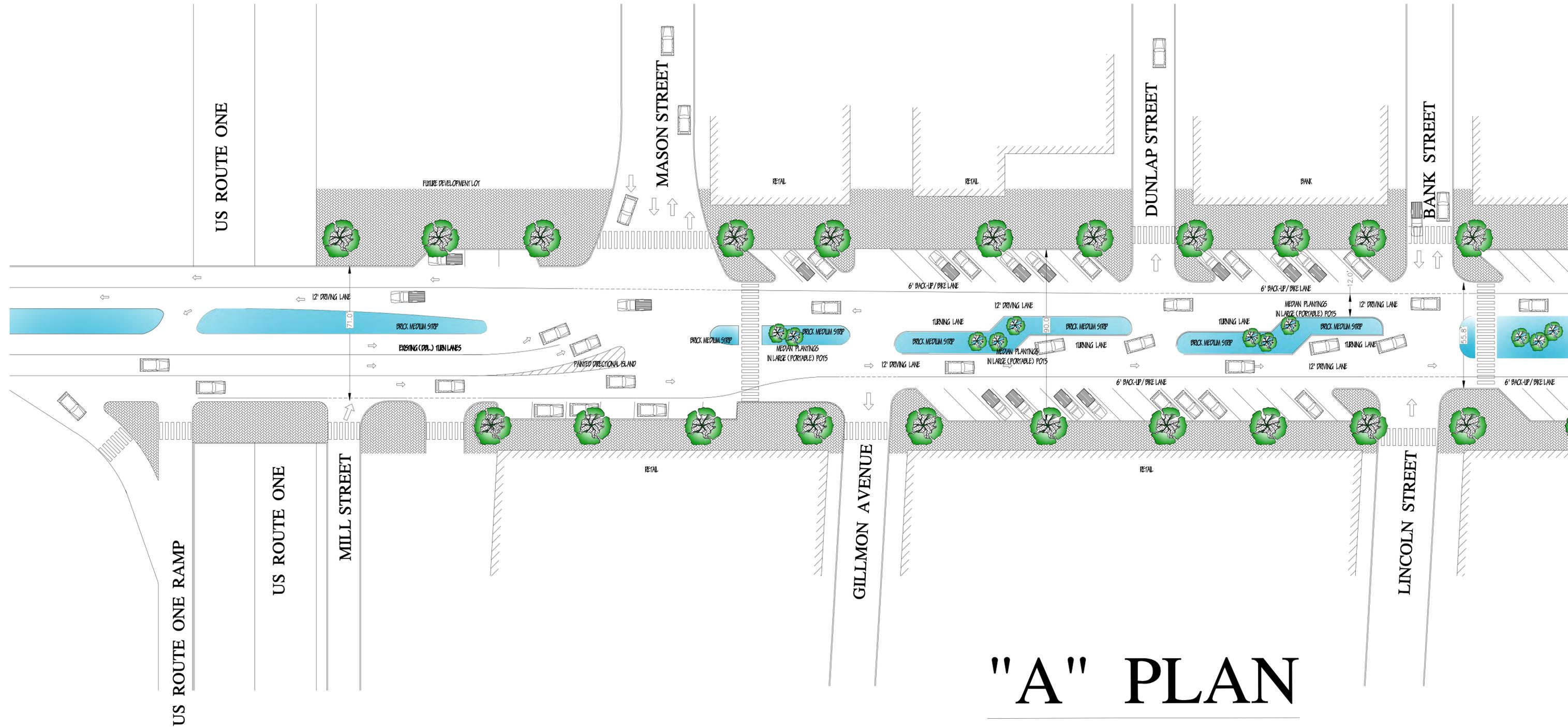
David Flaherty
Business Owner – Pleasant Street

MEETING SUMMARY
MONDAY, November 26, 2012

1. **Introductions/Public Comment** – No announcements/public comment.
2. **Presentation of 8/16/12 Meeting Summary**
 - a. Summary accepted with one revision per attached.
3. **Subcommittee Reports**
 - a. **Visual Quality: Mike Lyne**
 - No meeting held. Restated 3 priorities for Subcommittee:
 - Better banner policy for Town
 - Coordinate “welcome” sign w/Police Station signage
 - Overhaul downtown appearance – establish a 2nd Thursday clean sweep
 - b. **Ped/Vehicular: John Perreault**
 - No meeting held.
 - c. **Neighborhoods: Margo Knight**
 - No meeting held.
 - d. **Finance/Marketing: Newell Augur**
 - No meeting held.
4. **Master Plan Outreach Activities - Margo**
 - a. Recommended reworking opportunities based on comments received; adjust parking availability, request additional comments on revisions.
 - b. Deal with parking concerns first, then other implementation measures; develop a parking master plan for Town Hall site if BDC agrees. BDC will take property possession in June '14.
 - c. Agreement to hold off in doing more outreach until more parking opportunities are completed.
5. **Project Updates**
 - a. **Ad Hoc Committee on Parking – Margo**
 - Completed to date: proposed changes to parking ordinance including increased fines, restricting vehicles moved from space to space in same block, providing for 30 minute parking spaces (2 per block) in order to increase turnover; discussion regarding shared parking potential for employees, potential to increase enforcement using existing staff, moved 5 municipal staff spaces to Hawthorne.

- With changes, business owners OK with raised crosswalks. However, Margo will ask John Foster to discuss other potential experimentation alternatives.
 - Margo, requested comments on ordinance, plans to then take it to Town Council.
- b. Bowdoin GIS Students Parking Study:** Anna provided update. Project will be completed mid-December. Announced student presentation at Bowdoin on 12/14.
 - c. Update on Meeting with Lewiston City Administrator:** Margo reported on meeting discussion regarding establishing new bike lanes (study determined placement and incorporation during repainting of streets). Anna has passed the information on to the Brunswick Bike/Ped Advisory Committee.
 - d. Technical Assistance Applications:** Anna reported on the submittal and timeline for award notification by EPA (parking audit request) and Livability Solutions (Outer Pleasant Street Walkability Study) Letters of Interest.
 - e. Other Projects:** Margo requested the review of proposed flag stops for the Brunswick Explorer (submitted by Brunswick Explorer) by the Pedestrian and Vehicular Subcommittee.
- 6. Next Meeting To Dos/Agenda:**
- a.** Next meeting to be determined; 1st/2nd week in January.
 - b.** Homework – review Master Plan Implementation Strategies in context of what has been accomplished and what still needs to be done.

Present: Margo Knight, Chair; John Perreault, Vice Chair; Paul Dostie; David Flaherty; Newell Augur; Mike Lyne; Jaki Ellis; Anna Breinich, Committee Staff



"A" PLAN

AN ALTERNATE TRAFFIC
FLOW/PARKING LAYOUT
for
MAINE STREET, BRUNSWICK

JANUARY, 2013

PREPARED FOR:

RICHARD NEMROW
and
DICK MORRELL



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AGENDA

Parking Audit Workshop

INTERNAL CONSUMPTION

[The items for internal consumption may be reordered to suit local participants. The field visit may occur before or after the presentation & discussion, but we recommend a working lunch before or after the tour.]

Introductions

Field Visit (2-3 hours)

Planning staff leads participants on tour (preferably on foot) of the audit area, focusing on most challenging portions.

[Working lunch with ongoing discussions.]

Presentation (1 hour to 1.5 hours)

Parking Audit Summary

Present an overview of the Audit tool approach and explain its purpose. Summarize key Audit findings, including mapping of data. Introduce possible implications, and provide an overview of key parking-management best practices.

Discussion (about 2 hours)

- Seek feedback on what changes to make for the public session.
- What are the key findings & implications of the Audit?
 - What changes would be most beneficial?
 - What are the most challenging barriers?
- What parking management strategies are most relevant?
 - Which would be easiest to implement?
 - Which will be more challenging?

Plan (about 1 hour)

Finalize approach and logistics for broader stakeholder involvement. Revise the presentation to select the 2-3 parking strategies that you most want to seek feedback on from your stakeholders. Save the removed strategies for later use.

STAKEHOLDER ENGAGEMENT

Welcome, Introductions

Representatives of key stakeholder groups (developers, business owners, residents, other municipal agency staff, political representatives, planning advocates, etc.).

Presentation (under 1 hour)

Parking Audit Summary

Present an overview of the Audit tool approach and explain its purpose. Summarize key Audit findings, including mapping of data. Introduce possible implications, and provide an overview of 2-3 most relevant parking-management best practices so that you can get feedback during the discussion period.

Discussion or Breakout Groups (1-2 hours)

Discuss opportunities and barriers to implementing change and adopting best practices.

Conclusion (under 1 hour)

- Facilitators for each breakout group present key points of consensus and remaining obstacles to change
- Planning staff lead identifies next steps.

Adjourn

Prepare for Public Open House if having one. Revise presentation based on comments received from stakeholders.

Public Open House (optional; 1-2 hours)

Presentation and summary of potential next steps that emerged from the audit and stakeholder meetings. Public may ask questions, comment on next steps, and make suggestions. [Most appropriate when in conjunction with regularly-scheduled public meetings to reach necessary partners (e.g., elected officials) who were unable to attend the earlier presentation.]

Technical Assistance Tool: Parking Audit

Holyoke, MA – June 20-21, 2012

To: Karen Mendrala and Matt Sokop (Holyoke)

From: EPA Building Blocks Technical Assistance Team

Date: July 19, 2012

Re: Suggested Next Steps as Outcome of Technical Assistance

1. Key Issues Addressed during Technical Assistance Workshop

The City of Holyoke is an historic mill town that appears to be poised for significant downtown reinvestment. The combination of an historic downtown (including a highly walkable, dense, urban fabric and an intact "Main Street" charm), a series of scenic canals, and affordable, "green", hydro energy has attracted both new development (the Massachusetts Green High Performance Computing Center) and the redevelopment of a growing number of old mill buildings into mixed use complexes. Meantime, public investments such as a new transit station and the first phase of a planned "Canalwalk" have added to this sense of renewed downtown vitality — in a notably multi-modal fashion.

The fact that the downtown was built around a walking and transit-reliant public is inseparable from its historic charm. Its sidewalks are spared the persistent interruptions of driveways common to more modern downtowns. And it has been spared the renewal efforts of so many small downtowns that frequently amounted to little more than tearing down every other building to put a parking lot next to each remaining business. This asset, however, comes with a challenge as a renewed downtown Holyoke will need to attract new residents, commuters, and visitors who, despite demonstrating a growing interest in walkable urban environments, expect to be able to drive to and from them with minimal inconvenience.

Providing parking on-site is not feasible for most of the buildings in downtown. And tearing some down to serve the parking needs of others has not served other cities very well. The City, however, has a history of providing public, off-street parking — a history that points to an opportunity to devise a shared parking solution to this redevelopment challenge. In applying for the Building Blocks grant, the City's planners saw an opportunity to assess the capacity of its existing public parking resources to attract and serve new development.

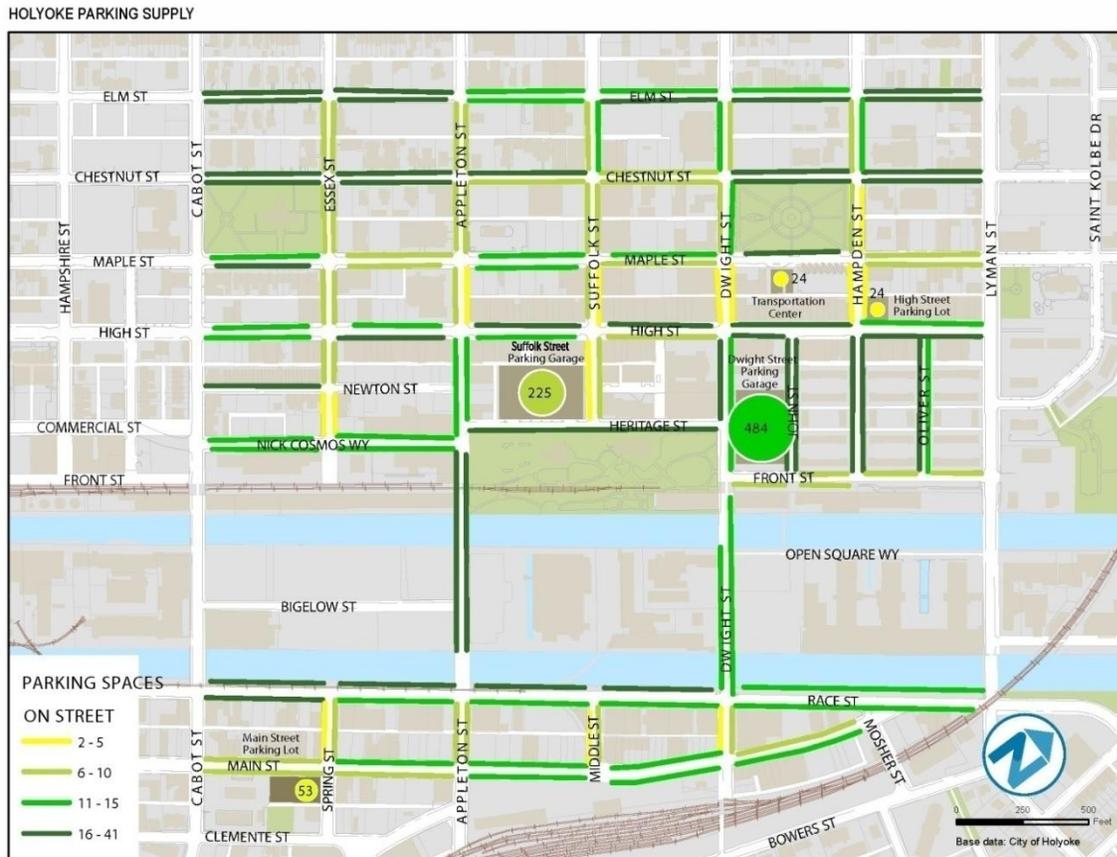
The primary audit tool engaged for this workshop was the Parking Capacity Audit Tool. This audit provides a quantitative snapshot of peak-hour, public parking conditions — how much parking is available, how much of it is occupied, and what remains to support additional demand — as the first step toward effectively managing these resources. Beyond assisting basic resource management, however, this tool was designed to serve as an important prerequisite to assessing any needs or options for developing new parking supplies in downtown areas.

Complaints that there is "not enough parking downtown" are typically driven by subjective experiences focused on just a few downtown blocks. Just a few over-subscribed blocks can create a common perception that similar conditions are to be found throughout the area. Before such complaints result in large capital investments in new parking facilities, however, an audit of existing resources and utilization patterns can help identify the types and locations of parking options that are most and least favored by current users. Frequently this reveals that the most feasible options for investments in new parking would simply be adding to the supply of spaces that are rarely used, even in the peak. Conversely, findings may

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indicate areas where both existing and planned, new land uses would benefit from an investment in a shared off-street facility.

