

DOWNTOWN PARKING STUDY MILFORD, NEW HAMPSHIRE



May, 2007

Prepared by the



Nashua Regional Planning Commission

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APPENDIX A	DATA FOR THURSDAY, JANUARY 11 TH , 2007
APPENDIX B	DATA FOR SATURDAY, MARCH 24 TH , 2007
APPENDIX C	PARKING SPACE ID NUMBERS

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A. INTRODUCTION

The Nashua Regional Planning Commission, at the request of the Town, has conducted a parking study of the Downtown area of Milford. The purpose of the study has been to determine the following:

- Identify and map parking spaces in the downtown area.
- Determine occupation rates of downtown parking spaces on a typical weekday and on a typical Saturday.
- Determine how often each parking space is occupied during the course of the day.
- Determine how long individual vehicles are parking in specific spaces.

B. STUDY PROCESS

The study process included mapping of downtown parking spaces, a parking space inventory, and data analysis. The Geographic Information System (GIS) staff at NRPC developed maps of the study area through an analysis of the most recent (2005) aerial photographs of downtown Milford. The study area is shown on Map 1. The study area boundary was determined through consultation with Milford Community Development and Downtown Do It.

Parking spaces in the downtown area were divided into the nine segments listed below. These segments are also shown on the maps that follow throughout this report.

1. The Oval: this segment includes all of the spaces on the Oval, and extends to the intersection with Union Street on the west side of the Oval, Nashua Street and South Street on the east side and the Stone Bridge on the north side. This segment includes 61 spaces.
2. Union Street: this segment extends from the intersection of Elm Street to the south entrance of the church parking lot. There are 17 spaces in this segment.
3. Elm Street: this segment includes the 9 spaces in front of Centennial Park.
4. Mont Vernon Street: this segment includes the spaces in front of the Post Office on Mont Vernon Street. There are 5 spaces in this segment.
5. Middle Street: this segment includes the spaces on both sides of Middle Street between the Oval and School Street. There are 31 spaces in this segment.
6. Nashua Street: this segment includes spaces on both sides of Nashua Street between the Oval and School Street. There are 29 spaces in this segment.
7. South Street: this segment includes the spaces along South Street, beginning at the Oval. There are 17 spaces in this segment.
8. Putnam Street: this segment includes all of the spaces in the Putnam Street parking lot. There are 35 spaces in the lot.

There are no posted time restrictions for the following parking spaces within the study area:

- The Oval
- South Street
- Elm Street
- Union Street
- Nashua Street

There are posted time restrictions on the spaces along Middle Street, although the restrictions do not appear to be enforced. The posted time restrictions are as follows:

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- 2 hours – between the Oval and Putnam Street,
- 4 hours – between Putnam Street and School Street.

The posted time restrictions on the spaces in the Putnam Street parking lot are as follows:

- 8 hours for all spaces.

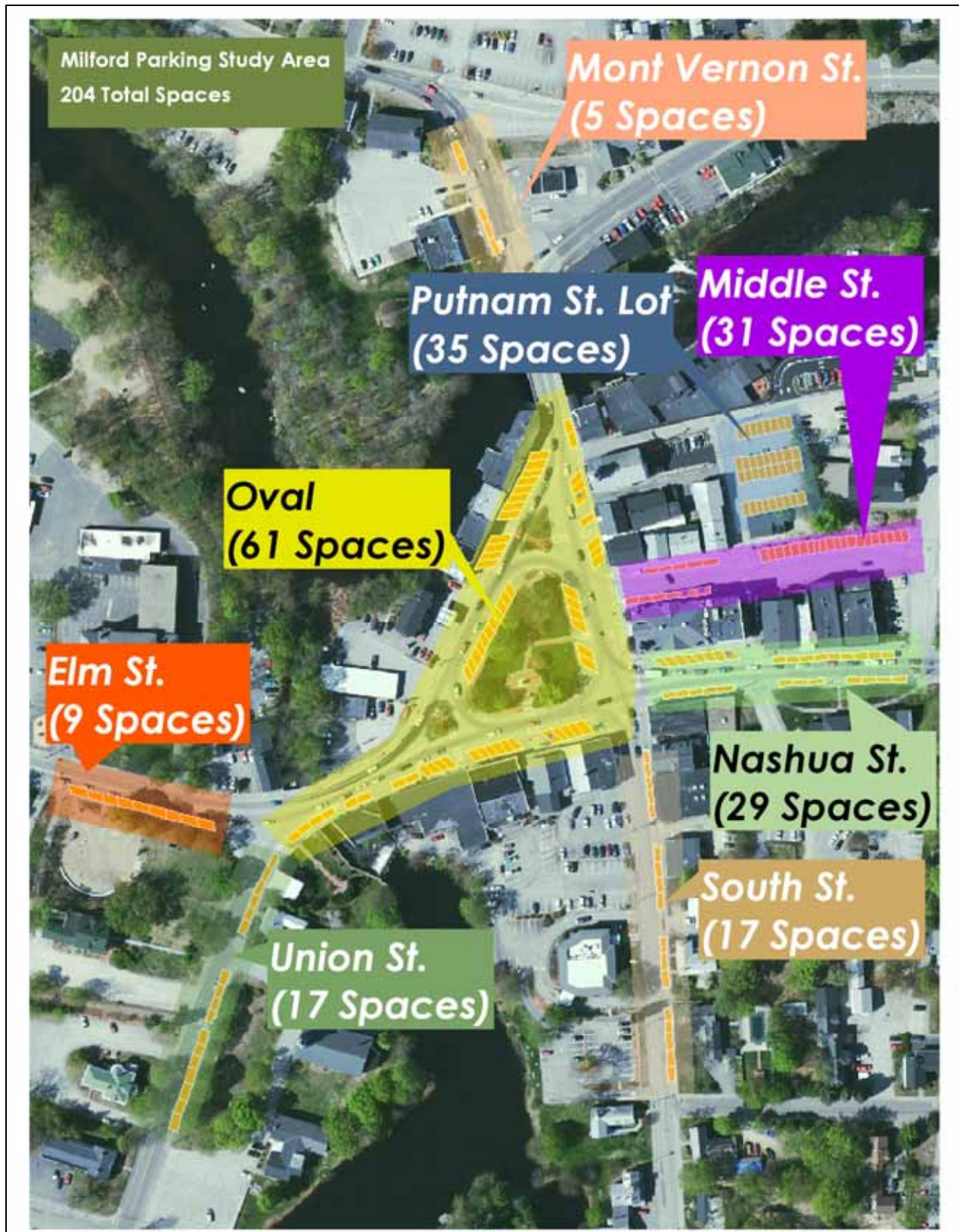
In order to collect data that gives an accurate picture of the parking conditions in downtown Milford, two different types of counts were implemented. A weekday count was done on Thursday, January 11th. This count was conducted at 1-hour intervals from 7am until 8pm. A weekend count was done on Saturday, March 24th. This count was conducted at 1-hour intervals from 7am until 1pm. The counts were done by an NRPC staff member who walked the entire study area at the beginning of each hour. If a motor vehicle was in a parking space the space was considered occupied.

All counts (Thursday and Saturday) were conducted by noting the vehicle license plate number and the state in which the vehicle is registered. License plate data was collected in order to see if vehicles were parked for short periods of time or longer-term, to provide insight regarding the effectiveness of the current parking regulations, and to determine the potential need for more long term parking in the downtown area.

The collected information was tabulated, analyzed, and summarized by location, time of day, and day of week. There were several important outcomes from the data collection that help to identify the current issues regarding parking in downtown Milford. The tables and figures in the parking analysis section (Section C) of this report help to illustrate the outcomes.

The data from the parking space inventory was used to identify the key findings that are described in Section E.

MAP 1: STUDY AREA



C. PARKING ANALYSIS – THURSDAY, JANUARY 11TH, 2007

1. OVERALL UTILIZATION RATES

- Data was collected at one-hour intervals from 7am-8pm.
- There are a total of 204 parking spaces in the study area.
- Between 7:00am and 8:00pm on this day, the probability that any single parking space in Downtown Milford was occupied was approximately 40% [Table 1].
- During that same time period the parking spaces on Middle Street were the most heavily utilized. The probability that a space on Middle Street was occupied between 7am and 8pm was approximately 67% [Table 1, Chart 1].
- The busiest segment of parking during any one-hour period on this day was between 7pm and 8pm on Middle Street when approximately 94% of the spaces were occupied [Table 1].
- The busiest one-hour period for all segments combined on this day was between 1pm and 2pm when approximately 56% of the downtown spaces were occupied [Table 1A].

TABLE 1: PARKING UTILIZATION RATES (THURSDAY)

Street/ Area	# of Spaces	Ave Util.	7am	8am	9am	10am	11am	12pm	1pm	2pm	3pm	4pm	5pm	6pm	7pm	8pm
Oval	61	46%	36%	34%	41%	57%	43%	66%	70%	59%	36%	41%	48%	44%	43%	33%
Union	17	16%	29%	29%	29%	41%	24%	0%	35%	12%	0%	24%	6%	0%	0%	0%
Elm	9	35%	44%	33%	33%	56%	33%	22%	33%	33%	44%	44%	33%	33%	22%	22%
Mont Vernon	5	16%	20%	0%	20%	0%	40%	20%	40%	0%	20%	20%	40%	0%	0%	0%
Middle	31	67%	10%	39%	68%	65%	77%	65%	77%	87%	58%	68%	74%	77%	94%	84%
Nashua	29	47%	48%	38%	52%	69%	66%	52%	66%	59%	66%	45%	17%	21%	34%	28%
South	17	41%	6%	12%	12%	35%	29%	47%	59%	18%	41%	47%	65%	65%	76%	59%
Putnam Lot	35	50%	11%	46%	49%	60%	66%	66%	66%	54%	40%	66%	60%	46%	37%	34%
Total	204	40%	26%	29%	38%	48%	47%	42%	56%	40%	38%	44%	43%	36%	38%	32%

CHART 1: ALL-DAY AVERAGE OCCUPANCY (THURSDAY/BY LOCATION)

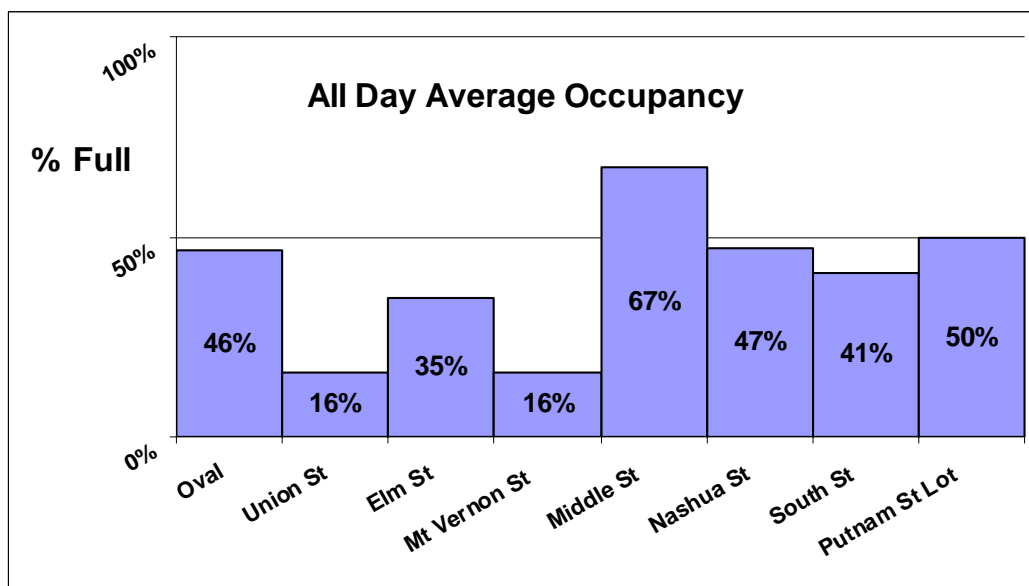
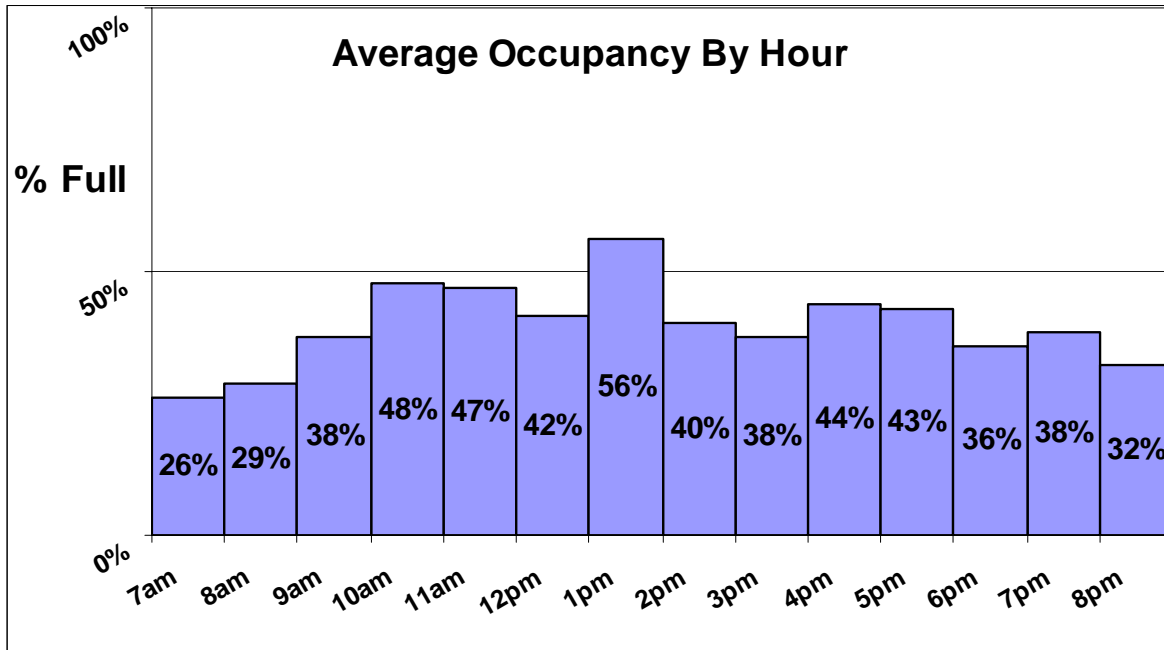


CHART 1A: AVERAGE OCCUPANCY BY HOUR (THURSDAY/ALL PARKING SPACES)



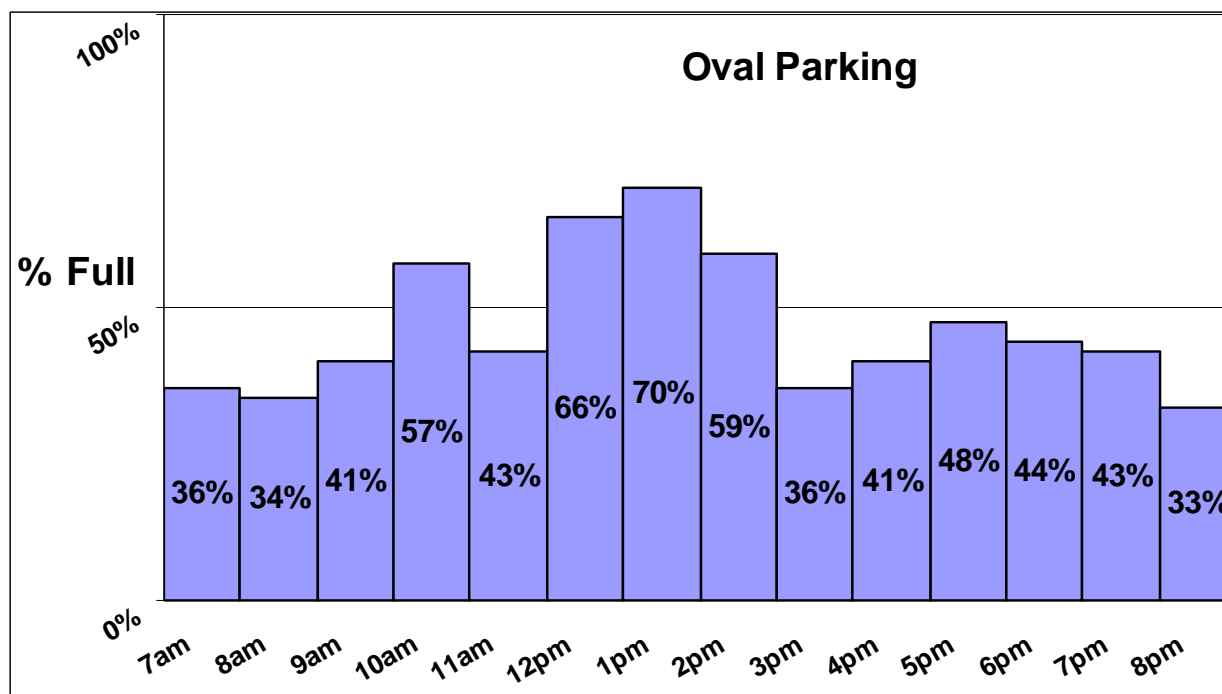
2. OVAL PARKING UTILIZATION RATES – THURSDAY

- This segment includes all of the spaces on the Oval, and extends to the intersection with Union Street on the west side of the Oval, Nashua Street and South Street on the east side and the Stone Bridge on the north side. This segment includes 61 spaces.
- Table 2 indicates that an average of 46% of the spaces on the Oval were occupied between 7am - 8pm.
- The highest utilization rate for these spaces was between 1-2pm when 70% of the spaces were occupied [Table 2, Chart 2].
- Map 2 shows the number of times during the day that each parking space was occupied. For example, if a space on Map 2 is marked with a “10”, it means that the space was observed to be occupied 10 times that day. It can be seen that the parking spaces in front of the businesses on the south side of the Oval were occupied more often than the spaces directly on the Oval.
- Map 3 shows how many consecutive hours each parking space was occupied by the same vehicle. It can be seen that 12 of the 61 spaces on the Oval were occupied for 5 or more consecutive hours on this day. Forty nine of the spaces were occupied for 4 hours or less.

