

For those who found it relatively difficult locating a spot, 10 of the 15 reported that it took them over 5 minutes to do so. Ten of the 15 also were looking for a spot during peak times between 9:00 and 11:00 AM and between 2:00 and 5:00 PM. The premier location where those who found it relatively difficult to find a spot was the Main Street lot. A total of 5 respondents identified this lot. Seven of the 15 respondents did not identify their location.

Reasons for Parking Downtown

The reasons for parking downtown during the day of the survey were varied, however, they were predominantly for employment. Seventy-four, or approximately 51 percent, of the respondents' reasons for parking downtown the day of the survey were for work or for their business. Another approximately 22 percent identified personal business, such as visiting the doctor, going to the bank or library, or getting a haircut, as the reason for parking downtown during the day of the survey. Approximately 14 percent parked for dining and entertainment reasons and approximately 8 percent parked for shopping.

On an annual basis, approximately 55 percent of the reasons given for making a trip to downtown were for work reasons. Personal business was the next reason at approximately 18 percent. Dining/entertainment and shopping both were approximately 11 percent of the reasons for making a trip to and parking in downtown on an annual basis.

Walking Distance from Parked Car

A vast majority of the people parking downtown during the peak parking demand period found the walking distance from their parked car to their destination to be fine. According to the survey, approximately 96 percent of those responding found the walking distance to be reasonable. With a confidence level of 90 percent, the percentage given for this sample has a maximum error of ± 3 percent from that of the total population.

How Those Parking Found New Traffic Patterns?

Since the downtown was just recently reconstructed, it still is early in determining people's opinions of the new one-way traffic pattern in downtown Amesbury. When asked about the new traffic patterns, approximately 55 percent of those responding answered positively and the remaining 45 percent answered negatively. For all practical purposes, the opinions are currently split between a positive and negative opinion of the new patterns, since there is a maximum potential error of approximately ± 7 percent within this sample from the opinions of the total population at a 90 percent confidence level.

Some people gave reasons for their negative response. The greatest complaint was that the new one-way traffic pattern limits access to their destinations or is now inconvenient. The one-way pattern does restrict some convenient access for the sake of more efficient

traffic flow through town. This negative opinion should diminish with time when drivers get used to the one-way patterns. The next greatest complaint was that the new traffic circle at the School Street and Friend Street intersection is difficult to maneuver or there is confusion over who has the right-of-way at the intersection. The low opinion of the maneuverability through the traffic circle should improve over time as people get used to driving it, however the right-of-way confusion has been a problem for some time for all traffic circles statewide. Some other complaints are that the new traffic pattern and parking makes the roadways too narrow or more congested or that the new pattern is confusing. Main and Friend Streets have been reduced from two travel lanes to one, so the travel lane on these streets should be wider if anything. Confusion over the new traffic pattern will decrease over time with people driving it more often.

The users of parking within the CBD were also asked to answer questions relating to certain potential proposals for future parking within the CBD. They were asked, too, about how the Town should regulate parking in general.

Will Come Downtown More Often with Sheltered Parking?

Sheltered parking does not appear to be that significant of a motivator for making a trip to downtown. Of those responding to the question, "Assuming parking is sheltered and more accessible to my needs in downtown Amesbury, would [you] come to downtown more often?" approximately 62 percent said no. With a 90 percent level of confidence, the percentage given for this sample is within ± 7 percent of that of the total population.

Cost Willing to Pay for Sheltered and More Accessible Parking

A majority of those people parking downtown prefer that status quo of no cost for parking. Approximately 70 percent of those responding to the question of how much they would be willing to pay for sheltered and more accessible parking said that they would not pay anything. Approximately 28 percent would be willing to pay 25 cents or more per hour for this type of parking.

Appropriate Time Limit for their Parking Spot

More people parking off street than on street thought that an appropriate time limit for the spot that they were parking in would be all day. For those people parking in off-street lots and responding to this question, approximately 74 percent thought that a parking duration of all day, or essentially unrestricted parking, was appropriate for those spots. For those parking on street, approximately 49 percent thought that an appropriate time limit would be all day. Some of those parking on street did recognize the need for high turnover in those spaces or they made a time duration judgment based on their length of stay. Approximately 20 percent thought that a time limit of 2 hours was appropriate for those spots and approximately 11 percent thought that a time limit of 1 hour was appropriate.

Would Use a Park and Ride Lot?

An overwhelming majority would not use a park and ride lot with regular bus service to their employment. When asked whether they would use such a lot with bus service, approximately 97 percent of those responding said no. With a 90 percent confidence level, the maximum percentage error for this sample is ± 2.5 percent of that of the total population.

CBD Business Survey Results

Survey questionnaire forms were distributed on and after Thursday, December 20, 2001 to businesses within the CBD by staff members of the Amesbury Office of Community and Economic Development and by members of the Amesbury Alliance. The business proprietors were asked to answer multiple choice style and essay style questions relating to parking availability surrounding their businesses and then return the form by mail or by hand delivery. Thirty-six survey forms were returned. A summary of the responses to the questions follows. A more detailed analysis and summary provided in the Appendix of this study.

Business Category and Length of Time at Location

A wide cross-section of business categories responded to the survey; the most being of the retail variety type with seven respondents. The next predominant business types were personal service businesses with 6 respondents and government offices with 5 respondents. Five were from professional service offices, such as insurance, law, architecture, or engineering and two were from banks. One restaurant, one church, one school office, one antique business, and one museum each returned a form.

Most of the businesses have been at their location for some time. Approximately 44 percent of the businesses responding have been at their current location for over ten years. Some 7 respondents, or approximately 20 percent, have been at their location for less than two years.

Typical Duration of Stay and Most Beneficial Time Duration for Parking of Customers

There is no predominant length of stay for customers or clients of the CBD businesses as reported by those responding. Approximately 36 percent report that their customers stay less than 30 minutes, approximately 25 percent say that their customers stay between 30 and 60 minutes, and approximately 39 percent say that their customers stay between one and three hours.

The recommended most beneficial time duration for parking of customers or clients logically parallels that of their duration of stay. Approximately 36 percent of the businesses responding, or 11 of them, believe that the most beneficial time duration for parking would be 30 minutes or less. Approximately 29 percent believe that a time

duration between 30 and 60 minutes is most beneficial, and approximately 35 percent believe that a time duration between one and three hours is appropriate.

Enough Parking for Employees

A majority of employers believe that there is currently enough parking for their employees. Of those responding, approximately 69 percent said that there was enough parking.

According to employers, not many employees move their cars to avoid a ticket. When asked if their employees move their cars at least once a day to avoid a ticket, only 2 of the 36, or approximately 6 percent, responded yes.

The business proprietors within the CBD were also asked to answer questions relating to certain potential proposals for future parking within the CBD. They were also asked about how the town should regulate parking in general. Following is a summary of the results. A more detailed summary is provided in the Appendix of this report.

Opinions of Parking Area Development within the CBD

Employers were asked whether the Town should develop more parking areas. When asked if they agreed that the Town needs several small satellite parking lots, 50 parking spaces in size or less, all of those responding did agree. Approximately 37 percent strongly agreed with this idea. However, when the employers were asked if they agreed that the Town needs a parking garage, 100 parking spaces in size or more, there was an even split between those agreeing and those disagreeing. The employers were then asked whether they would support eminent domain and the use of local funding or user fees to support a parking garage, and approximately 19 of the 31 responding, or approximately 61 percent, said that they would not support it.

Opinions of Instituting New Regulations and Restrictions on Parking

Time restrictions on parking and enforcement of time restrictions *should* be improved according to a majority of employers. A majority of the CBD employers also are of the opinion that developers should be required to provide off street parking. When employers were asked if they agree that the Town should designate time restrictions and improve enforcement of municipal parking, approximately 76 percent of the 33 responding agreed, with approximately 42 percent strongly agreeing. With regard to the question whether they agreed that the Town should require new developments within the CBD to provide off-street parking until new municipal lots are constructed, 81 percent of the 31 employers responding agreed.

Will Business Activity Increase with Parking Availability?

The number of employers thinking that their business activity will or will not increase with parking availability is somewhat evenly split. Of those responding or thought that this question was applicable, approximately 56 percent said that it would. Again, when employers were asked to give their thoughts on parking availability near their business, approximately 50 percent of the 26 responding, wrote something to the effect that the parking availability is currently adequate or fine. Two respondents indicated that there should be better enforcement of signed parking.

Parking Duration Requirements

Employers were asked to give their thoughts on parking duration requirements. Approximately 11 of the 28, or 39 percent of those who shared their thoughts, said something to the effect that time limits of 1 to 2 hours are needed for parking on streets, while longer term parking of 8 hours to all day should be imposed for the lots. Four of those responding said that there should not be any time restrictions whatsoever or fees. The Town needs to better enforce its current time limits, according to four respondents.

CONCLUSIONS AND RECOMMENDATIONS

The total parking demand within the Central Business District is currently less than the total public parking supply that serves it. Amesbury's CBD has a total of approximately 651 public parking spaces; 156 on-street spaces and 495 off-street spaces. During the peak parking period of the day, it was found that there are approximately 375 public parking spaces occupied or about 58 percent of the total available supply.

Some parking facilities are currently at capacity or close to capacity during the peak parking period of the day. The Main Street parking lot and the 2-hour parking section of the Upper Millyard parking lot were both observed to be close to capacity during this time. Parking spaces in Market Square and on Water Street, Market Street and the eastern sections of Friend and Main Streets were also observed to be full or nearly full during this time. The parking data from the occupancy survey suggests that many people are currently destined to the Market Square area and these people are parking as close to their destinations as possible. A survey of the users of downtown parking areas found that almost everyone thought that the walking distance from their car to their destination is reasonable.

A total of approximately 200,000 square feet of currently vacant building space within the CBD, approximately half of which is located in the Upper Millyard, will be redeveloped and occupied within the next 20 years, according to projections from the Amesbury Office of Community and Economic Development. Based on these projections, an increase of parking demand of somewhere between 300 and 600 vehicles can be expected, depending on the type of development that occurs. Because there is currently a surplus of only 276 parking spaces during the peak parking period, new parking facilities will need to be constructed to meet these increases in parking demand.

Based on observations of the existing parking conditions and projections of the future parking demands, the following recommendations are made:

For the near term (0 - 5 years):

- The Town should immediately begin negotiations with certain private property owners within the CBD to acquire or otherwise gain control of their properties in anticipation of potentially constructing public parking facilities at these locations in the future. These properties include portions of two parcels in the Main Street lot, a parcel located behind the Provident Bank employees parking lot on Linwood Place, a parcel located at the corner of Currier Street and Valley Street, and a parcel which fronts Pond Street and is located adjacent to the Upper Millyard parking lot. With ownership of these parcels, the Town has the option of protecting them as open space should future parking demands not be as great as projected.

- The new owner of the Pond Street mill buildings and 36 High Street should provide parking for these buildings. A parking lot between 35 and 50 parking spaces in size could be constructed adjacent to these buildings to satisfy part of the parking demand of these buildings when fully occupied. The parking lot can be configured to allow green space within the courtyard of these buildings.