2. Findings Overview

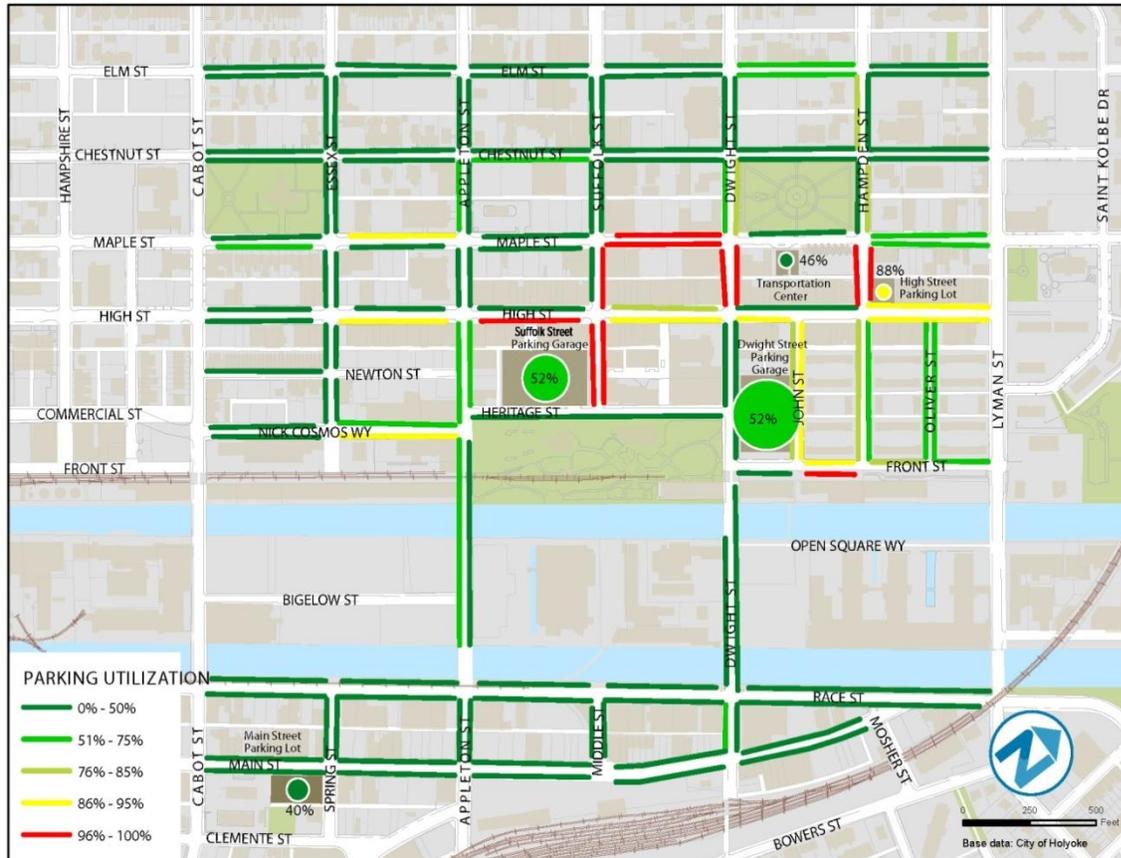


The audit revealed that there is significant excess parking capacity within downtown Holyoke’s public parking supply, as well as significant opportunity to re-distribute on-street demand to create more consistent parking opportunities on the most popular streets. These findings point to opportunities to both support existing retail businesses and new land use development with demand-management, rather than supply-expansion investments.

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Constraints Limited to On-Street Parking within Downtown Core

HOLYOKE PARKING UTILIZATION



Utilization survey findings reveal many conditions typical of downtown environments. There is a clear core of on-street blocks for which parking demand is comparatively elevated. Meantime, off-street facilities within this core remain under-utilized, indicating a strong preference for on-street parking, despite higher costs (\$0.50 per hour, versus \$0.25 per hour) and restrictions of parking duration (mostly one- or two-hours). These are conditions that commonly generate demands for "more parking," despite the fact that parking resources of the type that could be built already sit half-empty when downtown is at its busiest.

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Typical on-street conditions within the downtown core.



A review of best-practice parking management practices indicates an opportunity to create more consistent availability among these core, on-street blocks by increasing the meter rate within this area, possibly combined with easing time restrictions for on-street parking outside this "premium" zone and focusing enforcement efforts within it. This would create incentives to park on nearby side streets, and increase the current pricing incentive to park off street. Ideally, the pricing differential between these core blocks and the under-utilized resources nearby would be increased until an ideal level of availability can be maintained during peak-demand conditions. Meantime, increased parking revenues should be used to improve conditions within the City's parking facilities, or to provide other transportation-related benefits, such as transit pass benefits for downtown employees.

Excess Capacity Supports Shared Parking Solutions

Type of Parking	Supply	Utilization	Excess Capacity
On-Street	1,708	40%	775
Off-Street	757	53%	280
Combined	2,465	44%	1,055

Audit findings indicate that, during the busiest times of a typical week, there are more than 1,000 empty spaces that could be utilized, while still maintaining optimal levels of utilization; generally about 85% (mostly full, but still relatively easy to find a space where you want to park). Using this as the target utilization rate, on-street resources could accommodate around 800 additional parked cars, with 1 or 2 empty space still remaining on most blocks. Assuming a 90% target utilization rate for off-street facilities, based on the more long-term nature of parking demand in these locations and the fact that vehicles searching for spaces off-street are not circling on downtown streets, existing resources could comfortably accommodate demand from around 300 new cars during the midday peak. These spaces, in particular,

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attest to a significant capacity to support growth in long-term, monthly, commuter and residential parking from new development.

3. Strategies and Actions

Following is a summary of potential strategies and actions to explore as a means of continuing to investigate the issues, opportunities, and challenges identified during the workshop. These are presented merely as options that the community can consider; these are not recommendations and should be considered as starting points for the community to determine the viability of each idea.

Strategy 1 – Build upon Audit/ Workshop findings.

Continue to use the Parking Capacity Audit Tool to monitor the utilization of parking as development in downtown Holyoke progresses and parking management strategies are implemented.

- Action – Use the audit tool to continue to refine the understanding of how existing parking resources are utilized and when. The efficacy of the audit tool increases with use, providing a larger dataset to understand parking capacity over time, including how utilization of on-street and off-street facilities is affected by:
 - Pricing changes
 - Seasonal-demand variations and weather (especially snow)
 - Events-based demand, including the St. Patrick’s Day Parade and Road Race
 - Development of new land uses
 - Opening of passenger train service at Dwight Street platform
- Action – Consider expanding the use of the tool to evaluate parking turnover to track concentrations of long-term parking demand.

Strategy 2 – Continue dialogue begun with the Workshop.

Create a task force to test out parking management strategies and continue dialogue around parking in downtown Holyoke.

- Action - Continue the dialogue regarding the impacts of parking management on downtown revitalization, as well as barriers and opportunities for future parking policies and management. Explore safety concerns around parking garages and on-street locations, sufficiency of disabled parking, as well as parking access issues related to distance and grade changes.
- Action – Explore and develop parking management best practices presented at the workshop that can help support stakeholder’s vision for downtown Holyoke. For example, there was broad support for tiered-parking – creating a "premium" meter-rate zone to improve on-street availability in the downtown core – as well as improving enforcement (see below) .
- Explore other parking management options discussed at the Workshop, including the sufficiency and location of disabled-parking and 15-minute spaces.
- Action – Explore marketing, information, and wayfinding strategies to increase use of under-utilized resources and reduce both driver frustration and search traffic. Ideas that received significant support during the Workshop include branded (attractive and "eye-catching, not just

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the white-on-green standard signage) wayfinding and signage marking presence of and routes to low-cost parking options; an official parking map that can be posted on the City's website and linked to the websites of downtown businesses, Chambers of Commerce, and other associations; and information on parking regulations and their resource-management rationale.

- Action – Explore options for creating some form of "parking authority" to take ownership of downtown parking management, including: stakeholder outreach, brokering shared-parking arrangements among private owners, coordinating with developers on joint-development parking opportunities, and identifying when parking fees should be changed and how parking revenues should be spent. Alternatively, explore vesting the authority for deciding when parking fees should be changed to the Planning Department – see separate Appendix for recent example ordinances from cities that have done this to improve the effectiveness of pricing in managing on-street demand.
- Action - Explore opportunities to develop a Parking Benefit District (see below).
- Action – Explore opportunities to manage events-based parking demand, such as shuttles from outlying parking lots. The City of Northampton was noted to be a useful, neighboring case study of successful implementation of this strategy.

Strategy 3 - Create a parking benefit district.

Use the most effective demand management tools, including tiered pricing, to accommodate customer, employee, resident and commuter parking needs while maintaining an optimum level of availability, even among the most sought-after, limited-supply, front-door spaces, and even when demand is at a peak.

- Action - Create a tiered-pricing strategy for managing on-street demand within the downtown core (see Findings, above).
- Action - Seek to isolate parking revenue within a fund that can be used to improve local conditions related to parking and access, such as renovating City parking facilities, enhancing pedestrian safety and comfort, installing bicycle parking, and providing transit passes to downtown employees.
- Action – Seek revenue-positive parking management solutions, such as providing on-street commuter permits for daytime, long-term parking in areas where curb spaces are under-utilized. Such options can directly shift demand to where excess capacity exists, while generating revenue to improve the general appeal and efficacy of existing parking and access resources.
- Action - Once pricing has proven effective in maintaining availability, remove time limits in support of a more customer-friendly parking environment. To increase turnover, meter technology can be used to establish incremental rates that charge a premium for daylong parking.

Strategy 4 – Explore opportunities to improve parking enforcement.

There was broad stakeholder sentiment that parking enforcement was generally ineffective. A combination of limited resources (there is apparently only one enforcement officer tasked to cover all of downtown), a lack of a strategic approach (focusing primarily on the blocks where space-availability is most-consistently an issue, for example), and the low-priority that parking enforcement tends to receive when the responsibility of a police department, combine to limit the effectiveness of enforcement in maintaining turnover of on-street parking spaces.

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- **Action:** Explore restructuring the on-street fine system to provide higher penalties for repeat offenders. Stakeholder feedback suggests the current \$10 fine for parking violations is not a deterrent to illegal on-street parking, particularly if people perceive a low probability of getting a ticket. By contrast, beginning with a warning, combined with detailed information on parking options and regulations, and then increasing the fine for successive infractions has been proven to mitigate chronic offenders, while taking the sting out of innocent mistakes.

Strategy 5 – Strengthen downtown Holyoke’s “park-once” environment by operating as many parking spaces as possible in a common pool of shared, publicly-available parking.

- **Action** – Prohibit or discourage private parking in new development. Instead, make public parking spaces available to satisfy parking demands. When exclusive parking arrangements are necessary, allow residential developments and private businesses to lease spaces in public lots for the particular hours and days of the week when the reserved parking is actually required.
- **Action** – Pursue shared parking on private lots. Stakeholders identified private parking facilities, such as the USPS parking lot, which are underutilized. Public and private shared parking facilities can be used to satisfy existing and projected parking demand from future infill and redevelopment.
- **Action** – Explore in-lieu fee options, allowing developers to pay a one-time or annual fee, or to maintain a certain level of monthly parking permits at one or more City facilities, to waive all or a portion of the parking spaces required by the City's Zoning Ordinance. By allowing developers to pay a fee in-lieu of constructing required spaces, Holyoke can give developers more flexibility to develop constrained sites and adapt historic buildings, facilitate shared parking and park-once use of downtown parking resources, allow higher uses of land and provide a revenue stream to support the construction and maintenance of shared parking and access resources. The current surplus capacity in City off-street facilities presents an opportunity to direct initial fee revenue toward improving existing resources — a strategically-superior position compared to having to begin with a large capital investment — as part of a development-attraction strategy.

4. Timeframe for Accomplishing Actions

- **Strategy 1** - This is a short-term-accomplishable strategy, the planning for which should begin immediately to take advantage of the momentum and experience created by the Workshop.
- **Strategy 2** - Workshop participants represent a good start on a list of potential candidates for a Parking Taskforce, the development of which should begin immediately to take advantage of the momentum created by the Workshop.
- **Strategy 3** - This is a medium- to long-term strategy that should build upon many of the actions suggested for the Parking Taskforce, such as raising meter rates in the downtown core, easing time-limits outside the downtown core, providing commuter on-street permits, and identifying the feasibility of capturing parking revenues within a dedicated fund for local parking/ access improvements.
- **Strategy 4** - This is a medium-term strategy that should be an early priority of the Parking Taskforce.
- **Strategy 5** - This is an immediate-implementation strategy that is meant to build upon existing accomplishments. For a "struggling" downtown, Holyoke has a remarkable lack of accessory parking lots carved out of its historic blocks. As redevelopment interest intensifies, it will be vital to maintain an emphasis on shared parking solutions, which will require early coordination with

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developers on potential joint-development/ mutually-beneficial solutions to public and private parking needs.

Implementation Timeframe	Strategy	Sequence of Actions
Short Term	Continue dialogue begun at workshop	Establish Parking Advisory Committee.
		Explore implementation of parking management best practices, particularly setting a premium meter rate within the downtown core.
		Explore other management issues, including the sufficiency and location of disabled-parking and 15-minute spaces.
		Explore marketing, information, and branded way-finding strategies.
		Explore creating parking authority.
		Explore opportunities to develop a Parking Benefit District.
	Develop parking management for large downtown events.	
	Build upon Audit / Workshop findings	Continue to use audit tool to refine understanding of parking conditions
		Consider expanding the use of the tool to evaluate parking turnover to track concentrations of long-term parking demand.
	Strengthen downtown Holyoke's "park-once" environment	Strengthen downtown Holyoke's "park-once" environment by operating as many parking spaces as possible in a common pool of shared, publically-available parking.
Explore in-lieu fees, allowing developers to pay a one-time or annual fee, or to maintain a certain level of monthly parking permits at one or more city facilities, to waive all or part of the parking spaces required by the Zoning Ordinance.		
Pursue shared parking on private lots, including the Post Office lot and others private lots that are underutilized.		
Prohibit or discourage private parking in new development		
Medium Term	Explore opportunities to improve parking enforcement	Explore restructuring fine system to provide higher penalties for repeat offenders.
		Develop a first-time-forgiveness ticket that provides details on parking regulations.

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Implementation Timeframe	Strategy	Sequence of Actions
Medium/ Long Term	Create a Parking Benefit District	<p>Create tiered pricing strategy for managing on-street demand which downtown core.</p> <p>Isolate parking revenue within a fund that can be used to improve local conditions related to parking and access</p> <p>Seek revenue-positive parking management solutions.</p> <p>Once pricing has proven effective in maintaining availability, remove time limits in support of customer-friendly parking environment.</p>

5. Implementation Coordination

The Holyoke Planning Department is the natural lead for each of the above-recommended strategies and actions. However, each step of the process will need to be taken in coordination with the Office of Planning and Development, the Department of Public Works, Police Department and the business and development community. We suggest that the parties involved in the workshop — planners, policymakers, business owners, developers, as well as other members of the public — should continue to meet and discuss these issues, whether as an official task force or as an independent working group.

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Technical Assistance Tool: Parking Audit

Simsbury, CT – August 2012

To: Simsbury, CT

From: EPA Building Blocks Technical Assistance Team

Date: August 22, 2012

Re: Suggested Next Steps as Outcome of Technical Assistance

1. Key Issues Addressed during Technical Assistance Workshop

The Town of Simsbury is a modestly-sized, New England community, located within the Hartford, Connecticut commuter-shed. Though the community has grown significantly in recent decades, its planners have sought to preserve its historic character, small town feel, and high quality of life. Embracing Smart Growth has become a central strategy in these efforts.

The Town's planners have developed multiple land use and transportation plans that envision significant infill development for the downtown.

- Simsbury Town Center Charrette Report/ Code – June 2010
- Simsbury Route 10 Corridor Study – February 2010
- Streetscape Improvement Plan – In progress
- Guidelines for Community Design – In progress

These plans combine significant mixed-use, infill development with new concentrations of residents and a development code designed to activate sidewalks while moderating vehicle-traffic impacts. The Town's planners sought the assistance grant in acknowledgement that a strategic parking-management approach would be necessary to realize the full potential of the recent downtown visioning and planning efforts.

