
Cohasset Village Parking Analysis

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Executive Summary

The Metropolitan Area Planning Council (MAPC), a regional planning agency serving the 101 cities and towns of Metro Boston, collaborated with the Town of Cohasset to complete a parking study for Cohasset Village. The study documents existing parking regulations and capacity; input from businesses, residents and other stakeholders on parking issues; and data on parking occupancy and duration. The purpose of the study is to develop recommendations for maximizing parking availability and efficiency through updated parking policies and/or physical improvements.

Field observations were conducted on both a weekday and a Saturday in August 2014, and a weekday in October 2014. Overall, the parking analysis showed that although select areas of Cohasset Village experience a high level of parking demand, there are generally available parking spaces nearby, even during weekday and Saturday peak hours.

MAPC's field observations revealed:

- Average occupancy of all parking in the study area was 39% during both the summer and fall weekday observations, and 35% during the summer Saturday observation.
- Peak occupancy for the entire study area was 54% during both the summer and fall weekday observations (11am and 12pm in the summer, 10am in the fall). Peak occupancy was at 10am during the summer Saturday observation, when 45% of spaces were occupied. These peak occupancy levels are well below the target occupancy of 85%.
- Within the study area, the Town Hall lot and Village lot experienced the highest demand on weekdays, while the on-street parking on South Main Street experienced the highest demand during the Saturday observation. On-street parking on Depot Court and the marked 2-hour spaces within the Village lot experienced high demand during all observations.
- Approximately 75% of all vehicles parked on street stayed for less than one hour, even in spaces with no time limits. Longer-duration parkers were concentrated in off-street lots.

MAPC's observations showed that there is no overall parking shortage in Cohasset Village, however certain areas experience very high demand, and many respondents in the survey noted that it can be difficult to find parking. In this report, MAPC uses data from field observations, as well as input from stakeholders and the public, to propose a number of steps the Town can take to make the existing parking supply better serve the needs of residents, visitors and local businesses. Changes to existing parking policies, as well as some physical improvements, can make the parking experience easier, improve safety, and help ensure that Cohasset Village is a vibrant business district.

Key recommendations include:

- Implement a consistent 1 Hour time limit between 6 am and 6 pm for the vast majority of Cohasset Village on-street parking spaces, with additional 30 minute spaces for day care use
- Add a new loading zone on South Main Street
- Improve and clarify signage, including adding new wayfinding signage
- Convert angled parking on South Main Street to reverse angled parking
- Remove the spaces on Elm Street marked as half on the sidewalk, prohibit parking over the curb around the Town Common, and increase enforcement of illegal curb and sidewalk parking
- Improve pedestrian access in various locations around Cohasset Village, including by reconfiguring the intersection of Pleasant Street, Depot Court and Ripley Road
- Encourage use of the overflow lot, especially by employees of Village businesses

Introduction

Cohasset Village is a small mixed-use business district generally bound by the Cohasset Town Common to the north, Elm Street to the east, Brook Street to the south, and commuter rail tracks to the west (although the Cohasset train station is approximately 2 miles away). MAPC was contracted to conduct a parking study by the Town of Cohasset, which has a standing Parking Task Force made up of Town staff, members of the Cohasset Police Department, Cohasset Village business and property owners, and other stakeholders.

The purpose of this parking study is to determine how the parking supply in Cohasset Village is currently being utilized, in order to develop data-driven strategies to address the following **goals**:

- Improve parking availability for customers of Village businesses
- Improve inconsistent and at times confusing signage and regulations
- Address safety and traffic flow concerns associated with daycare dropoff and pickup
- Address commercial loading needs
- Identify whether the public parking lot in Cohasset Village is being used as satellite commuter rail parking, and if so, develop recommendations to discourage this practice

In general, all public parking should be as easy as possible for local business patrons to locate, access, and utilize. To that end, there are several **parking management best practices** that apply to Cohasset Village:

- Parking regulations should be clear and consistent
- Parking signage and regulations should be visible
- Parking should encourage people to park once and visit multiple destinations in one trip
- Short-term parking should be prioritized in front of businesses, with long-term parking at the periphery of the business district
- Parking policies should aim for 85% parking occupancy for on-street parking¹, meaning parking is generally close to being fully utilized but there are always a few spaces available. Occupancy above 85% may be appropriate for off-street parking, where remaining open spaces are more concentrated.

MAPC studied parking capacity, occupancy, and duration in Cohasset Village. Data collection included a summer weekday, a summer Saturday, and a fall weekday. The **scope** for this parking study included identification and analysis of the following:

1. All on-street parking capacity and utilization within the study area
2. Off-street parking capacity and utilization at the Town Hall lot, the Village lot, and the “overflow lot” on Pleasant Street
3. Existing parking regulations within the study area
4. Average duration and patterns of short- and long-term parking
5. Times and locations of peak parking demand

In addition, MAPC solicited input on existing issues and potential solutions from the Cohasset Board of Selectmen, the Cohasset Parking Task Force, and via a widely-distributed survey of people who live, work, shop and dine in Cohasset Village.

¹ Target parking occupancy level identified in *The High Cost of Free Parking*, by Professor Donald Shoup. An 85% parking occupancy is generally considered the sign of a “healthy” parking district - one with strong demand but 1 or 2 parking spaces available on every block.

Public Participation

Over the course of several meetings with the Cohasset Parking Task Force and the Cohasset Board of Selectmen, as well as an online survey that received more than 500 responses, MAPC gathered extensive and valuable feedback on parking issues in Cohasset Village, as well as ideas for possible solutions.

MAPC held two preliminary meetings with the Cohasset Parking Task Force, which is made up of staff from Cohasset's planning, parking and police departments, as well as Cohasset Village property owners and business representatives. MAPC also made two presentations to the Board of Selectmen: the first, at the beginning of the project, included an overview of the parking study scope and study area, and a discussion of what local parking issues should be addressed in the study. The second presentation focused on the results of the study and draft recommendations.

An online survey developed by MAPC as part of this study was posted on the Town website and publicized directly to Cohasset Village businesses and employees. The survey received 522 responses, made up of 23 respondents who own a business in the Village, 31 respondents who are employees of Village businesses, 54 respondents who live within one block of the Village or the Common, and five respondents who own rental properties in the Village. The rest of the respondents (78%) identified themselves as customers/visitors to Cohasset Village.

Several themes featured prominently both in survey responses and in discussions with stakeholders and elected officials:

- The current parking regulations and signage are unclear, leading to driver confusion and a difficult environment for enforcement.
- An acute parking crunch occurs during dropoff and pickup for the two day care facilities on North Main Street, located at the Unitarian Universalist Church and the South Shore Community Center. This primarily affects North Main Street and Depot Court.
- The angled spaces on South Main Street are dangerous due to the narrow width of the road and the poor visibility for drivers backing out of parking spaces. This is exacerbated by the popularity of SUVs and other large vehicles.
- Commuter rail riders are believed to be parking in the Village lot and then carpooling to the Cohasset train station to avoid paying MBTA parking fees.

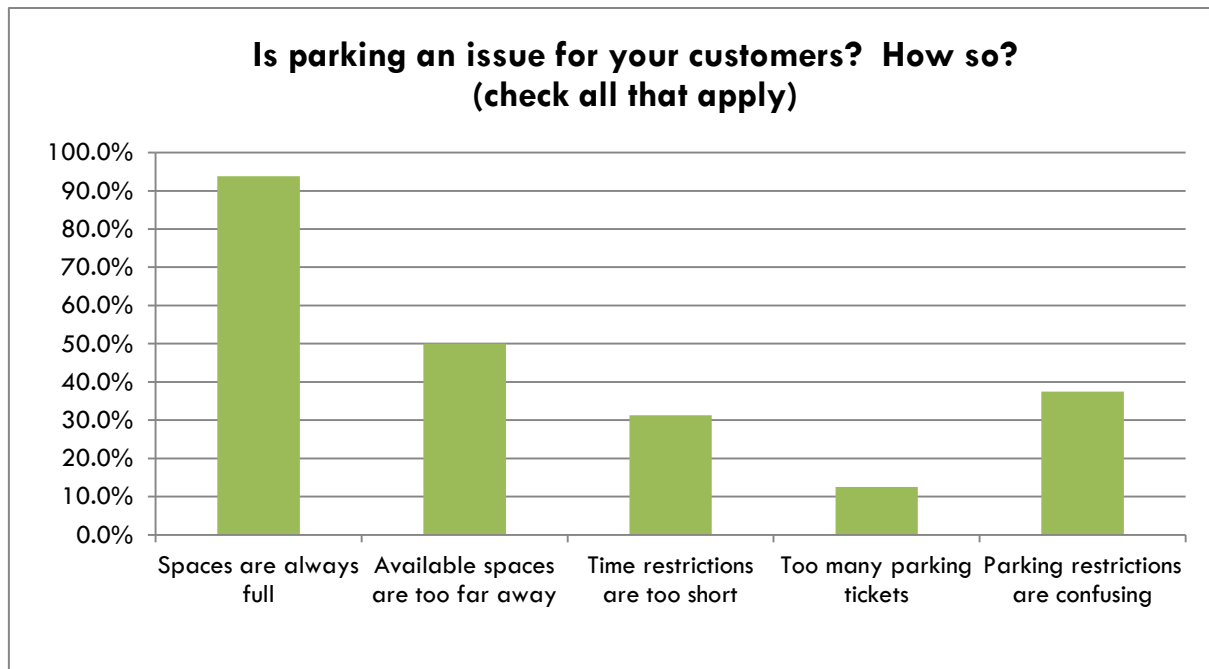
Additional themes addressed by stakeholders and elected officials include the following:

- Employees of surrounding businesses are believed to park in the Post Office parking lot, which is technically restricted to Post Office employees and customers.
- Large events such as weddings at the Red Lion Inn can impact parking in the Village, especially on summer weekends.
- Parking around the Town Common can be crowded during the farmers' market and when there are evening meetings at Town Hall and the church at the same time.

Survey questions and detailed results are provided in **Appendix C**; some of the key findings are as follows:

- Business owners, employees and visitors overwhelmingly access Cohasset Village via car.
- In contrast, 63% of residents who live within a block of Cohasset Village regularly walk to the Village. However, 53% of these residents said they also drive to the Village on a regular basis.
- Most business owners and employees report that they park in off-street areas, primarily the Village lot, while a small proportion report that they park in on-street spaces near their business.
- Nearly one hundred percent of business owners and employees reported that it's hard for customers and employees to find parking.
- 84% of customers said that they can typically find a parking space in 5 minutes or less, even though 62% of them also said that parking is always full.

Figure 1 Business Owners' Perspective on Parking Issues in Cohasset Village



In open-ended questions, there were both recurring themes and unique ideas. In addition to the recurring themes listed above that were held in common with stakeholders and elected officials, a few additional themes were expressed by survey respondents:

- Certain business owners/employees (realtors in particular) were reported to routinely park in on-street spaces near their businesses.
- The existing commercial loading zone on Depot Court conflicts with parking needs for the South Shore Community Center, while delivery drivers are more often found parking in other areas, using regular on-street parking spaces and in some cases blocking visibility for pedestrians crossing the street.

- Enforcement is not functioning effectively: some respondents said zealous enforcement makes Cohasset Village a less attractive destination, while others said more enforcement was needed to ensure turnover of on-street spaces, and to prevent inappropriate long-term parking in off-street parking areas.
- Opinions were mixed on whether parking around the Town Common should be permitted or prohibited, while there was broad consensus that the status quo is undesirable in terms of day care parking needs, the physical damage to the Common from cars pulling over the curb onto the grass to park, and other issues.
- Maintenance and lighting should be improved in the Village lot, and trash and recycling bins should be installed.
- Employees of Village businesses should park in the overflow lot.

Many survey respondents expressed that there is a lack of parking in Cohasset Village. While some respondents suggested that the solution was to build additional parking, others disagreed, including one respondent who said “sometimes there is [a parking shortage], but I'd rather see more businesses and pedestrian activity than I would like to see more parking spaces.” Some respondents pointed out that while certain parking areas are often full, there are spaces available in other parts of the Village. One person noted “A vibrant town means parking challenges. It's okay to walk a bit!”

It is important to evaluate public reports of a parking shortage in the context of the field observations of parking occupancy and utilization that follow in this report. Perceptions of a parking shortage are very commonplace in many different cities and towns, and often the perception of a shortage is larger than the reality, in part because most people prefer to park right in front of their destination, and they may perceive a shortage if the most convenient spaces are full, even if there are available spaces a short distance away. In addition, the people who perceive a problem tend to be the most vocal, both in responding to surveys and in expressing their opinions to business owners or elected officials. The potential for a disconnect between perception and reality is precisely why a data—driven parking study is an important basis for parking policy decisionmaking.

The valuable feedback gathered from stakeholders, elected officials and the public helped MAPC design this parking study, and informed the analysis and recommendations included in this report.

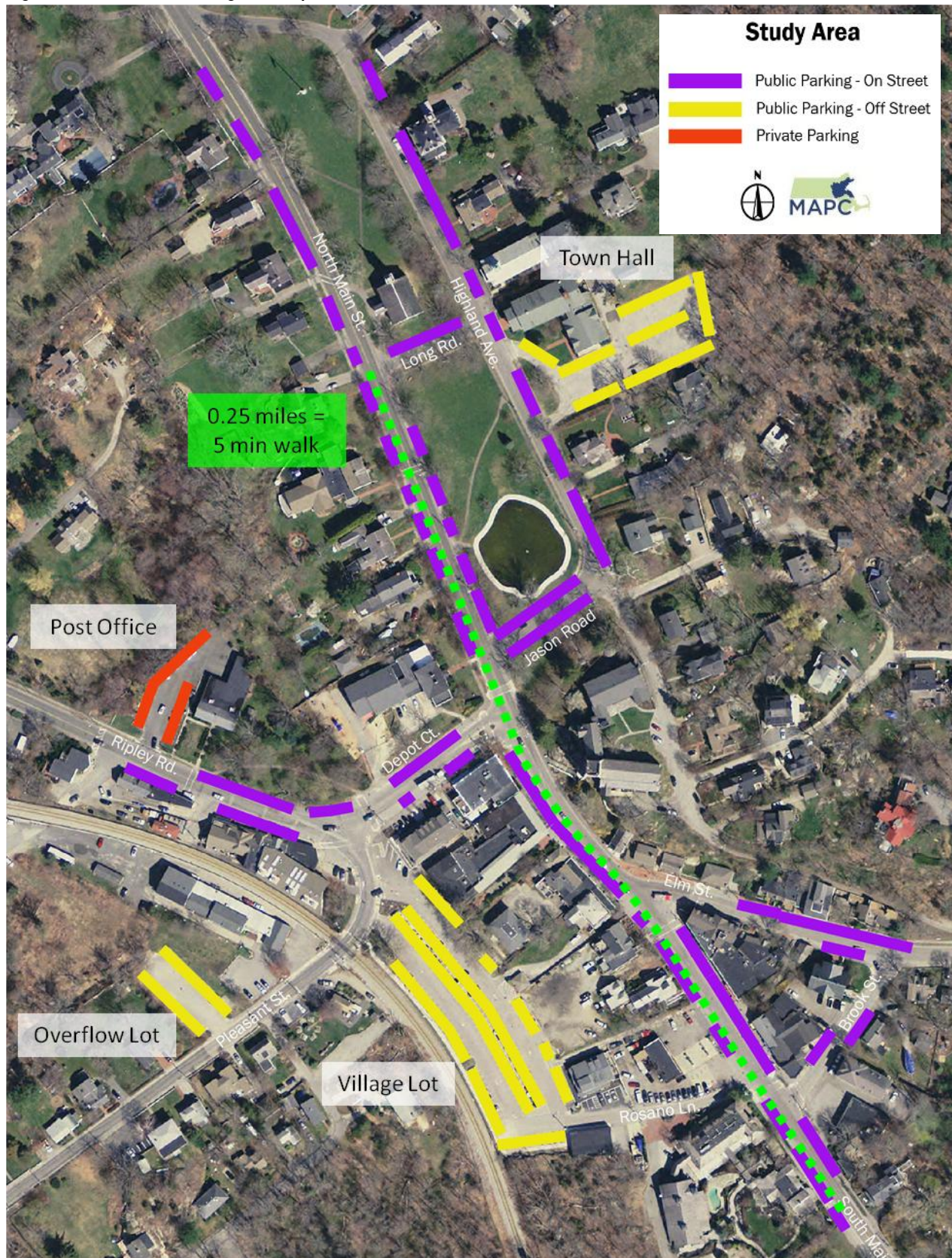
Study Area

Cohasset Village is walkable and compact, and centers around a commercial area located on South Main Street. The core of the study area is one-quarter of a mile in distance, or approximately a five minute walk from end to end (as shown in **Figure 2**). The study area includes the following public on- and off-street parking areas:

- Village parking lot (along railroad tracks)
- Overflow parking lot (off Pleasant Street)
- Town Hall lot (behind Town Hall)
- North Main Street (between Highland Avenue and Depot Court)
- Highland Avenue (between North Main Street and Jason Road)
- Long Road (between North Main Street and Highland Ave)
- Jason Road (between North Main Street and Jason Road)
- South Main Street (between Depot Court and Brook Street)
- Ripley Road (between Pratt Court and Depot Court)
- Depot Court (between Ripley Road and North/South Main Street)
- Elm Street (between South Main Street and Brook Street)
- Brook Street (between Elm Street and South Main Street)

In addition to these public parking areas, the Post Office Parking lot was observed during data collection to determine general occupancy levels.