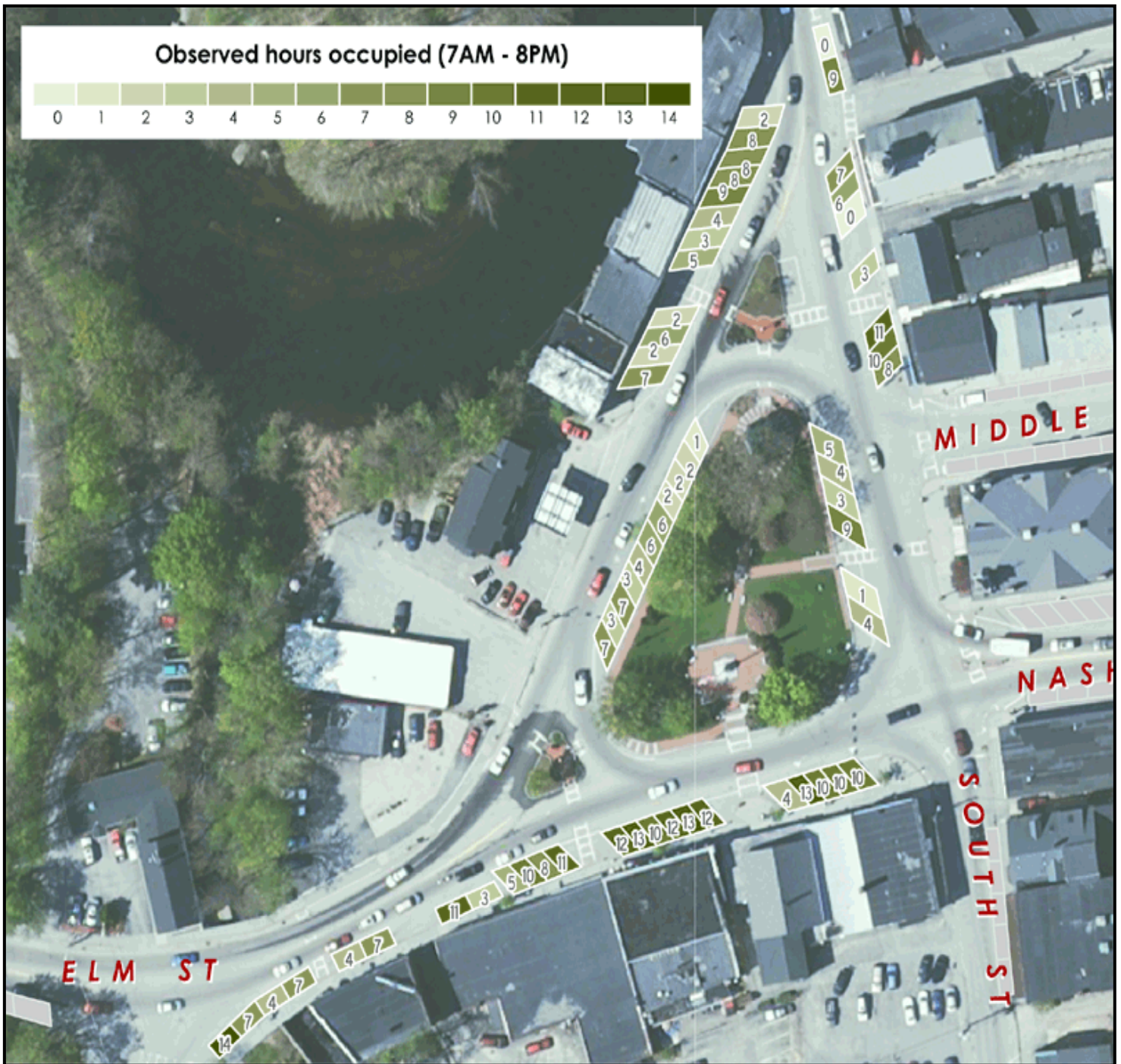
TABLE 2: OVAL PARKING UTILIZATION RATES (THURSDAY)

Street/ Area	# of Spaces	Ave. Util.	7am	8am	9am	10am	11am	12pm	1pm	2pm	3pm	4pm	5pm	6pm	7pm	8pm
Oval	61	46%	36%	34%	41%	57%	43%	66%	70%	59%	36%	41%	48%	44%	43%	33%

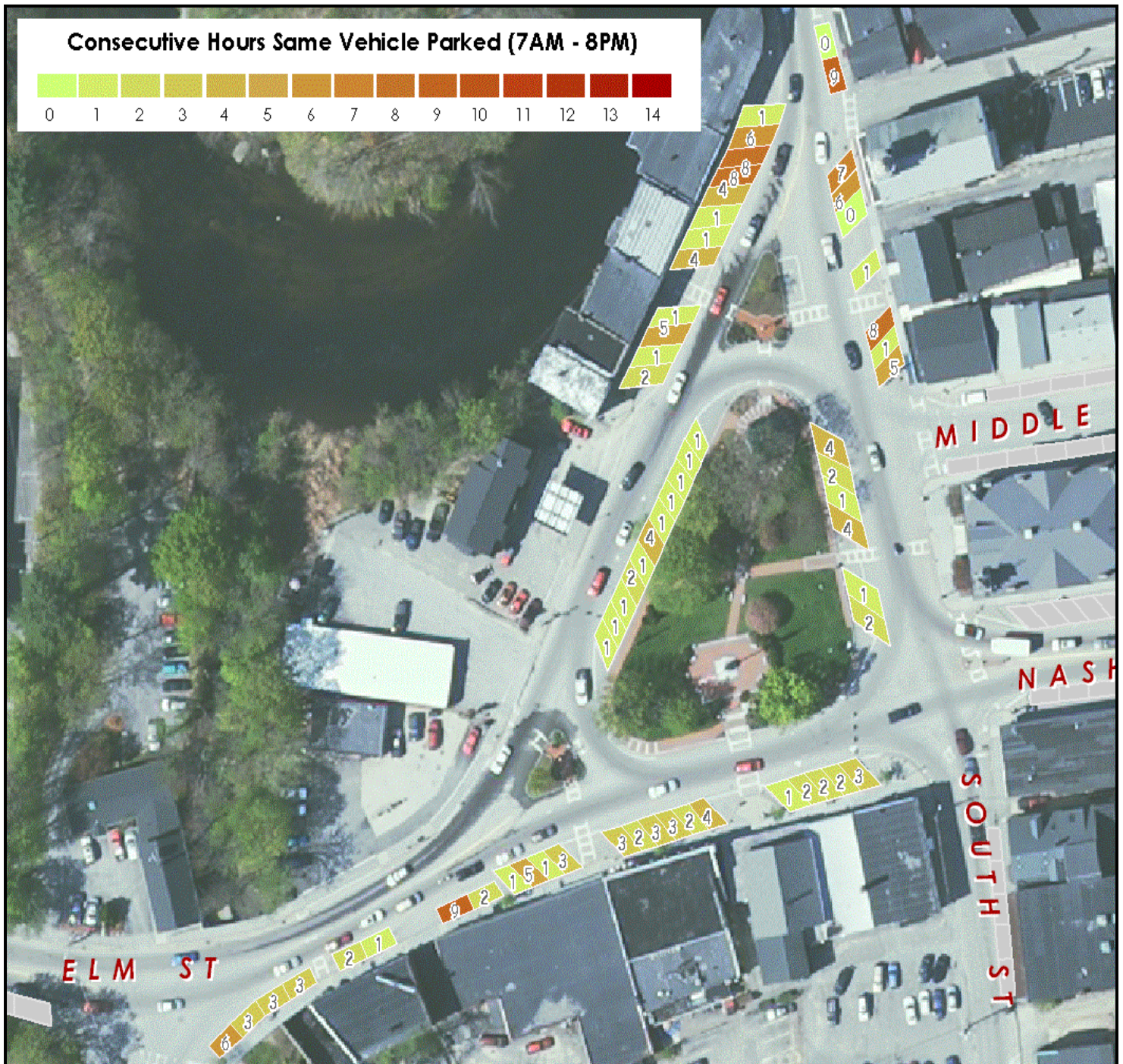
CHART 2: OVAL PARKING UTILIZATION RATES (THURSDAY)



MAP 2: OVAL - # OF TIMES SPACES WERE OCCUPIED (THURSDAY)



MAP 3: OVAL – CONSECUTIVE HOURS SAME VEHICLE PARKED (THURSDAY)



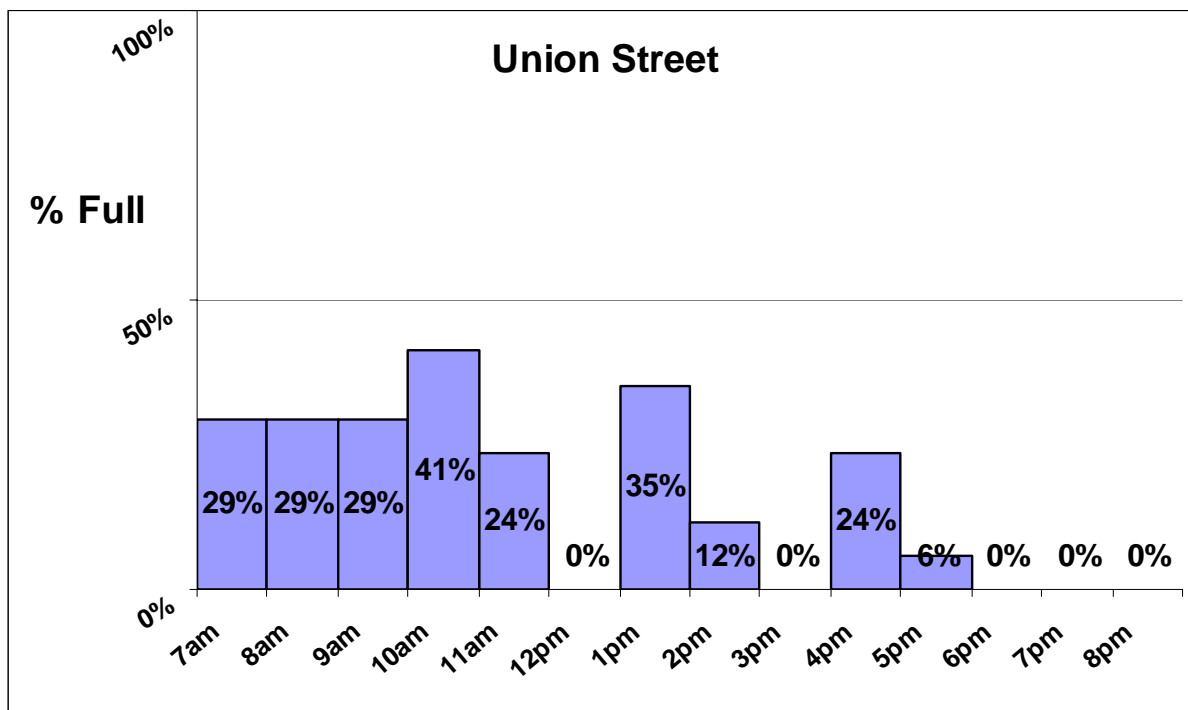
3. UNION STREET PARKING UTILIZATION RATES – THURSDAY

- This segment extends south along Union Street from the intersection of Elm Street to the south entrance of the church parking lot. There are 17 spaces in this segment.
- Table 3 indicates that an average of 16% of the spaces were occupied between 7am - 8pm.
- The highest utilization rate for these spaces was between 10-11am when 41% of the spaces were occupied [Table 3, Chart 3].
- Map 4 shows the number of times during the day that each parking space was occupied.
- Map 5 shows how many consecutive hours each parking space was occupied by the same vehicle. It can be seen that 16 of the 17 spaces were occupied for 2 or less consecutive hours by the same vehicle on this day.

TABLE 3: UNION STREET PARKING UTILIZATION RATES (THURSDAY)

Street/ Area	# of Spaces	Ave. Util.	7am	8am	9am	10am	11am	12pm	1pm	2pm	3pm	4pm	5pm	6pm	7pm	8pm
Union	17	16%	29%	29%	29%	41%	24%	0%	35%	12%	0%	24%	6%	0%	0%	0%

CHART 3: UNION STREET PARKING UTILIZATION RATES (THURSDAY)



MAP 5: UNION STREET – CONSECUTIVE HOURS SAME VEHICLE PARKED (THURSDAY)



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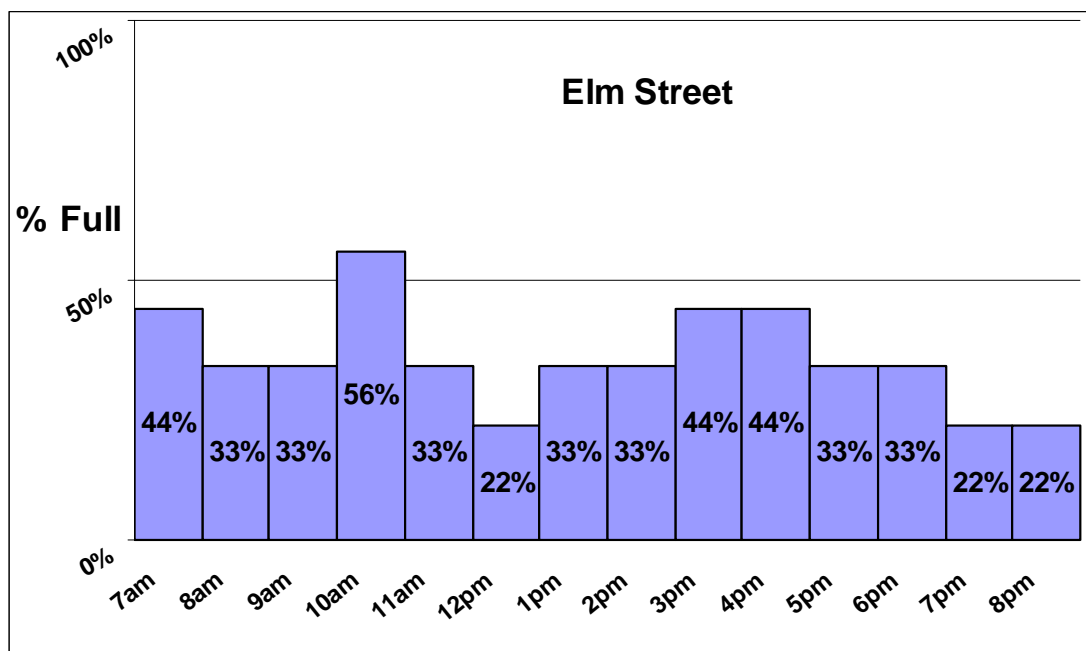
4. ELM STREET PARKING UTILIZATION RATES – THURSDAY

- This segment includes the 9 spaces in front of Centennial Park.
 - Table 4 indicates that an average of 35% of the spaces were occupied between 7am - 8pm.
 - The highest utilization rate for these spaces was between 10-11am when 56% of the spaces were occupied [Table 4, Chart 4].
 - Map 6 shows the number of times during the day that each parking space was occupied.
 - Map 7 shows how many consecutive hours each parking space was occupied by the same vehicle.
- It can be seen 8 of the 9 spaces was occupied for 1 hour or less on this day.

TABLE 4: ELM STREET PARKING UTILIZATION RATES (THURSDAY)

Street/ Area	# of Spaces	Ave. Util.	7am	8am	9am	10am	11am	12pm	1pm	2pm	3pm	4pm	5pm	6pm	7pm	8pm
Elm	9	35%	44%	33%	33%	56%	33%	22%	33%	33%	44%	44%	33%	33%	22%	22%

CHART 4: ELM STREET PARKING UTILIZATION RATES (THURSDAY)



MAP 6: ELM STREET – # OF TIMES SPACES WERE OCCUPIED (THURSDAY)



MAP 7: ELM STREET – CONSECUTIVE HOURS SAME VEHICLE PARKED (THURSDAY)



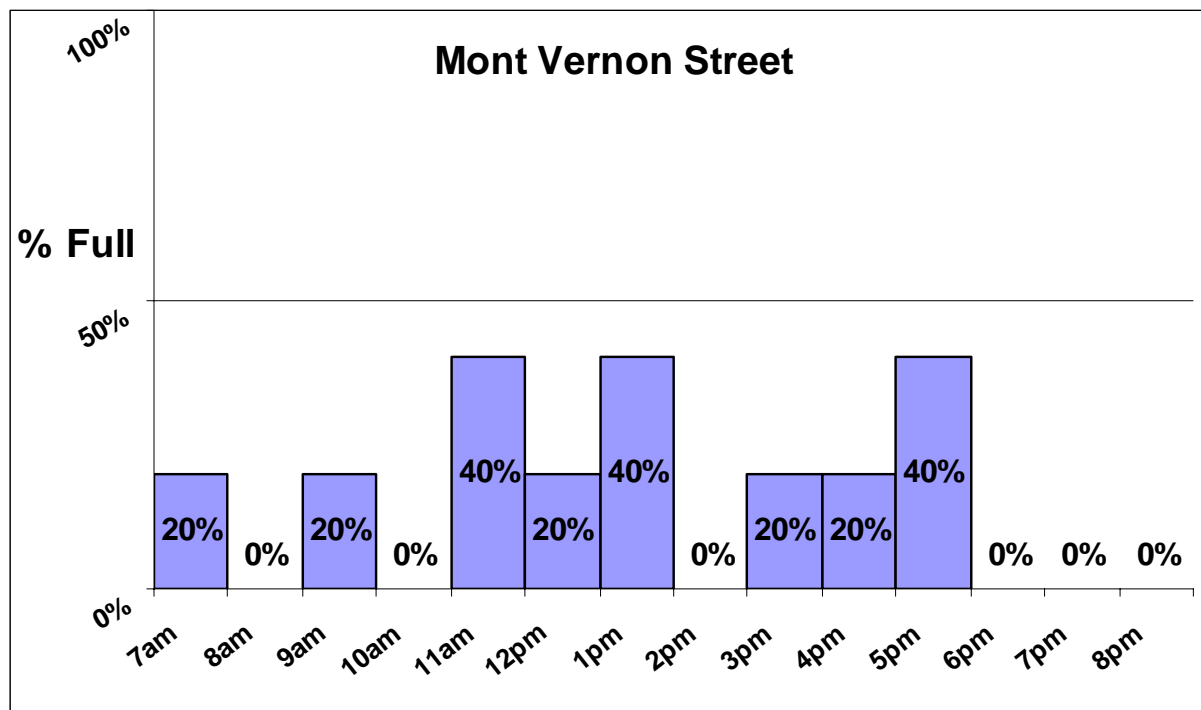
5. MONT VERNON STREET PARKING UTILIZATION RATES – THURSDAY

- This segment includes the spaces in front of the Post Office on Mont Vernon Street. There are 5 spaces in this segment.
- Table 5 indicates that an average of 16% of the spaces were occupied between 7am - 8pm.
- The highest utilization rate for these spaces was between 11-12am, 1-2pm and 5-6pm when 40% of the spaces were occupied [Table 5, Chart 5].
- Map 8 shows the number of times during the day that each parking space was occupied. It can be seen that most of the Mont Vernon Street spaces were unoccupied during this day.
- Map 9 shows how many consecutive hours each parking space was occupied by the same vehicle. It can be seen that none of the spaces was occupied for more than 1 hour at a time.

