

# DOWNTOWN PARKING STUDY

Farmington, New Hampshire

Prepared by  
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## Acknowledgements

This study was conducted by Strafford Regional Planning Commission at the request of the Town of Farmington. It would not have been possible without support from Farmington staff and volunteer data collectors from the Farmington Revitalization Steering Committee and students from the Community and Environmental Planning program at the University of New Hampshire.

## Introduction

The Strafford Regional Planning Commission (SRPC), at the request of the Town of Farmington, conducted a parking study of the downtown area. The purpose of the study was to:

- 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 over the course of the day.
- Determine how long individual vehicles are parking in specific spaces.
- Identify parking concentration zones.
- Analyze impacts on parking availability from future downtown development.

## Study Process & Methodology

The study process included mapping of downtown parking spaces, a parking space inventory, and data collection and analysis. SRPC staff used Google satellite imagery to develop maps of the study area. The study area is shown on Map 1. The study scope and area were determined through consultation with the Town Administrator and members of the Farmington Revitalization Steering Committee.

### Parking Space Inventory

Only striped spaces were included in this analysis. The study area includes public and private parking. Due to generally low parking demand in the downtown, general public use of private lots at TD Bank and Peaslee Funeral Home is not heavily enforced. Since parking occupancy was going to be surveyed hourly by walking to each space, the study area was divided into three routes. Individual parking spaces were identified in each route using satellite imagery and given a specific number

Route 1 includes 102 parking spaces

- 49 at the old fire depot
- 21 on Main St
- 32 at the U.S. Post Office

Route 2 includes 112 parking spaces

- 35 at TD Bank
- 21 on Central St
- 53 at the Peaslee Funeral Home
- 3 on Main St

Route 3 includes 59 parking spaces

- 36 at the Old Town Hall
- 23 on Main St

All marked street parking is limited two hours; all-day parking is allowed at the Old Fire Depot, but not overnight parking. A total of eight parking spaces are reserved for American's with Disabilities Act (ADA) qualified drivers (at the old Fire Station, the Old Town Hall lot, TD Bank, and the U.S. Post office).

## Data Collection Methodology

For data collection, parking spaces in the downtown area were divided into three areas or “routes” including on-street parking and several lots. These routes are shown in Map 1 below.

- Route 1 – Including parking spaces at the old fire depot, Main St, and the U.S. Post office
- Route 2 – Including parking spaces at TD Bank, Peaslee Funeral Home, Central St, and Main St
- Route 3 – Including the Old Town Hall and Main St

\*Note that Peaslee Funeral Home and TD Bank are lots at private businesses, but data was collected in the lots due to their proximity to downtown and other public parking spaces.

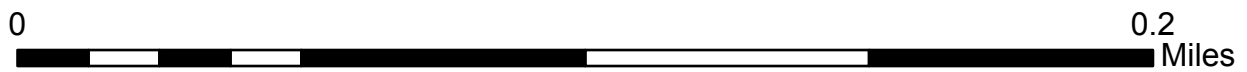
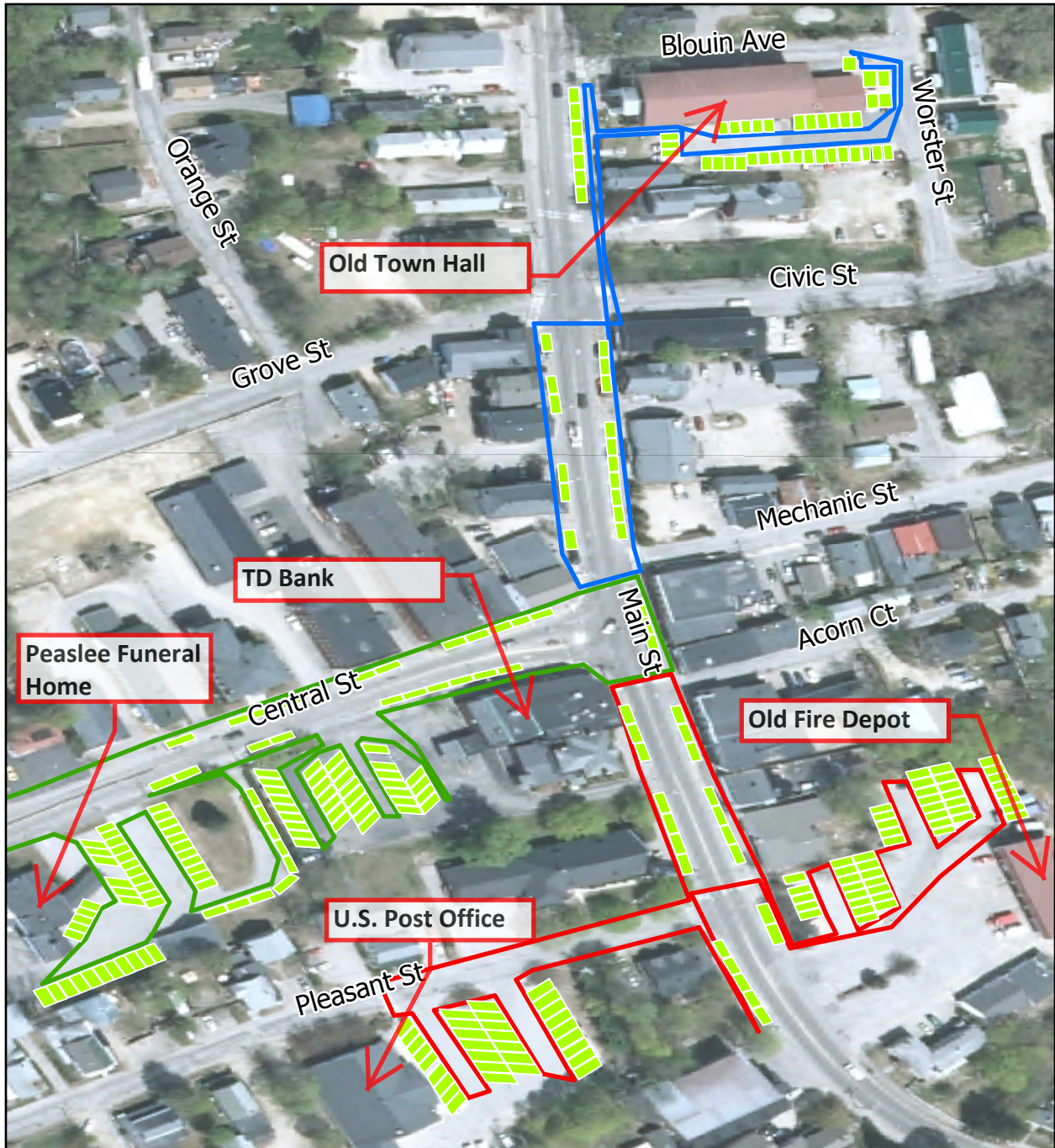
In order to generate an accurate picture of the parking conditions in downtown Farmington, parking surveys were conducted on a weekday and a weekend. A weekday count was done on Thursday, April 11<sup>th</sup>. This count was conducted at 1-hour intervals from 9:00am until 6:00pm. A weekend count was done on Saturday, April 13<sup>th</sup>. This count was conducted at 1-hour intervals from 11:00am until 7:00pm. These were selected as “typical” days, without increased parking demand because of special regional or local events, seasonal tourist traffic, or obstruction by snow or construction. Counts were conducted by volunteers from the Farmington Revitalization Steering Committee and Students from the University of New Hampshire studying Community and Environmental Planning. Collectors walked each route in the 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 recording the vehicle license plate number. License plate data were 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 adjustments to parking availability in the downtown. Once data were entered into a digital database, individual license plate information was erased. The collected information was tabulated, analyzed, and summarized by location, time of day, and day of week. Each parking space was surveyed once an hour and collectors recorded one of four possible categories:

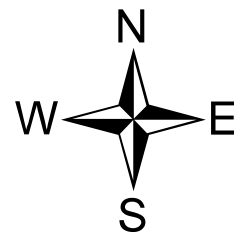
- “E” was written if the space was empty
- “N” was written when a car was observed for the first time at that space
- “S” was written if the same car was logged in the same space for consecutive hours
- “R” was written if a car was recorded in a space for one or more hours, then a gap was recorded, then the same car was recorded in the same space later on the same day.

See Appendix C for examples of the data collection sheets.

# Map 1 - Parking Study Area and Survey Routes



- SURVEY ROUTE 1
- SURVEY ROUTE 2
- SURVEY ROUTE 3
- DOWNTOWN PARKING SPACES



## Data Analysis

### Overall Parking Occupancy

Table 1 below displays the overall parking analysis, organized by individual streets and parking lots. For example, in the first row, the Old Fire Depot has 49 parking spaces, the average occupancy for the entire lot for the Thursday collection period was 35%, and it was 33% occupied in the hour between 9:00am and 10:00am. Table 2 provides more detail about parking behavior at individual lots and streets. For example: of the 49 spaces at the Old Fire Depot, only 5 were occupied all day; there were 30 unique cars; and one car parked, left for an hour, and returned to the same spot later. Table 3 analyzes parking turnover as a proxy measure of parking demand. In a busy city, one would expect there to be a lot of turnover in downtown parking (many individual cars using a single parking space over the course of a day). In the case of the Old Fire Depot, only 53% of the 49 spaces were occupied and the turnover rate was low at 1.15 vehicles per space (a 0% turnover rate would be 1.00). Tables 4, 5, and 6 show the same analyses for Saturday parking data.

See Appendix A for graphic data analysis. The most consistent parking occupancy between Thursday and Saturday was at the Old Fire Depot, Main St, and the Old Town Hall (in order). The greatest difference in parking occupancy between Thursday and Saturday was observed at TD Bank and on Central St (in order). See Figure 1 in Appendix A for overall average parking occupancy for all parking on both days. Figure 2 in Appendix A shows overall average parking for *only public parking* on both days.

### Thursday Parking Analysis

**TABLE 1: Parking Analysis for Thursday**

Section	# of Spaces	Average Occupancy	9am-10am	10am-11am	11am-12pm	12pm-1pm	1pm-2pm	2pm-3pm	3pm-4pm	4pm-5pm	5pm-6pm
Old Fire Depot	49	35%	33%	37%	37%	39%	35%	37%	39%	41%	20%
Main St	48	24%	19%	25%	25%	23%	21%	23%	23%	25%	33%
Post Office	32	23%	28%	31%	25%	19%	16%	25%	34%	6%	19%
Central St	21	28%	19%	38%	29%	19%	29%	33%	33%	33%	14%
Funeral Home	53	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
TD Bank	35	41%	26%	29%	26%	31%	43%	57%	51%	54%	51%
Old Town Hall	36	28%	31%	31%	28%	22%	25%	25%	33%	28%	28%
<b>Total</b>	<b>274</b>		<b>21%</b>	<b>25%</b>	<b>23%</b>	<b>21%</b>	<b>22%</b>	<b>26%</b>	<b>28%</b>	<b>25%</b>	<b>23%</b>
<b>Total (Public)</b>	<b>186</b>										

**Table 2: Thursday Detail Analysis**

Section	# of Spaces	Spaces Occupied all day (9am-6pm)	Number of unique cars	Number of returning cars
Old Fire Depot	49	5 – (10%)	30	1
Main St	48	1 – (2%)	64	1
Post Office	32	0 – (0%)	31	1
Central St	21	2 – (10%)	19	1
Funeral Home	53	0 – (0%)	0	0
TD Bank	35	4 – (11%)	34	1
Old Town Hall	36	3 – (8%)	23	3

**Table 3: Thursday Parking Turnover**

Section	# of Spaces	Average Occupancy	Turnover of used spaces (veh/space)
Old Fire Depot	49	35%	1.15
Main St	48	24%	1.60
Post Office	32	23%	1.48
Central St	21	28%	1.73
Funeral Home	53	0%	0
TD Bank	35	41%	1.26
Old Town Hall	36	28%	1.21

*Thursday Analysis*

On Thursday, the highest average occupancy rates were observed at the Old Fire Station and TD Bank lots. They were also the lots with the greatest number of cars parked all-day. Conversely, the greatest number of unique cars (a measure of parking turnover) was observed on Main St. Central St. however, had the lowest number of unique cars. The Funeral Home lot was empty all day on Thursday. Overall parking occupancy was relatively consistent throughout Thursday, except for TD bank which experienced a spike in parking in the afternoon starting at 1:00. In the 2-hour limit parking zones, three parking spaces on Central St and one on Main St had cars parked for longer than 4 hours. In one case, a car was parked on Central St all day in a 2-hour space. See Appendix A for analysis maps of Thursday parking.



## Saturday Parking Analysis

**TABLE 4: Parking Analysis for Saturday**

Section	# of Spaces	Average Occupancy	11am-12pm	12pm-1pm	1pm-2pm	2pm-3pm	3pm-4pm	4pm-5pm	5pm-6pm	6pm-7pm
Old Fire Depot	49	33%	39%	49%	35%	35%	29%	27%	24%	31%
Main St	48	30%	54%	27%	29%	21%	27%	29%	31%	23%
Post Office	32	14%	28%	22%	19%	19%	19%	6%	0%	0%
Central St	21	9%	14%	5%	10%	5%	5%	10%	14%	10%
Funeral Home	53	0%	0%	0%	0%	2%	0%	0%	0%	0%
TD Bank	35	14%	34%	26%	31%	6%	3%	3%	3%	3%
Old Town Hall	36	20%	33%	14%	17%	14%	19%	17%	25%	25%
<b>Total</b>	<b>274</b>		<b>30%</b>	<b>22%</b>	<b>20%</b>	<b>15%</b>	<b>15%</b>	<b>14%</b>	<b>15%</b>	<b>14%</b>
<b>Total (Public)</b>	<b>186</b>									

**Table 5: Saturday Detail Analysis**

Section	# of Spaces	Spaces Occupied all day (11am-7pm)	Number of unique cars	Number of returning cars
Old Fire Depot	49	6 – (12%)	33	1
Main St	48	1 – (2%)	79	0
Post Office	32	0 – (0%)	13	1
Central St	21	0 – (0%)	8	1
Funeral Home	53	0 – (0%)	1	0
TD Bank	35	1 – (3%)	17	0
Old Town Hall	36	4 – (11%)	15	2

**Table 6: Saturday Parking Turnover**

Section	# of Spaces	Average Occupancy	Turnover of used spaces (veh/space)
Old Fire Depot	49	33%	1.06
Main St	48	30%	2.03
Post Office	32	14%	1.08
Central St	21	9%	1.33
Funeral Home	53	0%	1.00
TD Bank	35	14%	1.06
Old Town Hall	<b>36</b>	<b>28%</b>	<b>1.00</b>

### Saturday Analysis

Overall, parking occupancy was much lower on Saturday than Thursday. The Old Fire Depot still had an occupancy rate similar to Thursday, and a consistent number of spaces that were occupied all-day. Old Town Hall also had a similar number of spaces that were occupied all day on Saturday compared to Thursday. While Main St was only 30% occupied on Saturday, it maintained a relatively high turnover rate compared to other parking areas. There was a significant spike in parking occupancy at TD Bank on Saturday morning from 9:00 to 12:00. This is consistent with the bank's Saturday business hours. Two separate cars were observed parking for 4 hours in the 2-hour limited parking zones on Saturday.

## Findings

- Overall, parking availability far exceeds demand in the Farmington downtown area.
- The total utilization of public parking over the course of the study was not more than 35%.
- The most consistent occupancy was at the Old Fire Depot lot, but the maximum occupancy was 49% and the average occupancy rate was only 35%.
- Long-term parking was concentrated at the Fire Depot, Old Town Hall, and TD Bank lots, though the maximum number of spots used all day in a single lot was only six (at the Old Fire Depot on Saturday), which was only 12% of the lot's capacity.

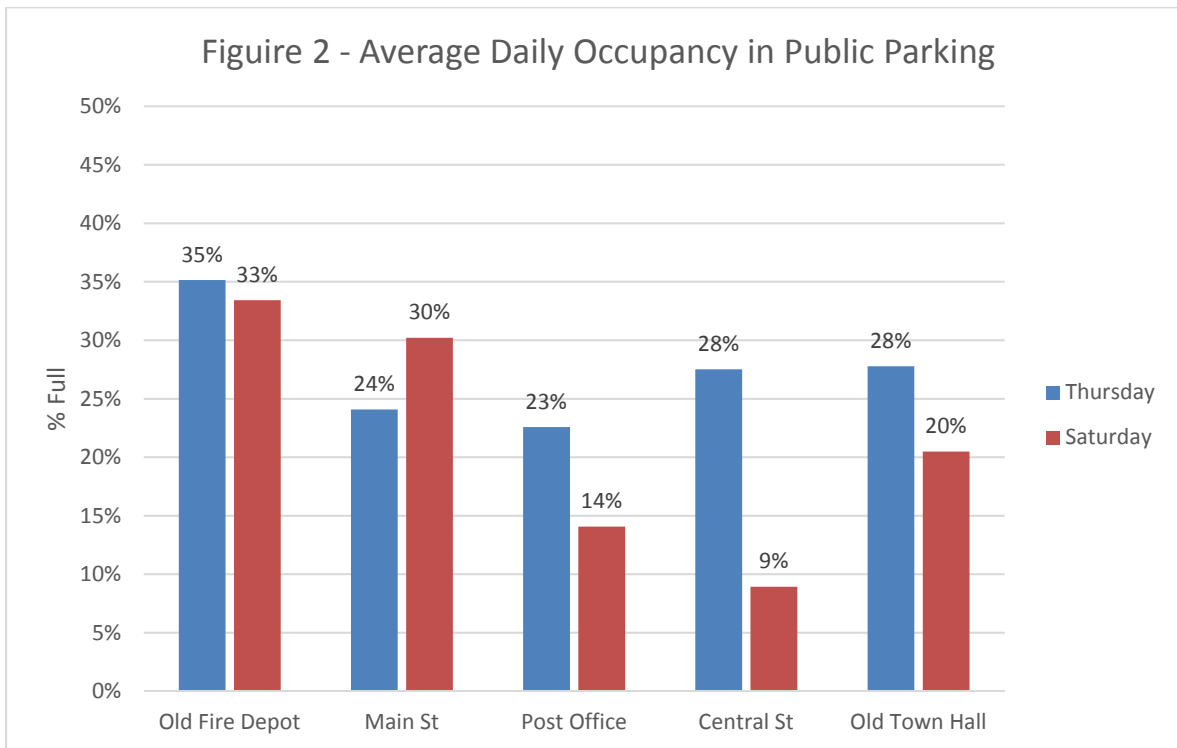
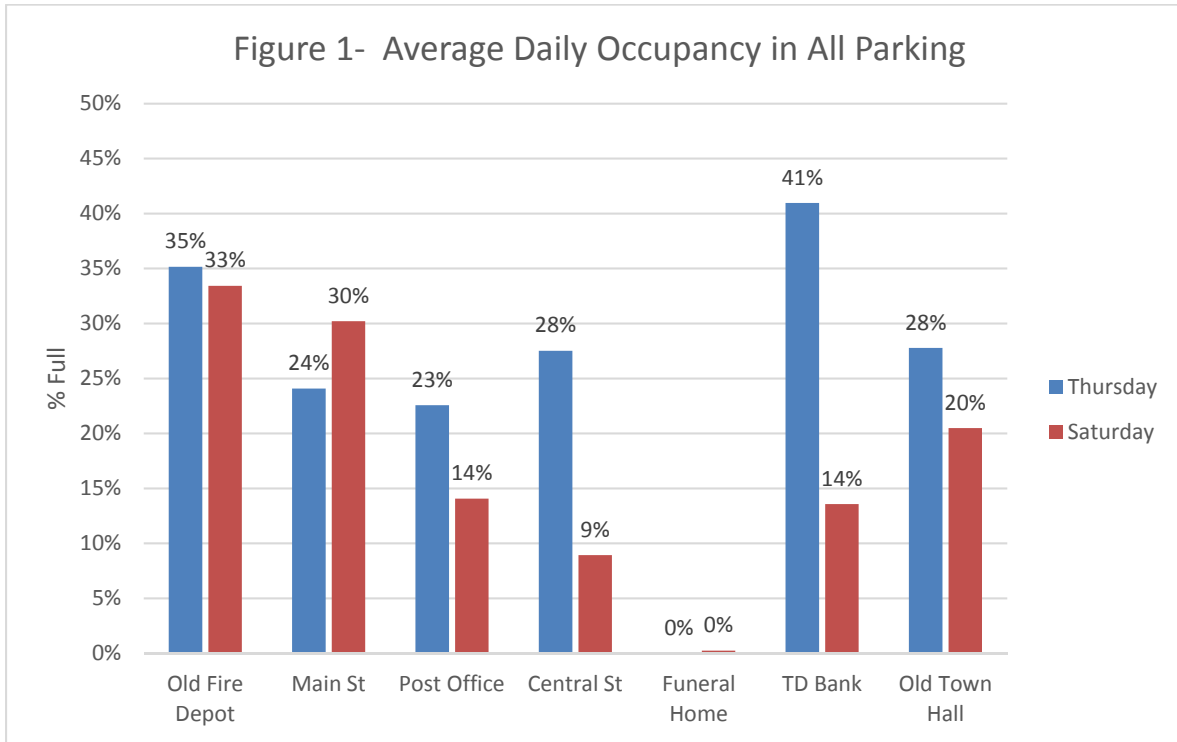
## Observations by Individual Lot