To maintain additional green space within the courtyard, parking can be provided on the Pond Street side of the Pond Street mill building with the acquisition of a property that contains a multifamily residence. The residential structure is in poor condition and directly abuts the mill building, and it will need to be demolished to construct the lot. Also, a structure, constructed of cinder blocks and located between the livery stable and the Pond Street mill building, could be demolished to provide Pond Street access as well as more parking.

- The new owner of the Pond Street mill buildings and 36 High Street and the Town, perhaps as an option, could approach the Archdiocese of Boston about working out a co-lease agreement of the approximate 100-space parking lot behind the Sacred Heart Church. It may even be possible to purchase the land. The parking lot is within 500 feet of the Pond Street mill buildings. A paved and well-lit walking path will need to be constructed along the Powwow River to meet with the existing path on the other side of Pond Street. Property along the riverbank may need to be purchased by the Town. An agreement may be worked out where the new owner of the buildings provides the designs of the path and the Town constructs it.
- The Town can help manage existing parking demands by instituting parking duration regulations for some on-street parking spaces. Posted time limits of 30, 60 and 90 minutes should be instituted for *some* spaces within Market Square, on Market Street, and on the eastern sections of Main Street and Friend Street. Two-hour time limits should be posted for the remaining spaces in Market Square and on Friend Street. Enforcement of these regulations also must take place in order to make them effective. It is suggested that one police officer dedicates between approximately 10 to 20 percent of his or her time to randomly select a weekday and chalk tires in the morning and check and ticket cars in the afternoon. Parking durations should be enforced on street sections that are currently at capacity including Main Street, Friend Street, Market Square, Water Street and Market Street. Two hour parking limits currently exist on Main Street, Water Street, and some sections of Market Street. The revenue generated by ticketing should in itself sustain the time commitment for enforcement.

Parking durations of 30 to 90 minutes will invite the high turnover parkers, such as shoppers and diners who like to park close to their

intended destinations. The parking duration regulation will also remove from these streets all day parkers, such as workers and residents, who are willing to walk a little farther to their destination. A dispersion of the workers and residents currently parking in the Market Square area to outlying parking areas, which are under capacity, will help the open up spaces within the capacity constrained Market Square. The regulations shall be posted roadside, facing the road, on standard 12" x 18" *Manual on Uniform Traffic Control Devices (MUTCD)* R5-7 panels containing a green legend and border on a white background.

- The Town should encourage use of parking at the Sacred Heart Church parking lot by its employees. The Town currently holds a lease for the use of this lot, which saw little use during the parking occupancy survey. The Town should consider some creative ways to offer incentives to parking in this lot, which is about 400 feet from most all of the municipal buildings. For example, an incentive, such as early release for a week, could be offered to employees who park a minimum of 200 days in this lot. This incentive would rely on the employee honor system or a systematic program of checking vehicles parked in the lot. The reserved parking restriction should also be removed from the spaces adjacent to the Town Annex building and the Senior Center and opened up for use by the general public. The employee incentive program in combination with the parking restriction removal will open up parking spaces near the library, which will be expanded within the next five years.

For the mid-term (5 – 10 years):

- Construction of parking facilities by the Town should begin in earnest within this timeframe to suit the most immediate parking demand needs. Analysis indicates that the parking lots should be developed as needed in the following priority order: (1) a reconfigured Main Street parking lot, (2) an expansion to west side of the Upper Millyard parking lot, (3) a new parking lot constructed off of Linwood place, (4) on-street parking spaces striped on High Street, and (5) the Currier Street parking lots.

For the long term (10 – 20 years):

- If the Upper Millyard mill buildings are developed into primarily commercial space, then the parking demands will likely lean toward the higher end of the projections in the long term, and a parking garage may have to be constructed. Should this development scenario take place in the long term, the Town should develop the Main Street parking lot, including the two portions of acquired property parcels, into decked parking. Approximately 160 parking spaces can be provided on three levels. The parking structure will also be obscured from view from Main Street and Friend Street, due to the land topography and three story buildings that front Main and Friend Streets. Deeded rights to parking

spaces may need to be granted to the employees of the two previous owners of the property parcels. The reserved spaces likely will number no more than 15.

A larger parking structure could potentially be built with the control of more property parcels. The topography of this lot lends itself to being developed as decked parking on two levels: a lower level at-grade with access from and egress to Main Street, and an upper level, partially at grade and partially decked above the lower level, with access from and egress to Friend Street. This parking deck configuration would add more parking spaces by eliminating the need for ramps, elevators and stairways.

- If the Main Street parking garage and the Currier Street parking lots are constructed within this timeframe, then the Town *may* consider dropping the lease agreement with the Sacred Heart Church. Town employees should be able to find parking near their place of employment with the shift in parking demand due to the addition of these parking facilities.

Independent of time constraints:

- Pedestrian linkages should be provided between downtown properties and between parking lots to give more parking location options to downtown parkers. For example, gated openings should be provided in the fences that separate Long's Court from the Congregational Church parking lot and the Main Street parking lot. This will allow people going to the church or public library to also park in the Main Street lot or the Town Hall lot. Conversely, it will allow people going to the businesses that surround the Main Street lot to also park in the church and library lot or the Town Hall lot. A pedestrian access easement may need to be granted by the Sovereign Bank to the Town to make this happen.
- Public parking location signs and parking location directional signs should be posted downtown to guide visitors to the Town to public parking. Standard 30" x 24" MUTCD D4-7 panels, containing a green legend and border on a white background, should be posted at the Town Hall parking lot entrance and the School and Main Street entrances to the public library parking lot. D4-7 signs should be posted at the Elm Street and Water Street intersection with the directional arrow pointed down Water Street to the parking deck, and on Main Street with the arrow pointing left to Friend Street and the Upper Millyard parking lot.

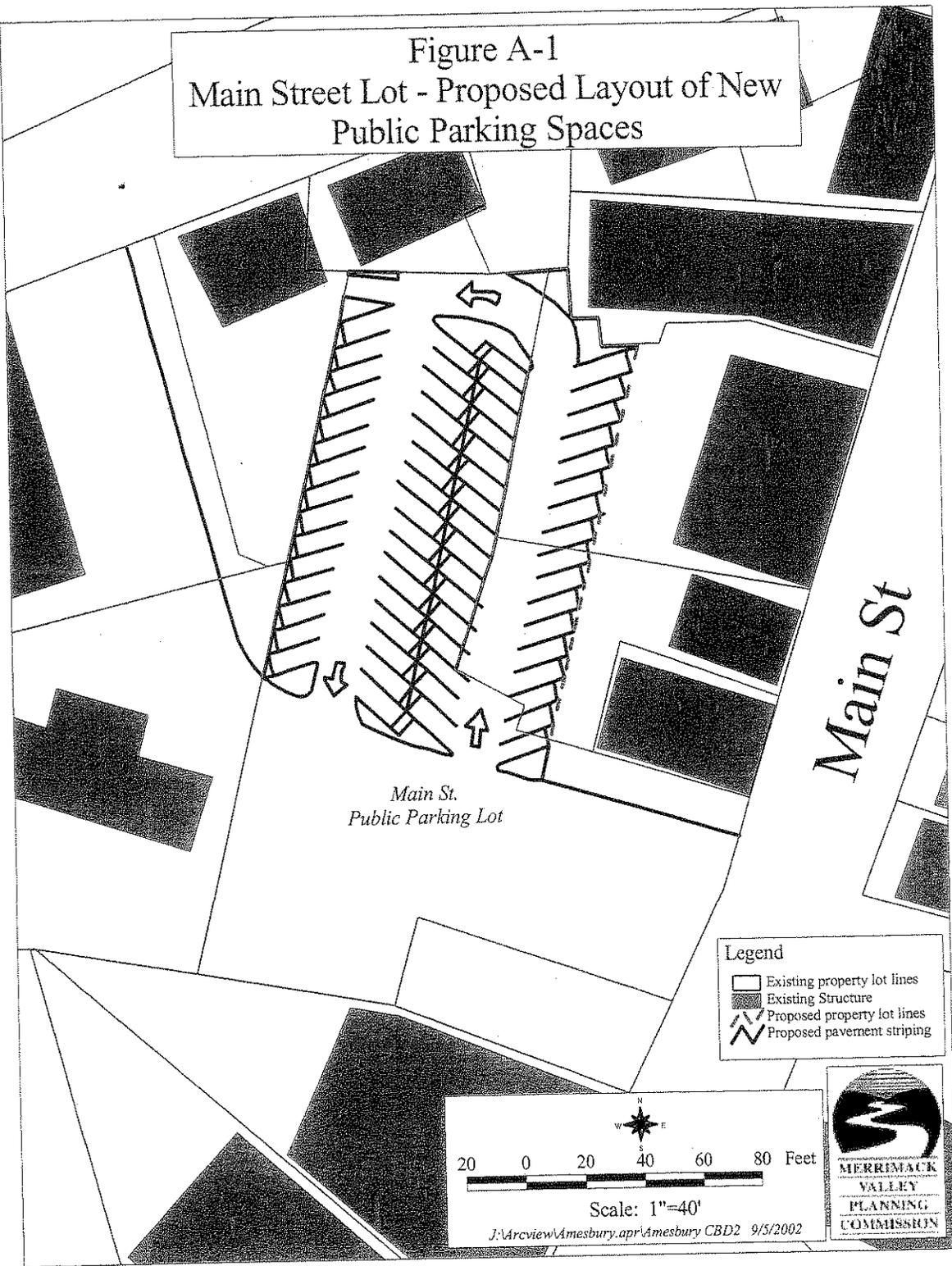
With new signage, visitors will be directed to parking lots with available parking and which are conveniently located to Market Square. During the evening, the available parking at the Water Street parking structure is comfortably within walking distance of new restaurants proposed in Market Square at the former La Piazza building as well as the former Amesbury Cooperative Bank.

Further study of evening and night-time parking locations and durations would be somewhat of a benefit to the Town. Evening parking was not included as part of this study as it was beyond its scope. The CBD most likely does not experience peak parking demand as a whole during the evening, however, certain locations experience a different parking dynamic than that seen during the peak parking period.