TABLE 5: MONT VERNON STREET PARKING UTILIZATION RATES (THURSDAY)

Street/ Area	# of Spaces	Ave. Util.	7am	8am	9am	10am	11am	12pm	1pm	2pm	3pm	4pm	5pm	6pm	7pm	8pm
Mont Vernon	5	16%	20%	0%	20%	0%	40%	20%	40%	0%	20%	20%	40%	0%	0%	0%

CHART 5: MONT VERNON STREET PARKING UTILIZATION RATES (THURSDAY)



MAP 8: MONT VERNON STREET – # OF TIMES SPACES WERE OCCUPIED (THURSDAY)



MAP 9: MONT VERNON ST – CONSECUTIVE HOURS SAME VEHICLE PARKED (THURSDAY)



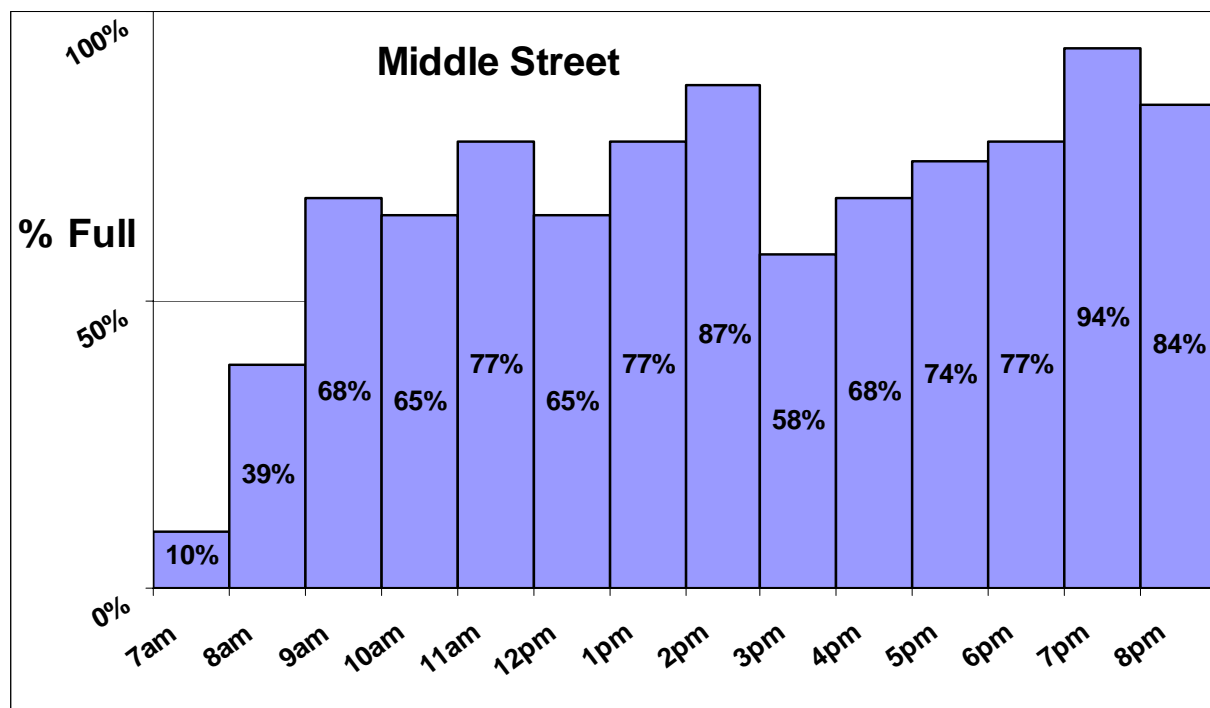
6. MIDDLE STREET PARKING UTILIZATION RATES – THURSDAY

- This segment includes the spaces on both sides of Middle Street between the Oval and School Street. There are 31 spaces in this segment.
- Table 6 indicates that an average of 67% of the spaces were occupied between 7am - 8pm.
- The highest utilization rate for these spaces was between 7-8pm when 94% of the spaces were occupied [Table 6, Chart 6].
- Map 10 shows the number of times during the day that each parking space was occupied. It can be seen that the Middle Street spaces were frequently occupied during this day
- Map 11 shows how many consecutive hours each parking space was occupied by the same vehicle. It can be seen that 23 of the 31 spaces were occupied for 5 or more consecutive hours on this day.

TABLE 6: MIDDLE STREET PARKING UTILIZATION RATES (THURSDAY)

Street/ Area	# of Spaces	Ave. Util.	7am	8am	9am	10am	11am	12pm	1pm	2pm	3pm	4pm	5pm	6pm	7pm	8pm
Middle	31	67%	10%	39%	68%	65%	77%	65%	77%	87%	58%	68%	74%	77%	94%	84%

CHART 6: MIDDLE STREET PARKING UTILIZATION RATES (THURSDAY)



MAP 11: MIDDLE STREET – CONSECUTIVE HOURS SAME VEHICLE PARKED (THURSDAY)



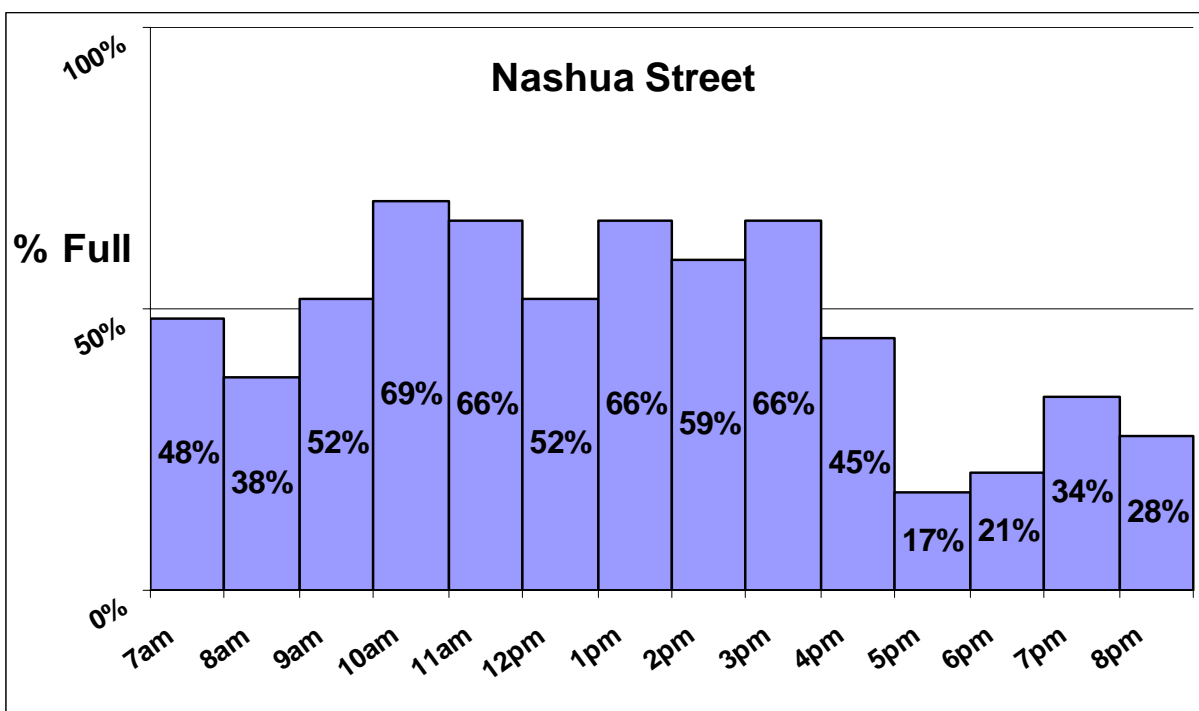
7. NASHUA STREET PARKING UTILIZATION RATES – THURSDAY

- This segment includes spaces on both sides of Nashua Street between the Oval and School Street. There are 29 spaces in this segment.
- Table 7 indicates that an average of 47% of the spaces were occupied between 7am - 8pm.
- The highest utilization rate for these spaces was between 10-11am when 69% of the spaces were occupied [Table 7, Chart 7].
- Map 12 shows the number of times during the day that each parking space was occupied. It can be seen that most of the Nashua Street spaces were frequently occupied on this day.
- Map 13 shows how many consecutive hours each parking space was occupied by the same vehicle. It can be seen that 8 of the 29 spaces on Nashua Street were occupied for 5 or more consecutive hours on this day.

TABLE 7: NASHUA STREET PARKING UTILIZATION RATES (THURSDAY)

Street/ Area	# of Spaces	Ave. Util.	7am	8am	9am	10am	11am	12pm	1pm	2pm	3pm	4pm	5pm	6pm	7pm	8pm
Nashua	29	47%	48%	38%	52%	69%	66%	52%	66%	59%	66%	45%	17%	21%	34%	28%

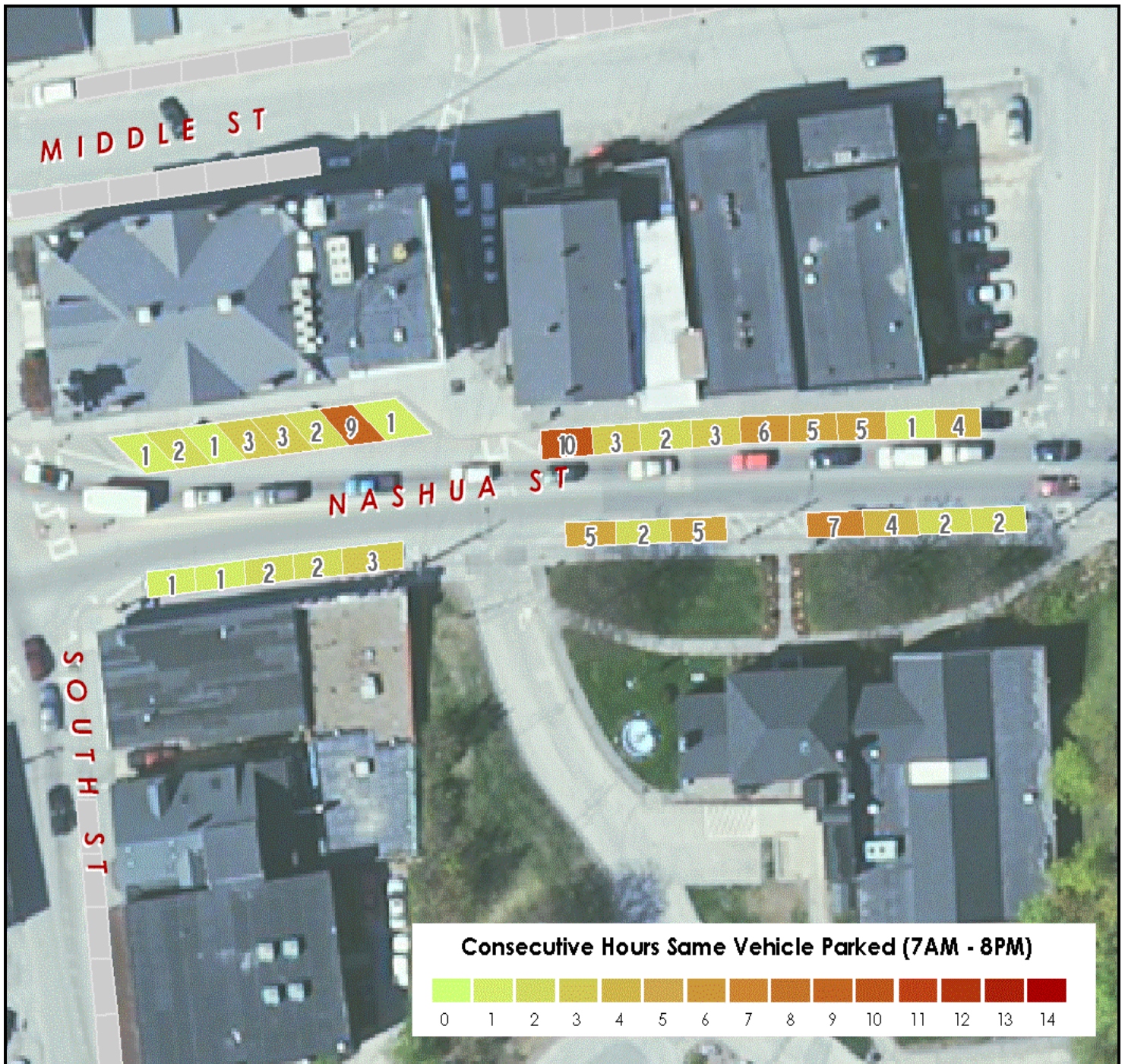
CHART 7: NASHUA STREET PARKING UTILIZATION RATES (THURSDAY)



MAP 12: NASHUA STREET – # OF TIMES SPACES WERE OCCUPIED (THURSDAY)



MAP 13: NASHUA STREET – CONSECUTIVE HOURS SAME VEHICLE PARKED (THURSDAY)



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Milford, New Hampshire**

May 2007

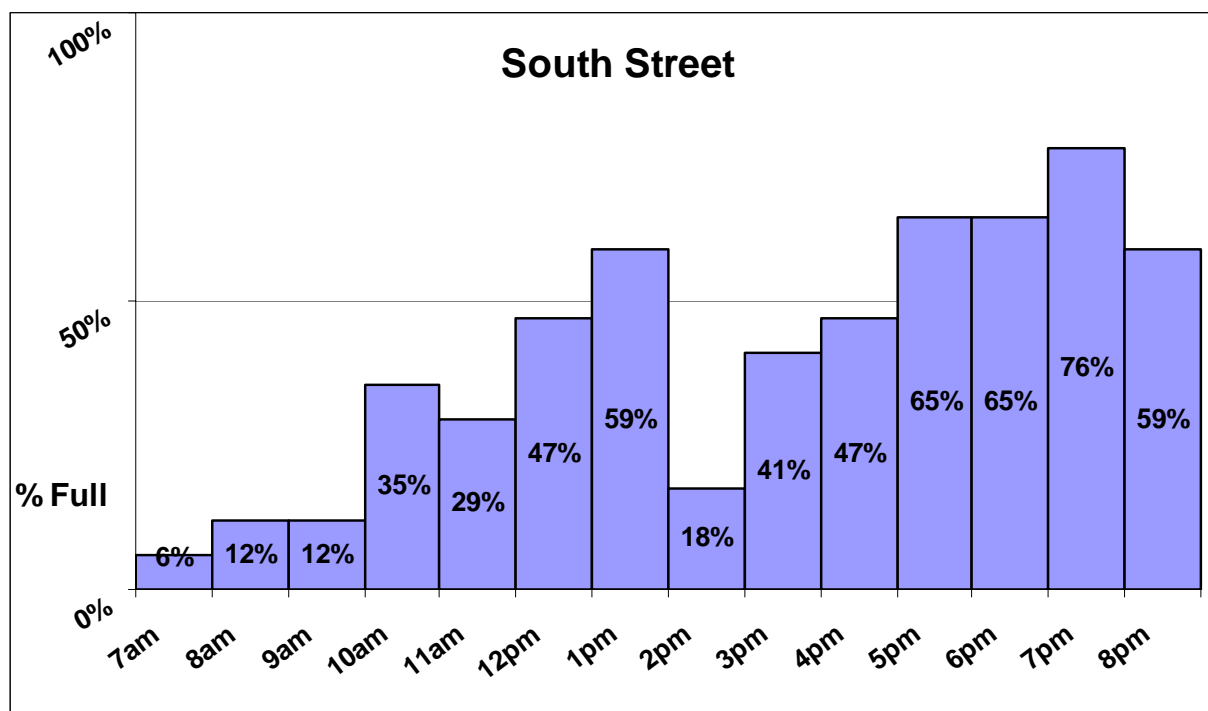
8. SOUTH STREET PARKING UTILIZATION RATES – THURSDAY

- This segment includes the spaces along South Street, beginning at the Oval. There are 17 spaces in this segment.
- Table 8 indicates that an average of 41% of the spaces were occupied between 7am - 8pm.
- The highest utilization rate for these spaces was between 7-8pm when 76% of the spaces were occupied [Table 8, Chart 8].
- Map 14 shows the number of times during the day that each parking space was occupied. It can be seen that the spaces closest to the Oval were more likely to be occupied than the spaces further south of the Oval.
- Map 15 shows how many consecutive hours each parking space was occupied by the same vehicle. It can be seen that 14 of the 17 spaces on South Street were occupied for 2 or less consecutive hours.

TABLE 8: SOUTH STREET PARKING UTILIZATION RATES (THURSDAY)

Street/ Area	# of Spaces	Ave. Util.	7am	8am	9am	10am	11am	12pm	1pm	2pm	3pm	4pm	5pm	6pm	7pm	8pm
South	17	41%	6%	12%	12%	35%	29%	47%	59%	18%	41%	47%	65%	65%	76%	59%

CHART 8: SOUTH STREET PARKING UTILIZATION RATES (THURSDAY)



MAP 14: SOUTH STREET – # OF TIMES SPACES WERE OCCUPIED (THURSDAY)



MAP 15: SOUTH STREET – CONSECUTIVE HOURS SAME VEHICLE PARKED (THURSDAY)



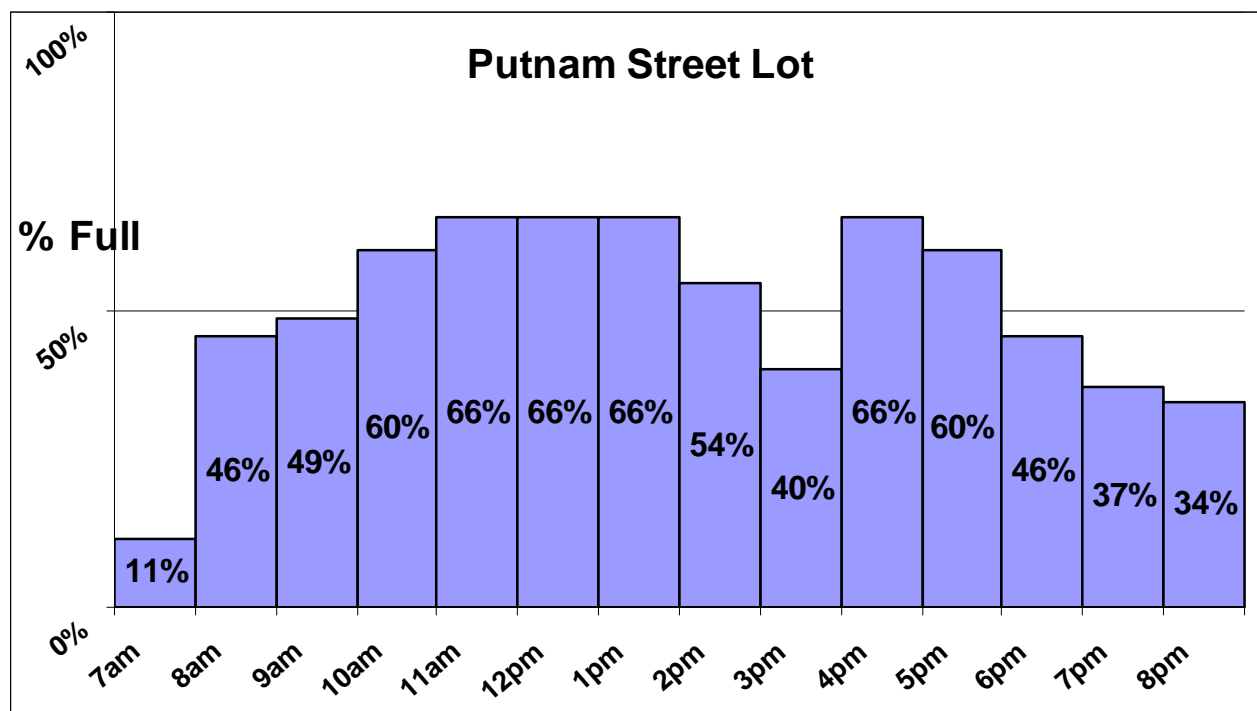
9. PUTNAM STREET PARKING LOT UTILIZATION RATES – THURSDAY

- This segment includes all of the spaces in the Putnam Street parking lot. There are 35 spaces in the lot.
- Between 7:00am and 8:00pm on this day, the probability that any single space in the Putnam Street parking lot was occupied was 50% [Table 9].
- Peak use of the Putnam Street lot occurred from 11am to 1pm and from 4pm to 5pm when it was 66% full [Table 9, Chart 9].
- Map 16 shows the number of times during the day that each parking space was occupied. It can be seen that most of the spaces in the lot were frequently occupied on this day.
- Map 17 shows how many consecutive hours each parking space was occupied by the same vehicle. It can be seen that 17 of the 35 spaces in the lot were occupied for at least 5 consecutive hours.

TABLE 9: PUTNAM LOT PARKING UTILIZATION RATES (THURSDAY)

Street/ Area	# of Spaces	Ave. Util.	7am	8am	9am	10am	11am	12pm	1pm	2pm	3pm	4pm	5pm	6pm	7pm	8pm
Putnam Lot	35	50%	11%	46%	49%	60%	66%	66%	66%	54%	40%	66%	60%	46%	37%	34%

CHART 9: PUTNAM STREET LOT PARKING UTILIZATION RATES (THURSDAY)



MAP 16: PUTNAM STREET LOT - # OF TIMES SPACES WERE OCCUPIED (THURSDAY)



MAP 17: PUTNAM STREET LOT – CONSECUTIVE HOURS SAME VEHICLE PARKED (THURSDAY)



D. PARKING ANALYSIS – SATURDAY, MARCH 24TH, 2007

1. GENERAL OBSERVATIONS

- Data was collected at one-hour intervals from 7am-1pm.
- Between 7am and 1pm on this day, the probability that any single parking space in Downtown Milford was occupied was **32%** [Table 10].
- During that same time period, parking spaces on the Oval were the most heavily utilized. The probability that a space was occupied on the Oval during this day was **72%** [Table 10].
- Peak use of parking spaces occurred between 10am and 11am when an average of 48% of all spaces were occupied [Table 10].
- The busiest segment during any 1-hour period on this day was on the Oval between 10am and 11am when **95%** of the spaces were occupied.