- The Old Fire Depot saw consistent occupancy throughout both days and had the least difference in average occupancy between Thursday and Saturday.
- Main St parking rates were very consistent on both Thursday and Saturday. There is a noticeable spike in parking on Thursday from 5:00pm to 6:00pm, while Saturday has a spike in the 9:00am to 10:00am period.
- The Post Office saw a parking peaks during the 10:00am and 3:00pm periods, with Saturday parking concentrated in the morning and tapering off throughout the day.
- On Central St, parking occupancy followed no obvious patterns, but occupancy was far lower on Saturday.
- The Funeral Home lot saw essentially zero use during the study. Obviously, parking could increase significantly during services held at the funeral home, but it does not appear to be used for public parking.
- TD Bank saw the greatest parking on Thursday from 2:00pm to 6:00pm, and on Saturday from 9:00am to 12:00pm. Saturday occupancy corresponds with the bank's posted business hours.
- Parking at the Old Town Hall was very consistent throughout Thursday, with a significant drop on Saturday.

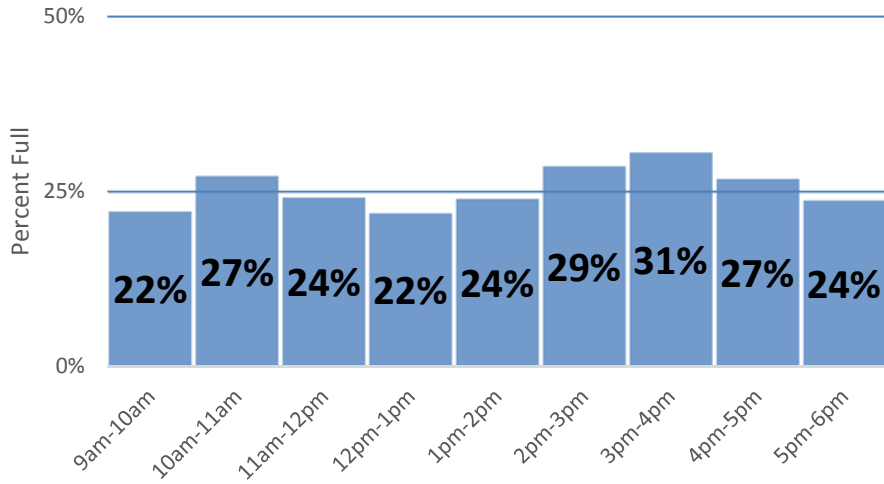
## Other Specific Observations from Volunteers

- Double parking (one car in two spaces) was occasionally observed in various places around town.
- Signage and signage visibility could be improved. One observer noted that the sign in the old fire department lot will be blocked while trees have leaves on them.
- A motorized wheelchair was parked in a spot on Main Street
- Traffic flow of TD lot seems inefficient. This is something to address with the Bank if street improvements are made in the future, or parking rates increase.

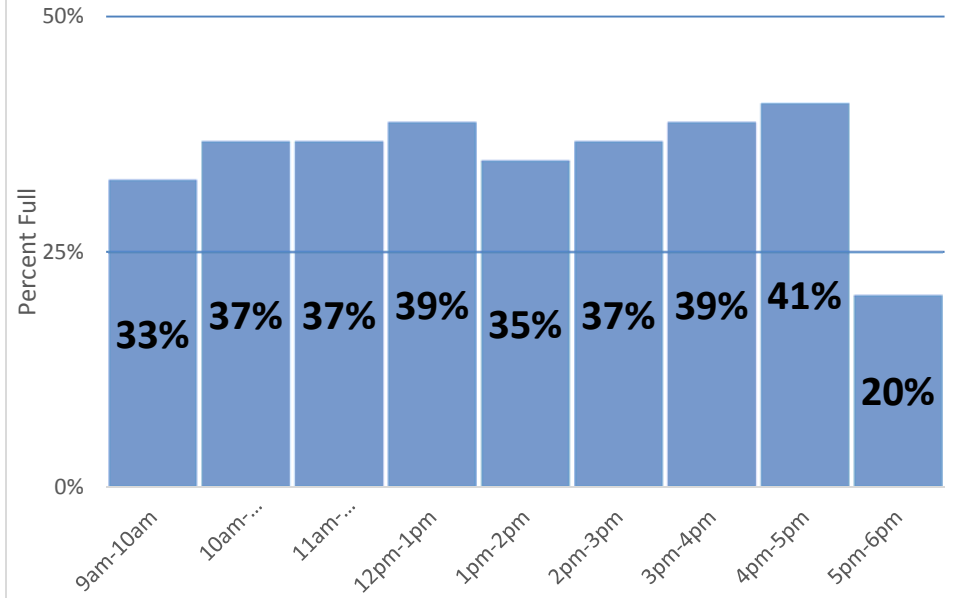
## Appendix A – Graphic Analysis



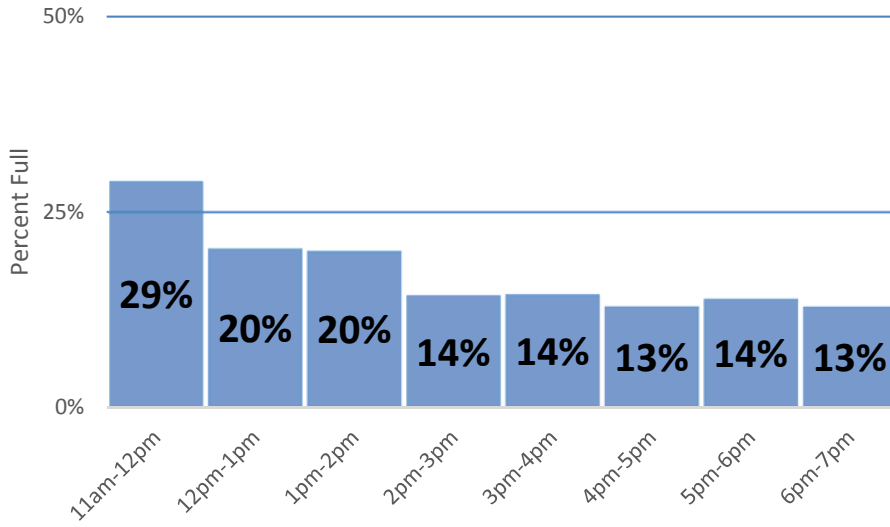
**Thursday Average Occupancy By Hour (All parking)**



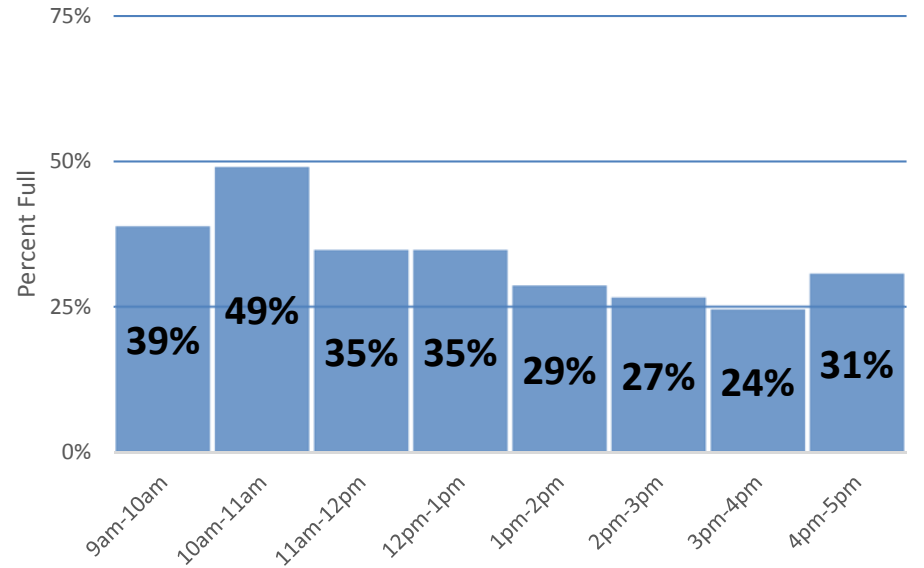
**Thursday Occupancy By Hour (Fire Depot)**



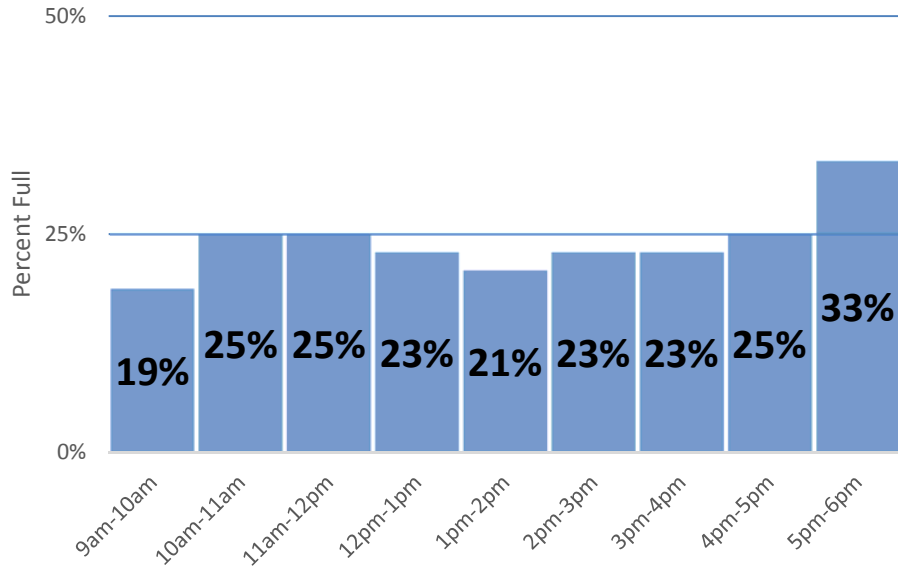
**Saturday Average Occupancy By Hour (All parking)**



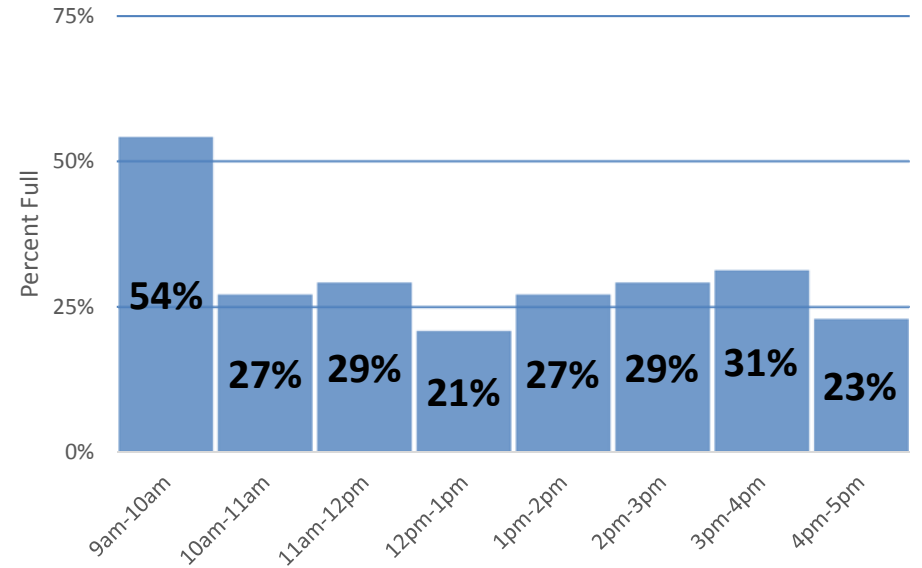
**Saturday Occupancy By Hour (Fire Depot)**



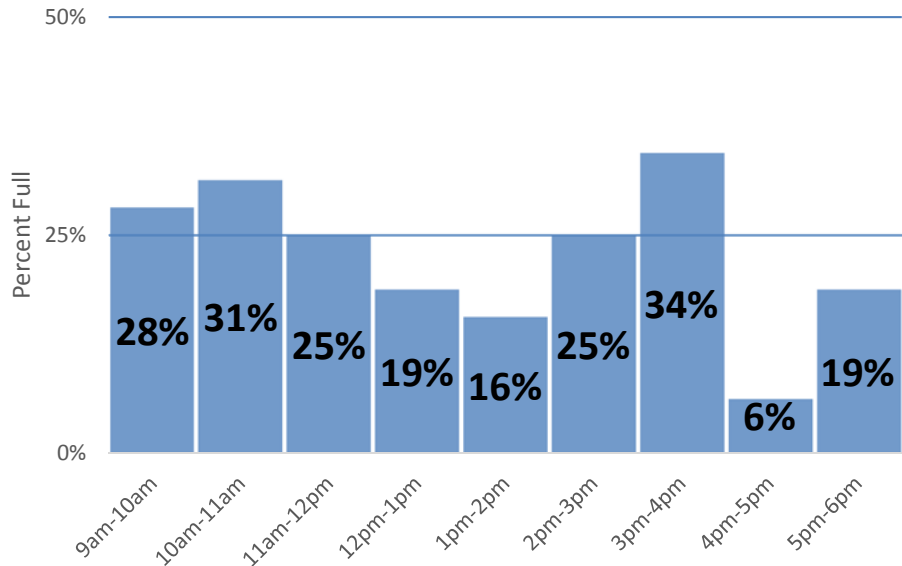
### Thursday Occupancy By Hour (Main St)



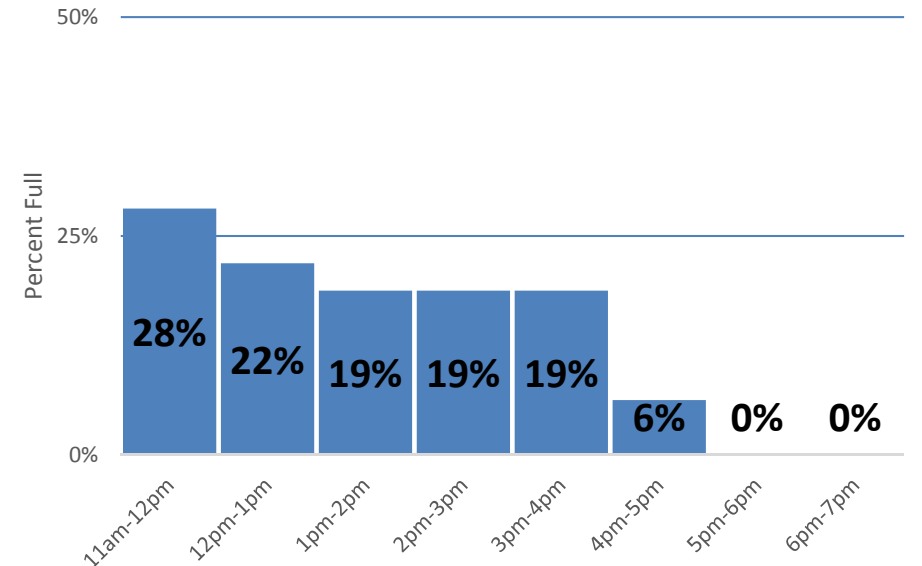
### Saturday Occupancy By Hour (Main St)



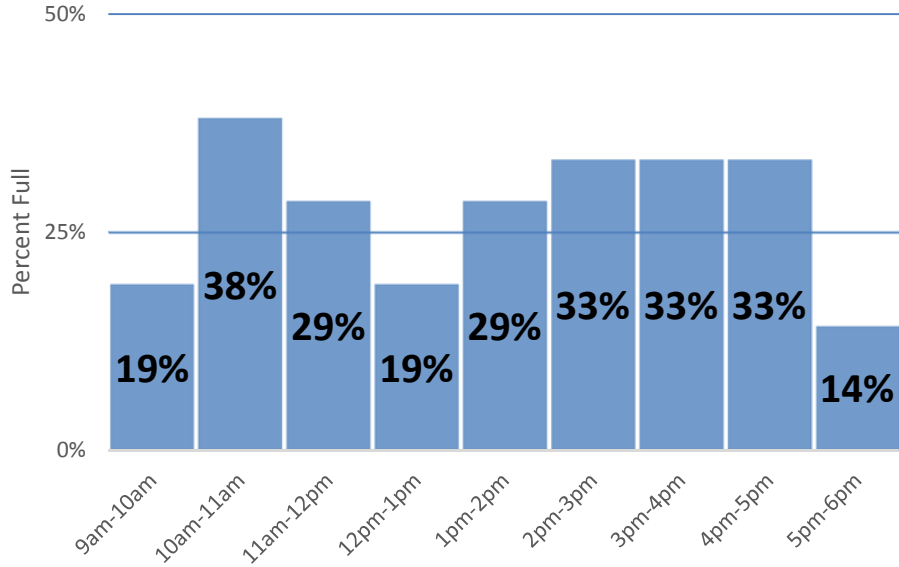
### Thursday Occupancy By Hour (Post Office)