Figure 2 Cohasset Village Study Area



Existing Parking Analysis

In order to determine the existing parking conditions within Cohasset Village, MAPC conducted detailed parking observations on Saturday, August 2, 2014 from 8:00 a.m. – 7:00 p.m., Wednesday, August 6, 2014 from 7:00 a.m. - 8:00 p.m., and Wednesday, October 29, 2014 from 7:00 a.m. - 8:00 p.m. Prior to the data collection effort, the number, type, and location of all parking spaces in the study area were documented.

Parking Capacity and Regulations

There are a total of 434 public parking spaces within the study area, located on-street, in the Village lot, the Town Hall lot, and the overflow lot. Nearly all spaces in the off-street lots (Village lot, Town Hall, and the overflow lot) are unrestricted, meaning there are no posted time limits on parking. The 210 on-street spaces include a wide variety of parking regulations, including 1 hour, 30 Minute, 15 Minute, Sunday Only, handicap parking, and unrestricted/unsigned parking. All public parking spaces in the study area are summarized in **Table 1**, and a summary of the on-street parking regulations is shown in **0**.

Table 1. Study Area Public Parking Capacity

Location	# of Spaces	Percent
On-street	210	48%
Village lot	137	32%
Town Hall	59	14%
Overflow lot	28	6%
Total	434	100%

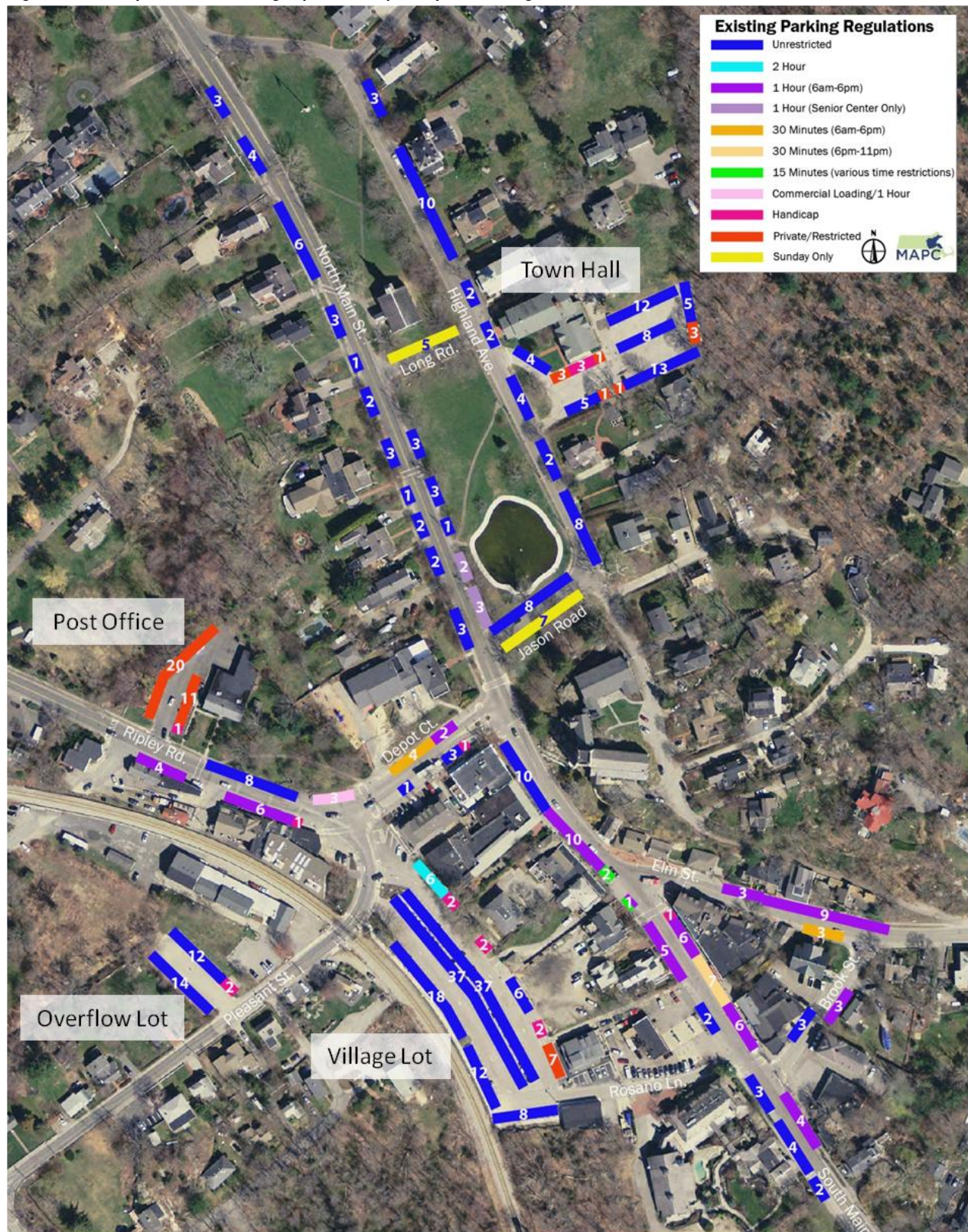
Table 2. On-Street Parking Spaces by Regulation Type

Parking Regulation	# of Spaces	Percent
Unrestricted	134	64%
1 Hour	45	21%
30 Minutes	14	7%
Sunday Only	12	6%
Handicap	3	1%
15 Minutes	2	1%
Total	210	100%

Study area capacity and parking regulations and illustrated in **Figure 3**. A detailed breakdown of parking capacity and regulations by location is included in **Appendix A**.

In addition to the public parking areas mentioned above, the private Post Office parking lot was also observed during the parking data collection, as it was mentioned as a concern by the Parking Task Force.

Figure 3 Study Area Parking Space Capacity and Regulations



Parking Occupancy

During the parking observation hours, MAPC collected data on parking occupancy and duration by time of day in order to gain an in-depth understanding of how parking is utilized in Cohasset Village. This parking data helps to identify peak demand times, average parking durations, and areas with the highest parking demand. As indicated in the Introduction, 85% occupancy is generally considered the goal for on-street parking, meaning that there is generally one open space per block. Above that level it becomes very difficult for drivers to find a parking space, which can lead to unnecessary traffic congestion and general frustration. If occupancy is far below 85%, on the other hand, it indicates that perhaps more space is being devoted to parking than needed, and/or that more development and density is possible without constructing additional parking.

Occupancy above 85% may be appropriate for off-street parking lots, because available parking spaces are more concentrated, meaning that drivers can still find an empty space relatively easily, and without causing additional traffic congestion.

Figures 4 – 6 on the following pages illustrate the occupancy levels throughout the day for the different parking areas. The Village lot and the Town Hall lot had a weekday occupancy at or below the target of 85%, while weekend occupancy was lower in both locations, especially Town Hall (due to it being closed). The overflow lot had very low occupancy on all three observation days. Figures 4 – 6 show the average occupancy for all on-street parking, which combines the streets surrounding the Town Common (generally low occupancy) and the streets in the core of Cohasset Village (generally higher occupancy).