TABLE 10: PARKING UTILIZATION RATES (SATURDAY)

Street/Area	# of Spaces	Average Utilization	7am	8am	9am	10am	11am	12pm	1pm
Oval	61	72%	18%	74%	75%	95%	87%	77%	79%
Union	17	36%	6%	24%	41%	53%	41%	41%	47%
Elm	9	32%	11%	11%	22%	67%	44%	33%	33%
Mont Vernon	5	0%	0%	0%	0%	0%	0%	0%	0%
Middle	31	31%	13%	13%	26%	48%	42%	42%	32%
Nashua	29	51%	21%	38%	72%	72%	66%	48%	41%
South	17	31%	12%	18%	41%	41%	47%	41%	18%
Putnam Lot	35	7%	3%	3%	6%	9%	14%	9%	3%
Total	204	32%	10%	22%	35%	48%	43%	36%	32%

CHART 10: ALL-DAY AVERAGE OCCUPANCY (SATURDAY/BY LOCATION)

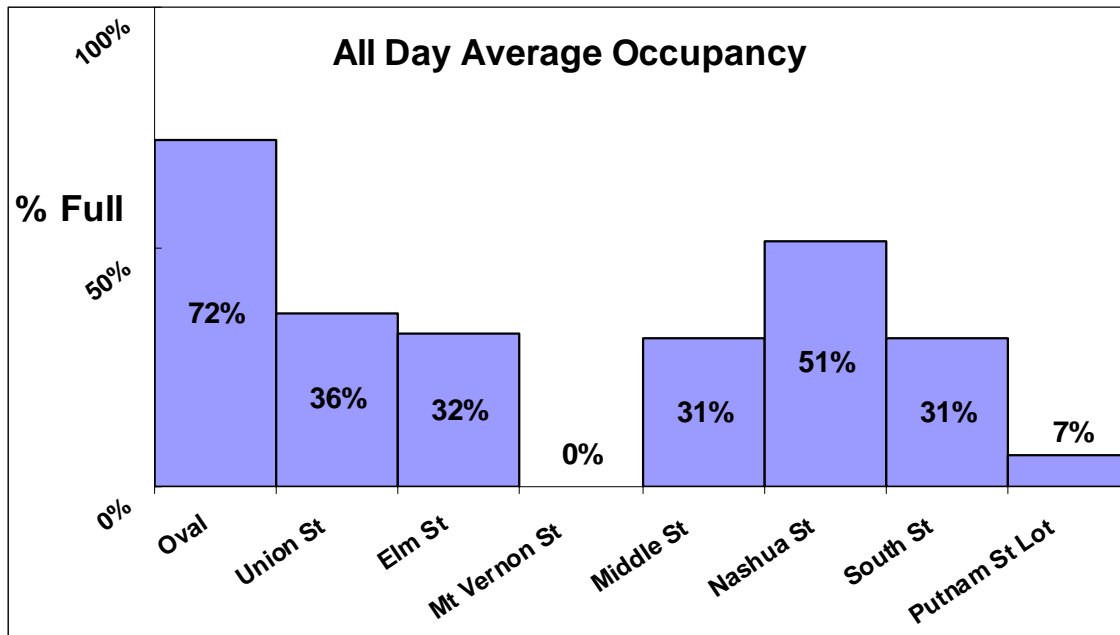
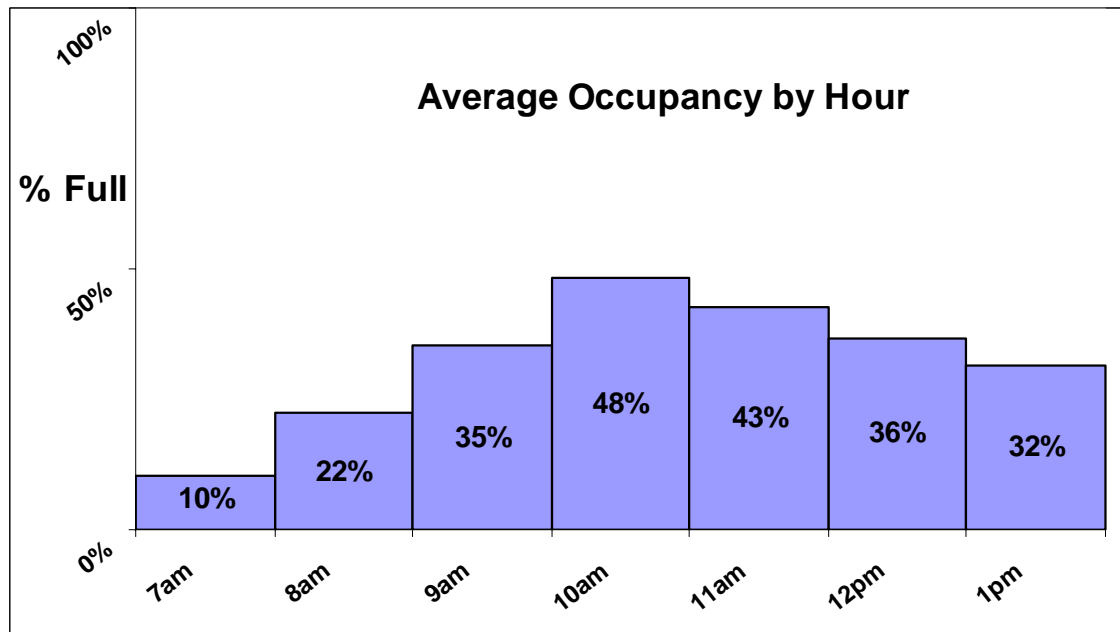


CHART 11: AVERAGE OCCUPANCY BY HOUR (SATURDAY/ALL PARKING SPACES)



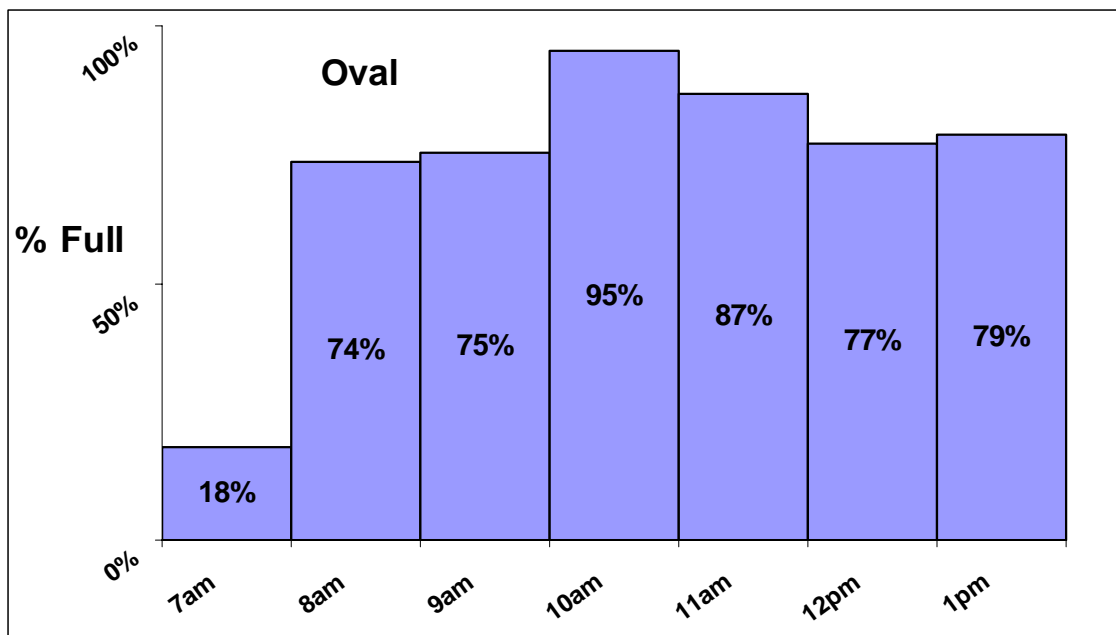
2. OVAL PARKING UTILIZATION RATES – SATURDAY

- This segment includes all of the spaces on the Oval, and extends to the intersection with Union Street on the west side of the Oval, Nashua Street and South Street on the east side and the Stone Bridge on the north side. This segment includes 61 spaces.
- Between 7am and 1pm on this day, the probability that any single parking space on the Oval was occupied was 72% [Table 11].
- Peak use of parking spaces on the Oval occurred between 10am and 11am when an average of 95% of all on-street spaces were occupied [Table 11, Chart 12].
- Map 18 shows the number of times during the day that each parking space was occupied.
- Map 19 shows how many consecutive hours each parking space was occupied by the same vehicle. It can be seen that 6 of the 61 spaces on the Oval were occupied for 5 or more consecutive hours on this day. Fifty five of the spaces were occupied for 4 consecutive hours or less on this day.

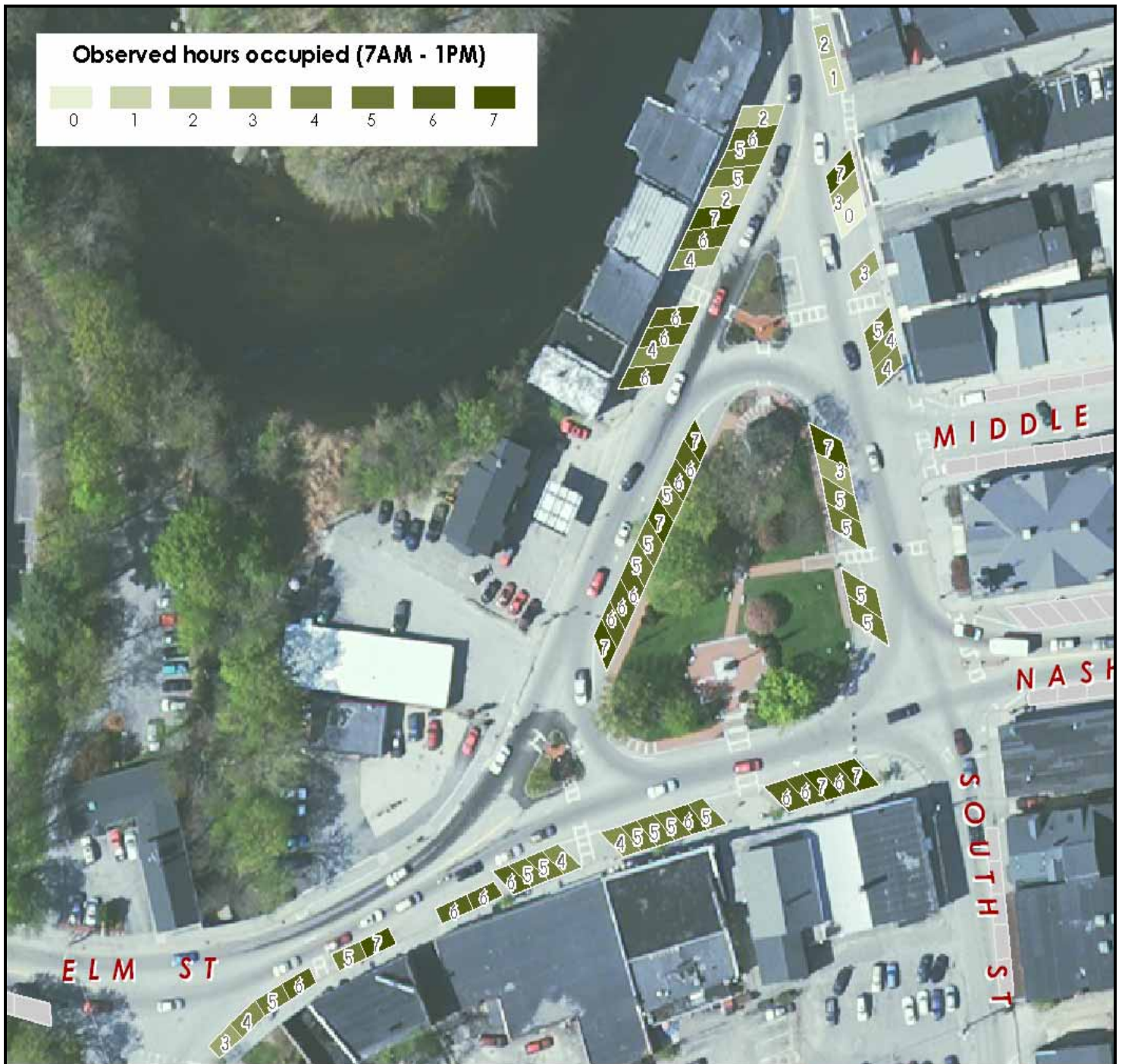
TABLE 11: OVAL PARKING UTILIZATION RATES (SATURDAY)

Street/Area	# of Spaces	Ave. Util.	7am	8am	9am	10am	11am	12pm	1pm
Oval	61	72%	18%	74%	75%	95%	87%	77%	79%

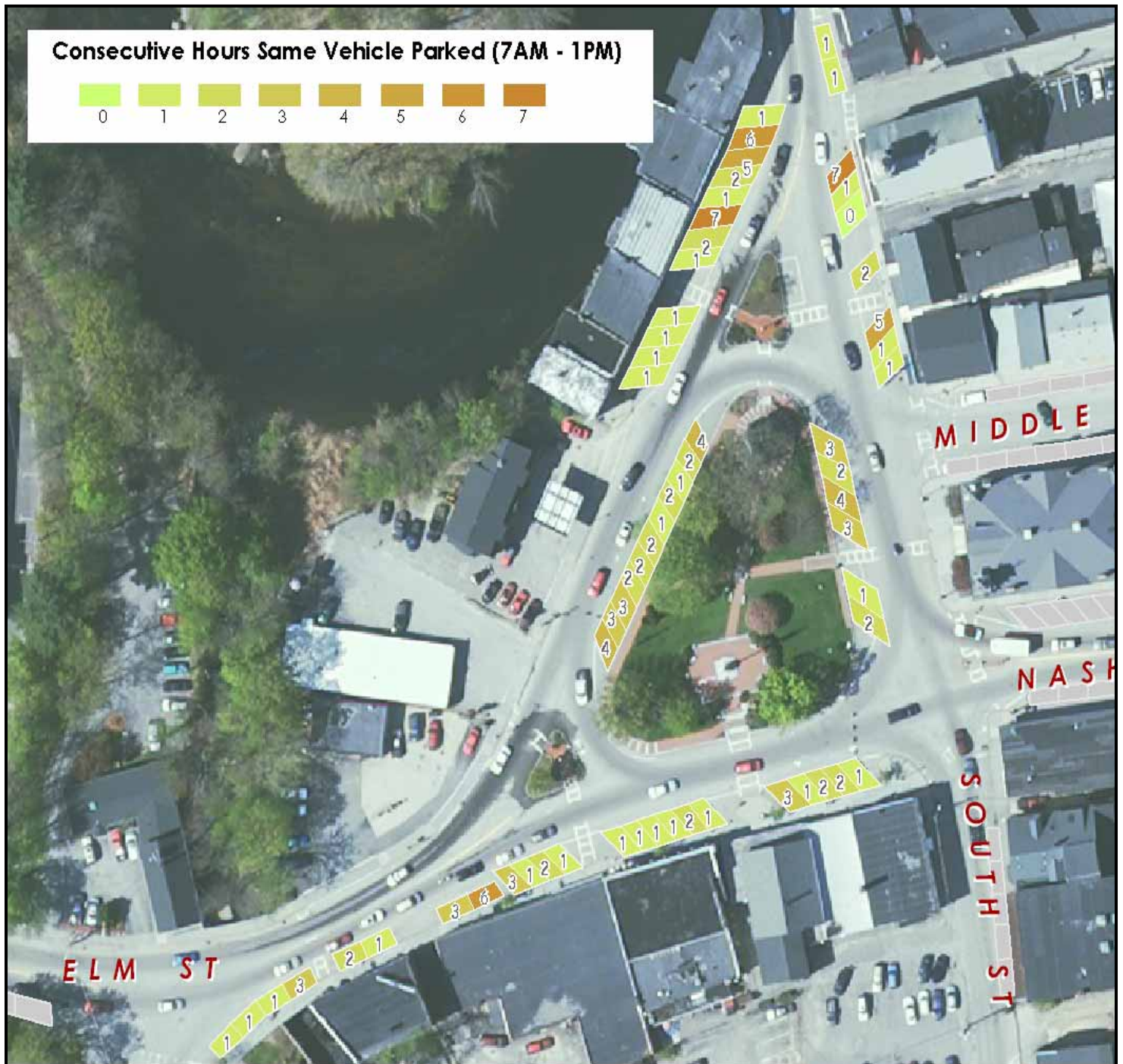
CHART 12: OVAL PARKING UTILIZATION RATES (SATURDAY)



MAP 18: OVAL – # OF TIMES SPACES WERE OCCUPIED (SATURDAY)



MAP 19: OVAL – CONSECUTIVE HOURS SAME VEHICLE PARKED (SATURDAY)



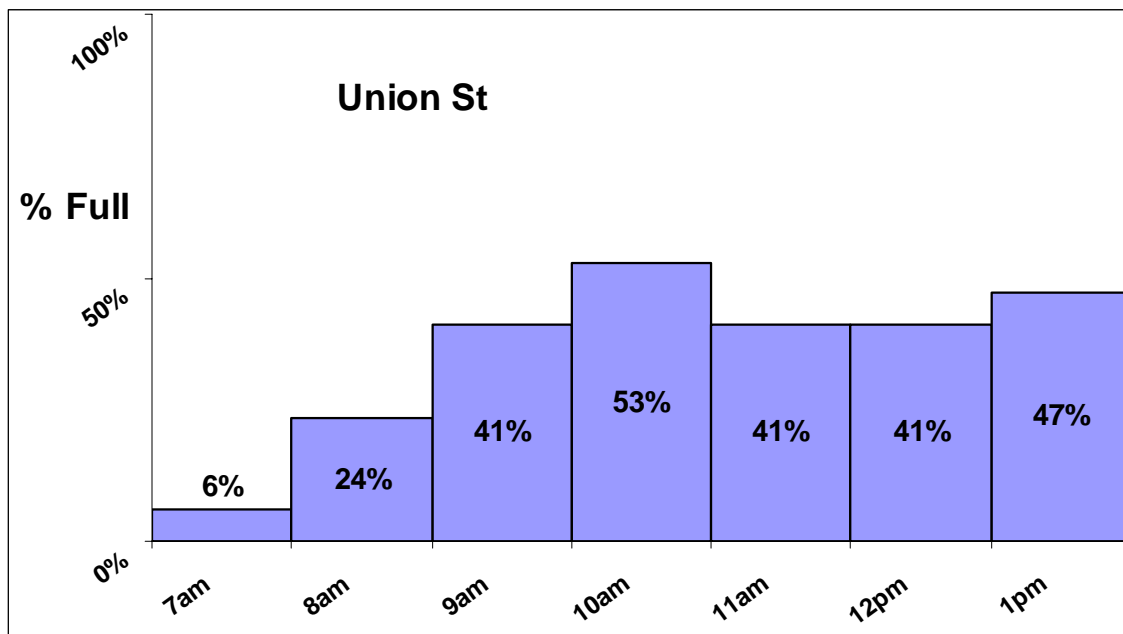
3. UNION STREET PARKING UTILIZATION RATES – SATURDAY

- This segment extends along Union Street from the intersection of Elm Street to the south entrance to the church parking lot. There are 17 spaces in this segment.
- Between 7am and 1pm on this day, the probability that any single parking space on Union Street was occupied was 36% [Table 12].
- Peak use of parking spaces on Union Street occurred between 10am and 11am when on average of 53% of all spaces were occupied [Table 12, Chart 13].
- Map 20 shows the number of times during the day that each parking space was occupied.
- Map 21 shows how many consecutive hours each parking space was occupied by the same vehicle. It can be seen that 14 out of 17 spaces were occupied for 2 or less consecutive hours by the same vehicle on this day.