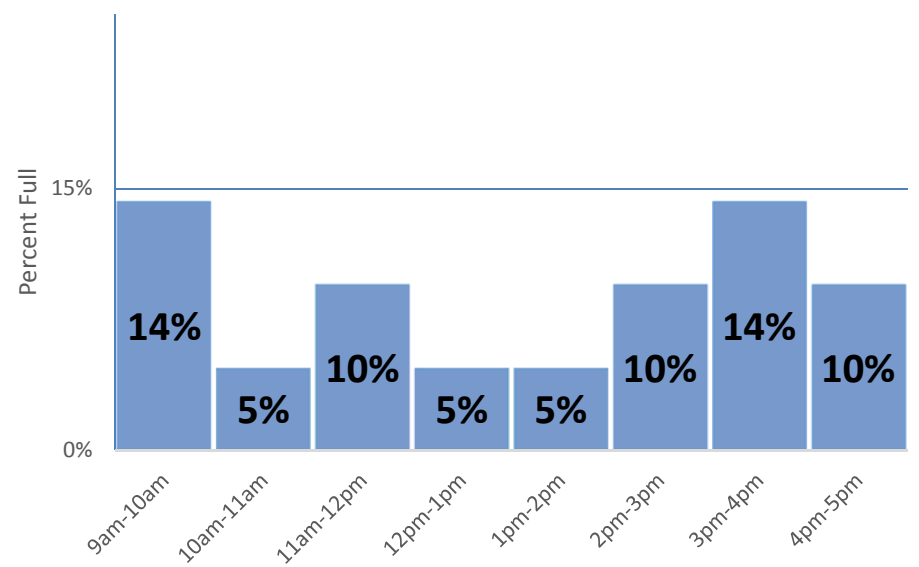
### Saturday Occupancy By Hour (Post Office)



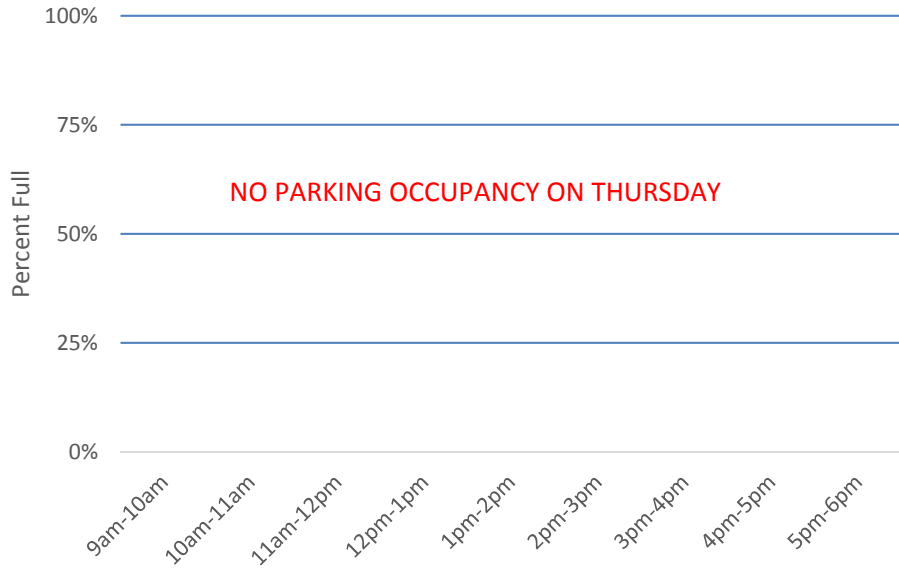
**Thursday Occupancy By Hour (Central St)**



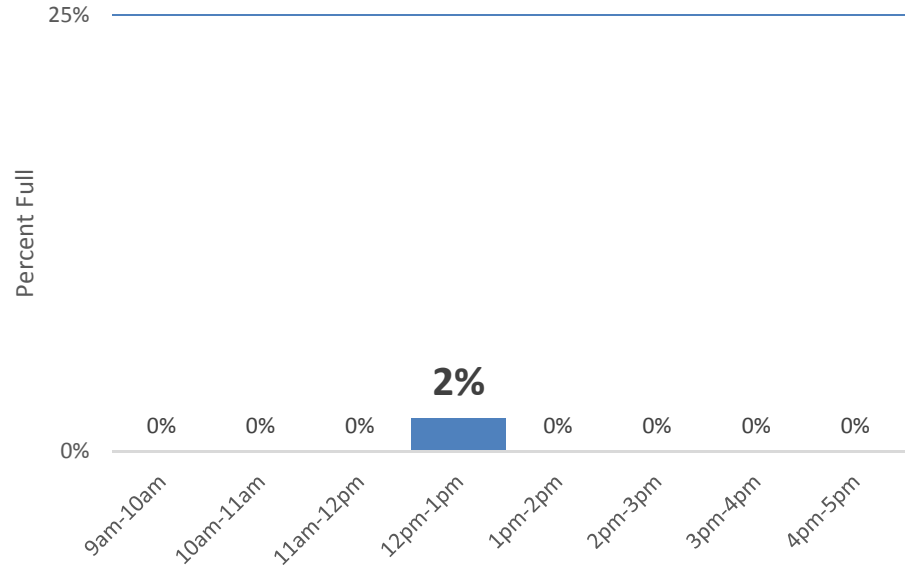
**Saturday Occupancy By Hour (Central St)**



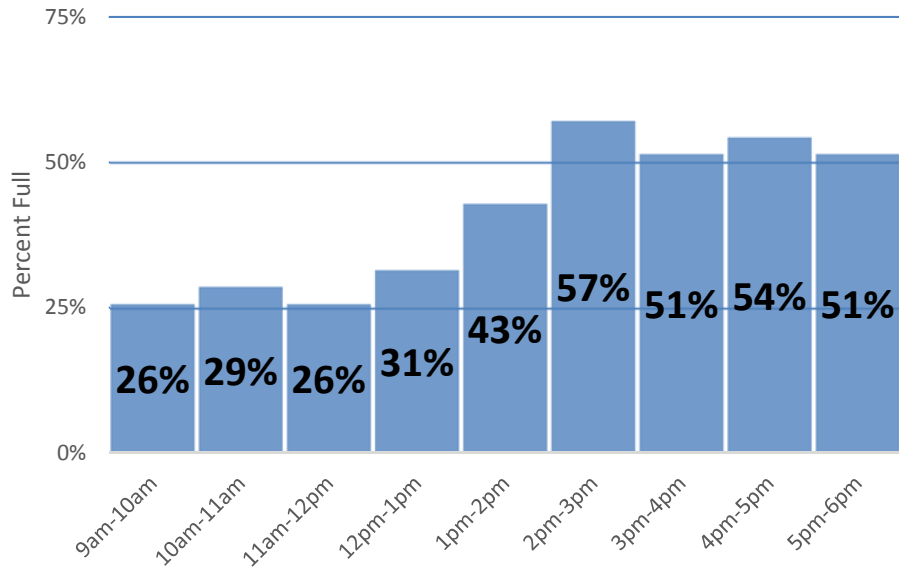
**Thursday Occupancy By Hour (Funeral Home)**



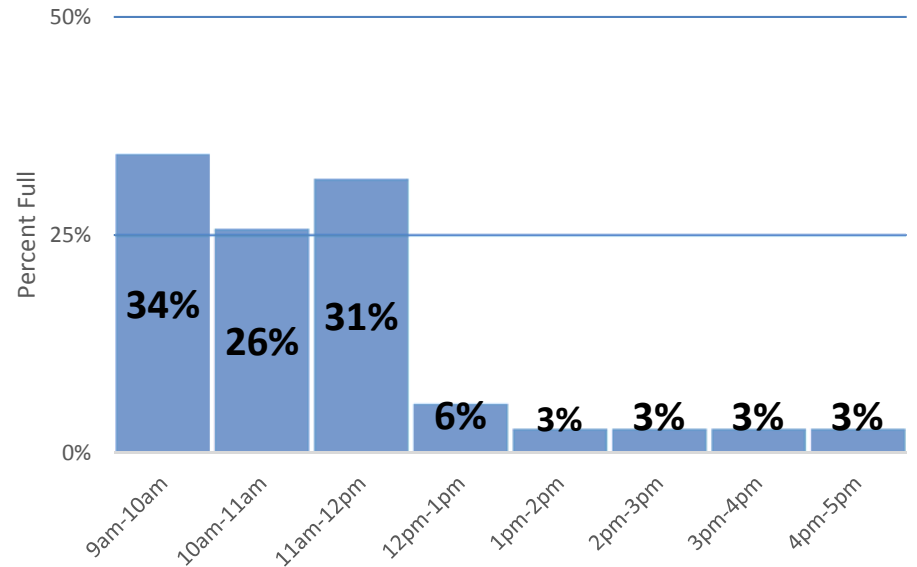
**Saturday Occupancy By Hour (Funeral Home)**



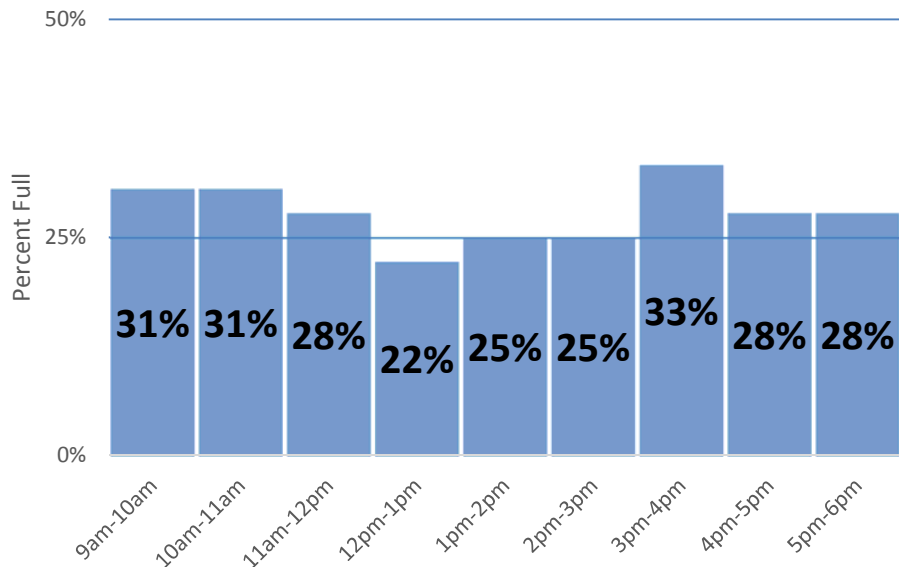
**Thursday Occupancy By Hour (TD Bank)**



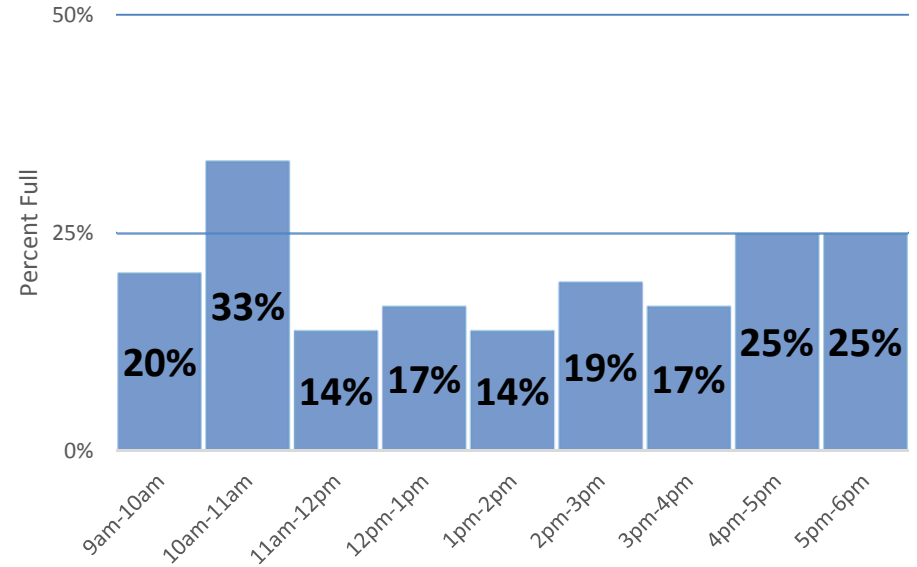
**Saturday Occupancy By Hour (TD Bank)**



**Thursday Occupancy By Hour (Old Town Hall)**



**Saturday Occupancy By Hour (Old Town Hall)**



## Appendix B – Analysis Maps

The maps below show parking activity for each space in each of the five parking areas (TD Bank, U.S. Post Office, Old Town Hall, Old Fire House, and Funeral Home). There are maps for Saturday and Thursday analysis of total parking and consecutive hourly parking. Total parking shows how many total hours in which a parking space was occupied, while consecutive parking shows how many consecutive hours a space was occupied by the same car.

Note: Central and Main St parking is separately analyzed in tables above, but is included with other central points in the study area in the maps below:

- Central St is included in maps with the Funeral Home and TD Bank
- Main St is included in maps with Old Town Hall, TD Bank, and the Post Office

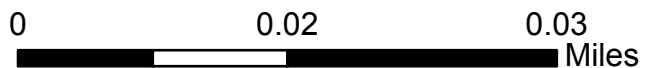
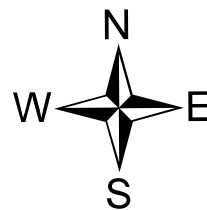
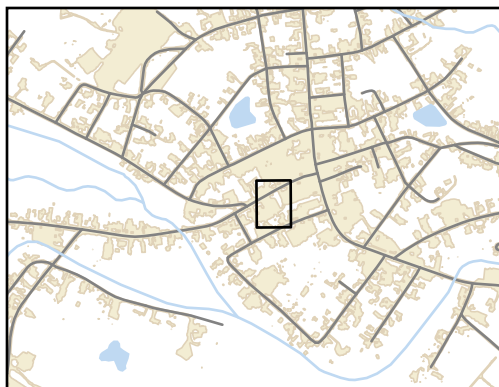


# Funeral Home and Central St - Total Parking Utilization on Thursday



DOWNTOWN FARMINGTON

HOURS OCCUPIED (9AM-6PM)

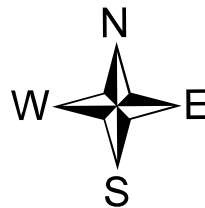
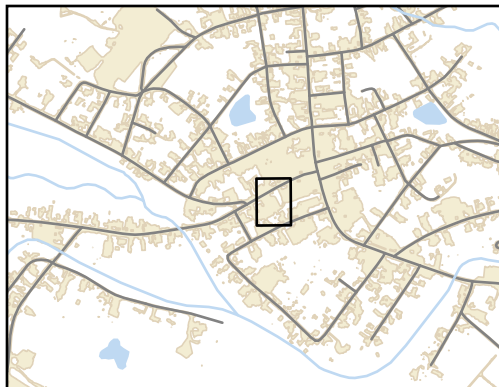


# Funeral Home and Central St - Consecutive Hourly Parking on Thursday



DOWNTOWN FARMINGTON

CONSECUTIVE HOURS OCCUPIED  
(9AM-6PM)

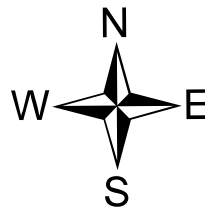
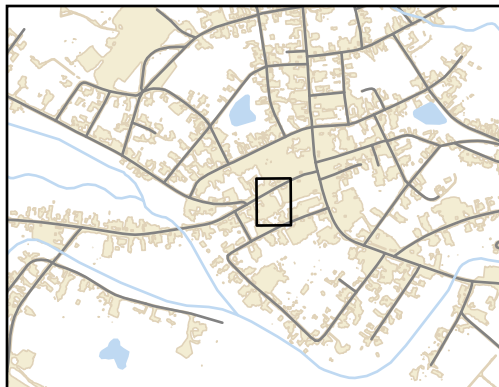


# Funeral Home and Central St - Total Parking Utilization on Saturday



DOWNTOWN FARMINGTON

HOURS OCCUPIED (11AM-7PM)

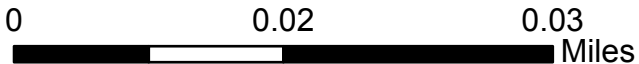
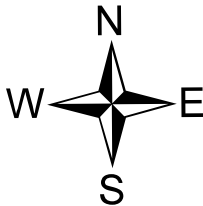
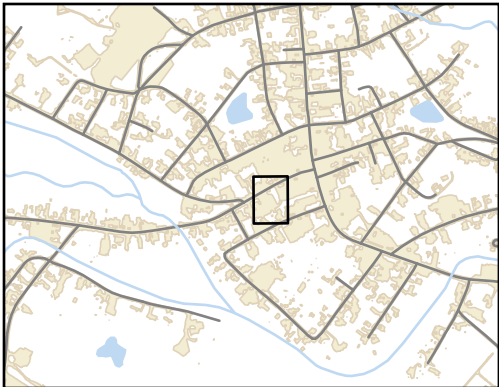


# Funeral Home and Central St - Consecutive Hourly Parking on Saturday



DOWNTOWN FARMINGTON

CONSECUTIVE HOURS OCCUPIED  
(11AM-7PM)

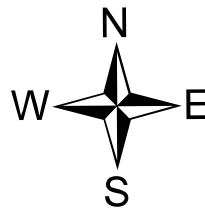
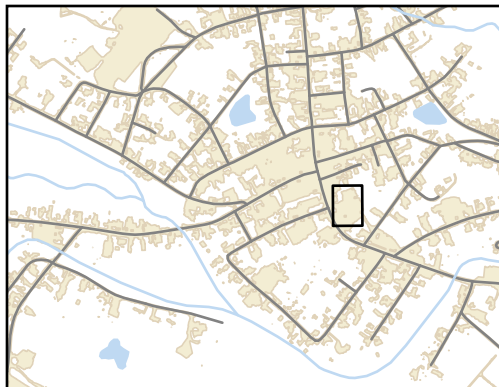


# Old Fire Station - Total Parking Utilization on Thursday



DOWNTOWN FARMINGTON

HOURS OCCUPIED (9AM-6PM)

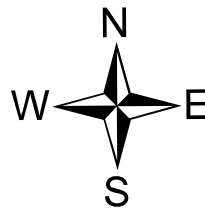
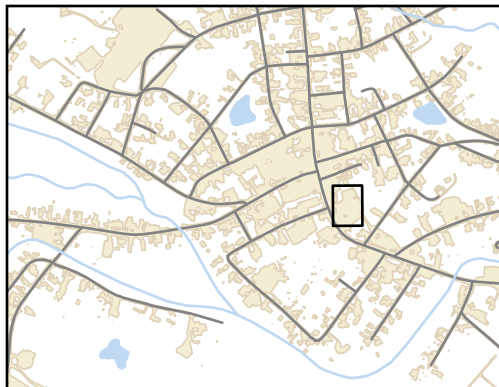


