Town of York

Office of Community Development

Existing Conditions Report

November 17, 2008

York Beach Parking Study

Submitted By:

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York, Maine 03909

In association with

traffic solutions

Submitted To:

TOWN OF YORK
Office of Community Development
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1.1 Introduction

The combined engineering service of Paradigm Engineering, LLC and Traffic Solutions, LLC was retained by the Town of York Planning Department to undertake a parking study for York Beach Village Center. The intent of this study is to identify the existing parking supply and demand within the Beach Village area and to suggest improvements to better manage, maintain, improve and potentially expand the existing parking supply. Evaluation of catalyst, intermediate or full build-out scenarios were not intended to be part of the current scope of services and have not been addressed at this level of study. The number of recommended parking stalls reflects an underutilization factor between 85% and 93% to account for effective capacity.

Collection of traffic volumes, turning movements and parking utilization was provided through the use of remote cameras positioned at four locations throughout the beach village. These locations provided the data required to analyze traffic patterns, pedestrian movements and parking utilization for the municipal lot at Ellis Park, on-street parking, municipal lot on Railroad Avenue, as well as traffic volumes along Main Street, Beach Street, Ocean Avenue and Railroad Avenue.

1.2 Key Findings

1. A detailed parking inventory has determined that there are approximately 1832 parking spaces in the study area, consisting of 1337 private and 495 public spaces. Public parking consists of 350 metered, off street spaces, 63 metered on-street spaces, 25 permit-only off-street spaces, 49 “no-fee” off-street spaces, and 8 “no-fee” handicapped spaces.

2. Of the available private land uses within the study zone, 74 available parking spaces have been identified as potentially additional “shared” public parking. An agreement with private property owners would be required to secure these spaces, although the additional spaces are currently counted as private and would not offset the current aggregate parking deficit.

3. Parking demand estimated through use of the Institute of Transportation Engineers (ITE) Parking Generation Manual, 3rd Edition is based on land use classifications and totals 2,179 parking spaces. Considering that a total 1837 private and public parking spaces are currently provided, a deficit of 352 parking spaces during concurrent peak periods is apparent. A circulation analysis confirms that vehicles captured in the study area during the peak period ranges from 350 to 420 vehicles.

4. Origin of parking users by license plate survey has not been included in the scope of services of this study. License plate surveys are typically used to clearly establish traffic circulation data within the study zone as well as to better understand trip generation origins. A subsequent license plate survey unfortunately will not be possible using currently captured video, since video resolution was

established where faces and license plates could not been identified, per direction of Selectman board.

5. Approximately 550 private parking spaces are available for the amusement park/zoo land use in a gravel parking area and along the entrance road from Route One. 400 of these spaces are utilized on a typical weekday according to the land owner. Although the remaining 150 spaces could be negotiated with the land owner as shared parking accessible to the beach area, the direct vehicular link to Railroad Avenue has previously been blocked by the land owner, presumably since much of their "free" parking had been abused by beach goers, leaving a deficit for park patrons. It is noted that several visitors continue to park in the Wild Kingdom no-fee parking lot when visiting the beach and business district.

6. Meters have been set at a uniform rate of $0.25 per quarter for all municipal parking spaces. The only time restrictions (2 hour max) are for 34 metered on-street spaces along on Railroad Avenue and Main Street. Equalizing meter rates throughout town increases traffic circulation when parking at the most desired parking areas reach capacity and less convenient spaces are sought. Conversely, increasing meter rates near the most desired parking destinations, encourages visitors to seek out less convenient parking at lower costs. Varying meter rate combined with improved way finding signage should be designed to reduce traffic circulation throughout the village center.

7. Parking enforcement in the York Beach village is exceptionally efficient during the summer months from Memorial day through Labor day, due to a surge in uniformed enforcement officers on foot and bicycles during this period. Data provided by the York Police Dept. suggests that on a typical summer week 440 vehicles on average exceed the paid parking time permitted and are assessed a parking violation.

8. Traffic conflicts with pedestrians are significant during periods of high volume both in designated crosswalks as well as at unplanned crossings of vehicular roadways by pedestrians (jaywalking). The uncontrolled nature of the competing movements between pedestrians and vehicles contribute to increase queuing of traffic, complicates decision making for traffic turning movements near multiple sequential crossings and jeopardizes pedestrian safety.

9. Temporary "stop and stand" parking in traffic lanes by supply trucks has been a significant contributor to traffic queuing and obstruction of sight distance for passing vehicles and pedestrians on main arteries near heavily used intersections.

10. Alternatives studied for providing additional parking include associated costs for a new elevated parking structure, a lighted, landscaped, at-grade parking lot, an unlighted "economy" gravel lot with minimal landscaping features and use of existing municipal parking lots outside the study zone.

The following is a summary of recommendations, which are organized in the order of magnitude of resource required and their likelihood for timely implementation.

1.3 Short Term, Lower Cost Improvements

1. Parking Regulations: Regulations may be adjusted to improve even distribution of parking demand to available supply throughout the beach village using the following strategy:

    a. Parking fee structure can be aimed at encouraging off-site employee parking further away from the highest visitor demand. This could be accomplished through expanded permit parking or less expensive parking outside the "core" parking area.

    b. A reduction of meter fees for less desirable parking in combination with increased fees for most desirable parking should be part of a comprehensive parking strategy. Additional parking located in remote parking areas or areas outside the study zone should either be no-cost or low-cost to encourage parking in these areas as the alternative of first choice.

    c. Improved wayfinding and regulatory signage should be installed indicating specific time limitations and meter fees.

2. Several high impact color graphic parking directories should be displayed in high parking demand areas that clearly define locations of highest and lowest cost parking fees, lot locations, time limitations and public transportation availability. These graphics serve to educate visitors in locating lower cost parking areas in more remote areas, allowing visitors to quickly plan their parking destinations and reduce "cruising" of parking lots and village streets when seeking available parking.

3. In an effort to promote advanced planning for visitors, it is important that drivers become aware beforehand of the various parking options that are available within York Beach Village. Using the Town of York website and Chamber of Commerce website, detailed information on the range of parking locations can be made available in addition to parking fees and regulations. Parking regulations and violations associated with available spaces would allow visitors to plan in advance of their arrival.

4. Encourage use of underutilized municipally owned parking lots in outlying areas such as the lots of York High School and Coastal Ridge Elementary School. This will require coordination with and possible financial support of consistent, reliable public bus/trolley service to transport visitors to and from the beach village area during peak periods. In order to encourage increased use of remote parking areas such as at YHS, wait times of 15 minutes or less would be important to consider. To that end, it is recommended that a direct route from the YHS and CRES lots to the beach village center via Ridge Road be selected to avoid unplanned delays along Long Beach Avenue.

5. Develop a managed shared parking program with private land owners. This activity already exists in a somewhat ad hoc manner in and near the study zone. In order for the Town to pursue this option however, it would require some modification of the current land use code allowing temporary parking (for a fee) during the summer months in residentially zoned areas. Through the Town's website, information relating to available private parking may also be made available to visitors, area residents and business owners by simply posting a map locating potential parking opportunities.

6. The opportunity exists for property owners to negotiate shared parking arrangements for those uses that have different periods of peak demand. (e.g. visitors could park in lots owned by the two churches when there are no services or functions that would conflict) Such arrangements could be agreed upon with property owners in collaboration with the Planning Department. Clear way finding signage and parking restriction signs would be helpful to avoid conflicts with times that parking is required for planned events by the land owner.

7. Having a reasonably priced employee permit parking program would respond to a direct need for workforce parking within the beach. The positive result would be easier parking enforcement, a guaranteed revenue stream and empirical parking demand data for future planning use.

1.4 Longer Term Higher Cost Improvements:

1. Convert current municipally owned land within the core study area to parking lots. In the core study area, the beach ball field is the only municipally held property that could serve this purpose. This parcel would yield approximately 169 parking spaces, but would displace 64 spaces for a net gain of 105 new spaces. We are aware that there are local sensitivities that would likely stand against modifying this recreational land use. We would therefore advocate for replacement of the ball field in a nearby location, therefore additional costs for acquisition of land and ball field construction for this purpose may be a consideration.

2. Acquire private land for construction of new parking areas. Several sites have been identified within the study zone that would present opportunities for increasing the parking supply within a convenient walking distance to the village center and beach. Private land owners have not been approached at this time with regard to the availability of their parcels for purchase and sale. Costs associated with the addition of new at-grade parking adjacent to residential land uses are estimated between $2,500 and $3,000 per space considering a level of construction that would include paving, striping, shielded lighting and landscaping.

3. Construction of an elevated parking structure has been evaluated. The most effective location of this concentrated supply of parking would have to be sited within the core study area and be priced to promote visitors to utilize the facility as an option of first (or second) choice. Current costs for an elevated parking structure are typically between $20,000 and $25,000 per space. Considering that

approximately 350 additional spaces would be needed to satisfy current seasonal demand, a parking structure would cost between $7 and $8.75 million to construct, therefore a reasonable return period within the limited single season peak periods does not appear defensible at this time.

4. Meters for additional parking lots within the study area might consider a credit card based pay and display parking solution, rather than continuance of the current coin operated meters to provide improved convenience to the public as well as local business, since business is often asked to supply the required coin for meters to their patrons.

2. Existing Conditions

2.1 Introduction

The objective of the York Beach study is to gain a better understanding of the relationship between existing parking demand and current private and public parking supply within a "walkable" distance to the central business district and beach. This report also goes beyond the original scope of work to offer possibilities for improvements to existing parking areas, roadways and siting of additional parking to substantially address land use needs based on existing demand.

Various recommendations set forth in this study will assist the Town in advancing a number of simple improvements at relatively little cost. The study also brings attention to some existing policies and regulations that either directly or indirectly impact parking supply and demand. Finally, it examines a number of longer term, albeit more costly improvements that may be explored in greater detail to directly alleviate parking demand pressures, improve traffic flow, and better avoid pedestrian/vehicle conflicts in the Beach Village center as public financing permits.

It is anticipated that this study will offer the basis required to assist Town officials and other interested parties in making decisions relating to parking requirements for future development, especially when devising planning strategies, implementing policies and proposing regulations for parking within York Beach Village.

2.2 Existing Condition Parking Analysis

A comprehensive existing condition parking supply survey was undertaken to quantify the availability of private and public parking within the study zone. This survey includes a detailed inventory of existing on-street and off-street parking facilities containing two or more parking spaces. In addition to determining the overall parking supply by location, the type of parking at each location was also inventoried. (ie. public, private, metered, permit, free and ADA accessible).

A valuable component of this study was to provide an estimate of the parking demand in the beach village throughout the day. Understanding the current demand, supply and utilization of existing parking by location allows useful comparisons to be drawn. Parking demand estimates are based upon recommendations in the ITE Parking Generation Manual, 3rd edition, physical observations and prior experience with specific land use demand of a similar nature. This allowed for a general comparison to be made of the actual parking supply compared to the required demand and highlights deficiencies and anomalies by location.

Based on input from Town officials, local business owners, collected data, physical observations and accumulated knowledge of the area, various recommendations have been offered for improvement. These recommendations include parking redistribution, new parking zones, pedestrian safety, improvement to vehicular circulation and modification to parking regulations within and around the beach village.

Shared parking has also been addressed in this study in order to take full advantage of this available, though limited, resource required to help reduce the costs involved with satisfying seasonal parking demand and reducing additional parking spaces needed.

2.3 Study Area

York Beach Village is an eclectic blend of land uses that include a public beach and park, multi-use recreational facilities, offices, hotels, restaurants, retail shops, an amusement park, zoo, condominiums, townhouses, as well as single and multi-family homes. Other land uses in and adjacent to the study zone are a fire department, police department and post office. This concentration of diverse land use contributes to high seasonal volumes of vehicular and pedestrian traffic between Memorial Day and Labor Day with residents, tourists, business owners, employees, visitors, shoppers, diners and other people conducting business throughout the day and into late evening.

The overall parking study area has been defined by two 880 foot radius circles centered on the Main-Beach-Railroad Ave intersection and the intersection at York Beach Fire Station. The 880 ft radius was selected to represent a "5 minute walk" when considering the inclusion of children and carrying beach related items, rather than the 1250 ft radius typically utilized in urban areas. The "core" parking area is described as the region within the intersection of these two circles, while the "remote" parking area is the region outside the core area but within the limits of the two circles. All other parking areas are described as outside the study zone.

For those that are less familiar with Short Sands Beach Village, it has been famously described as a wholesome, family-oriented destination with an old world flavor and charm. Most local destinations in York Beach require travel through the village center, which during peak periods can be time consuming for vehicles, hazardous for pedestrians and challenging for bicyclists to negotiate.

2.4 Study Goals and Objectives

This study represents the first phase (existing conditions) parking scenario for York Beach Village of what is typically a multi-phased approach to providing workable solutions for both existing and future parking demand. This first phase evaluates how existing land uses contribute to parking demand and how that demand impacts available parking supply. Also included are potential approaches for increasing parking supply in order to satisfy existing demand.

In order to determine how best to provide timely and adequate parking supply as development occurs in York Beach, three other key land use scenarios will eventually be required in order to evaluate those impacts on parking requirements. Future land use scenarios to be analyzed would include catalyst, intermediate and full build-out conditions. The Catalyst scenario evaluates known changes expected to occur within the next two to three years. The Intermediate scenario considers potential development and redevelopment over a five year period and the Build-out scenario forecasts parking

demand for full land use development allowed under the land use ordinance of York Beach.

One of the most frequently suggested ideas from York Beach residents and business owners is to increase the overall parking supply through construction of a new elevated parking structure within the core study area. Although this study is not intended to fully address the efficacy of a parking structure, it should be noted that elevated parking costs average 8 to10 times the cost of at-grade parking. The cost-benefit of elevated parking would consequently be far more than what could be recovered within a reasonable period of time, especially when considering such a short tourist season.

The primary objectives of the study are:

1. To identify and map the location of existing public and private parking supply.
2. To observe parking demand over the course of three days, noting trends and anomalies.
3. To estimate overall parking demand based on land uses and determine the need for additional parking supply needed to satisfy existing demand.
4. To identify opportunities to increase the number of parking spaces in at least 2 locations within the study area as well as other opportunities to increase parking supply outside the study area.
5. Evaluate ADA compliance for existing public parking supply.

2.5 Prior Parking Studies

A parking study for the Union Bluff Function Hall had been prepared by CLD Engineers, Inc. on October 24, 2006. Its focus was to estimate parking demand for the Union Bluff Hotel and Function Hall. The report concluded that due to the razing of an existing theater, restaurant, and retail space to accommodate construction of the new facility, it would essentially balance any parking deficit by the surplus created through demolition as long as "vested" on street parking was considered. It is noted that a remote parking area was soon after established on a parcel located at 416 Ridge Road.

Average annual daily traffic volume counts were also available through the Maine Department of Transportation "Traffic Volume Counts 2007 Report" (see appendix for the Town of York excerpt from this report)

2.6 Existing Conditions Parking Inventory

An extensive data collection effort was undertaken to better understand the existing conditions within York Beach Center. A detailed parking inventory was undertaken during the summer of 2008 with parking space occupancy data collected and quantified for three specific dates, July 21, 2008, July 29, 2008 and August 17, 2008 in accordance with the terms of our agreement. These remote cameras collected additional video footage relating to parking occupancy over a 6 week period from July 17, 2008 to September 2, 2008 for the Ellis Park municipal lot, Railroad Avenue municipal lot, Railroad Avenue on street parking and Beach Street on street parking.

The parking inventory includes on-street and off street municipally owned and managed parking spaces, both metered and unmetered. Also included in the inventory are those privately owned and managed commercial parking areas containing two or more parking spaces. This inventory establishes the existing parking supply within the study zone, which is used to determine the adequacy of supply in meeting current and potential future demand for parking generated by business customers, employees, business owners, municipal employees, local residents and visitors touring the area.

Data collected during the inventory included the location, number of spaces, ownership, type of parking (ie. public, private, metered, free, permit) and parking restrictions. (See Tables 1 through 4) For several off street private parcels that are undefined (unpaved or unmarked), preliminary parking lot layouts were laid out to determine the number of parking spaces that could be potentially developed within the core study area. Finally, two municipally owned parking facilities in the area outside the study zone, such as York High School and Coastal Ridge Elementary School were evaluated for potential use in consideration of the presence of convenient mass transportation.

2.7 Parking Supply

Based on the current inventory, there are 1832 parking spaces within the study area, of which 495 are public and 1337 are private. Outside the study zone, there are 342 parking spaces with 4 handicapped spaces available at York High School as well as 87 parking spaces with 4 handicapped spaces at Coastal Ridge Elementary School within 5 to 6 miles of the beach village center. Smith Field, a privately owned baseball field, also accommodates approximately 40 parking spaces in a gravel lot on Ridge Road.

The inventory has been organized into the following categories for ease of use when interpreting the data collected.

- On-street parking - Metered
- Off-street parking - Metered
- Off-street parking - Unmetered (including municipal permit parking)
- Private off-street parking
- Municipal parking outside study zone

2.8 On-Street Parking Spaces – Metered

On-street metered parking can be found on both sides of Railroad Avenue, the west side of Ocean Avenue and the south side of Beach Street. Metered on-street parking on Railroad Ave and Main Street assess $0.25 for every 15 minutes of parking occupancy, with a 2 hour time limit. There are a total of 64 on-street metered spaces in the study zone. (see Table 1)

Table 1 - On-Street Parking Spaces - Metered

Location	Metered Spaces	Restrictions	Handicapped Accessible Parking Spaces	Reserved Parking Spaces
Railroad Avenue	34	2 Hour Limit	0	3
Beach Street	19	No Time Limit	0	4
Ocean Avenue	8	No Time Limit	0	0
Main Street	2	2 Hour Limit	1	0
Total	**71**			

2.9 Off-Street Parking Spaces – Metered

There are two municipal parking lots offering metered parking spaces in the York Beach Center area, a 302 space lot at Ellis Park operated by the Ellis Park Committee and a 64 space lot on Railroad Avenue at the entrance to the Wild Kingdom amusement park. (see Table 2) All metered off-street parking within the study area assess $0.25 for every 15 minutes of parking occupancy with no time limits.

Table 2 - Off-Street Parking Spaces - Metered

Location	Metered Spaces	Restrictions	Handicapped Accessible Parking Spaces	Reserved Parking Spaces
Ellis Park Lot	292	No Time Limit	4	6
Railroad Ave Lot	58	No Time Limit	3	3
Total	**366**			

2.10 Off-Street Parking Spaces – UnMetered

There are two defined municipal parking lots offering unmetered parking, 25 spaces with permit only parking and 49 spaces made available without charge. Permit only parking window stickers are available for residents and York property owners for purchase at the municipal office for an annual fee of $25 and if 65 yrs or older at a reduced rate of $12.

Table 3 - Off-Street Parking Spaces - UnMetered

Location	Spaces	Restrictions	Handicapped Accessible Parking Spaces	Permit Only Parking Spaces
Ballfield Lot	0	Permit Only	0	15
Ballfield Lot	49	None	0	0
Weinbaum Lot	0	Permit Only	0	10
Total	**74**			

2.11 Private Off-Street Parking

The parking supply inventory includes the presence of privately owned off-street parking that are available for commercial use (Table 4). Parcels without on-site parking are not shown. These privately owned spaces have been divided into three categories:

1. facilities that allow public parking (customer parking for local business),

2. private facilities that restrict public parking (owner-tenant parking, employee parking),

3. public parking on private property for a fee.

There are several parcels offering 134 private parking spaces for a fee during heavy parking demand days and an additional 43 parking spaces are regularly being leased to local businesses. However the greatest concentration of privately owned parking supply is located in the westernmost section of the study area, where a full third of all privately owned parking (550 spaces) is currently available for patrons of the York Wild Kingdom amusement park and zoo.

In most instances where private parking facilities do not indicate the type of parking available (ie. customer or employee parking) the best judgment of those undertaking the survey was used to determine the most likely allocation and use of the available parking spaces. It was determined that there are approximately 1337 private parking spaces in the study area, 85% are directly available to service the needs of customers who frequent the various businesses located in York Beach village center. The remaining 15 % of private parking spaces are available to meet the needs of owners, employees or other support personnel.

Table 4 – Off-Street Private Parking

Location	Name of Business	Spaces	Handicapped	Restrictions
4 Beach Str	Ogunquit Beach Club	40	0	Customer Parking
10 Beach Str	Union Bluff	23	0	Customer-Employee Parking
11 Beach Str	Union Bluff	15	0	Customer Parking
14 Beach Str	Union Bluff	39	0	Customer-Employee Parking
14 Beach Str	Union Bluff	4	0	Customer Parking
13 Church Str	Star of the Sea - Catholic	45	0	Church related parking only
18 Church Str	St. George's Church	28	0	$5.00 per day for non-church hours
4 Main Str	Wicked Good	1	0	Owner Parking
4 Main Str	Coin & Silver Shop	1	0	Owner Parking
4 Main Str	Private Parking Lot	44	0	Fee for Parking plus leases to Atlantic House & Union Bluff customers
6 Main Str	Beach Dog	6	0	Employee & Tenant Parking
11 Main Str	Roche Locksmith	3	0	Customer Parking
11 Main Str	Dog Wash	2	0	Customer Parking
11 Main Str	Old Time Photo	2	0	Customer Parking
16 Main Str	Rivers Furniture	9	0	Customer-employee parking
18 Main Str	Private Parking Lot	42	0	Leased Parking
7 Ocean Ave	Inn On The Blues	7	0	Customer Parking
15 Ocean Ave	Sands Motel	59	0	Customer Parking
14 Railroad Ave	Corner Candy	5	0	Employee Parking
15 Railroad Ave	York Beach Fish Market	3	0	Employee Parking
15 Railroad Ave	Maine Course	8	0	Employee Parking

	Location	Name of Business	Spaces	Handicapped	Restrictions
16	Railroad Ave	Paras Pizza	14		Employee & Tenant Parking
17	Railroad Ave	Fros Shirts	3	0	Owner-employee Parking
18	Railroad Ave	York Fire Department	12	0	Employee Parking
19	Railroad Ave	The Kettle Boys	4	0	Employee Parking
21	Railroad Ave	Daily Grind	2	0	Employee Parking
21	Railroad Ave	Burnette Trailers & Tents	220	0	Tenant Parking
21	Railroad Ave	Emporium Hair & Nail Salon	2	0	Employee Parking
23	Railroad Ave	York's Wild Kingdom	550	0	Customer & Employee Parking
5	Railroad Ave	Garfield News	2	0	Employee Parking
5	Railroad Ave	Good Sale	2	0	Employee Parking
5	Railroad Ave	apartment	2	0	Tenant Parking
7	Railroad Ave	Sweet Josies	5	0	Employee Parking
7	Railroad Ave	Hawaiian Jims	5	0	Employee Parking
6	Railroad Ave	Sheltons	1	0	Employee Parking
6	Railroad Ave	Sheltons	1	0	Employee Parking
6	Railroad Ave	Sheltons	1	0	Employee Parking
10	Railroad Ave	Saxony Imports	4	0	Employee Parking
10	Railroad Ave	Little Bull	2	0	Employee Parking
10	Railroad Ave	High Fever	2	0	Employee Parking
12	Railroad Ave	Mainly Kids	5	0	Employee Parking
11A	Railroad Ave	Freestyle Clothes	6	0	Employee Parking
11A	Railroad Ave	Lazy Lobster	1	0	Employee Parking
11A	Railroad Ave	Faras Silver Shop	1	0	Employee Parking

	Location	Name of Business	Spaces	Handicapped	Restrictions
11A	Railroad Ave	na	5	0	Employee Parking
1	Justin Circle	Cherry Tree Ice Cream	12	0	Customer Parking
1	Justin Circle	Residential - Commercial	50	0	Private Parking For Fee
			1300		

2.12 Parking Outside Study Zone

Two underutilized municipally owned parking facility and one privately owned parking facility have been identified for potential use in consideration of frequent, convenient and predictable public transportation being provided. (see Table 5)

Table 5 - Potential Parking outside of Study Zone (public transportation reqd)

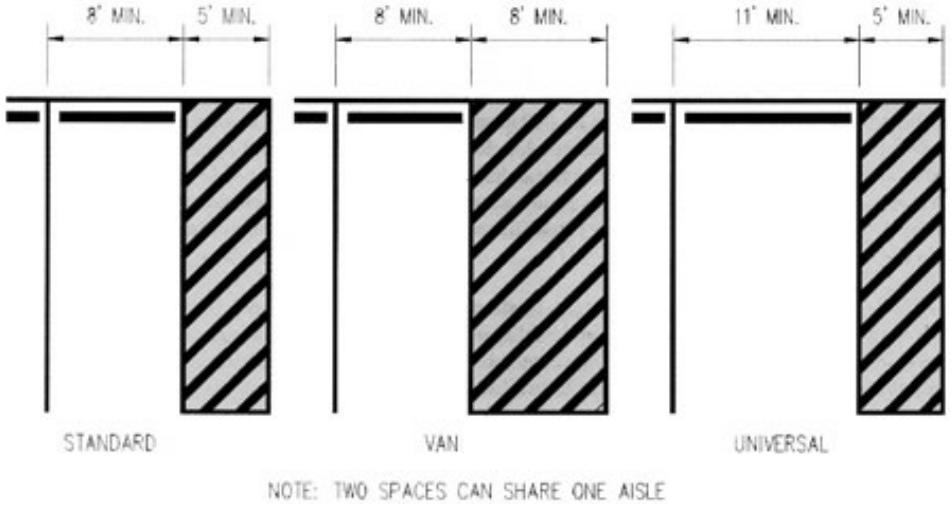
Location	Spaces	Suggested Fee	Handicapped Accessible Parking Spaces
York High School	342	Free	4
Coastal Ridge Elementary School	87	Free	4
Smith Field	40	negotiated w/ owner	0
Total	**477**		

2.13 ADA Accessible Parking

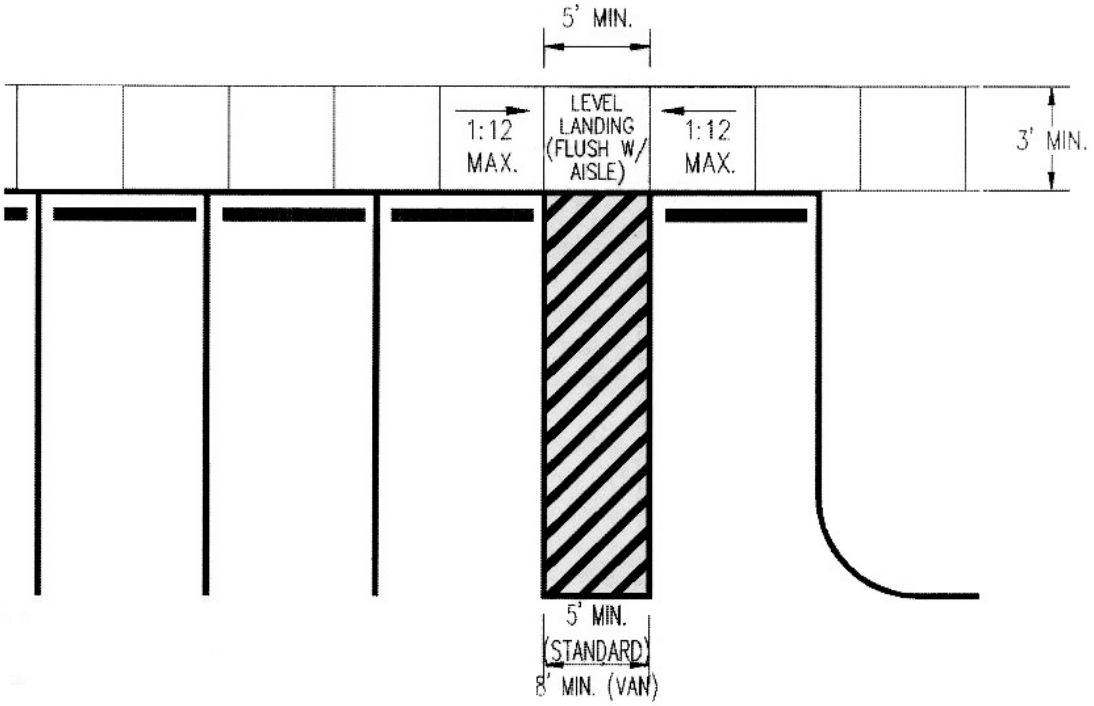
Accessible spaces are required for visitor and employee lots according to the number provided in each lot. On sites with multiple lots, this number is still calculated lot-by-lot, even where accessible spaces required for one lot are located in another. Standard spaces must have an access aisle at least 5 feet wide, while those that provide van access must have an access aisle at least 8 feet wide.

For vans with side-mounted lifts, a combined width of almost 17 feet is often needed for the deployment and use of side-mounted lifts; ADAAG (Americans with Disabilities Act Accessibility Guidelines) requires at least 16 feet. "Universal" parking spaces can be provided instead of separate standard and van spaces; (designated van spaces are not required under this design). Universal spaces are wider so that users can park to one side or the other as needed, including car drivers. The length of accessible spaces is not specified. Access aisles must be as long as the parking space.