TABLE 12: UNION STREET PARKING UTILIZATION RATES (SATURDAY)

Street/Area	# of Spaces	Ave. Util.	7am	8am	9am	10am	11am	12pm	1pm
Union	17	36%	6%	24%	41%	53%	41%	41%	47%

CHART 13: UNION STREET PARKING UTILIZATION RATES (SATURDAY)



MAP 20: UNION STREET – # OF TIMES SPACES WERE OCCUPIED (SATURDAY)



MAP 21: UNION STREET – CONSECUTIVE HOURS SAME VEHICLE PARKED (SATURDAY)

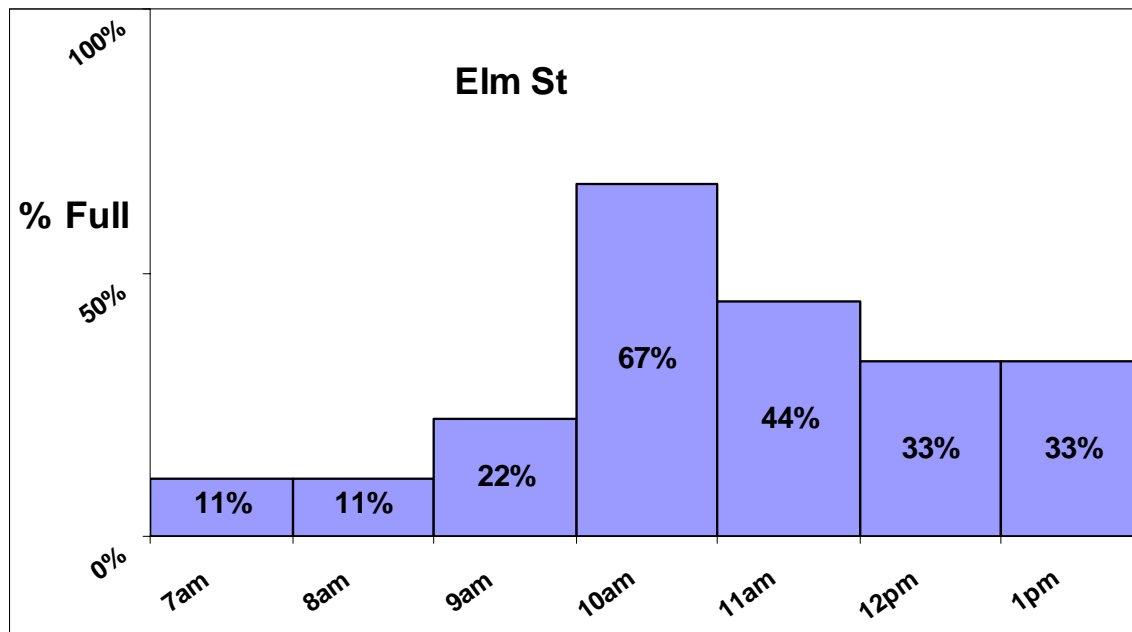


4. ELM STREET PARKING UTILIZATION RATES – SATURDAY

- This segment extends from the intersection of Elm Street to the south entrance to the church parking lot. There are 9 spaces in this segment.
- Between 7am and 1pm on this day, the probability that any single parking space on Elm Street was occupied was 32% [Table 13].
- Peak use of parking spaces on Elm Street occurred between 10am and 11am when on average of 67% of all spaces were occupied [Table 13, Chart 14].
- Map 22 shows the number of times during the day that each parking space was occupied.
- Map 23 shows how many consecutive hours each parking space was occupied by the same vehicle. It can be seen that 8 of the 9 spaces were never occupied for longer than 1 hour at a time.

TABLE 13: ELM STREET PARKING UTILIZATION RATES (SATURDAY)

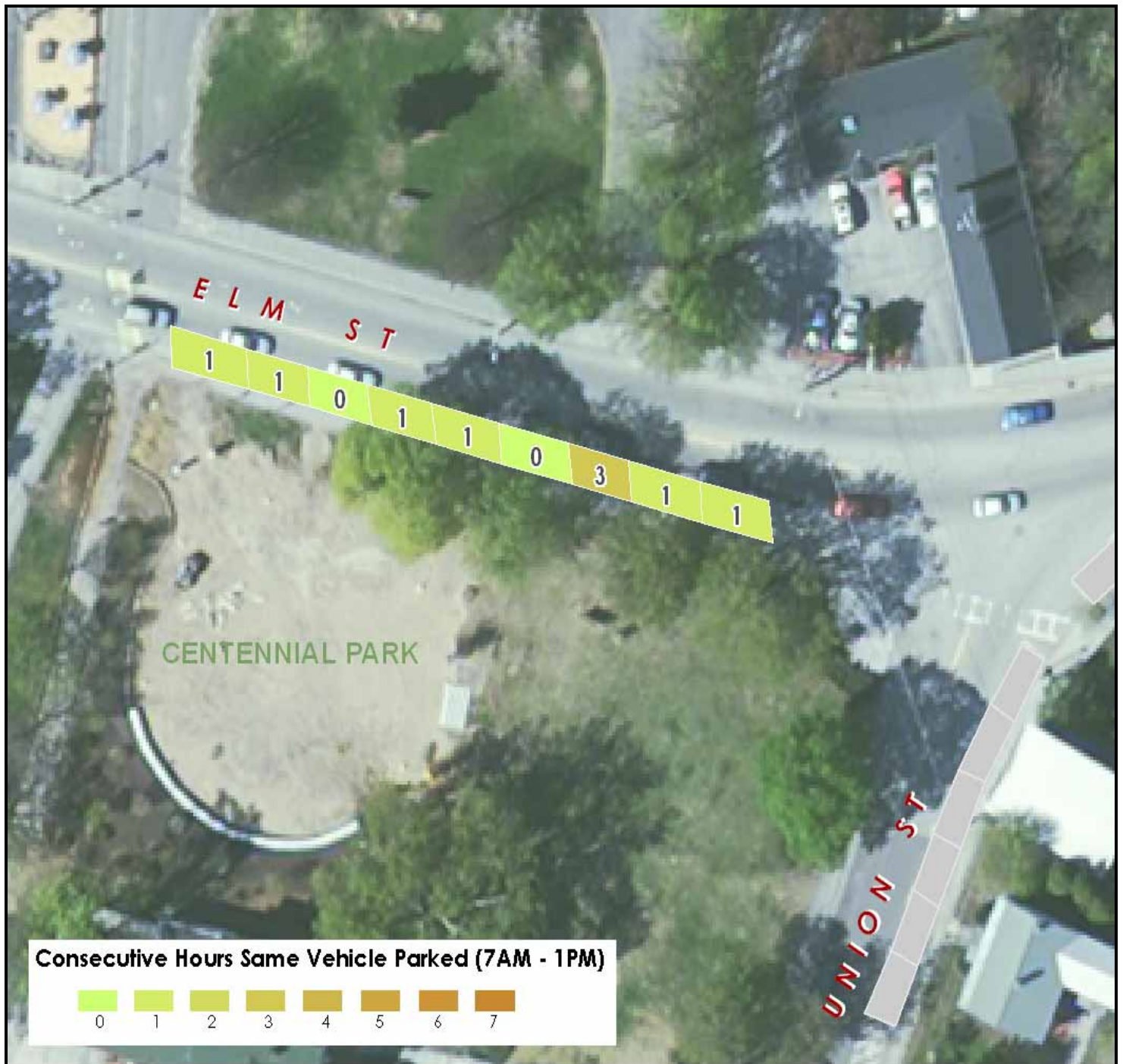
Street/Area	# of Spaces	Ave. Util.	7am	8am	9am	10am	11am	12pm	1pm
Elm	9	32%	11%	11%	22%	67%	44%	33%	33%

CHART 14: ELM STREET PARKING UTILIZATION RATES (SATURDAY)

MAP 22: ELM STREET – # OF TIMES SPACES WERE OCCUPIED (SATURDAY)



MAP 23: ELM STREET – CONSECUTIVE HOURS SAME VEHICLE PARKED (SATURDAY)



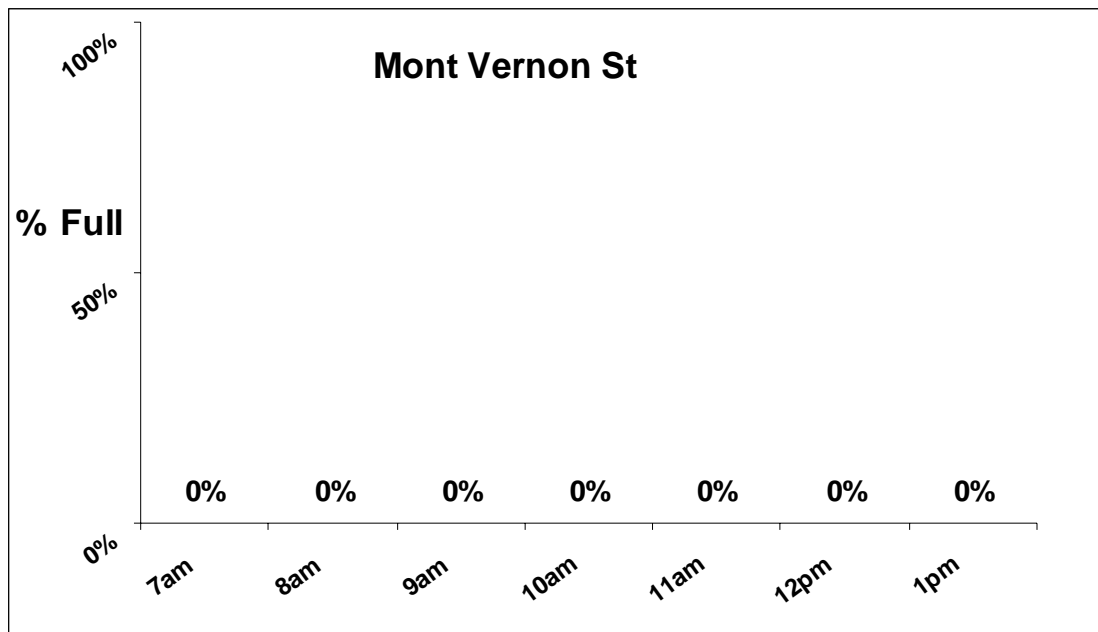
5. MONT VERNON STREET PARKING UTILIZATION RATES – SATURDAY

- This segment includes the spaces in front of the Post Office on Mont Vernon Street. There are 6 spaces in this segment.
- Between 7am and 1pm on this day, the probability that any single parking space on Mont Vernon Street was occupied was 0% [Table 14].
- Maps 24 and 25 show that these spaces were not observed to be occupied on this day.

TABLE 14: MONT VERNON STREET PARKING UTILIZATION RATES (SATURDAY)

Street/Area	# of Spaces	Ave. Util.	7am	8am	9am	10am	11am	12pm	1pm
Mont Vernon	5	0%	0%	0%	0%	0%	0%	0%	0%

CHART 15: MONT VERNON STREET PARKING UTILIZATION RATES (SATURDAY)



MAP 24: MONT VERNON STREET - # OF TIMES SPACES WERE OCCUPIED (SATURDAY)



MAP 25: MONT VERNON STREET – CONSECUTIVE HOURS SAME VEHICLE PARKED
(SATURDAY)



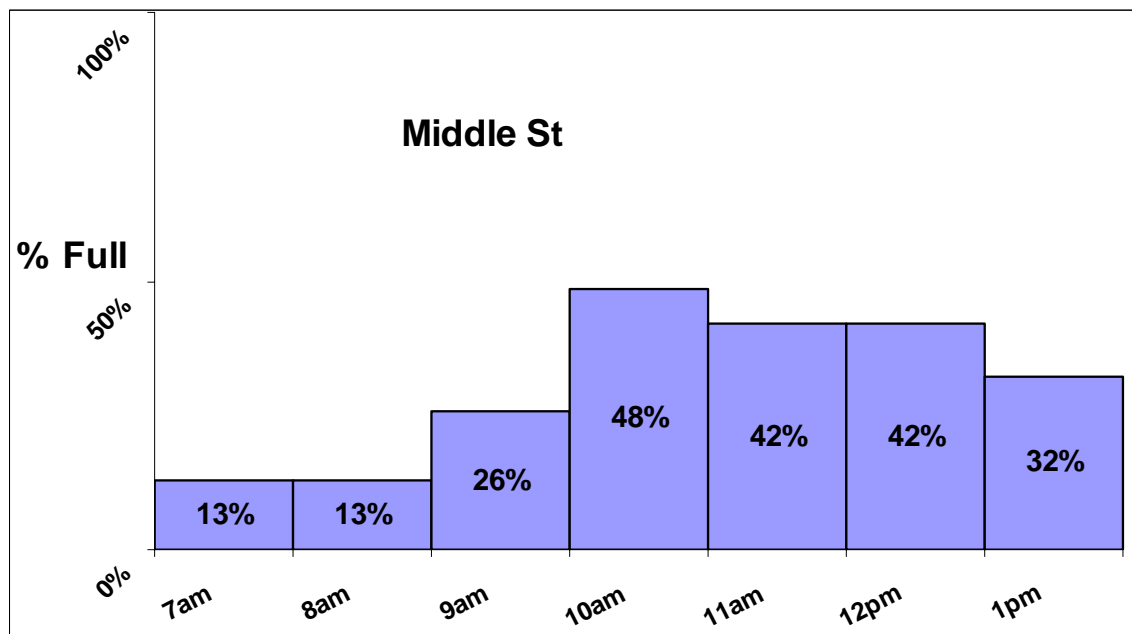
6. MIDDLE STREET PARKING UTILIZATION RATES – SATURDAY

- This segment includes the spaces on both sides of Middle Street between the Oval and School Street. There are 31 spaces in this segment.
- Between 7am and 1pm on this day, the probability that any single parking space on Middle Street was occupied was 31% [Table 15].
- Peak use of parking spaces on Middle Street occurred between 10am and 11am when on average of 48% of all spaces were occupied [Table 15, Chart 16].
- Map 26 shows the number of times during the day that each parking space was occupied.
- Map 27 shows how many consecutive hours each parking space was occupied by the same vehicle. It can be seen that 26 of the 31 spaces were occupied for 2 or less consecutive hours on this day.

TABLE 15: MIDDLE STREET UTILIZATION RATES (SATURDAY)

Street/Area	# of Spaces	Ave. Util.	7am	8am	9am	10am	11am	12pm	1pm
Middle	31	31%	13%	13%	26%	48%	42%	42%	32%

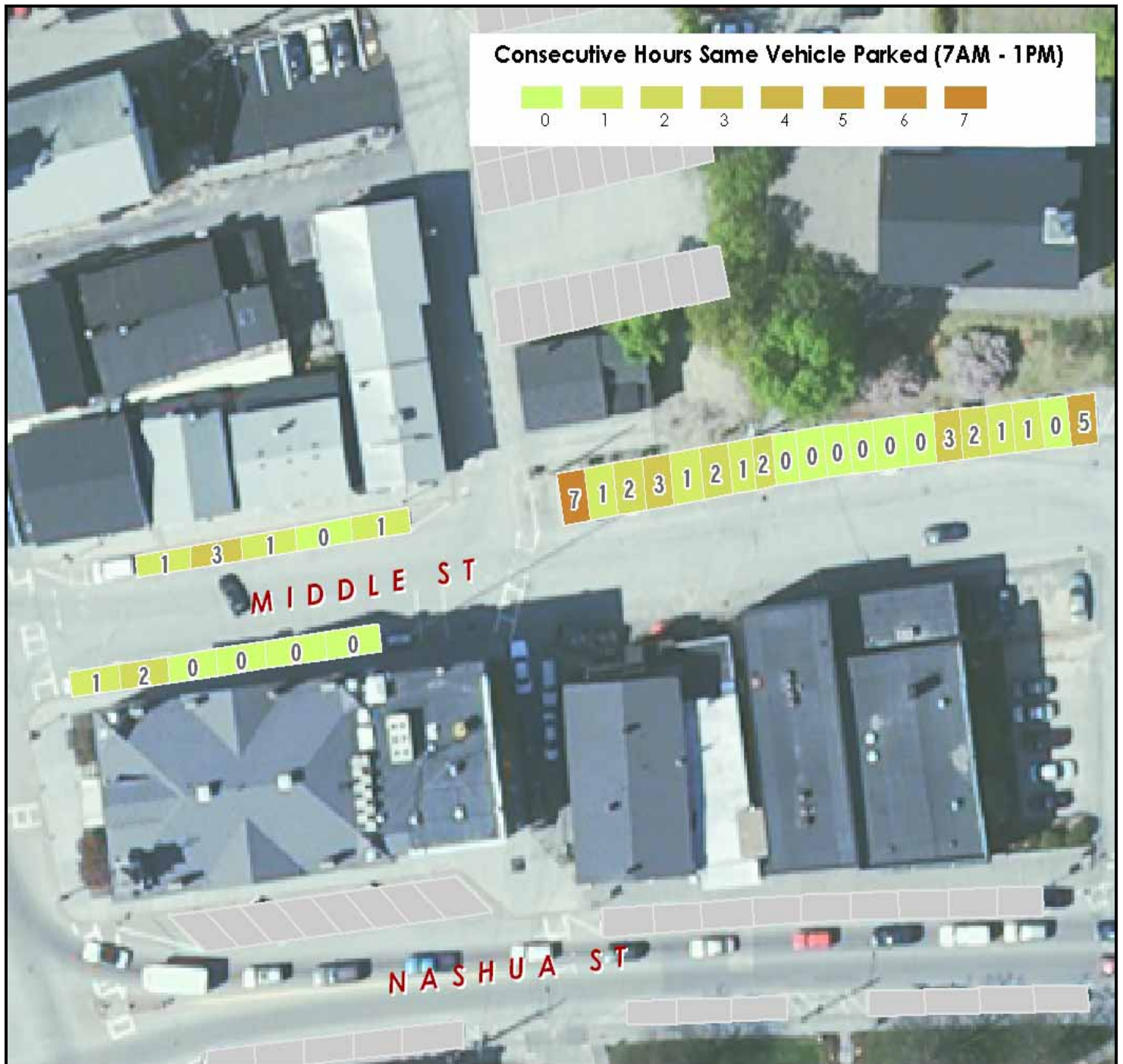
CHART 16: MIDDLE STREET PARKING UTILIZATION RATES (SATURDAY)



MAP 26: MIDDLE STREET – # OF TIMES SPACES WERE OCCUPIED (SATURDAY)



MAP 27: MIDDLE STREET – CONSECUTIVE HOURS SAME VEHICLE PARKED (SATURDAY)



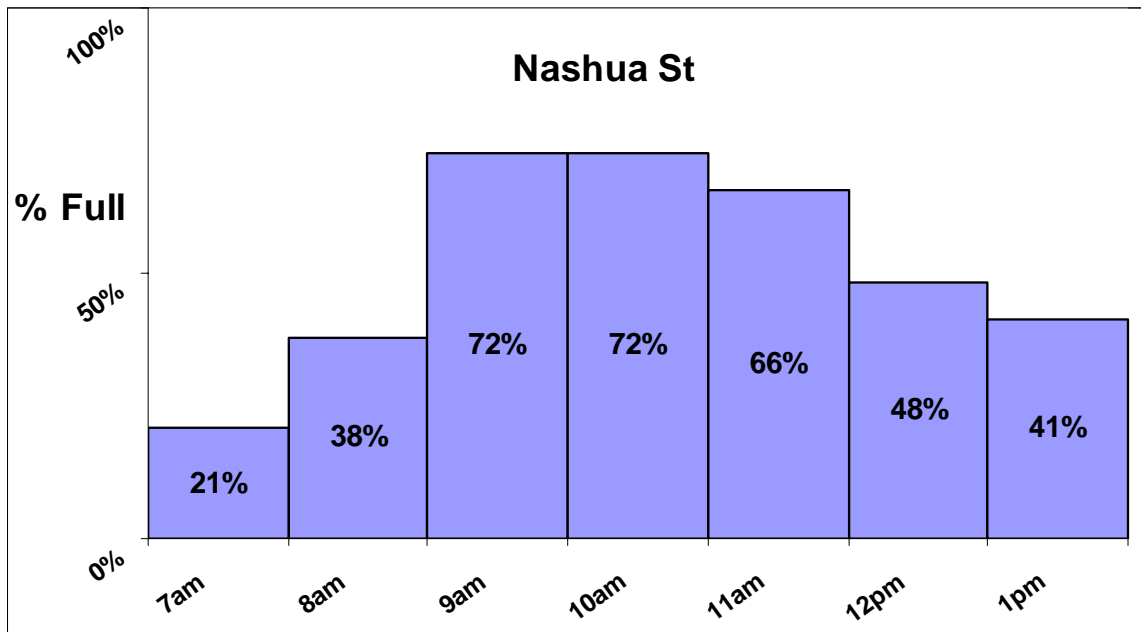
7. NASHUA STREET PARKING UTILIZATION RATES – SATURDAY

- This segment includes spaces on both sides of Nashua Street between the Oval and School Street. There are 29 spaces in this segment.
- Between 7am and 1pm on this day, the probability that any single parking space on Nashua Street was occupied was 51% [Table 16].
- Peak use of parking spaces on Nashua Street occurred between 9am and 11am when on average of 72% of all spaces were occupied [Table 16, Chart 17].
- Map 28 shows the number of times during the day that each parking space was occupied.
- Map 29 shows how many consecutive hours each parking space was occupied by the same vehicle. It can be seen that 23 of the 29 spaces were occupied for less than 2 consecutive hours at a time during this day.