Figure 4 Cohasset Village Summer Saturday Occupancy vs. Capacity

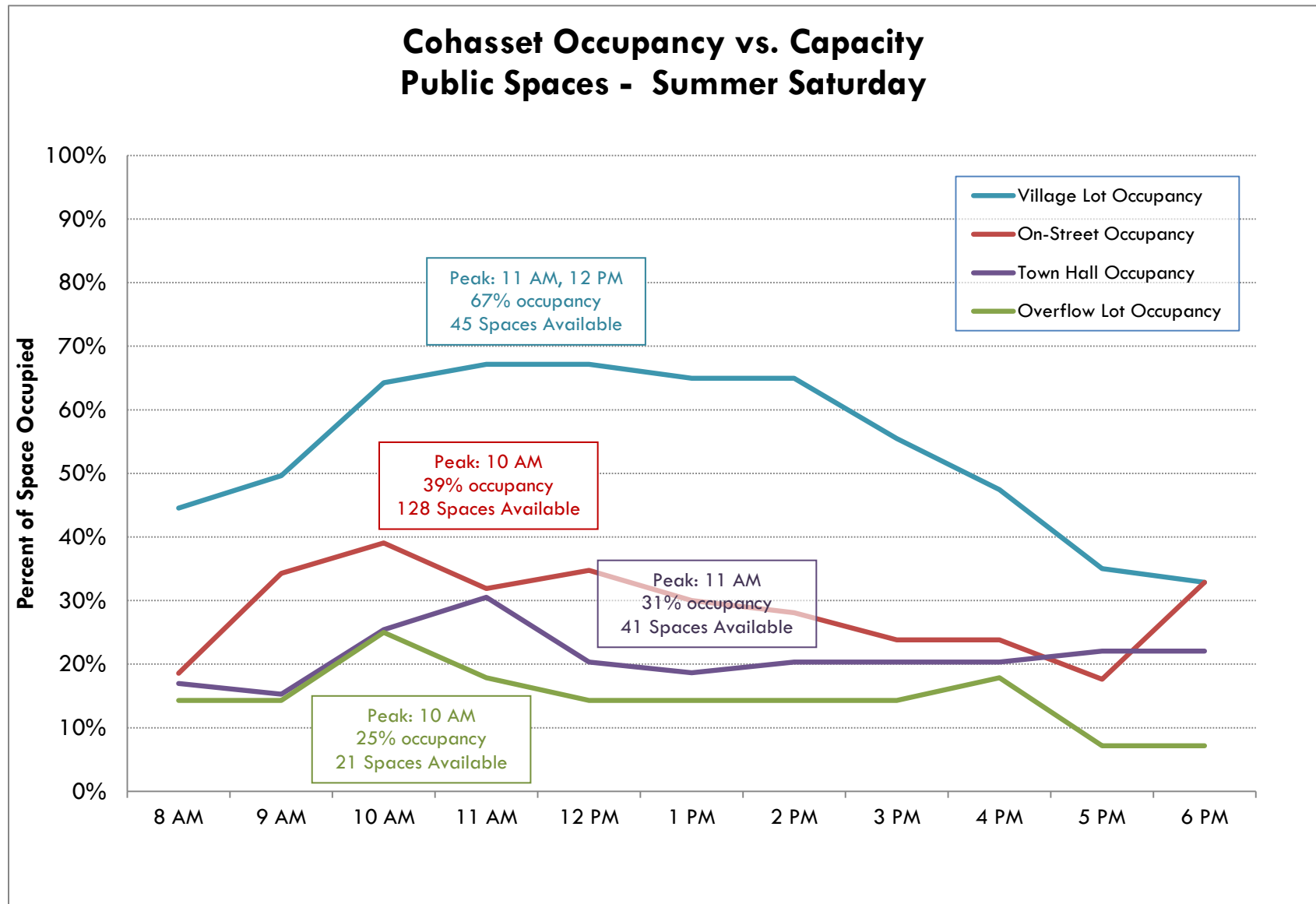


Figure 5 Cohasset Village Summer Weekday Occupancy vs. Capacity

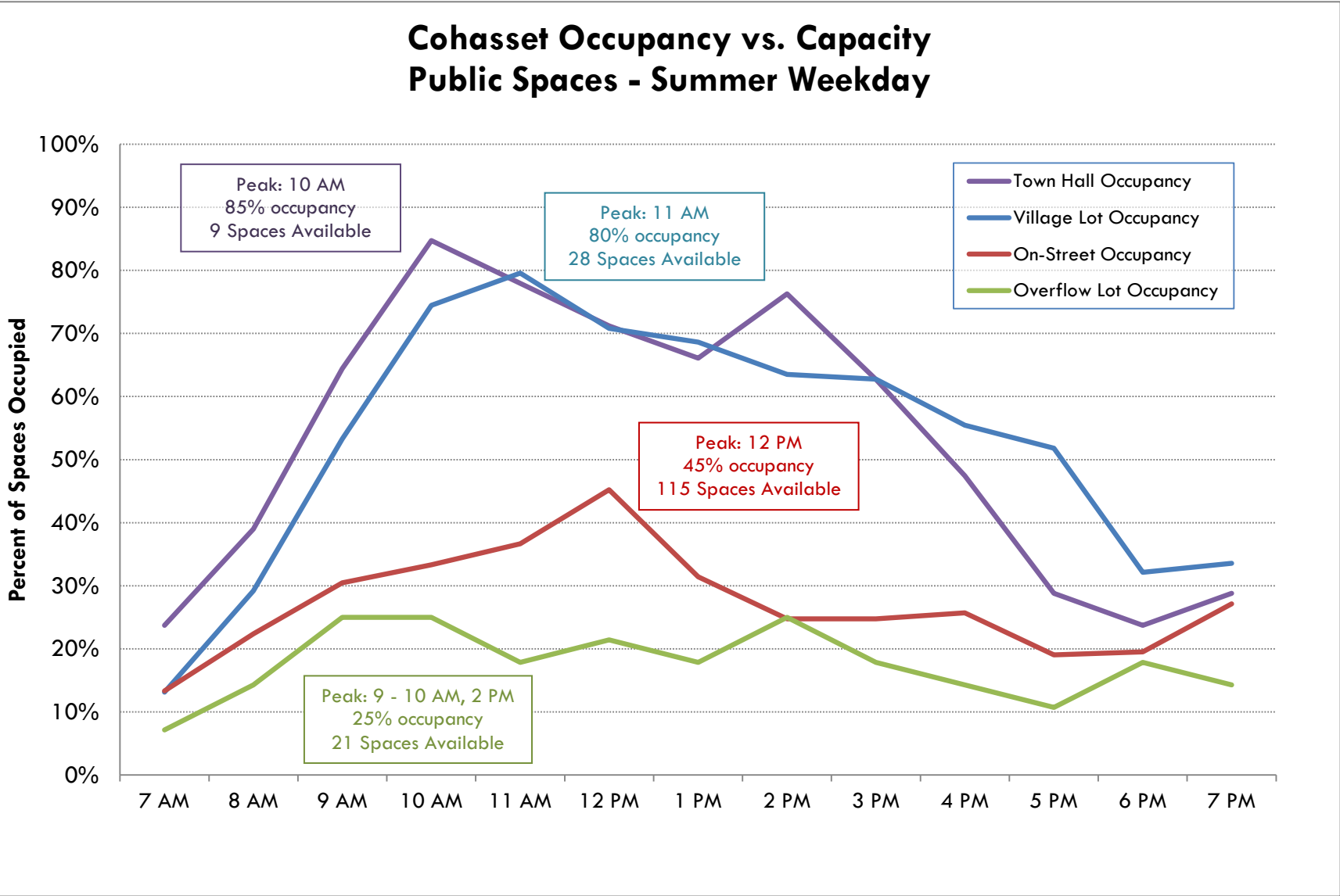
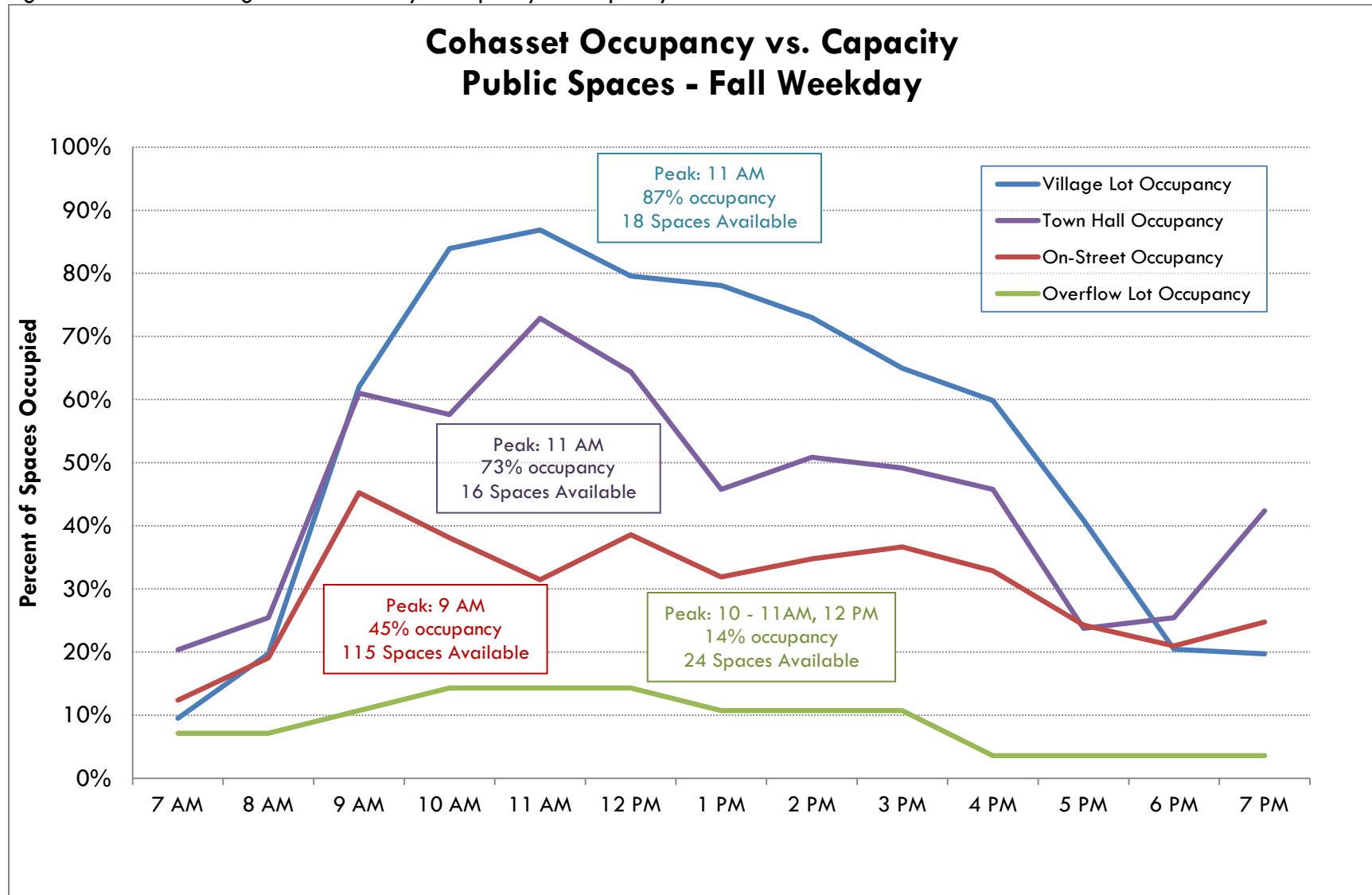


Figure 6 Cohasset Village Fall Weekday Occupancy vs. Capacity



Parking occupancy was highest in the Village lot and the on-street parking in the commercial core of Cohasset Village. A summary of the occupancy in these two locations is shown below in **Table 3**.

Table 3. Percent of Occupied Spaces by Time of Day

Time of Day	Summer Saturday		Summer Weekday		Fall Weekday	
	On-street Village core	Village lot	On-street Village core	Village lot	On-street Village core	Village lot
7:00 a.m.	-	-	18%	13%	19%	9%
8:00 a.m.	32%	45%	32%	29%	26%	20%
9:00 a.m.	60%	50%	38%	53%	54%	62%
10:00 a.m.	63%	64%	47%	74%	53%	84%
11:00 a.m.	54%	67%	54%	80%	43%	87%
12:00 p.m.	59%	67%	62%	71%	53%	80%
1:00 p.m.	50%	65%	40%	69%	47%	78%
2:00 p.m.	49%	65%	35%	64%	49%	73%
3:00 p.m.	41%	55%	36%	63%	52%	65%
4:00 p.m.	41%	47%	37%	55%	50%	60%
5:00 p.m.	30%	35%	32%	52%	33%	41%
6:00 p.m.	58%	33%	33%	32%	32%	20%
7:00 p.m.	-	-	46%	34%	42%	20%
Average Occupancy	49%	64%	39%	53%	42%	54%

Data collected Sat. 8/2/14 (Summer Saturday), Wed. 8/6/14 (Summer Weekday), and Wed. 10/29/14 (Fall Weekday).

Capacity Information: On-Street Village Core – 117 Spaces, Village lot – 137 Spaces

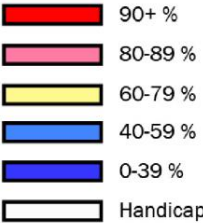
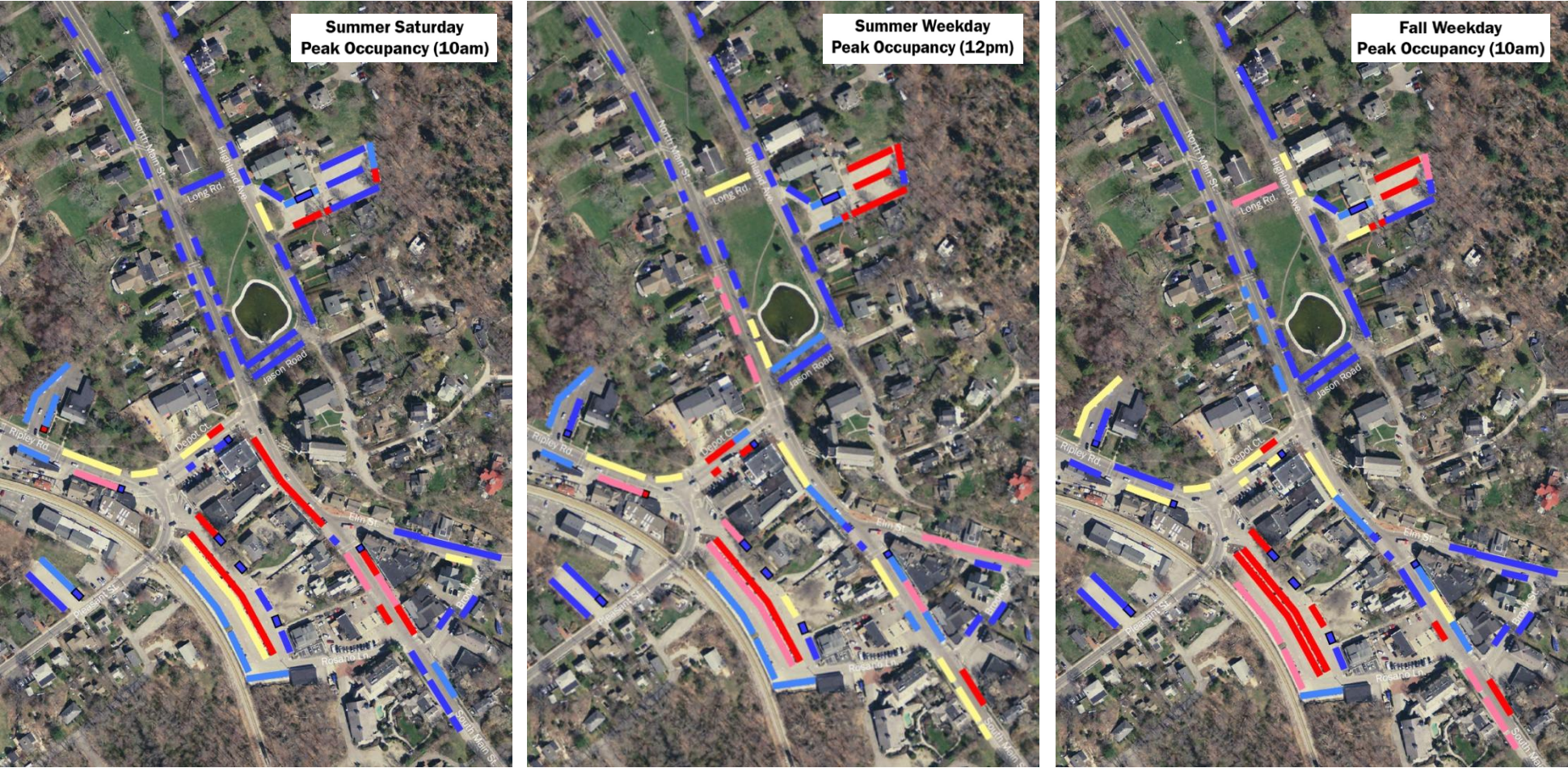
Shading indicates the peak times during the day.

The busiest times for on-street spaces in the core of Cohasset Village (including South Main St, Elm St, Brook St, Depot Ct, and Ripley Rd) were between 9:00 am and 1:00 pm, with slightly different peak hours on the three observation days. Peak hour on-street occupancy was slightly higher in the summer (62-63%) than the fall (54%). These levels are well below the 85% target occupancy threshold, indicating that there is always some on-street parking available in Cohasset Village.

Peak parking occupancy for the Village lot occurred at 11:00 am on all three observation days, with a peak of 80% for the summer weekday and 87% for the fall weekday. While 85% is considered a target occupancy level for on-street parking, higher occupancy may be appropriate for large off-street lots such as the Cohasset Village lot, because empty spaces remain easy for drivers to find even at higher overall levels of occupancy. At 87% occupancy in the Village lot, there were 10 spaces available, not including handicap spaces or the spaces marked for the medical office.

The Town Hall lot also had high overall occupancy on weekdays, however the short-term visitor parking spaces closer to Highland Ave were generally available even at peak occupancy. The main area of the lot, further from Highland Ave, appeared from MAPC's observations to be mainly used by Town Hall employees, and while it is almost full during peak occupancy, no issues or unorthodox parking behaviors were observed that would suggest demand was in excess of capacity. **Figure 7** on the following page shows the occupancy by location during the peak hour on each observation day. A detailed breakdown of parking occupancies by block is included in **Appendix B**.

Figure 7 Cohasset Village Peak Occupancy by Location



Parking Duration

An understanding of parking duration in different locations is essential to developing effective parking policies and regulations. Good parking policy will encourage turnover in the on-street spaces that are most convenient for customers of local businesses, and funnel long-term parkers, such as residents and employees, to off-street spaces that are bit further away.

During MAPC's observations, the overall average parking duration for on-street spaces was just over one hour during both weekday observations and just under one hour during the summer Saturday observation. The majority of vehicles parked in time-limited spaces abided by the parking regulations, however 21-35% of vehicles parked in one-hour spaces stayed longer than one hour, and 14-23% of vehicles parked in 30 minute spaces stayed longer than one hour.

Vehicles parked in unrestricted spaces had very similar durations to vehicles in 1 hour parking spaces, with 73-77% parking for less than one hour. Conversely, long-term parkers were concentrated in the off-street parking areas. Duration by location/type of parking is shown in **Table 4**.

Table 4. Percent of Vehicles Parked by Duration and Location/Type of Parking

Location/ Type of Parking	Summer Saturday			Summer Weekday			Fall Weekday		
	<1 hour	1-3 hours	3+ hours	<1 hour	1-3 hours	3+ hours	<1 hour	1-3 hours	3+ hours
Village lot (unrestricted)	22%	32%	46%	29%	31%	40%	28%	24%	49%
Village lot (2 Hour)	52%	48%	0%	65%	35%	0%	64%	36%	0%
Town Hall (unrestricted)	17%	39%	44%	29%	22%	49%	29%	44%	26%
On-street (15 Min)	100%	0%	0%	100%	0%	0%	100%	0%	0%
On-street (30 Min)	83%	12%	5%	86%	12%	2%	77%	17%	6%
On-street (1 Hour)	79%	17%	4%	65%	29%	6%	70%	20%	10%
On-street (unrestricted)	77%	19%	4%	75%	15%	10%	73%	21%	6%
Overflow lot (unrestricted)	38%	0%	62%	25%	44%	31%	25%	50%	25%
Overall Duration	59%	24%	18%	55%	23%	23%	55%	23%	22%

Data collected Sat. 8/2/14 (Summer Saturday), Wed. 8/6/14 (Summer Weekday), and Wed. 10/29/14 (Fall Weekday).

Red denotes parking durations that exceed the posted regulations

Compliance with time limits was moderate for on-street spaces: 65-79% of drivers complied with one hour time limits. Compliance was higher for off-street spaces: 95-100% of vehicles parked in the 2 Hour spaces in the Village lot stayed for less than two hours. MAPC observed each space once per hour, so it is not possible to know whether vehicles parked in 15 minute and 30 minute spaces are abiding by the posted time limits, only whether they are parked for more than one hour.

Commuter Parking

Members of the Parking Task Force and Board of Selectmen indicated that there may be a pattern of commuter rail riders parking in the Village lot and carpooling to the train station in order to avoid paying MBTA parking fees. MAPC staff watched for this behavior, however no carpooling was observed during weekday data collection.

Even if MAPC observations may have missed commuters using the Village lot as satellite commuter rail parking, the parking duration data can help determine whether this type of behavior is having a significant impact on parking availability in the Village lot. If commuters are indeed parking in the Village lot, they would most likely remain parked for at least 10 hours; for example, a commuter taking the train that arrives at South Station at 8:49 am, and returning on the train that leaves South Station at 5:20 pm, would be parked at the Village lot from approximately 7:35 am until 6:30 pm, for a total of nearly 11 hours. Employees who work in Cohasset Village, on the other hand, would likely be parked for closer to 8 hours. **Table 5** below shows how many vehicles parked for longer than 4 hours during the weekday observation, which would include drivers who work in Cohasset Village, compared to vehicles parked longer than 10 hours, which would include any commuters taking the train into Boston, but would exclude most Village employees. The table also expresses these figures as a percentage of all space-hours in the Village lot, in order to demonstrate the impact that a small number of long-duration parkers may be having on parking availability throughout the day, and as a percentage of spaces during the peak hour.

Table 5. Long-Term Parking in Village lot

	Summer Weekday	Fall Weekday
Number of vehicles parking >4 hours	76	91
Percent of Space-Hours occupied by vehicles parking >4 hours	29%	31%
Percent of Spaces occupied during peak hour by vehicles parking >4 hours	≤55%	≤66%
Number of vehicles parking >10 hours	6	4
Percent of Space-Hours occupied by vehicles parking >10 hours	4%	2%
Percent of Spaces occupied during peak hour by vehicles parking >10 hours	4%	3%

Data collected Sat. 8/2/14 (Summer Saturday), Wed. 8/6/14 (Summer Weekday), and Wed. 10/29/14 (Fall Weekday).

This table shows that a very small number of vehicles are parking for long enough to indicate that they may be commuters using the Village lot as satellite parking for the commuter rail. Moreover, even if all of the vehicles parking for longer than nine hours are commuter rail riders, this behavior is only having a small impact on parking availability in the Village lot.