# Old Fire Station - Consecutive Hourly Parking on Thursday

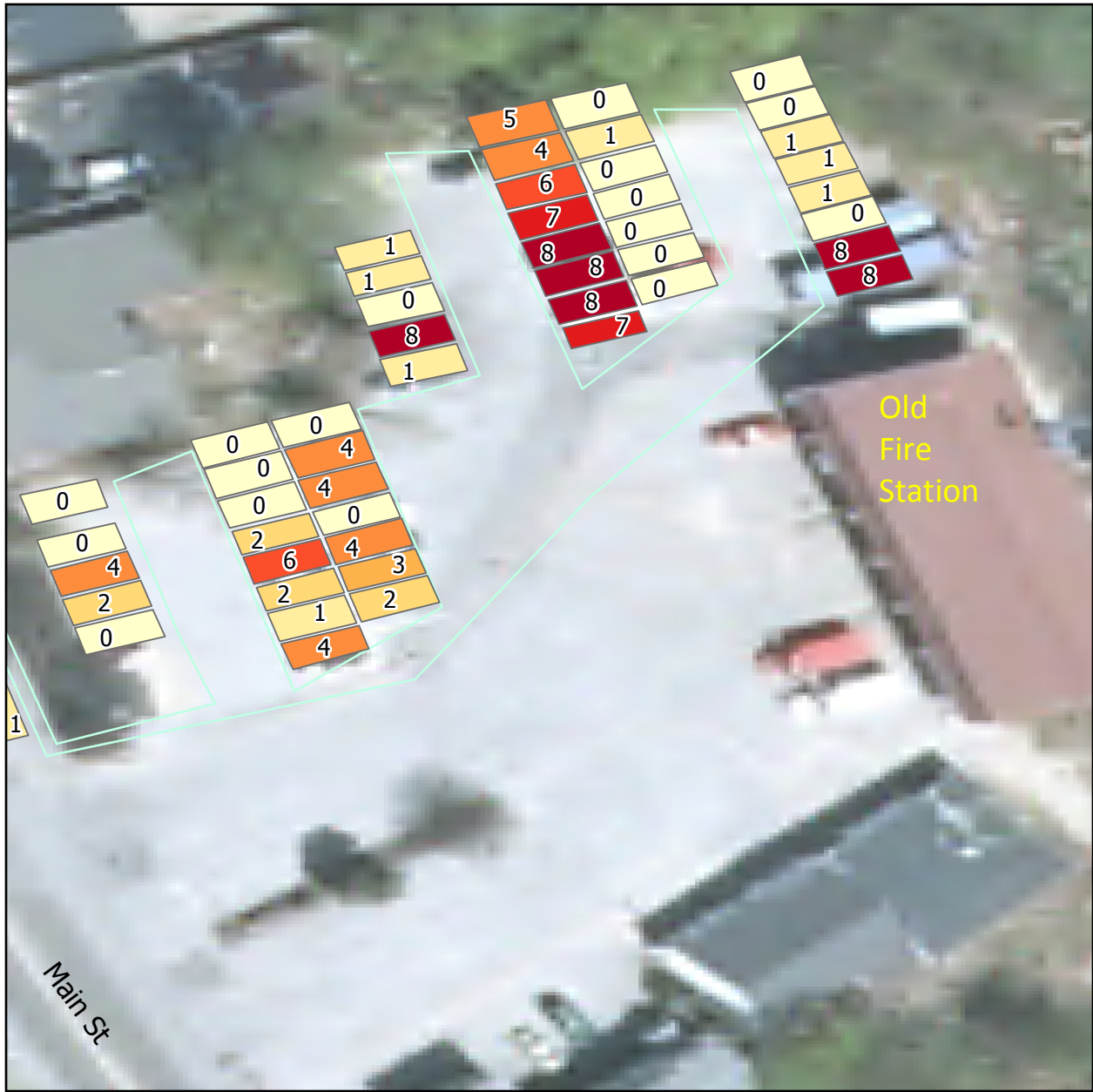


DOWNTOWN FARMINGTON

CONSECUTIVE HOURS OCCUPIED  
(9AM-6PM)

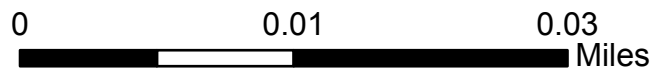
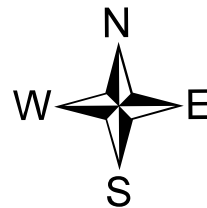
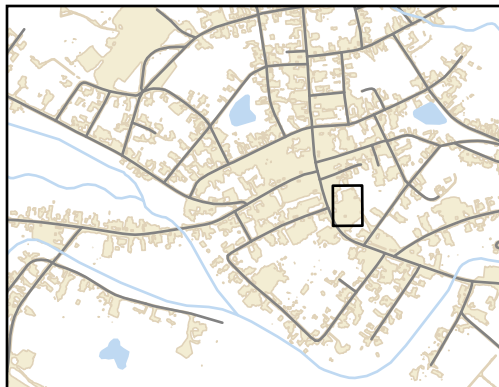


# Old Fire Station - Total Parking Utilization on Saturday



DOWNTOWN FARMINGTON

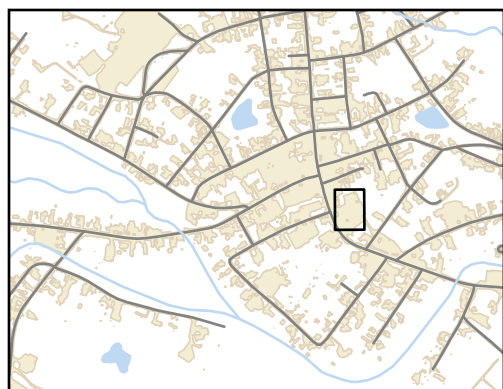
HOURS OCCUPIED (11AM-7PM)



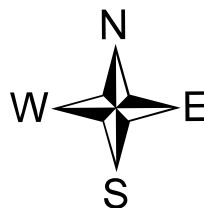
# Old Fire Station - Consecutive Hourly Parking on Saturday



## DOWNTOWN FARMINGTON



## CONSECUTIVE HOURS OCCUPIED (11AM-7PM)



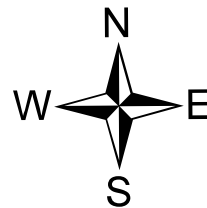
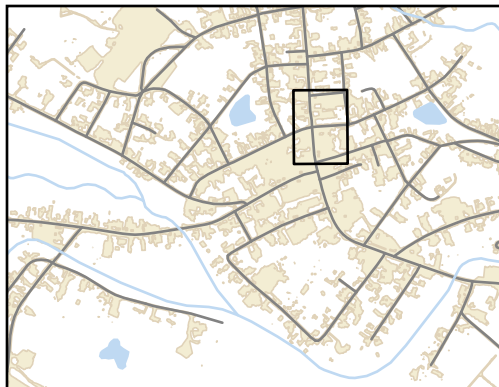


# Old Town Hall and Main St - Total Parking Utilization on Thursday



## DOWNTOWN FARMINGTON

## HOURS OCCUPIED (9AM-6PM)

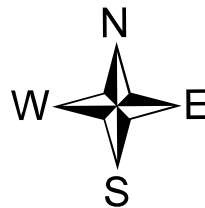
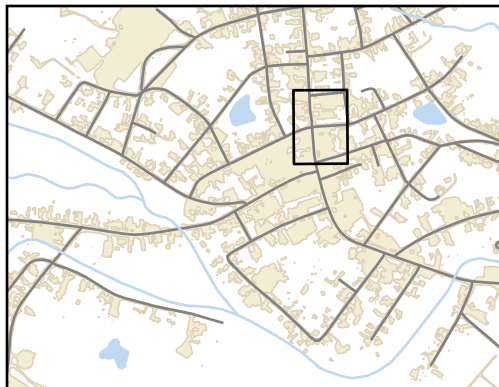


# Old Town Hall and Main St - Consecutive Hourly Parking on Thursday



DOWNTOWN FARMINGTON

CONSECUTIVE HOURS OCCUPIED  
(9 AM - 6 PM)

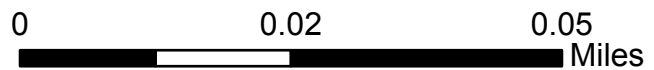
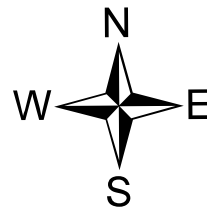
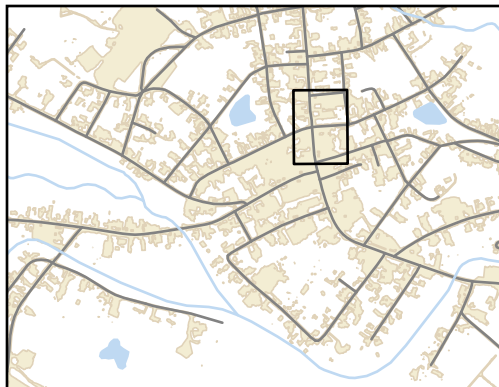


# Old Town Hall and Main St - Total Parking Utilization on Saturday

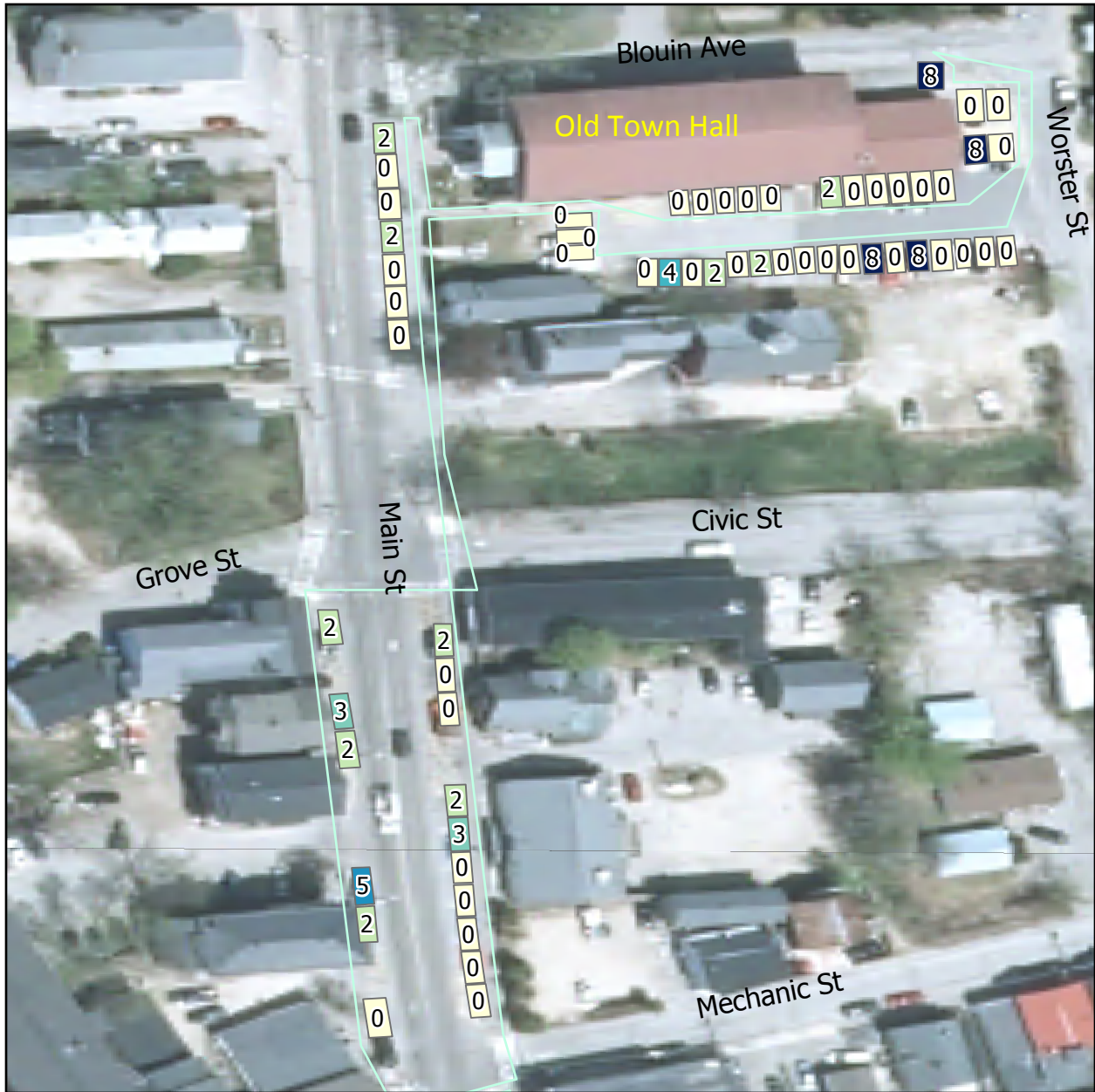


DOWNTOWN FARMINGTON

HOURS OCCUPIED (11AM-7PM)

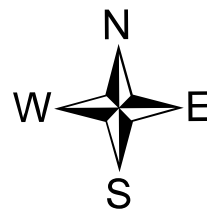
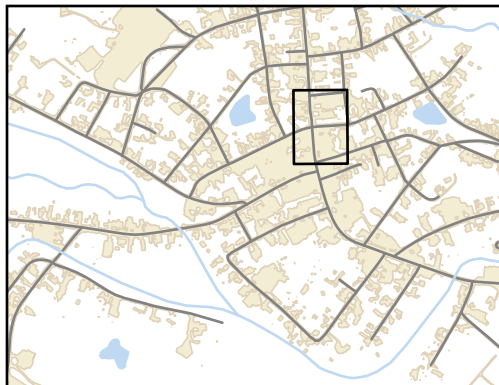


# Old Town Hall and Main St - Consecutive Hourly Parking on Saturday



DOWNTOWN FARMINGTON

CONSECUTIVE HOURS OCCUPIED  
(11AM-7PM)

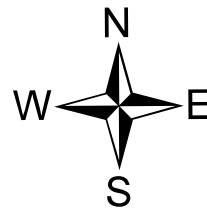
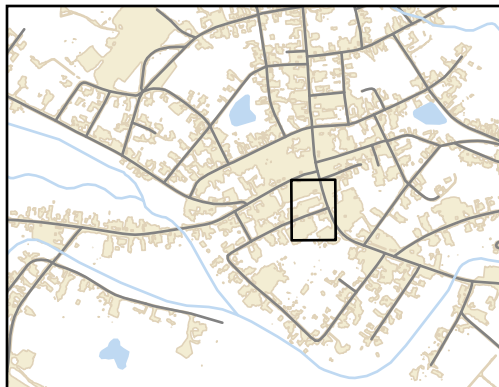


# U.S. Post Office and Main St - Total Parking Utilization on Thursday



DOWNTOWN FARMINGTON

HOURS OCCUPIED (9AM-6PM)

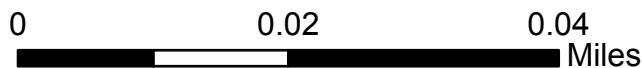
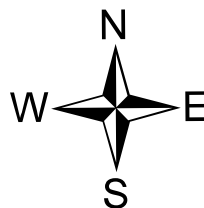
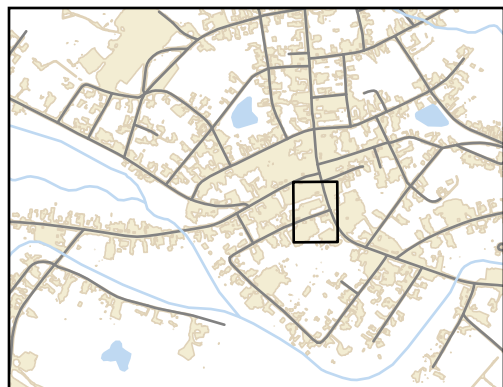


# U.S. Post Office and Main St - Consecutive Hourly Parking on Thursday



DOWNTOWN FARMINGTON

CONSECUTIVE HOURS OCCUPIED  
(9AM-6PM)

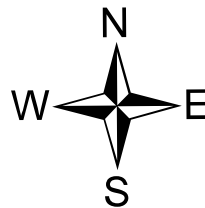
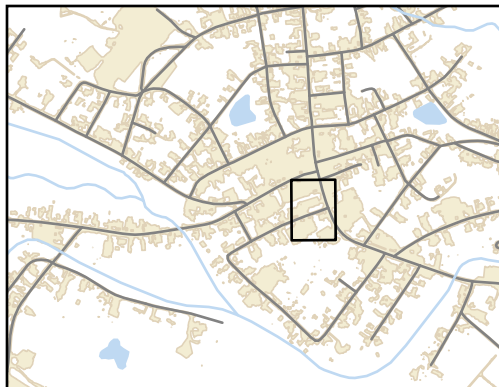


# U.S. Post Office and Main St - Total Parking Utilization on Saturday



DOWNTOWN FARMINGTON

HOURS OCCUPIED (11AM-7PM)

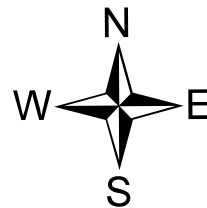
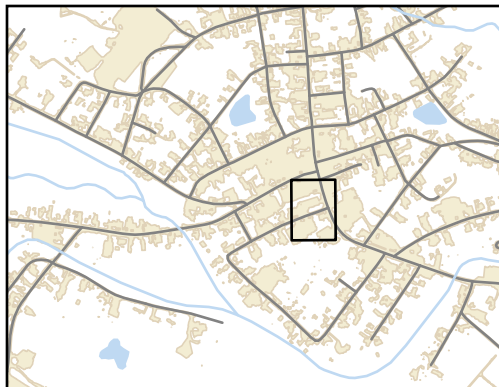


# U.S. Post Office and Main St - Consecutive Hourly Parking on Saturday



DOWNTOWN FARMINGTON

CONSECUTIVE HOURS OCCUPIED  
(11AM-7PM)



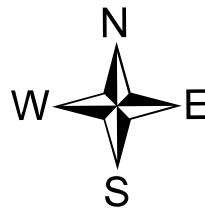
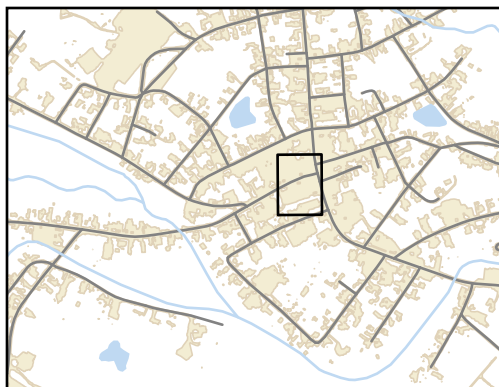