Required Total Parking in Lot	Minimum Number of Accessible Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1000	2 percent of total
1001 and over	20, plus 1 for each

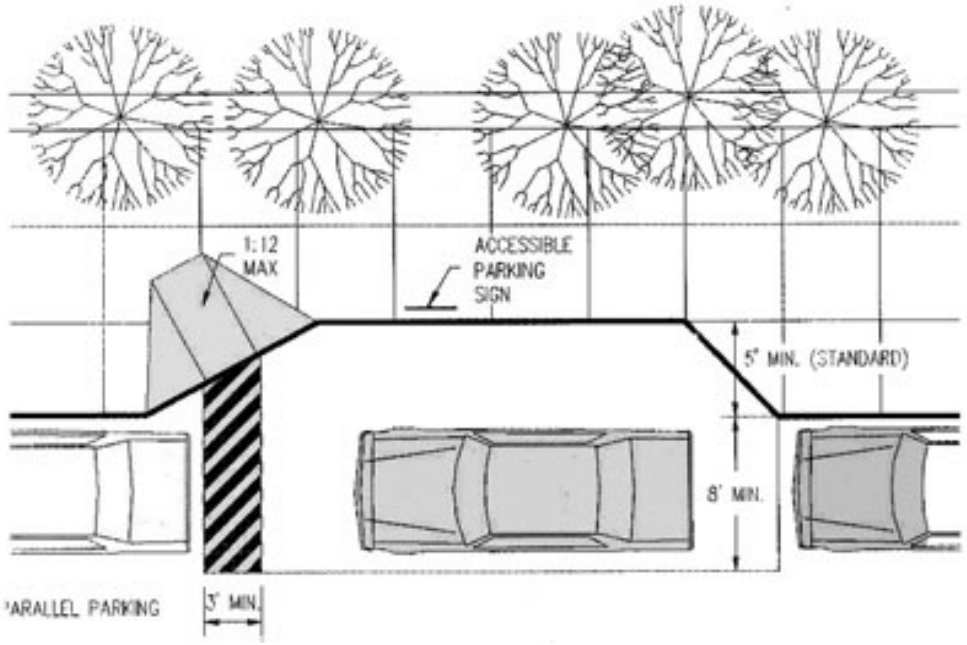


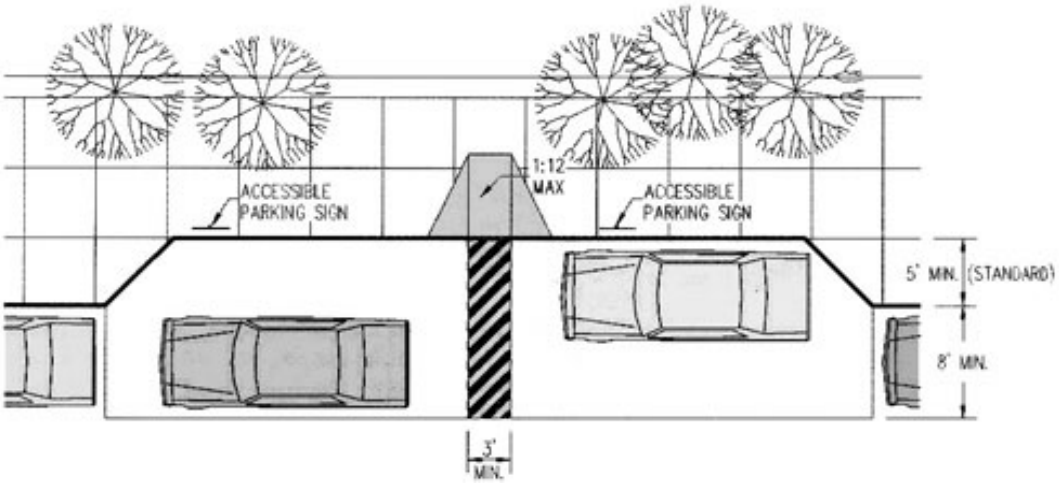
A maximum slope of 2% is required in all directions for both the space and access aisle since level surfaces are important for wheelchair transfer to and from vehicles. For this reason, built-up curb ramps cannot project into access aisles. Connecting accessible routes should be configured so that people using wheelchairs, who may not be as visible to drivers backing out of spaces, do not have to travel behind other vehicles.



Accessible spaces must be designated by the access symbol, which can be mounted on walls, posts, or from garage ceilings so that it is not obscured by vehicles parked in the space.

Although ADAAG does not specifically address on-street parking, local jurisdictions may choose to provide accessible on-street parking. The following designs show on-street spaces that are accessible according to ADAAG. The on-street HC space in front of the Whispering Sands parcel does not meet these recommended geometric guidelines.

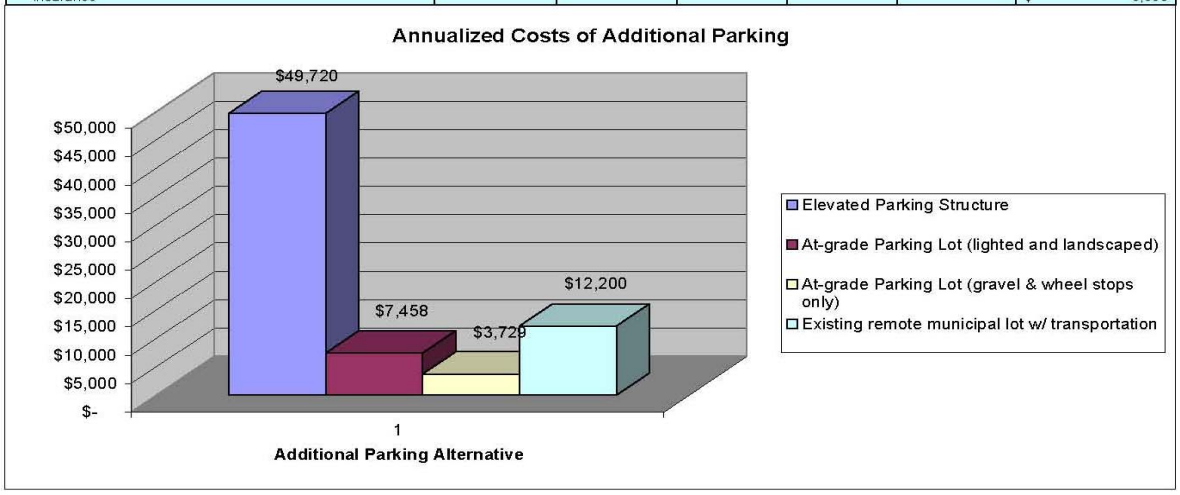




2.14 Annualized Parking Cost Comparison

A cost comparison of the various alternatives for providing additional parking has been compiled based on annualized costs considering a 20 year bond. Four alternatives have been presented below. One additional alternative not shown may also be considered, which is to utilized existing municipal parking at YHS and CRES if privately offered public transportation can be made available. Costs associated with this alternative will be dependent upon negotiations with an operator as a possible public-private partnership.

	Average intial Cost per space	No. of addl parking spaces	Total Initial Cost	Bond Interest	No. of months of amortization	Annual cost based on 20 yr Amortization
Elevated Parking Structure	$ 20,000	347	$ 6,940,000	6%	240	**$ 49,720**
At-grade Parking Lot (lighted and landscaped)	$ 3,000.00	347	$ 1,041,000	6%	240	**$ 7,458**
At-grade Parking Lot (gravel & wheel stops only)	$ 1,500.00	347	$ 520,500	6%	240	**$ 3,729**
Existing remote municipal lot w/ transportation	$ 321.28	347	$ 111,484	6%	240	**$ 12,200**
Trackless Train public transporation (2 tuggers, 4 car train	$ 288.18	347	$ 100,000.00	6%	240	$ 716
4 operators ($7.75 /hour, 2 days/wk, 8 hrs/day, 8 wks						$ 1,984
Maintenance costs						$ 1,500
Insurance						$ 8,000



2.15 Section Summary

- Of the approximately 1832 parking spaces located within the study zone over 70% (1332 spaces) are privately owned and managed. Of these privately owned parking spaces, 72 spaces do provide limited public access, though they tend to be a bit more restricted and focused toward specific user groups (ie. primarily Union Bluff, Atlantic House) If one considers that all of these spaces can be counted as accessible to the public, when they are combined with the 500 metered parking spaces currently available to the public, the public parking supply in the study zone would total 572.

- All of the remaining 1260 privately owned parking spaces within the study zone are generally off-limits to the general public and are exclusively used for owners, customers, employees and residential tenants of the land uses from which they are associated.

Graph 1 - Parking Supply by Parking Designation

- All parking meters are coin operated with fees set at the same rate ($0.25 per 15 min) regardless of location throughout the York Beach Village Center. A 2 hour time limit has been established for only 34 public on-street parking spaces along Railroad Ave and Main street.

- On-street parking along both sides of Railroad Avenue is immediately adjacent to crosswalk locations and obscure pedestrian crossings due to the overly close proximity. Sidewalk bump-outs for the purpose of improving visibility of pedestrians will displace on-street parking spaces.

- Handicapped parking supply does not meet the minimum requirements for location to accessible routes, total number of accessible spaces within a parking lot or providing for van "lift" accessible spaces in municipal parking areas. Under current ADA guidelines, the Ellis Park parking lot is required to have eight (8) accessible spaces including one space being "van accessible". This lot currently has only 4 handicapped designated spaces, but not all are well positioned to accessibility routes. Accessible routes should be configured so that people using wheelchairs, who may not be as visible to drivers backing out of spaces, do not have to travel behind other vehicles.

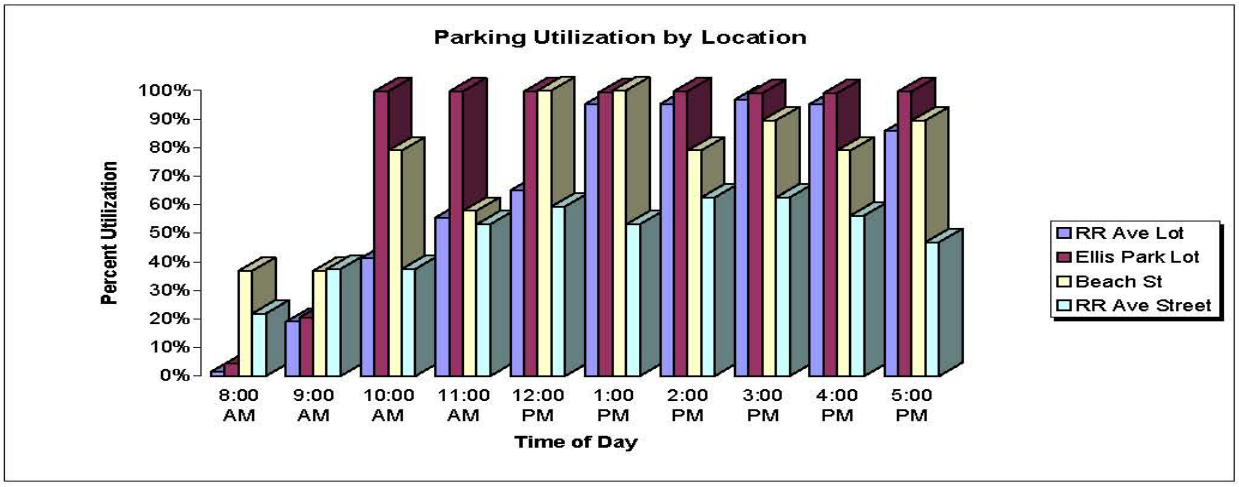
3. Parking Study Data Collection

3.1 Public Parking Utilization.

The number of parking spaces available to the public gives a better indication of the parking availability in the York Beach Village Center on the aggregate level (See Graph 2). Based on the collected data from 8 am to 10 am, from 10 am to 2 pm, and finally 2 pm to 5 pm there as a widely varying number of public parking spaces available. The dates selected for volume counts and analyses of parking utilization have been listed as follows:

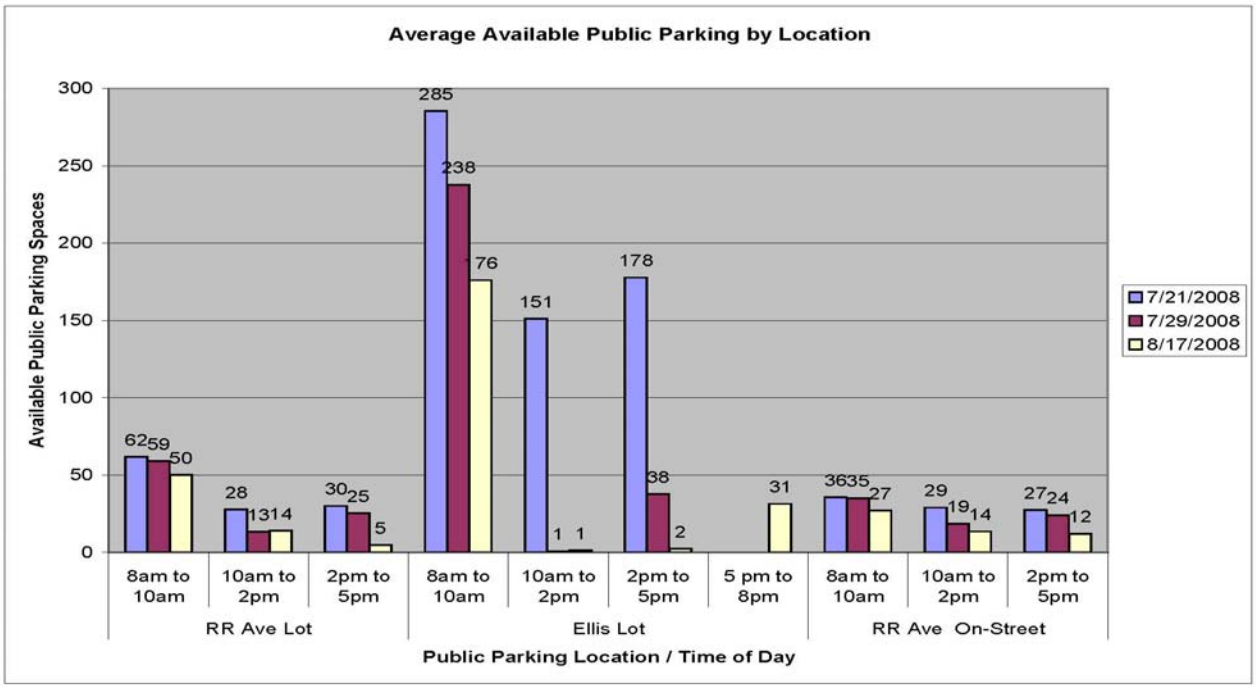
- ✓ Monday, July 21, 2008, a warm, rainy weekday
- ✓ Tuesday, July 29, 2008, a warm, sunny weekday
- ✓ Sunday, August 17, 2008, a hot, sunny weekend

	RR Ave lot		Ellis lot		Beach St		RR Ave Street		Total Cap	Total %
8:00 AM	1	2%	13	4%	7	37%	7	22%	415	7%
9:00 AM	12	19%	62	21%	7	37%	12	38%	415	22%
10:00 AM	26	41%	300	100%	15	79%	12	38%	415	85%
11:00 AM	35	56%	300	100%	11	58%	17	53%	415	87%
12:00 PM	41	65%	300	100%	19	100%	19	59%	415	91%
1:00 PM	60	95%	299	99%	19	100%	17	53%	415	95%
2:00 PM	60	95%	300	100%	15	79%	20	63%	415	95%
3:00 PM	61	97%	298	99%	17	89%	20	63%	415	95%
4:00 PM	60	95%	298	99%	15	79%	18	56%	415	94%
5:00 PM	54	86%	300	100%	17	89%	15	47%	415	93%



Graph 2 – Parking Availability

As might have been expected, we have observed that the number of available parking spaces in the study zone is highly sensitive to both temperature and precipitation, but to a lesser extent on a weekday / weekend day distinction. It is notable however that the Ellis Park facility remained essentially full (occupancy rates over 85%) on 8-17-08, from 10 am through 5 pm, therefore we decided to extend the parking counts for this lot to 8 pm to gain a better understanding for when utilization of the lot begins to decline.

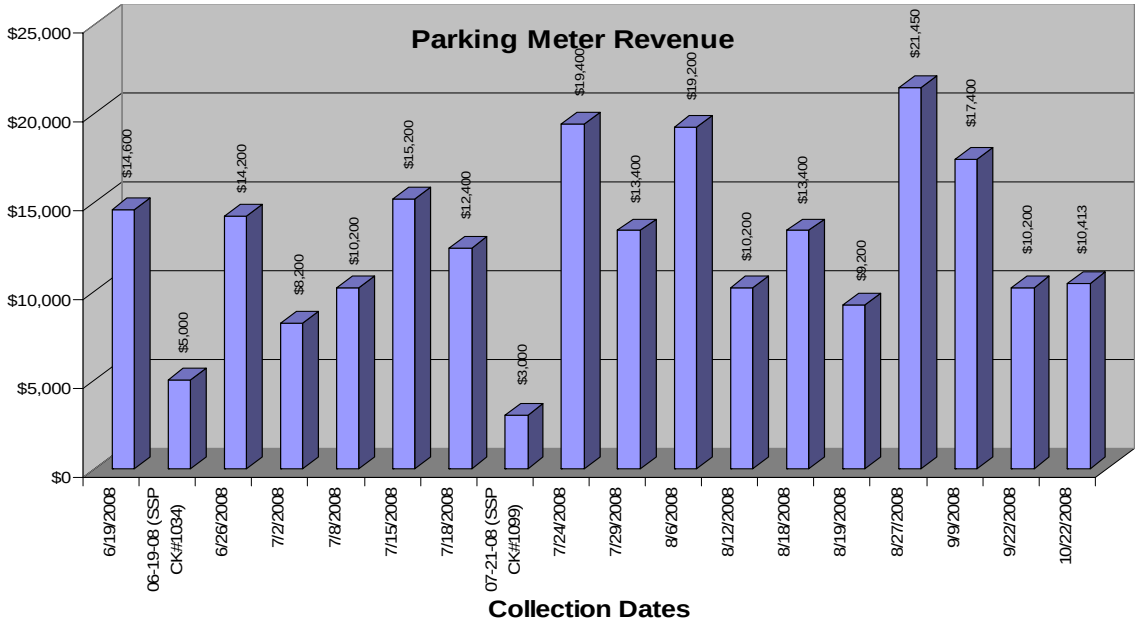


3.2 Parking Violations

The Town issued a total of 8,367 parking violations throughout the York Beach Village Center during the Summer of 2008. Of those violations issued, 44% (or 3,702) were served for violations in Ellis Short Sands Park. On average from June through October, 440 violations were issued to visitors of the York Beach Short Sands area per week.

3.3 Parking Meter Revenue

A total of $227,062.75 has been collected from municipally owned meters within the study zone. Meter revenue from the Ellis Park lot was not available for this study. Revenue collected from municipal parking meters has been broken down by the York Police Department as follows:



3.4 Parking Supply vs Parking Demand

An evaluation was performed comparing existing parking supply within the study zone with parking demand based on historical data from the Institute of Transportation Engineers (ITE) Parking Generation Manual, 3rd edition. The ITE manual has been used as an informational tool in combination with the professional experience of Traffic Solutions engineers to estimate parking demand for each specific type of land use.

All non-mixed residential land uses have been found to provide sufficient parking for each parcel essentially netting out to zero for the purposes of this parking study. Therefore, only commercial, mixed use residential, retail, restaurant, and recreational uses have been considered as contributing to the parking demand for which an adequate parking supply must be provided.

Based on the data collected and analyzed, the existing parking supply in the York Beach Village Center study area falls considerably short of the parking estimates set forth by the ITE manual. Of all the uses analyzed, it was found that there is an existing private parking supply of 1,332 spaces. For those same uses, the ITE manual estimates a parking demand of 2,179 spaces. In comparison to the private spaces provided, there is deficit of 847 spaces. Even when private parking is combined with the municipal parking supply of 500 spaces, a supply deficit persists in the amount of 347 spaces.

In consideration of the fact that the parking demand for each land use may regularly stagger with other land uses throughout the day, (ie. church related parking demand on Sunday morning subsides as recreational parking demand during the same time period ramps up), traffic counts confirm that an average of 350 to 420 vehicles are captured in the York Beach Village Center during the period of peak parking demand from 10 am to 2 pm. We may consider that these vehicles are either searching for parking, have located a parking space within the study zone or are looping the one way roads in and out of the

beach village center. Excess traffic volume beyond that captured in the study area are considered either as through trips or vehicles that have been unsuccessful in locating available parking spaces and have exited the study zone.

3.5 Section Summary

- Public Parking Utilization: Data collection indicates that from 8 to 10am on nearly all days studied, public parking is consistently underutilized. After 10 am parking availability is depleted rapidly with the peak parking period extending from 10 am until 2 pm. Parking availability begins to improve after 2 pm on all but the heaviest visitor days, which usually coincide with hot, sunny weekend days and holidays.

- Parking Violations: Average violation frequency based on data provided by the York police department is estimated to be 0.9 violations per municipal parking space per week.

- Parking Meter Revenue: A breakdown by collection period (approx. weekly) has been provided by the York Police Department.

- Parking Supply vs. Demand: Single family and multi-family residential land uses are considered to have a zero net effect on the study. All other land uses produced an estimated demand of 2179 parking spaces, where private parking offers 1332 spaces and public parking offers another 500 spaces, leaving a parking deficit of 347 spaces within the study zone.

4. Circulation Analysis

4.1 Wayfinding

Providing a roadway network that visitors and citizens can efficiently use is essential for the economic vitality of the York Beach Village center. When approaching Short Sands business district, visitors should be able to easily and safely locate parking areas. Towns have taken different approaches to accomplish this. In some, information has been provided on the sidewalk or roadway in the form of horizontal pavement markings, while in others vertically mounted banners or signs have been provided above the roadway. Others use both approaches.

We suggest that wayfinding signage and pavement markings be strategically located along the Ridge Road, Long Sands Road and Main Street approaches to the Beach Village Center for the purpose of intercepting visitors before reaching the Village Center in order to steer them to remote parking areas as an alternative of first choice.

Regardless of the methods used the objective is the same, which is to provide visitors assistance in locating a specific parking destination that meets their needs and to reduce vehicular circulation in the Beach Village Center.

4.2 Loading Zone Conflicts

Trucks entering the study zone to supply local business do not have convenient locations to temporarily park to load and unload supplies and have been observed occupying full traffic lanes during some of the busiest times of day. This had aggravated traffic queuing on the primary arteries leading to and from the beach center and in some cases compromise pedestrian safety where trucks stop and block sight lines near crosswalks.

Providing adequate space at strategic locations for temporary parking along with enforcement will serve to minimize the negative effect that supply trucks pose on traffic queuing, pedestrian safety, conflicts with vehicles entering and exiting parking areas as well as those circulating the one way roads in search of parking opportunities.

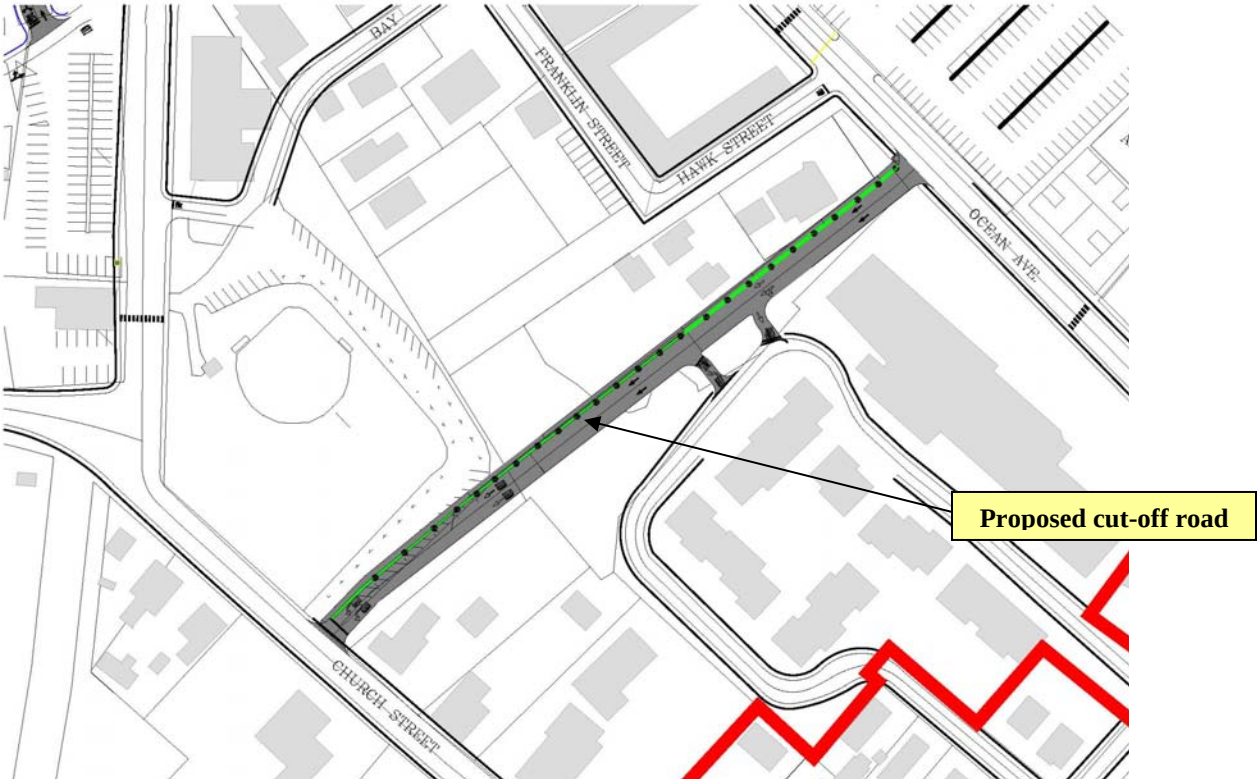
4.3 Pedestrian Conflicts

Several areas defined by uncontrolled crosswalks as well as spontaneous mid-street jaywalking compete with vehicular traffic, which result in substantial traffic queuing during peak traffic periods and interruption of traffic circulating through the center of the business district. The hazards caused by pedestrian and vehicular competition is most clearly evident at the Ocean Ave / Railroad Ave crosswalks where left and right traffic turning movements must be watchful of pedestrians crossing the traveled way from six points of entry.

Another location where unplanned pedestrian-vehicle conflicts occur is on Railroad Avenue between the Goldenrod and Purple Palace where frequent pedestrian jaywalking

occur. At this location, pedestrians compete with vehicular traffic originating from three sources, two of which are very heavily traveled. This unplanned, albeit natural pedestrian crossing location is so often used, it may be logical to stripe this location as a defined crosswalk in order to provide pedestrians the protections offered by State law.

Suggestions for minimizing pedestrian conflict include reducing traffic through installation of an alternative route (ie. cut-off road) from Ocean Avenue to Church Street. A road in this location would offer a convenient route for vehicular traffic to avoid being forced through the center of town, thus reducing conflicts with pedestrians. Another method is to eliminate parking on both sides of Railroad Avenue to improve pedestrian safety as well as to offer other advantages, such as offering temporary stop and stand areas for supply trucks and wider sidewalks offering full ADA compliance.



Alternative providing new cut-off road

4.4 Limits for On-Street Parking

Existing street parking along both sides of Railroad Avenue have the effect of calming traffic flow from the Ocean Avenue intersection to the amusement park entrance. Although the natural slowing of traffic would appear to be a positive effect of on-street parking, it does arise at the expense of pedestrian safety, since sight distance is obscured for both pedestrians and vehicular traffic by parked cars and trucks immediately adjacent to defined crosswalks. Video clearly shows that although there are two traffic lanes available on Railroad Avenue, vehicles voluntarily form a single lane down the center of roadway to allow sufficient space to react to unexpected occurrences, such as suddenly opened car doors, or spontaneous pedestrian crossings.

One recommendation would be that pedestrian "bump-outs" be installed to provide adequate sight distance and improved reaction times for pedestrians and vehicles at crosswalk locations. The consequence of bump-outs would displace approximately half of the 31 parking spaces adjacent to crosswalk locations along Railroad Ave. This would offer some improvement for pedestrian safety as well as provide clearly defined street crossings.

We might further suggest that in order to move toward an improved pedestrian friendly environment in the beach village center, removal of all on-street parking spaces along Railroad Ave between Ocean Avenue and the amusement park entrance would greatly enhance pedestrian safety, provide for ADA compliant sidewalks and bump-outs as well as offer dedicated parking for supply trucks and public transportation stops between bump-outs without having adverse affects on traffic flow.

Given consideration that a single lane of traffic already forms naturally down the Railroad Ave roadway segment, perhaps a defined single one-way traffic lane could be established during the tourist season. A single traffic lane would offer several advantages, which include a more predictable merge between Ocean Ave left turns and Railroad Ave through traffic, less pedestrian conflicts at crosswalks, wider sidewalks, increased pedestrian capacity and full compliance with ADA regulations.

4.5 Section Summary

- Wayfinding: Install improved way finding signage to provide visitors assistance in locating a specific parking destination that meets their needs and to reduce vehicular circulation in the beach village center.

- Loading Zone Conflict: Short term stopping and standing of supply trucks should be minimized to avoid traffic queuing and improve pedestrian safety when truck park near crosswalks. Suggest providing designated truck stopping areas through reconfiguration of roadways and sidewalks, in combination with enforcement.

- Pedestrian Conflicts: Conflicts between pedestrians and vehicles should be minimized wherever possible. Suggestions for reducing competition between vehicles and pedestrians include, reduce Railroad Ave between Ocean Ave and the Wild Kingdom entrance to a single traffic lane, eliminate parking on both sides of street along Railroad Ave., construct "cut-off" road to divert traffic from being forced onto Railroad Ave.

- Limits for on-street parking: Reconfigure sidewalks to provide "bump-outs" to improve pedestrian visibility when entering a crosswalk.

5. Conclusions and Recommendations

The adequacy of the parking supply in the York Beach area has been the subject of intense discussion for many years. This first phase of parking study is intended to offer a clear depiction of existing conditions relating to current parking supply verses parking demand. However, there are three additional development scenarios that would need to be addressed by expanded parking studies including, the catalyst, intermediate and full build-out scenarios. These various build-out scenarios offer the Town the opportunity to anticipate the parking capacity required as additional development of commercial property advances in the future.

Parking in the Short Sands area of York Beach is and has always been highly dependent upon location, with Ellis park being sought after as parking of first choice, due to its close proximity to heavily used recreational and commercial business destinations. Once the Ellis park lot approaches capacity, vehicles circulate the one way roadway loop in order locate available albeit less convenient parking relative to their destination, such as the Railroad Avenue lot, Ballfield parking lot and on-street spaces along Beach Street.

It is noted that the 2 hour limit on-street parking on Railroad Avenue and Main Street are intended for short term business district visits. Nevertheless, these spaces have been observed being utilized for longer term parking as municipal facilities approach available parking capacity with visitors choosing to either feed the meter throughout the day or accept the cost of a violation.