APPENDIX

Figure A-1 Proposed Parking Space Layout for the Main Street Lot
Proposed Main Street Parking Garage Configuration and Alternative
Blank User Parking Survey Form
Blank Business Parking Survey Form
Table A-1 User Parking Survey Results
Table A-2 User Parking Duration Distributions
User Parking Survey Results
Table A-3 Business Parking Survey Results
Business Parking Survey Results
Business Parking Survey Written Answers

Figure A-1
Main Street Lot - Proposed Layout of New
Public Parking Spaces



Main St

Main St.
Public Parking Lot

Legend

- Existing property lot lines
- Existing Structure
- Proposed property lot lines
- Proposed pavement striping

20 0 20 40 60 80 Feet

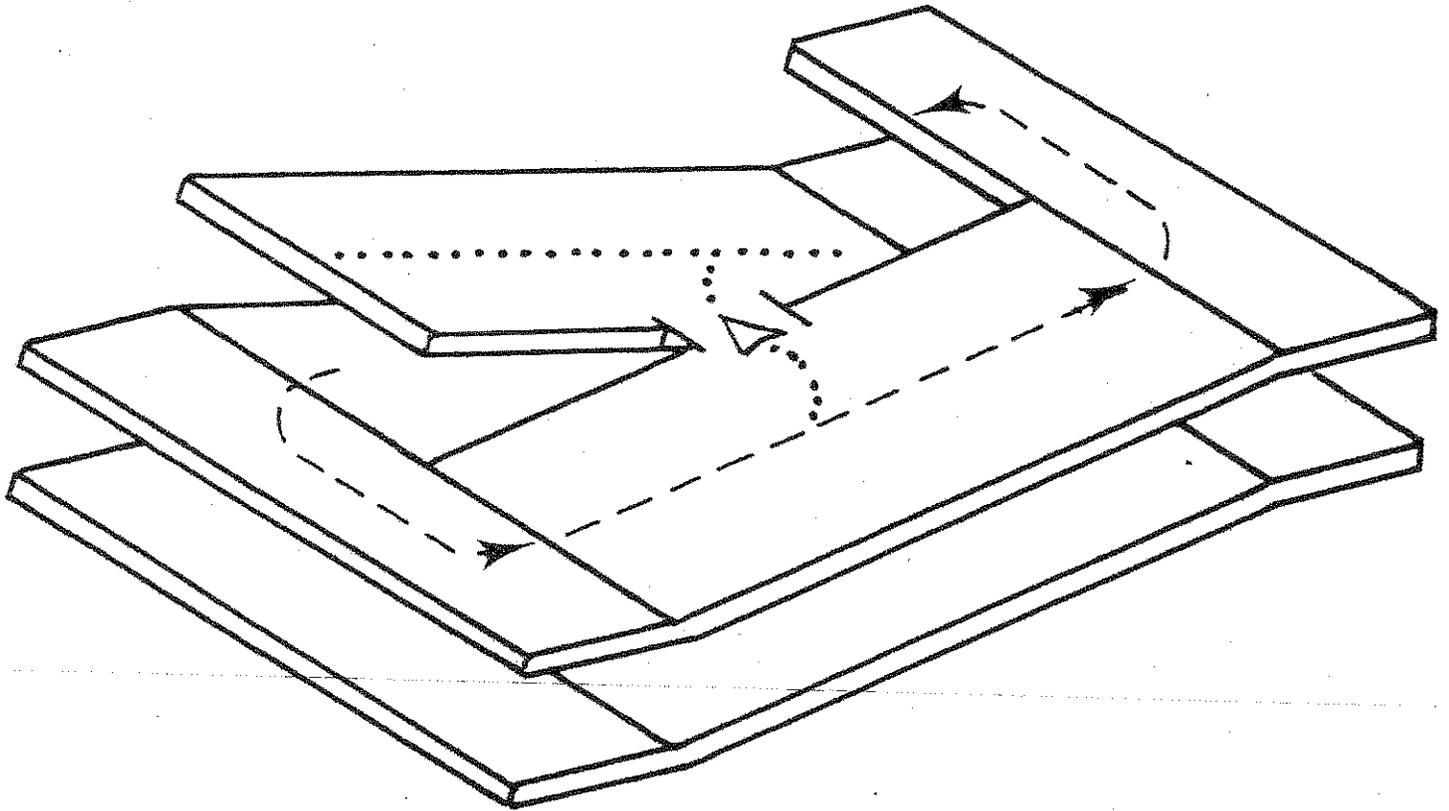
Scale: 1"=40'

J:\Arcview\Amesbury.apr\Amesbury CBD2 9/5/2002



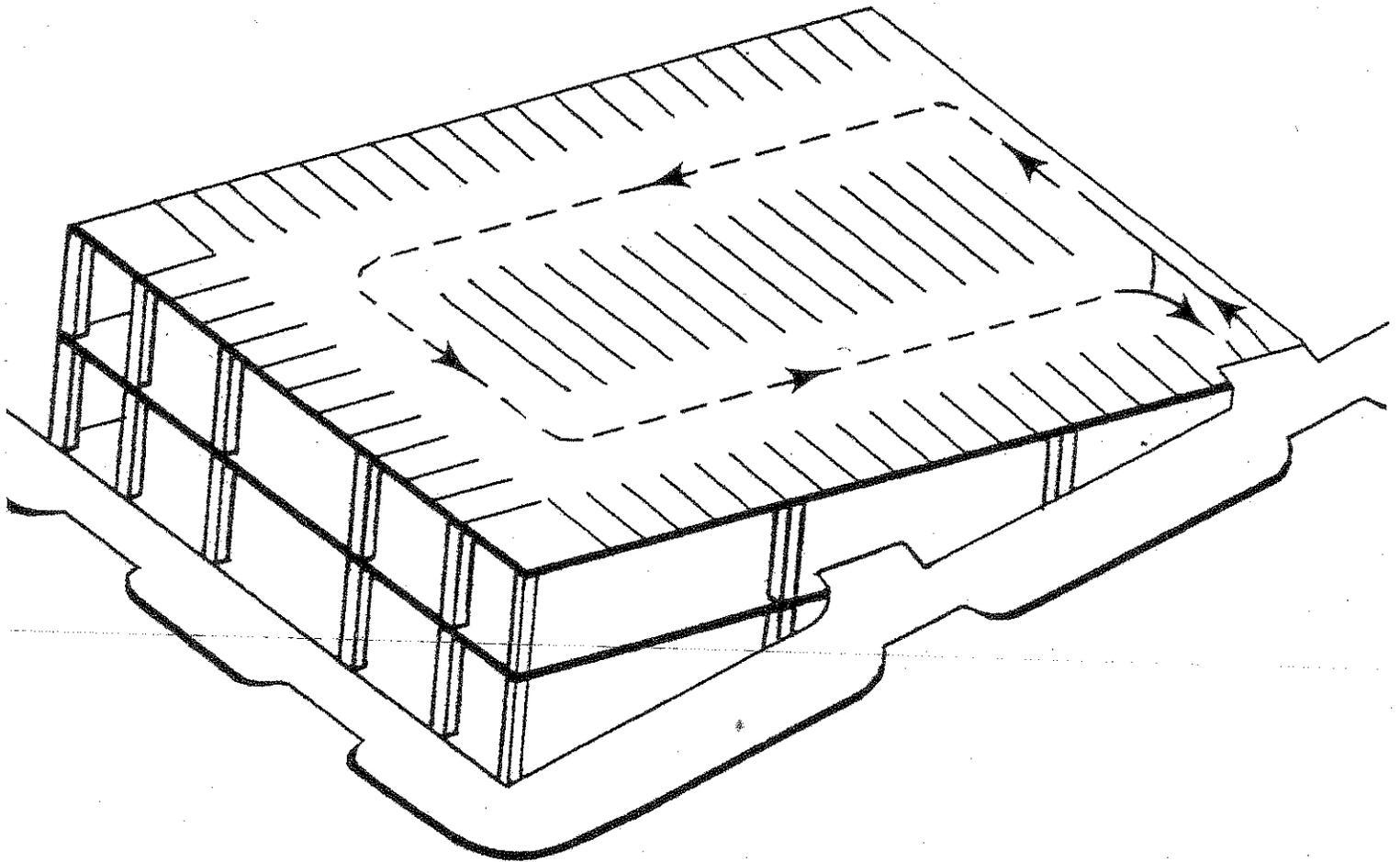
Figure A-1 Proposed Parking Space Layout for the Main Street Lot

Proposed Main Street Parking Garage Configuration and Alternative



Ramped floor with one-way traffic

SOURCE: D. Klose, *Metropolitan Parking Structures*, Praeger, New York, 1965, pp. 30-31; R.F. Roti, *Square Foot Cost Averaging Principle for Parking Structures*, National Parking Association, Washington, D.C., pp. 7-9.



Multilevel parking without ramps

SOURCE: D. Klose, *Metropolitan Parking Structures*, Praeger, New York, 1965, pp. 30-31; R.F. Roti, *Square Foot Cost Averaging Principle for Parking Structures*, National Parking Association, Washington, D.C., pp. 7-9.



Blank User Parking Survey Form

PLEASE use the following code to answer the next question)

A Daily
 B 5 times/week
 C 2-3 times/week
 D 1 time/week

E 2-3 times/month
 F 1 time/month
 G 2-3 times/year
 H Infrequently

3. I generally utilize downtown parking for: (fill in as many as appropriate)

Employment/Own A Business
 Shopping
 Personal Business (doctor, bank, post office, other)
 Live Downtown
 Dining/Entertainment
 Other

7. I began my trip from (nearest intersection):

Home Location _____
 Work Location _____
 (if area industrial park, please identify which one)
 Other Type and Location: _____

My trip from the above location to downtown Amesbury was approximately _____ miles.

8. I think an appropriate time limit for this parking space would be:

15 minutes
 Half hour
 1 hour
 2 hours
 More than 2 hours
 All day
 Not sure

9. Assuming parking is sheltered and more accessible to my needs in downtown Amesbury, I (complete both parts, please):

A. Would come to downtown more often?
 YES NO

B. Would be willing to pay for parking how much for parking? _____/hr.

10. Would you use a park and ride lot with regular bus service to get to your place of employment?
 YES NO

11. Other comments about downtown parking (i.e. location, availability, accessibility, etc.):

12. I found the new traffic patterns in downtown Amesbury to be (brief comment):

13. If you utilize handicap parking, please indicate your thoughts regarding availability of spaces, downtown accessibility, etc.

4. Today, I parked downtown for: (check where appropriate):

Employment/Own a Business
 Shopping
 Personal Business (doctor, bank, post office, other)
 Live Downtown
 Dining/Entertainment
 Other

5. After parking I walked _____ blocks to my destination. The distance was:

Reasonable
 Unreasonable

6. I left/will leave this parking space at (check one):

7-9 AM
 9-11 AM
 11 AM-2 PM
 2-5 PM
 5-7 PM
 After 7 PM

Circle Day Survey Taken:

M T W TH F SAT SUN

1. I arrived at this parking space at (check one):

7-9 AM
 9-11 AM
 11 AM-2 PM
 2-5 PM
 5-7 PM
 After 7 PM

2. I found locating a parking space:

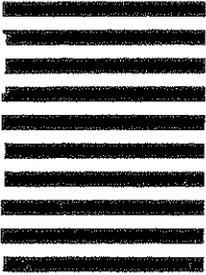
Relatively easy
 Reasonable
 Relatively difficult

Length of time it took to find a space:

Under 5 minutes
 Over 5 minutes

Thank you!