# TD Bank, Central St, and Main St - Total Parking Utilization on Thursday

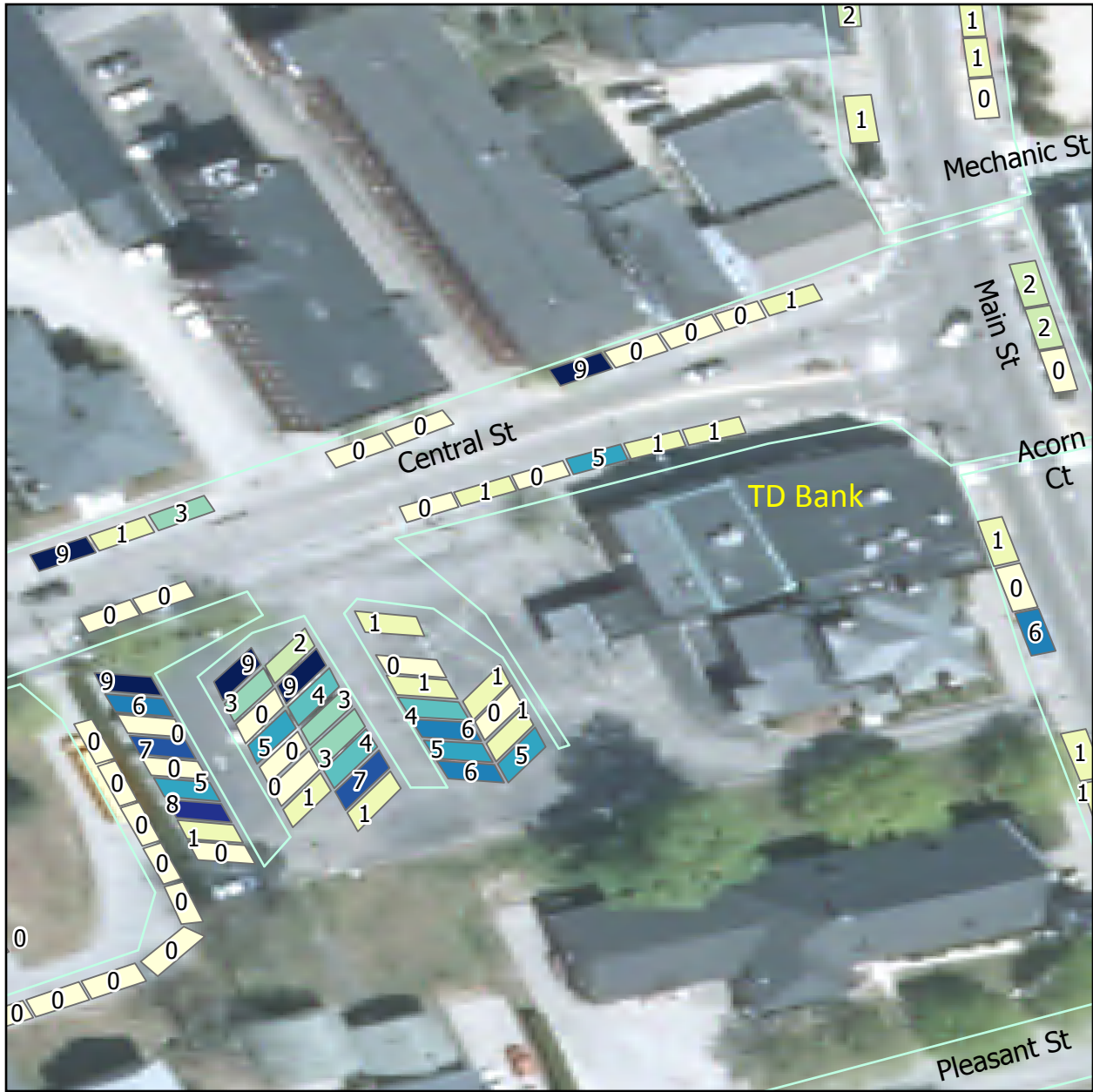


DOWNTOWN FARMINGTON

HOURS OCCUPIED (9AM-6PM)

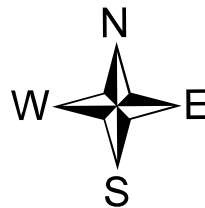
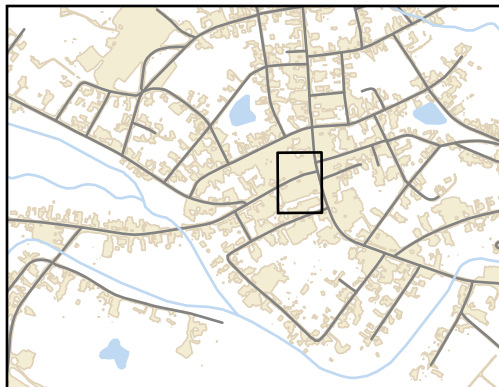


# TD Bank, Central St, and Main St - Consecutive Hourly Parking on Thursday

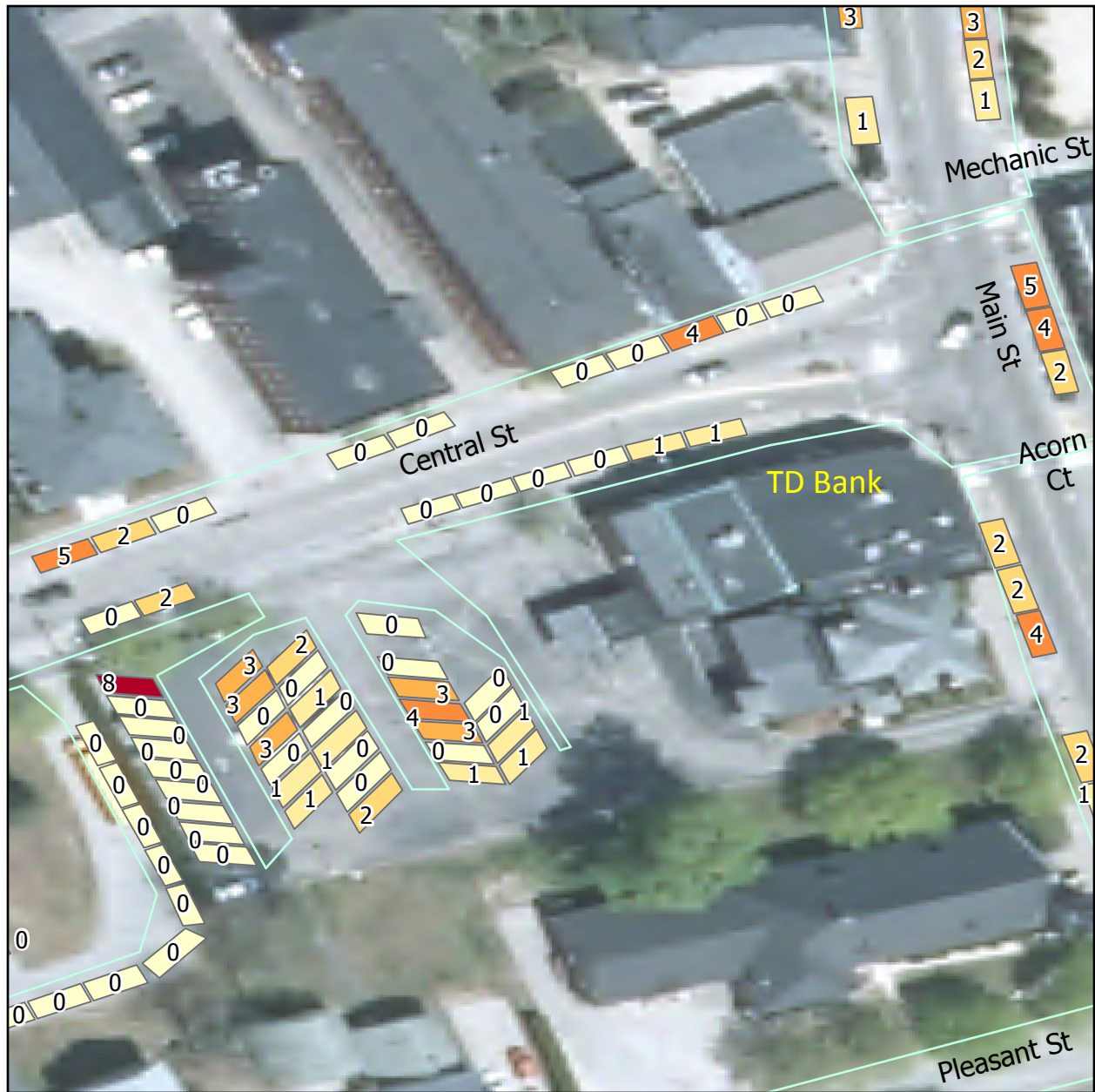


DOWNTOWN FARMINGTON

CONSECUTIVE HOURS OCCUPIED  
(9 AM - 6 PM)

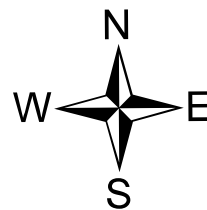
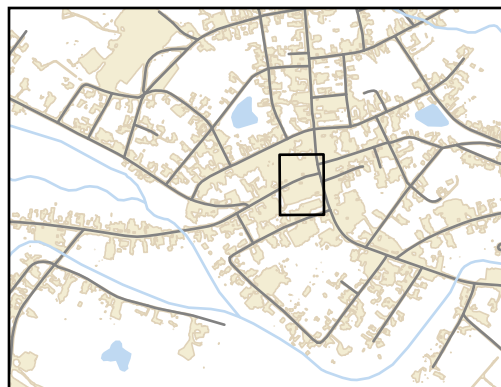


# TD Bank, Central St, and Main St - Total Parking Utilization on Saturday

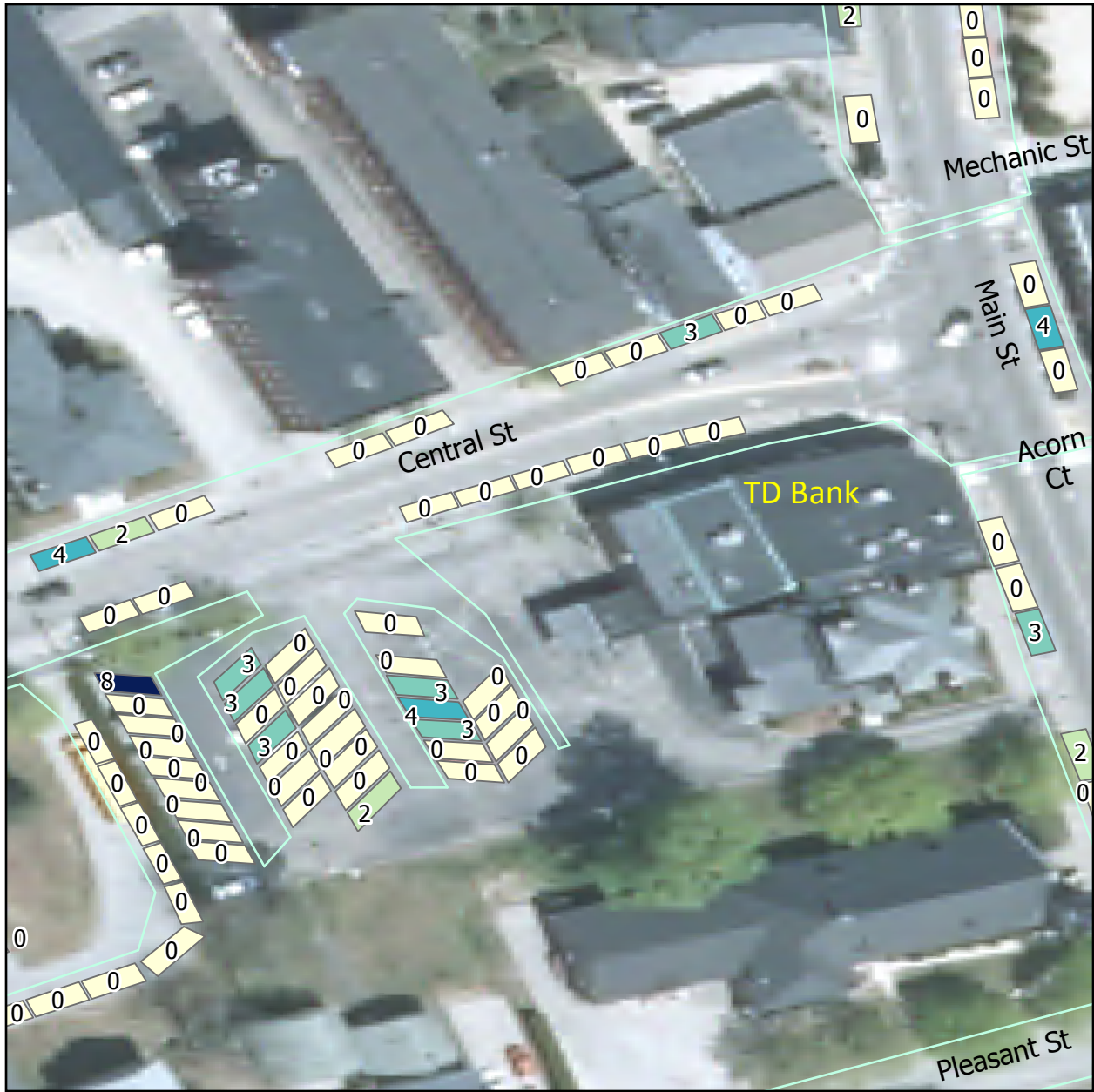


DOWNTOWN FARMINGTON

HOURS OCCUPIED (11AM-7PM)

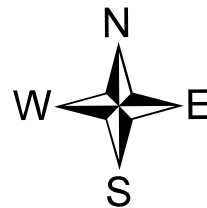
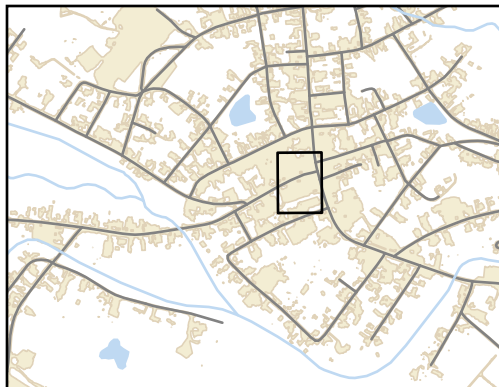


# TD Bank, Central St, and Main St - Consecutive Hourly Parking on Saturday



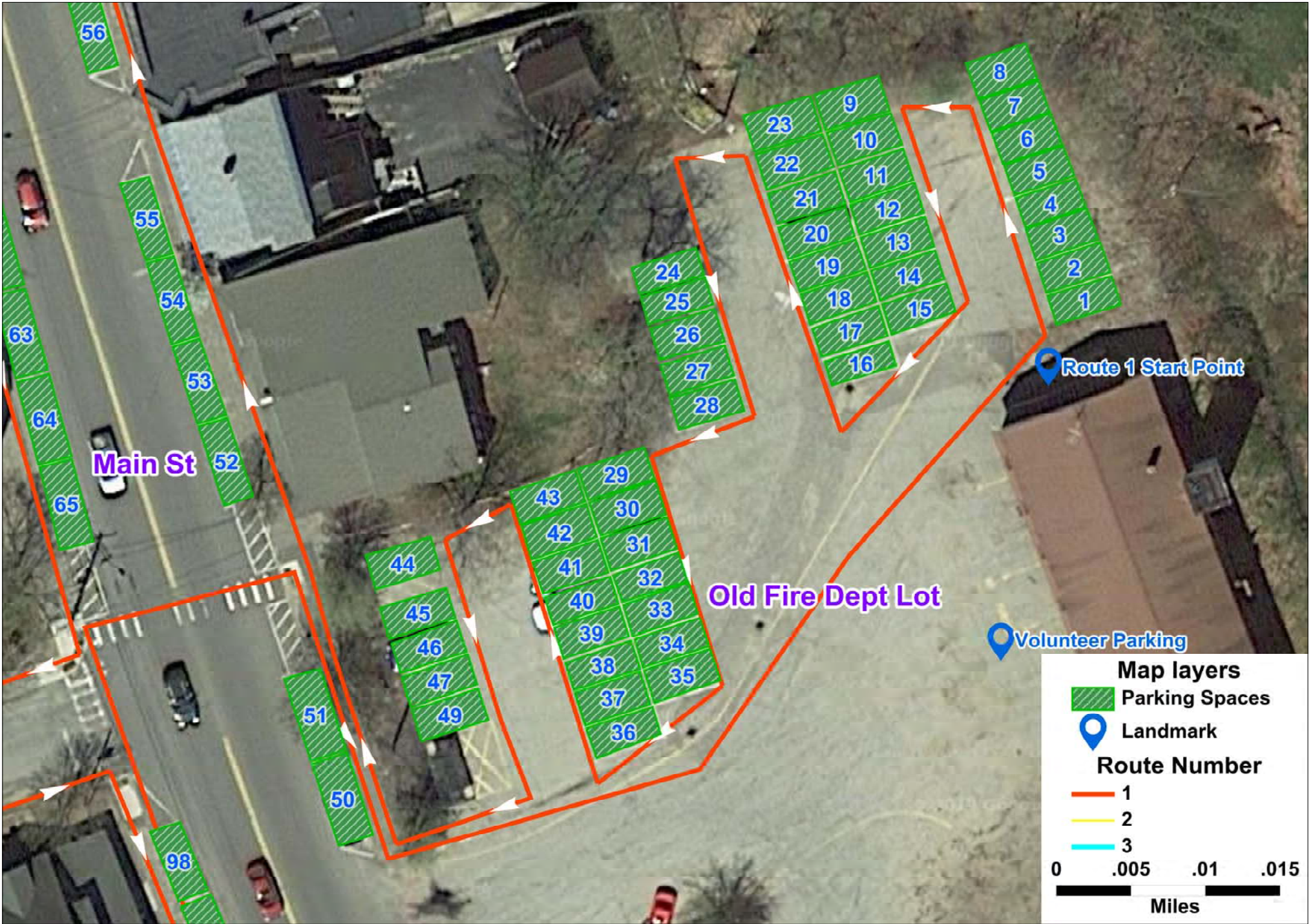
DOWNTOWN FARMINGTON

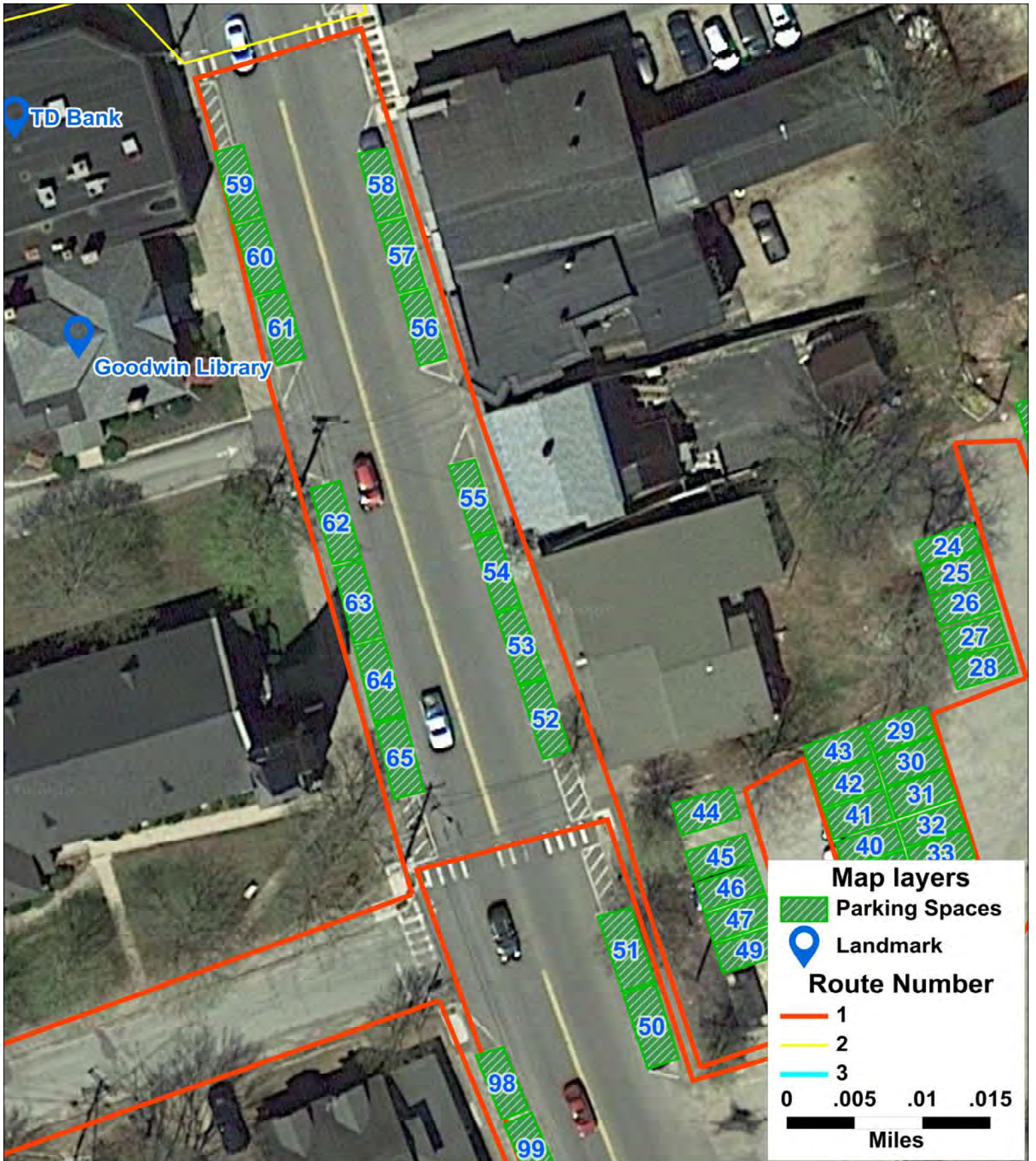
CONSECUTIVE HOURS OCCUPIED  
(11AM - 7PM)