The highest parking demand days occur, as no surprise, on sunny, hot, weekend days and holidays, which are driven primarily by recreational land uses at Short Sands beach. During these parking demand spikes, it is noted that several residential land owners in what was the BUS3 district opened up their properties to the public for the purpose of parking vehicles for a fee. Although this spontaneous response to accommodate increased parking demand does provide relief to short term capacity shortage, it does require residential property owners to stand guard on their properties to collect parking fees throughout the day.

That said, the accessibility of parking on certain residential properties during heavy demand days is subject to the presence of the property owner. Uncertainty of thei kind from the visitor's perspective on being able to locate available parking is a contributor to increased traffic circulation around the one way loop as visitors seek out parking as the municipal supply capacity is approached.

The analysis of existing parking demand vs. supply has estimated a deficit of 352 parking spaces, considering an appropriate combination of the 33rd and 85th percentile demand values for all existing land uses.

A number of recommendations have been included in this section for improving the parking supply in the study zone, as well as outside the study zone, which range from short term, low cost improvements to long term, more expensive solutions. Overall, the

underlying theme is for the Town to employ a "phased" approach. Not all recommendations need to be provided simultaneously. Implementation of a single recommendation or a combination of recommendations may offer assistance in meeting the Town's overall objectives within the availability of funding.

Recommendations include:

1. Signage improvements, including high impact color wayfinding signs and clear concise regulatory signage.

2. Modify meter fees, permit parking fees, and location of free parking to encourage parking of first choice in remote and outlying areas.

3. Bring the Ellis Park lot into full compliance with ADA regulations with respect to the recommended number of spaces. 7 standard spaces, one van accessible or 8 universal spaces. All HCA spaces should be nearest an accessible route onto sidewalks or other destinations to help disabled individuals from having to compete with parking lot traffic.

4. Relocate handicapped on-street parking from front of Whispering Sands on Main Street, since recommended geometry for street side accessible parking is not practicable at this location.

5. Explore opportunities in the study area to implement public-private partnerships by developing a managed shared parking program with private land owners.

6. Encourage and possibly subsidize transportation to and from under-utilized municipal parking lots at York High and Coastal Ridge elementary schools.

7. Improve pedestrian safety by constructing sidewalk "bump-outs" at cross walk locations, eliminating on-street along both sides of Railroad Avenue and restricting Railroad Avenue to a single through lane during the summer season.

8. Reduce vehicle – pedestrian conflicts by re-routing traffic from the beach village center to a cut-off road between Ocean Ave and Church St. Other traffic routing modifications would also lead to a more pedestrian friendly environment in the central business district.

9. Eliminate "stop and stand" parking in traffic lane for supply trucks, by dedicating specific temporary supply truck parking locations, such as between sidewalk bump-outs along Railroad Ave.

10. Coordinate a more effective employee permit parking program within the core area with a graduated fee structure based on proximity to the central business district. ie. permits for the most desired municipal parking spaces would be more costly than parking on the outer fringe of the study zone.

11. Convert currently the currently municipal owned parcel in the core study area to additional municipal metered parking. Displacement of the ball field however should include its replacement on a nearby parcel.

12. Acquire private parcel(s) for construction of new parking areas. Parking adjacent to residential land uses should be include shielded lights, landscaped buffers and defined spaces. Parking in outlying areas could be more economical in nature with a gravel surface and wheel stops to define spaces.

13. Consider pay and display meters rather than coin operated meters as a response to numerous complaints and suggestions from visitors and business owners fielded during the data collection phase. Visitor complaints most commonly heard were that visitors did not feel welcome in York, due to being ticketed before they could locate sufficient coin to comply with meter requirements. Business owners complaints heard most often related to frequent interruptions throughout the business day to exchange coin for paper to visitors for municipal parking.

Figures

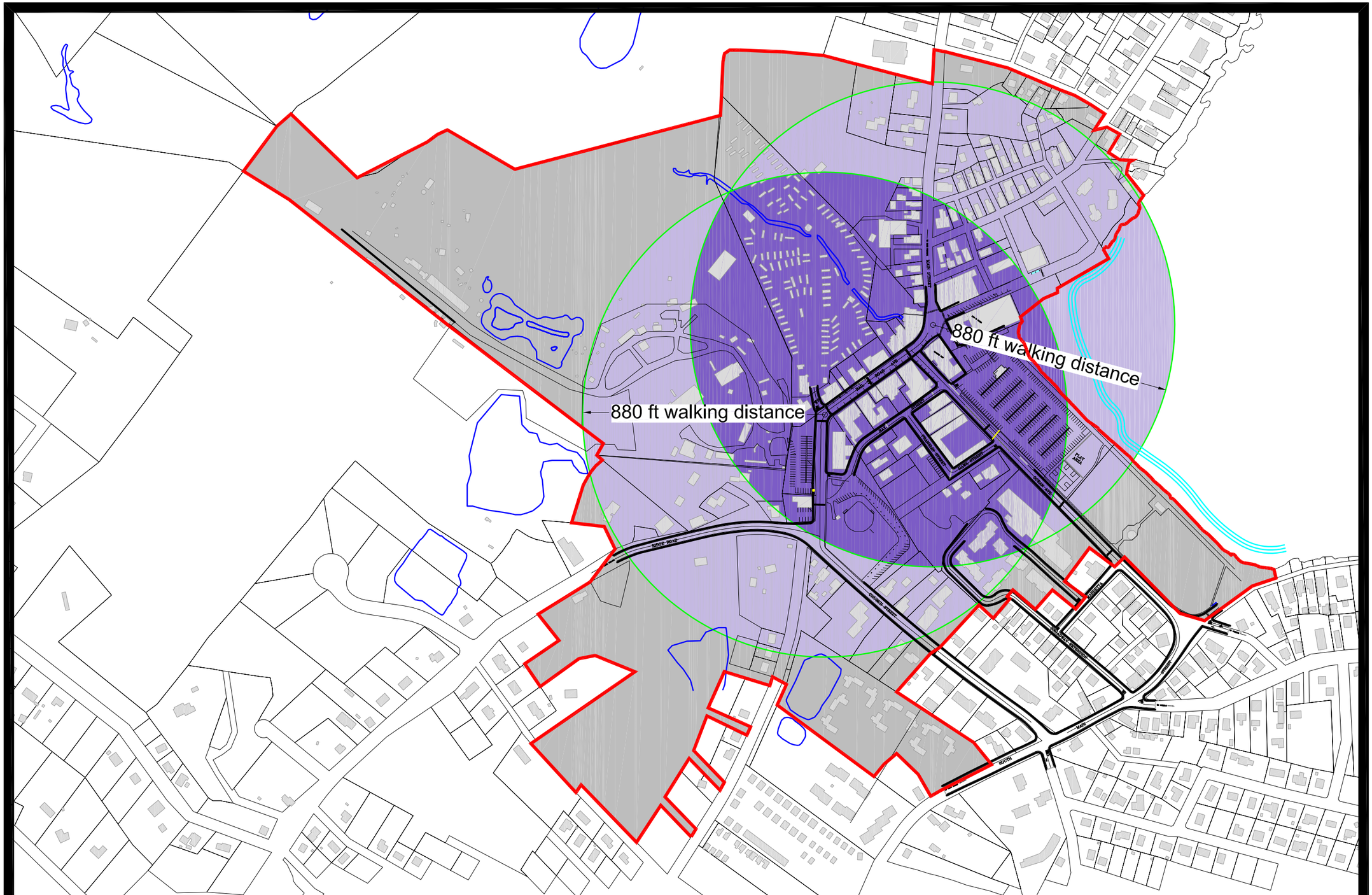
Figure 1

Parking Study Limits

Prepared by:	Prepared for:	Title:	
Paradigm Engineering *Structural & Civil Engineering*	Town of York 186 York St York, ME 03909	PARKING STUDY LIMITS	Figure 1

Figure 2

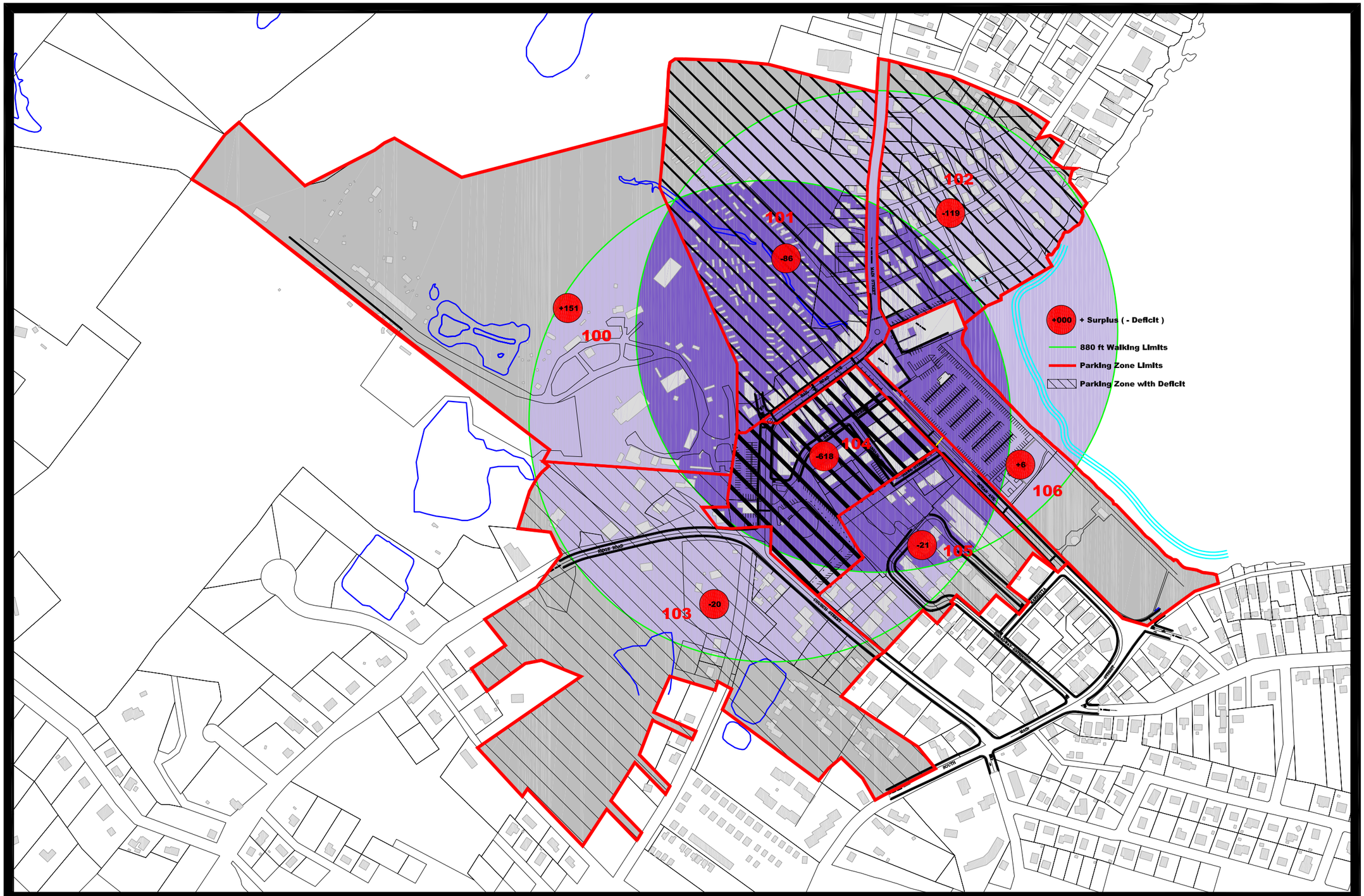
Properties within Study Limits



Prepared by:	Prepared for:	Title:	
Paradigm Engineering *Structural & Civil Engineering*	Town of York 186 York St York, ME 03909	PROPERTIES WITHIN STUDY LIMITS	Figure 2

Figure 3

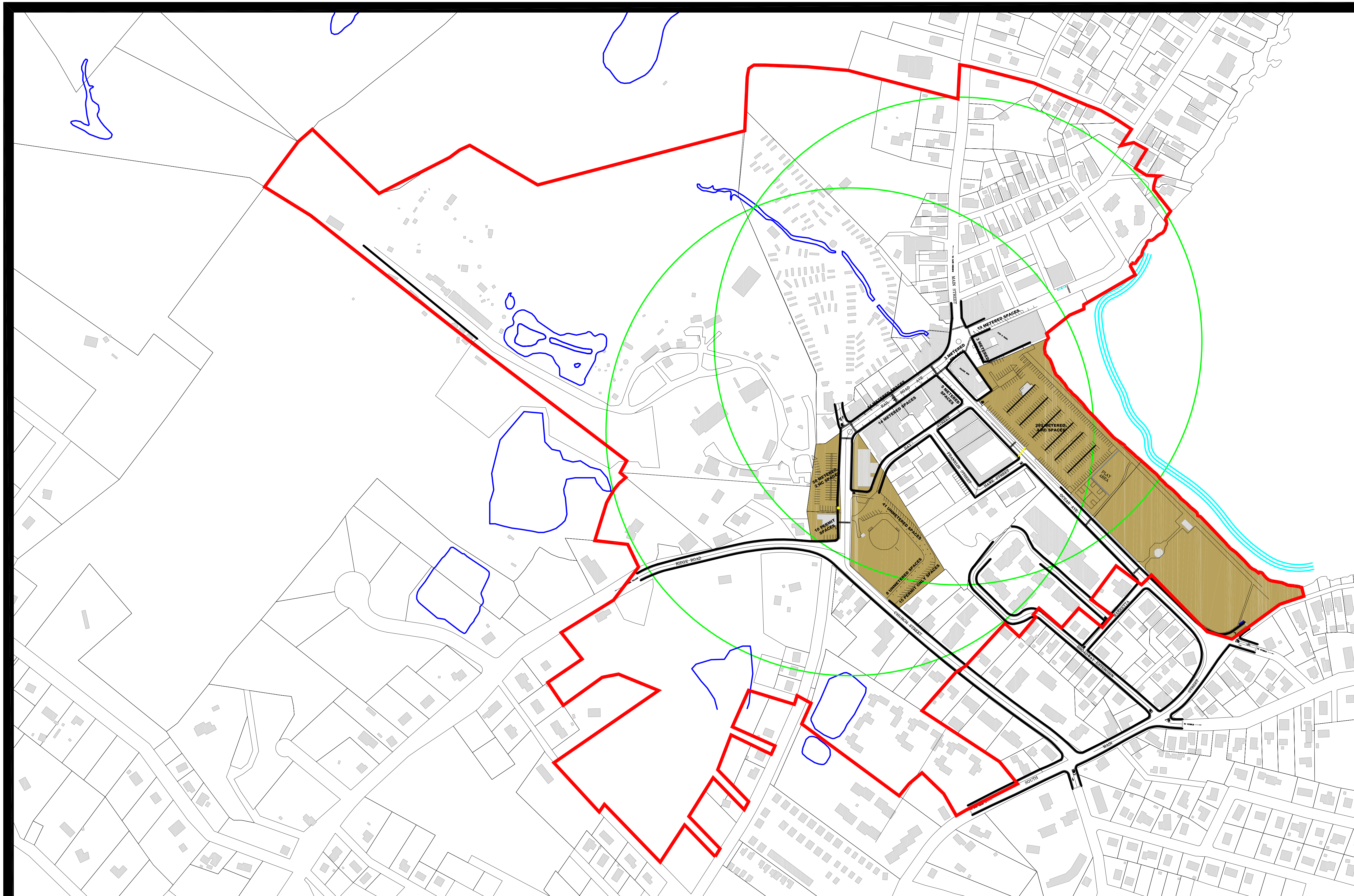
Surplus - Deficit Zones



Prepared by:	Prepared for:	Title:	
Paradigm Engineering *Structural & Civil Engineering*	Town of York 186 York St York, ME 03909	SURPLUS/DEFICIT ZONES	Figure 3

Figure 4

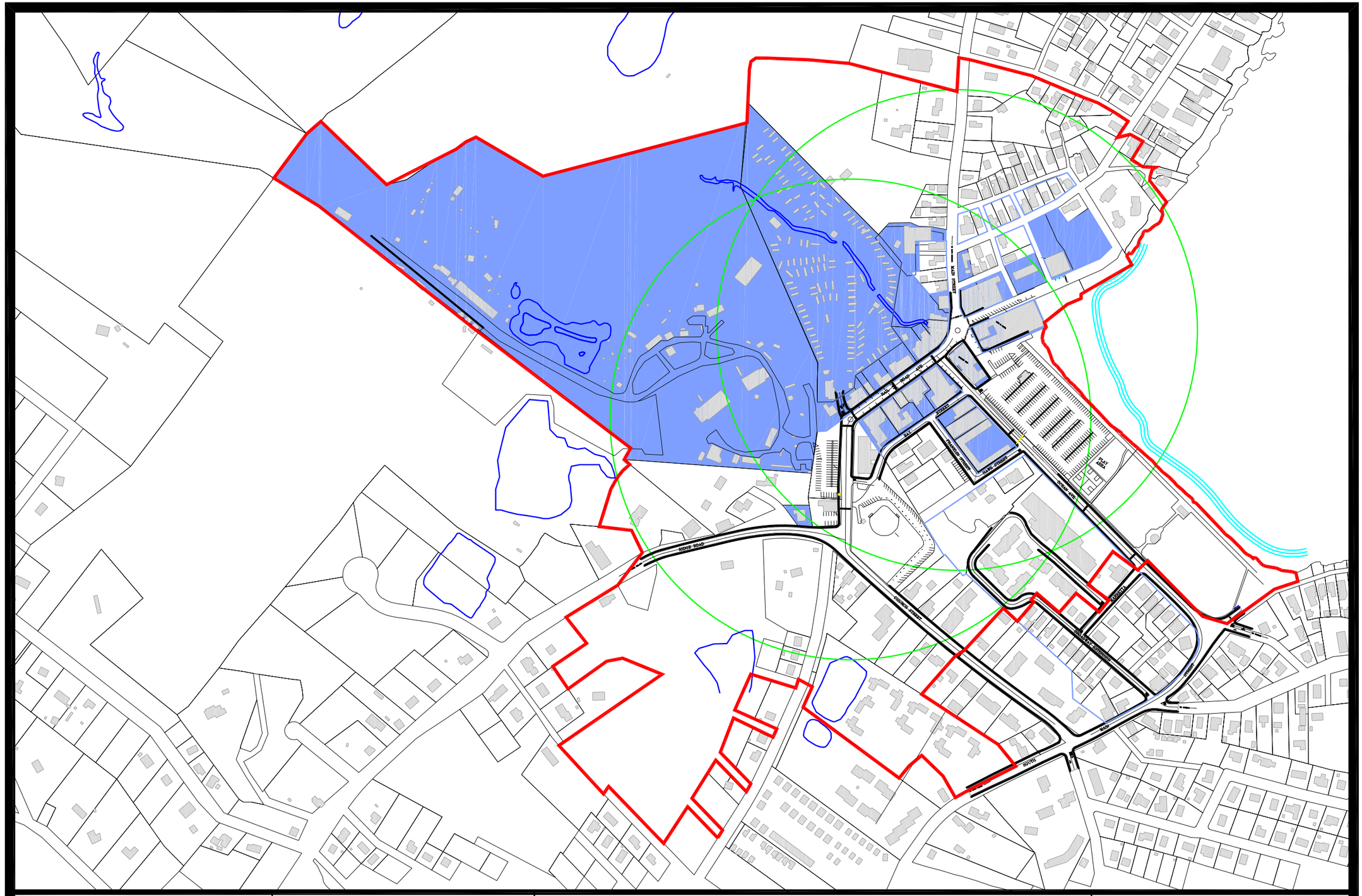
Municipal Land Uses



Prepared by:	Prepared for:	Title:	
Paradigm Engineering *Structural & Civil Engineering*	Town of York 186 York St York, ME 03909	Municipal Land Uses	Figure 4

Figure 5

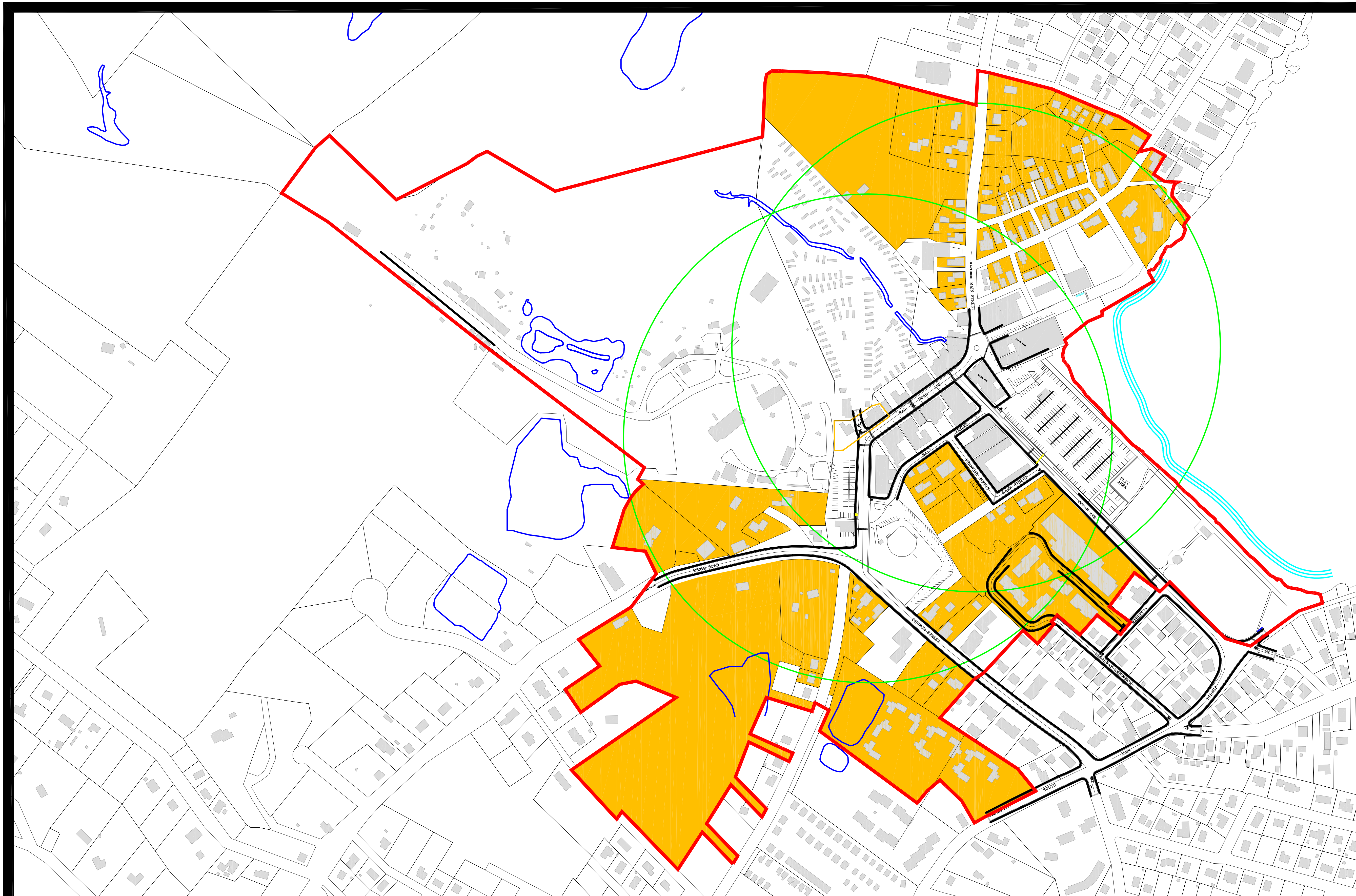
Commercial Land Uses



Prepared by:	Prepared for:	Title:	
Paradigm Engineering *Structural & Civil Engineering*	Town of York 186 York St York, ME 03909	Commercial Land Uses	Figure 5

Figure 6

Residential Land Uses



Prepared by:

Paradigm Engineering
Structural & Civil Engineering

Prepared for:

Town of York
186 York St
York, ME 03909

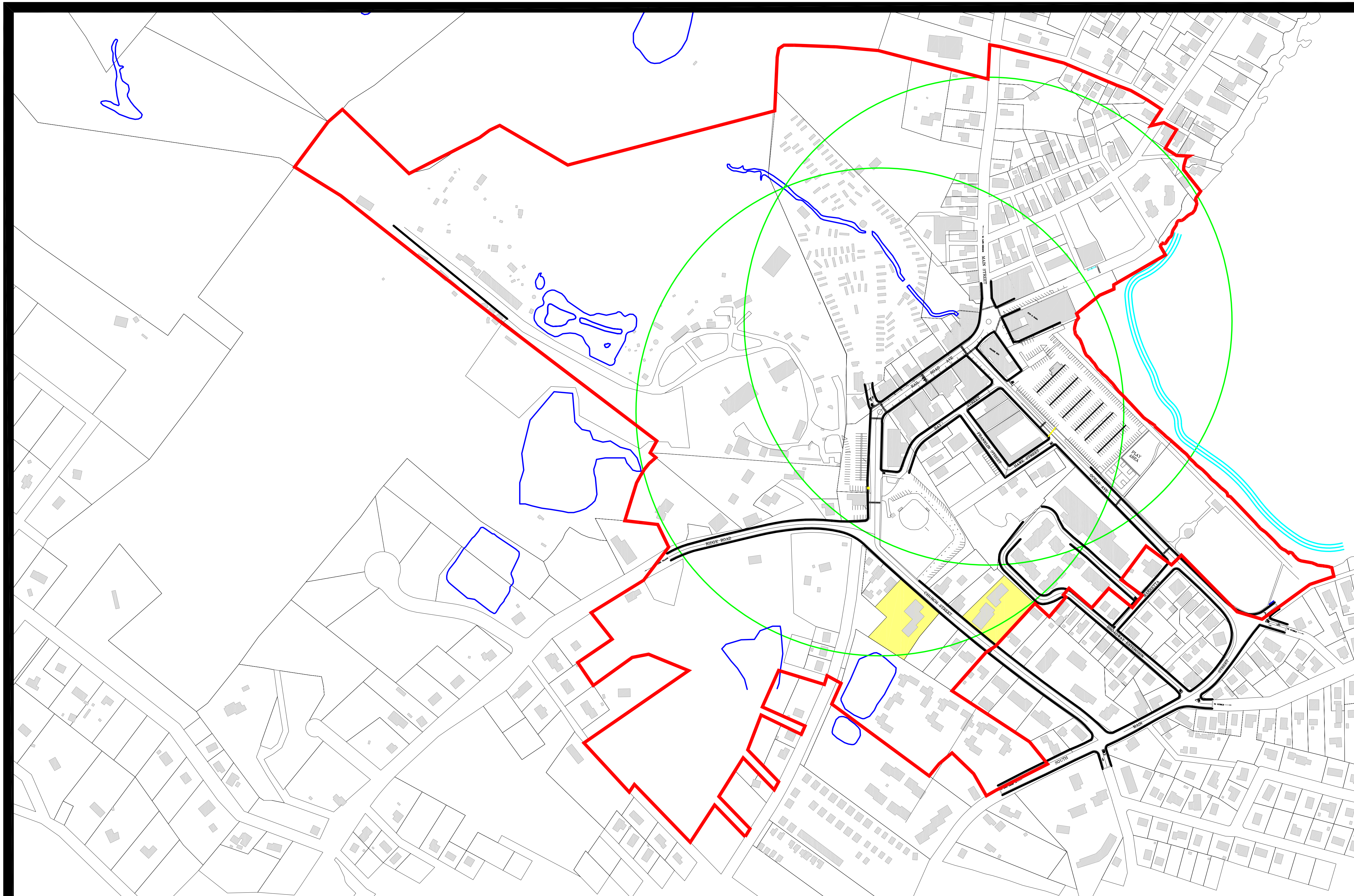
Title:

Residential Land Uses

Figure 6

Figure 7

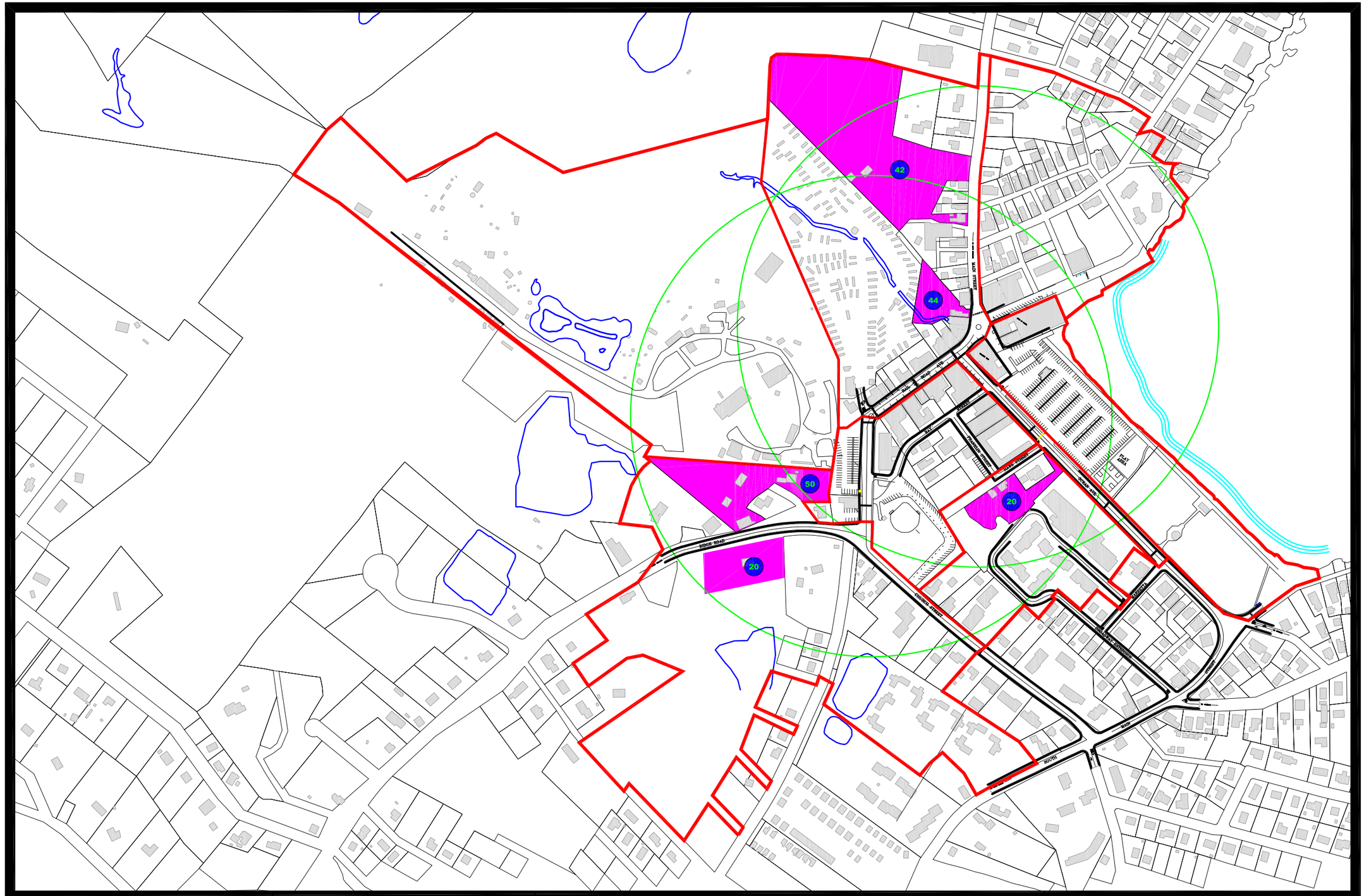
Religious Land Uses



Prepared by:	Prepared for:	Title:	
Paradigm Engineering Structural & Civil Engineering	Town of York 186 York St York, ME 03909	Religious Land Uses	Figure 7