TABLE 16: NASHUA STREET PARKING UTILIZATION RATES (SATURDAY)

Street/Area	# of Spaces	Ave. Util.	7am	8am	9am	10am	11am	12pm	1pm
Nashua	29	51%	21%	38%	72%	72%	66%	48%	41%

CHART 17: NASHUA STREET PARKING UTILIZATION RATES (SATURDAY)



MAP 28: NASHUA STREET – # OF TIMES SPACES WERE OCCUPIED (SATURDAY)



MAP 29: NASHUA STREET – CONSECUTIVE HOURS SAME VEHICLE PARKED (SATURDAY)



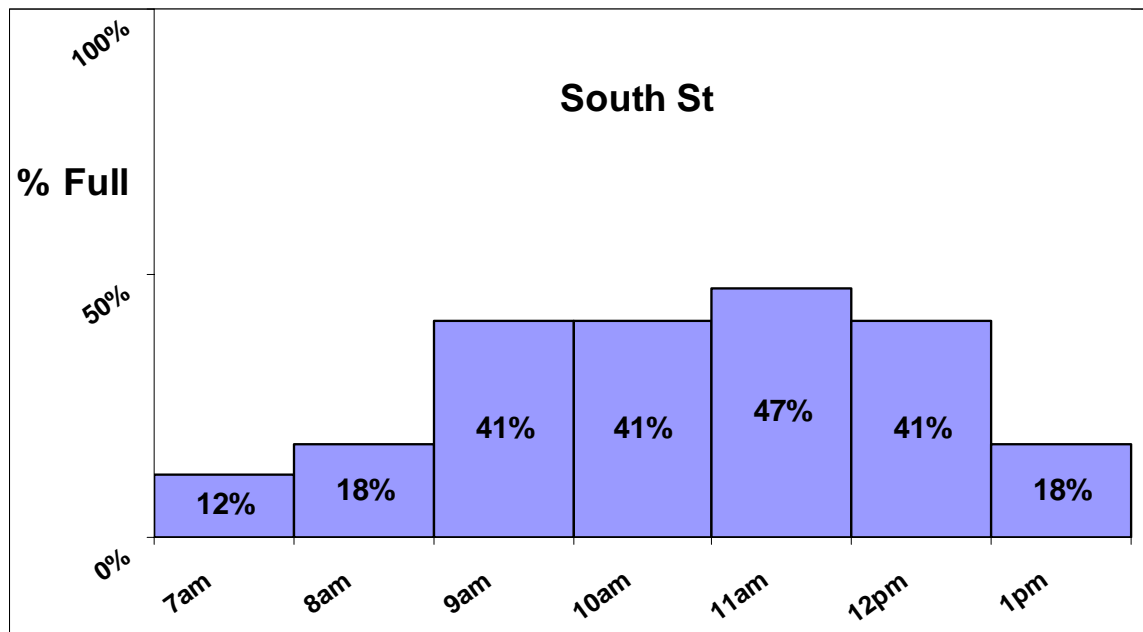
8. SOUTH STREET PARKING UTILIZATION RATES – SATURDAY

- This segment includes the spaces along South Street, beginning at the Oval. There are 17 spaces in this segment.
- Between 7am and 1pm on this day, the probability that any single parking space on South Street was occupied was 31% [Table 17].
- Peak use of parking spaces on South Street occurred between 11am and 12pm when on average of 47% of all spaces were occupied [Table 17, Chart 18].
- Map 30 shows the number of times during the day that each parking space was occupied.
- Map 31 shows how many consecutive hours each parking space was occupied by the same vehicle. It can be seen that 14 of the 17 spaces were occupied for 2 consecutive hours or less at a time on this day.

TABLE 17: SOUTH STREET PARKING UTILIZATION RATES (SATURDAY)

Street/Area	# of Spaces	Ave. Util.	7am	8am	9am	10am	11am	12pm	1pm
South	17	31%	12%	18%	41%	41%	47%	41%	18%

CHART 18: SOUTH STREET PARKING UTILIZATION RATES (SATURDAY)



MAP 30: SOUTH STREET – # OF TIMES SPACES WERE OCCUPIED (SATURDAY)



MAP 31: SOUTH STREET – CONSECUTIVE HOURS SAME VEHICLE PARKED (SATURDAY)

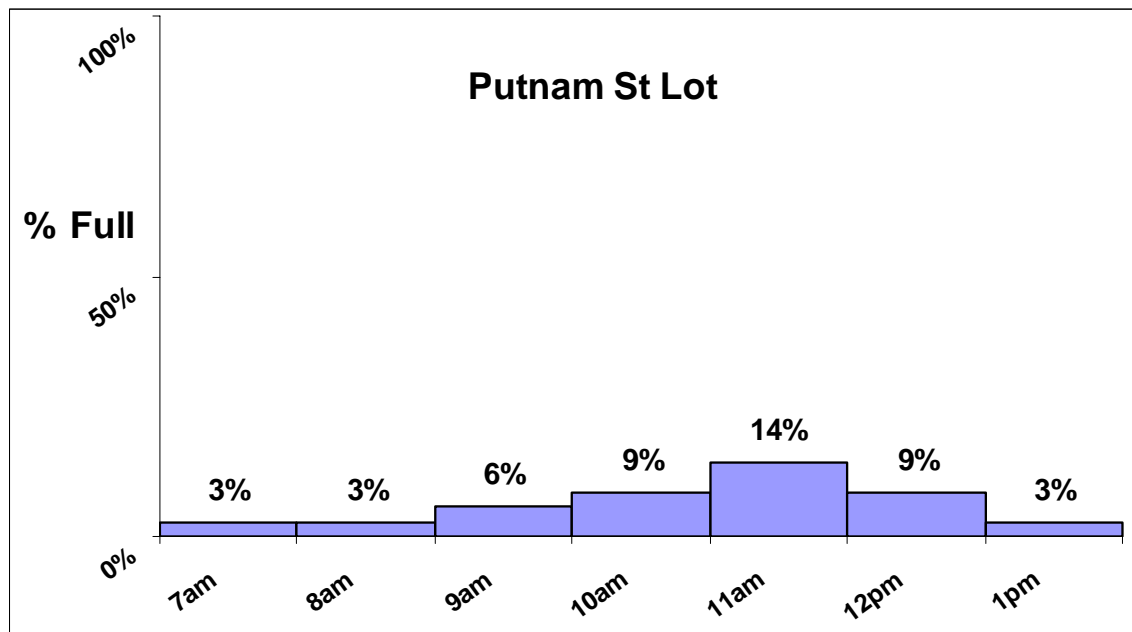


9. PUTNAM STREET PARKING LOT UTILIZATION RATES – SATURDAY

- This segment includes all of the spaces in the Putnam Street parking lot. There are 35 spaces in the lot.
- Between 7am and 1pm on this day, the probability that any single parking space in the Putnam Street Lot was occupied was 7% [Table 18].
- Peak use of parking spaces in the Putnam Street Lot occurred between 11am and 12pm when on average of 14% of all spaces were occupied [Table 18, Chart 19].
- Map 32 shows the number of times during the day that each parking space was occupied.
- Map 33 shows how many consecutive hours each parking space was occupied by the same vehicle. It can be seen that 33 of the 35 spaces in this lot were occupied for 2 or less consecutive hours on this day.

TABLE 18: PUTNAM STREET PARKING LOT UTILIZATION RATES (SATURDAY)

Street/Area	# of Spaces	Ave. Util.	7am	8am	9am	10am	11am	12pm	1pm
Putnam Lot	35	7%	3%	3%	6%	9%	14%	9%	3%

CHART 19: PUTNAM STREET PARKING LOT UTILIZATION RATES (SATURDAY)

MAP 32: PUTNUM STREET LOT- # OF TIMES SPACES WERE OCCUPIED (SATURDAY)



**MAP 33: PUTNUM STREET LOT- CONSECUTIVE HOURS SAME VEHICLE PARKED
(SATURDAY)**



E. KEY FINDINGS

1. WEEKDAY PARKING (THURSDAY)

- There are a total of 204 parking spaces in the study area.
- Forty percent of all parking spaces, on average, were utilized between 7am and 8pm during this particular Thursday.
- The busiest one-hour period for all segments combined on this day was between 1pm and 2pm when approximately 56% of the downtown spaces were occupied.
- Middle Street had the busiest parking spaces in the downtown area. These spaces were 67% occupied, on average, between 7am and 8pm. Middle Street's busiest period was between 7-8pm when its spaces were 94% occupied. The Middle Street spaces were more than half full for 86% of the day.
- The Oval spaces were 46% occupied, on average, between 7am - 8pm. The Oval's busiest period was between 1-2pm when its spaces were 70% occupied. Spaces on the Oval were less than 50% occupied for nearly 75% of the day.
- The Nashua Street and Putnam Street Parking Lot spaces were at least 50% occupied for at least half of the day.
- The spaces on Union Street were never more than 50% occupied.
- The spaces on Elm Street were more than 50% full only once, between 10am and 11am.

2. WEEKEND PARKING (SATURDAY)

- Thirty-two percent of all parking spaces, on average, were utilized between 7am and 1pm on this day.
- During that same time period, parking spaces on the Oval were the most heavily utilized. The probability that a space was occupied on the Oval between 7am and 1pm was 72%. If the 7-8am period is left out, there was an 81% probability that a space on the Oval was occupied between 8am and 1pm.
- The busiest one-hour period for all segments combined on this day was between 10am and 11am when approximately 48% of the downtown spaces were occupied.
- At no time on this Saturday were the Mont Vernon Street, Middle Street or South Street segments greater than 50% occupied.
- The only time that the Union Street and Elm Street segments were greater than 50% occupied was between 10am and 11am.
- The Nashua Street segment was greater than 50% occupied from 9am until 12pm.
- The Putnam Street Parking Lot was never more than 14% full on this Saturday morning.

3. VEHICLES THAT ARE PARKING FOR EXTENDED PERIODS

NRPC staff kept track of two types of information that have to do with how often parking spaces are full. This information is displayed throughout the report on various maps.

The first type of information was how often a parking space was occupied during the days that data was collected. It does not necessarily mean that the same vehicle was parked in the same space for an extended period of time; it only means that the space was occupied when NRPC staff made its observations each hour:

- It can be seen on Map 2 that the most heavily used parking spaces on the Oval on Thursday were on the south side of the Oval between South Street and Union Street. Map 18 shows that on Saturday, parking space usage was more evenly spread throughout the Oval.
- It can be seen on Map 4 that the parking spaces on Union Street that are closest to the intersection with Elm Street were more frequently occupied than the spaces farther south on Union Street. This was true for both Thursday (Map 4) and Saturday (Map 20).
- It can be seen on Map 10 that the majority of spaces on Middle Street were occupied most of the time on Thursday, but less frequently on Saturday (Map 26).

NRPC staff also tracked how long individual vehicles were parked in specific spaces. This was done by recording license plate numbers (and state the vehicle is registered in) during the data gathering process. In this manner it was possible to determine if vehicles were parked in the same space for extended periods of time.

- Although there are no time limits on Oval parking spaces it is important to know if vehicles are parking for extended periods of time. It can be seen on Map 3 that 16 vehicles were parked for at least four hours in a row on Thursday and several were parked considerably longer. The data also indicates that the rate of parking space turnover is somewhat higher on Saturday than it is on Thursday.
- There are posted time limits on the parking spaces on Middle Street, although they are apparently not enforced. Map 11 shows that most of the Middle Street spaces were occupied by the same vehicle for extended periods of time on the Thursday that data was gathered.
 - The spaces on Middle Street between the Oval and Putnam Street have a posted 2-hour limit. It can be seen on Map 11 that 7 vehicles were parked longer than two hours in that segment on the Thursday that data was gathered. The spaces between Putnam Street and School Street have a 4-hour limit and it can be seen that 17 vehicles were parked longer than four hours in that segment on the Thursday that data was gathered. The data also indicates that the rate of parking space turnover is higher on Saturday than it is on Thursday.

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APPENDIX A

DATA FOR THURSDAY, JANUARY 11TH, 2007

APPENDIX A
Data for Thursday January 11th 2007

Id	Limit	HC	Location	Type	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000
1	0		Oval	Angled	E	E	E	N	S	S	S	N	E	E	E	E	E	E
2	0		Oval	Angled	E	E	E	N	N	S	E	E	E	E	E	N	E	E
3	0		Oval	Angled	E	E	E	N	E	N	E	N	E	E	E	E	E	E
4	0		Oval	Angled	E	E	N	S	S	S	N	S	S	E	N	S	E	E
5	0		Oval	Angled	E	E	E	E	E	E	E	E	E	N	E	E	E	E
6	0		Oval	Angled	E	E	N	E	E	E	N	E	E	E	E	E	N	S
7	0		Oval	Angled	N	N	E	N	N	N	E	N	E	N	E	N	S	S
8	0		Oval	Angled	N	N	S	N	N	N	E	N	E	N	N	E	N	E
9	0		Oval	Angled	N	N	S	N	E	N	N	N	E	N	E	E	N	S
10	0		Oval	Angled	N	S	E	N	N	N	N	N	N	N	N	N	N	S
11	0	Yes	Oval	Angled	N	N	E	N	E	E	E	E	E	E	N	E	E	E
12	0		Oval	Angled	N	N	N	N	N	N	N	N	E	N	S	S	S	E
13	0		Oval	Angled	N	N	N	N	N	N	N	N	N	N	S	N	N	E
14	0		Oval	Angled	N	S	N	N	N	N	N	N	E	N	E	N	S	S
15	0		Oval	Angled	N	N	N	N	E	N	N	N	E	E	E	N	S	S
16	0		Oval	Angled	N	N	S	N	S	N	N	N	E	N	N	S	N	S
17	0		Oval	Angled	N	N	N	N	E	N	N	N	E	N	S	S	N	N
18	0		Oval	Angled	N	N	E	E	E	N	N	N	N	S	S	N	N	S
19	0		Oval	Angled	N	N	E	N	E	N	N	E	E	E	N	N	N	E
20	0		Oval	Angled	N	N	E	E	E	N	N	S	S	S	S	N	N	E
21	0		Oval	Angled	E	E	E	E	E	N	N	E	E	N	N	E	E	N
22	0		Oval	Parallel	E	E	E	E	E	E	E	E	E	E	E	E	N	S
23	0		Oval	Parallel	N	E	E	N	S	S	S	S	S	S	S	S	N	E
24	0		Oval	Parallel	E	E	E	N	N	E	N	E	N	N	S	S	E	E
25	0		Oval	Parallel	E	E	E	E	N	E	N	S	E	N	E	E	E	E
26	0		Union St	Parallel	N	E	E	N	E	E	N	S	S	N	E	N	E	E
27	0		Union St	Parallel	E	E	E	E	E	E	E	E	N	N	S	S	E	E
28	0		Union St	Parallel	N	E	E	N	E	E	E	E	N	S	S	E	N	N
29	0		Union St	Parallel	N	N	N	S	S	S	S	S	N	N	S	S	N	S
30	0		Union St	Parallel	N	N	E	N	E	E	N	E	E	N	E	E	E	E
31	0		Union St	Parallel	N	E	N	N	N	E	N	N	E	N	E	E	E	E
32	0		Union St	Parallel	N	E	N	N	N	E	N	E	E	N	S	E	E	E
33	0		Union St	Parallel	N	E	N	N	E	E	N	E	E	N	E	E	E	E
34	0		Union St	Parallel	E	E	N	E	E	E	E	E	E	E	E	E	E	E
35	0		Union St	Parallel	E	E	E	N	E	E	N	N	E	E	E	E	E	E
36	0		Union St	Parallel	N	N	E	N	N	E	N	E	E	E	E	E	E	E
37	0		Union St	Parallel	E	E	E	E	E	E	E	E	E	E	E	E	E	E
38	0		Union St	Parallel	E	E	E	E	E	E	E	E	E	E	E	E	E	E
39	0		Union St	Parallel	E	E	E	E	E	E	E	E	E	E	E	E	E	E
40	0		Union St	Parallel	N	S	S	S	S	S	S	S	E	E	E	E	E	E
41	0		Union St	Parallel	E	E	E	E	E	E	E	E	E	E	E	E	E	E
42	0		Union St	Parallel	E	E	E	E	E	E	E	E	E	E	E	E	E	E
43	0		Union St	Parallel	E	E	E	E	E	E	E	E	E	E	E	E	E	E
44	0		Union St	Parallel	E	E	E	E	E	E	E	E	E	E	E	E	E	E
45	0		Union St	Parallel	E	E	E	E	N	E	E	E	E	E	E	E	E	E
46	0		Union St	Parallel	E	N	N	S	E	E	E	E	E	E	E	E	E	E
47	0		Elm St	Parallel	E	N	E	E	E	E	E	E	E	E	E	E	E	E
48	0		Elm St	Parallel	E	N	E	E	E	E	E	E	E	E	E	E	E	E
49	0		Elm St	Parallel	E	E	N	S	S	E	E	E	E	E	E	E	E	E
50	0		Elm St	Parallel	E	E	E	E	E	E	E	E	E	E	E	E	E	E
51	0		Elm St	Parallel	E	N	E	E	E	E	E	E	E	E	E	E	E	E
52	0		Elm St	Parallel	E	N	E	E	E	E	E	E	E	E	E	E	E	E
53	0		Elm St	Parallel	E	E	E	E	E	E	E	E	E	E	E	E	E	E
54	0		Elm St	Parallel	E	N	E	E	E	E	E	E	E	E	E	E	E	E
55	0		Elm St	Parallel	E	N	E	E	E	E	E	E	E	E	E	E	E	E
56	0		Oval	Angled	N	E	N	E	N	N	N	E	E	E	N	N	E	E
57	0		Oval	Angled	E	E	E	E	N	N	E	E	E	E	E	N	E	E
58	0		Oval	Angled	E	E	N	E	E	E	N	E	E	N	N	N	S	S
59	0		Oval	Angled	E	E	E	E	E	N	E	E	E	E	E	E	N	S
60	0		Oval	Angled	E	E	N	E	E	N	E	N	E	E	E	E	N	E
61	0		Oval	Angled	E	E	E	E	E	N	N	E	E	E	N	S	S	S
62	0		Oval	Angled	E	E	E	N	E	N	N	N	E	E	N	N	E	E
63	0		Oval	Angled	E	E	E	E	E	N	N	E	E	E	E	E	E	E
64	0		Oval	Angled	E	E	N	E	E	E	E	E	E	E	E	N	E	E
65	0		Oval	Angled	E	E	E	E	E	N	N	E	E	E	E	E	E	E
66	0		Oval	Angled	E	E	E	E	E	E	N	E	E	E	E	E	E	E
67	0		Oval	Angled	E	N	N	S	N	N	N	S	E	E	E	E	E	E
68	0		Oval	Angled	N	E	E	E	E	E	N	E	E	E	E	E	E	E
69	0		Oval	Angled	N	E	E	E	E	N	S	S	S	S	E	E	E	E
70	0		Oval	Angled	E	E	E	N	E	E	E	N	E	E	E	E	E	E
71	0		Oval	Angled	E	E	E	N	E	N	S	S	S	E	E	E	E	E
72	0		Oval	Angled	E	E	N	N	E	E	N	E	E	E	E	E	E	E
73	0		Oval	Angled	E	N	N	E	E	E	N	E	E	E	N	E	E	E
S = Same					N = New								E = Empty					