Amesbury Medical Community and Economic Development

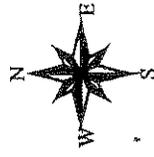
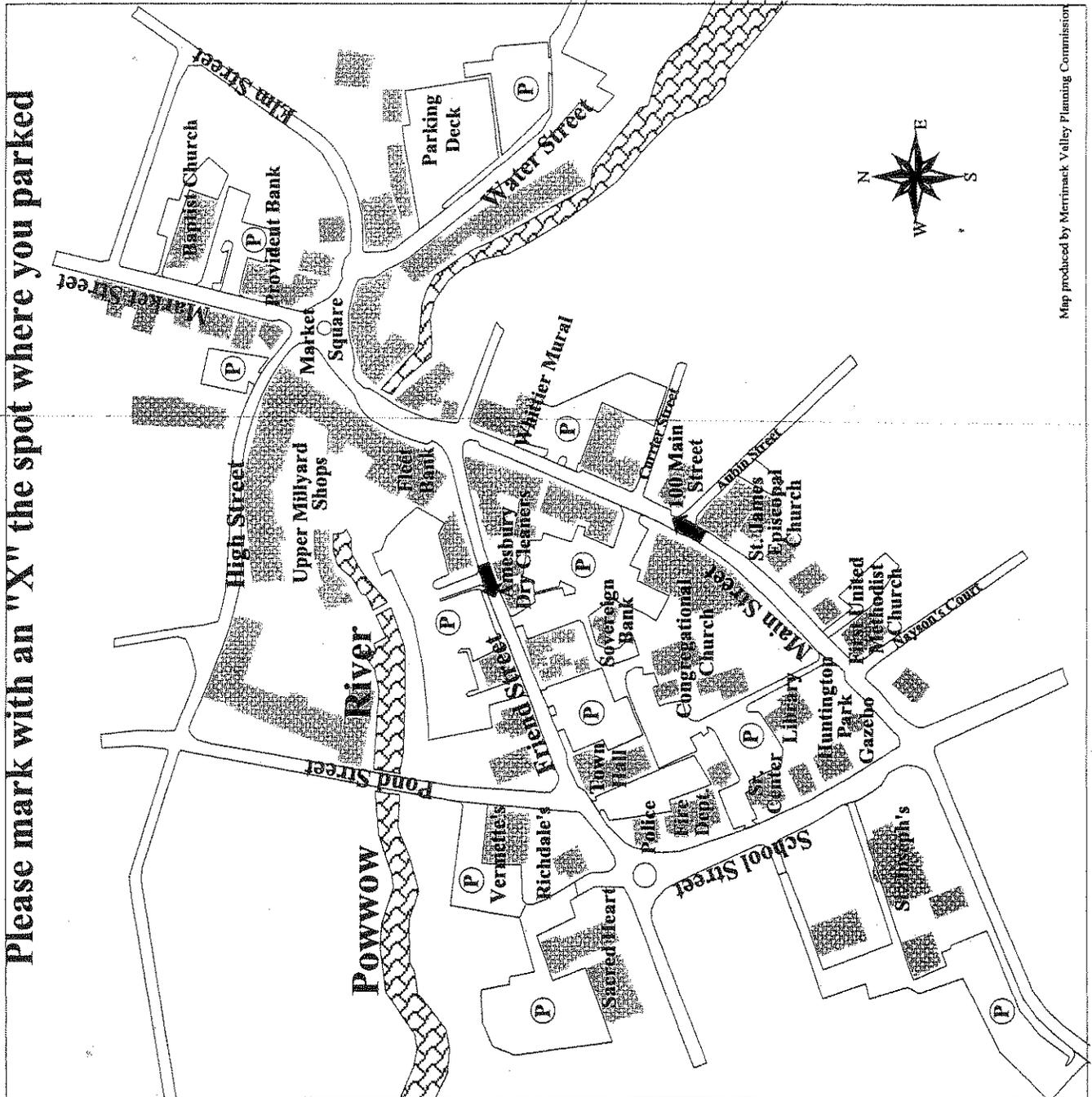


NO POSTAGE
NECESSARY
IF MAILED
IN THE
UNITED STATES



OFC OF COMMUNITY & ECONOMIC DEVELOPMENT
TOWN OF AMESBURY
9 SCHOOL ST 2ND FL
AMESBURY MA 01913-9900

BUSINESS REPLY MAIL
FIRST-CLASS MAIL PERMIT NO. 11 AMESBURY MA
POSTAGE WILL BE PAID BY ADDRESSEE



Map produced by Merrimack Valley Planning Commission

Please mark with an "X" the spot where you parked

Blank Business Parking Survey Form



December 20, 2001

Re: Business Parking Survey

Stephen L. Colyer
Chairman

Ronald O. Waite
Vice Chairman

Alex Evangelista
Secretary

Susan Jones Moses
Treasurer

Jerry V. Klima
Asst. Treasurer

Gaylord Burke
Executive Director

Serving the
communities of:

Amesbury
Andover
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Groveland
Haverhill
Lawrence
Merrimac
Methuen
Newbury
Newburyport
North Andover
Rowley
Salisbury
West Newbury

Dear Local Business Proprietor:

The Merrimack Valley Planning Commission (MVPC) is currently undertaking a study of parking within the Amesbury Central Business District (CBD). MVPC will conduct this study in cooperation with Amesbury's Office of Community and Economic Development.

The study will rely partially on the results of questionnaire surveys that have been distributed to local businesses that lie within the CBD. Attached, please find a copy of the questionnaire survey to be filled out by you. Please take the time to thoughtfully and honestly answer each of the questions. This is your chance to express your opinion of the parking supply that surrounds your business.

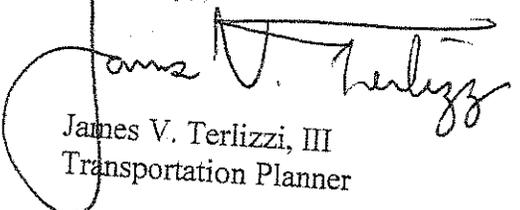
Once you have completed the survey, please return it by mail addressed to:

Amesbury Office of Community and Economic Development
62 Friend Street
Amesbury, MA 01913-2884

You may also deliver the filled out questionnaire to the Clerk's office within Town Hall, located at 62 Friend Street, or to the Office of Community and Economic Development, located within the Senior Center building at 9 School Street.

Thank you for your input.

Sincerely,


James V. Terlizzi, III
Transportation Planner

160 Main Street
Haverhill, MA 01830
Tel. (978) 374-0519
Fax. (978) 372-4890
www.mvpc.org
info@mvpc.org

Wendell Valley Planning Commission Amesbury Business
Parking Survey - 2001

Please return to Alliance for Amesbury or Office of Community and
Economic Development by December 27, 2001

Contact Person: _____
 Phone Number: _____
 Name of Business: _____
 Address: _____
 Total Number of Employees/personnel/tenants/. _____

1. Check to the left as to which one of the following business categories fits your business:

Retail Variety	Restaurant with beer/wine	Museum/Library
Personal Service Financial	Antiques	Art/Jewelry
Personal Service Health	Specialty Shop	Home Furnishings
Personal Service other	Bank	Art Supplies/Framing
Literature	Insurance/Law office	Bakeries/Coffee Shop
Restaurant no beer/wine	Architecture/Engineering	Government
Real Estate	School	Function Facility/Theater
Church	Apartments/condos	Exercise/health club

2. Check below the time period to indicate how long you have been at the above location:

0 to 2 years	2 to 4 years	4 to 6 years	6 to 8 years	8 to 10 years	10+ years

3. Place a check mark in the box that best describes your customers/clients/tenants/parishioners typical duration of stay:

0 - 20 min	20 - 30 min	30 to 45 min	45 min - 1 hour	1 hour - 1 1/2 hour	1 1/2 - 3 hours

4. For the following time periods please indicate the ACTUAL NUMBER of deliveries that arrive at your site for each of the following time slots:

Time	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
7-9 AM							
9-11 AM							
11 AM - 2 PM							
2 - 5 PM							
5 - 7 PM							
7 - 9 PM							
9 - 11 PM							
11 PM - 7 AM							

Northwest Valley Planning Commission Amesbury Business Parking Survey - 2001

5. Indicate the number of Employees, including yourself on site for each of the following time periods:

Time	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
7-9 AM							
9-11 AM							
11 AM - 2 PM							
2 - 5 PM							
5 - 7 PM							
7 - 9 PM							
9 - 11 PM							
11 PM - 7 AM							

* This is not only to determine when people arrive but also how long they stay. Therefore indicate how many people are working at your business for each time period.

6. Please indicate in your opinion the **ACTUAL NUMBER OF EMPLOYEES** that park at the following locations. You may have more than one response for each day. Place the actual number of employees parking in the particular area for the day:

Parking Location	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Millyard Friend St. 1							
Town Hall Friend St. 2							
Terry's Liquors Lot 3							
Water St. Garage 4							
Provident Bank High Street 5							
Provident Bank Market Street 6							
St. Joseph's Lot 7							
Congregational Church/library Lot 8							
Sacred Heart Lot 9							
McInnis Lot 10							
Market St. Baptist 11							
Vermettes 12							
Street:							
Street:							
Street:							
Street:							
Other:							
On Site Parking:							

1. Lot bounded by Friend St. and Powow River. 2. Town Hall Lot enters off Friend St. 3. Lot is between Friend St. and Main St. behind businesses. 4. Garage off Water Street. 5. Lot off High Street near Market Square. 6. Lot off Market Street. 7. Lot off Sparhawk St. 8. Access off School Street next to Senior Center or off Main Street behind library. 9. Access off Allen's Court. 10. Access off Main Street. 11. Access off Market Street. 12. Access off Allens Court or Pond St.

7. Do any of your employees move their cars at least once each day to avoid a ticket due to overtime? Yes No (circle one)

8. For the convenience of your customers check ✓ the most beneficial time duration for parking. Please realize parking requires turnover to accommodate everyone.

0 - 20 min.	20 - 30 min.	30 to 45 min.	45 min. - 1 hour	1 hour - 1 1/2 hour	1 1/2 - 3 hours

9. So we can determine the busiest time period during a typical week, please indicate by a check mark ✓ in the table below the times that your business experiences the greatest activity. You may check more than one time period for each day.

Time	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
7-9 AM							
9-11 AM							
11 AM - 2 PM							
2 - 5 PM							
5 - 7 PM							
7 - 9 PM							
9 - 11 PM							
11 PM - 7 AM							

10. Please rank the following days for your busiest business activity with one (1) representing the highest business activity and seven (7) the lowest.

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday

11. Please rank the following months for your busiest business activity with one (1) representing the highest business activity and twelve (12) the lowest.

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec

12. Is there enough parking "near" your business for your employees?
 Yes No (circle one) We consider "near" to mean within 300 feet.

Merrimack Valley Planning Commission Amesbury Business Parking Survey - 2001

13. Is there enough parking "near" your business for your customers?
Yes No (circle one) We consider "near" to mean within 300 feet.

14. For the following statements please circle the word(s) which best expresses your attitude about the statement.

a. The Town needs several small (50 car or less cars) satellite surface parking lots located throughout the downtown. Providing that the design and location does not negatively impact the downtown character.

Strongly Agree	Agree	Somewhat Agree	Disagree	Strongly Disagree
-------------------	-------	-------------------	----------	----------------------

b. The Town needs a (100 + car) parking garage. Providing that the design and location does not negatively impact the downtown character.