Figure 8

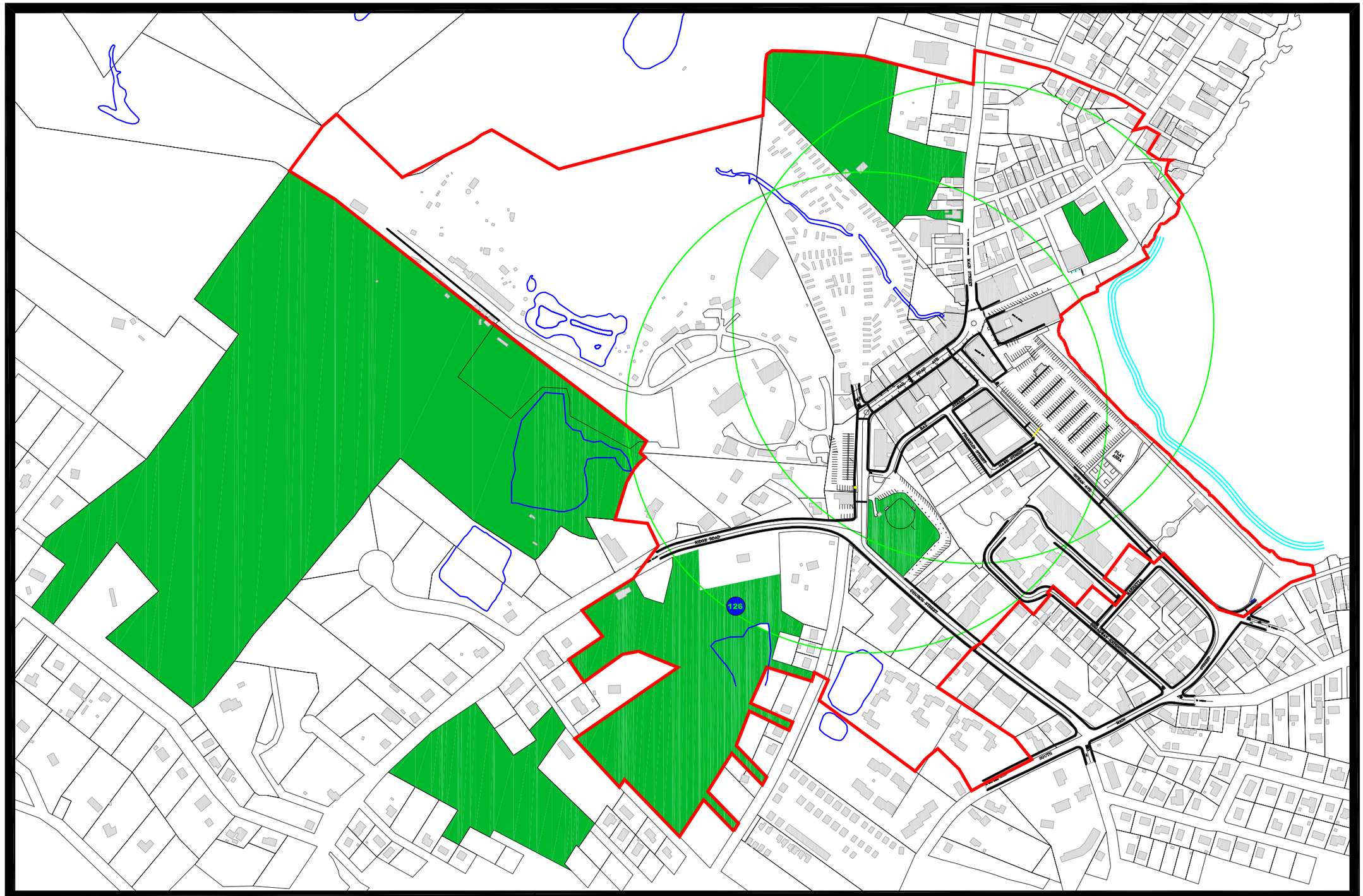
Private Parking (for fee)



Prepared by:	Prepared for:	Title:	
Paradigm Engineering *Structural & Civil Engineering*	Town of York 186 York St York, ME 03909	Private Parking (for fee)	Figure 8

Figure 9

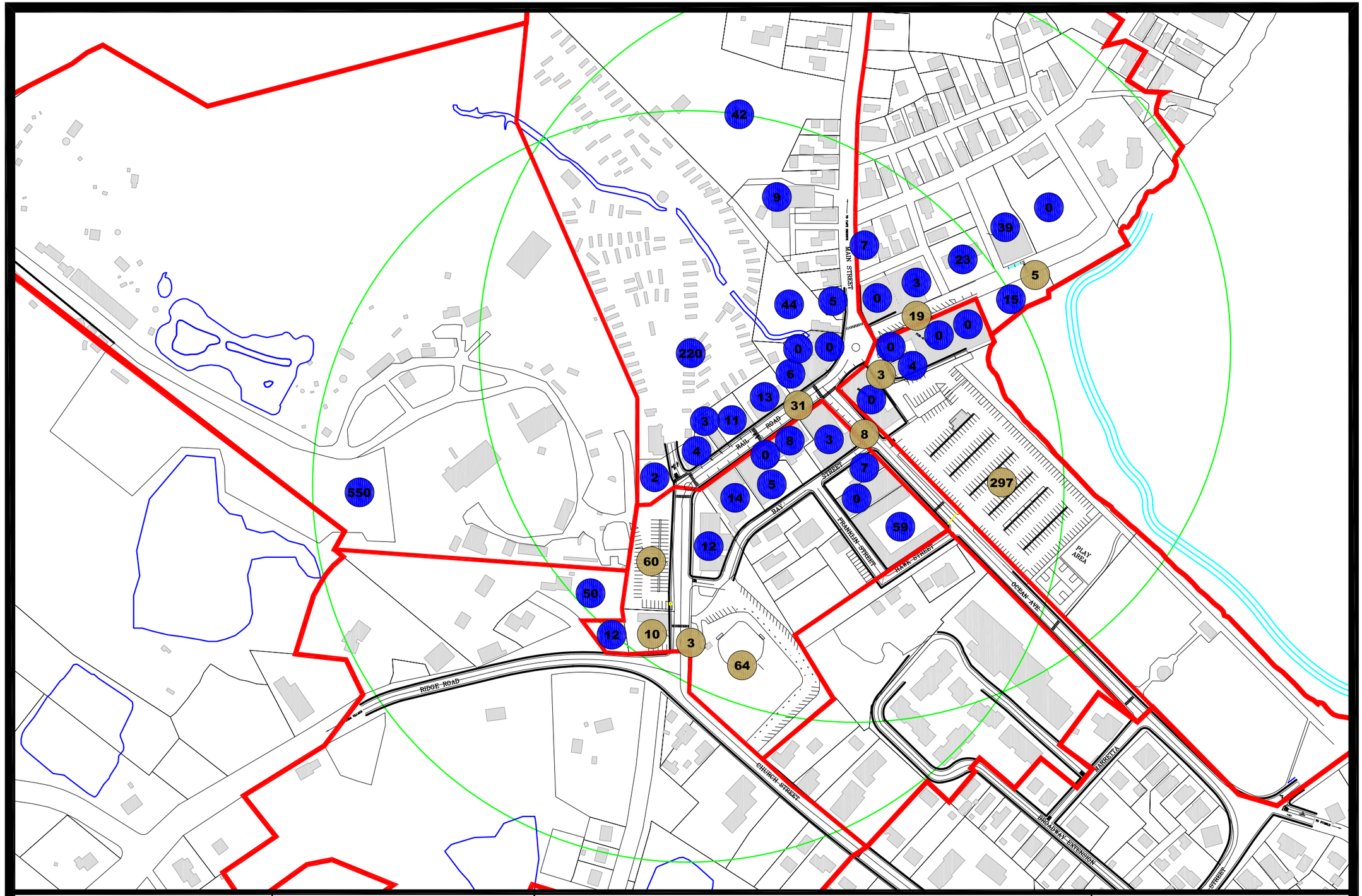
Potential Parcels for Additional Parking



Prepared by:	Prepared for:	Title:	
Paradigm Engineering *Structural & Civil Engineering*	Town of York 186 York St York, ME 03909	Potential Parcels for Additional Parking	Figure 9

Figure 10

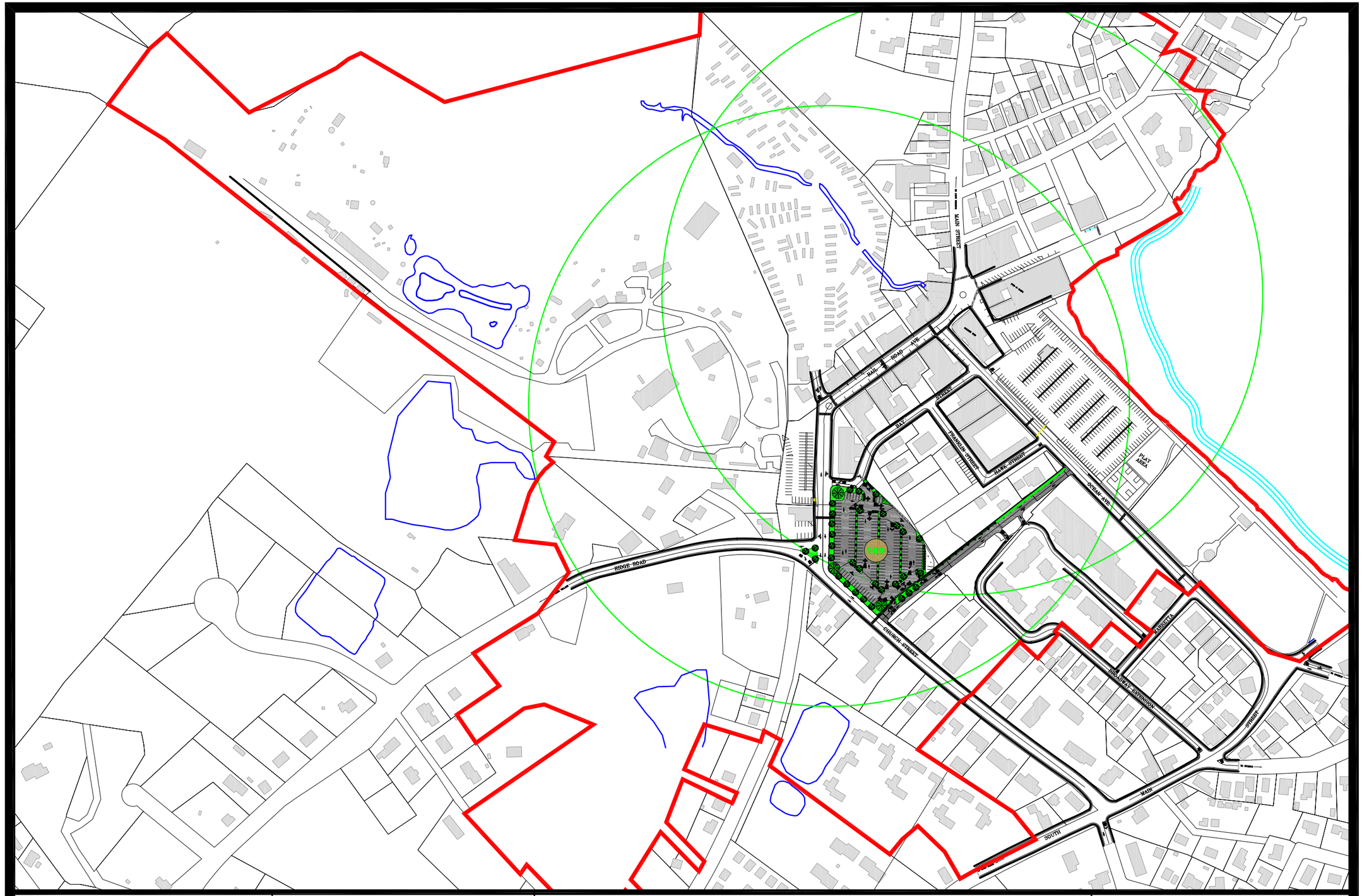
Current Day Parking Supply



Prepared by:	Prepared for:	Title:	
Paradigm Engineering *Structural & Civil Engineering*	Town of York 186 York St York, ME 03909	York Beach Parking Inventory	Figure 10

Figure 11

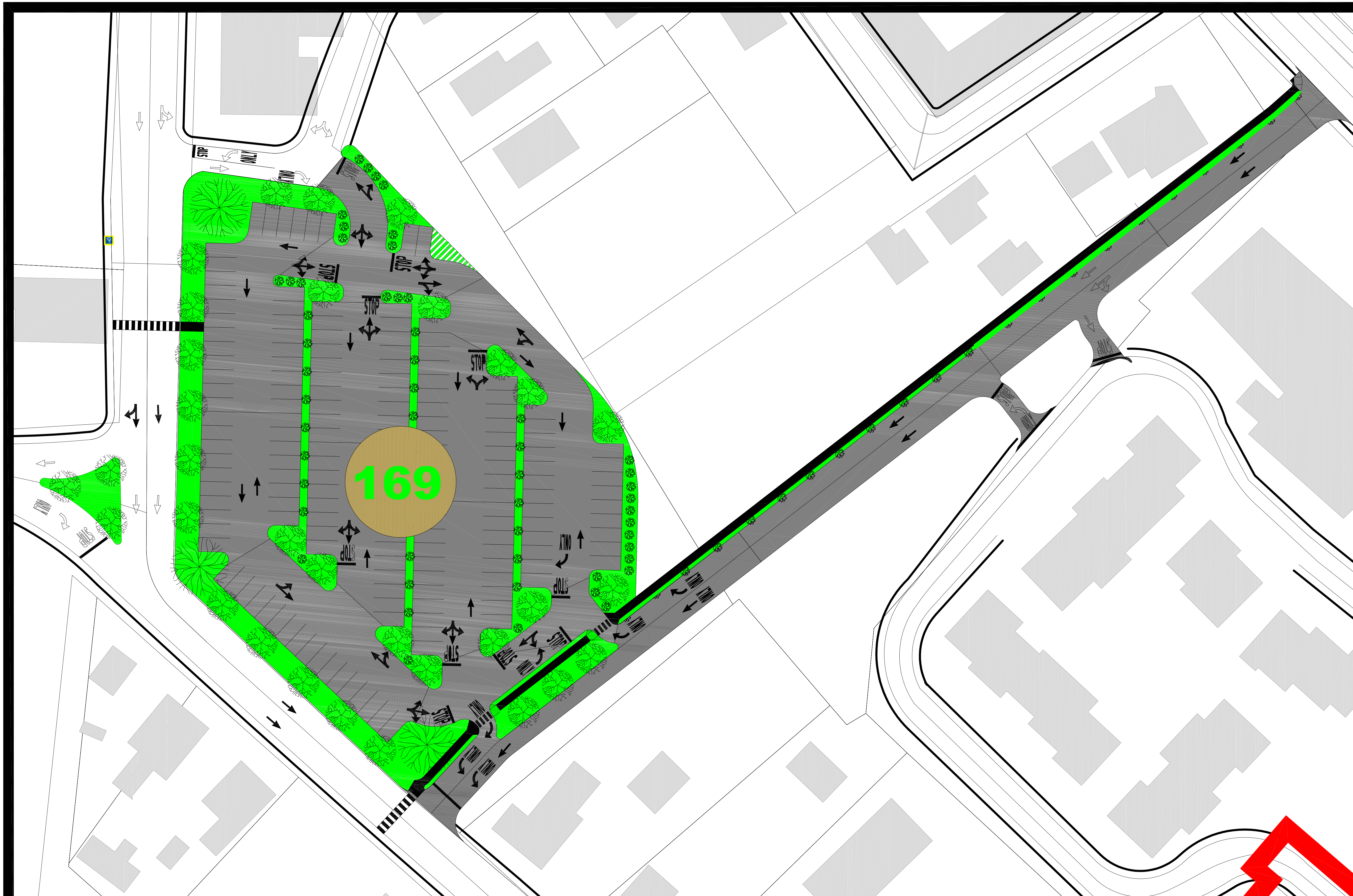
Potential Parking Option 1



Prepared by:	Prepared for:	Title:	
Paradigm Engineering *Structural & Civil Engineering*	Town of York 186 York St York, ME 03909	Potential Parking Option 1	Figure 11

Figure 12

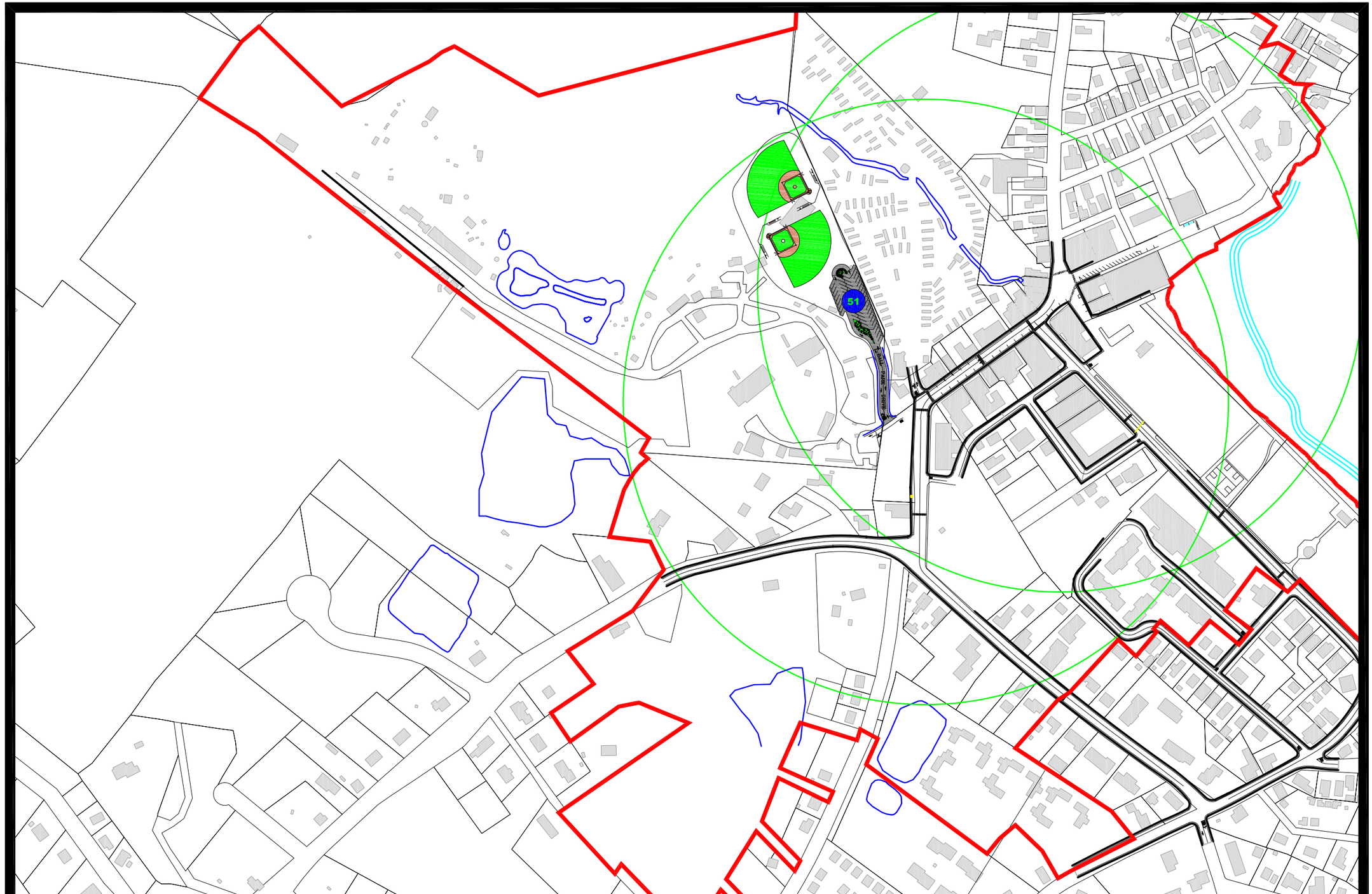
Potential Parking Option 1 (close-up)



Prepared by:	Prepared for:	Title:	
Paradigm Engineering *Structural & Civil Engineering*	Town of York 186 York St York, ME 03909	Potential Parking Option 1 (close-up)	Figure 12

Figure 13

Potential Parking Option 2



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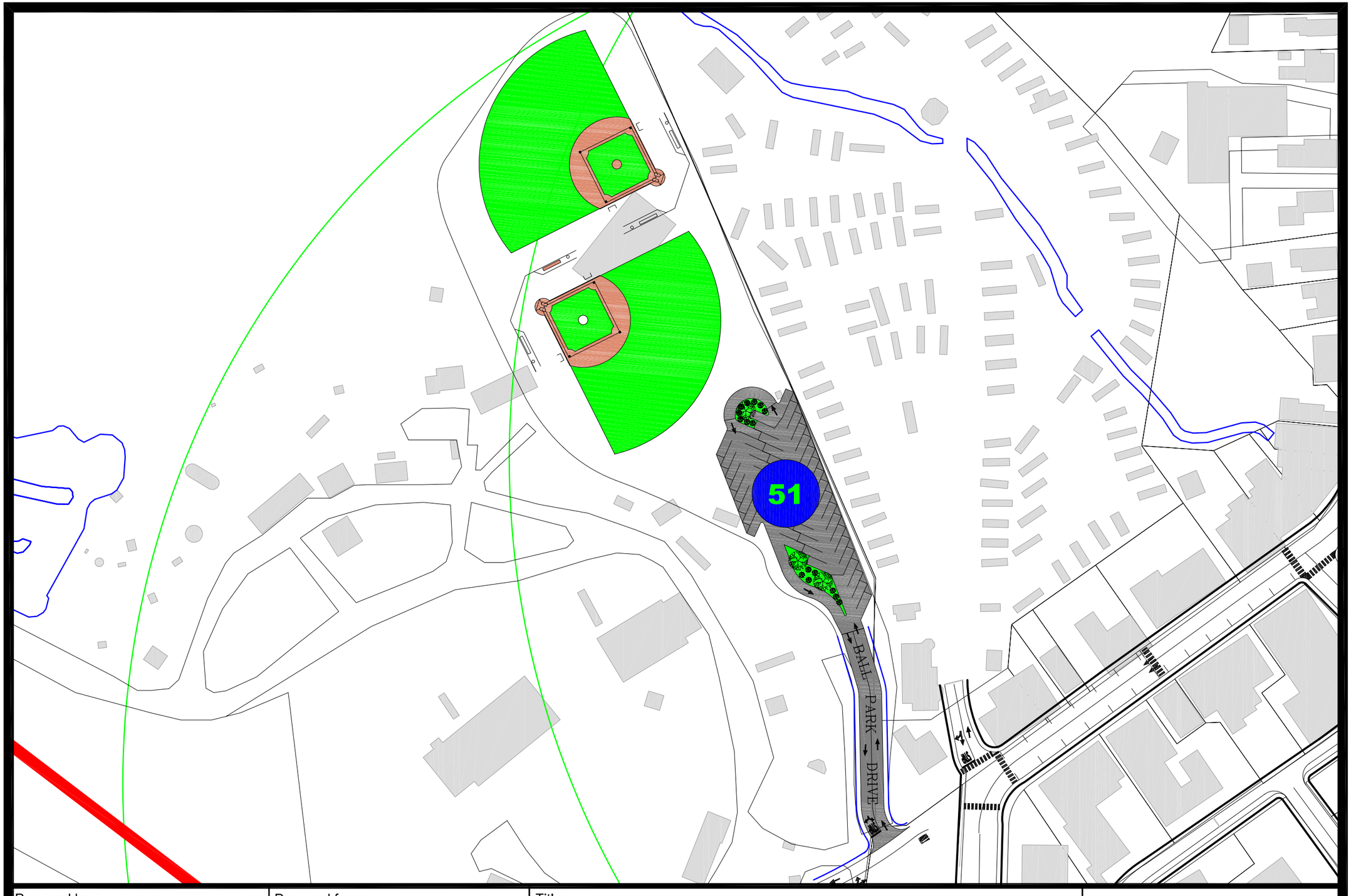
Paradigm Engineering *Structural & Civil Engineering*	Town of York 186 York St York, ME 03909	Potential Parking Option 2	Figure 13

Figure 14

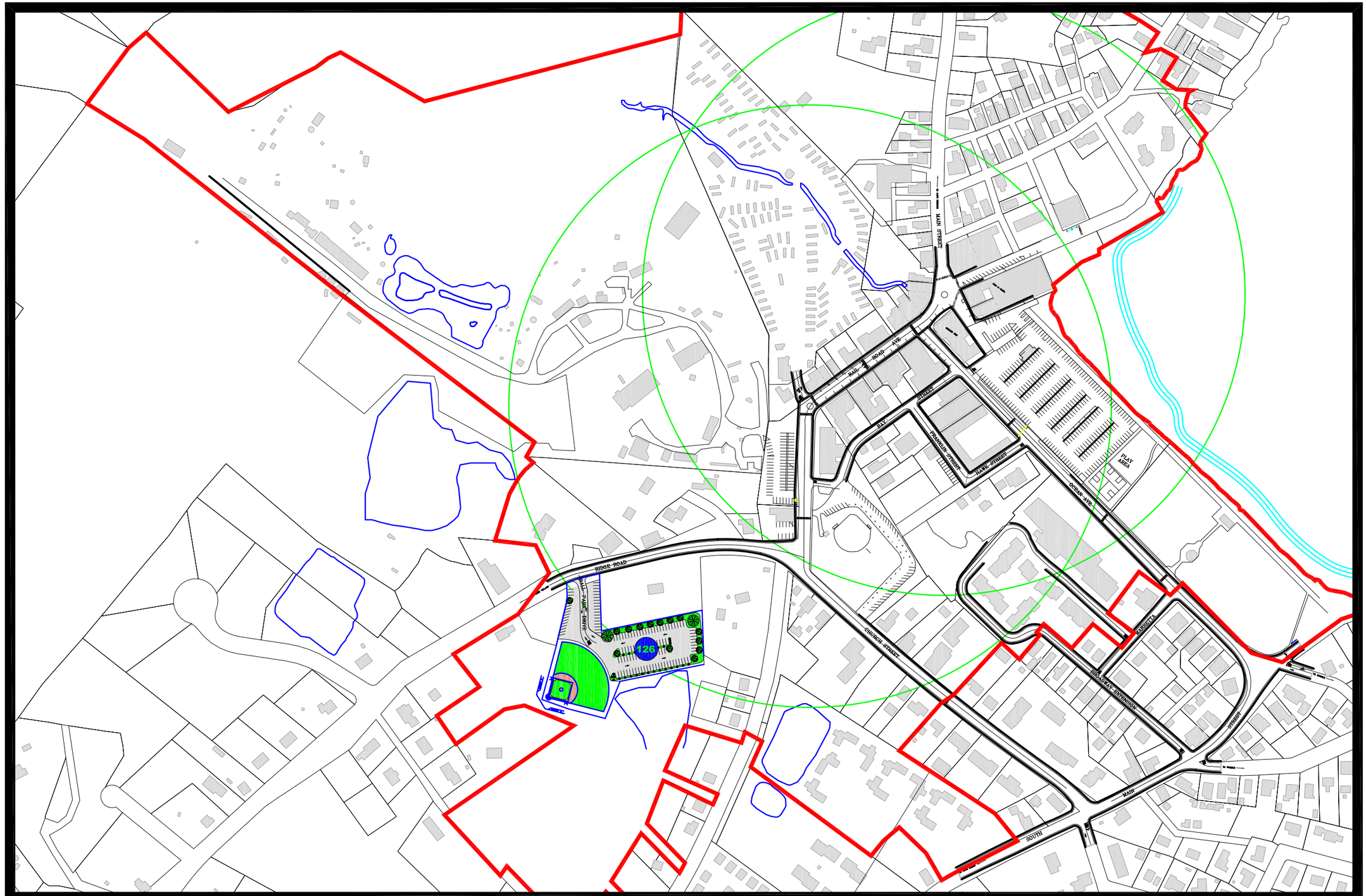
Potential Parking Option 2 (close-up)



Prepared by:	Prepared for:	Title:	
Paradigm Engineering *Structural & Civil Engineering*	Town of York 186 York St York, ME 03909	Potential Parking Option 2 (close-up)	Figure 14