## Appendix C – Parking Reference Maps & Data Collection Sheets

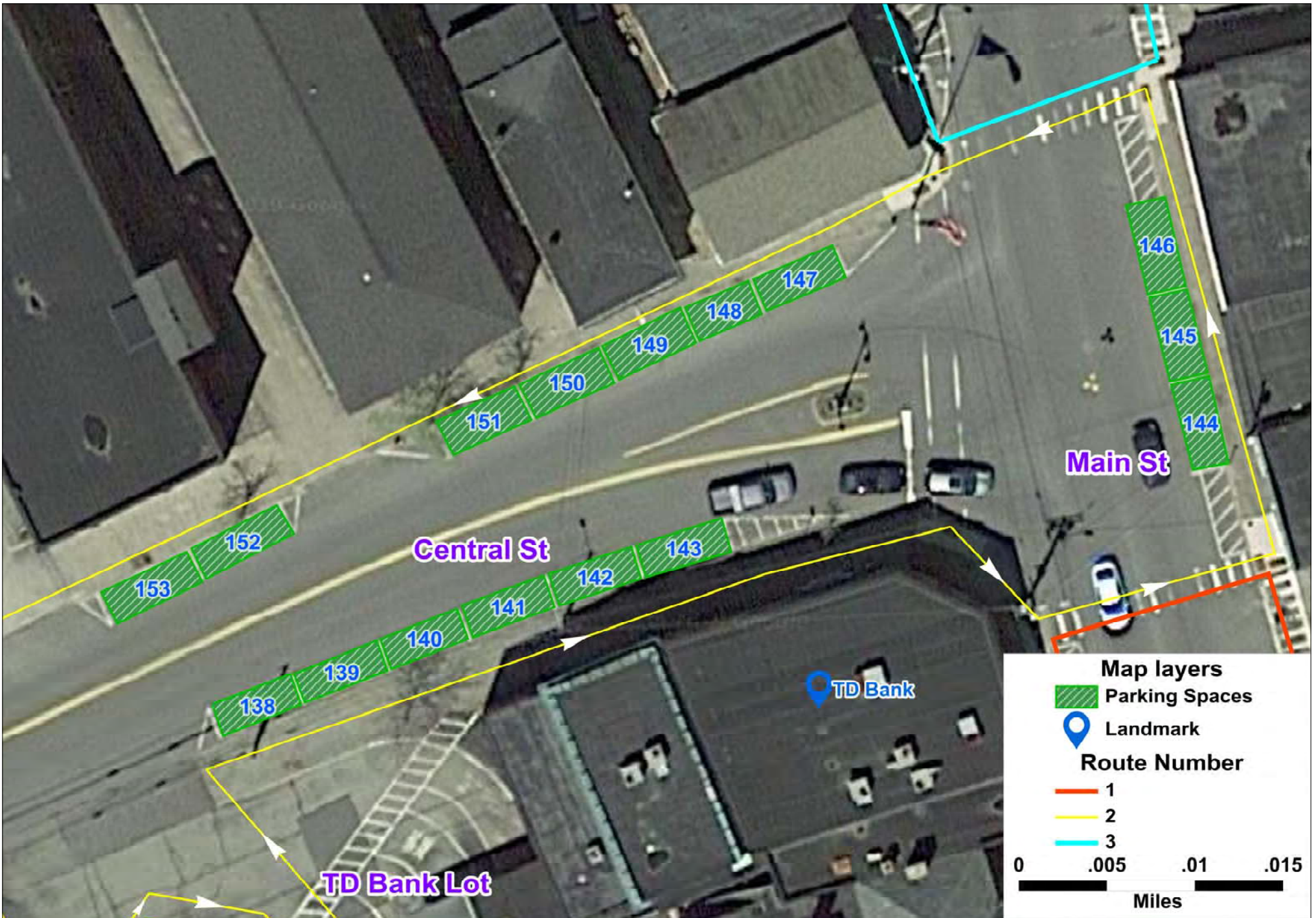
The maps below display each parking space that was surveyed for this study. Each space received an individual ID number that corresponds to the tables of raw data following the maps.

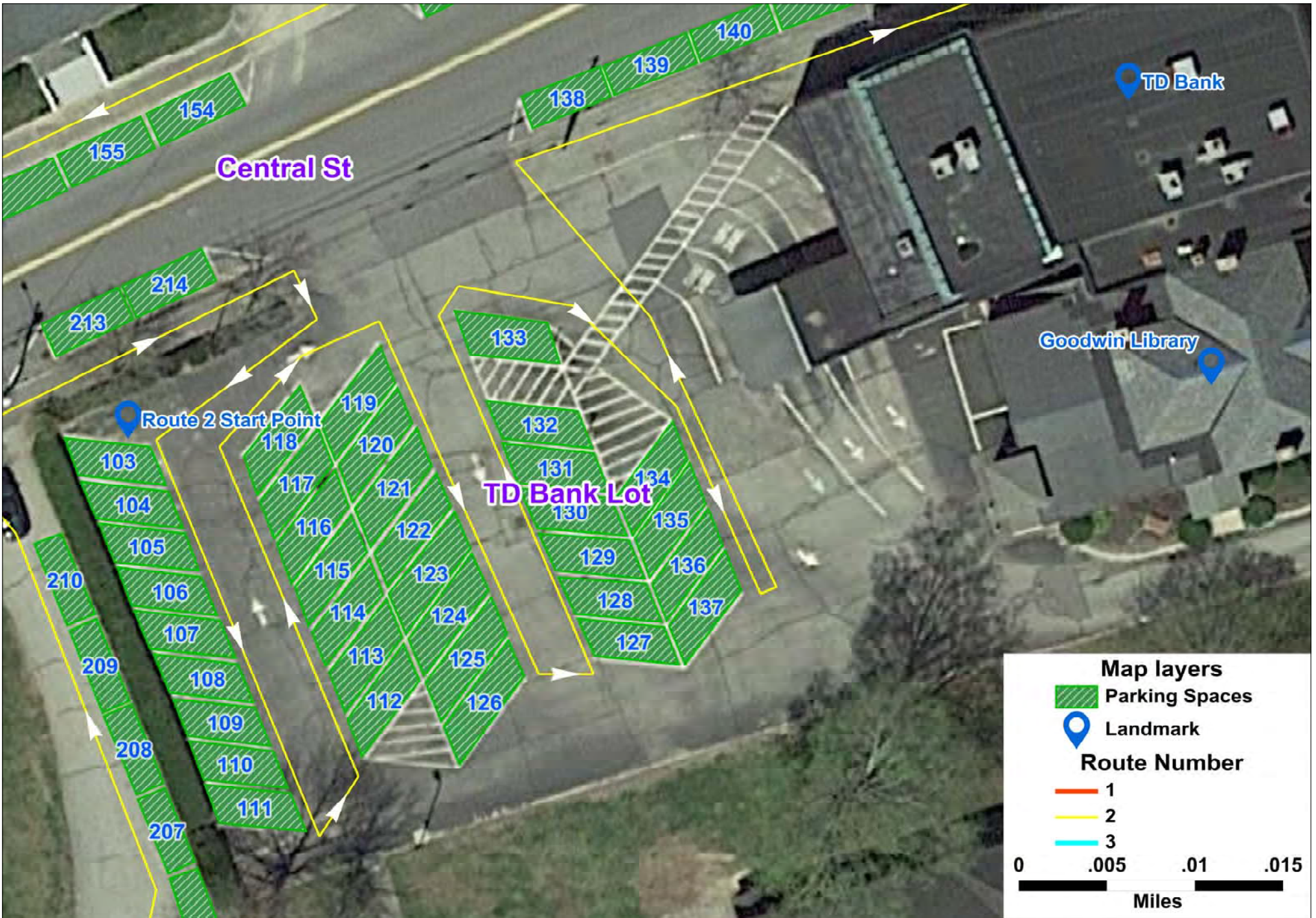








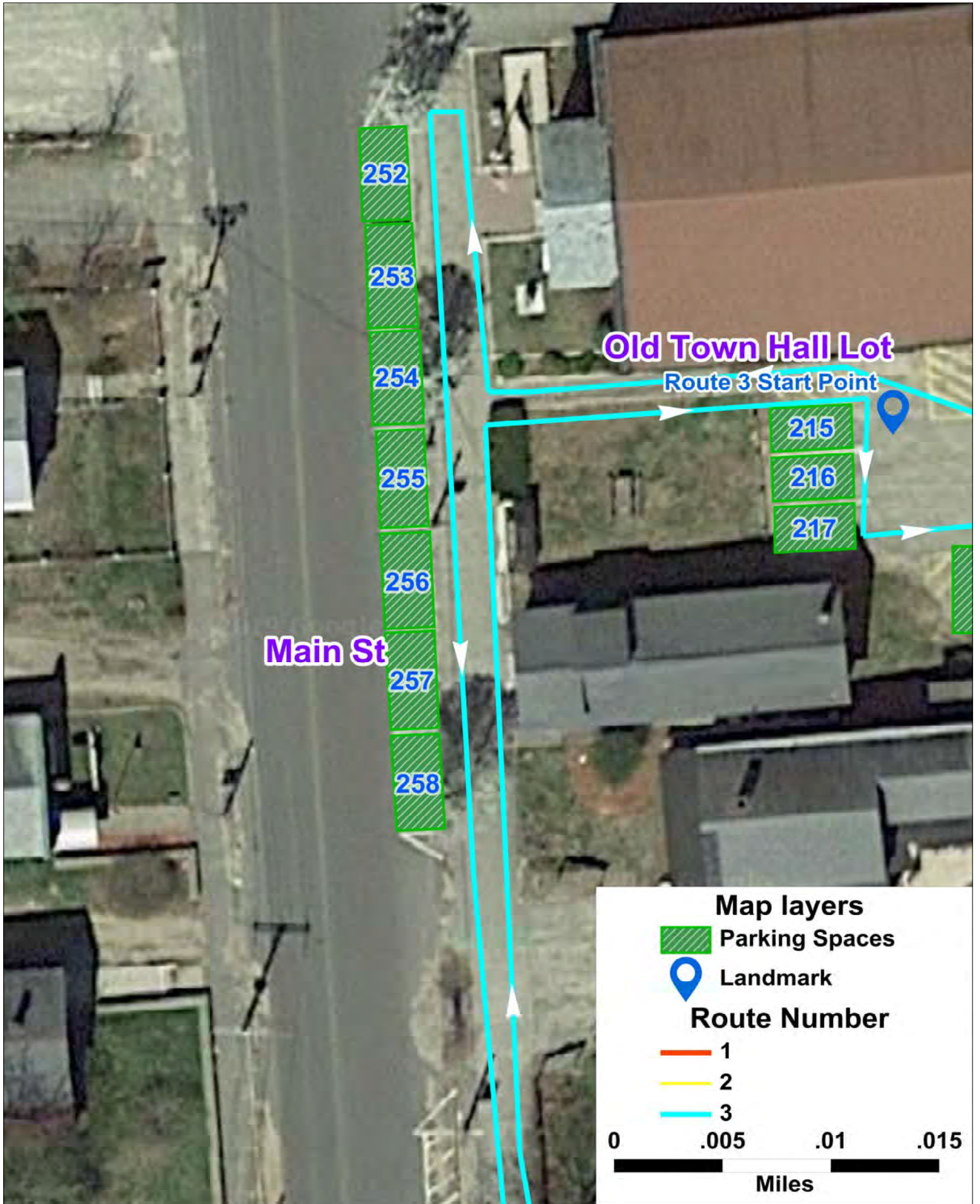














### Appendix C - Thursday Raw Parking Data

E = Empty

N = New

S = Same

R = Return

Spot #	Limit	HC?	Location	900	1000	1100	1200	1300	1400	1500	1600	1700
1	No		Old Fire Dept Lot	E	E	E	E	E	E	E	E	E
2	No		Old Fire Dept Lot	E	E	E	E	E	E	E	E	E
3	No		Old Fire Dept Lot	E	E	E	E	E	N	E	E	E
4	No		Old Fire Dept Lot	E	E	E	E	E	E	E	E	E
5	No		Old Fire Dept Lot	E	E	E	E	E	E	E	E	E
6	No		Old Fire Dept Lot	E	E	E	E	E	E	E	E	E
7	No		Old Fire Dept Lot	E	E	E	E	E	E	E	E	E
8	No		Old Fire Dept Lot	E	E	E	E	E	E	E	E	E
9	No		Old Fire Dept Lot	E	E	E	E	E	E	E	E	E
10	No		Old Fire Dept Lot	E	E	E	E	E	E	E	E	E
11	No		Old Fire Dept Lot	E	E	E	E	E	E	E	E	E
12	No		Old Fire Dept Lot	N	S	S	S	E	E	E	E	E
13	No		Old Fire Dept Lot	E	E	E	E	E	E	E	E	E
14	No		Old Fire Dept Lot	E	E	E	E	E	E	E	E	E
15	No		Old Fire Dept Lot	E	E	E	E	E	E	E	E	E
16	No		Old Fire Dept Lot	N	S	S	S	S	S	S	S	S
17	No		Old Fire Dept Lot	N	S	S	S	S	E	N	S	S
18	No		Old Fire Dept Lot	E	E	E	E	E	E	N	S	S
19	No		Old Fire Dept Lot	N	S	S	S	S	S	S	S	S
20	No		Old Fire Dept Lot	N	S	S	S	S	S	S	S	S



### Appendix C - Thursday Raw Parking Data

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Spot #	Limit	HC?	Location	900	1000	1100	1200	1300	1400	1500	1600	1700
21	No		Old Fire Dept Lot	E	E	E	E	E	N	E	E	E
22	No		Old Fire Dept Lot	E	E	E	N	E	R	S	S	S
23	No		Old Fire Dept Lot	N	S	E	E	E	E	E	E	E
24	No		Old Fire Dept Lot	E	E	E	E	E	E	E	N	S
25	No		Old Fire Dept Lot	E	E	E	E	E	E	E	E	E
26	No		Old Fire Dept Lot	E	E	E	E	N	E	E	N	E
27	No		Old Fire Dept Lot	N	S	S	S	S	S	S	S	S
28	No		Old Fire Dept Lot	E	E	E	E	E	E	E	E	E
29	No		Old Fire Dept Lot	E	E	E	E	E	E	E	E	E
30	No		Old Fire Dept Lot	N	S	S	S	S	S	S	S	S
31	No		Old Fire Dept Lot	E	N	S	S	S	S	S	N	S
32	No		Old Fire Dept Lot	E	E	E	N	S	S	S	S	E
33	No		Old Fire Dept Lot	N	S	S	S	S	S	S	S	E
34	No		Old Fire Dept Lot	N	S	S	S	S	S	S	S	E
35	No		Old Fire Dept Lot	N	S	S	S	S	S	S	S	E
36	No		Old Fire Dept Lot	N	S	S	S	S	S	S	S	E
37	No		Old Fire Dept Lot	N	S	S	S	S	S	S	S	E
38	No		Old Fire Dept Lot	E	E	E	E	E	E	E	E	E
39	No		Old Fire Dept Lot	N	S	S	S	S	S	S	S	E
40	No		Old Fire Dept Lot	E	E	E	E	E	E	E	E	E

### Appendix C - Thursday Raw Parking Data

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Spot #	Limit	HC?	Location	900	1000	1100	1200	1300	1400	1500	1600	1700
41	No		Old Fire Dept Lot	N	S	S	S	S	S	S	S	E
42	No		Old Fire Dept Lot	N	S	S	S	S	S	S	S	E
43	No		Old Fire Dept Lot	E	E	E	E	E	E	E	E	E
44	No	YES	Old Fire Dept Lot	E	E	E	E	E	E	E	E	E
45	No	YES	Old Fire Dept Lot	E	E	E	E	E	E	E	E	E
46	No		Old Fire Dept Lot	E	E	N	S	E	E	N	E	E
47	No		Old Fire Dept Lot	E	N	S	E	E	E	E	E	E
48	No		Old Fire Dept Lot	E	E	E	E	E	E	E	E	E
49	No		Old Fire Dept Lot	E	E	E	E	E	E	E	E	E
50	2hrs		Main St	E	E	E	E	E	E	E	N	E
51	2hrs		Main St	E	E	E	E	E	N	E	E	E
52	2hrs		Main St	E	N	E	E	N	N	N	N	N
53	2hrs		Main St	N	S	S	S	E	E	R	S	E
54	2hrs		Main St	E	E	E	E	E	E	E	N	S
55	2hrs		Main St	N	E	E	E	E	E	E	E	N
56	2hrs		Main St	N	S	S	S	S	E	N	E	E
57	2hrs		Main St	E	E	E	E	E	E	E	N	E
58	2hrs		Main St	E	E	E	E	E	N	E	E	N
59	2hrs		Main St	E	E	E	E	N	E	E	E	E
60	2hrs		Main St	E	E	E	E	E	E	E	E	E

### Appendix C - Thursday Raw Parking Data

E = Empty

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Spot #	Limit	HC?	Location	900	1000	1100	1200	1300	1400	1500	1600	1700
61	2hrs		Main St	N	S	S	S	S	S	N	N	S
62	2hrs		Main St	N	E	E	E	E	E	N	E	E
63	2hrs		Main St	E	E	E	E	N	E	E	E	E
64	2hrs		Main St	E	E	E	E	N	S	E	E	E
65	2hrs		Main St	N	E	E	E	E	E	E	E	N
66	No		Post Office Lot	N	S	S	E	E	N	E	E	E
67	No		Post Office Lot	E	E	N	E	E	E	N	E	E
68	No		Post Office Lot	N	N	N	E	E	E	N	E	E
69	No		Post Office Lot	E	N	E	E	E	E	E	E	E
70	No	YES	Post Office Lot	E	E	E	E	E	E	N	E	E
71	No	YES	Post Office Lot	E	E	E	N	E	E	E	E	N
72	No		Post Office Lot	E	N	E	E	E	E	E	E	E
73	No		Post Office Lot	N	E	E	E	E	E	N	E	E
74	No		Post Office Lot	N	S	E	R	S	S	S	E	E
75	No		Post Office Lot	E	E	E	E	E	E	N	E	E
76	No		Post Office Lot	E	E	E	E	E	E	E	E	E
77	No		Post Office Lot	E	E	E	E	E	E	E	E	E
78	No		Post Office Lot	E	E	E	E	E	E	E	E	E
79	No		Post Office Lot	E	E	E	E	E	E	E	E	E
80	No		Post Office Lot	E	E	E	E	E	E	E	E	E