Strongly Agree	Agree	Somewhat Agree	Disagree	Strongly Disagree
-------------------	-------	-------------------	----------	----------------------

c. Would you support eminent domain and use of local funding or user fees to support the above option?

Yes No (circle one)

d. The Town should designate time restrictions and improve enforcement of municipal on-street and off-street parking lots.

Strongly Agree	Agree	Somewhat Agree	Disagree	Strongly Disagree
-------------------	-------	-------------------	----------	----------------------

e. The Town should require new developments to provide private off-street parking until new municipal lots are constructed.

Strongly Agree	Agree	Somewhat Agree	Disagree	Strongly Disagree
-------------------	-------	-------------------	----------	----------------------

15. Please provide us your comments on parking availability near your business.

Table A-1 User Parking Survey Results

Table A-1
User Parking Survey Results

Lot/St.	1		2		3		Din	Oth	4		5		7		9		10	11	12	13
	A	B	A	B	A	B			A	B	A	B	A	B	A	B				
U	17	17	R	U					P			H	I	120	N	\$0.00	N			
U	17	19	D	U					P			W		2+	N	\$0.00	N			
U	17	17	R	U					P			W		60	N	\$0.00	N			
U	9	17	D	O			12		E			H	5	2+	N	\$0.00	N			
U	11	11	E	U			156		E	3		W		2+	N	\$0.00	N			
U	14	17	E	U			52		D			W	1	120	N	\$0.00	N			
U	7	17	E	U			365		E			H	15	D	N	\$0.00	N			
U	14	19	R	O			52		E	1		H	2	D	N	\$0.00	N			
U	17	19	E	U			36		D			H	1	120	N	\$1.00	N			
U	14	14	E	U			156		D	1		H	2	120	N	\$0.25	N			
U	17	19	R	U			36		S	1		H	2	D	N	\$0.00	N			
U	14	19	D	O			365		D	1		H	5	D	N	\$0.00	N			
U	9	9	D	O			52		L	0.5		H		D	N	\$0.00	N			
U	17	17	E	U			156		S	2		H	1	60	N	\$0.25	N			
U	7	19	E	U			365		S	0		O	0.5	15	N	\$0.25	N			
U	14	19	D	O			365	365	L/P				0	D	N	\$0.00	N			
U	11	14	E	U			365		L			W	40	2+	N	\$0.00	N			
U	7	17	E	U			1		S			W	10	60	N	\$0.25	N			
U	17	17	E	U			156		E	2		H	5	D	N	\$0.00	N			
U	17	17	R	O			260		P	0		H	2	60	N	\$0.00	N			
U	11	14	E	U			365		S			H	1	120	N	\$0.25	N			
U	7	14	E	U			156		E	0		H	2	D	N	\$0.50	N			
U	7	14	E	U			365		E	2		H	2	D	N	\$0.00	N			
U	14	17	E	U			12		E	1		H	1	D	N	\$0.00	N			
U	7	14	D	U			365		O	0		W	15	N	N	\$0.00	N			
U	7	14	E	U			156		E	1		H	2	D	N	\$0.00	N			
U	17	17	R	U			12		E	1		H	48	D	N	\$0.00	N			
U	14	14	D	O			156		P			W	1	N	N	\$0.25	N			
U	14	9	E	U			365		S/D	2		H	1	60	N	\$0.50	N			
U	17	19	E	U			12		D	1		H	15	15	N	\$2.00	N			
U	7	17	E	U			365		P			W	30	2+	N	\$0.00	N			
U	17	17	R	U			365		E	0		H	7	D	N	\$0.00	N			
U	7	17	E	U			52		P/D	2		H	2	120	N	\$0.00	N			
U	9	14	E	U			260		E/D	1		H	5	D	N	\$0.00	N			
U	9	17	E	U			1		E	1		H	5	D	N	\$0.00	N			
U	7	17	E	U			365		E			H	0.75	D	N	\$0.00	N			
U	17	19	E	U			12		E	1		H	9	D	N	\$0.00	N			
U	11	17	E	U			36		D			H	5	2+	N	\$0.00	N			
U	9	17	E	U			156		E			H	5	D	N	\$0.00	N			
U	7	17	E	U			36		E			H	2	D	N	\$0.00	N			
U	7	14	E	U			12		E	1		H	1	D	N	\$0.00	N			
U	7	14	E	U			1		E	1		H	50	D	N	\$0.00	N			

Lot/St.	2		3			4		5		7		9		10	11	12	13	
	1	6	A	B	Emp	Sho	Per	Liv	Din	Oth	A	B	A					B
Mk	17	17	R	U						156								
Mk	17	17	E	U		12	52								60	N		
W	14	14	E	U	365										30	Y		
W	14	14	R	U	365	52	52								D	N	\$0.00	
S	11	14	E	U	156	1	1								D	N	\$0.00	
S	19	19	E	U		36	156								D	N	\$0.00	
Mi	7	17	E	U	260										120	N	\$0.00	
Total Annual Trip Purposes					23,651	4,584	7,750	1,468	4,721	1,208								
					54.5%	10.6%	17.9%	3.4%	10.9%	2.8%								

LOCATION LEGEND

Code	Location	Question Number(s)	Code	Description
1	Upper Millyard Lot - Friend Street	2A	E	Relatively easy
2	Town Hall Lot - Friend Street	2A	R	Reasonable
3	Main Street Lot (w/Terry's Liquors)	2A	D	Relatively difficult
4	Water Street Garage and Lot	2B	U	Under 5 minutes
5	Provident Bank Employees Lot - High Street	2B	O	Over 5 minutes
6	Provident Bank Lot - Market Street	4	E	Employment/Own a Business
7	St. Joseph's Lot	4	S	Shopping
8	Congregational Church/Library Lot	4	P	Personal business (doctor, bank, post office, other)
9	Sacred Heart Lot	4	L	Live Downtown
10	McInnis Lot	4	D	Dining/Entertainment
11	Market Street Baptist Church Lot	4	O	Other
12	Vermettes	4	O	Other
<i>On Street</i>				
M	Main Street	5B	R	Reasonable
MS	Market Square and Upper Main Street	5B	U	Unreasonable
F	Friend Street	7A	H	Home
Mk	Market Street	7A	W	Work
W	Water Street	8	O	Other
S	School Street	8	15	15 minute parking
Mi	Mill Street	8	30	30 minute parking
		8	60	1 hour parking
		8	120	2 hour parking
		8	2+	More than 2 hour parking
U	Unknown	8	D	All day parking
		8	NS	Not sure
		9A, 10	Y	Yes
		9A, 10	N	No
		11,12	P	Positive Response
		11,12	N	Negative Response
		11,12	S	Suggestion

Table A-2 User Parking Duration Distributions

Table A-2
User Parking Duration Distributions

Lot/St.			Hour of Parking													
	1	6	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00
U	17	17											1	1		
U	17	19											1	1	1	1
U	17	17											1	1		
U	9	17			1	1	1	1	1	1	1	1	1	1		
U	11	11						1	1	1						
U	14	17								1	1	1	1	1		
U	7	17	1	1	1	1	1	1	1	1	1	1	1	1		
U	14	19								1	1	1	1	1	1	1
U	17	19											1	1	1	1
U	14	14								1	1	1				
U	17	19											1	1	1	1
U	14	19								1	1	1	1	1	1	1
U	9	9			1	1										
U	17	17											1	1		
U	7	19	1	1	1	1	1	1	1	1	1	1	1	1	1	1
U	14	19								1	1	1	1	1	1	1
U	11	14						1	1	1	1	1				
U	7	17	1	1	1	1	1	1	1	1	1	1	1	1		
U	17	17											1	1		
U	17	17											1	1		
U	11	14						1	1	1	1	1				
U	7	14	1	1	1	1	1	1	1	1	1	1				
U	7	14	1	1	1	1	1	1	1	1	1	1				
U	14	17								1	1	1	1	1		
U	7	14	1	1	1	1	1	1	1	1	1	1				
U	7	14	1	1	1	1	1	1	1	1	1	1				
U	17	17											1	1		
U	14	14								1	1	1				
U	14	9								1	1	1	1	1	1	1
U	17	19											1	1	1	1
U	7	17	1	1	1	1	1	1	1	1	1	1	1	1	1	1
U	17	17											1	1		
1	7	17	1	1	1	1	1	1	1	1	1	1	1	1		
1	9	14			1	1	1	1	1	1	1	1				
1	9	17			1	1	1	1	1	1	1	1	1	1		
1	7	17	1	1	1	1	1	1	1	1	1	1	1	1		
1	17	19											1	1	1	1
1	11	17						1	1	1	1	1	1	1		
1	9	17			1	1	1	1	1	1	1	1	1	1		
1	7	17	1	1	1	1	1	1	1	1	1	1	1	1		
1	7	14	1	1	1	1	1	1	1	1	1	1				
1	7	17	1	1	1	1	1	1	1	1	1	1	1	1		
1	7	14	1	1	1	1	1	1	1	1	1	1	1	1		
1	14	14								1	1	1				

Hour of Parking

Lot/St.			<u>Hour of Parking</u>															
	1	6	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00		
1	14	14								1	1	1						
1	9	17			1	1	1	1	1	1	1	1	1	1				
1	17	17											1	1				
1	7	17	1	1	1	1	1	1	1	1	1	1	1	1				
2	7	19	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
2	11	14					1	1	1	1	1	1			1	1		
2	9	14			1	1	1	1	1	1	1	1						
2	7	14	1	1	1	1	1	1	1	1	1	1						
2	7	14	1	1	1	1	1	1	1	1	1	1						
2	7	19	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
2	7	14	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
3	7	17	1	1	1	1	1	1	1	1	1	1	1	1				
3	17	7											1	1	1	1		
3	9	14			1	1	1	1	1	1	1	1						
3	14	14								1	1	1						
3	7	14	1	1	1	1	1	1	1	1	1	1						
3	17	19								1	1	1						
3	7	14	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
3	9	17			1	1	1	1	1	1	1	1	1	1				
3	14	14								1	1	1						
3	9	14			1	1	1	1	1	1	1	1						
4	7	14	1	1	1	1	1	1	1	1	1	1						
4	7	14	1	1	1	1	1	1	1	1	1	1						
4	11	19						1	1	1	1	1	1	1	1	1		
4	7	17	1	1	1	1	1	1	1	1	1	1	1	1				
4	7	17	1	1	1	1	1	1	1	1	1	1	1	1				
4	7	17	1	1	1	1	1	1	1	1	1	1	1	1				
4	9	14			1	1	1	1	1	1	1	1						
5	7	17	1	1	1	1	1	1	1	1	1	1	1	1				
6	11	11						1	1	1			1	1				
8	9	14			1	1	1	1	1	1	1	1						
8	9	14			1	1	1	1	1	1	1	1						
8	14	14								1	1	1						
8	14	14								1	1	1						
8	11	11						1	1	1								
8	11	14						1	1	1								
8	14	14								1	1	1						
8	7	14	1	1	1	1	1	1	1	1	1	1						
8	7	14	1	1	1	1	1	1	1	1	1	1						
8	7	14	1	1	1	1	1	1	1	1	1	1						
8	7	14	1	1	1	1	1	1	1	1	1	1						
8	11	11								1	1	1						
8	7	14	1	1	1	1	1	1	1	1	1	1						
8	7	14	1	1	1	1	1	1	1	1	1	1	1	1				
8	7	17	1	1	1	1	1	1	1	1	1	1	1	1				
8	7	14	1	1	1	1	1	1	1	1	1	1	1	1				
8	11	14						1	1	1								