The current parking approach emphasizes private parking in the form of isolated, accessory parking facilities associated with specific downtown destinations. This approach, common among strip malls and shopping districts located along high-speed arterials, requires downtown patrons to drive between most local destinations. This creates excess traffic and left-turning movements along Hopmeadow Street, while also necessitating redundant parking supplies among the many downtown destinations. This works against many of the Smart Growth merits of the downtown redevelopment plans, including:

- Walkability - The redundancy of the current parking approach multiplies the number of driveway connections along Hopmeadow Street, increasing the number of vehicle-pedestrian conflict points. It also increases the walking distance between local destinations.
- Density - The redundancy of current parking supplies also absorbs much of the downtown acreage that is slated to absorb new, infill development.
- Growing Pains — The design plans for downtown include many elegant solutions for increasing downtown's land use and population densities while maintaining the district's visual character, particularly along Hopmeadow Street, which is planned to grow through horizontal, infill

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development rather than through increased building heights. Without a similarly thoughtful new parking approach, however, there is little to mitigate the negative impacts that the envisioned new densities will have on Simsbury's historic "Main Street."

2. Findings Overview

Most Parking Is Accommodated in Private, Accessory Surface Lots

The first step in the assistance effort was to use the Parking Capacity Audit tool to assess the capacity of existing public parking resources to support current downtown land uses, as well as the new land use densities envisioned in the Town Center development plan. The Audit, completed prior to the workshop, provided a quantitative snapshot of peak-hour demand and supply conditions. As shown below, morning and midday utilization of existing public parking resources is fairly moderate — reflecting the current emphasis on accessory parking and indicating a unique opportunity to use excess public parking capacities to support significant new development.

Figure 1 - Observed Utilization Rates

Parking Type	Supply Surveyed	Weekday Utilization	
		Morning	Midday
On-Street	127	7.9%	8.7%
Off-Street	1,062	19.9%	21.0%

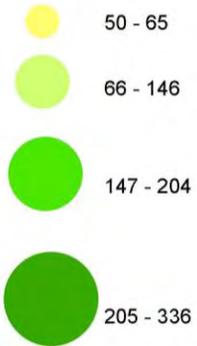
Figure 2 - Typical Conditions Among Public Parking Resources



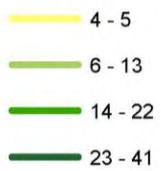
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Figure 3 – Observed Parking Supply

Off-Street Spaces

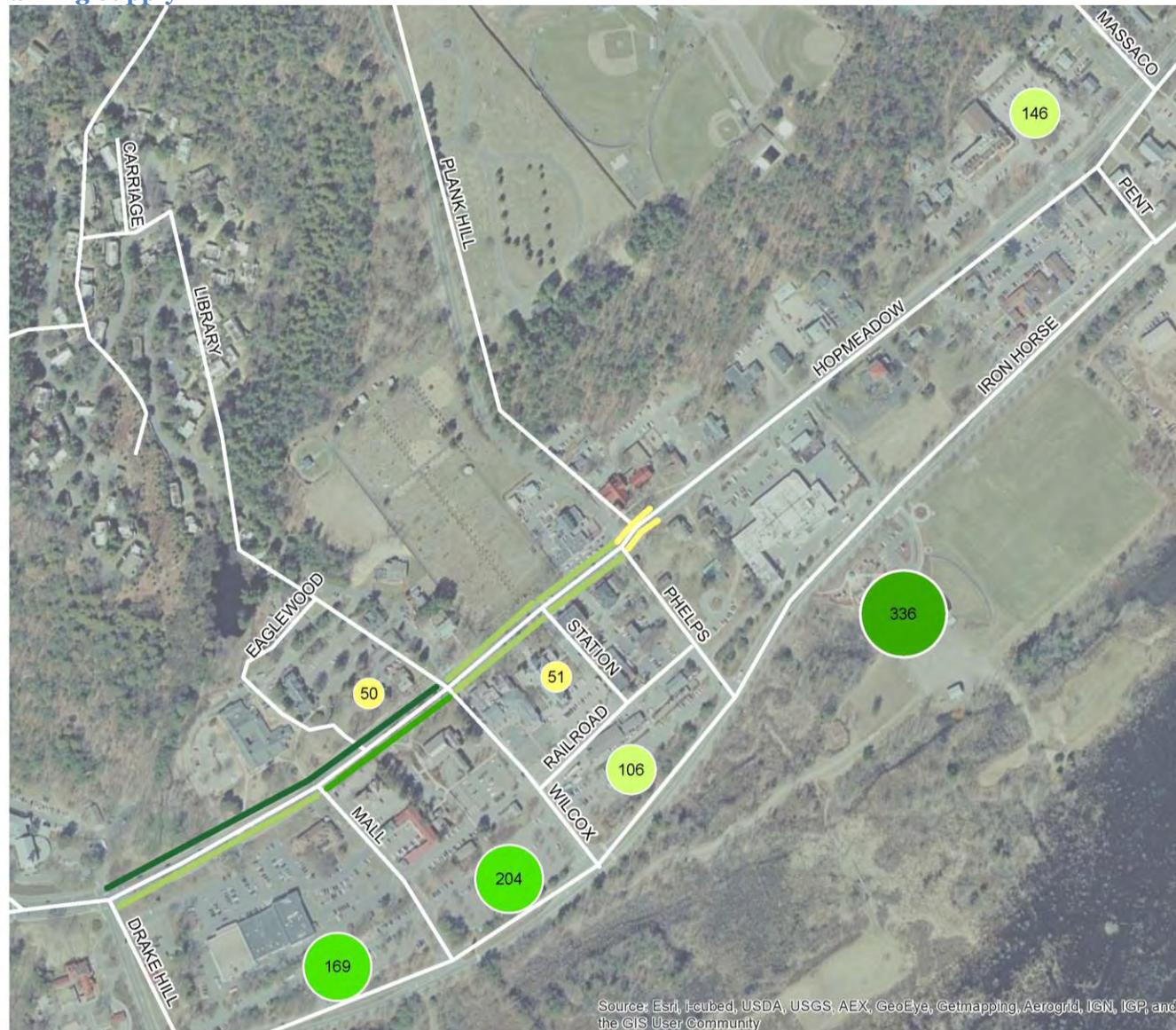


On-Street Spaces



0 250 500 Feet

Data Sources: City of Simsbury



Source: Esri, i-cubed, USDA, USGS, AEX, GeoEye, Getmapping, Aerogrid, IGN, IGP, and the GIS User Community

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Figure 4 – Observed Weekday Morning Utilization Patterns

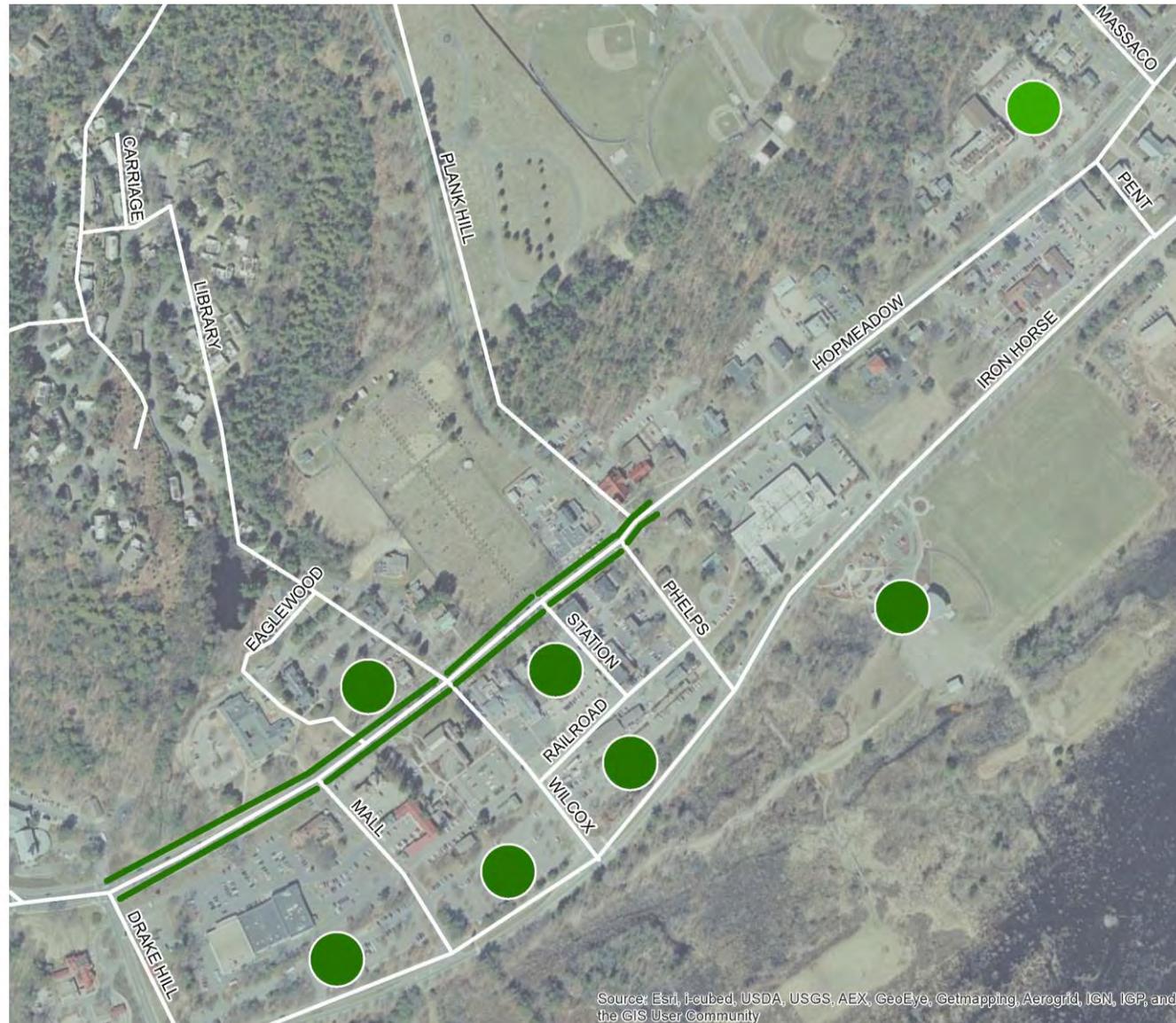
Parking Utilization

- 0% - 50%
- 51% - 75%
- 76% - 85%
- 86% - 95%
- 96% - 100%
- Over 100%



0 250 500 Feet

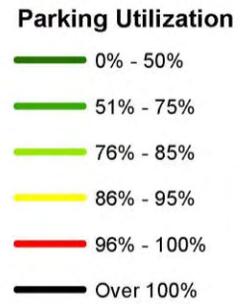
Data Sources: City of Simsbury



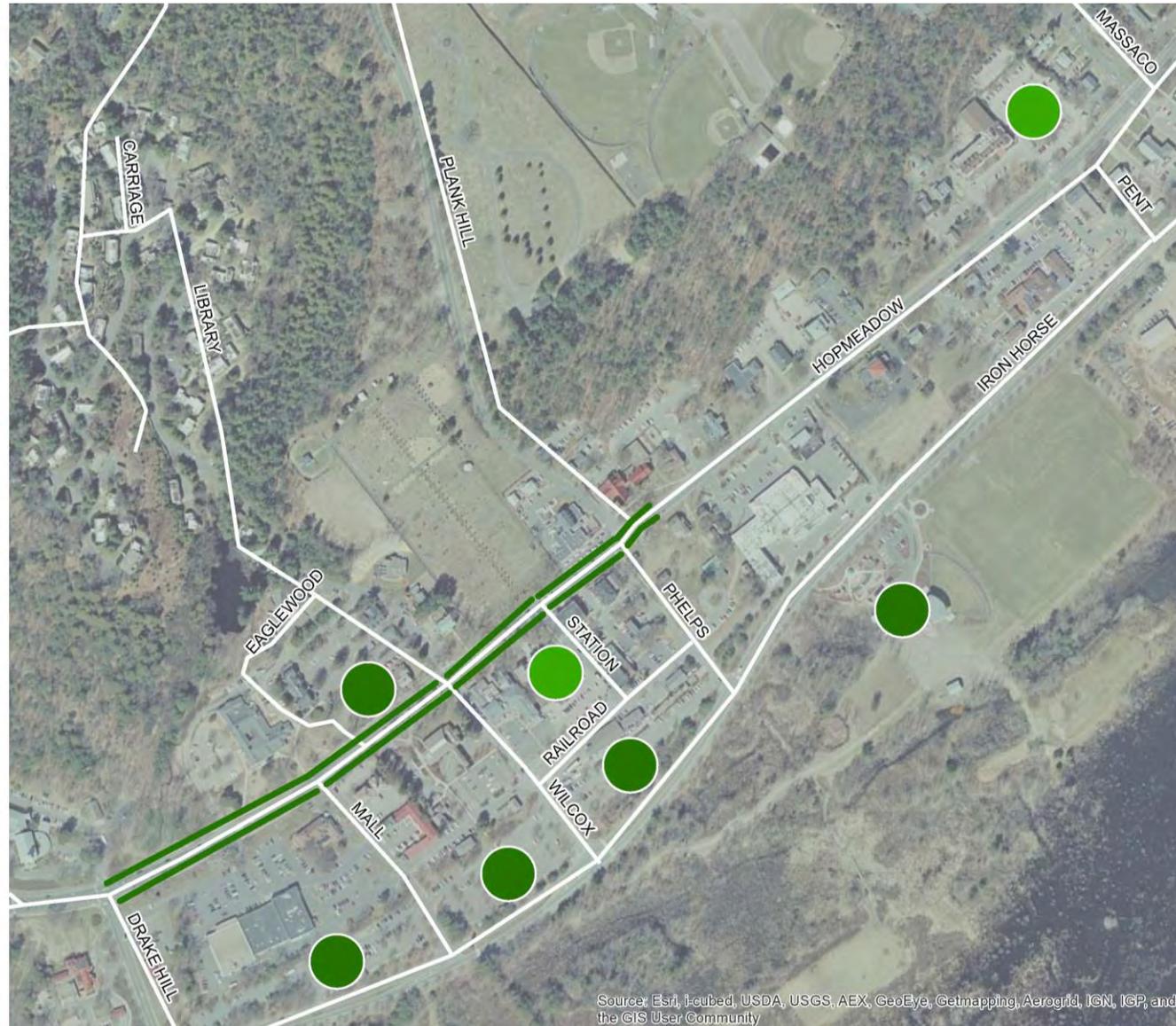
Source: Esri, iCubed, USDA, USGS, AEX, GeoEye, Getmapping, Aerogrid, IGN, IGP, and the GIS User Community

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Figure 5 – Observed Weekday Midday Utilization Patterns



0 250 500 Feet
Data Sources: City of Simsbury



Source: Esri, i-cubed, USDA, USGS, AEX, GeoEye, Getmapping, Aerogrid, IGN, IGP, and the GIS User Community

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Excess Capacity Supports Shared Parking Solutions

Audit findings indicate that, during the busiest times of a typical week, there are more than 800 empty spaces that could be used while still maintaining optimal levels of utilization — generally about 85% (mostly full, but still relatively easy to find a space where you want to park). Using this as the target utilization rate, on-street resources could accommodate nearly 100 additional parked cars, with 1 or 2 empty spaces still remaining on most blocks. Assuming a similar target-utilization rate for off-street facilities, existing resources could comfortably accommodate demand from around 730 new cars during the midday peak.