During the peak hour, only 3-4% of spaces are occupied by vehicles parked longer than 10 hours, while 55% - 66% are occupied by vehicles parked longer than 4 hours. If peak occupancy rises above acceptable levels in the future, this would best be addressed by encouraging long-term parkers in general to use the overflow lot, which consistently had 23-24 empty spaces, equivalent to 17-18% of the capacity in the Village lot.

Post Office Parking lot Observations

Discussions with the Cohasset Parking Task Force and other stakeholders in Cohasset Village indicated that employees of Cohasset Village businesses may be utilizing spaces in the Post Office parking lot. Even though this parking area is not managed by the town, we included it in our observations in order to understand its usage.

Peak occupancy in the Post Office lot ranged between 63% and 72% over the three observation days. These counts included all vehicles using the lot, including Post Office customers, postal delivery vehicles, private vehicles that appeared to belong to postal employees, and other vehicles that may belong to employees of other businesses in the Village. The median parking duration in this

lot was 2-3 hours, however MAPC observed that the spaces nearest the Post Office entrance had high turnover and at least one empty space at all times.

Due to the overall parking availability of at least 28%, and the apparent functioning of spaces intended for Post Office customers, MAPC did not observe a serious problem with non-postal employees parking for long durations in the Post Office lot. However, if there are further complaints from the Post Office, non-postal employees should be encouraged to park instead in the overflow lot, which has available capacity and is only slightly further away from Main Street.

Observed Parking Violations and Inconsistent Curb Parking

By far the most common type of parking violation observed was illegal or improper parking on the sidewalk or curb. This almost certainly stems from a lack of clarity about where and when drivers are allowed to park straddling the curb. Cohasset Village has three very unique parking spaces that are striped half in the street and half on the sidewalk. MAPC has never observed any parking configuration like this. The configuration of these parking spaces may violate federal standards for handicap accessibility, and even if it does not, it violates the core principle that sidewalks are for people, not cars. Furthermore, this configuration is clearly confusing to drivers, as some parked over the curb and others parked fully in the street, as shown in **Figure 8** below.

Figure 8 Inconsistent Curb Parking on Elm Street



In addition the impact these three spaces have on Elm Street, these sidewalk spaces appear to be contributing to a broader culture of parking on sidewalks and curbs in other locations where it is not permitted. This is a problem because parked vehicles block the sidewalk for pedestrians, and may make it impossible for people with mobility impairments to pass. **Figure 9** below shows several examples of illegal sidewalk parking observed in Cohasset Village.

Figure 9 Illegal Sidewalk Parking in Cohasset Village



On the streets surrounding the Town Common, there is clear evidence that parking partially on the curb is commonplace. While vehicles parking partially on the curb around the Common do not block sidewalks (there are no sidewalks along the street in the Town Common, and sidewalks along the opposite side of Highland Ave and North Main Street sidewalks are buffered from the street by a strip of grass), this parking behavior has worn down the grass over time, leaving many areas with a bare strip of dirt along the curb, as shown below in **Figure 10**. The Town Common is in many ways Cohasset's front yard; it hosts many Town events, and is the gateway to the business district. Vehicles parked haphazardly, and patchy, worn-down grass do not create an attractive face for the Town of Cohasset.

Figure 10 Curb Parking Around Cohasset Town Common



Parking Recommendations

MAPC has a number of short-, medium- and long-term recommendations to improve the parking experience in Cohasset Village and make the most of existing parking supply. As mentioned in the Introduction, there are several **parking management best practices** that provide a framework for MAPC's parking recommendations for Cohasset Village:

- Parking regulations should be clear and consistent
- Parking signage and regulations should be visible
- Parking should encourage people to park once and visit multiple destinations in one trip
- Short-term parking should be prioritized in front of businesses, with long-term parking at the periphery of the business district
- Parking policies should aim for 85% on-street parking occupancy (higher occupancy for off-street parking may be appropriate), meaning parking is generally close to being fully utilized at all times but there are always spaces available

The recommendations below are divided into sections: Short-Term Recommendations, which require minimal capital investment and can be implemented quickly; Medium-Term Recommendations, which may require moderate capital investment or engineering designs in order to implement; and Long-Term Recommendations, which are more capital-intensive or which are steps recommended for future implementation.

Short-Term, Low-Cost Recommendations

Recommendation: Establish consistent 1 Hour time limit for on-street parking, with 30 minute spaces on Depot Court and on South Main Street.

Many stakeholders and survey respondents indicated that the current patchwork of parking regulations is confusing (see **Figure 11** on the following page and existing regulations map in **Figure 12** on page 25). MAPC recommends a consistent 1 Hour time limit for on-street parking in Cohasset Village. Since approximately three-quarters of all vehicles parked in on-street spaces are currently parked for less than one hour, MAPC does not believe that a blanket 1 Hour limit will be disruptive.

Some of the existing shorter time limits have been requested by specific businesses. The 15 minute spaces were requested by Village Wine and Spirits, however that store has now gone out of business. MAPC recommends that these spaces be converted to 1 Hour spaces.

There are currently seven 30 minute spaces on South Main Street that were requested by the Tedeschi convenience store. MAPC recommends that four of these spaces can remain with a 30 minute limit, as they serve short trips to Pilgrim Bank and the French Memories bakery as well as the Tedeschi convenience store. MAPC also recommends maintaining the 30 minute limit for the spaces on Depot Court adjacent to the South Shore Community Center, due to the need for pickup/dropoff spaces for the day care and other Community Center activities.

A comprehensive map of proposed parking regulations is provided in **Figure 12** on page 25.

Figure 11 Inconsistent Parking Regulations in Cohasset Village



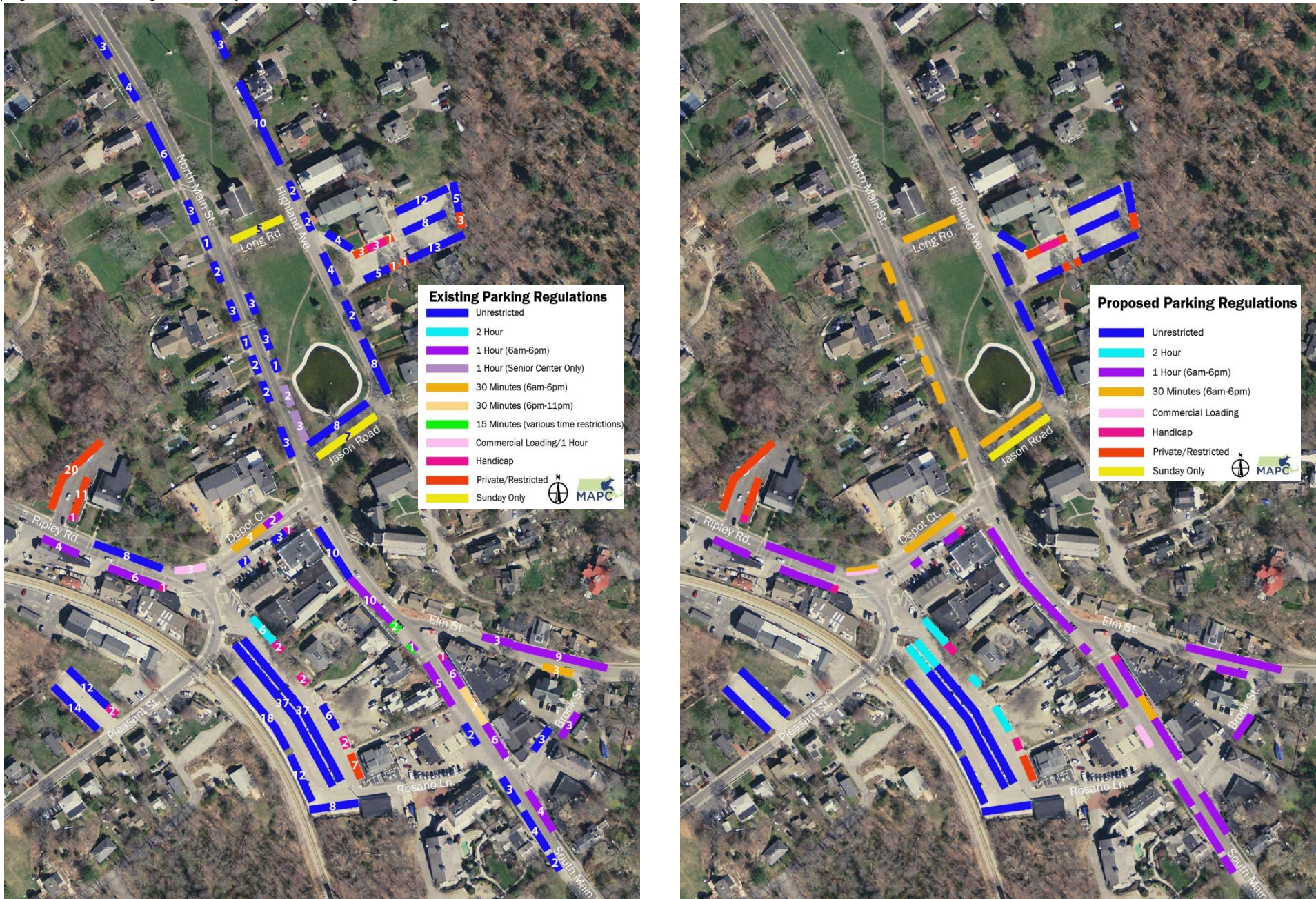
Recommendation: Increase number of 2-hour spaces in Village lot from 6 to 28.

Long-term parkers, such as many business owners and employees, are concentrated in the Village lot, which is precisely where they should be parking. However, it's important that short- and medium-term parkers can still find convenient spaces in the Village lot when needed. The six existing 2 hour spaces are very popular. MAPC recommends that spaces closest to the entrance of the Village lot and closest to the pedestrian alleys be marked as two-hour spaces. While this may not have a significant effect on the balance of parking durations in the Village lot, it will ensure that the approximately 45% of people parking in the Village lot for 2 hours or less will be able to easily find a space. In addition, as on-street spaces that are currently unrestricted are converted to 1 Hour spaces, there may be additional demand for medium-duration parking in the Village lot. The recommended location of 22 additional 2 Hour spaces is illustrated in **Figure 12** on the following page.

Recommendation: Establish a consistent period when all parking regulations in Cohasset Village are in effect, from 6 AM to 6 PM.

Existing parking regulations in Cohasset Village are a patchwork, with some spaces regulated from 6 AM – 6 PM, others until 9 PM, and still others until 11 PM. This is confusing to drivers, and inefficient for enforcement. MAPC did not observe a high level of parking demand in Cohasset Village during the evening hours that would necessitate time limits to be in effect. MAPC recommends a consistent timeframe of 6 AM to 6 PM for all regulated parking spaces.

Figure 12 Existing and Proposed Parking Regulations



Recommendation: Add a dedicated loading zone on South Main Street, adjust loading zone regulations on Depot Court, and encourage loading from the rear of businesses.

Currently, the only on-street loading zone in Cohasset Village is at the corner of Depot Court and Ripley Road. It is marked as Commercial Loading Monday and Friday, 8 AM – 4 PM, and one hour parking from 6 AM to 6 PM, as shown in **Figure 13** below. MAPC observed commercial vehicles loading/unloading in other areas of the Village, especially along South Main Street near the intersection with Elm Street (see **Figure 14** below). Our observations suggest that the current location and day/time parameters for loading in Cohasset Village are not suiting the needs of commercial vehicles, while at the same time they may be confusing to drivers who are unsure of whether they're allowed to park in the marked loading zone.

Figure 13 Existing Loading Zone Regulations on Depot Court



Figure 14 Commercial Vehicle Loading on S Main St



While the existing loading zone spaces on Depot Court are not meeting the needs of many commercial vehicles, they can provide much-needed parking for dropoff/pickup for the South Shore Community Center located on the corner of Depot Court and Main Street. Many survey respondents noted that the commercial loading restriction on Mondays and Fridays exacerbates existing dropoff/pickup parking issues. MAPC therefore recommends that the loading zone on Depot Court be changed to “30 Minute Parking OR Commercial Loading Zone” for all days of the week.

In addition, MAPC recommends adding a loading zone on South Main Street in front of the Citgo station, as shown in **Figure 12** on the previous page. There are currently two unrestricted spaces between the curb cuts dedicated to the gas station. Commercial vehicles were frequently observed loading and unloading on this section of South Main Street; if a dedicated loading zone is provided there it can help ensure that commercial vehicles have space, while at the same time discouraging them from taking additional regular parking spaces. If commercial vehicles longer than 40 feet are common, MAPC recommends narrowing the gas station driveways. This would have an added benefit of increasing pedestrian safety and improving the streetscape character.

Recommendation: Remove the three spaces on Elm Street currently marked as half on the sidewalk.

MAPC understands that the three sidewalk spaces on Elm Street were requested by a business, and they were striped partially on the sidewalk due to insufficient street width. However, this is an

extremely unorthodox configuration, and they are not functioning as intended, since many vehicles park fully in the street despite the alignment of the markings (see **Figure 8** on page 21). MAPC believes that these spaces open the door to all sorts of illegal parking behavior that degrades the pedestrian environment and contributes to driver confusion. For the sake of pedestrian access alone, these spaces should be removed.

MAPC's weekday observations showed that the parking demand on Elm Street would not dramatically outstrip supply if three spaces are removed. Peak occupancy on the north side of Elm Street was under the target of 85% at all times, although the peak occupancy on the summer weekday (10 cars) and weekend (9 cars) met or exceeded the number of spaces (9 spaces) that would be available if the sidewalk spaces were removed.

During the weekday observations 40-50% of the vehicles parked on the north side of Elm Street were parked for longer than one hour, even though all spaces have a one hour limit. Enforcing the time limits more rigorously will open up spaces on Elm Street. In addition, MAPC is recommending that unrestricted on-street spaces elsewhere in Cohasset Village be converted to one-hour spaces. This should help shift long-term parkers to off-street spaces, opening up additional one-hour spaces near Elm Street, if not on Elm Street.

Recommendation: Clarify—and enforce—parking regulations around the Town Common.

As previously noted, the mixed policies regarding where sidewalk or over-the-curb parking is permitted, and inconsistent enforcement of illegal parking, has created widespread behavior of parking on sidewalks and curbs, even where it blocks the sidewalk or damages the grass in the Cohasset Town Common. MAPC recommends the implementation of 30 minute parking along the southbound side of North Main Street, along the north side of Jason Road, and along the north side of Long Road. Parking on the curb on the northbound side of North Main Street should be prohibited, and enforced, as North Main Street is wide enough to safely accommodate one parking lane, but not two (which is why drivers typically park over the curb on the northbound side of the street).

A 30 minute limit for areas where parking is allowed will ensure that spaces are available for daycare dropoff/pickup, and will not be used by daycare employees. In addition, restricting parking to only the southbound side of the street will improve safety, as both day care facilities are on that side of North Main Street, and therefore parents will not have to cross the street with their children. A high visibility crosswalk should be installed at Long Road in order to improve safety for anyone parking there. The recommended regulations are illustrated in **Figure 12** on page 25.

Recommendation: Replace and improve signage.