Hour of Parking

Lot/St.			<u>Hour of Parking</u>															
	1	6	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00		
8	7	17	1	1	1	1	1	1	1	1	1	1	1	1				
8	11	11					1	1	1									
8	9	14			1	1	1	1	1	1	1	1						
8	9	17			1	1	1	1	1	1	1	1	1	1				
8	14	17								1	1	1	1	1				
10	7	17	1	1	1	1	1	1	1	1	1	1	1	1				
M	9	14			1	1	1	1	1	1	1	1						
M	9	11			1	1	1	1	1	1	1	1						
M	11	14					1	1	1	1	1	1						
M	7	19	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
M	17	7												1	1	1		
M	11	14					1	1	1	1	1	1						
M	7	14	1	1	1	1	1	1	1	1	1	1						
M	11	19					1	1	1	1	1	1	1	1	1	1		
MS	7	17	1	1	1	1	1	1	1	1	1	1	1	1				
MS	7	14	1	1	1	1	1	1	1	1	1	1						
MS	11	17	1	1	1	1	1	1	1	1	1	1	1	1				
MS	11	14					1	1	1	1	1	1						
MS	11	14					1	1	1	1	1	1						
MS	17	19											1	1	1	1		
MS	17	19											1	1	1	1		
MS	9	9			1	1												
MS	7	17	1	1	1	1	1	1	1	1	1	1	1	1				
F	14	14								1	1	1						
F	9	14			1	1	1	1	1	1	1	1						
F	14	14								1	1	1						
F	14	14								1	1	1						
F	14	14								1	1	1						
F	19	19														1		
F	11	14					1	1	1	1	1	1						
F	14	14								1	1	1						
F	11	14					1	1	1	1	1	1						
F	9	19			1	1	1	1	1	1	1	1	1	1	1	1		
F	11	14					1	1	1	1	1	1						
Mk	7	14	1	1	1	1	1	1	1	1	1	1						
Mk	7	17	1	1	1	1	1	1	1	1	1	1	1	1				
Mk	17	17											1	1				
Mk	17	17											1	1				
W	14	14								1	1	1						
W	14	14								1	1	1						
S	11	14					1	1	1	1	1	1						
S	19	19														1		
Mi	7	17	1	1	1	1	1	1	1	1	1	1	1	1				

47 47 67 67 85 85 85 103 103 103 62 62 22 23
Peak Period

User Parking Survey Results

Parking Location of Surveys:

Off Street

Upper Millyard Lot - Friend Street	16	11.9%
Town Hall Lot - Friend Street	7	5.2%
Main Street Lot (w/Terry's Liquors)	10	7.5%
Water Street Garage and Lot	7	5.2%
Provident Bank Employees Lot - High Street	1	0.7%
• Provident Bank Lot - Market Street	1	0.7%
St. Joseph's Lot	0	0.0%
Congregational Church/Library Lot	22	16.4%
Sacred Heart Lot	0	0.0%
McInnis Lot	1	0.7%
Market Street Baptist Church Lot	0	0.0%
Vermettes	0	0.0%

On Street

Main Street	8	6.0%
Market Square and Upper Main Street	9	6.7%
Friend Street	11	8.2%
Market Street	4	3.0%
Water Street	2	1.5%
School Street	2	1.5%
Mill Street	1	0.7%

Unknown	<u>32</u>	<u>23.9%</u>
	134	100.0%

2) Found Locating a Spot:

2) Time to Locate a Spot:

Total

Relatively Easy	76	56.7%
Reasonable	42	31.3%
Relatively Difficult	15	11.2%
No Response	<u>1</u>	<u>0.7%</u>
	134	100.0%

Total

Under 5 minutes	117	87.3%
Over 5 Minutes	16	11.9%
No Response	<u>1</u>	<u>0.7%</u>
	134	100.0%

Total Responding

Relatively Easy	76	57.1%
Reasonable	42	31.6%
Relatively Difficult	<u>15</u>	<u>11.3%</u>
	133	100.0%

Total Responding

Under 5 minutes	117	88.0%
Over 5 Minutes	<u>16</u>	<u>12.0%</u>
	133	100.0%

Off-Street

Relatively Easy	39	60.0%
Reasonable	20	30.8%
Relatively Difficult	6	9.2%
No Response	<u>0</u>	<u>0.0%</u>
	65	100.0%

Off-Street

Under 5 minutes	60	92.3%
Over 5 Minutes	5	7.7%
No Response	<u>0</u>	<u>0.0%</u>
	65	100.0%

Off-Street Responding

Relatively Easy	39	60.0%
Reasonable	20	30.8%
Relatively Difficult	<u>6</u>	<u>9.2%</u>
	65	100.0%

Off-Street Responding

Under 5 minutes	60	92.3%
Over 5 Minutes	<u>5</u>	<u>7.7%</u>
	65	100.0%

On-Street

Relatively Easy	19	51.4%
Reasonable	15	40.5%
Relatively Difficult	2	5.4%
No Response	<u>1</u>	<u>2.7%</u>
	37	100.0%

On-Street

Under 5 minutes	33	89.2%
Over 5 Minutes	4	10.8%
No Response	<u>0</u>	<u>0.0%</u>
	37	100.0%

On-Street Responding

Relatively Easy	19	52.8%
Reasonable	15	41.7%
Relatively Difficult	<u>2</u>	<u>5.6%</u>
	36	100.0%

On-Street Responding

Under 5 minutes	33	89.2%
Over 5 Minutes	<u>4</u>	<u>10.8%</u>
	37	100.0%

Summary of Those Who Found it Relatively Difficult to Park

2) Time to Locate a Spot:

<i>Total</i>		
Under 5 minutes	5	33.3%
Over 5 Minutes	10	66.7%
No Response	<u>0</u>	<u>0.0%</u>
	15	100.0%

<i>Total Responding</i>		
Under 5 minutes	5	33.3%
Over 5 Minutes	<u>10</u>	<u>66.7%</u>
	15	100.0%

Time When Locating a Spot:

<i>Total</i>		
7AM - 9AM	2	13.3%
9AM - 11AM	5	33.3%
11AM - 2PM	2	13.3%
2PM - 5 PM	5	33.3%
5PM - 7 PM	1	6.7%
After 7 PM	<u>0</u>	<u>0.0%</u>
	15	100.0%

Location of Parking Spot:

<i>Total</i>		
Main Street Lot	5	33.3%
Congregational Church/Library Lot	1	6.7%
Main Street	1	6.7%
Friend Street	1	6.7%
Unknown	<u>7</u>	<u>46.7%</u>
	15	100.0%

4) Reason For Parking Downtown Today:

Total Respondents Reasons

Employment/Own a Business	70	52.2%
Shopping	8	6.0%
Personal Business (doctor, bank, p.o., etc.)	18	13.4%
Live Downtown	4	3.0%
Dining/Entertainment	15	11.2%
Other	7	5.2%
Dual Reason	11	8.2%
Unspecified	<u>1</u>	<u>0.7%</u>
	134	100.0%

All Reasons

Employment/Own a Business	74	51.0%
Shopping	12	8.3%
Personal Business (doctor, bank, p.o., library, harcut, gym)	32	22.1%
Live Downtown	5	3.4%
Dining/Entertainment	20	13.8%
Sr. Center Volunteer	1	0.7%
Unspecified	<u>1</u>	<u>0.7%</u>
	145	100.0%

5) Found Walking Distance From Parked Car to Be:

Total

Reasonable	119	88.8%
Unreasonable	5	3.7%
No Response	<u>10</u>	<u>7.5%</u>
	134	100.0%

Total Responding

Reasonable	119	96.0%
Unreasonable	<u>5</u>	<u>4.0%</u>
	124	100.0%

8) An Appropriate Time Limit for this Spot Would Be:

<i>Total</i>		
15 minutes	6	4.5%
Half hour	3	2.2%
1 hour	13	9.7%
2 hours	21	15.7%
More than two hours	8	6.0%
All day	75	56.0%
No Response/Not Sure	<u>8</u>	<u>6.0%</u>
	134	100.0%

<i>Total Responding</i>		
15 minutes	6	4.8%
Half hour	3	2.4%
1 hour	13	10.3%
2 hours	21	16.7%
More than two hours	8	6.3%
All day	<u>75</u>	<u>59.5%</u>
	126	100.0%

On-Street

<i>Total</i>		
15 minutes	3	8.1%
Half hour	2	5.4%
1 hour	4	10.8%
2 hours	7	18.9%
More than two hours	2	5.4%
All day	17	45.9%
No Response/Not Sure	<u>2</u>	<u>5.4%</u>
	37	100.0%

<i>Total Responding</i>		
15 minutes	3	8.6%
Half hour	2	5.7%
1 hour	4	11.4%
2 hours	7	20.0%
More than two hours	2	5.7%
All day	<u>17</u>	<u>48.6%</u>
	35	100.0%

Off-Street

<i>Total</i>		
15 minutes	1	1.5%
Half hour	1	1.5%
1 hour	4	6.2%
2 hours	8	12.3%
More than two hours	2	3.1%
All day	45	69.2%
No Response/Not Sure	<u>4</u>	<u>6.2%</u>
	65	100.0%

<i>Total Responding</i>		
15 minutes	1	1.6%
Half hour	1	1.6%
1 hour	4	6.6%
2 hours	8	13.1%
More than two hours	2	3.3%
All day	<u>45</u>	<u>73.8%</u>
	61	100.0%

9A) Would come downtown more often w/sheltered parking?:

Total

Yes	46	34.3%
No	75	56.0%
No Response/N.A.	<u>13</u>	<u>9.7%</u>
	134	100.0%

Total Responding

Yes	46	38.0%
No	<u>75</u>	<u>62.0%</u>
	121	100.0%

9B) Would be willing to pay how much per hour for parking?:

Total

Nothing	71	53.0%
10 cents	2	1.5%
25 cents	17	12.7%
50 cents	4	3.0%
1 Dollar	7	5.2%
2 Dollars	1	0.7%
No Response	<u>32</u>	<u>23.9%</u>
	134	100.0%

Total Responding

Nothing	71	69.6%	
10 cents	2	2.0%	30.4%
25 cents	17	16.7%	28.4%
50 cents	4	3.9%	11.8%
1 Dollar	7	6.9%	7.8%
2 Dollars	<u>1</u>	<u>1.0%</u>	1.0%
	102	100.0%	

Cumulative

10) Would Use a Park and Ride Lot?:

Total

Yes	4	3.0%
No	117	88.0%
No Response/N.A.	<u>12</u>	<u>9.0%</u>
	133	100.0%

Total Responding

Yes	4	3.3%
No	<u>117</u>	<u>96.7%</u>
	121	100.0%

12) Found New Traffic Patterns Downtown:

<i>Total</i>		
Positive Response	64	47.8%
Negative Response	52	38.8%
No Response	<u>18</u>	<u>13.4%</u>
	134	100.0%

<i>Total Responding</i>		
Positive Response	64	55.2%
Negative Response	<u>52</u>	<u>44.8%</u>
	116	100.0%

People Giving Reasons Given for Negative Response:

<i>Total</i>		
New One-Way Traffic Pattern Limits Access or is Inconvenient	8	15.4%
New Rotary Difficult To Maneuver/Confusion Over ROW	6	11.5%
New Traffic Pattern Causes New Traffic Congestion or Delay	5	9.6%
New One-Way Traffic Pattern Confusing/More Complicated	5	9.6%
Believe That New Roads Are Too Narrow	3	5.8%
Snow Affects Mobility In New One-Way Configuration	2	3.8%
Streetscape Too Busy or Cluttered with Signs	1	1.9%
Difficult During Construction	1	1.9%
Two Reasons	3	5.8%
No Reason Given	<u>18</u>	<u>34.6%</u>
	52	100.0%

Reasons Given for Negative Response:

<i>Total</i>		
New One-Way Traffic Pattern Limits Access or is Inconvenient	10	18.2%
New Rotary Difficult To Maneuver/Confusion Over ROW	8	14.5%
New Traffic Pattern Causes New Traffic Congestion or Delay	6	10.9%
New One-Way Traffic Pattern Confusing/More Complicated	5	9.1%
Believe That New Roads Are Too Narrow	4	7.3%
Snow Affects Mobility In New One-Way Configuration	2	3.6%
Streetscape Too Busy or Cluttered with Signs	1	1.8%
Difficult During Construction	1	1.8%
No Reason Given	<u>18</u>	<u>32.7%</u>
	55	100.0%

<i>Total Respondents</i>		
New One-Way Traffic Pattern Limits Access or is Inconvenient	10	27.0%
New Rotary Difficult To Maneuver/Confusion Over ROW	8	21.6%
New Traffic Pattern Causes New Traffic Congestion or Delay	6	16.2%
New One-Way Traffic Pattern Confusing/More Complicated	5	13.5%
Believe That New Roads Are Too Narrow	4	10.8%
Snow Affects Mobility In New One-Way Configuration	2	5.4%
Streetscape Too Busy or Cluttered with Signs	1	2.7%
Difficult During Construction	<u>1</u>	<u>2.7%</u>
	37	100.0%

Table A-3 Business Parking Survey Results

LEGEND

Question No(s):

1	G	Business Category: Government
1	R	Business Category: Retail/Variety
1	PSO	Business Category: Public Service Other
1	IL	Business Category: Insurance/Law Office
1	B	Business Category: Bank
1	S	Business Category: School
1	C	Business Category: Church
1	PSH	Business Category: Public Service Health
1	REST	Business Category: Restaurant (w/o beer and wine)
1	AE	Business Category: Architectural/Engineering Firm
1	M	Business Category: Museum/Library
1	O	Business Category: Other
2	2	0-2 Years
2	4	2-4 Years
2	6	4-6 Years
2	8	6-8 Years
2	10	8-10 Years
2	10+	10+ Years
3, 8	20	0-29 minutes
3, 8	30	20-30 minutes
3, 8	45	30-45 minutes
3, 8	60	45-60 minutes
3, 8	90	60-90 minutes
3, 8	180	90-180 minutes
7, 12, 13, 14c, 17	Y	Yes
7, 12, 13, 14c, 17	N	No
14 a,b,d,e	1	Strongly Agree
14 a,b,d,e	2	Agree
14 a,b,d,e	3	Somewhat Agree
14 a,b,d,e	4	Disagree
14 a,b,d,e	5	Strongly Disagree

Business Parking Survey Results

1) Business Category:

Retail Variety	7	19.4%
Personal Service Health	2	5.6%
Personal Service Other	6	16.7%
Restaurant (w/no beer & wine)	1	2.8%
Church	1	2.8%
Bank	2	5.6%
Insurance/Law Office	3	8.3%
Architecture/Engineering	2	5.6%
School	1	2.8%
Antiques	1	2.8%
Government	5	13.9%
Museum	1	2.8%
Other	4	11.1%
	36	100.0%

2) Length of Time at Location:

0-2 years	7	19.4%
2-4 years	6	16.7%
4-6 years	5	13.9%
6-8 years	1	2.8%
8-10 years	1	2.8%
10+ years	16	44.4%
	36	100.0%

3) Typical Duration of Stay of Customers/Clients:

0-20 minutes	8	22.2%
20-30 minutes	5	13.9%
30-45 minutes	1	2.8%
45-60 minutes	8	22.2%
60-90 minutes	5	13.9%
90-180 minutes	9	25.0%
	36	100.0%

8) Most Beneficial Time Duration for Parking of Customers/Clients:

0-20 minutes	5	13.9%
20-30 minutes	6	16.7%
30-45 minutes	1	2.8%
45-60 minutes	8	22.2%
60-90 minutes	4	11.1%
90-180 minutes	7	19.4%
No Response	5	13.9%
	36	100.0%

7) Do employees move cars at least once each day to avoid a ticket?:

Yes	2	5.6%
No	<u>34</u>	<u>94.4%</u>
	36	100.0%

12) Is there enough parking near your business for your employees?:

Total		Total Responding	
Yes	24	Yes	24
No	11	No	<u>11</u>
No Response	<u>1</u>		35
	36		68.6%
			<u>31.4%</u>
			100.0%

13) Is there enough parking near your business for your customers?:

Total		Total Responding	
Yes	15	Yes	15
No	18	No	<u>18</u>
No Response	<u>3</u>		33
	36		45.5%
			<u>54.5%</u>
			100.0%

14a) Do you agree that the Town needs several small (<= 50 cars) satellite parking lots located through the downtown?:

Total		Total Responding	
Strongly Agree	12	Strongly Agree	12
Agree	14	Agree	14
Somewhat Agree	7	Somewhat Agree	7
Disagree	0	Disagree	0
Strongly Disagree	0	Strongly Disagree	<u>0</u>
No Response	<u>3</u>		33
	36		36.4%
			<u>42.4%</u>
			21.2%
			0.0%
			<u>0.0%</u>
			100.0%

14b) Do you agree that the Town needs a (100+car) parking garage?:

Total			Total Responding		
Strongly Agree	3	8.3%	Strongly Agree	3	8.8%
Agree	6	16.7%	Agree	6	17.6%
Somewhat Agree	8	22.2%	Somewhat Agree	8	23.5%
Disagree	15	41.7%	Disagree	15	44.1%
Strongly Disagree	2	5.6%	Strongly Disagree	2	5.9%
No Response	2	5.6%		34	100.0%
	36	100.0%			

14c) Would you support eminent domain and use of local funding or user fees to support a (100+car) parking garage?:

Total		Total Responding	
Yes	12	Yes	12
No	19	No	19
No Response/Not Sure	5		31
	36		38.7%
			61.3%
			100.0%

14d) Do you agree that the Town should designate time restrictions and improve enforcement of municipal on-street and off-street lots?:

Total		Total Responding	
Strongly Agree	14	Strongly Agree	14
Agree	7	Agree	7
Somewhat Agree	4	Somewhat Agree	4
Disagree	8	Disagree	8
Strongly Disagree	0	Strongly Disagree	0
No Response	3		33
	36		42.4%
			21.2%
			12.1%
			24.2%
			0.0%
			100.0%

14e) Do you agree that the Town should require new developments to provide private off-street parking until new municipal lots are constructed? :

Total			Total Responding		
Strongly Agree	6	17.1%	Strongly Agree	6	19.4%
Agree	9	25.7%	Agree	9	29.0%
Somewhat Agree	10	28.6%	Somewhat Agree	10	32.3%
Disagree	5	14.3%	Disagree	5	16.1%
Strongly Disagree	1	2.9%	Strongly Disagree	<u>1</u>	<u>3.2%</u>
No Response	<u>4</u>	<u>11.4%</u>		31	100.0%
	35	100.0%			

17) Would your business increase with parking availability? :

Total			Total Responding		
Yes	14	38.9%	Yes	14	56.0%
No	11	30.6%	No	<u>11</u>	<u>44.0%</u>
No Response/NA	<u>11</u>	<u>30.6%</u>		25	100.0%
	36	100.0%			

15) Please provide us your comments on parking availability near your business:

Comments	Count	Percentage
Total	13	36.1%
The parking availability is currently adequate/fine.	2	5.6%
Need better enforcement of signed parking on-street (cars parked all day on-street)	1	2.8%
Too much all day parking on street	1	2.8%
Parking is adequate for employees, but misused by neighbors	1	2.8%
Restrict parking to 1 hour maximum on-street	1	2.8%
Main Street lot is currently inadequate to accommodate parking demand.	1	2.8%
Lack of spaces since construction.	1	2.8%
Inadequate parking supply during peak hours.	1	2.8%
All day parkers park in two-hour spaces.	1	2.8%
Residents park all day on street.	1	2.8%
Need more parking near library.	1	2.8%
Need more parking on Market Street to handle demand.	1	2.8%
Parking is not an issue as we own our own parking facility.	10	27.8%
No Response	36	100.0%

Comments	Count	Percentage
Total Responding	13	50.0%
The parking availability is currently adequate/fine.	2	7.7%
Need better enforcement of signed parking on-street (cars parked all day on-street)	1	3.8%
Too much all day parking on street	1	3.8%
Parking is adequate for employees, but misused by neighbors.	1	3.8%
Restrict parking to 1 hour maximum on-street	1	3.8%
Main Street lot is currently inadequate to accommodate parking demand.	1	3.8%
Lack of spaces since construction.	1	3.8%
Inadequate parking supply during peak hours.	1	3.8%
All day parkers park in two-hour spaces.	1	3.8%
Residents park all day on street.	1	3.8%
Need more parking near library.	1	3.8%
Parking is not an issue as we own our own parking facility.	1	3.8%
Need more parking on Market Street to handle demand.	1	3.8%
	26	100.0%

16) Please provide us your comments on parking duration requirements:

<i>Total</i>			
Need time limits of 1-2 hrs for streets and longer term (ie 8 hrs or all day) for lots.	11		30.6%
Do not provide time restrictions or fees.	4		11.1%
Need to enforce time limits of parking.	4		11.1%
Restrict times of parking to use, (ie employees 7-5 and others 5-7)	1		2.8%
For as long as it takes to do business	1		2.8%
Need some fifteen minute parking spaces in front of high-turnover businesses.	1		2.8%
Millyard lot needs to be bigger to accommodate 2 hour parkers.	1		2.8%
All downtown should be 2 hours and the Water Street lot should be all day.	1		2.8%
Areas should be reserved for permit parking.	1		2.8%
Need all-day parking near Market Street.	1		2.8%
We have meetings that require 12 or more spaces at a time.	1		2.8%
Designate 2-hour sections of Mill and Main Street lots.	8		22.2%
No Response	36		100.0%