Demand Fluctuations Create Inefficiencies within Accessory Parking Facilities

Field surveys indicated widely varying levels of utilization among downtown's accessory parking lots. While many were highly utilized, most contained significant excess capacity. This is typical of environments where most parking is accommodated in lots reserved for patrons of specific destinations. Most will remain mostly empty at most times of the day and most days of the week, while still never having enough capacity when the destinations they support are at their busiest.

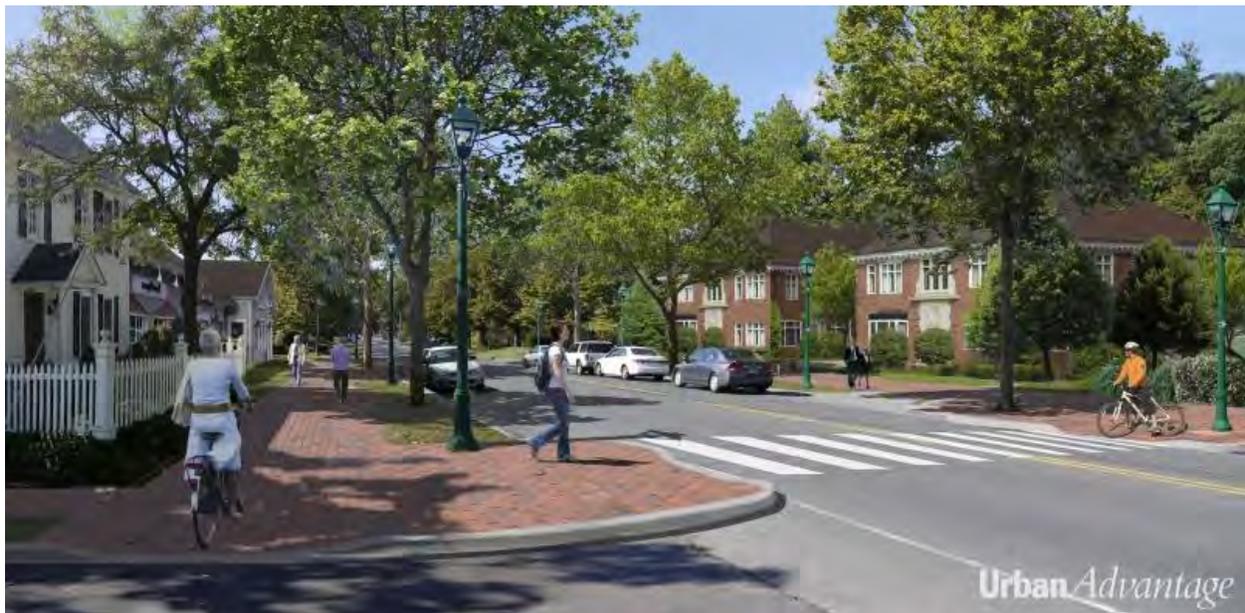


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Redevelopment Plans Imply a Parking Transition

In 2010, Simsbury completed the Simsbury Town Center Charrette Report. Under the illustrative plan, small-scale infill development would take place on existing parking lots and vacant land to transform the Town Center from an auto-oriented center into a walkable, compact Town Center with mixed-use and street-oriented buildings. By envisioning new development where accessory surface lots currently exist and identifying new public parking structures surrounded by new, street-oriented, lot-maximizing development, the report and illustrative plan assume that this area will be parked very differently than it is today. In short, these documents imply a "park-once" approach to meeting parking demand at most of the destinations envisioned for the new Town Center.

Figure 6 – Illustration of Hopmeadow Street from Simsbury Town Center Charette Report



Park-Once Transition Will Occur in Phases

Downtown Simsbury is a thriving downtown with numerous successful commercial developments that, despite the excitement created by the Town Center development plan, is not expected to be redeveloped any time soon. Rather, the new Town Center vision is expected to be realized gradually, with strategic, phased investments on currently vacant or under-developed sites. Based on this phased development approach, and the available capacities within existing public parking resources, the transition to a park-once parking-management approach will and should be a gradual, if inevitable, one.

Phasing Can Include Strategically-Located New Public Parking Facilities

A phased approach will also help avoid the temptation to over-build public parking structures in hopes of "attracting" new development, in a version of the "build it and they will come" economic development strategy. Such actions have frequently set back park-once strategies by saddling the municipality with significant debt service well before new economic activity (or paying parking customers) arrives to help offset these costs. A preferable approach would be to seek distinctly strategic development opportunities, including public-private-partnerships and joint-development projects where public parking can be combined with new land uses on a single-site; allowing private funds to help offset the cost of public parking, which in turn can provide "overflow" resources for on-site land uses.

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Today, **Simsbury's downtown** public parking resources are significantly under-utilized because accessory lots provide more convenient access to most downtown destinations. An effective transition toward a park-once approach can complement the increased walkability envisioned for the Town Center by locating public parking options within comfortable walking distance to popular destinations. The lack of an urgent need for new public parking facilities to support the downtown economy will allow Town planners to be highly strategic in siting their park-once investments. Initial plans to develop a structured parking facility behind Eno Hall reflects such a strategic approach by providing overflow capacity for Hall events, nearby restaurants, and potential infill development projects.

Latent Parking Demand along Hopmeadow Street

There is likely significant, latent demand for under-utilized parking capacities along Hopmeadow Street. That this demand is not manifested in actual parked cars is likely due to multiple factors, including the following:

- Capacities were recently expanded by changes to travel-lane widths along this street;
- Outdated "No Parking" signs remain where parking is now allowed; and
- The presence of "2-Hour Parking" signs along a small set of blocks implies by their absence on other blocks that parking is not allowed.

Embrace of Walking and Cycling Will Aid Park-Once

One of the most challenging barriers to effective park-once implementation is resistance to walking modest distances between destinations. Under the current approach, many drivers may find it frustrating to have to drive between nearby downtown destinations. While a park-once approach will address this frustration, even the most strategically-located park-once facility will require more walking than some are willing to undertake. Creating safe, effective, and appealing walking environments — as is envisioned for the Town Center — can minimize objections to these walking distances. People are happy and willing to walk farther when the walking environment is enjoyable. Simsbury appears to further benefit from a local population that embraces active forms of transportation, with well-designed and used walking and cycling networks traversing downtown.

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Figure 7 – Walking and Cycling Facilities along Iron Horse Boulevard



3. Strategies and Actions

The following is a summary of potential strategies and actions to explore as a means of continuing to investigate the issues, opportunities, and challenges identified during the Building Blocks technical assistance in Simsbury. These are merely options that the community can consider, based on the workshop findings, not recommendations. Hopefully they can serve **as starting points for the community's** ongoing discussion to determine the viability of each idea.

Strategy - Emphasize the critical role that developing a shared-parking, "park-once" management system will play in realizing the envisioned redevelopment of downtown Simsbury. The increased densities and significant new residential presence, as planned and envisioned for downtown, will have dramatic impacts on traffic and parking levels and patterns. The current emphasis on accommodating parking demand within accessory parking facilities — many explicitly marked for "Patrons Only" — will magnify these impacts. A park-once approach, by contrast, can turn potential negative impacts such as increased traffic into positive impacts by shifting more local trips onto local sidewalks and bike lanes.

- **Action** - Explore redevelopment opportunities for under-utilized public parking lots. Bringing land uses closer to shared, park-once facilities will aid in a successful transition to a more efficient parking approach for downtown, which can support new land use developments with little or no accessory parking. To achieve this, explore opportunities to develop stand-alone public parking facilities or mixed-use, joint-development projects with public parking on these sites, strategically located in the "heart" of the envisioned, expanded town center.

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- **Action** - Expand on-street parking capacities. As downtown is redeveloped as envisioned, more destinations will directly face Hopmeadow Street and other local streets, increasing the value of curb-lane parking opportunities for new businesses and their customers. Furthermore, well-utilized curb-parking lanes can slow traffic and enhance sidewalk conditions by providing physical, visual, and aural buffers between walkers and vehicle traffic.

Figure 8 – Opportunities to Expand On-Street Parking May Include Side Streets



Strategy - Review Case Studies of best-practice Park-Once implementation. Suggested case studies include:

- Montgomery County, MD¹ - Key success: Investment attraction
- Port Jefferson, NY² - Key success: Wayfinding and signage to backlot surface parking lots across downtown. (There is also a similar effort underway in Moorestown, NJ.³) Converting private facilities to shared, public, park-once lots.
- Boulder, CO⁴ - Key success: Shifting downtown employee parking demand to remote parking facilities, reducing downtown employee parking demand by providing transit benefits.

Strategy - Continue to use the Parking Capacity Audit Tool to develop a park-once strategy for downtown redevelopment.

- **Action** - Survey peak-hour capacities within accessory lots. Most parking activity currently occurs in these private lots associated with specific downtown businesses. Assessing how much demand these businesses generate when they are at their busiest will help the Town assess how much public, park-once parking will be needed to support the envisioned new development.

¹ http://www6.montgomerycountymd.gov/content/dot/parking/pdf/study_summary.pdf

² <http://www.portjeff.com/village-information/metered-parking/>

³ http://www.moorestown.nj.us/filestorage/207/209/213/2270/2839/4_Main_Street_Town_Center_Shared_Parking_Study_Public_Presentation_05-14-12.pdf

⁴ http://www.bouldercolorado.gov/index.php?option=com_content&task=view&id=1232&Itemid=429

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- Action - Use these surveys to highlight off-setting peaks and identify opportunities for businesses to use these patterns to share accessory parking facilities.
- **Action** - Complete evening surveys to see which blocks of Hopmeadow Street and which public lots are well-utilized at these times.

Strategy - Build upon existing active-transportation facilities to reduce parking demand and support park-once.

- **Action** - Explore opportunities to use excess curb-lane capacities to enhance walking and cycling along Hopmeadow Street. Maximizing parking may be the highest priority for the recently widened curb lanes, but explore other options before parking becomes fully established. Options can include curb-extensions, mid-block crossings, and in-road bike-parking "corrals." Once parking is established in these lanes, it will be much more difficult to consider other options.
- **Action** - Develop pedestrian and bicycle focused street-design guidelines for internal circulation between Hopmeadow Street and Iron Horse Boulevard. An emphasis on narrow streets, "yield" streets, and shared streets would ensure slower vehicle speeds, increased connectivity for pedestrians, and higher levels of access for cyclists. While the new Simsbury Center Form Based Code identifies proposed configurations for new streets in the town center, it does not identify guidelines for streets narrower than 36' (curb to curb). For streets not designed to carry through traffic, narrower widths may enhance the desired, slow-speed, pedestrian-focused environment envisioned for these internal blocks.

Strategy - Develop Iron Horse Boulevard as the primary cycling portal to downtown. Currently, the new cycling infrastructure along this street appears to serve trips passing through downtown. As Iron Horse becomes activated with new uses, including significant residential development on its west side, however, these cycling facilities will become a major asset for downtown-bound riders. The following actions should be considered for further developing a bike-portal concept for this road.

- **Action** - Develop a bike station (covered bike parking + repairs + retail shop) or other significant, long-term bike parking facility within a centrally-located parking structure. This will help support bicycle commuting among downtown employees by providing a secure, weather-sheltered, and convenient place to store their bikes for the day.
- **Action** - Develop a bike-valet strategy for Performing Arts Center events.

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Figure 9 – Sheltered Bike Racks + Repair Station (ParkRoanoke facility, Roanoke, VA)



Strategy - Build upon recent planning work to identify and prioritize recommendations that most directly support and/or would be most-directly supported by a park-once approach. Examples include:

- Flexible parking requirements - This change will help support shared parking approaches at new development projects.
- New design guidelines — including requirements to bring building lines up to the street and push parking toward the rear of buildings.
- Infill development strategies
- Mid-block crossing recommendations (Route 10 Corridor Study)
- Shuttle-bus/ circulator - this may be particularly feasible/ useful as downtown expands eastward toward Iron Horse Boulevard.
- Similar components of the in-progress Streetscape Improvement Plan and the Guidelines for Community Design studies.

Strategy - As park-once is rolled out, and its multiple benefits are demonstrated in supporting the realization of a new town center, initiate a stakeholder-led cost/benefit discussion regarding the trade-offs involved in continuing to subsidize public parking versus initiating parking fees. The free parking approach appears to be working fine for Simsbury today. But someone is paying for the maintenance and upkeep of existing public resources, and the new resources will likewise carry a significant cost to construct, maintain, and operate.

- **Action** - Outline the three basic options for "who pays?", and have a candid, open discussion about which is the best fit for Simsbury: Taxpayers (the Town covers all costs), Direct Stakeholders (downtown businesses and/or property owners provide funding to partly or

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completely offset these costs), Users (parking fines and fees cover some or all costs of providing public parking).

4. Implementation Timeframe

The following table presents a suggested timeframe for exploring and implementing the strategies and actions described above over the course of the next 12 months.

Suggested Actions	12-Month Schedule												
	1	2	3	4	5	6	7	8	9	10	11	12	
Explore redevelopment opportunities for under-utilized public parking lots.	█	█	█	█	█	█	█	█	█	█	█	█	>
Expand on-street parking capacities.	█	█	█	█	█	█							
Review Park-Once best-practice case studies.	█	█	█										
Survey peak-hour capacities within accessory lots.				█	█	█							
Complete evening surveys of Hopmeadow Street.				█	█	█							
Explore opportunities to enhance walking and cycling on Hopmeadow Street.	█	█	█	█	█	█							
Develop street design guidelines for internal, downtown circulation.							█	█	█	█	█	█	█
Develop long-term bike parking options connecting to Iron Horse Boulevard bike paths/ lanes.							█	█	█	█	█	█	█
Develop bike-valet for PAC events.				█	█	█	█	█	█	█	█	█	>
Identify cross-supportive opportunities among recommendations from recent studies.	█	█	█										
Discuss funding alternatives: Subsidies/ Parking Fees.													>

5. Implementation Coordination

The Simsbury planning department has gained significant recent experience with major planning efforts to build upon for developing park-once implementation strategies, including strategic partnerships that will be highly useful for exploring the implementation of many of the actions recommended above. The following table presents some suggested strategic alliances for each recommended action.

EPA Technical Assistance for Sustainable Communities: Building Blocks

Suggested Actions	Key Implementation Partners											
	Planning and Land Use Department	Department of Public Works	Engineering Department	Simsbury Main Street Partnership	FHWA CT Division	Police Department	CRCOG	Fire Department	Economic Development Commission	CT Main Street Center	Chamber of Commerce	Design Review Board
Explore redevelopment opportunities for under-utilized public parking lots.	✓	✓	✓	✓			✓		✓	✓		✓
Expand on-street parking capacities.	✓	✓	✓	✓		✓		✓			✓	
Review Park-Once best-practice case studies.	✓	✓	✓	✓			✓		✓	✓	✓	✓
Survey peak-hour capacities within accessory lots.	✓		✓									
Complete evening surveys of Hopmeadow Street.	✓		✓									
Explore opportunities to enhance walking and cycling on Hopmeadow Road.	✓	✓	✓	✓	✓	✓	✓	✓				
Develop street design guidelines for internal, downtown circulation.	✓	✓	✓	✓		✓	✓	✓		✓	✓	
Develop long-term bike parking options connecting to Iron Horse bike paths/ lanes.	✓	✓										
Develop bike-valet for PAC events.	✓	✓		✓							✓	
Identify cross-supportive opportunities among recommendations from recent studies.	✓						✓					

A Walkability Study for Downtown Brunswick

Introduction and Problem Statement

The goal of our project was to analyze parking availability in downtown Brunswick and highlight areas that could use parking improvement to increase walkability in downtown Brunswick. We hope our project, specifically the inventory of private and public parking spaces that we created, can be used to explore new parking strategies to alleviate parking in downtown Brunswick. Our area of focus was Downtown Brunswick, which we defined as Fort Andros to the North, Union Street to the West, First Parish Church to the South, and Federal Street to the East.