Figure 15

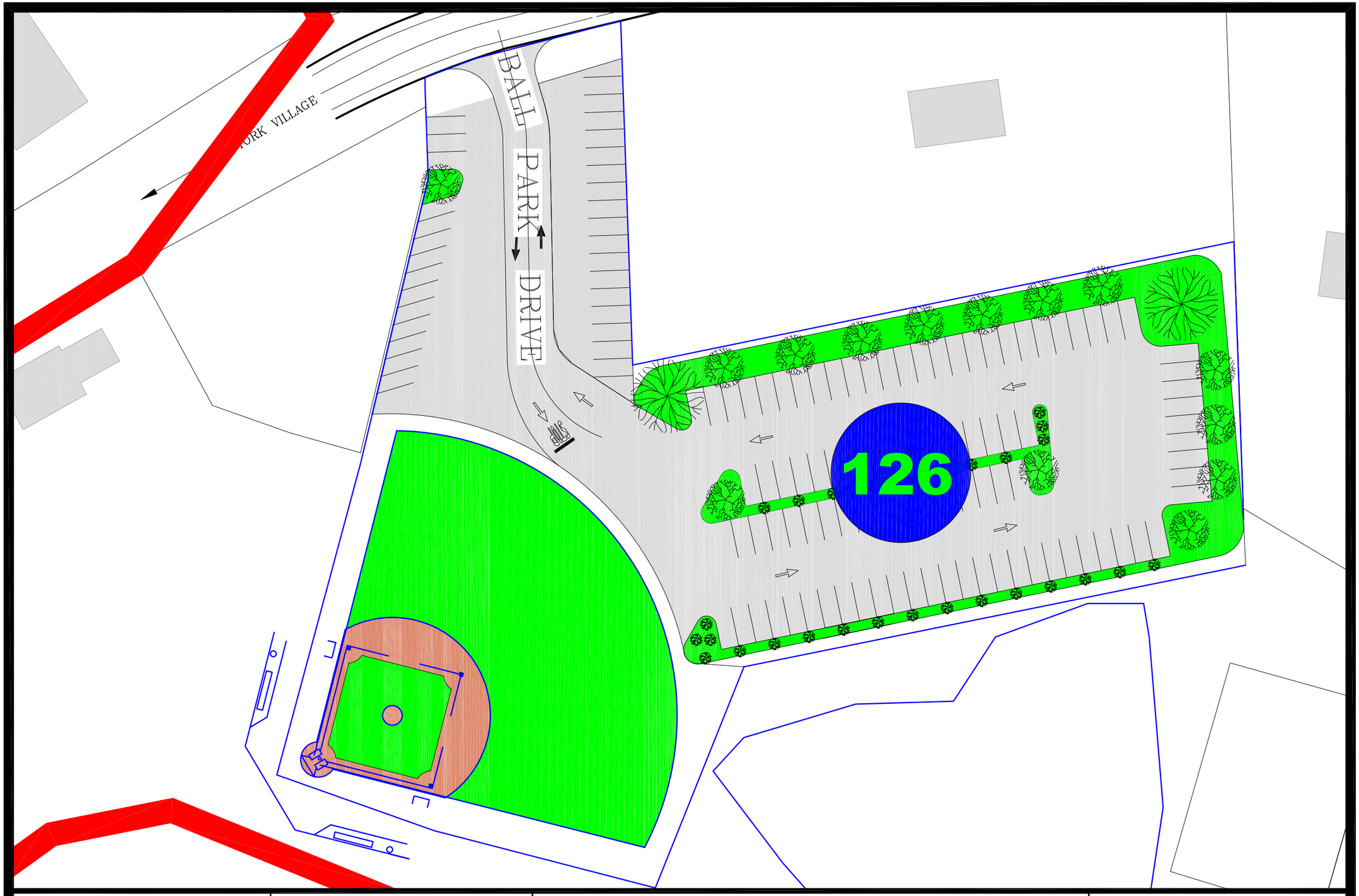
Potential Parking Option 3



Prepared by:	Prepared for:	Title:	
Paradigm Engineering *Structural & Civil Engineering*	Town of York 186 York St York, ME 03909	Potential Parking Option 3	Figure 15

Figure 16

Potential Parking Option 3 (close-up)



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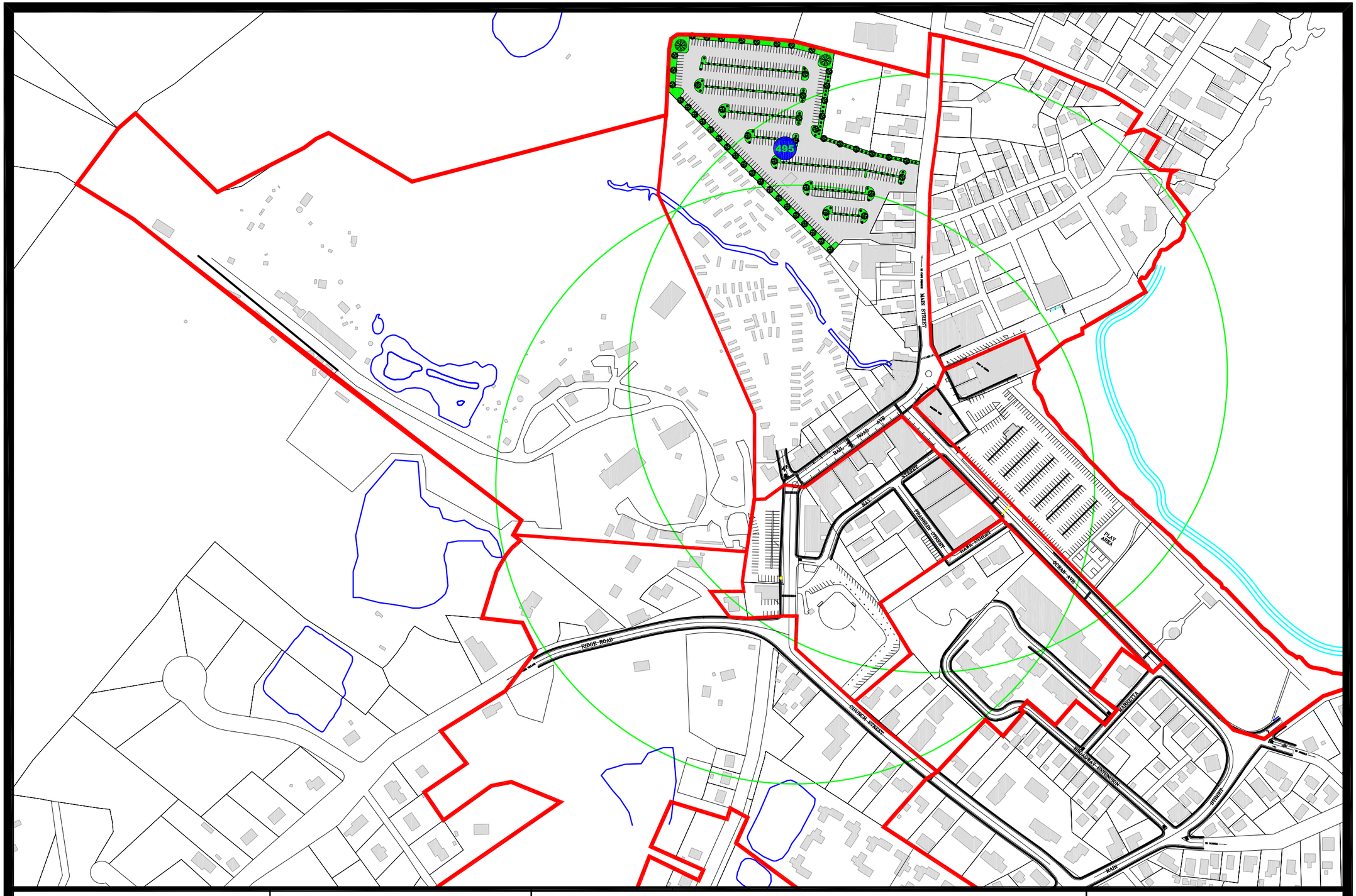
Paradigm Engineering *Structural & Civil Engineering*	Town of York 186 York St York, ME 03909	Potential Parking Option 3 (close-up)	Figure 16

Figure 17

Potential Parking Option 4



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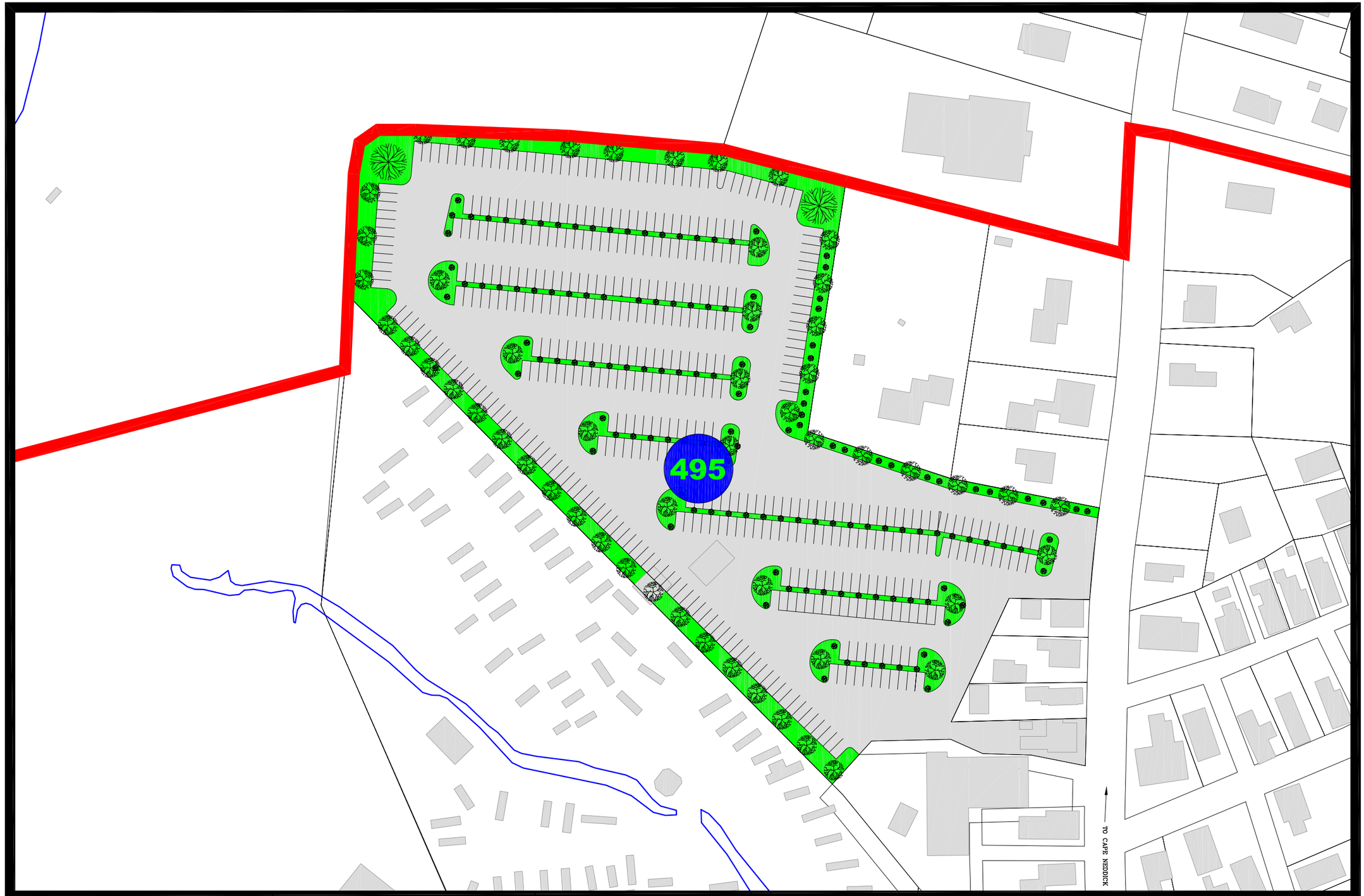
Paradigm Engineering *Structural & Civil Engineering*	Town of York 186 York St York, ME 03909	Potential Parking Option 4	Figure 17

Figure 18

Potential Parking Option 4 (close-up)



Prepared by:	Prepared for:	Title:	
Paradigm Engineering *Structural & Civil Engineering*	Town of York 186 York St York, ME 03909	Potential Parking Option 4 (close-up)	Figure 18

Traffic Data

Section 1

7-21-08, Intersection of Main St, RR Ave, Beach St

Paradigm Engineering LLC

Intersection Volume Count

Project: **York Beach Parking Study**
Client: **Town of York, Maine, Planning Departmen**
Intersection: **Main Street and Beech St / Railroad Ave**
Date: **Monday, July 21, 2008**

Observer: **Hristo Iordanov**
Intersection Control: **None**
Weather: **Cloudy**

Start Time	From North									From East									From South									From West									Int. Total	PEAK HOUR
	Right		Thru		Left		Peds	Bikes	Trolley	Right		Thru		Left		Peds	Bikes	Trolley	Right		Thru		Left		Peds	Bikes	Trolley	Right		Thru		Left		Peds	Bikes	Trolley		
	Cars	Trucks	Cars	Trucks	Cars	Trucks				Cars	Trucks	Cars	Trucks	Cars	Trucks				Cars	Trucks	Cars	Trucks	Cars	Trucks				Cars	Trucks	Cars	Trucks	Cars	Trucks					
8:00 AM	26	5	5	0	0	0	22	0	0	0	0	0	0	0	0	20	0	0	1	0	3	1	4	0	15	0	0	0	0	1	1	22	0	16	0	0	142	571
8:15 AM	27	0	8	0	0	0	31	0	0	0	0	0	0	0	0	17	0	0	1	0	2	0	2	0	17	0	0	3	0	2	0	21	1	9	0	0	141	623
8:30 AM	37	3	8	0	6	0	27	0	2	0	0	0	0	0	0	15	0	0	3	0	4	0	2	0	9	1	0	1	0	6	0	23	1	4	0	0	152	678
8:45 AM	37	5	2	1	4	0	9	0	1	0	0	0	0	0	0	10	0	0	2	0	4	0	3	0	8	0	0	2	0	6	0	32	3	7	0	0	136	737
9:00 AM	32	5	7	1	1	0	30	0	1	0	0	1	0	0	0	33	0	1	3	1	4	0	2	0	29	0	0	2	0	1	1	31	0	6	2	0	194	876
9:15 AM	57	2	10	0	1	0	35	0	2	0	0	0	0	0	0	13	0	2	1	0	6	0	6	0	16	3	0	1	0	5	1	33	0	1	1	0	196	900
9:30 AM	49	1	9	2	1	0	31	0	1	0	0	0	0	0	0	38	0	2	1	0	2	0	1	0	19	1	0	0	0	3	0	32	1	17	0	0	211	1006
9:45 AM	58	4	7	1	1	0	55	0	0	0	0	0	0	0	0	41	0	3	0	0	4	0	3	0	38	3	0	1	0	3	1	40	3	9	0	1	275	1175
10:00 AM	43	0	13	1	0	0	34	0	1	0	0	0	0	0	0	26	0	0	2	0	2	0	2	0	42	2	0	2	0	7	1	31	1	7	1	0	218	1218
10:15 AM	64	2	10	0	2	0	52	0	7	0	0	0	0	0	0	30	0	1	1	0	7	0	5	1	57	6	0	1	0	0	0	34	3	17	2	0	302	1338
10:30 AM	72	4	20	1	5	0	58	0	2	0	0	0	0	0	0	62	0	0	1	0	13	0	1	0	60	3	0	1	0	1	1	44	4	27	0	1	380	1376
10:45 AM	59	1	17	0	1	0	39	0	0	0	0	0	0	0	0	37	0	4	1	1	5	0	6	1	71	1	0	1	0	5	0	47	3	18	0	1	318	1303
11:00 AM	54	0	18	2	2	0	58	0	0	0	0	0	0	0	0	53	0	0	2	0	5	0	0	0	68	4	0	1	0	5	0	47	3	12	4	0	338	1323
11:15 AM	66	1	13	0	2	0	73	0	2	0	0	0	0	0	0	43	0	1	3	0	4	0	4	0	56	1	0	1	0	6	0	43	4	16	1	0	340	1427
11:30 AM	66	2	15	4	5	0	42	0	1	2	0	1	0	0	0	29	0	0	0	0	12	0	10	0	58	0	0	1	0	2	0	48	5	3	1	0	307	1402
11:45 AM	57	3	18	0	2	0	44	0	0	0	0	0	0	0	0	53	0	0	1	0	12	0	8	0	63	3	0	2	0	5	0	53	2	9	3	1	338	1473
12:00 PM	55	3	15	1	5	0	53	0	4	0	0	0	0	0	0	89	0	1	2	0	11	0	5	0	114	1	0	4	1	5	0	53	1	17	2	0	442	1564
12:15 PM	65	4	20	0	4	0	25	0	0	0	0	0	0	0	0	27	0	0	1	0	10	1	8	0	79	0	0	1	0	6	0	55	2	7	0	0	315	1496
12:30 PM	84	4	16	2	8	0	36	0	1	0	0	0	0	0	0	29	0	0	2	0	17	0	7	0	94	1	0	4	0	7	0	62	1	3	0	0	378	1517
12:45 PM	63	1	18	0	3	0	46	0	0	1	0	0	0	0	0	63	0	0	2	0	8	0	8	0	119	1	0	2	0	6	2	62	5	19	0	2	429	1485
1:00 PM	74	3	9	0	4	1	51	0	0	0	0	0	0	0	0	35	0	0	2	0	10	0	6	0	114	0	0	1	0	3	0	50	4	5	2	0	374	1479
1:15 PM	56	1	14	0	1	0	62	0	0	0	0	0	1	0	0	37	0	4	1	0	3	0	4	0	84	0	0	1	0	1	0	54	2	10	0	0	336	1467
1:30 PM	60	6	10	0	1	0	51	0	0	0	0	0	0	0	0	42	0	0	0	0	11	1	7	0	80	1	0	1	1	2	0	63	2	7	0	0	346	1430
1:45 PM	69	3	9	0	2	0	69	0	0	0	0	0	0	0	0	53	0	0	1	0	7	0	4	0	127	0	0	1	0	5	0	65	4	4	0	0	423	1374
2:00 PM	73	3	13	0	3	0	56	0	0	0	0	0	0	0	0	55	0	2	4	0	8	0	3	0	81	0	0	2	0	3	0	50	1	5	0	0	362	1297
2:15 PM	62	2	16	0	2	0	18	2	0	0	0	0	0	0	0	42	0	3	2	0	9	0	10	0	63	4	0	1	0	3	0	53	1	6	0	0	299	1288
2:30 PM	64	3	12	0	3	0	30	1	0	0	0	0	0	0	0	27	0	0	3	0	13	0	5	0	47	1	0	1	0	4	0	62	1	13	0	0	290	1267
2:45 PM	62	7	11	0	2	0	49	0	1	0	0	0	0	0	0	53	0	0	2	0	17	0	5	0	61	0	0	1	0	6	0	58	1	10	0	1	346	1368
3:00 PM	59	3	8	0	2	0	41	4	0	0	0	0	0	0	0	66	0	0	1	0	20	2	2	0	94	0	0	1	0	1	0	35	1	13	0	0	353	1401
3:15 PM	64	4	7	0	3	0	42	0	0	0	0	0	0	0	0	30	0	2	2	0	6	1	2	1	50	1	0	1	0	4	0	53	0	5	0	0	278	1430
3:30 PM	63	3	13	1	4	0	63	2	1	0	0	0	0	0	0	61	0	2	2	0	6	1	8	0	87	0	0	2	0	9	0	56	0	7	0	0	391	1502
3:45 PM	76	0	10	0	1	0	70	0	0	0	0	0	0	0	0	45	0	2	3	0	13	1	7	0	83	1	0	1	0	4	0	54	1	5	2	0	379	1401
4:00 PM	81	1	12	1	1	0	57	0	0	1	0	1	0	0	0	49	0	0	2	0	24	0	9	0	74	2	0	1	0	15	0	49	0	2	0	0	382	1304
4:15 PM	63	2	8	0	3	0	39	0	0	0	0	0	0	0	0	51	0	0	2	0	13	1	5	0	83	0	0	0	0	3	0	52	1	24	0	0	350	922
4:30 PM	49	1	14	0	2	0	30	0	0	0	0	0	0	0	0	30	0	0	3	0	6	0	5	0	76	1	0	0	0	4	0	55	0	14	0	0	290	
4:45 PM	52	2	14	0	1	0	33	0	0	1	0	0	0	0	0	26	0	1	0	0	13	0	10	0	56	0	0	5	0	3	0	54	1	10	0	1	282	
5:00 PM																																						
																																					1564
Grand Total	2308		473		89		1561	9	133	5		4		0				105	66		335		194				64	59		168		1827				58	11599
Apprch %																																						
Total %																																						
Heavy Vehicles	94		18		1					0		1		0					2		9		3					2		8		63					201
% Heavy Vehicles	4%		4%		1%					0%		25%		0%					3%		3%		2%					3%		5%		3%					
Busses																																						
% Busses																																						
Peak Hour Total	**298**		**20**		**20**					**12**		**1**		**1**					**11**		**62**		**62**					**12**		**32**		**244**					
Peak Hour Factor																																						

Section 2

7-21-08, Intersection of Ocean Ave, RR Ave

Paradigm Engineering LLC

Intersection Volume Count

Project: **York Beach Parking Study**
Client: **Town of York, Maine, Planning Departmen**
Intersection: **Ocean Ave and Railroad Ave**
Date: **Monday, July 21, 2008**

Observer: **Edward McNally**
Intersection Control: **None**
Weather: **Sunny**

Start Time	From North									From East									From South									From West									Int. Total	PEAK HOUR
	Right		Thru		Left		Peds	Bikes	Trolley	Right		Thru		Left		Peds	Bikes	Trolley	Right		Thru		Left		Peds	Bikes	Trolley	Right		Thru		Left		Peds	Bikes	Trolley		
	Cars	Trucks	Cars	Trucks	Cars	Trucks				Cars	Trucks	Cars	Trucks	Cars	Trucks				Cars	Trucks	Cars	Trucks	Cars	Trucks				Cars	Trucks	Cars	Trucks	Cars	Trucks					
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	**27**	**5**	0	0	**11**	0	0	**24**	0	0	0	**20**	**2**	**9**	0	0	0	0	0	0	0	0	**14**	0	0	112	**434**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	**31**	0	0	0	**9**	0	0	**24**	0	0	0	**14**	**3**	**11**	0	0	0	0	0	0	0	**2**	0	0	94	**505**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	**21**	**2**	0	0	**22**	0	0	**16**	0	0	0	**15**	0	**12**	0	0	0	0	0	0	0	**9**	0	0	97	**619**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	**20**	**2**	0	0	**26**	0	**1**	**29**	0	0	0	**8**	0	**25**	0	0	0	0	0	0	0	**17**	**3**	0	131	**704**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	**44**	**2**	0	0	**29**	0	**1**	**31**	0	0	0	**20**	**1**	**32**	0	0	0	0	0	0	0	**22**	**1**	0	183	**803**
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	**43**	**2**	0	0	**27**	0	0	**50**	**3**	0	0	**23**	0	**40**	**1**	0	0	0	0	0	0	**19**	0	0	208	**817**
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	**46**	**1**	0	0	**25**	0	0	**34**	**1**	0	0	**29**	**1**	**18**	0	**1**	0	0	0	0	0	**24**	**2**	0	182	**843**
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	**67**	**4**	0	0	**37**	0	0	**44**	**4**	0	0	**33**	**1**	**30**	**1**	0	0	0	0	0	0	**9**	0	0	230	**911**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	**43**	0	0	0	**31**	0	0	**36**	**3**	0	0	**21**	**2**	**43**	0	0	0	0	0	0	0	**18**	0	0	197	**913**
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	**62**	**8**	0	0	**27**	0	0	**37**	**1**	0	0	**35**	**5**	**46**	0	0	0	0	0	0	0	**13**	0	0	234	**955**
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	**66**	**8**	0	0	**29**	0	0	**47**	**2**	0	0	**50**	**2**	**28**	0	0	0	0	0	0	0	**18**	0	0	250	**978**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	**62**	**6**	0	0	**17**	0	0	**53**	**5**	0	0	**44**	**1**	**26**	0	0	0	0	0	0	0	**18**	0	0	232	**1020**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	**64**	**3**	0	0	**45**	0	0	**55**	**3**	0	0	0	**3**	**46**	0	0	0	0	0	0	0	**20**	0	0	239	**1101**
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	**69**	**5**	0	0	**35**	0	**2**	**51**	**3**	0	0	**37**	**2**	**30**	0	0	0	0	0	0	0	**21**	**2**	0	257	**1142**
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	**96**	**7**	0	0	**37**	0	0	**59**	**4**	0	0	**37**	**1**	**28**	0	**1**	0	0	0	0	0	**22**	0	0	292	**1170**
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	**65**	**7**	0	0	**32**	0	0	**57**	**7**	0	0	**46**	0	**67**	0	0	0	0	0	0	0	**32**	0	0	313	**1207**
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	**51**	**7**	0	0	**43**	0	0	**61**	**3**	0	0	**37**	**2**	**45**	0	0	0	0	0	0	0	**31**	0	0	280	**1184**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	**71**	**7**	0	0	**48**	0	0	**60**	**4**	0	0	**34**	**4**	**51**	0	0	0	0	0	0	0	**6**	0	0	285	**1198**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	**90**	**5**	0	0	**26**	0	0	**80**	**1**	0	0	**44**	**5**	**49**	0	**1**	0	0	0	0	0	**28**	0	0	329	**1190**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	**74**	**6**	0	0	**50**	0	0	**69**	**9**	0	0	**31**	**3**	**31**	0	0	0	0	0	0	0	**17**	0	0	290	**1129**
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	**72**	**6**	0	0	**39**	0	0	**52**	**6**	0	0	**39**	**2**	**56**	0	0	0	0	0	0	0	**22**	0	0	294	**1151**
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	**56**	**6**	0	0	**47**	0	0	**55**	**3**	0	0	**35**	**4**	**41**	0	0	0	0	0	0	0	**30**	0	0	277	**1166**
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	**38**	**7**	0	0	**57**	0	0	**46**	**3**	0	0	**37**	**2**	**49**	0	0	0	0	0	0	0	**29**	0	0	268	**1161**
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	**72**	**5**	0	0	**37**	0	0	**68**	**8**	0	0	**38**	**1**	**58**	0	0	0	0	0	0	0	**25**	0	0	312	**1132**
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	**79**	**4**	0	0	**46**	0	0	**62**	**3**	0	0	**55**	**2**	**36**	0	**2**	0	0	0	0	0	**20**	0	0	309	**1171**
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	**64**	**5**	0	0	**28**	0	0	**64**	**2**	0	0	**38**	**1**	**42**	0	**1**	0	0	0	0	0	**27**	0	0	272	**1099**
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	**54**	**4**	0	0	**36**	0	0	**51**	**6**	0	0	**34**	**1**	**35**	0	**1**	0	0	0	0	0	**15**	**2**	0	239	**1110**
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	**73**	**7**	0	0	**55**	**1**	0	**58**	**1**	0	0	**56**	0	**53**	0	**1**	0	0	0	0	0	**46**	0	0	351	**1221**
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	**77**	**7**	0	0	**24**	0	0	**38**	0	0	0	**39**	**2**	**32**	0	**2**	0	0	0	0	0	**16**	0	0	237	**1235**
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	**80**	**3**	0	0	**21**	0	**1**	**63**	**2**	0	0	**44**	**3**	**26**	0	**2**	0	0	0	0	0	**38**	0	0	283	**1328**
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	**67**	**4**	0	0	**61**	0	0	**71**	**1**	0	0	**48**	**1**	**54**	0	**1**	0	0	0	0	0	**42**	0	0	350	**1329**
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	**75**	0	0	0	**64**	0	0	**58**	**3**	0	0	**60**	0	**58**	0	**1**	0	0	0	0	0	**46**	0	0	365	**1263**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	**89**	**5**	0	0	**48**	0	0	**64**	**1**	0	0	**38**	**3**	**63**	0	**1**	0	0	0	0	0	**18**	0	0	330	**1143**
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	**65**	**4**	0	0	**23**	0	0	**63**	**1**	0	0	**40**	**1**	**57**	0	0	0	0	0	0	0	**30**	0	0	284	**813**
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	**64**	**4**	0	0	**29**	0	0	**63**	**1**	0	0	**43**	**1**	**47**	**1**	**1**	0	0	0	0	0	**30**	0	0	284	**529**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	**63**	0	0	0	**37**	0	0	**61**	**2**	0	0	**49**	0	**17**	0	**1**	0	0	0	0	0	**15**	0	0	245	**245**
5:00 PM																																					

Grand Total	0		0		0		0	0	0	0		2484		0				45	2046		0		1411				57	0		0		0				32	9547
Apprch %																																					
Total %																																					
Heavy Vehicles	0		0		0					0		158		0					96		0		62					0		0		0					316
% Heavy Vehicles	0%		0%		0%					0%		6%		0%					5%		0%		4%					0%		0%		0%					3%
Busses									0									45									57									32	134
% Busses									0.0%									1.8%									1.6%									1.00	1.4%
Peak Hour Total	**0**		**0**		**0**					**0**		**0**		**331**					**0**		**287**		**68**					**0**		**0**		**0**					
Peak Hour Factor																																					

Section 3

7-21-08, Intersection of Ridge Rd, RR Ave, Church St

Paradigm Engineering LLC

Intersection Volume Count

Project: **York Beach Parking Study**
Client: **Town of York, Maine, Planning Departmen**
Observer: **Hristo Iordanov**
Intersection: **Church Street - Railroad Ave and Ridge Road**
Intersection Control: **None**
Date: **Monday, July 21, 2008**
Weather: **Cloudy**