APPENDIX A
Data for Thursday January 11th 2007

Id	Limit	HC	Location	Type	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000
74	0		Oval	Angled	N	E	E	E	E	N	N	N	N	E	N	S	S	S
75	0		Oval	Angled	E	E	E	N	S	S	S	S	S	S	S	E	E	E
76	0		Oval	Angled	E	E	E	N	S	S	S	S	S	S	S	E	E	E
77	0		Oval	Angled	E	N	S	S	S	S	S	N	N	E	E	E	E	E
78	0		Oval	Angled	E	E	N	E	E	E	E	E	E	E	N	E	E	E
79	0		Mont Vernon St	Parallel	E	E	N	E	N	E	E	E	E	E	N	E	E	E
80	0		Mont Vernon St	Parallel	E	E	E	E	N	N	N	E	N	N	E	E	E	E
81	0		Mont Vernon St	Parallel	E	E	E	E	E	E	N	E	E	E	N	E	E	E
82	0		Mont Vernon St	Parallel	N	E	E	E	E	E	E	E	E	E	E	E	E	E
83	0		Mont Vernon St	Parallel	E	E	E	E	E	E	E	E	E	E	E	E	E	E
84	0		Oval	Parallel	E	E	E	E	E	E	E	E	E	E	E	E	E	E
85	0		Oval	Parallel	E	E	N	S	S	S	S	S	S	S	S	E	E	E
86	0		Oval	Angled	E	N	S	S	S	S	S	S	E	E	E	E	E	E
87	0		Oval	Angled	E	N	S	S	S	S	S	E	E	E	E	E	E	E
88	0	Yes	Oval	Angled	E	E	E	E	E	E	E	E	E	E	E	E	E	E
89	0		Oval	Angled	E	E	E	E	E	E	N	S	N	E	E	E	E	E
90	0		Oval	Angled	E	N	S	S	S	S	S	S	S	E	N	E	N	S
91	0		Oval	Angled	E	E	N	N	N	E	N	N	N	E	N	N	N	N
92	0		Oval	Angled	E	E	E	E	N	S	S	S	S	E	E	N	S	S
93	2		Middle St	Parallel	E	E	N	S	S	S	S	S	E	N	S	N	N	S
94	2		Middle St	Parallel	E	E	N	E	N	S	S	S	S	S	S	N	S	S
95	2		Middle St	Parallel	E	E	N	E	E	E	E	E	E	E	E	N	S	S
96	2		Middle St	Parallel	E	E	E	E	E	E	N	S	S	S	S	S	N	E
97	2		Middle St	Parallel	E	E	N	S	N	S	S	S	S	S	S	S	S	S
98	2		Middle St	Parallel	E	E	E	N	S	S	S	S	S	S	S	N	S	S
99	2		Middle St	Parallel	E	E	E	E	E	E	E	N	E	E	E	N	S	S
100	2		Middle St	Parallel	E	E	N	E	N	E	N	N	E	E	E	N	S	S
101	2		Middle St	Parallel	N	S	S	S	S	S	S	S	S	S	S	N	S	S
102	2	Yes	Middle St	Parallel	E	E	E	E	E	E	E	E	E	E	E	E	E	E
103	2	Yes	Middle St	Parallel	E	E	E	E	E	E	E	E	E	E	N	S	S	S
104	8		Putnam St Lot	Straight	N	S	S	S	S	S	S	S	E	N	S	E	E	E
105	8		Putnam St Lot	Straight	E	E	E	N	S	N	S	E	E	N	S	S	E	E
106	8		Putnam St Lot	Straight	E	E	E	E	E	E	N	E	E	E	N	S	E	E
107	8		Putnam St Lot	Straight	E	E	E	N	E	E	N	E	E	E	E	E	E	E
108	8		Putnam St Lot	Straight	E	E	E	N	S	S	S	S	S	S	E	E	E	E
109	8		Putnam St Lot	Straight	E	N	S	S	S	N	E	E	E	E	E	N	S	E
110	8		Putnam St Lot	Straight	E	N	S	S	S	E	N	N	E	E	E	E	E	E
111	8		Putnam St Lot	Straight	E	E	E	E	E	E	E	E	E	E	E	E	E	E
112	8		Putnam St Lot	Straight	E	E	E	N	S	S	S	S	S	N	E	E	E	E
113	8		Putnam St Lot	Straight	E	E	E	E	E	N	S	E	E	N	S	S	S	S
114	8		Putnam St Lot	Straight	E	N	S	S	S	S	S	S	S	S	E	E	E	E
115	8		Putnam St Lot	Straight	E	E	E	E	N	S	E	N	E	N	S	S	S	S
116	8		Putnam St Lot	Straight	E	E	E	E	N	E	N	E	E	E	N	S	S	S
117	8		Putnam St Lot	Straight	E	N	S	S	S	S	S	S	S	S	E	E	N	S
118	8		Putnam St Lot	Straight	E	E	E	N	S	S	S	S	S	S	E	N	E	E
119	8		Putnam St Lot	Straight	E	E	E	N	S	N	E	E	E	N	S	E	N	S
120	8		Putnam St Lot	Straight	E	N	S	S	S	E	N	E	N	S	S	S	E	E
121	8		Putnam St Lot	Straight	N	S	S	S	S	S	S	S	S	S	S	N	S	S
122	8		Putnam St Lot	Straight	E	N	S	S	S	S	E	N	S	S	N	E	E	E
123	8		Putnam St Lot	Straight	E	N	S	S	S	S	S	S	S	S	N	E	E	E
124	8		Putnam St Lot	Straight	E	N	S	E	E	E	E	E	E	N	N	E	E	E
125	8		Putnam St Lot	Straight	E	N	S	S	S	S	S	S	S	S	N	S	S	N
126	8		Putnam St Lot	Straight	E	N	S	S	S	S	S	S	S	S	S	E	E	E
127	8		Putnam St Lot	Straight	E	N	S	S	S	S	S	S	E	E	N	S	S	S
128	8		Putnam St Lot	Straight	E	E	N	E	E	N	E	E	E	E	E	E	E	E
129	8		Putnam St Lot	Straight	E	E	E	E	E	E	E	E	E	E	E	E	E	E
130	8		Putnam St Lot	Straight	E	E	E	E	E	E	E	E	E	E	N	N	E	E
131	8		Putnam St Lot	Straight	E	E	E	E	N	S	S	N	E	E	E	N	E	E
132	8		Putnam St Lot	Straight	E	E	E	E	E	E	E	E	E	N	E	E	E	E
133	8		Putnam St Lot	Straight	E	E	E	E	E	E	E	E	E	N	S	N	E	E
134	8		Putnam St Lot	Straight	E	E	E	E	E	N	S	S	E	N	E	E	E	E
135	8		Putnam St Lot	Straight	E	E	E	E	E	E	E	E	E	E	N	N	S	S
136	8		Putnam St Lot	Straight	N	S	S	S	S	S	S	S	S	S	S	E	N	N
137	8		Putnam St Lot	Straight	E	N	S	S	S	S	S	S	S	S	N	S	S	S
138	8		Putnam St Lot	Straight	N	S	S	S	S	S	S	S	S	S	S	E	N	S
139	4		Middle St	Straight	E	E	E	E	E	E	N	S	S	S	S	S	S	S
140	4		Middle St	Straight	E	E	N	S	S	S	S	S	S	S	N	S	S	S
141	4		Middle St	Straight	E	E	E	N	N	S	S	S	S	S	S	N	N	S
142	4		Middle St	Straight	E	E	N	S	S	E	N	S	E	N	S	N	N	S
143	4		Middle St	Straight	E	E	E	N	S	S	S	S	S	S	S	S	S	S
144	4		Middle St	Straight	E	N	E	N	S	S	N	S	S	S	N	S	S	S
145	4		Middle St	Straight	N	S	S	S	S	S	N	N	N	N	S	S	S	E
146	4		Middle St	Straight	E	E	N	E	E	N	S	S	S	S	S	N	S	S
S = Same					N = New								E = Empty					

APPENDIX A
Data for Thursday January 11th 2007

Id	Limit	HC	Location	Type	Year														
					700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	
147	4		Middle St	Straight	N	S	S	S	S	S	S	S	E	E	N	N	S	S	
148	4		Middle St	Straight	E	E	N	N	S	E	N	N	E	E	N	S	S	N	
149	4		Middle St	Straight	E	N	S	S	N	E	N	S	S	S	S	E	N	S	
150	4		Middle St	Straight	E	E	E	N	S	E	N	S	S	S	S	E	N	S	
151	4		Middle St	Straight	E	E	N	E	N	S	S	S	E	E	E	N	S	E	
152	4		Middle St	Straight	E	N	S	S	S	S	E	N	E	E	N	S	S	S	
153	4		Middle St	Straight	E	N	S	N	S	S	S	S	E	N	S	S	E	N	
154	4		Middle St	Straight	E	N	S	S	S	S	S	S	S	N	S	E	N	S	
155	4		Middle St	Straight	E	N	S	S	S	S	S	S	E	N	E	N	S	S	
156	4		Middle St	Straight	E	N	S	S	S	N	S	S	S	S	E	E	N	E	
157	4		Middle St	Straight	E	N	S	S	S	S	S	S	S	E	E	E	N	S	
158	4		Middle St	Straight	E	N	S	S	S	S	E	E	N	S	E	E	N	S	
159	0		Nashua St	Parallel	E	E	E	N	S	S	S	N	S	S	E	E	E	E	
160	0		Nashua St	Parallel	E	E	E	E	E	E	E	E	N	E	E	E	E	E	
161	0		Nashua St	Parallel	E	E	N	S	S	S	S	E	E	N	E	E	E	E	
162	0		Nashua St	Parallel	E	E	N	S	S	S	S	E	N	S	E	E	E	E	
163	0		Nashua St	Parallel	N	S	S	S	S	S	E	E	N	E	E	E	E	E	
164	0		Nashua St	Parallel	E	E	E	E	N	S	N	S	S	E	E	N	S	S	
165	0		Nashua St	Parallel	E	E	E	N	S	E	N	S	E	N	E	E	E	E	
166	0		Nashua St	Parallel	E	E	N	S	S	N	N	E	E	N	E	E	N	S	
167	0		Nashua St	Parallel	N	S	S	S	S	E	S	S	S	S	E	N	N	S	
168	0	Yes	Nashua St	Angled	E	E	E	E	E	E	N	E	E	E	E	E	E	E	
169	0		Nashua St	Angled	N	S	E	N	N	N	S	S	S	S	S	S	S	S	
170	0		Nashua St	Angled	N	S	N	E	E	N	E	E	E	E	E	E	E	E	
171	0		Nashua St	Angled	N	S	N	N	N	N	N	S	S	N	E	N	S	E	
172	0		Nashua St	Angled	N	S	S	N	E	N	N	S	N	N	E	E	E	E	
173	0		Nashua St	Angled	N	E	E	E	E	E	E	E	N	E	E	E	E	E	
174	0		Nashua St	Angled	N	E	E	N	N	E	N	S	N	E	E	E	E	E	
175	0		Nashua St	Angled	N	E	E	E	E	E	E	N	E	E	N	E	E	E	
176	0		Nashua St	Parallel	N	E	E	N	E	E	N	E	N	E	N	E	E	E	
177	0		Nashua St	Parallel	E	E	E	E	N	E	E	N	E	E	E	E	E	E	
178	0		Nashua St	Parallel	N	S	N	E	E	E	N	N	E	E	E	N	E	E	
179	0		Nashua St	Parallel	N	S	E	E	E	N	E	N	N	E	E	E	E	E	
180	0		Nashua St	Parallel	N	S	N	N	S	S	N	E	N	N	E	E	N	S	
181	0		Nashua St	Parallel	E	N	S	S	S	S	N	E	N	S	S	N	S	E	
182	0		Nashua St	Parallel	E	E	E	N	S	E	E	N	E	E	E	E	N	S	
183	0		Nashua St	Parallel	N	S	S	S	S	E	N	S	N	S	S	E	N	S	
184	0		Nashua St	Parallel	E	E	N	S	S	S	S	S	S	N	E	E	E	E	
185	0		Nashua St	Parallel	E	E	N	S	S	S	E	E	E	E	E	E	E	E	
186	0		Nashua St	Parallel	E	E	E	N	S	E	N	N	E	E	E	E	E	E	
187	0		Nashua St	Parallel	E	E	N	N	E	E	N	N	S	E	E	E	N	S	
188	0		South St	Parallel	E	E	E	N	E	N	N	E	E	N	N	S	N	S	
189	0		South St	Parallel	E	E	E	E	E	N	N	E	E	E	E	N	S	E	
190	0		South St	Parallel	E	E	E	E	E	E	E	N	S	E	N	E	N	N	
191	0		South St	Parallel	E	E	E	E	E	E	N	E	E	E	E	N	E	E	
192	0		South St	Parallel	E	E	E	N	N	S	N	E	N	N	N	S	N	S	
193	0		South St	Parallel	E	N	E	N	S	S	N	E	N	N	N	N	S	S	
194	0		South St	Parallel	E	E	N	S	E	N	S	E	N	E	N	S	S	S	
195	0		South St	Parallel	E	E	E	N	S	E	E	N	S	N	S	N	N	N	
196	0		South St	Parallel	E	E	N	E	N	S	N	S	N	N	N	S	N	S	
197	0		South St	Parallel	N	S	E	N	N	N	E	N	E	N	N	E	N	E	
198	0		South St	Parallel	E	E	E	E	E	E	E	E	N	N	E	N	E	E	
199	0		South St	Parallel	E	E	E	E	E	N	E	E	E	N	N	N	E	E	
200	0		South St	Parallel	E	E	E	E	E	E	N	E	E	E	N	S	S	S	
201	0		South St	Parallel	E	E	E	E	E	E	N	E	E	E	E	E	N	E	
202	0		South St	Parallel	E	E	E	E	E	E	E	E	E	E	E	E	N	S	
203	0		South St	Parallel	E	E	E	E	E	E	E	E	E	E	E	E	E	E	
204	0		South St	Parallel	E	E	E	E	E	E	N	E	N	E	E	E	E	E	
S = Same					N = New								E = Empty						

APPENDIX B

DATA FOR SATURDAY MARCH 24TH, 2007

APPENDIX B
DATA FOR SATURDAY, MARCH 24TH, 2007

Id	Limit	HC	Location	Type	7:00	8:00	9:00	10:00	11:00	12:00	1:00
1	0		Oval	Angled	N	S	S	N	N	N	N
2	0		Oval	Angled	N	S	E	N	E	E	E
3	0		Oval	Angled	E	N	E	N	S	S	S
4	0		Oval	Angled	E	N	E	N	S	S	N
5	0		Oval	Angled	E	N	N	N	N	E	N
6	0		Oval	Angled	E	N	N	N	S	E	N
7	0		Oval	Angled	N	N	N	N	N	N	N
8	0		Oval	Angled	E	N	N	N	N	N	S
9	0		Oval	Angled	N	N	N	N	S	N	S
10	0		Oval	Angled	E	N	N	N	N	N	N
11	0	Yes	Oval	Angled	E	N	N	S	S	N	S
12	0		Oval	Angled	E	N	N	N	N	N	E
13	0		Oval	Angled	N	S	N	N	N	E	N
14	0		Oval	Angled	E	E	N	N	N	N	N
15	0		Oval	Angled	E	N	N	N	N	E	N
16	0		Oval	Angled	E	E	N	N	N	N	N
17	0		Oval	Angled	E	N	N	N	N	E	E
18	0		Oval	Angled	E	N	N	N	N	E	E
19	0		Oval	Angled	E	N	N	N	S	E	N
20	0		Oval	Angled	E	E	N	N	N	N	N
21	0		Oval	Angled	E	N	N	S	S	N	N
22	0		Oval	Parallel	E	N	S	S	S	S	S
23	0		Oval	Parallel	E	N	N	N	N	S	S
24	0		Oval	Parallel	N	N	N	N	N	N	N
25	0		Oval	Parallel	E	N	S	N	N	N	E
26	0		Union St	Parallel	E	N	N	N	N	S	S
27	0		Union St	Parallel	E	N	E	N	N	N	N
28	0		Union St	Parallel	E	E	E	N	N	N	N
29	0		Union St	Parallel	E	N	N	N	E	E	E
30	0		Union St	Parallel	N	N	N	N	N	N	N
31	0		Union St	Parallel	E	N	E	N	N	E	N
32	0		Union St	Parallel	E	N	E	E	N	N	N
33	0		Union St	Parallel	E	N	N	N	E	N	S
34	0		Union St	Parallel	E	E	N	N	N	E	E
35	0		Union St	Parallel	E	E	N	N	E	N	N
36	0		Union St	Parallel	E	E	N	N	E	E	E
37	0		Union St	Parallel	E	E	N	E	E	E	E
38	0		Union St	Parallel	E	E	E	N	S	S	S
39	0		Union St	Parallel	E	E	E	N	E	E	N
40	0		Union St	Parallel	E	E	N	N	N	N	E
41	0		Union St	Parallel	E	E	E	E	E	E	E
42	0		Union St	Parallel	E	E	E	E	N	S	S
43	0		Union St	Parallel	E	E	E	E	E	E	E
44	0		Union St	Parallel	E	E	E	E	E	E	E
45	0		Union St	Parallel	E	E	E	E	E	E	E
46	0		Union St	Parallel	E	E	E	E	E	E	E
47	0		Elm St	Parallel	N	S	E	N	N	N	E
S = Same					N = New			E = Empty			