Data used

We used data provided by the Maine Office of GIS and the Town of Brunswick for our analysis:

- *Roads Data*- Roads data from the Maine Office of GIS, was clipped to our defined study area of downtown Brunswick. We noted that Roads dataset didn't match up with our buildings and aerial imagery and as a result edited the data so it corresponded with our complete data set.
- *Buildings*- We used the buildings data from the Town of Brunswick to represent the buildings in downtown Brunswick. During our analysis we only used the buildings on Main Street.
- *Parking*- This was a point file that we created, inventorying every public and non-residential private parking space in downtown Brunswick. We created this data by digitizing parking spaces from fieldwork (individually counting

parking spaces), GPS, and using aerial images. We also represented the number of public parking spaces based upon an inventory provided by the Brunswick Police Department

- *Base Map*- Aerial imagery provided by the Maine Office of GIS used as a background for helping to display our results.
- *Walmart Parking Lot*- A polygon file that we created in order to show the outline of the Walmart parking in Brunswick Maine.

GIS Analysis

Before we could perform any analysis on the parking of downtown Brunswick we needed to create an inventory of all existing public and private parking spaces. Initially we thought we could look at aerial images of downtown Brunswick and symbolize each parking space by just looking at the images. However, the imagery had many shadows hiding parking spaces and the resolution was too low to clearly distinguish parking spaces. We employed two different methods; we walked around with printed images of each block of downtown Brunswick and counted and recorded the number of parking spaces. We also used a GPS to record parking lot locations and then counted the number of spaces. Once we had this data we digitized, or individually symbolized each parking space with a point. This parking file represented all the private non-residential parking in downtown Brunswick. Next, we used the Brunswick Police Department's data spread sheet to digitize all the public parking places and added this data to our parking data file. Once we had digitized all the public and private parking spaces in downtown Brunswick, we categorized the spaces by type, public or private spaces.

After we had created an inventory of all parking in downtown Brunswick, we next needed to determine how far people are willing to walk to get to a destination. Nicholls (2001) chose to use a maximum walking distance of .8 km when measuring accessibility of public parks. This data may be on the high end, and more typically .5 km is used. Donahue (2011) claims the average walking distance is .5 miles. Using .5 miles as the average distance people would be willing to walk from parking spaces seemed somewhat arbitrary, because this distance varies for every person. Anna Breinich suggested we measure the size of the Walmart parking lot as a reference to how far people will walk to get to the front door of the store and use this distance as a proxy for how far people would be willing to walk from parking spaces to stores downtown. Using GIS, we created a polygon of the Walmart parking lot and used the measure tool, to figure out that from one end of the parking lot to the front of the store is roughly 500 feet.

Once we had determined an estimate of the distance people would be willing to walk—the distance of the Walmart parking lot to the front of the store—we employed this distance in our analysis of parking in downtown Brunswick. In order to perform a network analysis, we created a network dataset of the roads in downtown Brunswick. Next we determined that the two analyses that would be most applicable would be an origin-destination cost matrix network analysis and a service area network analysis. These two network analyses seemed to complement our data the best and produce the outcomes that we were looking for.

The first network analysis we built was an origin-destination cost matrix for parking spaces to stores on Main Street in Brunswick. The results of this matrix are

used to identify stores on Main Street in downtown Brunswick that will be serviced by each parking space within 500 feet of that store. In order to perform this type of network analysis we represented each building on Main Street with a point, using the polygon layer provided by the town. This provided a finite destination- a point representing a store located on Main Street. The second network analysis we built was a service area analysis that shows a series of polygons representing the distance that can be reached from a parking space. We decided to calculate 250 foot (half the distance of the Walmart parking lot) and 500 foot (distance of Walmart parking lot) service areas for all the parking spaces in downtown Brunswick.

Discussion

From our inventory of parking in downtown Brunswick, we learned that there are roughly 1,075 public parking spaces and roughly 1,506 private non-residential parking spaces. We also concluded that the most unutilized private parking spaces are located at banks and churches, which have large parking lots—offering many parking spaces. We overlaid the representation of the Walmart parking lot on top of downtown Brunswick showing as a proxy to show how far people are willing to walk (500 feet) to get to a destination. Looking at the overlaid Walmart parking lot (Figure 1), one can see how large the parking lot is and that

using the length of the parking lot as the distance people are willing to walk in our analysis is not a far-fetched assumption.

Legend

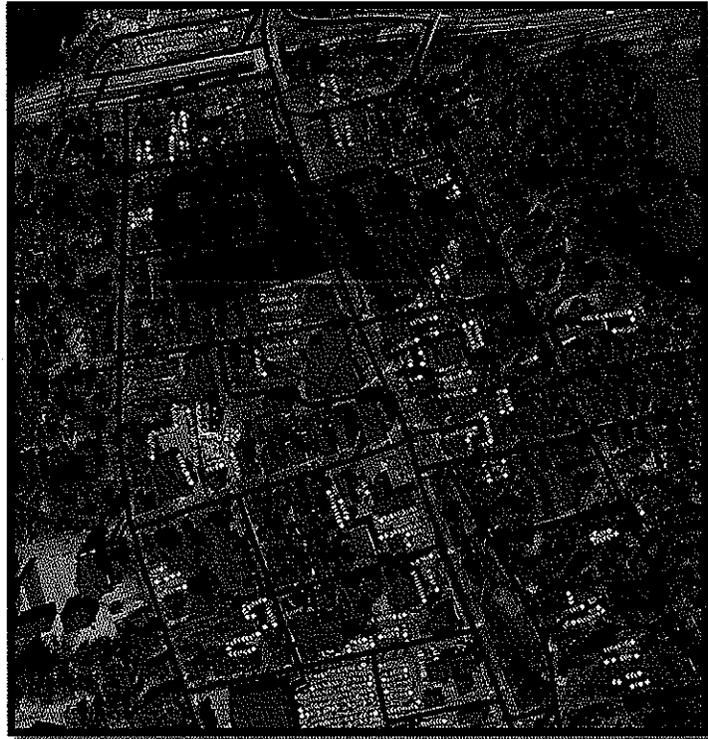
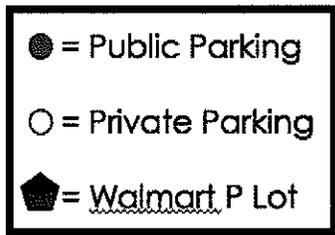
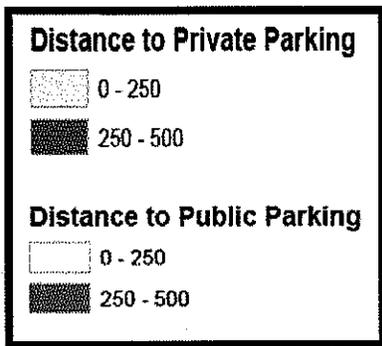


Figure 1. This is a map showing the outline of the Walmart parking lot oriented in two directions centered on Main Street.

The results of our service area network analysis show polygons that represent the service area or walkable distance that the parking spaces in downtown Brunswick provide. We ran this analysis using polygons or service areas of 250 feet (half the Walmart parking lot) and 500 feet from all the public and private parking in downtown Brunswick. This service area analysis showed that downtown Brunswick has insufficient parking service areas in the north and south ends of downtown. Looking at Figure 2 the southern end of downtown (bottom of the image) there is lots of white space which symbolizes areas of downtown that are

not serviced by public or private parking within a 500-foot radius. Furthermore the dark and light purple polygons represent the service area that the private parking provides, and again looking at the southern end of downtown, a large portion is comprised of

Legend



private parking (purple polygons). This shows that the southern portion of downtown lack sufficient parking, however

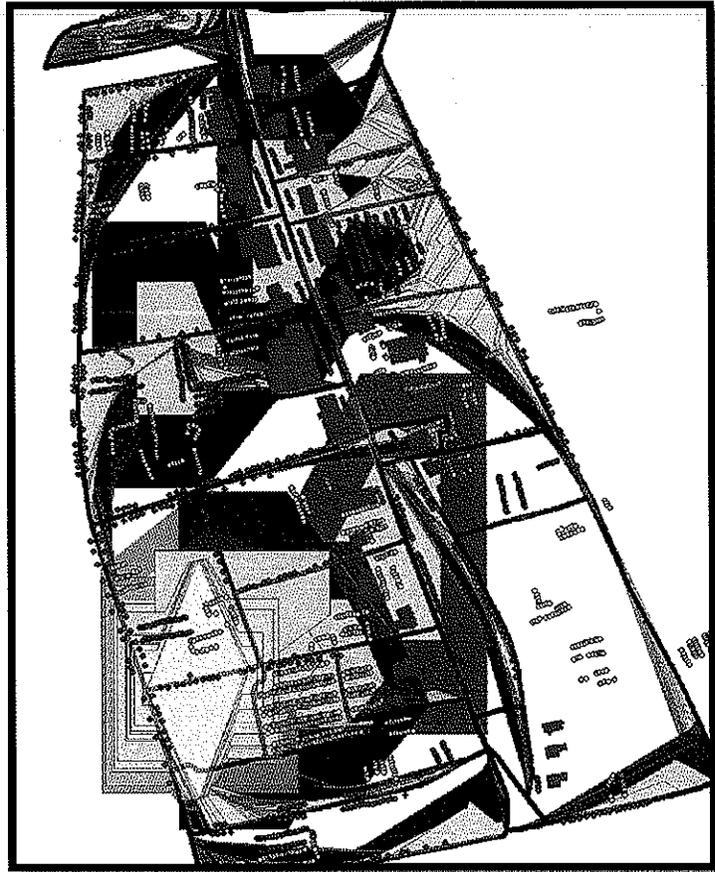
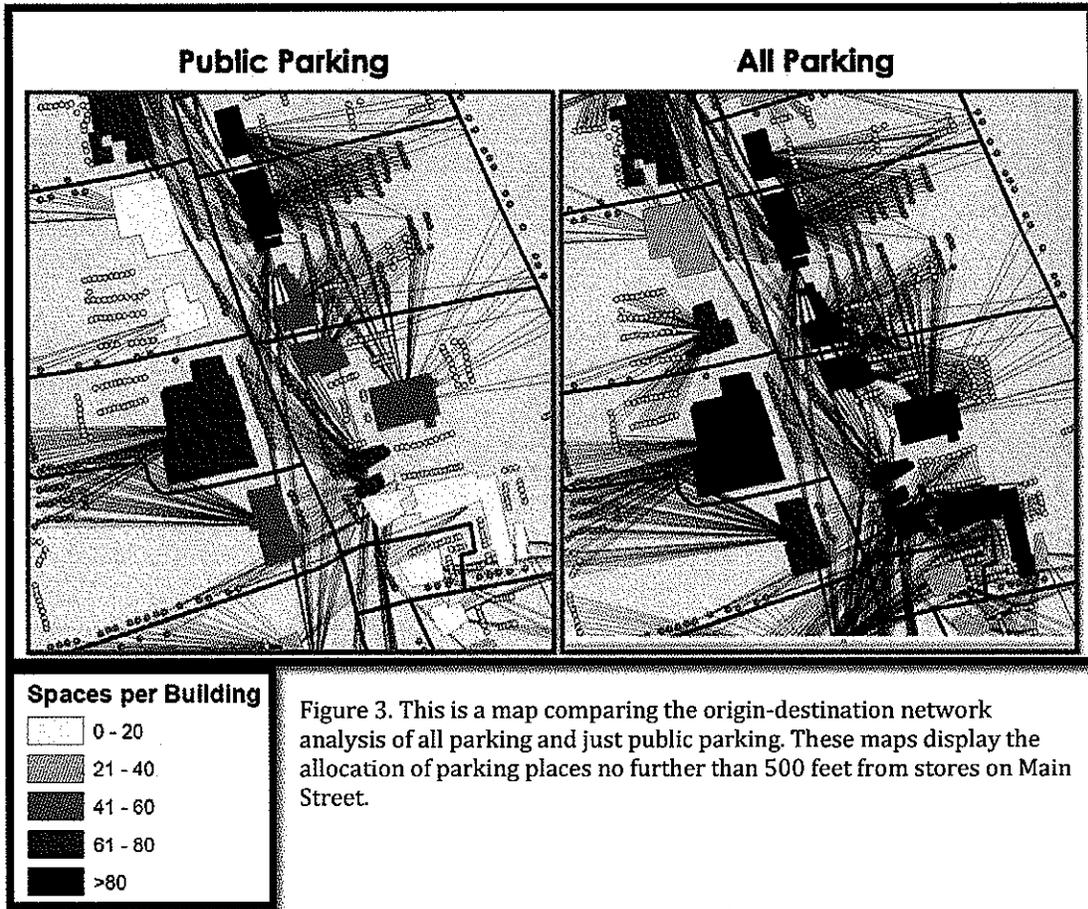


Figure 2. This is a map showing the service areas of public and private parking.

converting some of the private parking into public parking helps alleviate some of the parking shortcomings. The light and dark brown/tan polygons represent the service area of public parking in downtown. Notice the upper right region of downtown is serviced very well by public parking, however this is mostly because of the school, police station, and facility parking are located there. Furthermore the northern end (top portion) of downtown has some noticeable gaps where neither the public nor private parking service areas reach.

Our final analysis was the origin-destination network analysis, which displays the allocation of parking places no further than 500 feet from stores on Main Street. We symbolized the results from this analysis by how many parking spaces are within 500 feet of each store on Main Street. For example, one parking space might be in within 500 feet of four different stores on Main Street, so that parking space would count once toward each building. Looking at Figure 3 we can



see how each building or business on Main Street in Brunswick benefits from the existing parking. The map on the left displays the allocation of just public parking places no further away than 500 feet from stores on Main Street, and the map on the right displays the allocation of all parking places within 500 feet of stores on Main Street. Looking at the public parking allocation

(left map) we can see that there are six buildings that have 20 or fewer parking places within 500 feet of them, however when looking at the same buildings with private parking included (right map), the number of spaces is greater than 20 for each building. This shows that some businesses located on Main Street benefit greater from public parking than others; there are more public parking spaces allocated around their store. However when including private parking spaces these benefits even out, and there is a more equal distribution of parking for Main Street businesses, and a greater number of parking places.

The results we found were informative but created new questions as well. One question that we have to ask when evaluating the validity of these results is the degree to which people will consider the study area "walkable". If the community is walkable than each additional parking space will have a higher impact on local business. But if people do not find the community to be walkable than regardless of how close the parking spots actually are to the businesses then people will not be willing to walk that distance. More parking spaces will do little to help the problem.

By conducting a review of the walkability literature, we found that it is possible to use GIS to determine the walkability of a community. In early analyses, it was not clear that GIS could be used to determine something as subjective as walkability of a business district. Many studies employ resource intensive surveys, asking residents to estimate how long it took them to get to various nearby places. Salelens and Owen (2005), indicated that GIS may be an effective alternate approach to evaluating walkability. This analysis constructed an objective measurement of walkability using GIS. To test the measure's relative accuracy, the authors

performed the new analysis on two communities that it expected to have different walkability quotients. It then performed the traditional survey method on these communities and compared the results. They found that their objective measures yielded the same relative results as the more expensive survey method. Nicholis (2001) attempted to define the maximum that people were willing to walk. This study showed the disadvantage of the simple radius method and showed the benefits of the network analysis using GIS.