Start Time	From North									From East									From South									From West									Int. Total	PEAK HOUR
	Right		Thru		Left		Peds	Bikes	Trolley	Right		Thru		Left		Peds	Bikes	Trolley	Right		Thru		Left		Peds	Bikes	Trolley	Right		Thru		Left		Peds	Bikes	Trolley		
	Cars	Trucks	Cars	Trucks	Cars	Trucks				Cars	Trucks	Cars	Trucks	Cars	Trucks				Cars	Trucks	Cars	Trucks	Cars	Trucks				Cars	Trucks	Cars	Trucks	Cars	Trucks					
8:00 AM	22	2	0	0	28	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	61	309
8:15 AM	35	2	0	0	29	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	83	339
8:30 AM	39	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0	0	0	0	0	0	86	358
8:45 AM	28	2	0	0	26	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	0	0	0	0	0	0	79	397
9:00 AM	33	0	0	0	42	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	91	419
9:15 AM	38	0	0	0	46	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	102	435
9:30 AM	46	0	0	0	49	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	0	0	0	0	0	0	125	452
9:45 AM	60	6	0	0	20	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	101	469
10:00 AM	53	1	0	0	23	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	0	0	0	0	0	0	107	524
10:15 AM	73	9	0	0	23	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	119	565
10:30 AM	78	3	0	0	31	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	2	0	0	0	0	0	142	592
10:45 AM	77	6	0	0	38	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	1	0	0	0	0	0	156	614
11:00 AM	65	1	0	0	55	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	1	0	0	0	0	0	148	602
11:15 AM	75	1	0	0	53	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	146	580
11:30 AM	73	1	0	0	60	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	1	0	0	0	0	0	164	582
11:45 AM	50	0	0	0	66	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	1	0	0	0	0	0	144	581
12:00 PM	43	2	0	0	55	7	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	126	593
12:15 PM	74	2	0	0	50	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0	0	0	0	0	0	148	609
12:30 PM	84	4	0	0	48	5	0	0	1	0	0	1	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	163	580
12:45 PM	78	2	0	0	56	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	2	0	0	0	0	0	156	554
1:00 PM	63	6	0	0	52	4	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	142	538
1:15 PM	44	1	0	0	52	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	119	527
1:30 PM	60	2	0	0	66	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	137	537
1:45 PM	72	1	0	0	45	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	1	0	0	0	0	0	140	542
2:00 PM	49	1	0	0	60	4	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	131	627
2:15 PM	52	1	0	0	60	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	129	660
2:30 PM	43	2	0	0	82	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	142	741
2:45 PM	101	2	0	0	100	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	1	0	0	0	0	0	225	732
3:00 PM	53	2	0	0	94	5	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	0	1	164	676
3:15 PM	71	3	0	0	121	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	210	682
3:30 PM	45	2	0	0	70	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	133	597
3:45 PM	53	1	0	0	87	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	0	0	0	0	0	0	169	605
4:00 PM	47	0	0	0	96	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	1	0	0	0	0	0	170	578
4:15 PM	40	3	0	0	64	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0	0	0	0	0	0	125	408
4:30 PM	54	3	0	0	65	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	141	
4:45 PM	54	1	0	0	60	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	0	0	0	0	0	0	142	
5:00 PM																																						
																																					741
Grand Total	2222		0		2231		0	0	26	0		1		0				0	5		0		0				0		669		0				1	5154	
Apprch %																																						
Total %																																						
Heavy Vehicles	75		0		96					0		0		0					0		0		0					0		15		0					186	
% Heavy Vehicles	3%		0%		4%					0%		0%		0%					0%		0%		0%					0%		2%		0%					4%	
Busses									26									0									0									1	27	
% Busses									0.6%									0.0%									0.0%									0.1%	0.5%	
Peak Hour Total	**0**		**313**		**409**					**0**		**242**		**1**					**0**		**5**		**0**					**0**		**0**		**99**						
Peak Hour Factor																																						

Section 4

7-21-08, Intersection of Ocean Ave, Ellis Lot So. Entrance

Paradigm Engineering LLC

Intersection Volume Count

Project: **York Beach Parking Study**
Client: **Town of York, Maine, Planning Departmen**
Intersection: **Ocean Ave and Ellis Parking Lot 1**
Date: **Monday, July 21, 2008**

Observer: **Hristo Iordanov**
Intersection Control: **None**
Weather: **Sunny**

Start Time	From North									From East									From South									From West									Int. Total	PEAK HOUR
	Right		Thru		Left		Peds	Bikes	Trolley	Right		Thru		Left		Peds	Bikes	Trolley	Right		Thru		Left		Peds	Bikes	Trolley	Right		Thru		Left		Peds	Bikes	Trolley		
	Cars	Trucks	Cars	Trucks	Cars	Trucks				Cars	Trucks	Cars	Trucks	Cars	Trucks				Cars	Trucks	Cars	Trucks	Cars	Trucks				Cars	Trucks	Cars	Trucks	Cars	Trucks					
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	10	0	59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70	293
8:15 AM	0	0	0	0	0	0	0	0	0	7	0	2	0	0	0	0	0	0	4	0	45	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	62	332
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	12	0	48	5	0	0	0	0	0	0	0	0	1	1	0	0	0	0	69	368
8:45 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	16	0	65	4	0	3	0	0	0	0	0	1	0	0	0	0	0	0	92	404
9:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	25	0	76	2	1	0	0	0	0	0	0	1	1	1	0	0	0	0	109	426
9:15 AM	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	22	0	70	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	98	423
9:30 AM	0	0	0	0	0	0	0	0	0	3	1	1	0	0	0	0	1	0	11	0	76	7	3	0	0	0	0	0	0	1	0	1	0	0	0	0	105	464
9:45 AM	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	21	0	80	4	1	0	0	0	2	0	0	0	0	2	0	0	0	0	114	479
10:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	28	0	69	4	0	0	0	0	1	0	0	2	0	1	0	0	0	0	106	523
10:15 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	38	0	83	6	1	0	0	0	2	1	0	0	0	2	0	0	0	0	139	583
10:30 AM	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	1	0	30	1	80	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	120	569
10:45 AM	0	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	1	0	30	0	101	7	0	0	0	0	3	0	0	0	0	4	0	0	0	0	158	599
11:00 AM	0	0	0	0	0	0	0	0	0	16	0	1	0	0	0	0	0	0	35	0	103	6	0	0	0	0	2	0	0	0	0	3	0	0	0	0	166	592
11:15 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	32	1	75	7	1	0	0	0	2	0	0	0	0	0	0	0	0	0	125	574
11:30 AM	0	0	0	0	0	0	0	0	0	13	2	1	0	0	0	0	1	0	30	0	100	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	150	608
11:45 AM	0	0	0	0	0	0	0	0	0	18	1	1	0	0	0	0	0	0	39	0	81	3	3	0	0	0	1	0	0	0	0	3	1	0	0	0	151	621
12:00 PM	0	0	0	0	0	0	0	0	0	20	0	2	0	0	0	0	0	0	33	0	78	6	6	0	0	0	1	0	0	1	0	1	0	0	0	0	148	656
12:15 PM	0	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	0	0	27	0	112	3	3	0	0	0	1	0	0	0	0	0	0	0	0	0	159	679
12:30 PM	0	0	0	0	0	0	0	0	0	13	1	1	0	0	0	0	1	0	30	0	108	4	2	0	0	0	1	0	0	0	0	1	1	0	0	0	163	690
12:45 PM	0	0	0	0	0	0	0	0	0	27	0	1	0	0	0	0	0	0	36	0	110	6	1	0	0	0	1	0	0	0	0	4	0	0	0	0	186	712
1:00 PM	0	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0	33	0	108	5	6	0	0	0	2	0	0	0	0	1	0	0	0	0	171	671
1:15 PM	0	0	0	0	0	0	0	0	0	21	1	4	0	0	0	0	0	0	37	0	102	4	0	0	0	0	1	0	0	0	0	0	0	0	0	0	170	653
1:30 PM	0	0	0	0	0	0	0	0	0	27	0	0	0	0	0	0	0	0	36	0	109	4	7	0	0	0	1	0	0	0	0	1	0	0	0	0	185	625
1:45 PM	0	0	0	0	0	0	0	0	0	19	0	0	0	0	0	0	0	0	25	0	91	5	4	0	0	0	0	0	0	0	0	1	0	0	0	0	145	595
2:00 PM	0	0	0	0	0	0	0	0	0	20	0	0	0	0	0	0	0	0	35	0	85	4	3	0	0	0	2	0	0	2	0	2	0	0	0	0	153	633
2:15 PM	0	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0	27	1	80	11	4	0	0	0	2	0	0	0	0	1	0	0	0	0	142	705
2:30 PM	0	0	0	0	0	0	0	0	0	17	1	2	0	0	0	0	1	0	18	0	109	2	3	0	0	0	1	0	0	0	0	1	0	0	0	0	155	773
2:45 PM	0	0	0	0	0	0	0	0	0	32	0	0	0	0	0	0	0	0	19	0	116	5	5	0	0	0	1	0	0	1	0	4	0	0	0	0	183	789
3:00 PM	0	0	0	0	0	0	0	0	0	36	0	4	0	0	0	0	0	0	36	1	135	3	9	0	0	0	1	0	0	0	0	0	0	0	0	0	225	761
3:15 PM	0	0	0	0	0	0	0	0	0	25	0	2	0	0	0	0	0	0	27	0	148	3	2	0	0	0	1	0	0	0	0	2	0	0	0	0	210	678
3:30 PM	0	0	0	0	0	0	0	0	0	26	1	2	0	0	0	0	1	0	26	0	98	6	5	0	0	0	2	0	0	1	0	3	0	0	0	0	171	618
3:45 PM	0	0	0	0	0	0	0	0	0	23	0	0	0	0	0	0	0	0	25	0	99	3	3	0	0	0	1	0	0	0	0	1	0	0	0	0	155	582
4:00 PM	0	0	0	0	0	0	0	0	0	20	0	0	0	0	0	0	0	0	33	0	85	1	1	0	0	0	1	0	0	0	0	1	0	0	0	0	142	578
4:15 PM	0	0	0	0	0	0	0	0	0	16	0	1	0	0	0	0	0	0	25	0	101	1	2	0	0	0	0	0	0	0	0	4	0	0	0	0	150	436
4:30 PM	0	0	0	0	0	0	0	0	0	23	0	1	0	0	0	0	0	0	27	0	74	4	3	0	0	0	1	0	0	0	0	2	0	0	0	0	135	
4:45 PM	0	0	0	0	0	0	0	0	0	17	1	0	0	0	0	0	1	0	20	0	107	1	0	0	0	0	0	0	0	0	0	4	0	0	0	0	151	
5:00 PM																																						
																																					789
Grand Total	0		0		0		0	0	0	554		32		0				0	990		3621		88				35	1		12		56				0	5397
Apprch %																																						
Total %																																						
Heavy Vehicles	0		0		0					13		0		0					4		141		3					0		2		2					165
% Heavy Vehicles	0%		0%		0%					2%		0%		0%					0%		4%		3%					0%		17%		4%					3%
Busses									0									0									35									0	35
% Busses									0.0%									0.0%									0.7%									0.0%	0.6%
Peak Hour Total	**0**		**0**		**0**					**0**		**120**		**8**					**0**		**142**		**521**					**0**		**1**		**4**					
Peak Hour Factor																																						

Section 5

7-29-08, Intersection of Main St, RR Ave, Beach St

Paradigm Engineering LLC

Intersection Volume Count

Project: **York Beach Parking Study**
Client: **Town of York, Maine, Planning Departmen**
Intersection: **Main Street and Railroad Ave - Beech St**
Date: **Tuesday, July 29, 2008**

Observer: **Hristo Iordanov**
Intersection Control: **None**
Weather: **Sunny**

Start Time	From North									From East									From South									From West									Int. Total	PEAK HOUR
	Right		Thru		Left		Peds	Bikes	Trolley	Right		Thru		Left		Peds	Bikes	Trolley	Right		Thru		Left		Peds	Bikes	Trolley	Right		Thru		Left		Peds	Bikes	Trolley		
	Cars	Trucks	Cars	Trucks	Cars	Trucks				Cars	Trucks	Cars	Trucks	Cars	Trucks				Cars	Trucks	Cars	Trucks	Cars	Trucks				Cars	Trucks	Cars	Trucks	Cars	Trucks					
8:00 AM	19	2	4	2	1	0	40	1	0	0	0	0	0	0	0	19	0	1	2	0	4	0	3	0	30	3	0	1	0	2	0	31	2	10	1	0	178	787
8:15 AM	37	4	5	0	0	0	37	1	0	0	0	0	0	0	0	17	0	2	0	1	5	0	1	0	29	7	0	0	0	1	1	26	5	19	3	0	201	858
8:30 AM	31	4	5	0	2	0	24	4	0	0	0	0	0	0	0	25	0	1	2	0	6	1	5	0	30	4	0	0	0	1	0	24	2	11	4	0	186	863
8:45 AM	54	6	4	0	3	0	23	2	0	0	0	0	0	0	0	26	0	2	1	0	7	0	5	0	30	2	0	1	0	6	0	32	1	12	5	0	222	968
9:00 AM	42	2	4	0	2	0	60	2	0	0	0	1	0	0	0	26	0	6	0	0	0	0	4	1	43	0	0	0	0	4	0	22	1	26	3	0	249	1201
9:15 AM	49	7	15	0	2	0	36	4	0	0	0	0	0	0	0	23	0	3	2	0	4	0	3	0	14	0	0	2	1	3	1	34	2	1	0	0	206	1335
9:30 AM	42	3	12	1	1	0	56	4	0	0	0	0	0	0	0	39	0	4	0	0	5	0	1	0	45	1	0	3	0	4	0	33	3	22	12	0	291	1475
9:45 AM	51	3	16	1	1	0	94	3	0	0	0	0	0	0	0	132	0	0	1	0	4	0	5	2	86	1	0	3	0	5	0	23	1	14	9	4	455	1682
10:00 AM	54	4	30	0	2	0	78	0	0	0	0	0	0	0	0	76	0	2	2	0	7	0	5	1	52	0	0	1	0	2	0	44	4	17	2	0	383	1613
10:15 AM	43	3	25	0	3	0	84	1	0	0	0	0	0	0	0	58	0	3	2	1	6	1	4	2	44	1	0	2	0	3	0	41	5	12	2	0	346	1644
10:30 AM	63	5	35	0	7	0	119	2	0	0	0	0	0	0	0	52	0	2	3	0	14	0	9	0	104	2	0	1	1	4	1	53	4	13	4	0	498	1628
10:45 AM	72	6	21	0	7	0	95	4	0	0	0	0	0	0	0	26	0	2	0	1	7	0	7	0	55	8	0	0	0	2	0	64	5	3	1	0	386	1443
11:00 AM	80	3	29	0	2	0	82	3	0	0	0	0	0	0	0	51	0	0	7	0	10	0	0	0	58	2	0	3	0	4	0	59	4	15	2	0	414	1365
11:15 AM	65	2	18	0	4	0	70	3	0	0	0	1	0	0	0	39	0	4	1	0	6	0	6	1	46	0	0	3	0	6	0	42	3	9	1	0	330	1352
11:30 AM	63	9	21	2	3	0	42	0	0	0	0	0	0	0	0	0	0	0	4	0	7	0	6	0	56	0	0	0	0	6	0	56	1	37	0	0	313	1376
11:45 AM	59	4	28	0	2	0	28	0	0	0	0	0	0	0	0	0	0	0	7	1	15	0	8	0	52	2	0	0	0	9	0	62	4	27	0	0	308	1410
12:00 PM	62	2	26	1	7	0	85	2	0	0	0	0	0	0	0	45	0	0	6	0	8	0	14	0	77	1	0	0	0	5	0	51	3	6	0	0	401	1508
12:15 PM	49	3	17	1	3	0	89	3	0	1	0	1	0	0	0	56	0	0	5	0	14	0	9	0	43	0	0	2	0	6	1	41	5	5	0	0	354	1502
12:30 PM	73	0	21	1	4	0	43	0	0	0	0	0	0	0	0	5	0	0	7	0	19	1	9	1	71	3	0	0	0	7	1	47	1	33	0	0	347	1584
12:45 PM	66	4	29	0	4	0	78	2	0	0	0	0	0	0	0	50	0	2	3	0	12	1	10	0	67	0	0	2	0	5	0	58	4	4	5	0	406	1694
1:00 PM	62	3	18	0	3	0	65	5	0	0	0	0	0	0	0	51	0	5	5	1	11	2	8	1	60	2	0	6	0	8	1	55	5	14	4	0	395	1723
1:15 PM	56	3	22	0	20	1	90	0	0	0	0	0	0	0	0	60	0	2	8	0	10	0	17	0	58	6	0	2	0	10	1	54	7	7	2	0	436	1714
1:30 PM	74	10	17	0	3	0	101	3	0	0	0	0	0	0	0	80	0	0	7	0	13	0	8	0	73	0	0	3	0	4	0	46	9	6	0	0	457	1658
1:45 PM	60	10	12	0	3	0	13	3	0	0	0	0	0	0	0	105	0	2	3	0	15	1	5	0	82	0	0	1	0	5	0	40	8	67	0	0	435	1602
2:00 PM	72	3	14	0	7	0	109	0	0	0	0	0	0	0	0	39	0	0	8	0	15	0	5	0	34	1	0	2	0	5	0	54	6	12	0	0	386	1537
2:15 PM	67	3	19	0	5	0	93	2	0	0	0	0	0	0	0	22	0	0	4	0	22	0	10	0	43	0	0	1	0	7	0	63	6	10	3	0	380	1495
2:30 PM	55	6	11	0	1	0	100	0	0	0	0	0	0	0	0	67	0	0	3	0	10	0	10	0	46	0	0	0	0	5	0	67	3	16	1	0	401	1451
2:45 PM	56	1	8	0	2	0	67	3	0	0	0	0	0	0	0	52	0	0	4	0	13	0	8	0	76	0	0	2	0	2	0	68	2	3	3	0	370	1319
3:00 PM	46	1	11	0	3	0	109	0	0	0	0	0	0	0	0	54	0	0	1	1	8	0	6	0	48	0	0	2	0	3	0	42	3	4	2	0	344	1210
3:15 PM	68	3	8	0	3	0	76	0	0	0	0	0	0	0	0	47	0	0	1	0	17	2	3	0	42	0	0	0	0	3	0	55	2	6	0	0	336	1158
3:30 PM	50	1	21	2	4	0	35	0	0	0	0	0	0	0	0	22	0	0	2	0	19	0	5	0	30	0	0	1	0	2	0	71	0	3	1	0	269	1155
3:45 PM	45	6	12	0	2	0	35	0	0	0	0	0	0	0	0	23	0	0	1	1	21	1	4	0	31	0	0	1	0	7	0	62	5	4	0	0	261	1192
4:00 PM	83	3	12	0	0	0	43	1	0	0	0	0	0	0	0	20	0	0	1	0	13	0	9	0	34	1	0	0	0	7	0	61	2	2	0	0	292	1218
4:15 PM	55	1	15	0	4	0	43	0	0	0	0	0	0	0	0	50	0	1	2	0	21	0	1	0	70	1	0	1	0	5	0	54	2	7	0	0	333	926
4:30 PM	53	1	7	0	2	0	36	2	0	1	0	0	0	0	0	42	0	0	4	0	7	0	6	0	52	0	0	3	0	0	0	64	1	22	3	0	306	
4:45 PM	56	2	8	0	5	0	59	1	0	0	0	0	0	0	0	20	0	1	1	0	16	0	7	0	32	0	0	2	0	2	0	54	1	20	0	1	287	
5:00 PM																																						
																																					1723
Grand Total	2289		613		130		2337	61	154	2		3		0				117	123		419		243				118	55		175		2003				63	12882	
Apprch %																																						
Total %																																						
Heavy Vehicles	133		11		1					0		0		0					7		10		9					2		7		122					302	
% Heavy Vehicles	6%		2%		1%					0%		0%		0%					6%		2%		4%					4%		4%		6%					2%	
Busses									154									117									118									63	452	
% Busses									4.8%									95.9%									13.1%									2.7%	3.5%	
Peak Hour Total	**0**		**300**		**34**					**0**		**20**		**1**					**0**		**26**		**87**					**0**		**13**		**33**						
Peak Hour Factor																																						

Section 6

7-29-08, Intersection of Ocean Ave, RR Ave

Paradigm Engineering LLC

Intersection Volume Count

Project: **York Beach Parking Study**
Client: **Town of York, Maine, Planning Departmen**
Intersection: **Ocean Ave and Railroad Avenue**
Date: **Tuesday, July 29, 2008**

Observer: **Edward McNally**
Intersection Control: **None**
Weather: **Sunny**

Start Time	From North									From East									From South									From West									Int. Total	PEAK HOUR
	Right		Thru		Left		Peds	Bikes	Trolley	Right		Thru		Left		Peds	Bikes	Trolley	Right		Thru		Left		Peds	Bikes	Trolley	Right		Thru		Left		Peds	Bikes	Trolley		
	Cars	Trucks	Cars	Trucks	Cars	Trucks				Cars	Trucks	Cars	Trucks	Cars	Trucks				Cars	Trucks	Cars	Trucks	Cars	Trucks				Cars	Trucks	Cars	Trucks	Cars	Trucks					
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	**26**	**3**	0	0	**33**	0	0	**32**	**3**	0	0	**19**	**5**	**20**	**1**	0	0	0	0	0	0	0	**14**	0	0	156	**627**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	**35**	**4**	0	0	**7**	0	0	**25**	**8**	0	0	**24**	**5**	**10**	0	0	0	0	0	0	0	0	**22**	0	0	140	**610**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	**26**	**5**	0	0	**22**	0	**1**	**24**	**3**	0	0	**30**	**2**	**21**	**2**	0	0	0	0	0	0	0	**6**	0	0	142	**706**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	**55**	**8**	0	0	**23**	0	0	**39**	**1**	0	0	**28**	**1**	**19**	0	0	0	0	0	0	0	0	**15**	0	0	189	**766**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	**37**	**3**	0	0	**28**	0	0	**22**	**2**	0	0	**21**	**1**	**5**	0	0	0	0	0	0	0	0	**20**	0	0	139	**820**
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	**56**	**7**	0	0	**23**	0	0	**42**	**2**	0	0	**38**	0	**39**	**4**	0	0	0	0	0	0	0	**25**	0	0	236	**947**
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	**38**	**6**	0	0	**26**	0	0	**40**	**4**	0	0	**27**	0	**31**	0	0	0	0	0	0	0	0	**30**	0	0	202	**960**
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	**54**	**6**	0	0	**30**	0	0	**29**	**4**	0	0	**39**	**1**	**42**	0	0	0	0	0	0	0	0	**38**	0	0	243	**1038**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	**54**	**10**	0	0	**53**	0	0	**50**	**5**	0	0	**36**	**4**	**29**	0	**1**	0	0	0	0	0	0	**24**	0	0	266	**1150**
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	**45**	**6**	0	0	**34**	0	0	**51**	**5**	0	0	**33**	**2**	**39**	0	**1**	0	0	0	0	0	0	**33**	0	0	249	**1198**
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	**55**	**5**	0	0	**74**	0	0	**52**	**6**	0	0	**37**	**5**	**17**	0	**1**	0	0	0	0	0	0	**28**	0	0	280	**1284**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	**84**	**5**	0	0	**52**	0	0	**79**	**6**	0	0	**35**	0	**53**	0	**1**	0	0	0	0	0	0	**40**	0	0	355	**1301**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	**89**	**4**	0	0	**58**	0	0	**73**	**5**	0	0	0	**3**	**48**	0	**1**	0	0	0	0	0	0	**33**	0	0	314	**1238**
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	**86**	**6**	0	0	**49**	0	0	**69**	0	0	0	**51**	**1**	**36**	0	**1**	0	0	0	0	0	0	**36**	0	0	335	**1208**
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	**40**	**8**	0	0	**64**	0	0	**51**	**3**	0	0	**33**	**5**	**58**	**5**	**1**	0	0	0	0	0	0	**29**	0	0	297	**1163**
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	**70**	**4**	0	0	**29**	0	0	**79**	**3**	0	0	**45**	**3**	**45**	**2**	**1**	0	0	0	0	0	0	**11**	0	0	292	**1306**
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	**84**	**5**	0	0	**40**	0	0	**50**	**5**	0	0	**43**	**2**	**38**	**1**	**1**	0	0	0	0	0	0	**15**	0	0	284	**1405**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	**77**	**7**	0	0	**70**	0	0	**53**	**7**	0	0	**26**	**2**	**30**	0	**1**	0	0	0	0	0	0	**17**	0	0	290	**1487**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	**84**	**3**	0	0	**115**	0	0	**57**	**3**	0	0	**46**	**4**	**67**	**1**	**1**	0	0	0	0	0	0	**59**	0	0	440	**1484**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	**75**	**3**	0	0	**95**	**1**	0	**65**	**3**	0	0	**45**	0	**58**	**2**	**1**	0	0	0	0	0	0	**43**	0	0	391	**1397**
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	**80**	**4**	0	0	**47**	0	0	**69**	**6**	0	0	**52**	**5**	**49**	**5**	**3**	0	0	0	0	0	0	**46**	0	0	366	**1334**
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	**53**	**3**	0	0	**63**	**2**	0	**46**	**4**	0	0	**29**	**4**	**41**	**3**	**1**	0	0	0	0	0	0	**38**	0	0	287	**1325**
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	**85**	**11**	0	0	**47**	**1**	0	**58**	**9**	0	0	**51**	**1**	**33**	0	**4**	0	0	0	0	0	0	**53**	0	0	353	**1442**
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	**68**	**11**	0	0	**50**	0	0	**51**	**7**	0	0	**55**	**5**	**45**	**4**	**1**	0	0	0	0	0	0	**31**	0	0	328	**1487**
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	**76**	**6**	0	0	**80**	0	0	**65**	**5**	0	0	**44**	**3**	**48**	**3**	**2**	0	0	0	0	0	0	**25**	0	0	357	1507
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	**73**	**3**	0	0	**100**	0	0	**75**	**8**	0	0	**52**	**3**	**45**	0	**3**	0	0	0	0	0	0	**42**	0	0	404	**1466**
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	**72**	**7**	0	0	**88**	**1**	0	**74**	**2**	0	0	**50**	**4**	**50**	0	**1**	0	0	0	0	0	0	**49**	0	0	398	**1317**
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	**66**	**2**	0	0	**80**	0	0	**79**	**3**	0	0	**44**	**1**	**22**	0	**1**	0	0	0	0	0	0	**50**	0	0	348	**1193**
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	**54**	**1**	0	0	**74**	0	0	**56**	**4**	0	0	**43**	**1**	**40**	0	**1**	0	0	0	0	0	0	**42**	0	0	316	**1076**
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	**69**	**2**	0	0	**48**	0	0	**59**	**3**	0	0	**20**	**1**	**32**	0	**1**	0	0	0	0	0	0	**20**	0	0	255	**1062**
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	**66**	**4**	0	0	**36**	0	0	**75**	**3**	0	0	**29**	**1**	**32**	0	**3**	0	0	0	0	0	0	**25**	0	0	274	**1094**
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	**50**	**4**	0	0	**25**	0	0	**71**	**5**	0	0	**48**	0	**20**	0	0	0	0	0	0	0	0	**8**	0	0	231	**1103**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	**90**	**6**	0	0	**34**	0	0	**74**	**2**	0	0	**37**	**2**	**35**	0	**2**	0	0	0	0	0	0	**20**	0	0	302	**1159**
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	**57**	**4**	0	0	**51**	**1**	0	**64**	**2**	0	0	**43**	0	**43**	0	**1**	0	0	0	0	0	0	**21**	0	0	287	**857**
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	**58**	0	0	0	**38**	0	0	**71**	**1**	0	0	**38**	**1**	**42**	**2**	**1**	0	0	0	0	0	0	**31**	0	0	283	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	**70**	**2**	0	0	**39**	0	0	**61**	**1**	0	0	**39**	**2**	**38**	0	0	0	0	0	0	0	0	**35**	0	0	287	
5:00 PM																																						
																																					1507
Grand Total	0		0		0		0	0	0	0		2571		0				81	2309		0		1516				97	0		0		0				72	10906
Apprch %																																						
Total %																																						
Heavy Vehicles	0		0		0					0		178		0					143		0		80					0		0		0					401
% Heavy Vehicles	0%		0%		0%					0%		7%		0%					6%		0%		5%					0%		0%		0%					4%
Busses									0									81									97									72	250
% Busses									0.0%									3.1%									2.5%									100.0%	2.3%
Peak Hour Total	**0**		**0**		**0**					**0**		**0**		**338**					**0**		**311**		**85**					**0**		**0**		**0**					
Peak Hour Factor																																						

Section 7

7-29-08, Intersection of Ridge Rd, RR Ave, Church St

Paradigm Engineering LLC

Intersection Volume Count

Project: **York Beach Parking Study**
Client: **Town of York, Maine, Planning Departmen**
Intersection: **Railroad Ave - Church S** **and** **Ridge Road**
Date: **Tuesday, July 29, 2008**