APPENDIX B
DATA FOR SATURDAY, MARCH 24TH, 2007

Id	Limit	HC	Location	Type	7:00	8:00	9:00	10:00	11:00	12:00	1:00
48	0		Elm St	Parallel	E	E	N	N	N	N	N
49	0		Elm St	Parallel	E	E	E	E	E	E	N
50	0		Elm St	Parallel	E	E	N	E	E	E	E
51	0		Elm St	Parallel	E	E	E	E	N	E	E
52	0		Elm St	Parallel	E	E	E	N	E	E	E
53	0		Elm St	Parallel	E	E	E	N	E	E	N
54	0		Elm St	Parallel	E	E	E	N	E	E	E
55	0		Elm St	Parallel	E	E	E	N	S	S	E
56	0		Oval	Angled	N	N	N	N	S	S	S
57	0		Oval	Angled	E	N	S	S	N	N	N
58	0		Oval	Angled	E	N	N	N	N	S	S
59	0		Oval	Angled	E	N	N	N	S	N	N
60	0		Oval	Angled	E	N	S	N	E	N	N
61	0		Oval	Angled	E	N	S	N	S	E	N
62	0		Oval	Angled	N	N	N	N	N	N	N
63	0		Oval	Angled	E	N	E	N	S	N	N
64	0		Oval	Angled	E	N	N	N	N	N	N
65	0		Oval	Angled	E	N	N	S	N	N	N
66	0		Oval	Angled	N	S	S	S	N	N	N
67	0		Oval	Angled	E	N	N	N	N	N	N
68	0		Oval	Angled	E	N	E	N	N	N	E
69	0		Oval	Angled	E	N	N	N	N	N	S
70	0		Oval	Angled	E	N	N	N	N	N	N
71	0		Oval	Angled	E	E	N	N	N	N	E
72	0		Oval	Angled	E	N	N	S	N	N	N
73	0		Oval	Angled	N	S	S	S	S	S	S
74	0		Oval	Angled	E	E	E	N	N	E	E
75	0		Oval	Angled	E	E	N	N	S	N	N
76	0		Oval	Angled	E	E	N	S	S	S	S
77	0		Oval	Angled	E	N	S	S	S	S	S
78	0		Oval	Angled	E	E	E	N	E	N	E
79	0		Mont Vernon St	Parallel	E	E	E	E	E	E	E
80	0		Mont Vernon St	Parallel	E	E	E	E	E	E	E
81	0		Mont Vernon St	Parallel	E	E	E	E	E	E	E
82	0		Mont Vernon St	Parallel	E	E	E	E	E	E	E
83	0		Mont Vernon St	Parallel	E	E	E	E	E	E	E
84	0		Oval	Parallel	E	E	N	E	E	N	E
85	0		Oval	Parallel	E	E	E	N	E	E	E
86	0		Oval	Angled	N	S	S	S	S	S	S
87	0		Oval	Angled	E	E	E	N	E	N	N
88	0	Yes	Oval	Angled	E	E	E	E	E	E	E
89	0		Oval	Angled	E	E	E	E	N	S	N
90	0		Oval	Angled	E	E	N	S	S	S	S
91	0		Oval	Angled	E	E	E	N	N	N	N
92	0		Oval	Angled	E	N	E	N	N	E	N
93	2		Middle St	Parallel	E	E	N	E	E	N	E
S = Same					N = New			E = Empty			

APPENDIX B
DATA FOR SATURDAY, MARCH 24TH, 2007

Id	Limit	HC	Location	Type	7:00	8:00	9:00	10:00	11:00	12:00	1:00
94	2		Middle St	Parallel	E	E	E	N	S	S	S
95	2		Middle St	Parallel	E	E	E	E	N	E	N
96	2		Middle St	Parallel	E	E	E	E	E	E	N
97	2		Middle St	Parallel	E	E	E	N	E	N	N
98	2		Middle St	Parallel	E	E	E	E	E	N	E
99	2		Middle St	Parallel	E	E	E	E	E	N	S
100	2		Middle St	Parallel	CONST	CONST	CONST	CONST	CONST	CONST	CONST
101	2		Middle St	Parallel	EQUIP	EQUIP	EQUIP	EQUIP	EQUIP	EQUIP	EQUIP
102	2	Yes	Middle St	Parallel	E	E	E	E	E	E	E
103	2	Yes	Middle St	Parallel	E	E	E	E	E	E	E
104	8		Putnam St Lot	Straight	E	E	E	E	E	E	E
105	8		Putnam St Lot	Straight	E	E	E	E	E	E	E
106	8		Putnam St Lot	Straight	E	E	E	E	N	E	E
107	8		Putnam St Lot	Straight	E	E	E	E	E	E	E
108	8		Putnam St Lot	Straight	E	E	E	E	E	E	E
109	8		Putnam St Lot	Straight	E	E	E	E	E	N	E
110	8		Putnam St Lot	Straight	E	E	E	E	E	E	E
111	8		Putnam St Lot	Straight	E	E	E	E	E	E	E
112	8		Putnam St Lot	Straight	E	E	E	E	E	E	E
113	8		Putnam St Lot	Straight	E	E	E	E	E	E	E
114	8		Putnam St Lot	Straight	E	E	E	E	E	E	E
115	8		Putnam St Lot	Straight	E	E	E	E	E	E	E
116	8		Putnam St Lot	Straight	E	E	E	E	E	E	E
117	8		Putnam St Lot	Straight	E	E	E	E	E	E	E
118	8		Putnam St Lot	Straight	E	E	E	E	E	E	E
119	8		Putnam St Lot	Straight	E	E	E	E	E	E	E
120	8		Putnam St Lot	Straight	E	E	E	E	E	E	E
121	8		Putnam St Lot	Straight	E	E	E	E	E	E	E
122	8		Putnam St Lot	Straight	E	E	E	E	E	E	E
123	8		Putnam St Lot	Straight	E	E	E	E	E	E	E
124	8		Putnam St Lot	Straight	E	E	E	E	E	E	E
125	8		Putnam St Lot	Straight	E	E	E	E	E	E	E
126	8		Putnam St Lot	Straight	E	E	E	E	E	E	E
127	8		Putnam St Lot	Straight	E	E	E	E	E	E	E
128	8		Putnam St Lot	Straight	E	E	E	E	E	E	E
129	8		Putnam St Lot	Straight	E	E	E	E	E	E	E
130	8		Putnam St Lot	Straight	E	E	E	E	E	E	E
131	8		Putnam St Lot	Straight	E	E	E	E	E	E	E
132	8		Putnam St Lot	Straight	N	S	S	S	S	S	S
133	8		Putnam St Lot	Straight	E	E	E	E	E	E	E
134	8		Putnam St Lot	Straight	E	E	E	E	N	E	E
135	8		Putnam St Lot	Straight	E	E	E	E	E	E	E
136	8		Putnam St Lot	Straight	E	E	E	E	E	E	E
137	8		Putnam St Lot	Straight	E	E	E	N	S	E	E
138	8		Putnam St Lot	Straight	E	E	N	S	S	S	E
139	4		Middle St	Straight	N	S	S	S	S	S	S
S = Same					N = New			E = Empty			

APPENDIX B
DATA FOR SATURDAY, MARCH 24TH, 2007

Id	Limit	HC	Location	Type	7:00	8:00	9:00	10:00	11:00	12:00	1:00
140	4		Middle St	Straight	E	E	E	N	N	E	E
141	4		Middle St	Straight	E	E	N	S	E	N	E
142	4		Middle St	Straight	E	E	N	S	S	N	E
143	4		Middle St	Straight	E	E	E	E	E	N	E
144	4		Middle St	Straight	E	E	E	N	S	E	E
145	4		Middle St	Straight	E	E	E	N	N	E	E
146	4		Middle St	Straight	N	S	E	E	E	E	E
147	4		Middle St	Straight	E	E	E	E	E	E	E
148	4		Middle St	Straight	E	E	E	E	E	E	E
149	4		Middle St	Straight	E	E	E	E	E	E	E
150	4		Middle St	Straight	E	E	E	E	E	E	E
151	4		Middle St	Straight	E	E	E	E	E	E	E
152	4		Middle St	Straight	E	E	E	E	E	E	E
153	4		Middle St	Straight	E	E	N	S	S	E	E
154	4		Middle St	Straight	E	E	E	N	S	E	E
155	4		Middle St	Straight	E	E	E	N	E	E	N
156	4		Middle St	Straight	E	E	E	N	N	E	E
157	4		Middle St	Straight	E	E	E	E	E	N	E
158	4		Middle St	Straight	E	E	N	S	S	S	S
159	0		Nashua St	Parallel	E	E	E	N	S	E	E
160	0		Nashua St	Parallel	E	E	N	N	E	E	E
161	0		Nashua St	Parallel	E	E	E	E	N	E	E
162	0		Nashua St	Parallel	E	E	N	N	S	S	S
163	0		Nashua St	Parallel	E	E	N	E	N	E	E
164	0		Nashua St	Parallel	E	E	N	S	S	S	S
165	0		Nashua St	Parallel	E	E	E	E	E	E	E
166	0		Nashua St	Parallel	E	E	E	E	N	E	E
167	0		Nashua St	Parallel	E	N	N	S	N	E	N
168	0	Yes	Nashua St	Angled	E	E	E	E	E	E	E
169	0		Nashua St	Angled	E	E	N	N	N	N	E
170	0		Nashua St	Angled	N	S	N	S	N	N	E
171	0		Nashua St	Angled	N	S	N	N	N	E	N
172	0		Nashua St	Angled	E	E	N	E	N	E	E
173	0		Nashua St	Angled	E	E	N	S	E	N	N
174	0		Nashua St	Angled	N	E	N	N	E	E	E
175	0		Nashua St	Angled	E	N	E	E	E	E	E
176	0		Nashua St	Parallel	E	N	N	N	N	N	E
177	0		Nashua St	Parallel	E	N	E	N	E	N	N
178	0		Nashua St	Parallel	E	E	N	N	N	E	E
179	0		Nashua St	Parallel	N	S	N	N	E	N	N
180	0		Nashua St	Parallel	E	E	N	N	N	N	E
181	0		Nashua St	Parallel	N	S	S	S	S	S	N
182	0		Nashua St	Parallel	N	S	S	E	N	E	N
183	0		Nashua St	Parallel	E	E	N	N	S	N	S
184	0		Nashua St	Parallel	E	N	S	S	S	S	S
185	0		Nashua St	Parallel	E	E	E	N	E	E	E
186	0		Nashua St	Parallel	E	N	N	S	E	N	E
S = Same					N = New			E = Empty			

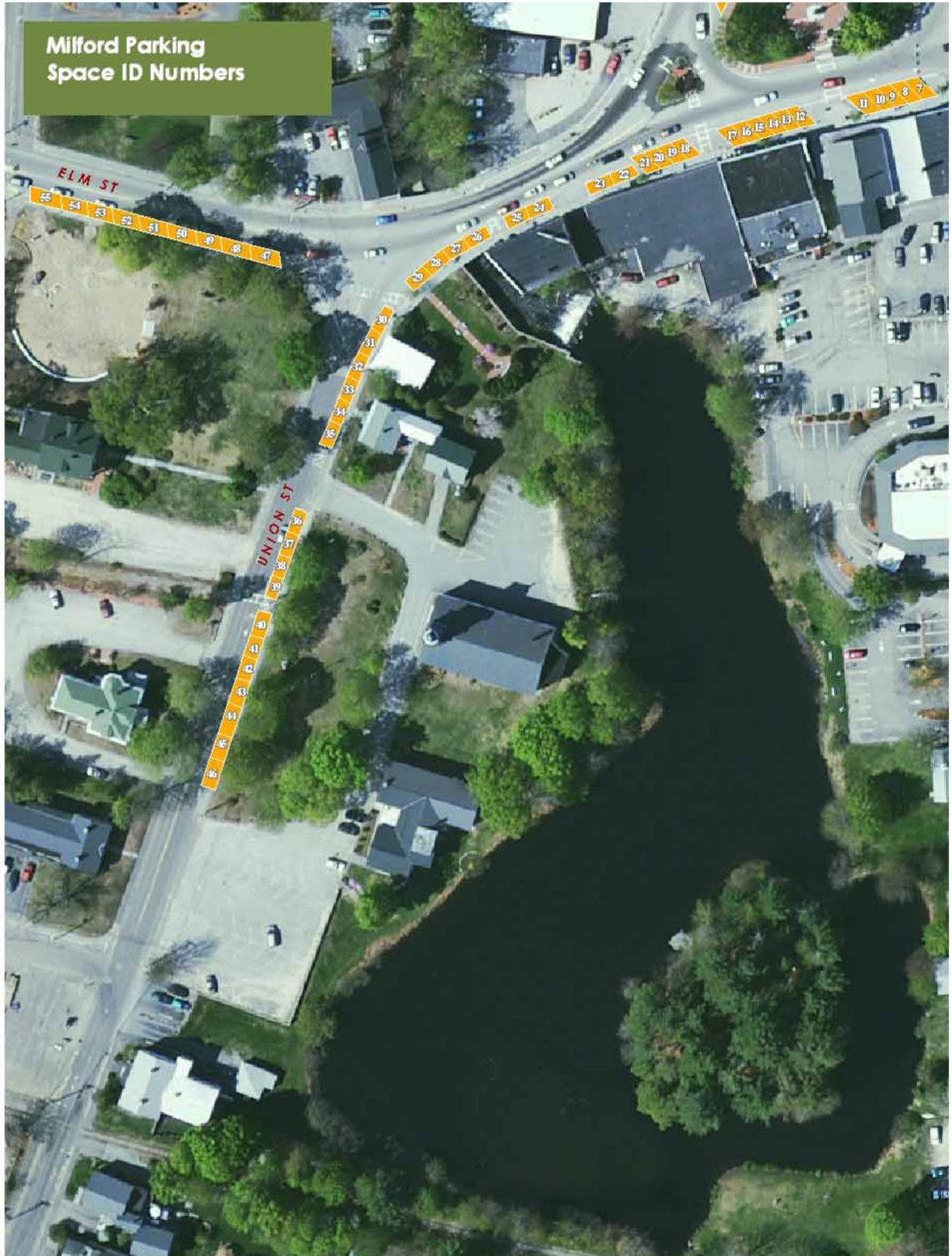
APPENDIX B
DATA FOR SATURDAY, MARCH 24TH, 2007

Id	Limit	HC	Location	Type	7:00	8:00	9:00	10:00	11:00	12:00	1:00
187	0		Nashua St	Parallel	E	E	N	S	S	S	S
188	0		South St	Parallel	E	E	N	N	N	N	N
189	0		South St	Parallel	N	E	N	N	E	N	N
190	0		South St	Parallel	E	E	E	E	N	E	E
191	0		South St	Parallel	E	E	N	E	E	N	E
192	0		South St	Parallel	E	E	N	E	N	E	E
193	0		South St	Parallel	E	E	N	N	S	S	S
194	0		South St	Parallel	E	E	N	S	S	E	E
195	0		South St	Parallel	E	E	E	S	S	N	E
196	0		South St	Parallel	E	E	E	S	E	S	E
197	0		South St	Parallel	N	S	E	E	N	S	E
198	0		South St	Parallel	E	E	E	E	N	E	E
199	0		South St	Parallel	E	E	E	N	E	E	E
200	0		South St	Parallel	E	N	E	E	E	E	E
201	0		South St	Parallel	E	N	E	E	E	E	E
202	0		South St	Parallel	E	E	E	E	E	E	E
203	0		South St	Parallel	E	E	N	E	E	E	E
204	0		South St	Parallel	E	E	E	E	E	E	E
S = Same					N = New			E = Empty			

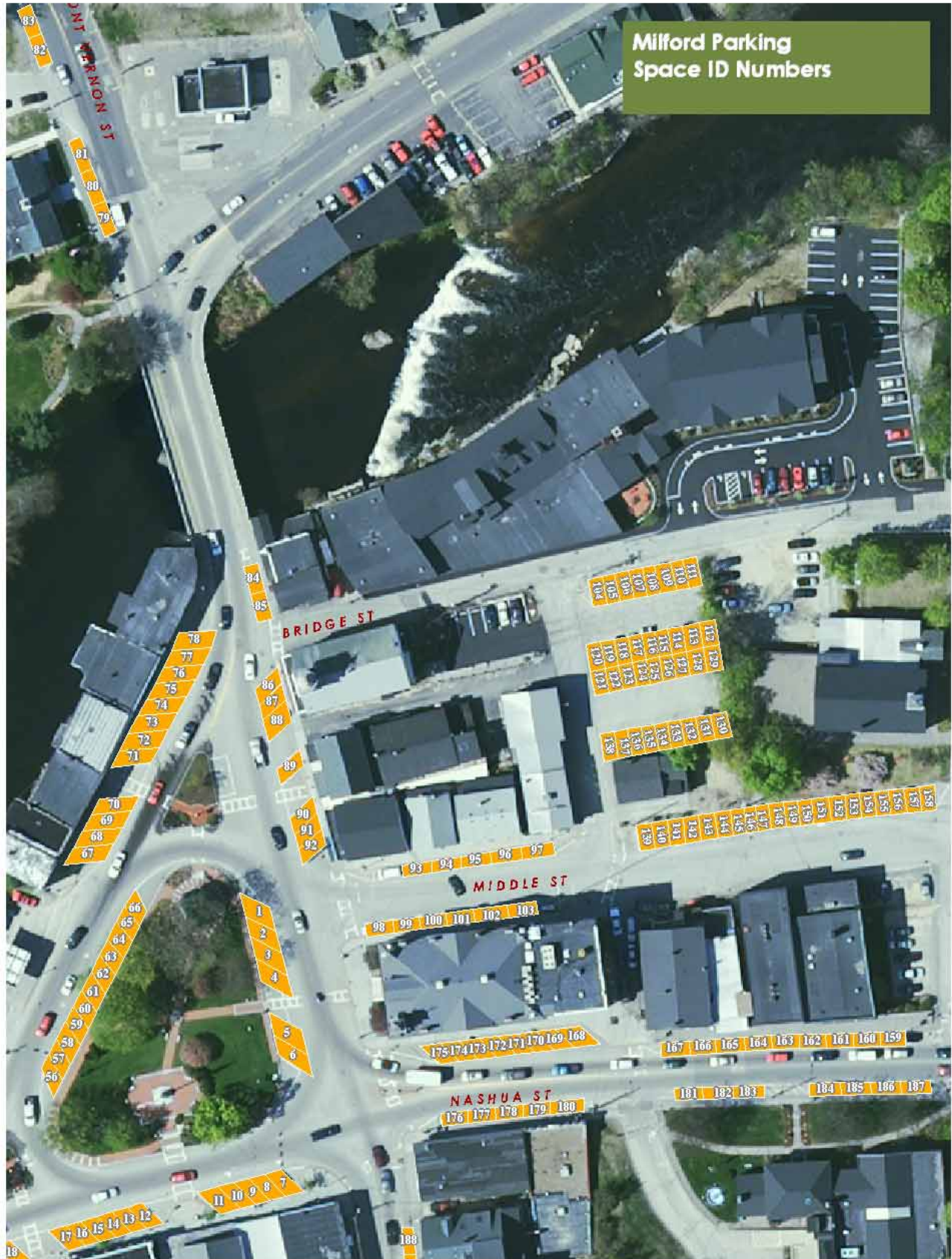
APPENDIX C

PARKING SPACE ID NUMBERS

Milford Parking Space ID Numbers



Milford Parking Space ID Numbers



Milford Parking Space ID Numbers