Having developed the parking inventory, we feel that further analyses could be conducted that could highlight better parking strategies including a walkability analysis to determine how walkable Brunswick downtown is, and what sections need improvements. Expansion of this project could include the incorporation of parameters of walkability that are described in Maghehak and Capp's paper *Walkability: A review of Existing Pedestrian Indices* (Maghehak and Capp, 2011). The authors outline a list of environmental measures that have been either 'perceived or empirically tested to have an association with walking' and it could be beneficial to choose one of these measures and run an analysis displaying walkability in downtown Brunswick. Hackley and Thurstain-Goodwin (2001) developed a network analysis examining walkability using raster data. Using raster data, Hackley and Thurstain-Goodwin measured walkability by all non-building surfaces. For example, parking lots and sidewalks were identified as highly walkable and roads less so. Using this approach, it might be informative to determine how walkable different parts of downtown Brunswick were, and see if there is a correlation between walkability and parking.

Conclusion

Our project provides the Town of Brunswick and the Brunswick Police Department with some ideas and the necessary data to explore different parking strategies that would enable more people to travel downtown. It is our hope that the Town of Brunswick and the Brunswick Police Department can use our results to develop parking strategies that will better serve residents and tourists of downtown Brunswick. We have highlighted and identified areas of downtown that may lack sufficient public parking (northern and southern sections) and have shown that if it were possible, converting private parking spaces into public parking spaces could alleviate the parking problem to enable more people to travel downtown.

There may also be simpler strategies than converting private parking into public parking. First, many of the public parking spaces and lots are poorly marked or not marked at all. Increasing signage for public parking will help alleviate the demand for the 'well known' public parking areas. Furthermore, making public parking more friendly—by adding security cameras to some lots and lighted sidewalk, and even simple street art to distract the traveler from their parking lot walk. Ultimately there are many solutions for the Town of Brunswick from acquiring private parking spaces to increasing signage to make parking in downtown Brunswick a more friendly, accessible, and fun experience.

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Chapter 15

TRAFFIC AND VEHICLES*

* **Cross References:** Animals, Ch. 4; dogs, § 4-26 et seq.; fire prevention and protection, Ch. 7; housing, Ch. 8; vehicles for hire, § 10-96 et seq.; solid waste, Ch. 13; streets, sidewalks and other public places, Ch. 14; zoning and subdivision of land, App. A; traffic impact analysis required in certain circumstances, App. A, § 409.3, L; subdivision regulations, App. A, § 501 et seq.

Art. I. In General, §§ 15-1--15-25

Art. II. Traffic-Control Devices, §§ 15-26--15-45

Art. III. Specific Street Regulations, §§ 15-46--15-70

Art. IV. Stopping, Standing, Parking, §§ 15-71--15-100

Art. V. Rules for Operation of Vehicles, §§ 15-101--15-120

Art. VI. Pedestrians, §§ 15-121--15-140

Art. VII. Bicycles and Skateboards, §§ 15-141--15-144

ARTICLE I.

IN GENERAL

...

Sec. 15-8. Parking penalty.

A person who parks a motor vehicle in violation of Article IV Sections 15-71 and 15-73 will be subject to a penalty fine of twenty-five dollars (\$25.00) ~~ten dollars (\$10.00)~~.

Any person who parks a motor vehicle in violation of article IV, section 15-78 will be subject to a penalty fine as set forth in Title 30A M.R.S.A., Section 3009, Subsection 1, paragraph D. With the exception of improper or failure to display a disability parking placard which will be subject to a penalty fine of ten dollars (\$10.00).

Any person who parks a motor vehicle in violation of Article IV Sections 15-76 and 15-77 will be subject to a penalty fine of \$15.00 for each violation.

- ~~Five dollars (\$5.00) for the first violation within a seven (7) consecutive day period.~~
- ~~Ten dollars (\$10.00) for the second violation within a seven (7) consecutive day period.~~
- ~~Fifteen dollars (\$15.00) for the third violation within a seven (7) consecutive day period.~~
- ~~Twenty five dollars (\$25.00) for the fourth violation within a seven (7) consecutive day period.~~
- ~~Thirty dollars (\$30.00) each for the fifth or more violation within a seven (7) consecutive day period.~~
- ~~Ten dollars (\$10.00) for each violation over ten and not more than nineteen (19) in any one calendar year.~~

• Twenty five dollars (\$25.00) for each violation of twenty (20) or more in one calendar year.

Payments for all violations must be made at the office of the chief of police tax collector's office. The chief of police shall give the violator shall be given a receipt for each payment, and shall send a copy of it to the town treasurer. If payment is not made at the office of the chief of police within fourteen (14) seven (7) days after the notice of violation, an additional penalty of ten dollars (\$10.00) the penalty provided by Article I, section 15-9 shall be imposed for each outstanding ticket. (Ord. of 5-2-88, § 35; Mo. of 1-7-91; Ord. of 9-16-96; Emergency/Regular Ord. of 7-21-97; Ord. of 5-1-00; Ord. of 5-31-06(2))

ARTICLE IV.

STOPPING, STANDING, PARKING*

* **Cross References:** Streets, sidewalks and other public places, Ch. 14.

Sec. 15-71. Rules governing stopping and parking.

The following rules govern the stopping and parking of vehicles:

- (1) *Prohibited in certain places.* Except in compliance with a statute or with this chapter, a person shall not stop or park a vehicle on any public way in any of the following places:
 - a. On a sidewalk.
 - b. In front of a public or private driveway.
 - c. Within an intersection.
 - d. Within seven (7) feet of a fire hydrant, except as otherwise designated by the chief of police.
 - e. On a crosswalk.
 - f. Alongside or opposite any excavation or obstruction when stopping or parking would obstruct traffic.
 - g. On the roadway side of any vehicle stopped or parked at the edge or curb of a public way.
 - h. On any bridge or other elevated structure or in a tunnel.
 - i. At any place where official signs or yellow striped areas or yellow curbing indicates a

restricted, no-stopping or no-parking area. Except however, on Maine Street, a moped as defined by 29-A M.R.S.A. Sec. 101(36) may park in a yellow striped restricted area which is not adjacent to a disabled parking stall. No more than one (1) moped may park in a single restricted area and any restricted time limit applicable to the section of street still applies.

- j. Within twenty (20) feet of a marked crosswalk.
 - k. Within twenty (20) feet of the near corner of the curbs at an intersection unless otherwise designated.
- (2) *Public ways.* A person shall not stop or park a vehicle on any public way except on the right-hand side of the way, in the proper direction of travel and with the curbside wheels of the vehicle within twelve (12) inches of the edge of the roadway, except upon those streets which have been marked or signed for angle parking upon which vehicles shall be parked at the angle to the curb indicated by such marks or signs, except that motorcycles will have one (1) wheel within twelve (12) inches of the curb. On one-way streets, stopping and parking is permitted on both sides of the street where not otherwise prohibited by this chapter.
 - (3) *Not to obstruct traffic.* A person shall not park any vehicle on a public way so as to leave available less than ten (10) feet of the width of the roadway for free movement of vehicular traffic.
 - (4) *Parking within lines.* Where parking places are marked by painted lines, a person must park a vehicle within the lines.
 - (5) *Oversize vehicles.* A driver of a vehicle having an overall length of twenty (20) feet or more shall not stop or park diagonally on any public way, but may park parallel with the curb, where parallel parking is permitted, for not more than thirty (30) minutes.
 - (6) *Parking for certain purposes prohibited.* A person shall not park a vehicle on any public way for the principal purpose of washing, lubricating or displaying it for sale, or repairing it, except for changing tires or making other emergency repairs.
 - (7) *Owner liable.* A person shall not allow any vehicle registered in his name to be parked on any public way in violation of this chapter.
 - (8) *Temporary parking restrictions.* When he believes circumstances require it, the chief of police may temporarily prohibit the parking of vehicles at the entrance to any place of public assembly and install signs so indicating. This restriction remains effective until the need for it no longer exists. A person shall not park a vehicle in an area in which parking is temporarily prohibited.
 - (9) *Interfering with snow removal and/or plowing.* A person shall not park a vehicle at any time on any public way so as to interfere with plowing or the removal of snow from it by the town. The chief of police may remove any such vehicle and place it in a suitable parking space, at the expense of the owner. For the purpose of facilitating snow removal, the chief of police may place temporary signs along any public way from which the snow is about to be removed, indicating that parking a vehicle is prohibited. A person shall not park a vehicle within the area indicated by the signs.

(10) *Abandoned vehicle.*

- a. For the purposes of this section, a vehicle parked or stopped on any public way, private way or public property, in a time restricted parking zone or designated restricted zone as described by Sections 15-71(5), 15-73, 15-76, 15-77, 15-81 and 15-84 and which the police have determined has not been moved within a twenty-four (24) hour period, may be ordered removed by the police chief or his/her designee, and placed in a suitable location at the expense of the owner, after reasonable attempts have been made by the police to contact the owner or operator.
- b. For the purposes of this section, a vehicle parked or stopped on any public way, private way or public property, other than a time restricted parking zone or designated restricted zone as described by Sections 15-71(5), 15-73, 15-76, 15-77, 15-81 and 15-84 and which the police have determined has not been moved within a seventy-two (72) hour period, may be ordered removed by the police chief or his/her designee, and placed in a suitable location at the expense of the owner, after reasonable attempts have been made by the police to contact the owner or operator.

(11) *Obstructing certain ways.* A person shall not park a vehicle on any public way, private way, alley, fire lane, bridge, private drive or private road, in such a way as to obstruct any other public way, private way, alley, fire lane, bridge, private drive or private road, unless in the case of a private drive or private road the person has permission of the owner of the private drive or private road. The chief of police or his designee, at the vehicle owner's expense, may order the immediate removal of said vehicle.

(12) *Diagonal parking.* A person shall not stop or park a vehicle, excluding motorcycles, on any public way in an area designated for diagonal parking with the vehicle facing any direction other than with the front of the vehicle facing away from the traveled portion of the public way consistent with the diagonal parking markings.

(13) *Permit parking.* A person shall not stop or park a vehicle in any town owned or leased parking area designated as "parking by permit only" without a proper or valid permit displayed. Any vehicle parked in violation will be subject to a fine as defined under section 15-8. The chief of police or his designee, at the vehicle owner's expense, may order the immediate removal of said vehicle.

(Ord. of 5-2-88, § 28(1)--(9); Ord of 8-21-95; Ord. of 5-19-97; Ord. of 9-2-97; Emergency and Regular Ord. of 3-1-04; Ord. of 12-4-07; Ord. of 1-17-12)

Sec. 15-72. Restricted parking area legend.

Restricted parking areas of any type must be indicated by yellow curbing, yellow striped areas or by appropriate signs.

(Ord. of 5-2-88, § 29; Ord. of 1-17-12)

Sec. 15-73. Overnight parking restricted.

(a) A person shall not park a vehicle on either side of the easterly portion of Maine Street, known as Park Row, running from School Street southerly to the Maine Central Railroad tracks, between the hours of 11:00 p.m. and 5:00 a.m.

(b) No person shall park a vehicle in the Mill Street parking lot between the hours of 9:00 p.m. to 5:00 a.m.

(c) No person shall park a vehicle on Maine Street in the parking area which is located north of the mall for a distance of one hundred twenty (120) feet, more or less, between the hours of 11:00 p.m. and 5:00 a.m.

(d) A person shall not park a vehicle on Maine Street, commencing at Fitch Place and extending northerly to School Street, between the hours of 11:00 p.m. and 5:00 a.m.

(e) A person shall not park a vehicle on Park Row, east side, commencing at Bath Road and extending southerly to College Street between the hours of 1:00 a.m. and 6:00 a.m.

(f) A person shall not park a vehicle on South Street, north side, commencing at Coffin Street and extending westerly to Maine Street between the hours of 1:00 a.m. and 6:00 a.m.

(g) A person shall not park a vehicle on Longfellow Avenue, both sides, commencing at Harpswell Road and extending westerly to Maine Street between the hours of 1:00 a.m. and 6:00 a.m.

(h) A person shall not park a vehicle on Maine Street, west side, commencing at Noble Street and extending southerly to Boody Street between the hours of 1:00 a.m. and 6:00 a.m.

(i) A person shall not park a vehicle on Park Row, east side, commencing at Longfellow and extending northerly to a point one hundred thirty-five (135) feet north of South Street between the hours of 1:00 a.m. and 6:00 a.m.

(j) A person shall not park a vehicle on Potter Street, south side, commencing at Maine Street and extending westerly to Union Street between the hours of 1:00 a.m. and 6:00 a.m.
(Ord. of 5-2-88, §§ 19, 19B, 28(10); Ord. of 3-21-94, Regular and Emergency Ord. of 11-21-94; Ord. of 10-18-99(2); Ord. of 9-18-00(1); Ord. of 12-4-07; Ord. of 10-20-08(2))

Sec. 15-74. No-parking areas.

The following areas are designated as no-parking areas:

Armory Street, west side, commencing at Weymouth Street and extending southerly to end.

Bank Street, both sides.

Baribeau Drive, westerly side, commencing twenty (20) feet north of the entrance of Mallard Pond, to twenty (20) feet south of the exit to Mallard Pond.

Basswood Road, east side, commencing two hundred and forty (240) feet south of the intersection of

Wildwood Drive and extending southerly for sixty (60) feet.

Basswood Road, west side, commencing at Wildwood Drive and extending southerly to Aspen Drive.

Bath Road, both sides, commencing from the Brunswick/West Bath Boundary westerly to a point one thousand (1,000) feet past Sawyer Road.

Bath Road, both sides, commencing at Cook's Corner and extending easterly three hundred (300) feet.

Bath Road (Route 24), both sides, commencing at Cook's Corner and extending westerly three hundred (300) feet.

Bath Road, north side reverse direction loop located across from the main entrance to Brunswick Naval Air Station, both sides, commencing at the east side entrance to the turn around and extending to the west side exit.

Bath Road, north side, commencing at Federal Street and extending westerly five hundred eighty (580) feet.

Bath Road, south side, commencing at Bowdoin College Campus Drive so-called and extending westerly one hundred forty (140) feet.

Bath Road, south side, commencing at Sills Drive and extending westerly forty (40) feet.

Bath Road, south side, commencing at Sills Drive and extending easterly one hundred fifty (150) feet.

Boody Street, both sides, commencing at Maine Street and extending westerly four hundred ten (410) feet Monday a.m. through Friday p.m. except holidays.

Bowker Street, south side.

Cedar Street, south side.

Center Street, Both sides.

Church Road, east side, commencing at Pleasant Street and extending southerly to Paul Street, and on the westerly side of Church Road commencing at Pleasant Street and extending southerly three hundred forty (340) feet.

Cleveland Street, south side.

Coffin Street, both sides.

College Street, both sides.

Columbus Drive, both sides.

Columbus Drive, east side, commencing at the intersection of Cressey Road and extending southerly one hundred twenty (120) feet.

Cressey Road, both sides.

Cumberland Street, north side, commencing at Cushing Street and extending easterly one hundred twenty (120) feet.

Cumberland Street, north side, commencing at Cushing Street and extending westerly one hundred thirty (130) feet.

Cumberland Street, north side, commencing at Maine Street and extending two hundred twenty (220) feet in a westerly direction.

Cumberland Street, north side, commencing at Union Street in an easterly direction sixty-five (65) feet.

Cumberland Street, north side commencing at a point of three hundred twenty-five (325) feet from Maine Street and extending westerly one hundred forty (140) feet.

Cumberland Street, southerly side, from Maine Street to Cushing Street.

Cushing Street, west side, commencing at Pleasant Street and extending northerly one hundred twenty (120) feet.