Observer: **Edward McNally**
Intersection Control: **None**
Weather: **Sunny**

Start Time	From North									From East									From South									From West									Int. Total	PEAK HOUR
	Right		Thru		Left		Peds	Bikes	Trolley	Right		Thru		Left		Peds	Bikes	Trolley	Right		Thru		Left		Peds	Bikes	Trolley	Right		Thru		Left		Peds	Bikes	Trolley		
	Cars	Trucks	Cars	Trucks	Cars	Trucks				Cars	Trucks	Cars	Trucks	Cars	Trucks				Cars	Trucks	Cars	Trucks	Cars	Trucks				Cars	Trucks	Cars	Trucks	Cars	Trucks					
8:00 AM	**19**	0	0	0	**43**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**17**	0	0	0	0	0	0	79	**356**
8:15 AM	**17**	**3**	0	0	**29**	**3**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**25**	**2**	0	0	0	0	0	79	**373**
8:30 AM	**25**	**1**	0	0	**36**	**4**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**22**	**1**	0	0	0	0	0	89	**462**
8:45 AM	**33**	**2**	0	0	**28**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**45**	**1**	0	0	0	0	0	109	**493**
9:00 AM	**31**	0	0	0	**28**	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**35**	0	0	0	0	0	0	96	**526**
9:15 AM	**32**	0	0	0	**72**	**3**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**60**	**1**	0	0	0	0	0	168	**569**
9:30 AM	**28**	0	0	0	**55**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**37**	0	0	0	0	0	0	120	**524**
9:45 AM	**23**	**3**	0	0	**77**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**37**	**1**	0	0	0	0	0	142	**547**
10:00 AM	**26**	**2**	0	0	**48**	**4**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**57**	**2**	0	0	0	0	0	139	**551**
10:15 AM	**32**	**1**	0	0	**44**	**5**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**40**	**1**	0	0	0	0	0	123	**588**
10:30 AM	**21**	0	0	0	**67**	**6**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**47**	**2**	0	0	0	0	0	143	**633**
10:45 AM	**17**	**1**	0	0	**87**	**3**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**37**	**1**	0	0	0	0	0	146	**637**
11:00 AM	**20**	0	0	0	**107**	**4**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**45**	0	0	0	0	0	0	176	**660**
11:15 AM	**18**	0	0	0	**111**	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**37**	0	0	0	0	0	0	168	**648**
11:30 AM	**14**	0	0	0	**86**	**3**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**44**	0	0	0	0	0	0	147	**625**
11:45 AM	**16**	**1**	0	0	**105**	**4**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**41**	**2**	0	0	0	0	0	169	**637**
12:00 PM	**17**	**1**	**1**	0	**104**	**3**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**38**	0	0	0	0	0	0	164	**618**
12:15 PM	**16**	0	0	0	**97**	**5**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**27**	0	0	0	0	0	0	145	**598**
12:30 PM	**17**	0	0	0	**112**	**3**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**26**	**1**	0	0	0	0	0	159	**563**
12:45 PM	**28**	0	0	0	**88**	**3**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**30**	**1**	0	0	0	0	0	150	**544**
1:00 PM	**23**	**1**	0	0	**90**	**4**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**24**	**2**	0	0	0	0	0	144	**531**
1:15 PM	**15**	**1**	0	0	**69**	**3**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**22**	0	0	0	0	0	0	110	**545**
1:30 PM	**20**	0	0	0	**94**	**8**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**17**	**1**	0	0	0	0	0	140	**600**
1:45 PM	**19**	**2**	0	0	**92**	**4**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**18**	**2**	0	0	0	0	0	137	**627**
2:00 PM	**33**	0	0	0	**95**	**4**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**26**	0	0	0	0	0	0	158	**671**
2:15 PM	**41**	0	0	0	**82**	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**39**	**1**	0	0	0	0	0	165	686
2:30 PM	**31**	**2**	0	0	**108**	**4**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**22**	0	0	0	0	0	0	167	**664**
2:45 PM	**32**	**2**	0	0	**122**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**23**	**2**	0	0	0	0	0	181	**660**
3:00 PM	**24**	**2**	0	0	**109**	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**34**	**2**	0	0	0	0	0	173	**607**
3:15 PM	**27**	**2**	0	0	**93**	**3**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**16**	**2**	0	0	0	0	0	143	**598**
3:30 PM	**34**	0	0	0	**97**	**3**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**28**	**1**	0	0	0	0	0	163	**612**
3:45 PM	**39**	**1**	0	0	**64**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**22**	**1**	0	0	0	0	0	128	**580**
4:00 PM	**31**	0	0	0	**100**	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**30**	**1**	0	0	0	0	0	164	**597**
4:15 PM	**63**	**1**	0	0	**68**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**24**	0	0	0	0	0	0	157	**433**
4:30 PM	**50**	0	0	0	**60**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**20**	0	0	0	0	0	0	131	
4:45 PM	**48**	0	0	0	**65**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**32**	0	0	0	0	0	0	145	
5:00 PM																																						
																																					686
Grand Total	1087		1		3082		0	0	0	0		0		0				0	0		0		0				0		1263		0				0	5433	
Apprch %																																						
Total %																																						
Heavy Vehicles	29		0		100					0		0		0					0		0		0					0		31		0					160	
% Heavy Vehicles	3%		0%		3%					0%		0%		0%					0%		0%		0%					0%		2%		0%					3%	
Busses									0									0								0										0	0	
% Busses									0.0%									0.0%								0.0%										0.0%	0.0%	
Peak Hour Total	**0**		**193**		**441**					**0**		**422**		**0**					**0**		**0**		**0**					**0**		**0**		**195**						
Peak Hour Factor																																						

Section 8

7-29-08, Intersection of Ocean Ave, Ellis Lot

So. Entrance

Paradigm Engineering LLC

Intersection Volume Count

Project: **York Beach Parking Study**
Client: **Town of York, Maine, Planning Departmen**
Intersection: **Ocean Ave and Ellis Parking Lot 1**
Date: **Tuesday, July 29, 2008**

Observer: **Hristo Iordanov**
Intersection Control: **None**
Weather: **Sunny**

Start Time	From North									From East									From South									From West									Int. Total	PEAK HOUR
	Right		Thru		Left		Peds	Bikes	Trolley	Right		Thru		Left		Peds	Bikes	Trolley	Right		Thru		Left		Peds	Bikes	Trolley	Right		Thru		Left		Peds	Bikes	Trolley		
	Cars	Trucks	Cars	Trucks	Cars	Trucks				Cars	Trucks	Cars	Trucks	Cars	Trucks				Cars	Trucks	Cars	Trucks	Cars	Trucks				Cars	Trucks	Cars	Trucks	Cars	Trucks					
8:00 AM	0	0	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	**4**	**1**	**44**	**6**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	57	**232**
8:15 AM	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**6**	0	**43**	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52	**233**
8:30 AM	0	0	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	**7**	**1**	**43**	**3**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	56	**255**
8:45 AM	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	**10**	**2**	**48**	**5**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67	**291**
9:00 AM	0	0	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	**10**	**1**	**43**	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58	**306**
9:15 AM	0	0	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	**11**	0	**56**	**5**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	74	**387**
9:30 AM	0	0	0	0	0	0	0	0	0	**4**	**1**	0	0	0	0	0	**1**	0	**15**	0	**64**	**5**	**1**	0	0	0	0	0	0	0	**1**	0	0	0	0	0	92	**436**
9:45 AM	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	**16**	**2**	**57**	**5**	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	82	**483**
10:00 AM	0	0	0	0	0	0	0	0	0	**6**	0	0	0	0	0	0	0	0	**42**	0	**86**	**5**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	139	**550**
10:15 AM	0	0	0	0	0	0	0	0	0	**4**	0	0	0	0	0	0	0	0	**30**	**2**	**80**	**6**	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	123	**571**
10:30 AM	0	0	0	0	0	0	0	0	0	**5**	**2**	0	0	0	0	0	**1**	0	**40**	0	**86**	**5**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	139	**600**
10:45 AM	0	0	0	0	0	0	0	0	0	**18**	0	**2**	0	0	0	0	0	0	**24**	0	**100**	**5**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	149	**602**
11:00 AM	0	0	0	0	0	0	0	0	0	**18**	0	**2**	0	0	0	0	0	0	**35**	0	**99**	**6**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	160	648
11:15 AM	0	0	0	0	0	0	0	0	0	**20**	0	0	0	0	0	0	0	0	**28**	0	**103**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	152	648
11:30 AM	0	0	0	0	0	0	0	0	0	**17**	**2**	0	0	0	0	0	**1**	0	**35**	0	**85**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	141	**636**
11:45 AM	0	0	0	0	0	0	0	0	0	**34**	0	0	0	0	0	0	0	0	**39**	0	**111**	**10**	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	195	**647**
12:00 PM	0	0	0	0	0	0	0	0	0	**20**	**2**	**2**	0	0	0	0	0	0	**38**	0	**89**	**7**	0	0	0	0	**2**	0	0	0	0	0	0	0	0	0	160	**584**
12:15 PM	0	0	0	0	0	0	0	0	0	**14**	0	**2**	0	0	0	0	0	0	**36**	0	**79**	**9**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	140	**585**
12:30 PM	0	0	0	0	0	0	0	0	0	**7**	**1**	**2**	0	0	0	0	**1**	0	**20**	**1**	**113**	**6**	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	152	**593**
12:45 PM	0	0	0	0	0	0	0	0	0	**23**	0	0	0	0	0	0	0	0	**32**	0	**74**	**3**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	132	**588**
1:00 PM	0	0	0	0	0	0	0	0	0	**15**	0	0	0	0	0	0	0	0	**27**	**1**	**112**	**6**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	161	**609**
1:15 PM	0	0	0	0	0	0	0	0	0	**22**	0	0	0	0	0	0	0	0	**34**	**1**	**82**	**9**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	148	**606**
1:30 PM	0	0	0	0	0	0	0	0	0	**21**	**1**	0	0	0	0	0	0	0	**28**	0	**82**	**11**	0	0	0	0	**4**	0	0	0	0	0	0	0	0	0	147	**627**
1:45 PM	0	0	0	0	0	0	0	0	0	**16**	0	**2**	0	0	0	0	0	0	**36**	0	**89**	**10**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	153	**633**
2:00 PM	0	0	0	0	0	0	0	0	0	**21**	**1**	0	0	0	0	0	0	0	**27**	0	**98**	**9**	0	0	0	0	**2**	0	0	0	0	0	0	0	0	0	158	**627**
2:15 PM	0	0	0	0	0	0	0	0	0	**14**	0	0	0	0	0	0	0	0	**21**	0	**122**	**10**	0	0	0	0	**2**	0	0	0	0	0	0	0	0	0	169	**619**
2:30 PM	0	0	0	0	0	0	0	0	0	**11**	0	0	0	0	0	0	0	0	**26**	0	**107**	**9**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	153	**619**
2:45 PM	0	0	0	0	0	0	0	0	0	**15**	**1**	0	0	0	0	0	**1**	0	**28**	0	**99**	**3**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	147	**605**
3:00 PM	0	0	0	0	0	0	0	0	0	**20**	0	0	0	0	0	0	0	0	**24**	**1**	**97**	**8**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	150	**588**
3:15 PM	0	0	0	0	0	0	0	0	0	**17**	0	**1**	0	0	0	0	0	0	**20**	0	**119**	**7**	0	0	0	0	**3**	0	0	0	**2**	0	0	0	0	0	169	**589**
3:30 PM	0	0	0	0	0	0	0	0	0	**12**	0	0	0	0	0	0	0	0	**20**	**1**	**101**	**4**	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	139	**561**
3:45 PM	0	0	0	0	0	0	0	0	0	**22**	**1**	**2**	0	0	0	0	**1**	0	**22**	0	**76**	**5**	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	130	**565**
4:00 PM	0	0	0	0	0	0	0	0	0	**25**	0	0	0	0	0	0	0	0	**18**	0	**103**	**2**	0	0	0	0	**1**	0	0	0	**1**	0	**1**	0	0	0	151	**593**
4:15 PM	0	0	0	0	0	0	0	0	0	**18**	0	0	0	0	0	0	0	0	**22**	0	**94**	**4**	0	0	0	0	0	0	0	0	**1**	0	**2**	0	0	0	141	**442**
4:30 PM	0	0	0	0	0	0	0	0	0	**18**	**1**	0	0	0	0	0	**1**	0	**24**	0	**94**	**2**	0	0	0	0	**1**	0	0	0	**1**	0	**1**	0	0	0	143	
4:45 PM	0	0	0	0	0	0	0	0	0	**11**	0	**2**	0	0	0	0	0	0	**35**	0	**104**	**3**	0	**1**	0	0	0	0	0	0	**2**	0	0	0	0	0	158	
5:00 PM																																						
																																						648
Grand Total	0		0		0		0	0	0	499		17		0				0	926		3471		2				19	0		7		7				0	4955	
Apprch %																																						
Total %																																						
Heavy Vehicles	0		0		0					15		0		0					14		199		1					0		0		0					229	
% Heavy Vehicles	0%		0%		0%					3%		0%		0%					2%		6%		50%					0%		0%		0%					5%	
Busses									0									0									19									0	19	
% Busses									0.0%									0.0%									0.4%									0.0%	0.4%	
Peak Hour Total	**0**		**0**		**0**					**0**		**95**		**6**					**0**		**148**		**457**					**0**		**0**		**5**						
Peak Hour Factor																																						

Section 9

7-29-08, Intersection of Ocean Ave, Ellis Lot No. Entrance

Paradigm Engineering LLC

Intersection Volume Count

Project: **York Beach Parking Study**
Client: **Town of York, Maine, Planning Departmen**
Observer: **Hristo Iordanov**
Intersection: **Ocean Ave and Ellis Parking Lot 2 (northern entrance**
Intersection Control: **None**
Date: **Tuesday, July 29, 2008**
Weather: **Sunny**

Start Time	From North									From East									From South									From West									Int. Total	PEAK HOUR
	Right		Thru		Left		Peds	Bikes	Trolley	Right		Thru		Left		Peds	Bikes	Trolley	Right		Thru		Left		Peds	Bikes	Trolley	Right		Thru		Left		Peds	Bikes	Trolley		
	Cars	Trucks	Cars	Trucks	Cars	Trucks				Cars	Trucks	Cars	Trucks	Cars	Trucks				Cars	Trucks	Cars	Trucks	Cars	Trucks				Cars	Trucks	Cars	Trucks	Cars	Trucks					
8:00 AM	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	**3**	0	0	**5**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	**33**
8:15 AM	0	0	0	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	0	**5**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	**29**
8:30 AM	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	**6**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	**26**
8:45 AM	0	0	0	0	0	0	0	0	0	**8**	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	**27**
9:00 AM	0	0	0	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	**32**
9:15 AM	0	0	0	0	0	0	0	0	0	**2**	**1**	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	**34**
9:30 AM	0	0	0	0	0	0	0	0	0	**6**	0	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	**42**
9:45 AM	0	0	0	0	0	0	0	0	0	**11**	0	0	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	**49**
10:00 AM	0	0	0	0	0	0	0	0	0	**5**	0	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	**50**
10:15 AM	0	0	0	0	0	0	0	0	0	**4**	0	0	0	0	0	0	0	0	**8**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	**71**
10:30 AM	0	0	0	0	0	0	0	0	0	**9**	0	0	0	0	0	0	0	0	**6**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	**84**
10:45 AM	0	0	0	0	0	0	0	0	0	**7**	0	0	0	0	0	0	0	0	**8**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	**95**
11:00 AM	0	0	0	0	0	0	0	0	0	**21**	0	0	0	0	0	0	0	0	**7**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	**100**
11:15 AM	0	0	0	0	0	0	0	0	0	**21**	0	0	0	0	0	0	0	0	**5**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	**92**
11:30 AM	0	0	0	0	0	0	0	0	0	**19**	**1**	0	0	0	0	0	0	0	**6**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	**93**
11:45 AM	0	0	0	0	0	0	0	0	0	**9**	**1**	0	0	0	0	0	0	0	**10**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	**106**
12:00 PM	0	0	0	0	0	0	0	0	0	**12**	0	0	0	0	0	0	0	0	**8**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	**104**
12:15 PM	0	0	0	0	0	0	0	0	0	**14**	**1**	0	0	0	0	0	0	0	**12**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	108
12:30 PM	0	0	0	0	0	0	0	0	0	**23**	0	0	0	0	0	0	0	0	**13**	**3**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39	**101**
12:45 PM	0	0	0	0	0	0	0	0	0	**14**	0	0	0	0	0	0	0	0	**4**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	**79**
1:00 PM	0	0	0	0	0	0	0	0	0	**16**	0	0	0	0	0	0	0	0	**8**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	**82**
1:15 PM	0	0	0	0	0	0	0	0	0	**12**	0	0	0	0	0	0	0	0	**8**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	**73**
1:30 PM	0	0	0	0	0	0	0	0	0	**10**	0	0	0	0	0	0	0	0	**7**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	**68**
1:45 PM	0	0	0	0	0	0	0	0	0	**14**	0	0	0	0	0	0	0	0	**5**	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	**67**
2:00 PM	0	0	0	0	0	0	0	0	0	**8**	0	0	0	0	0	0	0	0	**7**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	**66**
2:15 PM	0	0	0	0	0	0	0	0	0	**8**	0	0	0	0	0	0	0	0	**7**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	**66**
2:30 PM	0	0	0	0	0	0	0	0	0	**10**	0	0	0	0	0	0	0	0	**6**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	**74**
2:45 PM	0	0	0	0	0	0	0	0	0	**13**	0	0	0	0	0	0	0	0	**7**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	**76**
3:00 PM	0	0	0	0	0	0	0	0	0	**13**	0	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	**68**
3:15 PM	0	0	0	0	0	0	0	0	0	**14**	**1**	0	0	0	0	0	0	0	**8**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	**69**
3:30 PM	0	0	0	0	0	0	0	0	0	**11**	0	0	0	0	0	0	0	0	**7**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	**74**
3:45 PM	0	0	0	0	0	0	0	0	0	**9**	**1**	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	**77**
4:00 PM	0	0	0	0	**2**	0	0	0	0	**9**	0	0	0	0	0	0	0	0	**5**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	**95**
4:15 PM	0	0	0	0	**1**	0	0	0	0	**18**	0	0	0	0	0	0	0	0	**9**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	**79**
4:30 PM	0	0	0	0	0	0	0	0	0	**15**	0	0	0	0	0	0	0	0	**6**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	
4:45 PM	0	0	0	0	0	0	0	0	0	**21**	0	0	0	0	0	0	0	0	**9**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	
5:00 PM																																						
																																					108
Grand Total	0		0		3		0	0	0	408		0		0				0	238		15		0				0		0		0				0	664	
Apprch %																																						
Total %																																						
Heavy Vehicles	0		0		0					6		0		0					6		5		0					0		0		0					17	
% Heavy Vehicles	0%		0%		0%					1%		0%		0%					3%		33%		0%					0%		0%		0%					3%	
Busses									0									0								0										0	0	
% Busses									0.0%									0.0%								0.0%										0.0%	0.0%	
Peak Hour Total	**0**		**0**		**3**					**0**		**68**		**2**					**0**		**46**		**0**					**0**		**0**		**0**						
Peak Hour Factor																																						

Section 10

8-17-08, Intersection of Main St, RR Ave, Beach St

Paradigm Engineering LLC

Intersection Volume Count

Project: **York Beach Parking Study**
Client: **Town of York, Maine, Planning Departmen**
Intersection: **Main Street and Beech St / Railroad Ave**
Date: **Sunday, August 17, 2008**

Observer: **Hristo Iordanov**
Intersection Control: **None**
Weather: **Sunny**

Start Time	From North									From East									From South									From West									Int. Total	PEAK HOUR
	Right		Thru		Left		Peds	Bikes	Trolley	Right		Thru		Left		Peds	Bikes	Trolley	Right		Thru		Left		Peds	Bikes	Trolley	Right		Thru		Left		Peds	Bikes	Trolley		
	Cars	Trucks	Cars	Trucks	Cars	Trucks				Cars	Trucks	Cars	Trucks	Cars	Trucks				Cars	Trucks	Cars	Trucks	Cars	Trucks				Cars	Trucks	Cars	Trucks	Cars	Trucks					
8:00 AM	27	1	5	0	1	0	17	0	0	0	0	0	0	0	0	19	0	3	1	0	5	0	3	0	43	0	0	2	0	1	0	27	0	27	4	0	186	884
8:15 AM	25	0	10	0	0	0	17	2	0	0	0	0	0	0	0	13	0	3	1	0	2	1	2	0	29	0	0	1	0	5	0	15	1	30	1	0	158	946
8:30 AM	53	2	12	0	4	1	57	3	0	0	0	0	0	0	0	14	0	7	2	0	4	0	3	0	51	1	0	1	0	5	1	26	1	41	1	0	290	1075
8:45 AM	57	1	24	0	2	0	29	2	0	0	0	0	0	0	0	10	0	0	1	0	3	0	2	1	46	5	0	0	0	3	0	25	2	35	2	0	250	1159
9:00 AM	52	0	17	1	4	0	24	4	0	0	0	0	0	0	0	23	0	3	2	0	4	0	3	0	39	4	0	3	0	5	1	38	1	20	0	0	248	1247
9:15 AM	39	2	24	0	2	0	46	3	0	0	0	1	0	0	0	16	0	3	1	0	2	0	6	0	51	2	0	0	0	5	0	32	0	50	2	0	287	1371
9:30 AM	64	2	39	1	7	0	50	2	1	0	0	0	0	0	0	24	0	0	1	0	5	0	3	0	72	5	0	1	0	7	0	40	0	48	2	0	374	1534
9:45 AM	49	2	26	1	7	0	47	3	0	0	0	0	0	0	0	14	0	0	4	0	10	0	10	1	45	1	0	3	0	7	0	50	2	54	2	1	338	1681
10:00 AM	56	0	16	0	4	0	89	3	0	0	0	0	0	0	0	29	0	1	2	0	12	0	5	0	33	7	0	5	0	3	0	55	3	49	0	0	372	1851
10:15 AM	62	1	27	1	2	0	79	3	0	0	0	0	0	0	0	10	0	2	14	1	9	0	8	0	67	2	0	3	0	6	0	54	1	94	4	0	450	2125
10:30 AM	79	0	45	1	10	0	82	4	1	0	0	0	0	0	0	24	0	0	7	1	14	0	11	0	84	2	0	2	0	11	0	60	0	83	0	0	521	2270
10:45 AM	72	0	43	0	4	0	91	2	0	1	0	0	0	0	0	15	0	2	8	0	26	0	14	1	63	2	0	3	0	16	0	47	2	93	3	1	508	2281
11:00 AM	94	2	21	1	6	0	82	5	0	0	0	0	0	0	0	8	0	0	15	0	25	0	0	0	151	2	0	2	0	10	0	74	1	146	1	0	646	2310
11:15 AM	73	2	36	0	5	1	108	4	0	0	0	0	0	0	0	18	0	3	6	1	15	0	10	0	137	6	0	1	0	9	0	53	0	106	1	0	595	2098
11:30 AM	88	0	30	2	7	0	65	2	0	0	0	0	0	0	0	11	0	4	11	0	21	0	17	0	82	0	0	3	0	10	0	78	1	100	0	1	532	2072
11:45 AM	86	0	36	0	7	0	86	2	0	0	0	0	0	0	0	4	0	1	4	0	18	1	27	2	69	2	0	2	0	10	0	73	0	106	1	0	537	2030
12:00 PM	109	1	34	0	6	0	50	0	0	0	0	0	0	0	0	2	0	0	10	0	14	0	13	0	51	1	0	6	0	11	0	67	0	59	0	0	434	2096
12:15 PM	95	0	39	0	3	0	88	0	0	0	0	0	0	0	0	4	0	2	15	0	22	0	23	0	78	0	0	5	0	18	0	63	0	112	2	0	569	2327
12:30 PM	96	0	40	1	6	0	67	1	1	0	0	0	0	0	0	12	0	0	13	0	22	0	21	0	70	0	0	3	0	7	0	65	1	64	0	0	490	2345
12:45 PM	104	0	29	0	3	0	100	1	0	0	0	0	0	0	0	10	0	0	8	0	29	0	14	0	97	0	0	4	0	4	0	79	1	120	0	1	603	2143
1:00 PM	95	3	33	0	6	0	148	3	0	0	0	0	0	0	0	8	0	0	4	0	19	0	21	0	110	0	0	1	0	14	0	63	1	135	1	0	665	1944
1:15 PM	69	0	36	0	1	0	130	4	0	0	0	1	0	0	0	2	0	20	12	0	28	0	8	0	92	5	0	3	0	8	0	49	3	2	114	0	587	1695
1:30 PM	51	0	12	0	1	0	40	0	0	0	0	0	0	0	0	3	0	0	9	0	11	0	6	0	48	1	0	3	0	8	0	37	1	56	1	0	288	1512
1:45 PM	92	1	24	0	5	0	56	0	0	0	0	0	0	0	0	20	0	0	5	0	13	0	15	0	47	0	0	3	0	8	0	58	0	57	0	0	404	1832
2:00 PM	80	0	37	0	1	0	74	0	0	0	0	0	0	0	0	12	0	0	7	0	14	0	17	0	41	0	0	1	0	4	0	75	0	53	0	0	416	2019
2:15 PM	74	1	26	0	7	0	62	1	0	0	0	0	0	0	0	4	0	1	8	1	21	0	19	0	49	0	0	2	0	6	0	66	0	56	0	0	404	2158
2:30 PM	97	2	29	1	4	0	114	1	0	1	0	0	0	0	0	20	0	3	9	1	14	0	16	0	100	1	0	3	0	9	0	69	2	110	2	0	608	2400
2:45 PM	114	0	32	0	4	0	127	1	0	2	0	1	0	0	0	29	0	0	9	0	21	0	16	0	84	1	0	5	0	6	0	64	1	73	1	1	591	2369
3:00 PM	86	0	20	0	3	0	117	0	0	0	0	0	0	0	0	24	0	0	6	0	24	0	12	0	105	0	0	2	0	11	0	66	0	77	2	0	555	2368
3:15 PM	99	1	24	0	4	0	144	1	0	0	0	0	0	0	0	17	0	0	12	0	26	0	19	0	108	2	0	0	0	5	0	79	0	103	2	0	646	2356
3:30 PM	99	0	34	1	4	0	95	4	1	0	0	0	0	0	0	19	0	0	7	0	26	0	13	0	85	0	0	0	0	4	0	71	0	114	0	0	577	2157
3:45 PM	99	1	24	0	4	0	110	3	0	0	0	0	0	0	0	26	0	0	5	0	27	0	8	1	77	0	0	0	0	14	0	77	1	111	2	1	590	2134
4:00 PM	88	1	32	0	1	0	105	1	0	1	0	0	0	0	0	7	0	0	7	0	26	0	9	2	90	0	0	1	0	8	0	62	1	99	2	0	543	2050
4:15 PM	89	0	22	0	1	0	64	1	0	0	0	0	0	0	0	12	0	0	3	0	21	0	12	0	63	0	0	4	0	4	0	77	0	74	0	0	447	1507
4:30 PM	99	0	18	0	6	0	116	8	0	0	0	1	0	0	0	30	0	1	2	0	22	0	7	0	86	0	0	0	0	12	0	56	0	90	0	0	554	
4:45 PM	88	0	18	0	3	0	86	0	0	1	0	0	0	0	0	16	0	1	7	0	24	0	10	0	78	0	0	2	0	2	0	73	2	95	0	1	506	
5:00 PM																																						
																																					2400
Grand Total	2931		1015		149		2862	74	72	6		4		0				124	247		617		421				144	86		290		2178				121	17431	
Apprch %																																						
Total %																																						
Heavy Vehicles	26		11		2					0		0		0					5		2		8					0		2		29					85	
% Heavy Vehicles	1%		1%		1%					0%		0%		0%					2%		0%		2%					0%		1%		1%						
Busses																																						
% Busses																																						
Peak Hour Total	**405**		**26**		**26**					**26**		**1**		**1**					**46**		**105**		**86**					**18**		**49**		**294**						
Peak Hour Factor																																						

Section 11

8-17-08, Intersection of Ocean Ave, RR Ave

Paradigm Engineering LLC

Intersection Volume Count

Project: **York Beach Parking Study**
Client: **Town of York, Maine, Planning Departmen**
Intersection: **Ocean Ave and Railroad Ave**
Date: **Sunday, August 17, 2008**