### Appendix C - Thursday Raw Parking Data

E = Empty

N = New

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R = Return

Spot #	Limit	HC?	Location	900	1000	1100	1200	1300	1400	1500	1600	1700
81	No		Post Office Lot	E	E	E	E	E	E	E	E	E
82	No		Post Office Lot	E	E	E	E	E	E	E	E	E
83	No		Post Office Lot	E	E	E	E	E	E	E	E	N
84	No		Post Office Lot	E	E	E	E	E	E	E	E	E
85	No		Post Office Lot	E	E	E	E	E	E	E	E	N
86	No		Post Office Lot	E	E	E	E	E	E	E	E	N
87	No		Post Office Lot	E	E	E	E	E	N	E	E	N
88	No		Post Office Lot	E	E	E	E	E	E	E	E	N
89	No		Post Office Lot	E	E	E	E	E	E	E	E	E
90	No		Post Office Lot	E	E	E	E	E	E	E	E	E
91	No		Post Office Lot	N	S	S	E	E	E	E	N	E
92	No		Post Office Lot	N	S	S	S	S	S	S	E	E
93	No		Post Office Lot	E	E	E	E	E	E	E	E	E
94	No		Post Office Lot	N	S	S	S	S	S	S	N	E
95	No		Post Office Lot	N	S	S	S	S	S	S	E	E
96	No		Post Office Lot	N	S	S	S	S	S	S	E	E
97	No		Post Office Lot	E	E	E	E	E	N	S	E	E
98	2hrs		Main St	E	E	E	E	E	E	E	E	E
99	2hrs		Main St	E	E	E	E	E	E	E	E	E
100	2hrs		Main St	E	E	E	E	E	E	E	E	N

### Appendix C - Thursday Raw Parking Data

E = Empty

N = New

S = Same

R = Return

Spot #	Limit	HC?	Location	900	1000	1100	1200	1300	1400	1500	1600	1700
<b>101</b>	2hrs		Main St	E	E	E	E	E	E	E	E	E
<b>103</b>	No		TD Bank	N	S	S	S	S	S	S	S	S
<b>104</b>	No		TD Bank	N	S	S	N	S	S	S	S	S
<b>105</b>	No		TD Bank	E	E	E	E	E	E	E	E	E
<b>106</b>	No		TD Bank	N	S	S	S	E	R	S	S	S
<b>107</b>	No		TD Bank	E	E	E	E	E	E	E	E	E
<b>108</b>	No		TD Bank	E	E	E	E	N	S	S	S	S
<b>109</b>	No		TD Bank	N	S	S	S	S	S	S	S	E
<b>110</b>	No		TD Bank	N	E	E	E	E	E	E	E	E
<b>111</b>	No		TD Bank	E	E	E	E	E	E	E	E	E
<b>112</b>	No		TD Bank	E	E	E	E	N	E	E	E	E
<b>113</b>	No		TD Bank	E	E	E	E	E	E	E	E	E
<b>114</b>	No		TD Bank	E	E	E	E	E	E	E	E	E
<b>115</b>	No		TD Bank	N	S	S	S	S	N	E	E	E
<b>116</b>	No		TD Bank	E	E	E	E	E	E	E	E	E
<b>117</b>	No		TD Bank	N	S	S	E	E	E	N	S	S
<b>118</b>	No		TD Bank	N	S	S	S	S	S	S	S	S
<b>119</b>	No		TD Bank	E	E	E	E	N	S	E	E	E
<b>120</b>	No		TD Bank	N	S	S	S	S	S	S	S	S
<b>121</b>	No		TD Bank	E	E	E	E	E	N	S	S	S

### Appendix C - Thursday Raw Parking Data

E = Empty

N = New

S = Same

R = Return

Spot #	Limit	HC?	Location	900	1000	1100	1200	1300	1400	1500	1600	1700
122	No		TD Bank	E	E	E	E	E	E	N	S	S
123	No		TD Bank	E	E	E	E	N	S	S	E	N
124	No		TD Bank	E	E	E	E	E	N	S	S	S
125	No		TD Bank	E	E	N	S	S	S	S	S	S
126	No		TD Bank	E	E	E	E	E	E	E	N	N
127	No		TD Bank	E	N	E	N	S	S	S	S	S
128	No		TD Bank	E	N	E	N	S	S	S	S	E
129	No		TD Bank	E	E	E	N	S	S	S	S	S
130	No		TD Bank	E	E	E	E	E	N	S	S	S
131	No		TD Bank	E	E	E	E	E	N	E	E	E
132	No	YES	TD Bank	E	E	E	E	E	E	E	E	E
133	No	YES	TD Bank	E	E	E	E	E	N	E	E	E
134	No		TD Bank	E	E	E	E	E	E	E	E	N
135	No		TD Bank	E	E	E	E	E	E	E	E	E
136	No		TD Bank	E	E	E	E	E	E	E	N	E
137	No		TD Bank	E	E	E	E	N	S	S	S	S
138	2hrs		Central St	E	E	E	E	E	E	E	E	E
139	2hrs		Central St	E	N	N	E	N	E	E	N	E
140	2hrs		Central St	E	E	E	E	E	E	E	E	E
141	2hrs		Central St	E	N	S	S	S	S	E	N	E

### Appendix C - Thursday Raw Parking Data

E = Empty

N = New

S = Same

R = Return

Spot #	Limit	HC?	Location	900	1000	1100	1200	1300	1400	1500	1600	1700
142	2hrs		Central St	E	E	E	E	E	E	E	N	E
143	2hrs		Central St	E	N	E	E	E	N	N	E	E
144	2hrs		Main St	E	E	E	E	E	E	E	E	E
145	2hrs		Main St	E	E	E	N	E	E	E	N	S
146	2hrs		Main St	E	E	E	E	E	E	N	S	E
147	2hrs		Central St	E	N	E	E	E	N	N	N	E
148	2hrs		Central St	E	E	E	E	E	E	E	E	E
149	2hrs		Central St	E	E	E	E	E	E	E	E	E
150	2hrs		Central St	E	E	E	E	E	E	E	E	E
151	2hrs		Central St	N	S	S	S	S	S	S	S	S
152	2hrs		Central St	E	E	E	E	E	E	E	E	E
153	2hrs		Central St	E	E	E	E	E	E	E	E	E
154	2hrs		Central St	N	S	S	E	R	E	E	E	E
155	2hrs		Central St	E	E	E	E	E	E	N	E	E
156	2hrs		Central St	N	S	S	S	S	S	S	S	S
157	2hrs		Central St	E	E	E	E	E	N	S	E	E
158	No		Funeral Home Lot	E	E	E	E	E	E	E	E	E
159	No		Funeral Home Lot	E	E	E	E	E	E	E	E	E
160	No		Funeral Home Lot	E	E	E	E	E	E	E	E	E
161	No		Funeral Home Lot	E	E	E	E	E	E	E	E	E

### Appendix C - Thursday Raw Parking Data

E = Empty

N = New

S = Same

R = Return

Spot #	Limit	HC?	Location	900	1000	1100	1200	1300	1400	1500	1600	1700
162	No		Funeral Home Lot	E	E	E	E	E	E	E	E	E
163	No		Funeral Home Lot	E	E	E	E	E	E	E	E	E
164	No		Funeral Home Lot	E	E	E	E	E	E	E	E	E
165	No		Funeral Home Lot	E	E	E	E	E	E	E	E	E
166	No		Funeral Home Lot	E	E	E	E	E	E	E	E	E
167	No		Funeral Home Lot	E	E	E	E	E	E	E	E	E
168	No		Funeral Home Lot	E	E	E	E	E	E	E	E	E
169	No		Funeral Home Lot	E	E	E	E	E	E	E	E	E
170	No		Funeral Home Lot	E	E	E	E	E	E	E	E	E
171	No		Funeral Home Lot	E	E	E	E	E	E	E	E	E
172	No		Funeral Home Lot	E	E	E	E	E	E	E	E	E
173	No		Funeral Home Lot	E	E	E	E	E	E	E	E	E
174	No		Funeral Home Lot	E	E	E	E	E	E	E	E	E
175	No		Funeral Home Lot	E	E	E	E	E	E	E	E	E
176	No		Funeral Home Lot	E	E	E	E	E	E	E	E	E
177	No		Funeral Home Lot	E	E	E	E	E	E	E	E	E
178	No		Funeral Home Lot	E	E	E	E	E	E	E	E	E
179	No		Funeral Home Lot	E	E	E	E	E	E	E	E	E
180	No		Funeral Home Lot	E	E	E	E	E	E	E	E	E
181	No		Funeral Home Lot	E	E	E	E	E	E	E	E	E



### Appendix C - Thursday Raw Parking Data

E = Empty

N = New

S = Same

R = Return

Spot #	Limit	HC?	Location	900	1000	1100	1200	1300	1400	1500	1600	1700
182	No		Funeral Home Lot	E	E	E	E	E	E	E	E	E
183	No		Funeral Home Lot	E	E	E	E	E	E	E	E	E
184	No		Funeral Home Lot	E	E	E	E	E	E	E	E	E
185	No		Funeral Home Lot	E	E	E	E	E	E	E	E	E
186	No		Funeral Home Lot	E	E	E	E	E	E	E	E	E
187	No		Funeral Home Lot	E	E	E	E	E	E	E	E	E
188	No		Funeral Home Lot	E	E	E	E	E	E	E	E	E
189	No		Funeral Home Lot	E	E	E	E	E	E	E	E	E
190	No		Funeral Home Lot	E	E	E	E	E	E	E	E	E
191	No		Funeral Home Lot	E	E	E	E	E	E	E	E	E
192	No		Funeral Home Lot	E	E	E	E	E	E	E	E	E
193	No		Funeral Home Lot	E	E	E	E	E	E	E	E	E
194	No		Funeral Home Lot	E	E	E	E	E	E	E	E	E
195	No		Funeral Home Lot	E	E	E	E	E	E	E	E	E
196	No		Funeral Home Lot	E	E	E	E	E	E	E	E	E
197	No		Funeral Home Lot	E	E	E	E	E	E	E	E	E
198	No		Funeral Home Lot	E	E	E	E	E	E	E	E	E
199	No		Funeral Home Lot	E	E	E	E	E	E	E	E	E
200	No		Funeral Home Lot	E	E	E	E	E	E	E	E	E
201	No		Funeral Home Lot	E	E	E	E	E	E	E	E	E

### Appendix C - Thursday Raw Parking Data

E = Empty

N = New

S = Same

R = Return

Spot #	Limit	HC?	Location	900	1000	1100	1200	1300	1400	1500	1600	1700
202	No		Funeral Home Lot	E	E	E	E	E	E	E	E	E
203	No		Funeral Home Lot	E	E	E	E	E	E	E	E	E
204	No		Funeral Home Lot	E	E	E	E	E	E	E	E	E
205	No		Funeral Home Lot	E	E	E	E	E	E	E	E	E
206	No		Funeral Home Lot	E	E	E	E	E	E	E	E	E
207	No		Funeral Home Lot	E	E	E	E	E	E	E	E	E
208	No		Funeral Home Lot	E	E	E	E	E	E	E	E	E
209	No		Funeral Home Lot	E	E	E	E	E	E	E	E	E
210	No		Funeral Home Lot	E	E	E	E	E	E	E	E	E
211	2hrs		Central St	E	E	E	E	E	E	E	E	E
212	2hrs		Central St	E	E	E	E	E	E	E	E	E
213	2hrs		Central St	E	E	E	E	E	E	E	E	E
214	2hrs		Central St	E	E	E	E	E	E	E	E	E
215	No	YES	Old Town Hall Lot	E	E	E	E	E	E	E	E	E
216	No		Old Town Hall Lot	E	E	E	E	E	E	E	E	E
217	No		Old Town Hall Lot	E	E	E	E	E	E	E	E	E
218	No		Old Town Hall Lot	N	S	S	E	E	E	E	E	E
219	No		Old Town Hall Lot	N	S	S	S	S	S	S	E	E
220	No		Old Town Hall Lot	E	E	N	S	E	E	N	S	S
221	No		Old Town Hall Lot	N	S	E	E	E	E	E	E	E

### Appendix C - Thursday Raw Parking Data

E = Empty

N = New

S = Same

R = Return

Spot #	Limit	HC?	Location	900	1000	1100	1200	1300	1400	1500	1600	1700
222	No		Old Town Hall Lot	E	E	E	E	E	N	S	S	S
223	No		Old Town Hall Lot	E	E	E	E	N	S	S	S	N
224	No		Old Town Hall Lot	E	E	E	E	E	N	S	S	S
225	No		Old Town Hall Lot	N	S	S	E	E	E	E	E	N
226	No		Old Town Hall Lot	E	E	E	E	N	S	S	S	E
227	No		Old Town Hall Lot	N	S	S	S	S	S	S	S	N
228	No		Old Town Hall Lot	N	S	S	S	S	S	S	S	S
229	No		Old Town Hall Lot	E	E	E	E	E	E	N	E	E
230	No		Old Town Hall Lot	N	S	S	S	S	S	S	S	S
231	No		Old Town Hall Lot	E	E	E	E	E	E	E	E	E
232	No		Old Town Hall Lot	E	E	E	E	E	E	E	E	E
233	No		Old Town Hall Lot	E	E	E	E	N	E	R	E	E
234	No		Old Town Hall Lot	N	S	E	E	E	E	E	E	E
235	No		Old Town Hall Lot	E	E	E	E	E	E	E	E	E
236	No		Old Town Hall Lot	E	E	E	E	E	E	N	E	E
238	No	YES	Old Town Hall Lot	N	S	S	S	S	E	E	R	S
239	No		Old Town Hall Lot	E	E	E	E	E	E	E	E	E
240	No		Old Town Hall Lot	N	S	S	S	S	S	E	R	S
241	No		Old Town Hall Lot	N	S	S	S	E	E	E	E	E
242	No		Old Town Hall Lot	E	E	E	E	E	E	E	E	E

### Appendix C - Thursday Raw Parking Data

E = Empty

N = New

S = Same

R = Return

Spot #	Limit	HC?	Location	900	1000	1100	1200	1300	1400	1500	1600	1700
243	No		Old Town Hall Lot	E	E	E	E	E	E	E	E	E
244	No		Old Town Hall Lot	E	E	E	E	E	E	E	E	E
245	No		Old Town Hall Lot	E	E	E	E	E	E	E	E	E
246	No		Old Town Hall Lot	E	E	E	E	E	E	E	E	E
247	No		Old Town Hall Lot	E	E	E	E	E	E	E	E	E
248	No		Old Town Hall Lot	E	E	E	E	E	E	E	E	E
249	No		Old Town Hall Lot	E	E	E	E	E	E	E	E	E
250	No		Old Town Hall Lot	E	E	E	E	E	E	E	E	E
251	No		Old Town Hall Lot	E	E	E	E	E	E	E	E	E
252	2hrs		Main St	E	E	N	S	E	E	E	E	E
253	2hrs		Main St	E	N	E	E	E	E	E	E	N
254	2hrs		Main St	E	E	N	E	E	E	E	E	N
255	2hrs		Main St	E	E	N	E	E	E	E	E	E
256	2hrs		Main St	E	E	E	E	E	E	E	E	E
257	2hrs		Main St	E	N	N	E	E	E	E	E	E
258	2hrs		Main St	E	N	E	E	E	E	E	E	E
259	2hrs		Main St	E	N	N	N	E	N	N	E	N
260	2hrs		Main St	N	E	E	E	E	E	E	E	E
261	2hrs		Main St	E	E	E	N	E	E	E	N	E
262	2hrs		Main St	E	E	E	E	E	E	N	E	E

### Appendix C - Thursday Raw Parking Data

E = Empty

N = New

S = Same

R = Return

Spot #	Limit	HC?	Location	900	1000	1100	1200	1300	1400	1500	1600	1700
263	2hrs		Main St	E	E	N	E	E	E	E	E	E
264	2hrs		Main St	E	E	E	E	E	N	E	N	S
265	2hrs		Main St	E	E	E	E	E	N	E	E	N
266	2hrs		Main St	E	E	E	E	E	E	N	E	E
267	2hrs		Main St	E	E	E	E	N	E	E	E	N
268	2hrs	YES	Main St	E	E	E	E	E	E	E	E	E
269	2hrs		Main St	E	N	E	E	E	E	E	E	E
270	2hrs		Main St	E	E	N	S	N	E	E	E	E
271	2hrs		Main St	E	E	E	E	E	E	E	E	E
272	2hrs		Main St	E	E	E	N	E	E	E	E	E
273	2hrs		Main St	E	E	E	E	E	N	E	E	E
274	2hrs		Main St	E	N	E	E	E	E	E	E	E

**Appendix C - Saturday Raw Parking Data**

E = Empty			N = New	S = Same			R = Return				
Spot #	Limit	HC?	Location	1100	1200	1300	1400	1500	1600	1700	1800
1	No		Old Fire Dept Lot	N	S	S	S	S	S	S	S
2	No		Old Fire Dept Lot	N	S	S	S	S	S	S	S
3	No		Old Fire Dept Lot	E	E	E	E	E	E	E	E
4	No		Old Fire Dept Lot	E	E	E	E	E	E	E	N
5	No		Old Fire Dept Lot	E	E	E	E	E	E	E	N
6	No		Old Fire Dept Lot	E	E	E	E	E	E	E	N
7	No		Old Fire Dept Lot	E	E	E	E	E	E	E	E
8	No		Old Fire Dept Lot	E	E	E	E	E	E	E	E
9	No		Old Fire Dept Lot	E	E	E	E	E	E	E	E
10	No		Old Fire Dept Lot	E	E	E	E	N	E	E	E
11	No		Old Fire Dept Lot	E	E	E	E	E	E	E	E
12	No		Old Fire Dept Lot	E	E	E	E	E	E	E	E
13	No		Old Fire Dept Lot	E	E	E	E	E	E	E	E
14	No		Old Fire Dept Lot	E	E	E	E	E	E	E	E
15	No		Old Fire Dept Lot	E	E	E	E	E	E	E	E
16	No		Old Fire Dept Lot	N	E	N	S	S	S	S	S
17	No		Old Fire Dept Lot	N	S	S	S	S	S	S	S
18	No		Old Fire Dept Lot	N	S	S	S	S	S	S	S
19	No		Old Fire Dept Lot	N	S	S	S	S	S	S	S
20	No		Old Fire Dept Lot	E	N	S	S	S	S	S	S
21	No		Old Fire Dept Lot	N	S	S	S	S	S	E	E

**Appendix C - Saturday Raw Parking Data**

E = Empty

N = New

S = Same

R = Return

Spot #	Limit	HC?	Location	1100	1200	1300	1400	1500	1600	1700	1800
22	No		Old Fire Dept Lot	N	S	S	S	S	E	E	E
23	No		Old Fire Dept Lot	N	S	S	S	S	E	E	E
24	No		Old Fire Dept Lot	E	N	E	E	E	E	E	E
25	No		Old Fire Dept Lot	E	N	E	E	E	E	E	E
26	No		Old Fire Dept Lot	E	E	E	E	E	E	E	E
27	No		Old Fire Dept Lot	N	S	S	S	S	S	S	S
28	No		Old Fire Dept Lot	N	E	E	E	E	E	E	E
29	No		Old Fire Dept Lot	E	E	E	E	E	E	E	E
30	No		Old Fire Dept Lot	N	S	S	S	E	E	E	E
31	No		Old Fire Dept Lot	N	S	S	S	E	E	E	E
32	No		Old Fire Dept Lot	E	E	E	E	E	E	E	E
33	No		Old Fire Dept Lot	N	S	S	S	E	E	E	E
34	No		Old Fire Dept Lot	E	N	E	E	E	E	N	S
35	No		Old Fire Dept Lot	E	N	E	E	E	N	E	E
36	No		Old Fire Dept Lot	E	N	E	E	E	R	N	S
37	No		Old Fire Dept Lot	E	N	E	E	E	E	E	E
38	No		Old Fire Dept Lot	E	E	E	E	E	E	N	S
39	No		Old Fire Dept Lot	N	S	S	S	S	S	E	E
40	No		Old Fire Dept Lot	N	S	E	E	E	E	E	E
41	No		Old Fire Dept Lot	E	E	E	E	E	E	E	E
42	No		Old Fire Dept Lot	E	E	E	E	E	E	E	E