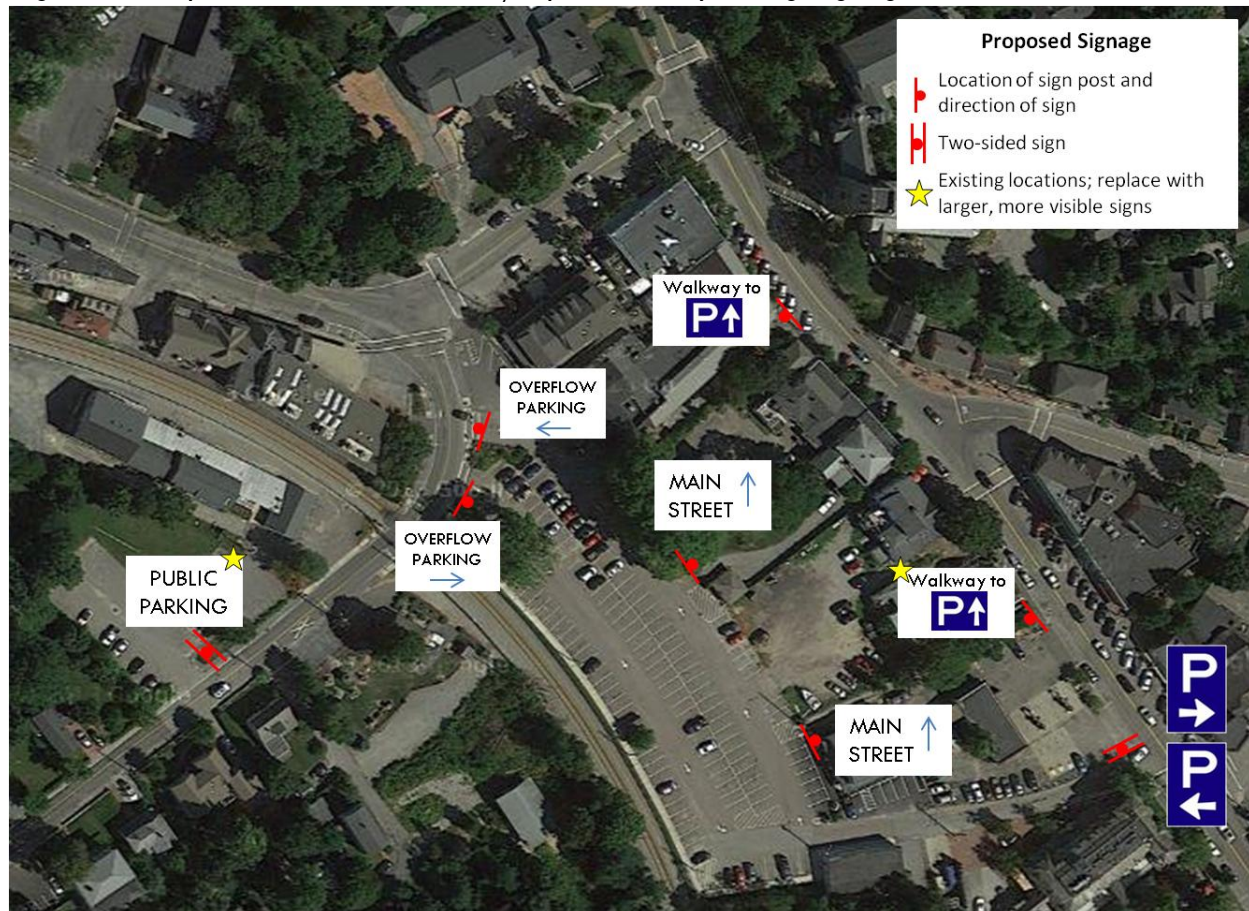
All parking signage should be replaced to reflect new regulations, as well as replacing any worn-out signs. In addition, wayfinding signage should also be improved in order to direct drivers to off-street parking areas like the Village lot and overflow lot. Existing parking lot signage is shown in **Figure 15**, and the location of recommended signage is shown in **Figure 16**, both on the following page.

- Install a larger, more visible sign at the overflow lot to indicate that it is free public parking.
- Install a sign in the Village lot to indicate that additional parking is available in the overflow lot (including a directional arrow).
- Install larger, more highly visible signs to indicate the entrances to the two alleys that connect South Main Street and the Village lot. Signs should be installed on both ends of the alleys.
- Install a sign at the intersection of South Main Street and Rosano Lane to indicate that Rosano Lane provides access to public parking.

Figure 15 Poor Visibility Signage at overflow lot and Pedestrian Alley to Village lot



Figure 16 Proposed Locations for New/Improved Wayfinding Signage



Recommendation: Work with private property owners to clarify signage.

The Red Lion Inn currently provides two signs directing their guests to parking, however the signs are unclear and contradictory, as one points to the Red Lion private lot, and the other instructs guests to “Please Use Town Parking lot” (see **Figure 17** below). The Town permits any business within 500 feet of the Village lot to direct their customers to park in the Village lot, so the Red Lion is free to direct their visitors to use public parking. MAPC’s summer Saturday observation took place when there was a wedding at the Red Lion Inn, so we were able to capture a time of high parking demand. Even under these conditions, the occupancy in the Village lot peaked at 67%, well below the acceptable maximum of 85% or more. However, MAPC recommends that the Town ask the Red Lion Inn to instruct guests first to use their private rear parking lot, and only to use the Village lot if necessary. The Town should also request that the Red Lion Inn clarify the signs accordingly.

Figure 17 Potentially Confusing Private Parking Signage



In addition, the medical office situated at the corner of Rosano Lane and the village lot has several parking spaces that are physically situated in the Village lot, however they are marked as private parking for patients of the medical office only, Monday – Friday (pictured in **Figure 17** above). The Town informed MAPC that the property line runs diagonally across these spaces, and that the Town has an agreement with the property owner to reserve them for private use during business hours. However, these spaces are available for public use when the medical office is closed. New signage should be installed that makes clear that the public can use the spaces on evenings and weekends when the medical office is closed.

Recommendation: Improve lighting and maintenance in the Village lot.

MAPC’s observations and a number of survey respondents noted the need for minor physical improvements and increased maintenance in the Village lot:

- Improve lighting in the lot and the walkways between the Village lot and South Main Street, to improve safety and encourage use of the lot during evening hours.
- Install trash and recycling barrels at convenient locations, and promptly clean up any trash that is not placed in proper receptacles.
- Refresh signage and pavement markings that indicate the one-way traffic flow.

These improvements will increase safety and improve the appearance of the Village lot.

Recommendation: Work with day care operators to develop a coordinated effort to smooth out parking demand during dropoff and pickup times.

MAPC carefully considered how to address the issue of pickup and dropoff parking for the two day care facilities located on North Main Street. Due to the location of the two facilities, and the concentrated rush of parking demand at certain times, there are no easy solutions. MAPC's recommendation to designate a 30 minute limit for parking on North Main Street, Long Road, Jason Road, and Depot Court should help ensure that the spaces nearest the day care facilities are not occupied by long-term parkers during dropoff and pickup times. However, MAPC also recommends that parking be prohibited on the northbound side of North Main Street, along the Town Common.

Another idea, to turn North Main Street and Highland Ave into a one-way loop, raised concerns from the Board of Selectmen including the ability of delivery trucks to navigate the tight corners, and potential opposition from Highland Ave residents. While this traffic configuration would allow enough space for parking on both sides of North Main Street, it could lead to higher traffic speeds and potentially cause problems for large delivery vehicles to access the business district. MAPC does not recommend this intervention at this time, but it can stay on the table for a future point if other strategies do not address the issue.

In the absence of any easy regulatory or infrastructure solutions, the Town must work with the day care operators to smooth out parking demand as much as possible. Strategies include:

- The South Shore Community Center on Main Street and Depot Court should encourage or require employees and volunteers to park in the overflow lot, not in on-street spaces on North Main Street, Depot Court or Ripley Road.
- The Carriage House Nursery School on North Main Street should encourage or require employees to park in the Town Hall lot or the Village lot, not in on-street spaces surrounding the Town Common. This will be more successful if the Town restripes the Town Hall lot as recommended below.
- SSCC should encourage parents dropping off children to park on Depot Court and Ripley Road, where MAPC recommends additional 30 minute spaces. This will free up parking on North Main Street for parents dropping children off at the Carriage House.
- The Town should convene the two day care operators to explore whether start and end times for day care sessions could be staggered, even slightly.

Medium-Term Recommendations

Recommendation: Convert angled parking on Main Street to reverse angled parking, and restrict to compact cars.

Angled parking is a good strategy to maximize the number of parking spaces on a given length of curb. However, traditional pull-in angled parking creates dangerous conditions as drivers must back out into an active traffic lane, with little ability to see oncoming vehicles and bicyclists. In addition, the ease of pulling into an angled space can make conditions more dangerous for cyclists, who may be cut off by vehicles making a quick turn into a space. Numerous stakeholders and members of the public commented—and MAPC's observations confirmed—that the current configuration of angled parking spaces on South Main Street between Depot Court and Elm Street is extremely dangerous. Pull-in angled parking always has potential to create dangerous conditions, but the angled parking in Cohasset Village is particularly problematic due to the very narrow travel lane and the frequency with which large vehicles are parked in the angled spaces, further blocking visibility for exiting drivers.

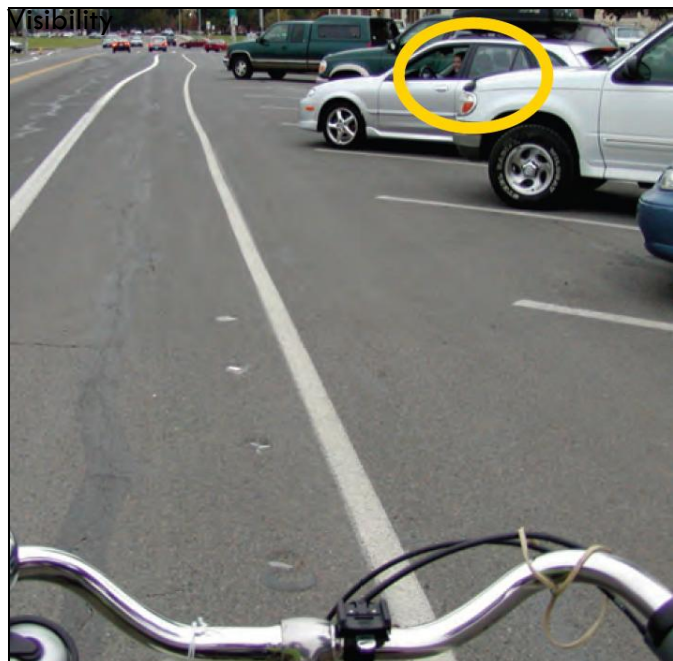
In contrast, reverse angled parking is oriented so that drivers pull ahead of the open parking space and then back into it up to the curb. When exiting the parking space, the front of the car is closest to the travel lane, giving the driver much improved visibility to pull out into traffic. MAPC strongly recommends this change for the angled parking spaces on Main Street. **Figure 18** shows a recent example of reverse angled parking in Somerville.

Figure 18 Reverse Angled Parking with Bike Lane in Union Square, Somerville. Image credit: Boston Herald.



Implementing reverse angled parking does require a bit of public education. However, once a few cars have parked correctly, it becomes clear to others how to use the new spaces. The City of Somerville posted signs explaining the new parking configuration, and had city staff on site to help during the first few days. They also produced an excellent brochure (included in Appendix D) explaining how reverse angled parking works and why it is an improvement. **Figure 19** at right is an image from that brochure demonstrating how drivers' ability to see oncoming traffic and bicyclists while exiting a parking space is vastly improved with the implementation of reverse angled parking.

Figure 199 Reverse Angled Parking Improves



Converting the pull-in angled parking to reverse angled parking may also help to address the common but illegal maneuver of vehicles traveling north on South Main Street executing a U-turn to pull into an angled parking space. This behavior is very dangerous, but extremely difficult to enforce, because police must catch the driver in the act. This maneuver is illustrated in the “Existing Conditions” image included in **Figure 20**.

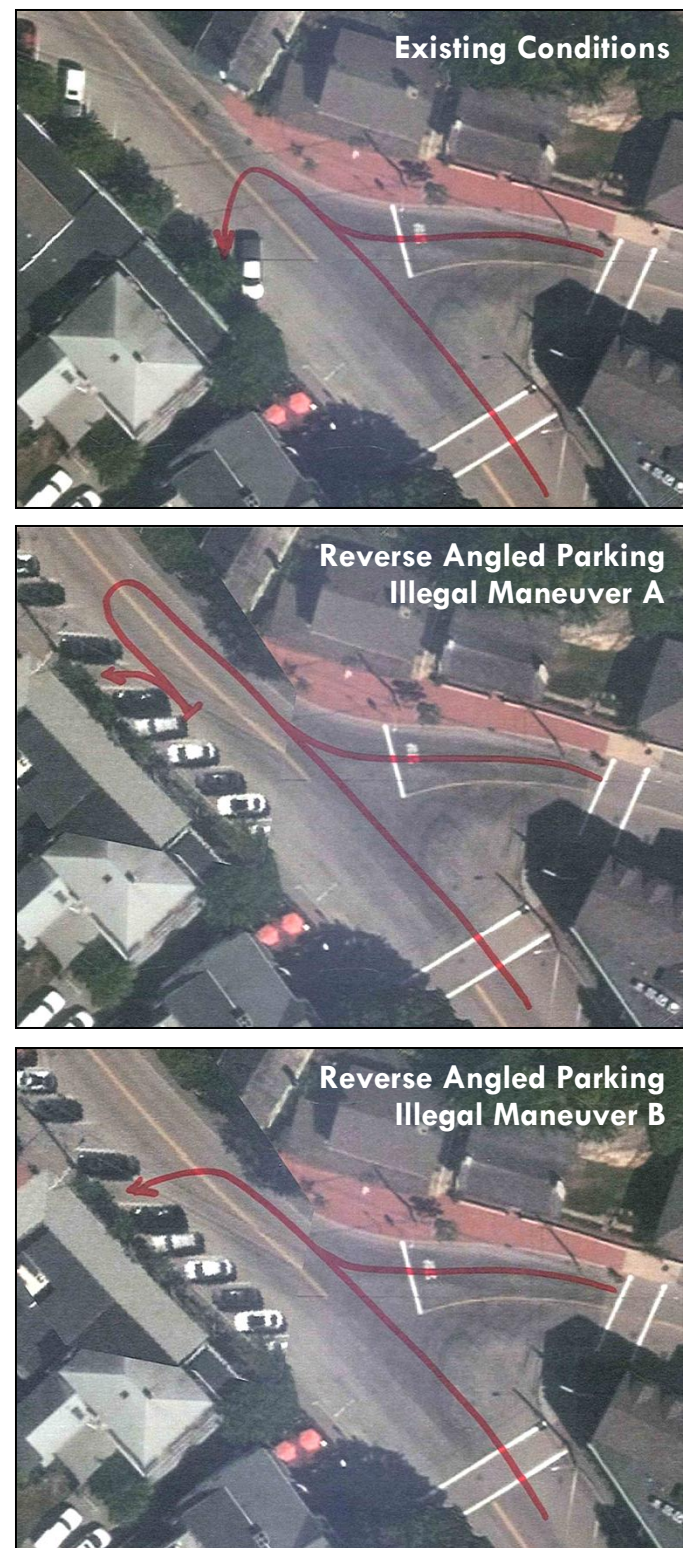
However, if reverse angled parking is implemented, as shown in the bottom two images in **Figure 20**, drivers attempting this maneuver will have to do a complete U-turn in order to face south on South Main Street, and then back their vehicle into the parking space (“Illegal Maneuver A” illustrated at right). This would be extremely difficult to do, given the narrow width of the street.

Another variation of this maneuver, if reverse angled parking is implemented, would be for drivers traveling north to simply cut across the oncoming lane to pull nose-first into the parking space (“Illegal Maneuver B” illustrated below right). This is a simple maneuver to execute, however, it is also very easy to enforce, because the vehicle will be parked facing the wrong way.

MAPC therefore believes that converting the existing pull-in angled parking to reverse angled parking will help address the issue of northbound drivers parking on the southbound side of the street, because the u-turn maneuver will be more difficult to execute, or because parking enforcement can easily cite drivers for parking the wrong way.

In addition, MAPC recommends that the angled spaces on the southbound side of South Main Street be marked as “Compact Cars Only.” MAPC’s observations and numerous survey responses noted the popularity of SUVs and other large vehicles in Cohasset, and the fact that it is extremely difficult for drivers exiting parking spaces to see around large vehicles. Furthermore, South Main Street is very narrow in this location, so restricting the use of the angled spaces to compact cars can help ensure that the travel lanes remain an adequate width for cars to safely pass.