Dunlap Street, south side.

Dunlap Street, north side commencing one hundred forty six (146) feet east of Maine Street for a distance of twenty (20) feet in an easterly direction.

Dunning Street, south side.

Elm Street, south side, commencing at Maine Street and extending westerly three hundred seventy (370) feet; and on the north side commencing one hundred eighteen (118) feet westerly of Maine Street and extending westerly to Union Street.

Everett Street, south side.

Federal Street, west side, commencing at Bath Road and extending northerly one thousand fifty (1,050) feet.

Federal Street, west side, commencing at Mason Street and extending southerly to Center Street.

Federal Street, west side, commencing at Center Street to a point three hundred eighty (380) feet extending southerly sixteen (16) feet.

Federal Street, west side, commencing at Center Street extending southerly thirty (30) feet.

Federal Street, west side, commencing at School Street extending southerly three hundred seventeen (317) feet.

Federal Street, east side, commencing at Bath Road and extending northerly three hundred sixty-five (365) feet.

Federal Street, east side, commencing at Jordan Avenue extending northerly to a point four hundred (400) feet north of Franklin Street.

Federal Street, east side, commencing at Mason Street and extending southerly one hundred thirteen (113) feet.

Fitch Place, both sides.

Franklin Street, both sides.

Gilman Avenue, north side.

Green Street, both sides.

Grover Lane, north side.

Gurnet Road, (Route 24), both sides, commencing at Cook's Corner and extending southerly nine hundred (900) feet.

Gurnet Road (Route 24), east side, within ten (10) feet from the edge of pavement, commencing at Princes Point Road and extending southerly to the Gurnet Bridge.

Harding Road, both sides, commencing at Bath Road and extending southerly five hundred (500) feet.

Harpswell Road, east side, commencing at College Street and extending southerly to Bowker Street.

Harpswell Road, west side, commencing at Bath Road and extending southerly forty (40) feet.

Harpswell Road, westerly side, commencing at College Street and extending southerly to Hambleton Avenue.

Harriet Beecher Stowe School Access Roadi>, north side, commencing at Spring Street extending westerly one hundred (100) feet west of the intersection with Armory Street, except between 2:45 p.m. and 4:00 p.m. Monday through Friday, when parking is permitted from one hundred and ten (110) feet west of Spring Street, westerly to Armory Street.

Harriet Beecher Stowe School Access Road Loopi>, north side, commencing at the western intersection with the Harriet Beecher Stowe School Access Road easterly to the eastern intersection with the

Harriet Beecher Stowe School Access Road.

Harriet Beecher Stowe School Access Road Loop, i>south side, commencing at the western intersection with the Harriet Beecher Stowe School Access Road easterly forty-eight (48) feet.

High Street, south side, commencing at Union Street and extending westerly one hundred eighty (180) feet.

High Street, north side, commencing at Union Street and extending westerly to Cushing Street.

Jordan Avenue, north and south sides, commencing at Federal Street and extending easterly under the railroad overpass to Wadsworth Road.

~~*Lincoln Street*, north side commencing one hundred ninety (190) (100) feet west of Maine Street and extending in a westerly direction to Union Street or a distance of three hundred sixty seven (367) feet from November 15 to April 15.~~

Lincoln Street, south side commencing at Maine Street and extending westerly for a distance of forty-three (43) feet.

Longfellow Avenue, south side, commencing at Maine Street and extending easterly three hundred (300) feet.

Longfellow Avenue, north side, commencing at Maine Street and extending easterly one hundred seventy-two (172) feet.

Magean Street, north side, commencing at Maine Street and extending westerly one hundred twenty-five (125) feet.

~~*Maine Street*, west side, commencing at Station Avenue and extending southerly thirty two (32) feet.~~

Maine Street, east side, commencing at Bath Road and extending southerly to Longfellow Avenue.

Maine Street, east side, commencing at its intersection with Bath Road and continuing north twenty-five (25) feet;

Maine Street, east side, commencing one hundred eighty-five (185) feet north of the intersection with Bath Road and continuing north to the intersection with No Name Street;

Maine Street, east side, commencing one hundred (100) feet south of the intersection with the Maine Eastern Railroad tracks and continuing north one hundred (100) feet to the Maine Eastern Railroad tracks;

Maine Street, east side, commencing at a point ninety (90) feet northerly from School Street and extending northerly sixty (60) feet.

Maine Street, east side, commencing at School Street extending southerly ninety-seven (97) feet.

Maine Street, north side, commencing at Pleasant Street and extending southerly one hundred fifty (150) feet.

Maine Street, west side, commencing at Potter Street and extending southerly forty six (46) feet.

Maine Street, west side, commencing eighty seven (87) feet southerly of the intersection of Potter Street, and extending southerly forty eight (48) feet.

Maine Street, west side, commencing two hundred twenty two (222) feet southerly of the intersection of Potter Street, and extending southerly one hundred eighty (180) feet.

Maine Street, west side, commencing one hundred eighty (180) feet southerly of the intersection of Page Street, and extending southerly one hundred eighty (180) feet.

Maine Street, west side, commencing at Pleasant Street and extending northerly thirty-five (35) feet.

Maine Street, west side, commencing at McKean Street and extending southerly one hundred ten (110) feet.

Maine Street, west side commencing at the Maine Eastern Railroad tracks ~~Noble Street~~ and extending northerly sixty (60) feet southerly to Potter Street.

Maine Street, west side commencing at Noble Street and extending northerly sixty (60) feet.

Maine Street, westerly side, commencing at Boody Street and extending northerly for a distance of three hundred twenty (320) feet.

Maine Street, east side, commencing at the intersection of Whittier Street and extending south to the intersection of Atwood Lane.

~~*Maine Street*, west side, commencing at Potter Street and extending northerly one hundred thirty (130) feet.~~

Maquoit Road, easterly side, commencing at a point 0.13 miles southerly of the Maquoit Road, Mere Point Road, and Maine Street intersection and extending southerly 0.15 miles.

Maquoit Road, both sides commencing at the entrance to the Brunswick High School and extending southerly three hundred forty-five (345) feet.

Maquoit Road, both sides commencing at the entrance to the Brunswick High School and extending northerly three hundred thirty (330) feet.

Mason Street, both sides.

Market Lane, south side.

Marriner Road, both sides.

Merryman Lane, west side, commencing on the west side of Merryman Lane twenty (20) feet south of the turnaround, thence northerly to the end of Merryman Lane, thence easterly across the end of Merryman Lane.

McKeen Street, north side, commencing at Maine Street and extending westerly to a point opposite 21 McKeen Street.

McKeen Street, north side, commencing at Spring Street and extending westerly five hundred fifty (550) feet.

McKeen Street, north side, commencing at Spring Street and extending westerly to Stanwood Street.

McKeen Street, south side, commencing at Spring Street and extending westerly to 63 McKeen Street.

McKeen Street, south side, commencing at Maine Street and extending westerly five hundred twenty-two (522) feet.

Middle Street, east side.

Middle Street, west side, commencing at Pleasant Street and extending southerly forty (40) feet, commencing at Elm Street and extending southerly to the southerly terminus of Middle Street, and commencing at Elm Street and extending northerly three hundred twenty-five (325) feet.

Mill Street, northerly side, between a point opposite Cumberland Street and a point opposite Swett Street.

No Name Street, east side, commencing at Bath Road and continuing northwesterly to Maine Street.

No Name Street, west side, commencing at Bath Road and continuing northwesterly thirty (30) feet.

No Name Street, west side, commencing 115 feet northwesterly of Bath Road and continuing north to Maine Street.

Noble Street, north side, commencing at Maine Street and extending westerly fifty (50) feet, and north side, commencing at the west side of the curb cut for the driveway to the Inn at Maine Street Station and extending in a westerly direction twenty-eight (28) feet.

Noble Street, south side.

Oak Street, north side, commencing at Union Street and extending westerly one hundred ninety (190) feet.

Oak Street, south side.

Old Bath Road, both sides, commencing from Bridge Road easterly to the Brunswick/Bath Boundary.

Old Bath Road, both sides, commencing at New England Telephone Co., utility pole #148 and extending westerly for a distance of six hundred (600) feet to utility pole #152, such starting point being five hundred (500) feet, more or less, westerly from the junction of Old Bath Road and Baybridge Road.

Page Street, north side commencing at Maine Street and extending westerly thirty-six (36) feet.

Page Street, north side, commencing at Spring Street, and extending easterly forty (40) feet.

Page Street, south side, commencing at Maine Street and extending westerly to Union Street.

Page Street, south side commencing at Union Street, westerly to Spring Street, 8:00 a.m. to 4:00 p.m., Monday through Friday.

Park Row, east side, commencing at School Street extending southerly to a point one hundred fifty (150) feet north of the Cleaveland Street intersection.

Park Row, east side, commencing at Longfellow Avenue and extending southerly to the end of Park Row.

Park Row, east side, commencing at Maine Street and extending southerly ninety (90) feet.

Park Row, east side, commencing one hundred fifty-four (154) feet south of the intersection of Maine Street and extending southerly to one hundred twenty-eight (128) feet.

Park Row, west side, commencing at Fitch Place southerly to Longfellow Avenue.

Park Row, west side, commencing at School Street extending southerly forty (40) feet.

Park Row, west side, commencing one hundred fifty (150) feet south of School Street extending to a point two hundred (200) feet in a southerly direction.

Pine Street, south side, commencing at Bath Road and extending easterly to Bowker Street, except parking is permitted adjacent to Whittier Field between April 15th and November 15th if the entire vehicle is parked off of the pavement.

Pleasant Street, north side, commencing at the west side of the curb cut for the driveway to 76 Pleasant Street, continuing westerly for forty (40) feet;

Pleasant Street, north side, commencing at Cushing Street and extending easterly one hundred ten (110) feet.

Pleasant Street, commencing at Cushing Street extending westerly for a distance of forty-five (45) feet.

Pleasant Street, south side, commencing at I-95 extending easterly to Spring Street.

Pleasant Street, south side, commencing at Maine Street and extending westerly one hundred twenty (120) feet.

Potter Street, north side, commencing at Maine Street and extending westerly one hundred eighty (180) feet.

Potter Street, north side commencing at Union Street and extending easterly thirty-six (36) feet.

Potter Street, south side.

River Road, north side, commencing at Pleasant Street and extending westerly four hundred seventy (470) feet.

School Street, north side, commencing at Federal Street and extending easterly forty (40) feet.

School Street, south side, commencing at Federal Street and extending easterly to Stetson Street.

School Street, south side, commencing at Maine Street and extending easterly to a point sixty (60) feet easterly of Federal Street.

Sills Drive, easterly side, commencing at Bath Road and extending southerly to College Street.

Simpson's Point Road, west side, commencing at mean high water and extending northerly to Pennell Way; and the east side, commencing at mean high water and extending northerly one hundred forty (140) feet.

South Street, south side.

South Street, north side from Maine Street extending easterly two hundred twenty-four (224) feet.

Spring Streeti>, east side, commencing at McKeen Street extending northerly to forty (40) feet south of Page Street, 8:00 a.m. to 4:00 p.m., Monday through Friday, and east side commencing forty (40) feet south of Page Street and extending to forty (40) feet north of Page Street.

Spring Streeti>, west side, commencing at McKeen Street extending northerly to Weymouth Street.

Stanwood Street, east side, commencing at Pleasant Street and extending southerly to Hennessey Avenue; on the west side, commencing at Pleasant Street and extending southerly to a point seventy-five (75) feet northerly of the tracks of the Maine Central Railroad and extending southerly to Hennessey Avenue.

Station Avenue, north side, commencing at Maine Street and extending westerly one hundred sixty-four (164) feet.

Station Avenue, south side, commencing at Maine Street and extending westerly two hundred fifteen (215)

feet.

Station Avenue, north side, commencing two hundred thirty-nine (239) feet west of the intersection of Maine Street and extending westerly one hundred and eighty-two (182) feet.

Station Avenue, south side, commencing at Union Street and extending easterly forty-five (45) feet.

Station Avenue, south side, commencing one hundred five (105) feet east of Union Street and extending easterly one hundred seventy (170) feet.

Station Avenue, north side, commencing at Union Street and extending easterly sixty (60) feet.

Station Avenue, north side, commencing one hundred thirty (130) feet east of the intersection of Union Street and extending easterly eighty (80) feet.

Stetson Street, west side.

Swett Street, east side.

Town Hall Place, both sides.

Turner Street, north side, commencing at Webster Street and extending westerly to the end of Turner Street.

Union Street, east side, commencing at McKeen Street and extending northerly to Noble Street.

Union Street, west side, commencing at McKeen Street and extending northerly to Weymouth Street.

Union Street, east side, commencing at Station Avenue and extending northerly one hundred twenty-five (125) feet.

Union Street, east side, commencing at Station Avenue and extending to Noble Street.

Water Street, both sides.

Webster Street, east side.

Webster Street, west side.

Connecting ramp, both sides, from U.S. Route 1 to Bath Road, commencing at Cook's Corner and extending northerly three hundred (300) feet.

An extension to the Lower Mall, west side, commencing at a point opposite the southerly sideline of School Street and extending northerly one hundred (100) feet.

~~*Public way at the First Parish Church*, westerly side, from Bath Road to Maine Street.~~

~~Two (2) traffic islands, both sides, located in the center of Maine Street at its intersection with Pleasant Street.~~

(Ord. of 5-2-88, § 18; Ord. of 10-3-88, § 1; Ord. of 6-5-89; Ord. of 10-21-91; Ord. of 10-19-92; Ord. of 3-21-94; Emergency/Regular Ord. of 6-20-94; Ord. of 8-7-95; Ord. of 9-18-95; Emergency/Regular Ord. of 11-20-95; Ord. of 12-4-95; Ord. of 11-18-96; Ord. of 4-22-97; Emergency/Regular Ord. of 6-16-97; Ord. of 10-6-97; Emergency/Regular Ord. of 11-17-97; Ord. of 2-2-98; Ord. of 12-7-98; Ord. of 10-18-99(2); Ord. of 1-18-00(4); Ord. of 3-6-00; Ord. of 5-1-00(3); Ord. of 6-5-00(2); Ord. of 9-18-00(2); Ord. of 11-20-00; Emergency/Regular Ord. of 2-6-01(2); Ord. of 4-2-01(1); Ord. of 4-2-01(2); Ord. of 4-17-01; Emergency/Regular Ord. of 7-16-01; Emergency/Regular Ord. of 12-3-01; Emergency/Regular Ord. of 12-17-01(1); Emergency/Regular Ord. of 12-17-01(2); Ord. of 2-19-02(1); Emergency/Regular Ord. of 2-19-02(2); Emergency/Regular Ord. of 2-18-03(2); Emergency/Regular Ord. of 6-7-04(2); Ord. of 3-21-05; Ord. of 12-20-05; Ord. of 1-17-07; Ord. of 7-21-08(2); Ord. of 9-2-08(2); Ord. of 12-1-08(2); Ord. of 3-23-09(2); Ord. of 10-5-09; Ord. of 7-26-10(2); Ord. of 1-24-11; Ord. of 6-20-11(2); Ord. of 1-17-12)

Sec. 15-75. No-parking signs.

No-parking signs must be placed in no-parking areas in such a manner as to be seen and understood by an ordinarily observant person.

(Ord. of 5-2-88, § 19)

Sec. 15-76. Restricted on-street parking areas.