<i>Total Responding</i>			
Need time limits of 1-2 hrs for streets and longer term (ie 8 hrs or all day) for lots.	11		39.3%
Do not provide time restrictions or fees.	4		14.3%
Need to enforce time limits of parking.	4		14.3%
Restrict times of parking to use, (ie employees 7-5 and others 5-7)	1		3.6%
For as long as it takes to do business	1		3.6%
Need some fifteen minute parking spaces in front of high-turnover businesses.	1		3.6%
Millyard lot needs to be bigger to accommodate 2 hour parkers.	1		3.6%
All downtown should be 2 hours and the Water Street lot should be all day.	1		3.6%
Areas should be reserved for permit parking.	1		3.6%
Need all-day parking near Market Street.	1		3.6%
We have meetings that require 12 or more spaces at a time.	1		3.6%
Designate 2-hour sections of Mill and Main Street lots.	1		3.6%
	28		100.0%

Business Parking Survey Written Answers

**16) Please provide us with your comments on parking duration requirements.
Indicate the streets and or parking lots in your comments.**

- 1 For as long as it takes to do business.
- 2 We need some timed parking 2 hours and we also need some all day spaces.
- 3 Lot - All Day. Streets - 2 Hour Parking.
- 4 Max 2 hrs enforced - on street - maybe each downtown business person (employer & employees) should have a \$1.00 parking sticker - use all day lot.
- 5 From 6AM - 4:30 PM only employees. From 4:30PM - 6AM available to others.
Must be moved by 5 AM - (Employees arrive).
- 6 Return to 2 hour maximum on Main Street + Friend Street.
- 7 Need to enforce time limits - Mill Lot is split between all day and 2 hour, but 2 hour is used all day.
- 8 Lots should be as long as needed. Streets 1 hour tops 2 and enforce it. Notice police enforce handicap and too close to corner with tickets, but not 2 hour parking limits.
- 9 n/a
- 10
- 11 Parking lot = all day. Street = 2 - 3 hours max.
- 12
- 13 I don't like this option for people who work in town. I left Newburyport in part because of this.
- 14 Main St. parking should be 2 hr limits.
- 15
- 16 Streets should all be limited to 2 hours, lots should have sections for longer stays - 4, 6, 8, 12.
- 17 In library lot, 2 hr limit. Many use the lot for all day + overnight parking.
- 18 On street parking for Main, Market, Friend + School Streets should be limited to one hour. The Friend St. lot should allow for full day parking in the rear of the lot near Cutters Plus, and allow for 2 hour parking closer to the Millyard near the Credit Union.
- 19 Have a few more 15 min only parking spaces like in front of China Star + Four Star Video.
- 20 If there were restrictions, we would all be running out to move our cars.
- 21 In the Millyard, a lot of cars that park in the 2 hour lot are there for the whole day!
Need to make the day lot bigger.
- 22 All day free.
- 23 Enforcement of 2 hr parking section - Municipal pkg lot Friend St - lot.
- 24
- 25 Downtown - All 2 Hrs. Water Street - 2 Hrs. Water Street Lot - All Day.
- 26 Public parking lots should be limited to less than 1 week. On street parking in the downtown area should be limited to 1-2 hours.
- 27 Lots + streets could have time limits but areas should be reserved for permit parking for residents and employees of businesses.

15) Please provide us your comments on parking availability near your business.

1

2 Adequate at this time.

3

4 Too many all day on-street parking, especially - Real Estate offices - our clients rarely can't just stop in to pick up anything. They must park and walk!

5 Parking for employees is adequate, but often misused by neighbors for overnight parking into the following workday.

6 There are no signs limiting parking. When there were signs, the police only gave tickets to those cars that someone called in - enforcement was practically non-existent and then only very selective. New employees and business owners park on Main Street all day long taking spots from customers.

7 Fairly good. Business employees tend to use the street spots!

8 Restrict parking on main streets to 1 hour or less.

9 Parking has not been an issue, as we own our own parking facility.

10

11 "Terry's Liquor" lot does not accommodate the businesses in that area - especially considering St. Jean's & the school/superintendent's office.

12

13 There is usually something available even if it isn't convenient or particularly close to the building.

14 Since the construction, I have received an increase in the # of complaints concerning customers finding a spot.

15 More consistent enforcement is needed.

16 With more pedestrian-friendly traffic pattern, we are in good shape except for Sunday mornings.

17 Library expansion will increase our customer base by 30-50%. We need significant increases in parking availability.

18 Inadequate parking becomes an issue during peak hours and when our community room is in use. Parking is also extensively used by church patrons and residential neighbors on weekends.

19 Usually it's fine except when local residents park 24/7.

20

21 It's fine.

22

23 Excellent - municipal parking lot.

24

25 Adequate if the law is enforced.

26 Employees of surrounding businesses park in the time restricted spaces all day in front of my retail store. The largest complaint I hear day after day is "There's never any parking near your store".

- 27 Limited because of apartment building parking on street all day + employees of businesses including my office.
- 28
- 29 The ratio of users is bad on Market St. Sometimes we circle the block a few times to find a spot. Heavy commercial + residential use of too few parking spaces.
- 30 It is not an issue for us. We are all able to park without problem and we rarely have any customers visit us.
- 31 Parking in the Millyard is great!
- 32 The parking availability near our business is sufficient for our needs.
- 33
- 34
- 35 Our needs vary due to emergency responses. Night time responses + meetings usually provide ample parking.
- 36 Parking for employees is sufficient. Customer parking in area of police station + Town Hall is limited with new traffic pattern.

17) Please tell us if your business would increase with parking availability.

1

2 Yes.

3 Yes.

4 Most of our clients drive by and call later - we deliver more because clients can not just drop in - too much abuse of on street parking.

5 Questionable.

6 Customers would be happier.

7 No.

8 Yes.

9 (not applicable)

10

11 No.

12 N/A.

13 No.

14 I would like to think so!

15 No.

16 Our Sunday liturgy attendance is hurt by lack of parking.

17 Definitely.

18 Yes, additional parking is a major customer convenience.

19 Definitely!

20 Our business would become more easily accessible to our clients w/small children -
As it is now (especially in winter) the Millyard parking is very far away.

21 No.

22 No.

23 No.

24

25 I have been told by many people, it would.

26 I believe it would increase.

27 I think it would. My customers have been compl. about being able to find parking space over the past 18 mo. It was a problem in the past.

28

29 Possibly.

30 No.

31 No.

32 Parking is really an issue for our business - we get very few customers who actually come into our office.

33

34 Yes - I believe some don't come to the Senior Center due to lack of parking.

35

36 No.

18) Do you have any other comments about parking in downtown Amesbury?

- 1 You need to have land available in and around the downtown to create small lots.
- 2
- 3 There needs to be a parking lot sign between Terry's Flower Shop & Ben's Uniforms to indicate the parking lots on Friend Street & Water Street. When the customers notice the rotary, they don't notice the parking sign after our store.
The parking is at its worst during winter. They do not plow enough or make access to the sidewalks or crosswalks. They should have a downtown parking ban until 10:00 AM to remove the snow.
They should have enforcement of all the people who park in the handicap parking spots downtown who are not handicap (which happens constantly - all day long) and people who park along the yellow lines in front of the old Boyle Drug Store.
- 4 When enforcement begins - notify downtown businesses of (1) Date to begin (2) Parking options - I'm sure some new downtown businesses do not even know about Water St. parking - but lots must be plowed before we arrive at work 9AM. It's pretty hard to park in the lot if you are unable to get into it. Waive time limits on parking lots during snow emergency or snow days. Maybe temporary signage to let businesses know on a day to day basis. Good Luck.
- 5 Parking appears adequate at present, but could rapidly deteriorate with improved downtown economy. Parking at the bottom of Mill St may be an option. Water St. parking lot is never fully utilized. - better signage/directions?
- 6 Yes, return time limits and have them enforced routinely.
- 7
- 8
- 9 n/a
- 10
- 11 The curved sidewalks eliminated lots of parking spaces.
We don't feel there should be parking meters. We need to encourage business in town. Would angle parking by "Art to Finish" add a few more spaces?
- 12
- 13
- 14 Call me. I would be happy to discuss my thoughts.
- 15
- 16
- 17 Our highest volume is usually M-Th AM during story hours, late afternoon and evening. It is a nightmare out here in the daytime, with people parking all day, office town vehicles in the lot, and other safety concerns.
As we move toward the expansion of the library, we see the need for a real increase in parking availability around the library. Another lot and a more open parking flow are badly needed.
- 18 Adequate parking is vital to enhance economic activity as well as residential activity

downtown. Careful planning should continue to ensure both adequacy of parking and functionality.

19 Put in meters! Then people don't stay too long! Also it generates income.

20 Not great - Not enough spots from which you have to walk quite a distance. Winter is horrible.

21

22 No.

23 -

24

25 My main gripe is the two hour parking is a joke. I have to wait two hours to call the police. When and if they come, there is another two hours wait. What this means is that parking is four hours or more.

We need somebody on footpatrol to monitor times and enforce existing laws. The real estate people are the worst offenders. No business people should park on the street.

In the past, parking has been low priority for the police. Their cooperation is needed full-time. Thank you.

26 Tenants living in the downtown area should be a little more considerate and not park in front of the retail businesses all day!

Enforcing a 1-2 hour parking limit would seem to benefit all businesses.

27

28

29 Fix the garage/lot. We already have near Cameron office! We could use that! Close enough walk for most downtown businesses.

30

31 In the winter it seems that the lots are the last to be plowed. This is an issue.

32

33

34 People might use off street parking (Friend St) or parking garage (Water St) if there was affordable public transportation to downtown area. Of course, you first have to have something to go downtown for (Shops, restaurants, etc) instead of lawyers & real estate agents. A Chamber of Commerce willing to listen to the townspeople and interested in the downtown area instead of themselves & other special interest groups would help!

35

36 The number of spots is adequate to service the current situation. Unfortunately, several spots are not used or abused. Merchants should not park in front of their own stores. There should be a requirement that landlords downtown provide parking - private - for their tenants. Several residents in the downtown area take up parking spaces for several hours every day. The two hour limit signs need to be replaced.

28

29 We need all day parking - that conflicts with other businesses who have parking rights - we've been threatened to be towed if we park in front of their establishment.

30

31 A lot should be unlimited parking but the street should be 1 hour.

32 We don't have a problem with parking limits - We would prefer that time limits are not imposed on the parking in the municipal lot (Millyard).

33

34 Downtown area (School, Friend, Main Sts) on street parking restrictions need to be better enforced - Too many merchants (Real Estate) parking all day. All night parking ban not enforced particularly in parking lots.

35 Senior Center/Library Lot. We have 4 emergency vehicles parked 24/7. Our staff has one part-time + 20 volunteers. We host state meetings that require 12 or more spaces at times. Apartment tenants use the lot too often.

36 Two hour on street parking downtown is adequate. Designate two hour sections in Main St lot as well as behind the Mill.