Figure 20 Illegal Uses of Angled Parking



Finally, the existing angled parking spaces on the northbound side of South Main Street (in front of Tedeschi) are not quite as dangerous, because the street is wider in that location. However, reverse angled parking would still provide a significant safety benefit due to the improved visibility for drivers exiting those parking spaces. MAPC recommends that all existing angled parking spaces in Cohasset Village be converted to reverse angled spaces, both as a safety improvement and for the sake of consistency. If the Town does not feel that reverse angled parking is appropriate, MAPC recommends that the angled parking be removed and replaced with parallel parking. This would result in a loss of spaces, but it would greatly improve safety.

Recommendation: Install additional bicycle parking.

MAPC observed numerous people visiting Cohasset Village by bike, especially in the summer. A few bike racks are currently located on either end of the main business area, however additional racks could be added in the center of the Village, in front of popular businesses such as Atlantic Bagel and Tedeschi. Cyclists, like drivers, prefer to park as close as possible to their destination, so without any racks available bicycles are sometimes left in the sidewalk, blocking pedestrian access.

Figure 21 shows bikes in the sidewalk near Atlantic Bagel.

In addition to providing orderly parking for those already biking, additional bike racks can also serve as invitation and encouragement for more people to visit the Village by bike and further reduce demand for parking spaces.

Figure 21 Bicycles Parked on the Sidewalk



Recommendation: Maximize capacity and utilization in the overflow lot.

The Town of Cohasset should work through the Parking Task Force to share the results of this parking study with Village business owners and ask for their assistance in implementing the recommendations. In particular, business owners expressed in the survey that their customers sometimes have trouble finding parking; the Town should ask business owners to help address this issue by parking in the overflow lot instead of the Village lot, and instructing their employees to do the same. Businesses on Ripley Road and Depot Court in particular should be encouraged to use the overflow lot.

There are also several steps the Town can take to maximize available capacity in the overflow lot. The overflow lot does not currently have visible striping demarcating the parking spaces. This leads to inefficient parking with large spaces between each vehicle, as pictured below in **Figure 22**. Restriping the lot can have the effect of adding several spaces of parking capacity.

Figure 22 Inefficient parking due to lack of marked spaces in the overflow lot.



In addition, the overflow lot currently includes 2 handicap only spaces, which is unnecessary, since the lot is further from destinations than all other parking areas, and the pedestrian connections are the poorest. The needs of people with disabilities should be accommodated in the Village lot, and the handicap spaces in the overflow lot should be opened to general use, since handicapped drivers are very unlikely to use them. MAPC's observations showed that handicap spaces throughout Cohasset Village had an average occupancy of 3-4% on weekdays and 12% on the Saturday observation. The handicap spaces in the overflow lot were not observed being used. Existing handicap spaces in the Village lot and on South Main Street, Depot Court and Ripley Road are sufficient to meet the needs of drivers with disabilities.

Finally, the Town should prohibit long-term vehicle storage in any public parking area. MAPC observed a small trailer parked in the overflow lot over the course of several months, which is not an appropriate use of public parking. Signs should be posted to indicate that long-term parking is prohibited, and vehicles parked for several days on end should be ticketed and towed.

Recommendation: Restripe the Town Hall lot to include a double row down the center.

The Town Hall lot is currently near capacity during business hours, and it also serves other important sources of parking demand such as the farmers' market, evening meetings at Town Hall, and Sunday services and weeknight meetings at several nearby churches. If parking around the Town Common is prohibited and enforced, there may be additional parking demand in the Town Hall lot.

MAPC recommends that the Town Hall lot be reconfigured and restriped to include a double row of 9 spaces each (18 total) down the center of the lot. Restriping the Town Hall lot in this manner would create an additional 10 spaces, or approximately 15% above existing capacity.

The Town Hall lot is approximately 115 feet wide. With parking spaces 20 feet long, four rows of parking in total would leave circulation aisles of 17.5 feet each. Cohasset's zoning regulations call for aisles of 20 – 24 feet for two-way circulation, depending upon the configuration of parking spaces. 17.5 feet is insufficient for two-way circulation, but it is more than sufficient for one-way circulation. In order to ensure safe circulation, parking should be prohibited directly adjacent to the building near the rear entrance. This is not currently marked as a parking space, but MAPC observed vehicles parking there.

Recommendation: Focus enforcement priorities on behaviors that negatively impact safety, parking capacity, and the vibrancy of the business district.

Vigorous enforcement of time limits for on-street spaces can help encourage turnover, but it can also contribute to a negative experience and make people less inclined to visit Cohasset Village. Crafting a regulatory framework that is clear, consistent, and meets the needs of different users can help reduce the need for enforcement.

Focusing enforcement resources on behaviors that do not benefit the business district, while taking up significant capacity, can help maximize the available space for those who need it. The Town should prohibit overnight and very long-term parking in the Village lot, the overflow lot, and the Town Hall lot. Vehicles observed for long periods of time should be ticketed and towed.

As previously noted, conflicting messages about whether and where parking on sidewalks and over curbs is acceptable has led this behavior to become rampant. This degrades the pedestrian environment and the appearance of the Town Common and the Village business district. Once the Town has clearly posted where parking is and is not permitted, enforcement should be focused on

ticketing vehicles that park on sidewalks and over curbs, including in areas where this was previously permitted.

Finally, numerous survey participants noted other dangerous behaviors, such as speeding and making u-turns from Elm Street to access the angled parking spaces on South Main Street. These behaviors negatively impact safety for drivers, pedestrians and cyclists, and should be strictly enforced.

Long-Term Recommendations

Recommendation: Improve pedestrian infrastructure in and around Cohasset Village.

MAPC observed a number of locations where sidewalks, curb cuts, and crosswalks are not up to the standards set by the Americans with Disabilities Act. This includes maintenance, such as clearing fallen leaves and snow from sidewalks and the alleys connecting the Village lot to South Main Street. More capital-intensive improvements are also needed, such as repaving sidewalks that have become cracked, and installing curb ramps at every crosswalk. **Figure 23** shows areas that could use improvement.

Replacing sloped asphalt curbs with granite curbs is another important step for improving appearance and pedestrian safety. Drivers are much less likely to park over the curb when it is a granite curb, as opposed to a low or sloping curb that is easy to drive over, and pedestrians feel safer with a more distinct barrier between their space and the space for cars.

Figure 23 Inadequate Pedestrian Infrastructure.



Pedestrian safety and comfort is also improved by reducing the number of curb cuts for driveways and parking areas, since they introduce cars into the pedestrian space. This is especially an issue for the curb cuts that are necessary, they should be as narrow as possible, and the sidewalk level should be maintained so that cars have to come up and over (illustrated in **Figure 24**), rather than pedestrians ramping down to street level (illustrated in **Figure 25**). This is easier for people with mobility impairments to navigate, and it also helps slow the cars down. Ripley Road, Depot Court,

Brook Street, and the section of South Main Street at the Citgo station could benefit from smaller, improved curb cuts.

Figure 24 Driveway Ramps up to Sidewalk
Image credit: www.fhwa.dot.gov.

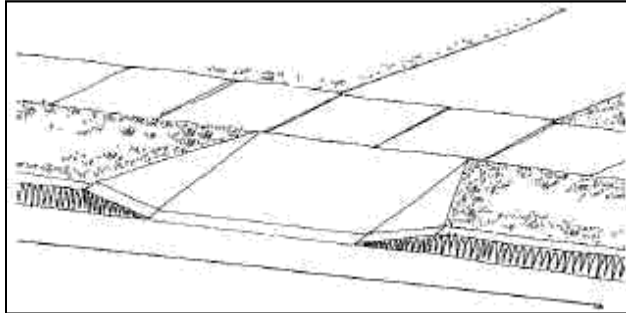
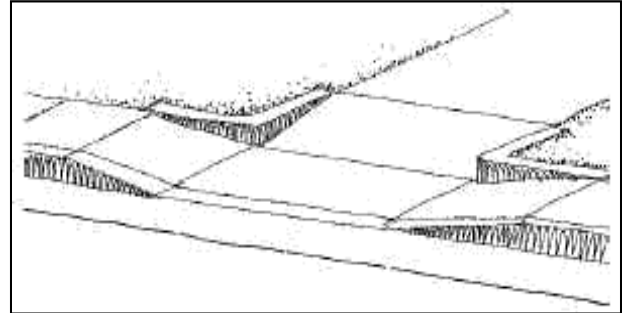


Figure 25 Sidewalk Ramps Down to Driveway
Image credit: www.fhwa.dot.gov.



Recommendation: Reconfigure the intersection of Depot Court, Ripley Road and Pleasant Street to improve pedestrian safety.

Effective use of existing parking is dependent upon the willingness of drivers to use parking that is not directly in front of their destination, and safe and attractive walking routes between parking and destinations are key. Currently, the intersection of Depot Court, Ripley Road and Pleasant Street represents a barrier for pedestrians, and makes the overflow lot seem much further from Main Street than it is.

MAPC recommends that the Town reconfigure the intersection of Depot Court, Ripley Road and Pleasant Street to calm vehicle traffic and reduce crossing distances for pedestrians. An engineering study of the best way to reconfigure this intersection was not within the scope of this parking study, so an additional study would be necessary before undertaking any significant reconstruction.

However, many cities have experimented with pilot intersection reconfigurations using only paint and movable barriers such as planters. **Figure 26** shows a plaza created in Los Angeles using only paint, planters, and patio furniture. This type of pilot installation has been used in cities across the US, and the spaces created can become valuable community assets.

Figure 26 Sunset Triangle Plaza, Los Angeles. Image credit: Inhabitat.com.



The intersection of Depot Court, Ripley Road, and Pleasant Street provides an excellent opportunity for the Town of Cohasset to pilot a curb extension using temporary materials. If the pilot is successful in calming traffic, increasing pedestrian safety and improving the streetscape, then a permanent reconstruction can take place at a later date. **Figure 27** below is just one possibility of how to add new pedestrian space to this intersection. While this is merely a conceptual exercise, not an engineering design, it is intended to demonstrate how reclaiming a piece of pavement for people can dramatically shorten crossing distances and tighten the vehicle turning radius, thereby slowing down the speed of traffic and improving safety for pedestrians and drivers alike.

Figure 27 Conceptual Outline of Pilot Curb Extension



Recommendation: If peak occupancy in the Village lot increases above acceptable levels, institute a 4-hour time limit for Village lot with a permit system for Cohasset Village business owners and employees.

During the weekday peak hour in the Village lot (11 am in both the summer and fall observations), 15 spaces were available in the summer, and 10 spaces were available in the fall (not including handicap and private spaces). This is reaching the maximum acceptable occupancy level, however day to day fluctuations and additional development in Cohasset Village may push this above functional levels. However, during peak hours for the Village lot, 23-24 spaces were available in the overflow lot. This is equivalent to 17-18% of the capacity in the Village lot, meaning that if long-term parkers shifted to the overflow lot, 17-18% more spaces would be available in the Village lot for shorter-term parkers.

If the Town determines that peak occupancy in the Village lot exceeds acceptable levels, MAPC recommends the introduction of a four-hour time limit in the Village lot, paired with an employee permit program. Four hours would be sufficient for the vast majority of visitors and customers, while the time limit would prevent commuters from using the Village lot as satellite parking for the commuter rail. More importantly, a time limit and employee permit program in the Village lot would help make the most of existing parking capacity by encouraging employees and other long-term parkers to use the overflow lot.

Summary and Next Steps

This report is intended to provide data-driven recommendations for the Town of Cohasset to improve parking operations and parking user experience in and around Cohasset Village. Several goals for the parking study were articulated in the Introduction; these goals are repeated below, with a summary of the findings and recommendations that relate to each.

- Improve parking availability for customers of Village businesses

There is a perceived lack of parking in Cohasset Village by local business owners, employees, and residents. Most people prefer a parking space right outside of their destination, and when that is not available, it exacerbates the perceived lack of parking availability. However, MAPC found that there are generally available parking spaces within a 1-2 minute walk of all businesses in the area. Based on MAPC's observations, there is no overall shortage of parking in Cohasset Village, although certain areas experience high demand at certain times of day.

Consistent time limits of 30 minutes or 1 hour for on-street spaces, plus additional 2 hour spaces in the Village lot, will help ensure that convenient parking is available for customers and others making short stops in Cohasset Village, while long-term parkers use the spaces that are slightly further away.

- Improve inconsistent and at times confusing signage and regulations

Several recommendations address this issue, including implementing more consistent and intuitive regulations, and replacing all worn-out signage.

- Address safety and traffic flow concerns associated with daycare dropoff and pickup

While MAPC was not able to find a silver bullet answer to the daycare dropoff and pickup parking crunch, there are numerous strategies suggested to help ease it. Revamped regulations in the areas most commonly used by parents going to the two day care facilities (Depot Court, North Main Street, and Jason Road and Long Road) will make more spaces available for short-term use, while clarifying in which areas parking is permitted, and in which areas it is prohibited. However, there is also an important role for the Town to play in working with the two day care facilities to instruct staff and parents on the appropriate areas to park, and to potentially adjust starting and ending times so that they are more staggered.

- Address commercial loading needs

This study indicates that the designated loading area on Depot Court does not appear to be fully successful from either the commercial or public perspective. Commercial vehicles were observed parking in other areas of Cohasset Village, while many visitors to Cohasset Village noted that the loading zone on Depot Court makes it more difficult to find parking.

MAPC recommends adjusting the existing loading zone to be 30 minute parking OR commercial loading at all times. In addition, MAPC recommends adding a loading zone on South Main Street.

- Identify whether the public parking lot in Cohasset Village is being used as satellite commuter rail parking, and if so, develop recommendations to discourage this practice

MAPC did not observe the Village lot being used as satellite parking for commuters carpooling to the train station. Parking utilization and duration data show that even if this is occurring, vehicles parked

for the length of time that would be necessary to commute into Boston for a full day's work are only occupying 3-4% of parking spaces in the Village lot during the peak hour.

If this practice grows, or if parking in the Village lot otherwise exceeds acceptable levels, MAPC recommends implementing a 4 hour time limit along with an employee permit program for those who own businesses or work in Cohasset Village. This will prohibit unauthorized long-term parkers from using the Village lot.

Summary of Recommendations

This report outlines a number of steps the Town of Cohasset can take to make the existing parking supply better serve the needs of residents, visitors and local businesses. Changes to existing parking policies, as well as some physical improvements, can make the parking experience easier, improve safety, and help ensure that Cohasset Village is a vibrant business district:

Short-Term, Low-Cost Recommendations:

- Establish consistent 1 Hour time limit for on-street parking, with 30 minute spaces on Depot Court and on South Main Street.
- Increase number of 2-hour spaces in Village lot from 6 to 28.
- Establish a consistent period when all parking regulations in Cohasset Village are in effect, from 6 AM to 6 PM.
- Add a dedicated loading zone on South Main Street, adjust loading zone regulations on Depot Court, and encourage loading from the rear of businesses.
- Remove the three spaces on Elm Street currently marked as half on the sidewalk.
- Clarify—and enforce—parking regulations around the Town Common.
- Replace and improve signage.
- Work with private property owners to clarify signage.
- Improve lighting and maintenance in the Village lot.
- Work with day care operators to develop a coordinated effort to smooth out parking demand during dropoff and pickup times.

Medium-Term Recommendations:

- Convert angled parking on Main Street to reverse angled parking, and restrict to compact cars.
- Install additional bicycle parking.
- Maximize capacity and utilization in the overflow lot.
- Restripe the Town Hall lot to include a double row down the center.
- Focus enforcement priorities on behaviors that negatively impact safety, parking capacity, and the vibrancy of the business district.

Long-Term Recommendations:

- Improve pedestrian infrastructure in and around Cohasset Village.
- Reconfigure the intersection of Depot Court, Ripley Road and Pleasant Street to improve pedestrian safety.
- If peak occupancy in the Village lot increases above acceptable levels, institute a 4-hour time limit for Village lot with a permit system for Cohasset Village business owners and employees.

Many of these recommendations are low-cost, and can be implemented fairly quickly. Some, such as the numerous recommendations dealing with time limits, clarifying where parking is permitted vs. prohibited, and enforcement, should be implemented as a unified package. Others, such as the various physical improvements, can proceed independently.