(a) ~~A person shall not park a vehicle for more than two (2) consecutive hours in any parking space adjacent to a curb, nor in any other parking space adjacent to a curb on the same block, between the hours of 8:00 a.m. and 6:00 p.m. on any day except Friday, Sunday, and a public holiday and between the hours of 8:00 a.m. and 9:00 p.m. on Friday in the following areas:~~

Bow Street, north side, at 18-26 Bow Street.

Cleveland Street, north side, from Federal Street to Maine Street.

Cumberland Street, north side, at Maine Street and extending westerly to Union Street.

Cumberland Street, south side commencing thirty (30) feet west of Maine Street, and extending one hundred ten (110) feet.

Dunlap Street, north side commencing one hundred ninety (190) feet easterly of Maine Street and extending to Federal Street.

Elm Street, north side commencing at Maine Street, and extending westerly one hundred eighteen (118) feet.

Federal Street, east side, commencing three hundred sixty-five (365) feet north of Bath Road and extending northerly three hundred seventy (370) feet.

Federal Street, east side, commencing at Mason Street and extending southerly to a point opposite Center Street.

Federal Street, west side, commencing at School Street and extending northerly to Center Street.

Gilman Avenue, south side, commencing at Maine Street and extending westerly one hundred (100) feet.

Lincoln Street, south side commencing one hundred fifty (150) feet west of Maine Street and extending west eighty-five (85) feet.

Lincoln Street, south side commencing ~~one~~ two hundred ~~forty~~ (150) eighty (280) feet west of Maine Street and extending to Union Street.

Lincoln Street, north side commencing forty (40) feet west of Maine Street and extending for a distance of forty-five (45) feet.

Lincoln Street, north side commencing one hundred ninety (190) feet west of Maine Street and extending for a distance of three hundred sixty-seven (367) feet from April 15 to November 15.

Maine Street, east side, commencing at Route #1 overpass and extending southerly to Bath Road.

Maine Street, west side, commencing at Mill Street and extending southerly to Potter Street.

Middle Street, west side commencing at Pleasant Street and extending southerly two hundred fifty (250) feet.

Mill Street, south side, commencing twenty (20) feet west of Maine Street and extending westerly two hundred eighty (280) feet.

No Name Street, west side, commencing thirty (30) feet northwest of Bath Road and continuing northwesterly forty-five (45) feet.

Park Row, east side, commencing at Cleaveland Street and extending northerly one hundred fifty (150) feet.

Park Row, west side commencing at School Street and extending southerly to the "No Name Street".

Pine Street, north side, commencing at Bath Road and extending easterly to Bowker Street.

Pleasant Street, north side, commencing at Union Street and extending easterly to Maine Street.

Pleasant Street, south side, commencing at Union Street and extending easterly to Maine Street.

Spring Street, east side, between Page Street and McKeen Street.

Station Avenue, all marked on-street parking spaces, both sides commencing at Maine Street and extending westerly to Union Street (excluding the seven (7) parking spaces located in front of the Midcoast Federal Credit Union).

Union Street, west side, commencing one hundred fifteen (115) feet southerly of Mill Street and extending southerly forty-five (45) feet.

~~*No Name Street*, east side from Maine Street to Bath Road.~~

~~*No Name Street*, west side from Maine Street to Cleveland Street extension.~~

~~*Station Avenue*, all marked on-street parking spaces, both sides commencing at Maine Street and extending westerly to Union Street (excluding the seven (7) parking spaces located in front of the Midcoast Federal Credit Union).~~

~~*Triangular parcel*, all sides, of land situated between southerly end of the lower Mall and the First Parish Congregational Church.~~

(b) A person shall not park a vehicle for more than fifteen (15) consecutive minutes in designated zones as signed.

Federal Street, east side, commencing four hundred (400) feet north of Franklin Street and extending northerly forty (40) feet (two parking spaces).

(c) A person shall not park a vehicle for more than three (3) consecutive hours in any parking space adjacent to a curb between the hours of 8:00 a.m. and 6:00 p.m. on any day except Friday, Sunday, and a public holiday and between the hours of 8:00 a.m. and 9:00 p.m. on Friday in the following areas:

School Street, north side, commencing at Maine Street and extending easterly to Federal Street.

(d) Notwithstanding any other provisions of this chapter, a person shall not park a vehicle for more than five (5) consecutive minutes in the following signed designated zone:

Middle Street, west side, the three northernmost spaces between Elm Street and Pleasant Street

(e) Notwithstanding any other provisions of this chapter, a person shall not park a vehicle for more than thirty (30) consecutive minutes in the following signed designated zones:

Maine Street, east side, the two northernmost parking spaces (excluding any spaces which designated as disability parking spaces) on each block between Gilman Avenue and Town Hall Place;

Maine Street, west side, the two southernmost parking spaces (excluding any spaces which designated as disability parking spaces) on each block between School Street and Mason Street;

(Ord. of 5-2-88, § 28; Mo. of 12-4-89; Ord. of 3-21-94; Emergency/Regular Ord. of 6-20-94; Ord. of 8-7-95; Ord. of 1-18-00(5); Emergency/Regular Ord. of 12-3-01; Ord. of 8-4-03); Ord. of 12-20-05; Ord. of 12-21-05(2); Ord. of 5-31-06; Ord. of 10-5-09; Ord. of 1-17-12)

Sec. 15-77. Restricted off-street parking areas.

(a) A person shall not park a vehicle for more than two (2) consecutive hours in any town-owned or town-leased off-street parking area between the hours of 8:00 a.m. and 6:00 p.m. on any day except Friday, Sunday, and a public holiday, and between the hours of 8:00 a.m. and 9:00 p.m. on Friday. This two-hour limitation does not apply to forty-two (42) parking spaces in the Cumberland Street parking lot which are established as all-day parking spaces. This two-hour limitation does not apply to the thirty-seven (37) parking spaces in the easterly side of the Bank Street parking lot which are established as all-day parking spaces.

(b) The parking spaces situated along the easterly line of the Bank Street parking lot are reserved without time limitation during normal business hours for the use of employees of the town and visitors to the municipal building.

(Ord. of 5-2-88, § 28(14); Mo. of 5-20-91; Emergency/Regular Ord. of 6-20-94; Emergency/Regular Ord. of 10-16-95)

Sec. 15-78. Disability parking.

A person shall not park a vehicle in a parking stall on a public way or a town-owned public parking lot specifically designated and clearly marked for persons with physical disabilities by the chief of police to be used for "Disability Parking Only," unless the vehicle is equipped with a special designating plate or displays placard issued by the secretary of state under the provisions of and in compliance with Title 29A M.R.S.A., Section 521. A person shall not park in an access aisle adjacent to a disability parking space regardless of whether the person has been issued a disability registration plate or removable placard by the State of Maine. Disability access aisles shall be marked by painting on the pavement a rectangular box with white or yellow diagonal stripes.

(Ord. of 5-2-88, § 19B; Emergency/Regular Ord. of 7-21-97; Ord. of 5-1-00(4); Ord. of 5-31-06(2))

Sec. 15-79. Loading zones designated.

Loading zones are established at the following locations:

Bath Road, south side, commencing one hundred forty (140) feet east of Maine Street and continuing east for eighty (80) feet.

Town Hall Place, south side, a space fifty (50) feet long, at 9 Town Hall Place.

Center Street, north side commencing thirty-five (35) feet west of Federal Street and extending thirty-six (36) feet in a westerly direction.

Church Road, west side commencing one hundred fifty (150) feet south of the intersection of Pleasant Street and extending southerly for a distance of fifty (50) feet.

Lincoln Street, south side commencing at a point of forty-three (43) feet west of Maine Street and extending in a westerly direction for a distance of ninety (90) feet.

Lincoln Street, south side, commencing at a point 235 feet west of Maine Street and continuing in a westerly direction for forty-five (45) feet.

No Name Street, west side, commencing 75 feet northwesterly of Bath Road and continuing northwesterly for forty-five (45) feet.

South Street, south side commencing one hundred ninety (190) feet east of the intersection of Park Row and extending easterly for a distance of one hundred and forty-five (145) feet. For a maximum of fifteen (15) minutes between the hours of 7:30 a.m. and 6:30 p.m. Monday through Friday.

Station Avenue, south side commencing five hundred thirty-five (535) feet west of the intersection of Maine Street and extending westerly sixty (60) feet.

Station Avenue, north side commencing five hundred twenty-six (526) feet west of the intersection of Maine Street and extending westerly sixty (60) feet.

(Ord. of 5-2-88, § 20; Ord. of 3-21-94; Emergency/Regular Ord. of 6-20-94; Ord. of 10-3-94; Emergency/Regular Ord. of 6-3-02; Ord. of 8-5-02; Ord. of 9-6-06; Ord. of 10-5-09)

Sec. 15-80. Loading zone signs.

Loading zones shall be indicated by appropriate signs or by parallel lines with diagonal lines running between them. All lines shall be six (6) inches wide and shall be painted yellow.

(Ord. of 5-2-88, § 21)

Sec. 15-81. Restricted use of taxicab stands and bus stops.

A person shall not stop or park a vehicle other than a taxicab in a taxicab stand, nor other than a bus in a bus stop. The operator of a passenger vehicle may temporarily stop there while actually engaged in loading or unloading passengers as long as it does not interfere with any taxicab or bus entitled to occupy the stand.

(Ord. of 5-2-88, § 28(12))

Sec. 15-82. Parking of taxicabs and buses.

A person shall not park a taxicab or a bus on any public way, except at a stand or stop assigned to its owner by the town council. A taxicab driver may temporarily stop the taxicab while actually engaged in loading or unloading passengers.

(Ord. of 5-2-88, § 28(11))

Sec. 15-83. Reserved.

Editors Note: An ordinance adopted Sept. 6, 2006 repealed § 15-83 in its entirety. Formerly said section pertained to taxi stand designation as enacted by §§ 22 and 23 of an ordinance adopted May 2, 1988; as subsequently amended by an ordinance adopted Oct. 3, 1994.

Sec. 15-84. Bus stops designated.*

* **Editors Note:** Ord. of 1-17-2012, removed §§ 15-84(a)(2) and 15-84(a)(3) in their entirety. Formerly those sections pertained to designated bus stops.

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- (a) Bus stops are established at the following locations:

Reserved.

- (b) Bus stops must be indicated by appropriate signs.

(Ord. of 5-2-88, §§ 24, 25; Ord. of 4-2-01(3); Emergency/Regular Ord. of 6-21-04; Ord. of 5-31-06; Ord. of 10-5-09; Ord. of 1-17-12)

Sec. 15-85. Parking violations--Towing.

(1) *Purpose.* The purpose of these sections is to improve the enforcement of the Brunswick parking ordinances and to discourage habitual violators.

(2) *Definitions.* The following words and terms as used in these sections shall have the meanings ascribed thereto, unless the context otherwise indicates:

- a. *Towing list* means a list maintained by the police department containing the names of those wreckers approved by the town to respond to requests for the towing of vehicles made by the police department.
- b. *Wrecker* means a person engaged in the business of, or offering the services of, a vehicle wrecker or towing service, whereby motor vehicles are or may be towed or otherwise moved from one place to another by the use of a motor vehicle adapted to and designated for that purpose.
- c. *Outstanding parking ticket* means any notice of violation of any parking ordinance of the Town of Brunswick where:
 1. The owner of the offending vehicle has been finally determined to be in violation by reason of default or otherwise; and.
 2. The resultant fine or waiver charge established pursuant to 30-A M.R.S.A. § 3001 and § 3009, has not been paid.
- d. *Waiver charges or charges* means the fees a violator may pay to waive court action plus all expenses the Town of Brunswick incurs specifically enumerated in this chapter or state law to collect fees or fines, including but not limited to certified mail fees.

(3) *Towing.* The Brunswick Police Department is authorized, subject to the requirements of these Sections, to remove by use of a wrecker, and impound any vehicle found on any public or private way or public property, which has accumulated four (4) or more outstanding parking tickets with or accumulated fines totalling ~~fifty dollars (\$50.00)~~ seventy-five dollars (\$75.00) or more, and is authorized to take whatever action is reasonably necessary to carry out the provisions of these sections.

(4) *Notice to owner before towing.* After a vehicle has received ~~four (4) or more~~ outstanding tickets ~~with or~~ accumulated fines totalling ~~fifty dollars (\$50.00)~~ seventy-five dollars (\$75.00) or more or more, a letter will be sent by certified mail to the vehicle's registered owner or operator. This letter alerts the owner of the outstanding parking tickets ~~or accumulated fines totalling fifty dollars (\$50.00) or more~~ and shall allow ~~thirty (30)~~ fourteen (14) days for payment of accumulated fines or waiver charges. After this time period has transpired ~~without either payment in full or an arrangement acceptable to the chief of police having been made to pay the fines or waiver charges, a certified letter, return receipt requested, will be sent to the owner or operator allowing seven (7) calendar days for payment of the fines or waiver charges or the vehicle will be subject to tow.~~

(5) *Procedure for towing and impoundment.* Any police officer ordering towing and impoundment of a vehicle under these sections shall, at the time of such towing and impounding, or within a reasonable time thereafter, notify the dispatcher of the storage location of the vehicle. Such information shall be recorded by the dispatcher for use by the chief of police, or his/her authorized representative. The chief of police, or his/her authorized representative shall notify the owner or operator by certified mail, return receipt requested, of the towing and impoundment of the vehicle within five (5) business days of the towing and impoundment thereof, the storage location of such vehicle, and the requirements of release as set forth in section 15-85(6). This section shall not apply where an impounded vehicle has been released within the five-day period.

(6) *Release of vehicles.* The vehicle shall not be released until:

- a. The individual requesting the release presents satisfactory evidence of his/her right to possession and signs a receipt therefore; and,
- b. The chief of police, or his/her authorized representative, certifies that all fines or waiver fees described in this chapter, including the fees for towing and impoundment have been paid; or,
- c. Upon the certification by the chief of police, or his/her authorized representative, that the owner or operator is unable to pay accumulated fines or waiver charges by reason of poverty, having provided satisfactory proof of such status, and that such owner or operator has accepted a summons initiating a court proceeding to determine his/her liability for the alleged violations.

(7) *Towing conditions.* Once a police officer has ordered towing, one (1) of three (3) following possibilities exist:

- a. If the towing truck is enroute to the scene but has not yet arrived, and the owner or operator has arrived, or if they arrive approximately the same time, then the owner or operator must pay the wrecker, on arrival, in the amount of one-half (1/2) of the towing charge and must pay to the chief of police, or his/her authorized representative, all fines or waiver charges to effect the on-the-scene release of the vehicle.
- b. If the wrecker has secured the vehicle before the owner or operator arrives, the owner or operator must pay the wrecker, on arrival, all the towing charges and must pay the chief of police, or his/her authorized representative, all fines or waiver charges to effect the on-the-scene release of the vehicle.
- c. If the vehicle is actually towed away for impoundment, the vehicle owner or operator must pay the

wrecker all towing and storage charges and must pay the chief of police, or his/her authorized representative, all fines and waiver charges, in order to gain release of the vehicle.

(8) *Interference with enforcement.* It shall be a violation of these sections for any person to obstruct or attempt to prevent the removal of a vehicle as provided in these sections. The penalty for such violation shall not be less than fifty dollars (\$50.00) nor more than one thousand dollars (\$1,000.00).

(9) *Hearings.* The owner or operator of a towed and impounded vehicle may request a hearing on the applicability of these sections to the towing and impoundment. Such hearing shall be scheduled at the earliest possible date and be conducted by the ~~Commander of the Patrol Division~~ captain of operations. Decisions of the ~~Commander of Patrol~~ captain of operations shall be appealable to the chief of police.

(Ord. of 8-21-95)

Secs. 15-86--15-100. Reserved.