**Appendix C - Saturday Raw Parking Data**

E = Empty

N = New

S = Same

R = Return

Spot #	Limit	HC?	Location	1100	1200	1300	1400	1500	1600	1700	1800
43	No		Old Fire Dept Lot	E	E	E	E	E	E	E	E
44	No	YES	Old Fire Dept Lot	E	E	E	E	E	E	E	E
45	No	YES	Old Fire Dept Lot	E	E	E	E	E	E	E	E
46	No		Old Fire Dept Lot	N	S	S	S	E	E	E	E
47	No		Old Fire Dept Lot	N	S	E	E	E	E	E	E
48	No		Old Fire Dept Lot								
49	No		Old Fire Dept Lot	E	E	E	E	E	E	E	E
50	2hrs		Main St	N	E	E	E	E	E	E	E
51	2hrs		Main St	N	E	E	E	E	E	E	E
52	2hrs		Main St	E	E	N	E	E	E	E	E
53	2hrs		Main St	N	S	S	N	S	S	E	E
54	2hrs		Main St	E	E	E	E	E	E	E	E
55	2hrs		Main St	N	E	N	N	S	E	E	E
56	2hrs		Main St	N	N	E	N	E	E	E	E
57	2hrs		Main St	E	N	N	E	N	E	N	N
58	2hrs		Main St	N	N	E	E	E	E	E	E
59	2hrs		Main St	N	E	E	E	E	N	E	E
60	2hrs		Main St	N	E	E	E	E	N	E	E
61	2hrs		Main St	N	S	S	E	E	E	E	N
62	2hrs		Main St	E	E	E	E	E	N	S	E
63	2hrs		Main St	E	E	E	N	E	E	E	E



Appendix C - Saturday Raw Parking Data

E = Empty		N = New		S = Same			R = Return				
Spot #	Limit	HC?	Location	1100	1200	1300	1400	1500	1600	1700	1800
64	2hrs		Main St	E	E	E	E	E	E	E	E
65	2hrs		Main St	N	S	E	E	E	E	E	E
98	2hrs		Main St	E	E	E	E	E	E	E	E
99	2hrs		Main St	E	E	E	E	E	E	E	E
100	2hrs		Main St	E	E	E	E	E	E	E	E
101	2hrs		Main St	E	E	E	E	E	E	E	E
102	2hrs		Main St	E	E	E	E	E	E	E	E
144	2hrs		Main St	N	E	N	E	E	E	E	E
145	2hrs		Main St	E	E	E	E	N	S	S	S
146	2hrs		Main St	N	E	N	E	N	N	N	E
252	2hrs		Main St	N	E	E	N	S	E	N	E
253	2hrs		Main St	N	E	E	E	E	E	E	E
254	2hrs		Main St	N	E	E	E	E	E	N	E
255	2hrs		Main St	E	E	E	E	E	E	N	S
256	2hrs		Main St	E	E	E	E	E	E	E	E
257	2hrs		Main St	N	E	E	E	E	E	E	N
258	2hrs		Main St	E	E	E	E	E	E	E	E
259	2hrs		Main St	N	S	E	E	N	E	E	N
260	2hrs		Main St	E	N	E	E	N	E	E	E
261	2hrs		Main St	E	E	N	E	E	E	E	E
262	2hrs		Main St	N	N	N	S	N	N	N	N

**Appendix C - Saturday Raw Parking Data**

E = Empty

N = New

S = Same

R = Return

Spot #	Limit	HC?	Location	1100	1200	1300	1400	1500	1600	1700	1800
263	2hrs		Main St	E	E	E	E	E	N	S	S
264	2hrs		Main St	N	E	E	E	E	N	E	E
265	2hrs		Main St	E	E	E	E	E	E	E	N
266	2hrs		Main St	N	E	N	E	E	E	N	E
267	2hrs	YES	Main St	E	E	E	E	E	N	N	E
268	2hrs		Main St	E	E	E	E	E	E	E	N
269	2hrs		Main St	E	E	E	N	E	E	E	E
270	2hrs		Main St	N	E	E	E	E	N	S	E
271	2hrs		Main St	N	S	S	S	S	N	S	E
272	2hrs		Main St	N	S	E	E	E	N	S	E
273	2hrs		Main St	N	E	N	S	S	E	E	E
274	2hrs		Main St	N	S	N	E	N	E	E	E
66	No		Post Office Lot	E	E	E	E	E	E	E	E
67	No		Post Office Lot	N	E	E	E	E	E	E	E
68	No		Post Office Lot	N	E	E	E	N	E	E	E
69	No	YES	Post Office Lot	E	E	E	E	E	E	E	E
70	No	YES	Post Office Lot	E	E	E	E	E	N	E	E
71	No		Post Office Lot	E	E	E	E	E	E	E	E
72	No		Post Office Lot	N	E	E	E	E	E	E	E
73	No		Post Office Lot	E	E	E	E	E	E	E	E
74	No		Post Office Lot	N	S	E	E	R	S	E	E

**Appendix C - Saturday Raw Parking Data**

E = Empty			N = New		S = Same			R = Return			
Spot #	Limit	HC?	Location	1100	1200	1300	1400	1500	1600	1700	1800
75	No		Post Office Lot	E	E	E	E	E	E	E	E
76	No		Post Office Lot	E	E	E	E	E	E	E	E
77	No		Post Office Lot	E	E	E	E	E	E	E	E
78	No		Post Office Lot	E	E	E	E	E	E	E	E
79	No		Post Office Lot	E	E	E	E	E	E	E	E
80	No		Post Office Lot	E	E	E	E	E	E	E	E
81	No		Post Office Lot	E	E	E	E	E	E	E	E
82	No		Post Office Lot	E	E	E	N	E	E	E	E
83	No		Post Office Lot	E	N	S	E	E	E	E	E
84	No		Post Office Lot	E	E	E	E	E	E	E	E
85	No		Post Office Lot	E	E	E	E	E	E	E	E
86	No		Post Office Lot	E	E	E	E	E	E	E	E
87	No		Post Office Lot	E	E	E	E	E	E	E	E
88	No		Post Office Lot	E	E	E	E	E	E	E	E
89	No		Post Office Lot	E	E	E	E	E	E	E	E
90	No		Post Office Lot	E	E	E	E	E	E	E	E
91	No		Post Office Lot	N	S	S	S	S	E	E	E
92	No		Post Office Lot	N	S	S	S	S	E	E	E
93	No		Post Office Lot	E	E	E	E	E	E	E	E
94	No		Post Office Lot	E	E	E	E	E	E	E	E
95	No		Post Office Lot	N	S	S	S	S	E	E	E

**Appendix C - Saturday Raw Parking Data**

E = Empty

N = New

S = Same

R = Return

Spot #	Limit	HC?	Location	1100	1200	1300	1400	1500	1600	1700	1800
96	No		Post Office Lot	N	S	S	S	E	E	E	E
97	No		Post Office Lot	N	S	S	S	S	E	E	E
138	2hrs		Central St	E	E	E	E	E	E	E	E
139	2hrs		Central St	E	E	E	E	E	E	E	E
140	2hrs		Central St	E	E	E	E	E	E	E	E
141	2hrs		Central St	E	E	E	E	E	E	E	E
142	2hrs		Central St	N	E	E	E	E	E	E	E
143	2hrs		Central St	N	E	E	E	E	E	E	E
147	2hrs		Central St	E	E	E	E	E	E	E	E
148	2hrs		Central St	E	E	E	E	E	E	E	E
149	2hrs		Central St	E	E	N	E	E	N	S	S
150	2hrs		Central St	E	E	E	E	E	E	E	E
151	2hrs		Central St	E	E	E	E	E	E	E	E
152	2hrs		Central St	E	E	E	E	E	E	E	E
153	2hrs		Central St	E	E	E	E	E	E	E	E
154	2hrs		Central St	E	E	E	E	E	E	E	E
155	2hrs		Central St	E	E	E	E	N	S	E	E
156	2hrs		Central St	N	S	S	S	E	E	R	E
157	2hrs		Central St	E	E	E	E	E	E	E	E
211	2hrs		Central St	E	E	E	E	E	E	E	E
212	2hrs		Central St	E	E	E	E	E	E	E	E

**Appendix C - Saturday Raw Parking Data**

E = Empty

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S = Same

R = Return

Spot #	Limit	HC?	Location	1100	1200	1300	1400	1500	1600	1700	1800
<b>213</b>	2hrs		Central St	E	E	E	E	E	E	E	E
<b>214</b>	2hrs		Central St	E	E	E	E	E	E	N	N
<b>158</b>	No		Funeral Home Lot	E	E	E	E	E	E	E	E
<b>159</b>	No		Funeral Home Lot	E	E	E	E	E	E	E	E
<b>160</b>	No		Funeral Home Lot	E	E	E	E	E	E	E	E
<b>161</b>	No		Funeral Home Lot	E	E	E	E	E	E	E	E
<b>162</b>	No		Funeral Home Lot	E	E	E	E	E	E	E	E
<b>163</b>	No		Funeral Home Lot	E	E	E	E	E	E	E	E
<b>164</b>	No		Funeral Home Lot	E	E	E	E	E	E	E	E
<b>165</b>	No		Funeral Home Lot	E	E	E	E	E	E	E	E
<b>166</b>	No		Funeral Home Lot	E	E	E	E	E	E	E	E
<b>167</b>	No		Funeral Home Lot	E	E	E	E	E	E	E	E
<b>168</b>	No		Funeral Home Lot	E	E	E	E	E	E	E	E
<b>169</b>	No		Funeral Home Lot	E	E	E	E	E	E	E	E
<b>170</b>	No		Funeral Home Lot	E	E	E	E	E	E	E	E
<b>171</b>	No		Funeral Home Lot	E	E	E	N	E	E	E	E
<b>172</b>	No		Funeral Home Lot	E	E	E	E	E	E	E	E
<b>173</b>	No		Funeral Home Lot	E	E	E	E	E	E	E	E
<b>174</b>	No		Funeral Home Lot	E	E	E	E	E	E	E	E
<b>175</b>	No		Funeral Home Lot	E	E	E	E	E	E	E	E
<b>176</b>	No		Funeral Home Lot	E	E	E	E	E	E	E	E

**Appendix C - Saturday Raw Parking Data**

E = Empty			N = New			S = Same			R = Return		
Spot #	Limit	HC?	Location	1100	1200	1300	1400	1500	1600	1700	1800
177	No		Funeral Home Lot	E	E	E	E	E	E	E	E
178	No		Funeral Home Lot	E	E	E	E	E	E	E	E
179	No		Funeral Home Lot	E	E	E	E	E	E	E	E
180	No		Funeral Home Lot	E	E	E	E	E	E	E	E
181	No		Funeral Home Lot	E	E	E	E	E	E	E	E
182	No		Funeral Home Lot	E	E	E	E	E	E	E	E
183	No		Funeral Home Lot	E	E	E	E	E	E	E	E
184	No		Funeral Home Lot	E	E	E	E	E	E	E	E
185	No		Funeral Home Lot	E	E	E	E	E	E	E	E
186	No		Funeral Home Lot	E	E	E	E	E	E	E	E
187	No		Funeral Home Lot	E	E	E	E	E	E	E	E
188	No		Funeral Home Lot	E	E	E	E	E	E	E	E
189	No		Funeral Home Lot	E	E	E	E	E	E	E	E
190	No		Funeral Home Lot	E	E	E	E	E	E	E	E
191	No		Funeral Home Lot	E	E	E	E	E	E	E	E
192	No		Funeral Home Lot	E	E	E	E	E	E	E	E
193	No		Funeral Home Lot	E	E	E	E	E	E	E	E
194	No		Funeral Home Lot	E	E	E	E	E	E	E	E
195	No		Funeral Home Lot	E	E	E	E	E	E	E	E
196	No		Funeral Home Lot	E	E	E	E	E	E	E	E
197	No		Funeral Home Lot	E	E	E	E	E	E	E	E

**Appendix C - Saturday Raw Parking Data**

E = Empty			N = New		S = Same			R = Return			
Spot #	Limit	HC?	Location	1100	1200	1300	1400	1500	1600	1700	1800
198	No		Funeral Home Lot	E	E	E	E	E	E	E	E
199	No		Funeral Home Lot	E	E	E	E	E	E	E	E
200	No		Funeral Home Lot	E	E	E	E	E	E	E	E
201	No		Funeral Home Lot	E	E	E	E	E	E	E	E
202	No		Funeral Home Lot	E	E	E	E	E	E	E	E
203	No		Funeral Home Lot	E	E	E	E	E	E	E	E
204	No		Funeral Home Lot	E	E	E	E	E	E	E	E
205	No		Funeral Home Lot	E	E	E	E	E	E	E	E
206	No		Funeral Home Lot	E	E	E	E	E	E	E	E
207	No		Funeral Home Lot	E	E	E	E	E	E	E	E
208	No		Funeral Home Lot	E	E	E	E	E	E	E	E
209	No		Funeral Home Lot	E	E	E	E	E	E	E	E
210	No		Funeral Home Lot	E	E	E	E	E	E	E	E
103	No		TD Bank	N	S	S	S	S	S	S	S
104	No		TD Bank	E	E	E	E	E	E	E	E
105	No		TD Bank	E	E	E	E	E	E	E	E
106	No		TD Bank	E	E	E	E	E	E	E	E
107	No		TD Bank	E	E	E	E	E	E	E	E
108	No		TD Bank	E	E	E	E	E	E	E	E
109	No		TD Bank	E	E	E	E	E	E	E	E
110	No		TD Bank	E	E	E	E	E	E	E	E

**Appendix C - Saturday Raw Parking Data**

E = Empty

N = New

S = Same

R = Return

Spot #	Limit	HC?	Location	1100	1200	1300	1400	1500	1600	1700	1800
111	No		TD Bank	E	E	E	E	E	E	E	E
112	No		TD Bank	N	E	E	E	E	E	E	E
113	No		TD Bank	N	E	E	E	E	E	E	E
114	No		TD Bank	E	E	E	E	E	E	E	E
115	No		TD Bank	N	S	S	E	E	E	E	E
116	No		TD Bank	E	E	E	E	E	E	E	E
117	No		TD Bank	N	S	S	E	E	E	E	E
118	No		TD Bank	N	S	S	E	E	E	E	E
119	No		TD Bank	N	E	N	E	E	E	E	E
120	No		TD Bank	E	E	E	E	E	E	E	E
121	No		TD Bank	N	E	E	E	E	E	E	E
122	No		TD Bank	E	E	E	E	E	E	E	E
123	No		TD Bank	E	E	N	E	E	E	E	E
124	No		TD Bank	E	E	E	E	E	E	E	E
125	No		TD Bank	E	E	E	E	E	E	E	E
126	No		TD Bank	E	N	S	E	E	E	E	E
127	No		TD Bank	E	N	E	E	E	E	E	E
128	No		TD Bank	E	E	E	E	E	E	E	E
129	No		TD Bank	N	S	S	E	E	E	E	E
130	No		TD Bank	N	S	S	S	E	E	E	E
131	No	YES	TD Bank	N	S	S	E	E	E	E	E



**Appendix C - Saturday Raw Parking Data**

E = Empty

N = New

S = Same

R = Return

Spot #	Limit	HC?	Location	1100	1200	1300	1400	1500	1600	1700	1800
<b>132</b>	No	YES	TD Bank	E	E	E	E	E	E	E	E
<b>133</b>	No		TD Bank	E	E	E	E	E	E	E	E
<b>134</b>	No		TD Bank	E	E	E	E	E	E	E	E
<b>135</b>	No		TD Bank	E	E	E	E	E	E	E	E
<b>136</b>	No		TD Bank	E	E	N	E	E	E	E	E
<b>137</b>	No	YES	TD Bank	N	E	E	E	E	E	E	E
<b>215</b>	No		Old Town Hall Lot	E	E	E	E	E	E	E	E
<b>216</b>	No		Old Town Hall Lot	N	E	E	E	E	E	E	E
<b>217</b>	No		Old Town Hall Lot	E	E	E	E	E	E	E	E
<b>218</b>	No		Old Town Hall Lot	N	E	E	E	E	E	E	E
<b>219</b>	No		Old Town Hall Lot	E	E	E	E	N	S	S	S
<b>220</b>	No		Old Town Hall Lot	N	E	E	E	E	E	E	E
<b>221</b>	No		Old Town Hall Lot	E	E	E	E	E	E	N	S
<b>222</b>	No		Old Town Hall Lot	E	E	E	E	E	E	E	E
<b>223</b>	No		Old Town Hall Lot	E	E	E	E	E	E	N	S
<b>224</b>	No		Old Town Hall Lot	E	E	E	E	E	E	E	E
<b>225</b>	No		Old Town Hall Lot	E	E	E	E	E	E	E	E
<b>226</b>	No		Old Town Hall Lot	N	E	E	E	E	E	E	E
<b>227</b>	No		Old Town Hall Lot	E	E	E	E	E	E	E	E
<b>228</b>	No		Old Town Hall Lot	N	S	S	S	S	S	S	S
<b>229</b>	No		Old Town Hall Lot	E	E	E	E	E	E	E	E

**Appendix C - Saturday Raw Parking Data**

E = Empty			N = New		S = Same			R = Return			
Spot #	Limit	HC?	Location	1100	1200	1300	1400	1500	1600	1700	1800
230	No		Old Town Hall Lot	N	S	S	S	S	S	S	S
231	No		Old Town Hall Lot	E	E	E	E	E	E	E	E
232	No		Old Town Hall Lot	E	E	E	E	E	E	E	E
233	No		Old Town Hall Lot	E	E	E	E	E	E	E	E
234	No		Old Town Hall Lot	N	E	R	E	R	E	E	E
235	No		Old Town Hall Lot	E	E	E	E	E	E	E	E
236	No	YES	Old Town Hall Lot	E	E	E	E	E	E	E	E
238	No		Old Town Hall Lot	N	S	S	S	S	S	S	S
239	No		Old Town Hall Lot	E	E	E	E	E	E	E	E
240	No		Old Town Hall Lot	N	S	S	S	S	S	S	S
241	No		Old Town Hall Lot	N	E	E	E	E	E	E	E
242	No		Old Town Hall Lot	E	E	E	E	E	E	E	E
243	No		Old Town Hall Lot	E	E	E	E	E	E	E	E
244	No		Old Town Hall Lot	E	E	E	E	E	E	E	E
245	No		Old Town Hall Lot	E	E	E	E	E	E	E	E
246	No		Old Town Hall Lot	E	E	E	E	E	E	N	S
247	No		Old Town Hall Lot	E	E	E	E	E	E	E	E
248	No		Old Town Hall Lot	E	E	E	E	E	E	E	E
249	No		Old Town Hall Lot	N	E	E	E	E	E	E	E
250	No		Old Town Hall Lot	E	E	E	E	E	E	E	E
251	NO		Old Town Hall Lot	E	E	E	E	E	E	E	E