It is clear from the overwhelming response to the online survey that parking is a hot topic among people who work, shop, dine and access services in Cohasset Village. It will be important for the Town to keep business owners and the public informed and involved as recommendations are implemented.

Parking can often cause headaches, but when properly managed it can be an important asset for a local business district. This study provides the Town of Cohasset with the tools and information needed to make the most of the existing parking supply, and help Cohasset Village to thrive.

Appendix A

Study Area Parking Capacity and Regulations by Location

Appendix A. Study Area Parking Capacity and Regulations by Location¹

Location	Type of Parking											
	Un-restricted	2 Hour	1 Hour	1 Hour (Sr. Ctr)	30 Minutes	15 Minutes	Loading/ 1 Hour	Handi-cap	Town Hall COA	Private/ Restricted	Sunday Only	Total
	Public Parking Spaces											
Village lot	118	6	-	-	-	-	-	6	-	7	-	137
overflow Parking lot*	26	-	-	-	-	-	-	2	-	-	-	28
Town Hall lot	47	-	-	-	-	-	-	3	7	2	-	59
N Main St – West Side*	30	-	-	-	-	-	-	-	-	-	-	30
N Main St – East Side*	7	-	-	5	-	-	-	-	-	-	-	12
Highland Ave – East Side*	31	-	-	-	-	-	-	-	-	-	-	31
Long Rd – North Side	-	-	-	-	-	-	-	-	-	-	5	5
Jason Road – North Side*	8	-	-	-	-	-	-	-	-	-	-	8
Jason Road – South Side*	-	-	-	-	-	-	-	-	-	-	7	7
Depot Court – North Side	-	-	2	-	4	-	-	-	-	-	-	6
Depot Court – South Side	4	-	-	-	-	-	-	1	-	-	-	5
Ripley Rd – North Side*	8	-	-	-	-	-	3	-	-	-	-	11
Ripley Rd – South Side	10	-	-	-	-	-	-	1	-	-	-	11
S Main St – West Side	21	-	16	-	-	2	-	-	-	-	-	39
S Main St – East Side	12	-	4	-	7	-	-	1	-	-	-	24
Elm St – North Side	-	-	12	-	-	-	-	-	-	-	-	12
Elm St – South Side	-	-	-	-	3	-	-	-	-	-	-	3
Brook St – West Side*	3	-	-	-	-	-	-	-	-	-	-	3
Brook St – East Side*	-	-	3	-	-	-	-	-	-	-	-	3
	Private Parking Spaces											
Post Office lot*	-	-	-	-	-	-	-	1	-	31	-	32
Study Area Parking Total	325	6	37	5	14	2	3	15	7	40	12	466

¹ Parking regulations documented in July, 2014

*Number of spaces is approximate as parking space dimensions are not designated or striped, resulting in slightly varied capacities throughout the day

Appendix B

On-Street Parking Occupancy by Block

Appendix B. Parking Occupancy by Block¹

Location	Type of Parking	Capacity	Summer Saturday		Summer Weekday		Fall Weekday	
			Avg.	Peak (10am)	Avg.	Peak (12pm)	Avg.	Peak (10am)
Town Hall lot								
Row 1 (South Side - near street)	Unrestricted	5	45%	100%	60%	40%	63%	60%
	Private/ Restricted	1	100%	100%	100%	100%	54%	100%
Row 1 (South Side - near woods)	Unrestricted	13	21%	8%	52%	92%	33%	23%
	Private/ Restricted	1	100%	100%	46%	100%	100%	100%
Row 2 (near Street)	Handicap	3	0%	0%	5%	0%	3%	0%
	Town Hall/ Council on Aging	4	11%	50%	44%	50%	35%	50%
Row 2 (near woods)	Unrestricted	8	0%	0%	68%	100%	61%	100%
Row 3	Unrestricted	12	0%	0%	62%	92%	58%	92%
Row 4 (Back of lot)	Unrestricted	5	40%	40%	66%	100%	45%	80%
	Town Hall/ Council on Aging	3	100%	100%	72%	0%	72%	33%
Parking on exit driveway	Unrestricted	4	0%	0%	0%	0%	0%	0%
Village lot								
Row 1 (closest to South Main Street + businesses) - north side	2 Hour	6	47%	100%	46%	83%	40%	100%
	Handicap	4	9%	25%	2%	0%	4%	0%
Row 1 (closest to South Main Street + businesses) - south side	Unrestricted	6	64%	33%	59%	67%	53%	100%
	Handicap	2	32%	0%	4%	0%	0%	0%
	Private/ Restricted	7	10%	0%	3%	0%	24%	14%
Row 2	Unrestricted	37	67%	92%	66%	95%	68%	100%
Row 3	Unrestricted	37	57%	68%	64%	89%	62%	100%
Row 4 (closest to railroad)	Unrestricted	30	47%	53%	45%	53%	47%	80%
Side row (near Rosano Lane and Red Lion Inn)	Unrestricted	8	67%	50%	49%	50%	56%	50%
overflow lot								
Row 1 (west side)*	Unrestricted	14	10%	14%	19%	21%	13%	21%
Row 2 (east side)*	Unrestricted	12	22%	42%	19%	25%	5%	8%
	Handicap	2	0%	0%	0%	0%	0%	0%

Post Office Parking lot								
Row 1 (west side)*	Private/ Restricted	20	55%	55%	57%	45%	60%	75%
Row 2 (east side)*	Private/ Restricted	11	30%	55%	27%	36%	34%	36%
	Handicap	1	18%	100%	0%	0%	0%	0%
On-Street								
North Main Street - West Side (north of crosswalk 1)*	Unrestricted	13	3%	8%	3%	0%	0%	0%
North Main Street - West Side (between crosswalk 1 and crosswalk 2)*	Unrestricted	9	5%	0%	10%	22%	9%	0%
North Main Street - West Side (between crosswalk 2 and Depot Court)*	Unrestricted	8	3%	0%	40%	88%	22%	50%
North Main Street - East Side*	Unrestricted	7	0%	0%	3%	14%	14%	0%
	1 Hour (Senior Center)	5	5%	20%	17%	60%	28%	20%
Highland Avenue - East Side (north section)*	Unrestricted	13	5%	8%	8%	8%	11%	8%
Highland Avenue - East Side (mid section-north of Town Hall)*	Unrestricted	4	0%	0%	0%	0%	29%	75%
Highland Avenue - East Side (mid section - at Town Hall)*	Unrestricted	4	7%	75%	2%	0%	23%	25%
Highland Avenue - East Side (south section)*	Unrestricted	10	0%	0%	6%	10%	1%	10%
Long Road - North Side	Sunday Only	5	5%	20%	28%	60%	38%	80%
Jason Road - North Side*	Unrestricted	8	1%	13%	31%	50%	38%	38%
Jason Road - South Side*	Sunday Only	7	4%	0%	0%	0%	0%	0%
Depot Court - North Side	1 Hour (6am-6pm)	2	86%	100%	42%	50%	62%	100%
	30 minutes	4	84%	75%	60%	100%	69%	75%
Depot Court - South Side	Unrestricted	4	86%	25%	58%	100%	71%	75%
	Handicap	1	27%	0%	0%	0%	23%	0%
Ripley Road - North Side*	Unrestricted	8	33%	63%	39%	63%	30%	38%
	Commercial Loading / 1 Hour	3	76%	67%	28%	67%	38%	67%
Ripley Road - South Side (west of crosswalk)	Unrestricted	4	30%	50%	23%	50%	27%	25%
Ripley Road - South Side (east of crosswalk)	Unrestricted	6	59%	83%	59%	83%	60%	67%
	Handicap	1	0%	0%	23%	100%	0%	0%
South Main Street - West Side (north of crosswalk)	Unrestricted	10	71%	90%	47%	70%	55%	70%
	1 Hour (6am-6pm)	10	57%	90%	35%	40%	42%	50%
	15 Minutes	2	41%	100%	15%	0%	4%	0%

	1 Hour/ 15 Minutes	1	55%	0%	15%	0%	46%	0%
South Main Street - West Side (between crosswalk and Rosano Lane)	Unrestricted	2	68%	100%	62%	50%	65%	100%
	1 Hour (6am-6pm)	5	47%	80%	40%	60%	52%	20%
South Main Street - West Side (south of Rosano Lane)	Unrestricted	9	33%	33%	44%	67%	50%	89%
South Main Street - East Side (between Elm and Brook)	Unrestricted	12	60%	92%	48%	58%	53%	58%
	30 minutes	7	51%	86%	48%	86%	33%	71%
	Handicap	1	27%	0%	0%	0%	0%	0%
South Main Street - East Side (south of Brook)	1 Hour (6am-6pm)	4	55%	50%	62%	100%	60%	100%
Elm Street - North Side	1 Hour (6am-6pm)	12	29%	33%	32%	83%	31%	33%
Elm Street - South Side	30 minutes	3	39%	67%	13%	33%	23%	33%
Brook Street - West Side*	Unrestricted	3	0%	0%	0%	0%	5%	0%
Brook Street - East Side*	1 Hour (6am-6pm)	3	0%	0%	0%	0%	3%	0%

¹ Data collected Sat. 8/2/14 (Summer Saturday), Wed. 8/6/14 (Summer Weekday), and Wed. 10/29/14 (Fall Weekday).

*Number of spaces is approximate as parking space dimensions are not designated or striped, resulting in slightly varied capacities throughout the day.

Shading indicates areas with a parking occupancy greater than 85%.

Appendix C

Cohasset Parking Survey Questions and Results

Cohasset Parking Survey

July 10, 2014

1. Please select your primary role in downtown Cohasset:
 - a. I own a business in downtown Cohasset
 - b. I am an employee in downtown Cohasset
 - c. I own rental properties in downtown Cohasset
 - d. I am a resident in downtown Cohasset
 - e. I am a customer/visitor in downtown Cohasset

QUESTIONS FOR BUSINESS OWNERS

2. What kind of business do you own?
 - a. Retail shop
 - b. Restaurant, Café, Tavern
 - c. Business office (real estate, insurance, banking, law)
 - d. Services (hair salon, dry cleaner, yoga studio, bed and breakfast)
 - e. Nonprofit (school, church)Name of business (only needed for survey response tracking purposes; will not be shared with Town officials or Parking Committee): _____
3. What are typically the busiest days of the week/times of day for your business?
4. How many employees do you have?
 - a. _____ full time
 - b. _____ part time
5. By your best estimate, what percentage of your employees drive to work?
6. By your best estimate, what percentage of your employees live within 5 miles of downtown Cohasset?
7. Does your business have private parking?
 - a. Yes, _____ spaces
 - b. No
8. How do you typically get to work?
 - a. Drive
 - b. Walk
 - c. Bike
 - d. Other: _____
9. If you drive to work, where do you park?
 - a. On-street outside of the business
 - b. On-street within a block of the business
 - c. Off-street public parking
 - d. Off-street private parking
10. Where do your employees park when they drive to work?
 - a. On-street outside of the business

- b. On-street within a block of the business
- c. Off-street public parking
- d. Off-street private parking

11. Is parking an issue for your employees? How so? (check all that apply)

- a. Run outside to move car during their shifts
- b. Hard to find available space
- c. Available spaces are too far away
- d. Too many parking tickets
- e. Other: _____

12. Is parking an issue for your customers? How so? (check all that apply)

- a. Spaces are always full
- b. Available spaces are too far away
- c. Time restrictions are too short
- d. Too many parking tickets
- e. Parking restrictions are confusing
- f. Other: _____

QUESTIONS FOR EMPLOYEES

2. At what kind of business do you work?

- a. Retail shop
- b. Restaurant, Café, Tavern
- c. Business office (real estate, insurance, banking, law)
- d. Services (hair salon, dry cleaner, yoga studio, bed and breakfast)
- e. Nonprofit/government (school, church, senior center, Town Hall)

Name of business (only needed for survey response tracking purposes; will not be shared with Town officials or Parking Committee): _____

3. What are the busiest days of the week/times of day for the business where you work?

4. How do you typically get to work?

- a. Drive
- b. Walk
- c. Bike
- d. Other: _____

5. If you drive to work, where do you park?

- a. On-street outside of the business
- b. On-street within a block of the business
- c. Off-street public parking
- d. Off-street private parking

6. Do you encounter problems with parking in downtown Cohasset? (check all that apply)

- a. Have to run outside to move car while at work
- b. Hard to find available space
- c. Available spaces are too far away
- d. Too many parking tickets
- e. Other: _____

7. Do you hear parking concerns from customers of the business where you work? (check all that apply)
- a. Spaces are always full
 - b. Available spaces are too far away
 - c. Time restrictions are too short
 - d. Too many parking tickets
 - e. Other: _____

QUESTIONS FOR LANDLORDS

2. What type of rental properties do you own? (fill in all that apply)
- a. Residential: _____ units
 - b. Retail/restaurant: _____ sq ft
 - c. Office: _____ sq ft
3. What are the addresses of your rental properties? (only needed for survey response tracking purposes; will not be shared with Town officials or Parking Committee)
4. How many on-site parking spaces are provided for each rental unit?
5. Do your tenants use parking other than the provided on-site spaces (if any)?
- a. On-street
 - b. Off-street public parking
 - c. Off-street private parking belonging to a different business/residence
6. Is parking a major asset/concern for potential tenants? If so, please describe:

QUESTIONS FOR RESIDENTS

2. How many cars does your household own?
3. What kind of parking do you have at your home? (Check all that apply)
- a. Garage
 - b. Driveway
 - c. On-street
4. Where do you typically park at home?
5. When you're visiting restaurants or other businesses downtown, how do you typically get there?
- a. Drive
 - b. Walk
 - c. Ride a bike
 - d. Other _____
6. When you drive to downtown Cohasset, how long does it typically take for you to find a parking space (in minutes)?
7. Which of these best describes how you decide where to park in downtown Cohasset?
- a. I try to find a space as close as possible to my destination

- b. I park in the first empty space I find
 - c. I go where I know there will be a space available, even if I have to walk a little to my destination
 - d. I prefer to park in spaces that don't have time limits
 - e. Other:_____
8. Is parking a problem in downtown Cohasset? How so? (check all that apply)
- a. Spaces are always full
 - b. Available spaces are too far away
 - c. Time restrictions are too short
 - d. Too many parking tickets
 - e. Other:_____

QUESTIONS FOR VISITORS

2. How do you typically get to downtown Cohasset?
- a. Drive
 - b. Walk
 - c. Bike
 - d. Other:_____
3. When you drive to downtown Cohasset, how long does it typically take for you to find a parking space (in minutes)?
4. Which of these best describes how you decide where to park in downtown Cohasset?
- a. I try to find a space as close as possible to my destination
 - b. I park in the first empty space I find
 - c. I go where I know there will be a space available, even if I have to walk a little to my destination
 - d. I prefer to park in spaces that don't have time limits
 - e. Other:_____
5. Is parking a problem in downtown Cohasset? How so? (check all that apply)
- a. Spaces are always full
 - b. Available spaces are too far away
 - c. Time restrictions are too short
 - d. Too many parking tickets
 - e. Other:_____

QUESTIONS FOR ALL RESPONDENTS

6. What time of year is it hardest to find a parking space?
- a. Summer Weekday
 - b. Summer Weekend
 - c. School Year Weekday
 - d. School Year Weekend
 - e. It is difficult to find parking all of the time
7. What type of parking restrictions would you like to see for on-street parking downtown?
- a. 1 Hour

- b.** 2 Hour
 - c.** No time restrictions
- 8.** Do you feel that there is a parking shortage in Downtown Cohasset?
Yes/No
- 9.** Do you feel that parking conditions currently lead you or others to shop in other communities?
Yes/No
- 10.** What strategies should the Town implement to improve parking conditions?
- 11.** Do you have any other comments about parking in downtown Cohasset?

If you'd like to hear about future opportunities to give your input or hear the results of this study, please give us your contact information below:

Name:

Address:

Email:

Cohasset Village Parking Survey Results

Questions		Results	Response Count
1	Please select your primary role in Cohasset's village center:		
	I own a business in the village	4%	23
	I am an employee in the village	6%	31
	I own rental properties in the village	1%	5
	I am a resident within one block of the village or the town common (N/S Main St, Highland Ave, Ripley Rd, Elm St)	10%	54
	I am a customer/visitor in the village	78%	409
Business Owner Responses			
1	What kind of business do you own?		
	Retail shop	11%	2
	Restaurant, Café, Tavern	6%	1
	Business office (real estate, insurance, banking, law)	61%	11
	Services (hair salon, dry cleaner, yoga studio, bed and breakfast)	17%	3
	Nonprofit (school, church)	6%	1
2	What are typically the busiest days of the week/times of day for your business?		
	Monday		13
	Tuesday		14
	Wednesday		14
	Thursday		15
	Friday		14
	Saturday		11
	Sunday		5
	Weekday mornings		7
	Weekday afternoons		3
3	How many employees do you have?	Median	Range
	Full Time	2	1 - 17
	Part Time	2.5	0 - 25
4	By your best estimate, what percentage of your employees drive to work?		
	100%	88%	15
	90-99%	12%	2
	<90%	0%	0
5	By your best estimate, what percentage of your employees live within 5 miles of the village?		
	100%	35%	6
	50 - 75%	29%	5
	0%	35%	6
6	Does your business have private parking for customers and/or employees?		
	Yes	17%	3
	No, our customers/employees park on the street or in Town parking lots	83%	15

	If yes, how many spaces?	Average	Range
		3	1 - 6
7	How do you typically get to work? (can select more than one)		
	Drive alone	100%	18
	Carpool/get dropped off	0%	0
	Walk	11%	2
	Bike	0%	0
	Other (please specify)	0%	0
8	If you drive to work, where do you typically park? (can select more than one)		
	On-street right outside of the business	13%	2
	On-street within a block of the business	19%	3
	Off-street public parking	75%	12
	Off-street private parking	6%	1
	Other (please specify)		5
	In town lot		4
	On the street, not near businesses		1
9	Where do your employees park when they drive to work?		
	On-street right outside of the business	13%	2
	On-street within a block of the business	7%	1
	Off-street public parking	80%	12
	Off-street private parking	7%	1
	Other (please specify)		5
	In town lot		4
	Anywhere		1
10	Is parking an issue for your employees? How so? (check all that apply)		
	Run outside to move car during their shifts	21%	3
	Hard to find available space	100%	14
	Available spaces are too far away	29%	4
	Too many parking tickets	14%	2
	Other (please specify)		7
	No issue		3
	"We need to access our cars during the day to service customers"		1
	"Not enough parking enforcement"		1
	"Clients have a hard time finding parking and arrive late and flustered"		1
	"Town (public) lot is often full and if we must park in hour spaces on South Main, we must leave work to move cars."		1
11	Is parking an issue for your customers? How so? (check all that apply)		
	Spaces are always full	94%	15
	Available spaces are too far away	50%	8
	Time restrictions are too short	31%	5
	Too many parking tickets	13%	2
	Parking restrictions are confusing	38%	6
	Other (please specify)		3

	"We are seriously considering moving our office to Scituate Harbor and parking is a major consideration. We are tired of meeting clients outside in the parking lot, getting into the car with them and accompanying them as they hunt for parking. It is not conducive to a professional environment for potential customers and clients."		1
	"We are competing with the SSCC for parking during their 9:30 drop off"		1
Employee Responses			
1	At what kind of business do you work?		
	Retail shop	12%	3
	Restaurant, Café, Tavern	0%	0
	Business office (real estate, insurance, banking, law)	31%	8
	Services (hair salon, dry cleaner, yoga studio, bed and breakfast)	0%	0
	Nonprofit (school, church, senior center, Town Hall)	58%	15
2	What are typically the busiest days of the week/times of day for the business where you work?		
	Monday		18
	Tuesday		15
	Wednesday		16
	Thursday		18
	Friday		16
	Saturday		8
	Sunday		7
3	How do you typically get to work?		
	Drive alone	100%	28
	Carpool/get dropped off	0%	0
	Walk	4%	1
	Bike	0%	0
	Other (please specify)	0%	0
4	If you drive to work, where do you typically park?		
	On-street right outside of the business	7%	2
	On-street within a block of the business	0%	0
	Off-street public parking	89%	25
	Off-street private parking	4%	1
	Other (please specify)		1
	Library		1
5	Do you have problems parking in the village? (check all that apply)		
	Have to run outside to move car while at work	8%	2
	Hard to find available space	100%	25
	Available spaces are too far away	20%	5
	Too many parking tickets	8%	2
	Other (please specify)		6
	Village lot is often full		2
	"Parking spaces keep getting taken away for very specific businesses."		1
	Issues during farmers' market or other special events		2

6	Do you hear parking concerns from your customers? (check all that apply)		
	Spaces are always full	91%	21
	Available spaces are too far away	48%	11
	Time restrictions are too short	26%	6
	Too many parking tickets	17%	4
	Parking restrictions are confusing	39%	9
	Other (please specify)		6
	No complaints		3
	Nursery School dropoff/pickup is problematic		2
	Insufficient parking at Town Hall during special events		1
Landlord Responses			
1	What type of rental properties do you own in Cohasset village? (fill in all that apply)		
	Residential	100%	3
	Retail/restaurant	67%	2
	Office	67%	2
3	How many on-site parking spaces are provided for each rental property?		
	"Apartments- 1 each, retail units- 1 each, balance are reserved for future development of property."		1
	17 for 1 unit residential + 2,000 ft ² office		1
	11 total for 2 units residential, 7 retail/restaurant (6500 ft ²), 500 ft ² office		1
4	Do your tenants use parking other than the provided on-site spaces (if any)?		
	Yes, on-street	33%	1
	Yes, off-street public parking	67%	2
	Yes, off-street private parking belonging to a different business/residence	33%	1
	No, they mainly use the on-site parking	0%	0
5	Is parking a major asset/concern for potential tenants?		
	Yes	100%	3
	No	0%	0
	If so, please describe:		
	"Absolutely, parking is a limiting factor to any new development, or redevelopment of existing buildings, as residential tenants want parking near the building because of security and convenience. Businesses want parking for staff, customers, and need access for deliveries, which takes up parking spaces, as well."		1
	"Yes, ease of parking a real problem. No enforcement hourly limit on Main."		1
Resident Responses			
1	How many vehicles does your household own?		
	Two vehicles or fewer	73%	33
	More than two vehicles	27%	12
2	What kind of parking do you have at your home? (Check all that apply)		
	Garage	46%	22

	Driveway	79%	38
	Off-street parking lot	13%	6
	On-street	15%	7
3	Where do you typically park at home?		
	Garage	30%	14
	Driveway	70%	33
	Off-street parking lot	11%	5
	On-street	11%	5
4	How often do you go to Cohasset village for shopping, dining, or other reasons?		
	Multiple times a week	79%	37
	A few times a month	15%	7
	About once a month	2%	1
	Rarely	4%	2
5	When you're visiting restaurants or other businesses in the village, how do you typically get there?		
	Drive alone	53%	25
	Carpool/get dropped off	2%	1
	Walk	64%	30
	Ride a bike	6%	3
	Other (please specify)	0%	0
6	When you drive to the village, how long does it typically take for you to find a parking space (in minutes)?		
	Less than 5 minutes	53%	24
	5 minutes	31%	14
	More than 5 minutes	16%	7
		Average: 3.5	
7	Which of these best describes how you decide where to park in the village?		
	I try to find a space as close as possible to my destination	64%	30
	I park in the first empty space I find	21%	10
	I go where I know there will be a space available, even if I have to walk a little to my destination	13%	6
	I prefer to park in spaces that don't have time limits	2%	1
	Other (please specify)		1
	"Because I've usually grocery shopped and need to haul stuff home. I have no personal space at [my home]. Have to use the lot most times."		1
Visitor Responses			
1	How often do you go to Cohasset village for shopping, dining, or other reasons?		
	Multiple times a week	70%	258
	A few times a month	22%	79
	About once a month	5%	20
	Rarely	3%	11
2	When you're going to the village, how do you typically get there?		
	Drive	98%	361

	Carpool/get dropped off	0%	1
	Walk	9%	32
	Ride a bike	3%	10
	Other (please specify)		5
	"I bike frequently, but drive more than bike"		1
	"We drive - kids bike"		1
3	When you drive to the village, how long does it typically take for you to find a parking space (in minutes)?		
	Less than 5 minutes	61%	213
	5 minutes	23%	81
	More than 5 minutes	16%	58
		Average: 3.9	
4	Which of these best describes how you decide where to park in the village?		
	I try to find a space as close as possible to my destination	64%	236
	I park in the first empty space I find	17%	63
	I go where I know there will be a space available, even if I have to walk a little to my destination	14%	53
	I prefer to park in spaces that don't have time limits	4%	16
	Other (please specify)		4
	Park in town lot		2
	"the village is geographically small; I park anywhere"		1
5	Is parking a problem in the village? How so? (check all that apply)		
	Spaces are always full	62%	150
	Available spaces are too far away	31%	76
	Time restrictions are too short	13%	32
	Too many parking tickets	7%	18
	Restrictions are confusing	30%	73
	Other (please specify)		110
	No problem	31%	34
	Angled spaces on South Main are dangerous, especially with large vehicles	26%	29
	Parking is full (generally, in Village lot, or around Town Common)	20%	22
	Issues with day care pickup/dropoff		9
	Commercial spaces on Depot Court causing problems for day care		3
	Employees (especially realtors) observed parking in on-street spaces		3
	At work very late or very early, see many overnight/long-term vehicles in Village lot		1
All Respondents			
1	What time of year is it hardest to find a parking space in the village?		
	Summer Weekday	9%	33
	Summer Weekend	27%	101
	School Year Weekday	36%	137
	School Year Weekend	5%	18
	It is difficult to find parking all of the time	24%	91

2	What type of parking restrictions would you like to see for on-street parking downtown?		
	1 hour	22%	85
	2 hour	52%	200
	No time restrictions	28%	109
	Other (please specify)		49
	Short-term (1 hour or less)	22%	11
	2 hours or more	20%	10
	Short-term on street, longer-term in lots	10%	5
	Time limits during the day only	10%	5
	Increased enforcement	12%	6
	Restrictions for large vehicles	4%	2
	Prohibit parking around Town Common	4%	2
	Prohibit commuter parking in Village lot	8%	4
	Prohibit on-street parking by business owners/employees	2%	1
	Install parking meters	2%	1
3	Do you feel that there is a parking shortage in the village?		
	Yes	61%	242
	No	39%	154
	Other (please specify)		47
	Day care dropoff/pickup	11%	5
	Commuter rail riders are taking up spaces in Village lot	13%	6
	"A vibrant town means parking challenges. it's okay to walk a bit!"		1
	"Sometimes there is, but I'd rather see more businesses and pedestrian activity than I would like to see more parking spaces."		1
	"Any further development will make business in the village untenable"		1
4	Do you feel that parking conditions currently lead you or others to shop in other communities?		
	Yes	28%	109
	No	72%	286
	Other (please specify)		29
	Not enough desirable retail/restaurants is more of a factor than parking	28%	8
5	What strategies should the Town implement to improve parking conditions?		
	Adjust time limits	20%	34
	Prohibit all-day parking by commuter rail riders	16%	28
	Fix the angled parking on South Main Street	10%	17
	Build more parking	10%	17
	Employee permits	8%	13
	More enforcement	7%	12
	Better signage	6%	11
	Allow parking around the Town Common	6%	10
	Install parking meters	5%	9
	Depot Court loading zone not working well for commercial vehicles, and exacerbating day care dropoff/pickup issues	4%	7
	Employees (esp. realtors) should be prohibited from parking on street	3%	5
	Employees should park in overflow lot	3%	5
	Improve lighting, maintenance in Village lot	2%	3

	Convert streets around Town Common to a one-way loop	2%	3
	Bike racks, pedestrian improvements	1%	2
6	Do you have any other comments about parking in Cohasset?		
	Day care dropoff/pickup issues	10%	13
	Angled parking is dangerous; too many large vehicles	7%	10
	Commuter rail riders parking in Village lot	7%	10
	More parking needed for special events	7%	9
	Loading zones not working for commercial vehicles or day care	6%	8

Appendix D

Reverse Angle Parking Brochure

City of Somerville, MA



WHAT IS REVERSE ANGLE PARKING?

- Easier than parallel parking — just one maneuver!
- Stalls are at an easily navigable 45 degrees
- Driver has an unobstructed view of oncoming traffic
- Pedestrians cross more safely
- Cyclists are more visible
- Creates more parking spaces — **at least 11 more, in fact!**

Reverse angle parking will increase Bow Street's on-street parking capacity by 90%

WHERE IS REVERSE ANGLE PARKING USED?

- | | |
|--------------------|---------------------|
| • ARLINGTON, VA | • PORTLAND, OR |
| • BIRMINGHAM, AL | • POTTSTOWN, PA |
| • CHARLOTTE, NC | • SALEM, OR |
| • CHICO, CA | • SAN FRANCISCO, CA |
| • EVERETT, WA | • SEATTLE, WA |
| • HONOLULU, HI | • SYRACUSE, NY |
| • INDIANAPOLIS, IN | • TACOMA, WA |
| • MISSOULA, MT | • TUCSON, AZ |
| • MONTREAL, CANADA | • VENTURA, CA |
| • NEW YORK, NY | • WASHINGTON, DC |
| • OLYMPIA, WA | • WILMINGTON, DE |
| • PHILADELPHIA, PA | |



Complimentary Bike Corrals

- PROVIDE CONVENIENT, AMPLE, ON-STREET PARKING FOR CYCLISTS
- ENCOURAGE CYCLING
- INCREASE PUBLIC AND PRIVATE BIKE PARKING CAPACITY WHILE MAINTAINING SIDEWALK SPACE
- ARE SAFE AND SECURE



Bow Street Reverse Angle Parking and Bike Lane Plan

CREATING
A SAFER, MORE
ACCESSIBLE BOW STREET



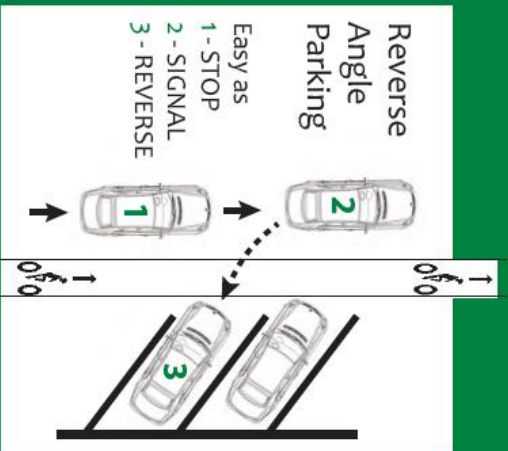
CITY OF SOMERVILLE
Mayor Joseph A. Curtatone
TRAFFIC AND PARKING DEPARTMENT



HOW DOES IT WORK?

Back-in angle parking is easier than parallel parking.

1. Signal a right turn to warn other drivers (just like parallel)
2. Pull past the parking spot and stop (just like parallel)
3. Reverse into the parking spot in one move half the effort of parallel)



WHY REVERSE ANGLE?

SAFER FOR ALL - pedestrians, cyclists, and motorists - by slowing traffic

PEDESTRIAN IMPROVEMENTS with better visibility and easier crossing

MORE PARKING SPACES because reverse angle parking uses less curb space than parallel parking

BETTER CYCLING in new bike lanes connecting to those on Somerville Avenue

FEWER ACCIDENTS since motorists do not back out blindly from parking spaces

SAFER FOR CYCLISTS since motorists are better able to see cyclists in the roadway

IMPROVED HANDICAPPED PARKING as spaces can be placed adjacent to curb ramps

SAFER FOR LOADING AND UNLOADING children and cargo, since all sides of the vehicle are shielded from oncoming traffic



Loading and unloading packages from the trunk and children from the back seat is protected from moving traffic.



A cyclist's view of reverse angle parking allows him or her to make eye contact with drivers before they pull out from parking spaces.

CREATING A SAFER, MORE
ACCESSIBLE BOW STREET