Observer: **Hristo Iordanov**
Intersection Control: **None**
Weather: **Sunny**

Start Time	From North									From East									From South									From West									Int. Total	PEAK HOUR
	Right		Thru		Left		Peds	Bikes	Trolley	Right		Thru		Left		Peds	Bikes	Trolley	Right		Thru		Left		Peds	Bikes	Trolley	Right		Thru		Left		Peds	Bikes	Trolley		
	Cars	Trucks	Cars	Trucks	Cars	Trucks				Cars	Trucks	Cars	Trucks	Cars	Trucks				Cars	Trucks	Cars	Trucks	Cars	Trucks				Cars	Trucks	Cars	Trucks	Cars	Trucks					
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	**28**	**1**	0	0	**11**	0	**2**	**29**	0	0	0	**21**	**1**	**13**	**3**	0	0	0	0	0	0	0	**12**	**1**	0	122	**656**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	**27**	0	0	0	**17**	0	**5**	**22**	0	0	0	**25**	0	**13**	**5**	0	0	0	0	0	0	0	**12**	0	0	126	**771**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	**52**	0	0	0	**35**	0	0	**30**	0	0	0	**28**	0	**19**	**4**	0	0	0	0	0	0	0	**32**	0	0	200	**889**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	**58**	**1**	0	0	**20**	0	0	**29**	0	0	0	**41**	**2**	**18**	**12**	0	0	0	0	0	0	0	**25**	**2**	0	208	**939**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	**55**	0	0	0	**40**	0	0	**43**	**2**	0	0	**40**	0	**23**	0	0	0	0	0	0	0	0	**33**	**1**	0	237	**1026**
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	**47**	**3**	0	0	**34**	0	0	**39**	0	0	0	**35**	0	**40**	**3**	0	0	0	0	0	0	0	**40**	**3**	0	244	**1122**
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	**71**	**2**	0	0	**36**	0	0	**52**	0	0	0	**52**	**1**	**6**	**3**	0	0	0	0	0	0	0	**23**	**4**	0	250	**1216**
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	**53**	**3**	0	0	**80**	0	**2**	**58**	**1**	0	0	**44**	0	**28**	**4**	0	0	0	0	0	0	0	**20**	**2**	0	295	**1338**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	**66**	0	0	0	**62**	0	0	**60**	**3**	0	0	**45**	**3**	**62**	**4**	0	0	0	0	0	0	0	**28**	0	0	333	**1413**
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	**70**	**1**	0	0	**54**	0	**1**	**62**	**1**	0	0	**56**	0	**37**	**4**	0	0	0	0	0	0	0	**51**	**1**	0	338	**1456**
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	**86**	**1**	0	0	**62**	0	0	**87**	0	0	0	**66**	0	**39**	**6**	0	0	0	0	0	0	0	**23**	**2**	0	372	**1483**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	**96**	**1**	0	0	**53**	0	0	**69**	**1**	0	0	**65**	**1**	**56**	**5**	**1**	0	0	0	0	0	0	**20**	**2**	0	370	**1535**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	**118**	**3**	0	0	**73**	0	0	**92**	0	0	0	0	**3**	**59**	0	**2**	0	0	0	0	0	0	**26**	0	0	376	**1623**
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	**91**	**1**	0	0	**50**	0	0	**71**	**1**	0	0	**68**	**1**	**53**	**2**	**1**	0	0	0	0	0	0	**26**	0	0	365	**1660**
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	**116**	0	0	0	**50**	0	**2**	**100**	**1**	0	0	**67**	0	**54**	**1**	**1**	0	0	0	0	0	0	**31**	**1**	0	424	**1731**
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	**115**	**1**	0	0	**66**	0	0	**94**	0	0	0	**79**	**1**	**69**	**3**	0	0	0	0	0	0	0	**30**	0	0	458	**1584**
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	**108**	0	0	0	**68**	0	0	**79**	0	0	0	**68**	0	**64**	0	**1**	0	0	0	0	0	0	**25**	0	**2**	413	**1585**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	**138**	0	0	0	**45**	0	0	**98**	0	0	0	**72**	0	**64**	0	0	0	0	0	0	0	0	**19**	0	0	436	**1609**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	**56**	0	0	0	**52**	0	0	**37**	0	0	0	**36**	**1**	**65**	0	**2**	0	0	0	0	0	0	**28**	0	**2**	277	**1570**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	**112**	0	0	0	**62**	0	0	**82**	**1**	0	0	**73**	0	**85**	0	**1**	0	0	0	0	0	0	**43**	0	0	459	**1674**
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	**105**	**1**	0	0	**62**	0	0	**76**	0	0	0	**68**	0	**79**	**1**	0	0	0	0	0	0	0	**45**	0	0	437	**1595**
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	**102**	0	0	0	**67**	0	0	**70**	**1**	0	0	**65**	**1**	**55**	0	**1**	0	0	0	**1**	0	0	**34**	0	**1**	397	**1469**
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	**94**	0	0	0	**78**	0	0	**85**	0	0	0	**45**	**2**	**39**	**2**	0	0	0	0	0	0	0	**36**	0	0	381	**1433**
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	**113**	0	0	0	**52**	0	0	**81**	0	0	0	**54**	**1**	**42**	**2**	0	0	0	0	0	0	0	**35**	0	0	380	**1452**
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	**95**	0	0	0	**44**	0	0	**85**	0	0	0	**49**	0	**27**	0	0	0	0	0	0	0	0	**11**	0	0	311	**1559**
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	**99**	**1**	0	0	**28**	0	0	**79**	**1**	0	0	**55**	0	**80**	0	0	0	0	0	0	0	0	**18**	0	**1**	361	**1711**
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	**120**	**3**	0	0	**43**	0	**1**	**82**	**1**	0	0	**67**	**1**	**44**	0	**1**	0	0	0	0	0	0	**35**	**2**	0	400	1865
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	**132**	0	0	0	**69**	0	0	**86**	**1**	0	0	**50**	**1**	**86**	0	**2**	0	0	0	0	0	0	**60**	0	**1**	487	1865
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	**102**	0	0	0	**86**	0	0	**84**	0	0	0	**60**	**1**	**99**	0	0	0	0	0	0	0	0	**30**	**1**	0	463	**1847**
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	**120**	0	0	0	**82**	0	0	**99**	0	0	0	**70**	**1**	**91**	0	0	0	0	0	0	0	0	**51**	**1**	**1**	515	**1807**
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	**87**	**1**	0	0	**54**	0	**4**	**73**	0	0	0	**51**	0	**89**	0	0	0	0	0	0	0	0	**41**	0	0	400	**1734**
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	**108**	**5**	0	0	**82**	0	**2**	**99**	**1**	0	0	**86**	**1**	**48**	0	**1**	0	0	0	0	0	0	**36**	0	**1**	469	**1799**
4:00 PM	0	0	**e6ukmy**	0	0	0	0	0	0	0	0	**94**	**5**	0	0	**86**	0	0	**73**	**1**	0	0	**65**	0	**48**	0	0	0	0	0	0	0	0	**50**	**1**	0	423	**1778**
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	**88**	0	0	0	**91**	0	**1**	**94**	0	0	0	**77**	0	**58**	0	0	0	0	0	0	0	0	**32**	**1**	0	442	**1778**
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	**101**	0	0	0	**73**	0	0	**73**	0	0	0	**59**	**1**	**106**	0	0	0	0	0	0	0	0	**52**	0	**1**	465	**1778**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	**92**	0	0	0	**39**	0	0	**82**	**2**	0	0	**61**	0	**123**	0	0	0	0	0	0	0	0	**49**	0	0	448	**1778**
5:00 PM																																						

Grand Total	0		0		0		0	0	0	0		3361		0		2006	0	76	2675		0		2081		1981	64	66	0		1		0		1162	25	58	13546	
Apprch %																																						
Total %																																						
Heavy Vehicles	0		0		0					0		34		0					19		0		24					0		1		0					78	
% Heavy Vehicles	0%		0%		0%					0%		1%		0%					1%		0%		1%					0%		100%		0%					1%	
Busses									0									76									66									58	200	
% Busses									0.0%									2.2%									1.4%									98.3%	1.5%	
Peak Hour Total	**0**		**0**		**0**					**0**		**478**		**440**					**372**		**83**		**289**					**0**		**1**		**0**						
Peak Hour Factor																																						

Section 12

8-17-08, Intersection of Ridge Rd, RR Ave, Church St

Paradigm Engineering LLC

Intersection Volume Count

Project: **York Beach Parking Study**
Client: **Town of York, Maine, Planning Departmen**
Observer: **Edward McNally**
Intersection: **Church Street - Railroad Ave and Ridge Road**
Intersection Control: **None**
Date: **Sunday, August 17, 2008**
Weather: **Sunny**

Start Time	From North									From East									From South									From West									Int. Total	PEAK HOUR
	Right		Thru		Left		Peds	Bikes	Trolley	Right		Thru		Left		Peds	Bikes	Trolley	Right		Thru		Left		Peds	Bikes	Trolley	Right		Thru		Left		Peds	Bikes	Trolley		
	Cars	Trucks	Cars	Trucks	Cars	Trucks				Cars	Trucks	Cars	Trucks	Cars	Trucks				Cars	Trucks	Cars	Trucks	Cars	Trucks				Cars	Trucks	Cars	Trucks	Cars	Trucks					
8:00 AM	**15**	0	0	0	**35**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**14**	0	0	0	0	0	0	64	**493**
8:15 AM	**24**	0	0	0	**38**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**30**	**1**	0	0	0	0	0	93	**571**
8:30 AM	**27**	0	0	0	**55**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**72**	0	0	0	0	0	0	155	**617**
8:45 AM	**36**	0	0	0	**71**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**74**	0	0	0	0	0	0	181	**616**
9:00 AM	**29**	0	0	0	**70**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**43**	0	0	0	0	0	0	142	**644**
9:15 AM	**26**	0	0	0	**74**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**39**	0	0	0	0	0	0	139	**668**
9:30 AM	**30**	0	0	0	**61**	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**61**	0	0	0	0	0	0	154	**772**
9:45 AM	**34**	**3**	0	0	**93**	**3**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**74**	**2**	0	0	0	0	0	209	**890**
10:00 AM	**25**	**1**	0	0	**77**	**3**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**60**	0	0	0	0	0	0	166	**981**
10:15 AM	**35**	**1**	0	0	**126**	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**79**	0	0	0	0	0	0	243	**1177**
10:30 AM	**37**	0	0	0	**137**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**97**	0	0	0	0	0	0	272	**1218**
10:45 AM	**32**	0	0	0	**167**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**101**	0	0	0	0	0	0	300	1230
11:00 AM	**33**	**1**	0	0	**201**	**3**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**122**	**2**	0	0	0	0	0	362	**1176**
11:15 AM	**43**	0	0	0	**143**	**3**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**93**	**2**	0	0	0	0	0	284	**1101**
11:30 AM	**49**	**1**	0	0	**148**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**85**	0	0	0	0	0	0	284	**1117**
11:45 AM	**41**	**1**	0	0	**111**	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**90**	**1**	0	0	0	0	0	246	**1121**
12:00 PM	**31**	**1**	0	0	**157**	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**96**	0	0	0	0	0	0	287	**1165**
12:15 PM	**51**	0	0	0	**170**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**78**	**1**	0	0	0	0	0	300	**1160**
12:30 PM	**64**	**1**	0	0	**155**	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**66**	0	0	0	0	0	0	288	**1090**
12:45 PM	**46**	0	0	0	**175**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**68**	0	0	0	0	0	0	290	**1023**
1:00 PM	**58**	**1**	0	0	**159**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**64**	0	0	0	0	0	0	282	**1018**
1:15 PM	**48**	0	0	0	**139**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**42**	0	0	0	0	0	0	230	**1010**
1:30 PM	**58**	0	0	0	**118**	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**42**	**1**	0	0	0	0	0	221	**1064**
1:45 PM	**55**	0	0	0	**165**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**64**	**1**	0	0	0	0	0	285	**1170**
2:00 PM	**75**	0	0	0	**139**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**58**	**2**	0	0	0	0	0	274	**1132**
2:15 PM	**78**	0	0	0	**147**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**58**	0	0	0	0	0	0	284	**1054**
2:30 PM	**87**	**1**	0	0	**161**	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**76**	0	0	0	0	0	0	327	**989**
2:45 PM	**69**	0	0	0	**123**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**54**	0	0	0	0	0	0	247	**851**
3:00 PM	**74**	**1**	0	0	**81**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**39**	0	0	0	0	0	0	196	**810**
3:15 PM	**76**	0	0	0	**100**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**42**	0	0	0	0	0	0	219	**810**
3:30 PM	**86**	0	0	0	**81**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**22**	0	0	0	0	0	0	189	**806**
3:45 PM	**72**	**1**	0	0	**93**	**3**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**37**	0	0	0	0	0	0	206	**812**
4:00 PM	**88**	**1**	0	0	**82**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**24**	0	0	0	0	0	0	196	**808**
4:15 PM	**96**	0	0	0	**76**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**42**	**1**	0	0	0	0	0	215	**612**
4:30 PM	**71**	0	0	0	**84**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**39**	0	0	0	0	0	0	195	
4:45 PM	**72**	0	0	0	**97**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**33**	0	0	0	0	0	0	202	
5:00 PM																																						
																																					1230
Grand Total	1964		0		4295		0	0	0	0		0		0				0	0		0		0				0		2282		0				0	8541	
Apprch %																																						
Total %																																						
Heavy Vehicles	15		0		40					0		0		0					0		0		0					0		14		0					69	
% Heavy Vehicles	1%		0%		1%					0%		0%		0%					0%		0%		0%					0%		1%		0%					1%	
Busses									0									0								0										0	0	
% Busses									0.0%									0.0%								0.0%										0.0%	0.0%	
Peak Hour Total	**0**		**344**		**666**					**0**		**666**		**0**					**0**		**0**		**0**					**0**		**0**		**417**						
Peak Hour Factor																																						

Section 13

8-17-08, Intersection of Ocean Ave, Ellis Lot So. Entrance

Paradigm Engineering LLC

Intersection Volume Count

Project: **York Beach Parking Study**
Client: **Town of York, Maine, Planning Departmen**
Intersection: **Ocean Ave and Ellis Parking Lot 1**
Date: **Sunday, August 17, 2008**

Observer: **Hristo Iordanov**
Intersection Control: **None**
Weather: **Sunny**

Start Time	From North									From East									From South									From West									Int. Total	PEAK HOUR
	Right		Thru		Left		Peds	Bikes	Trolley	Right		Thru		Left		Peds	Bikes	Trolley	Right		Thru		Left		Peds	Bikes	Trolley	Right		Thru		Left		Peds	Bikes	Trolley		
	Cars	Trucks	Cars	Trucks	Cars	Trucks				Cars	Trucks	Cars	Trucks	Cars	Trucks				Cars	Trucks	Cars	Trucks	Cars	Trucks				Cars	Trucks	Cars	Trucks	Cars	Trucks					
8:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	7	0	52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	61	332
8:15 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	14	1	55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	74	391
8:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	23	0	67	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	92	438
8:45 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	30	0	67	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	105	482
9:00 AM	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	37	0	79	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	120	543
9:15 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	44	1	68	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	121	656
9:30 AM	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	1	0	50	0	78	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	136	735
9:45 AM	0	0	0	0	0	0	0	0	0	20	0	1	0	0	0	0	0	0	49	0	94	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	166	794
10:00 AM	0	0	0	0	0	0	0	0	0	44	1	2	0	0	0	0	0	0	56	0	125	2	1	0	0	0	2	0	0	0	0	0	0	0	0	0	233	849
10:15 AM	0	0	0	0	0	0	0	0	0	31	0	2	0	0	0	0	0	0	53	0	108	1	0	2	0	0	1	1	0	0	0	1	0	0	0	0	200	854
10:30 AM	0	0	0	0	0	0	0	0	0	33	1	3	0	0	0	0	0	0	58	0	89	1	5	0	0	0	1	0	0	1	0	3	0	0	0	0	195	820
10:45 AM	0	0	0	0	0	0	0	0	0	30	0	2	0	0	0	0	0	0	67	0	114	1	3	0	0	0	0	0	0	1	0	3	0	0	0	0	221	859
11:00 AM	0	0	0	0	0	0	0	0	0	39	0	2	0	0	0	0	0	0	71	0	118	2	0	0	0	0	2	0	0	3	0	1	0	0	0	0	238	874
11:15 AM	0	0	0	0	0	0	0	0	0	24	0	2	0	0	0	0	0	0	35	0	99	1	2	0	0	0	1	0	0	2	0	0	0	0	0	0	166	856
11:30 AM	0	0	0	0	0	0	0	0	0	35	1	3	0	0	0	0	1	0	43	0	143	1	1	0	0	0	0	0	0	0	0	6	0	0	0	0	234	935
11:45 AM	0	0	0	0	0	0	0	0	0	32	0	1	0	0	0	0	0	0	56	0	145	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	236	935
12:00 PM	0	0	0	0	0	0	0	0	0	37	0	1	0	0	0	0	0	0	53	0	120	3	4	0	0	0	1	0	0	1	0	0	0	0	0	0	220	964
12:15 PM	0	0	0	0	0	0	0	0	0	37	0	1	0	0	0	0	0	0	67	0	134	1	3	0	0	0	1	0	0	0	0	1	0	0	0	0	245	977
12:30 PM	0	0	0	0	0	0	0	0	0	36	1	1	0	0	0	0	1	0	45	0	140	3	3	0	0	0	1	0	0	1	0	2	0	0	0	0	234	939
12:45 PM	0	0	0	0	0	0	0	0	0	41	0	1	0	0	0	0	0	0	61	0	155	0	6	0	0	0	0	0	0	0	0	1	0	0	0	0	265	918
1:00 PM	0	0	0	0	0	0	0	0	0	39	0	1	0	0	0	0	0	0	64	0	119	0	7	0	0	0	0	0	0	0	0	3	0	0	0	0	233	875
1:15 PM	0	0	0	0	0	0	0	0	0	39	0	5	0	0	0	0	0	0	57	0	101	2	1	0	0	0	1	0	0	0	0	1	0	0	0	0	207	833
1:30 PM	0	0	0	0	0	0	0	0	0	36	1	0	0	0	0	0	0	0	50	0	113	3	4	0	0	0	2	0	0	1	0	3	0	0	0	0	213	885
1:45 PM	0	0	0	0	0	0	0	0	0	33	0	3	0	0	0	0	0	0	65	0	116	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	222	862
2:00 PM	0	0	0	0	0	0	0	0	0	37	0	7	0	0	0	0	0	0	44	0	99	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	191	825
2:15 PM	0	0	0	0	0	0	0	0	0	33	0	1	0	0	0	0	0	0	71	0	139	2	6	0	0	0	2	0	0	0	0	5	0	0	0	0	259	897
2:30 PM	0	0	0	0	0	0	0	0	0	29	1	2	0	0	0	0	1	0	45	0	98	2	4	0	0	0	1	0	0	4	0	3	0	0	0	0	190	949
2:45 PM	0	0	0	0	0	0	0	0	0	24	0	0	0	0	0	0	1	0	43	0	110	1	3	0	0	0	0	0	0	1	0	2	0	0	0	0	185	978
3:00 PM	0	0	0	0	0	0	0	0	0	30	0	1	0	0	0	0	0	0	51	0	170	3	4	0	0	0	1	0	0	0	0	3	0	0	0	0	263	1048
3:15 PM	0	0	0	0	0	0	0	0	0	39	0	2	0	0	0	0	0	0	64	0	200	1	0	0	0	0	3	0	0	2	0	0	0	0	0	0	311	1019
3:30 PM	0	0	0	0	0	0	0	0	0	29	1	4	0	0	0	0	1	0	53	0	120	1	8	0	0	0	1	0	0	0	0	1	0	0	0	0	219	957
3:45 PM	0	0	0	0	0	0	0	0	0	27	0	2	0	0	0	0	1	0	58	1	149	3	9	0	0	0	1	0	0	0	0	4	0	0	0	0	255	919
4:00 PM	0	0	0	0	0	0	0	0	0	45	0	0	0	0	0	0	0	0	43	0	133	0	8	0	0	0	1	0	0	0	0	4	0	0	0	0	234	881
4:15 PM	0	0	0	0	0	0	0	0	0	32	0	4	0	0	0	0	0	0	48	0	150	1	12	0	0	0	0	0	0	1	0	1	0	0	0	0	249	647
4:30 PM	0	0	0	0	0	0	0	0	0	26	1	5	0	0	0	0	1	0	45	0	93	1	6	0	0	0	1	0	0	0	0	2	0	0	0	0	181	
4:45 PM	0	0	0	0	0	0	0	0	0	27	0	1	0	0	0	0	0	0	46	0	135	0	5	0	0	0	0	0	0	1	0	2	0	0	0	0	217	
5:00 PM																																						
																																					1048
Grand Total	0		0		0		0	0	0	1014		61		0				0	1813		4348		113				26	1		22		55				0	7461
Apprch %																																						
Total %																																						
Heavy Vehicles	0		0		0					13		0		0					3		39		2					0		0		0					57
% Heavy Vehicles	0%		0%		0%					1%		0%		0%					0%		1%		2%					0%		0%		0%					1%
Busses									0									0									26									0	26
% Busses									0.0%									0.0%									0.4%									0.0%	0.3%
Peak Hour Total	**0**		**0**		**0**					**0**		**156**		**15**					**0**		**249**		**647**					**0**		**1**		**7**					
Peak Hour Factor																																						

Section 14

7-21-08, Vehicle Volume In-Out of Study Zone

Paradigm Engineering LLC

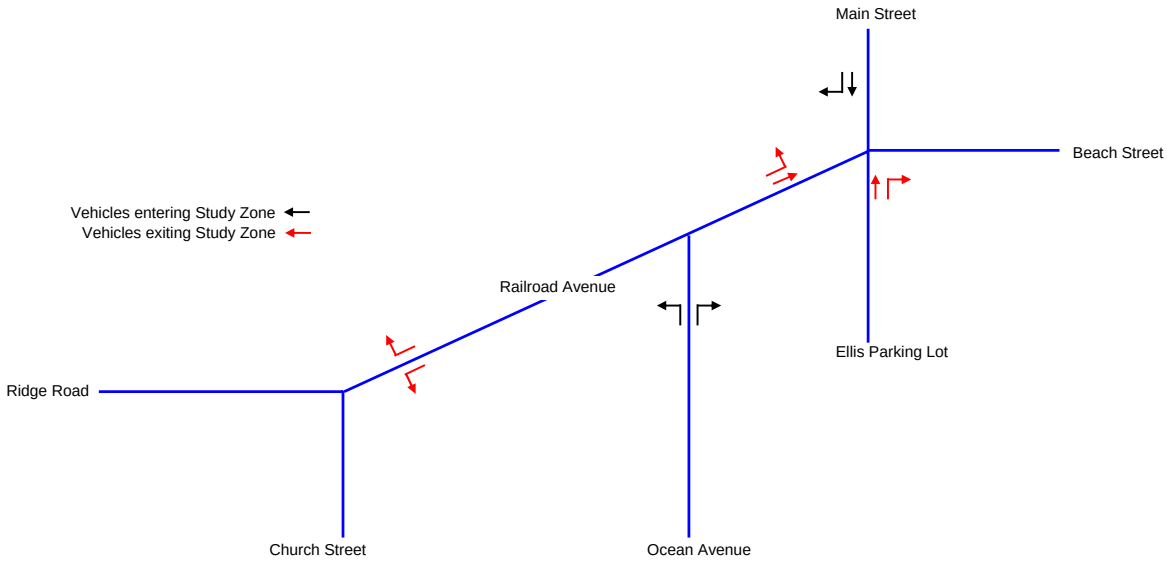
Vehicles Captured in Study Zone

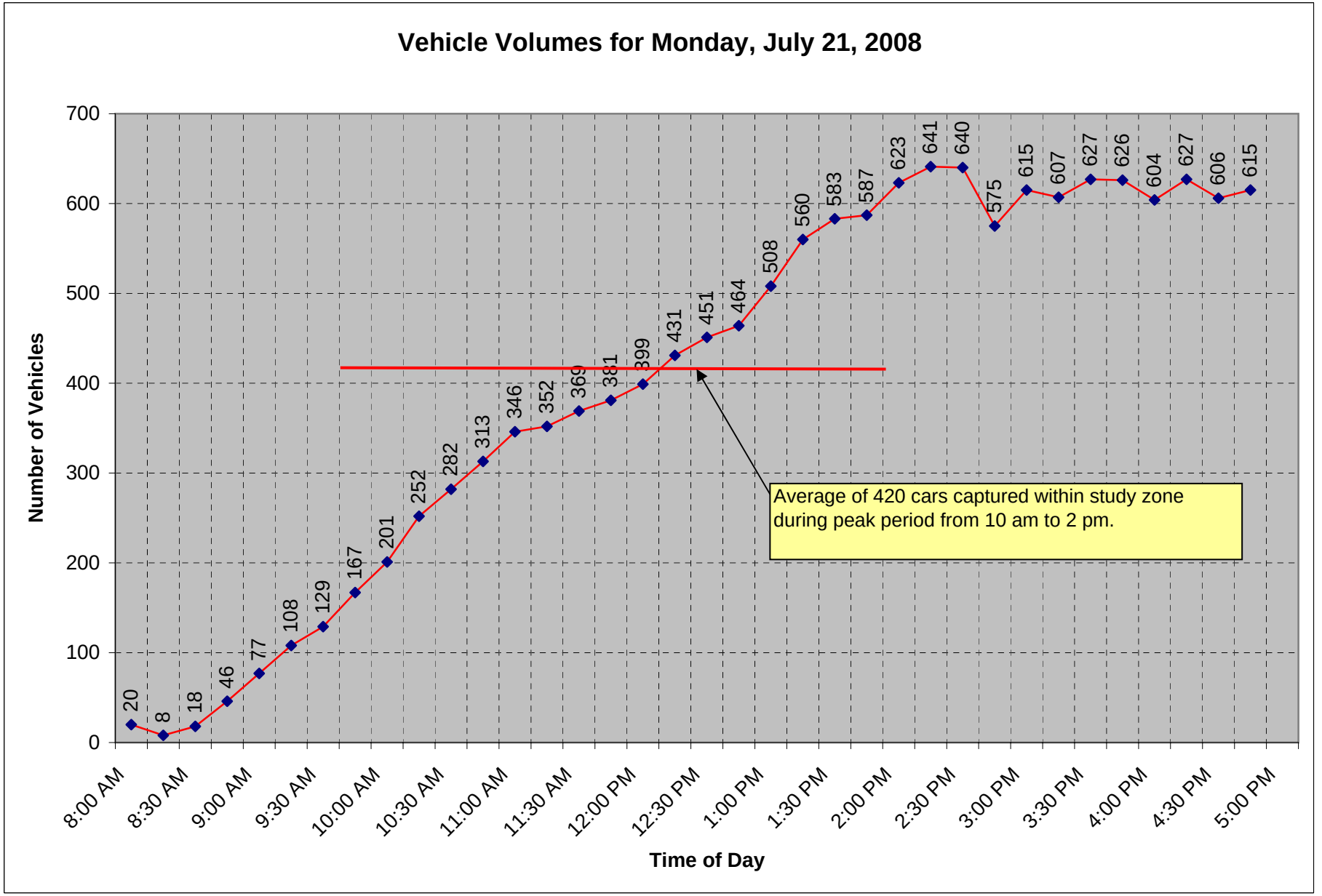
Project **York Beach Parking Study**
Client: **Town of York, Maine, Planning Department**
Parking Lot **Railroad Avenue Parking Lot**
Date: **Monday, July 21, 2008**

Observer: **Edward McNally**
Weather: **Sunny**

	IN		OUT				
	Ocean Ave	Main St	RR Ave South	RR Ave North	IN (+) OUT (-)	Accum	
8:00 AM	69	36	56	29	20	20	
8:15 AM	53	35	73	27	-12	8	
8:30 AM	65	48	66	37	10	18	
8:45 AM	88	45	58	47	28	46	
9:00 AM	104	45	77	41	31	77	
9:15 AM	93	69	85	46	31	108	
9:30 AM	97	61	98	39	21	129	
9:45 AM	106	70	87	51	38	167	
10:00 AM	101	57	80	44	34	201	
10:15 AM	128	76	108	45	51	252	
10:30 AM	112	97	115	64	30	282	
10:45 AM	138	77	122	62	31	313	
11:00 AM	144	74	123	62	33	346	
11:15 AM	116	80	130	60	6	352	
11:30 AM	133	87	136	67	17	369	
11:45 AM	126	78	119	73	12	381	
12:00 PM	123	74	107	72	18	399	
12:15 PM	145	89	127	75	32	431	216.6
12:30 PM	144	106	141	89	20	451	
12:45 PM	153	82	137	85	13	464	
1:00 PM	152	86	125	69	44	508	
1:15 PM	143	71	101	61	52	560	
1:30 PM	156	76	130	79	23	583	
1:45 PM	125	81	120	82	4	587	
2:00 PM	127	89	114	66	36	623	
2:15 PM	123	80	117	68	18	641	
2:30 PM	132	79	129	83	-1	640	
2:45 PM	145	80	206	84	-65	575	
3:00 PM	184	70	154	60	40	615	
3:15 PM	180	75	197	66	-8	607	
3:30 PM	135	80	121	74	20	627	
3:45 PM	130	86	141	76	-1	626	
4:00 PM	120	95	147	90	-22	604	
4:15 PM	129	73	107	72	23	627	
4:30 PM	108	64	125	68	-21	606	
4:45 PM	128	68	116	71	9	615	586.6
5:00 PM							

Avg vehicles captured in Study Zone
418




Vehicle Volumes for Monday, July 21, 2008
Number of Vehicles
Time of Day
700
600
500
400
300
200
100
0
8:00 AM
8:30 AM
9:00 AM
9:30 AM
10:00 AM
10:30 AM
11:00 AM
11:30 AM
12:00 PM
12:30 PM
1:00 PM
1:30 PM
2:00 PM
2:30 PM
3:00 PM
3:30 PM
4:00 PM
4:30 PM
5:00 PM
20
8
18
46
77
108
129
167
201
252
282
313
346
352
369
381
399
431
451
464
508
560
583
587
623
641
640
575
615
607
627
626
604
627
606
615
Average of 420 cars captured within study zone during peak period from 10 am to 2 pm.

Section 15

7-29-08, Vehicle Volume In-Out of Study Zone

Paradigm Engineering LLC

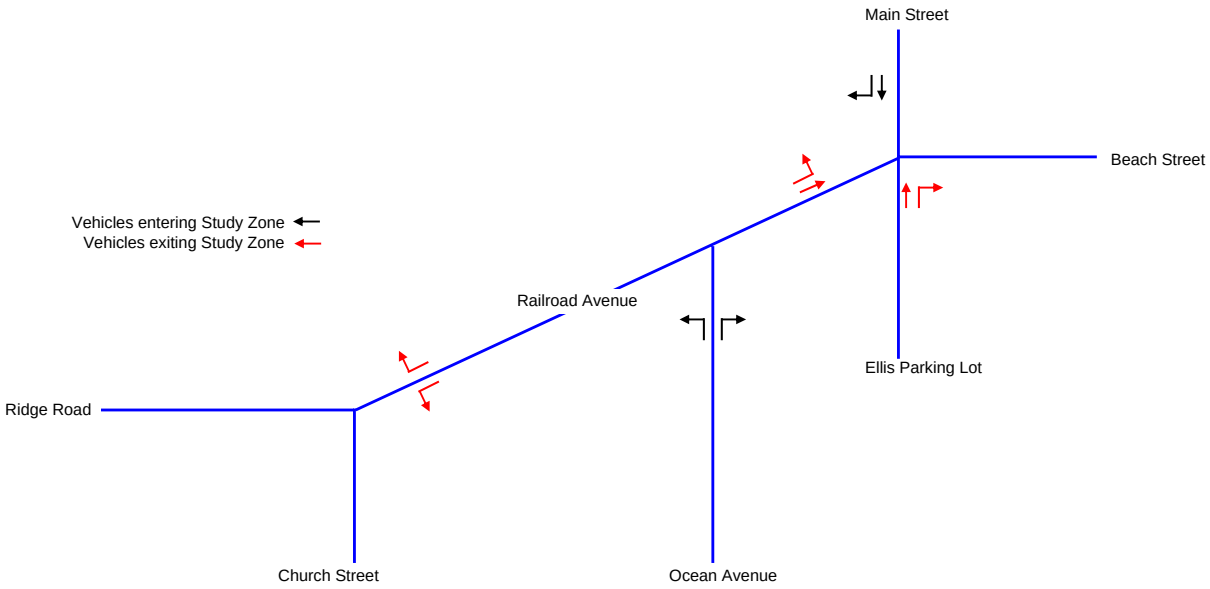
Vehicles Captured in Study Zone

Project **York Beach Parking Study**
Client: **Town of York, Maine, Planning Department**
Parking Lot **Railroad Avenue Parking Lot**
Date: **Tuesday, July 29, 2008**

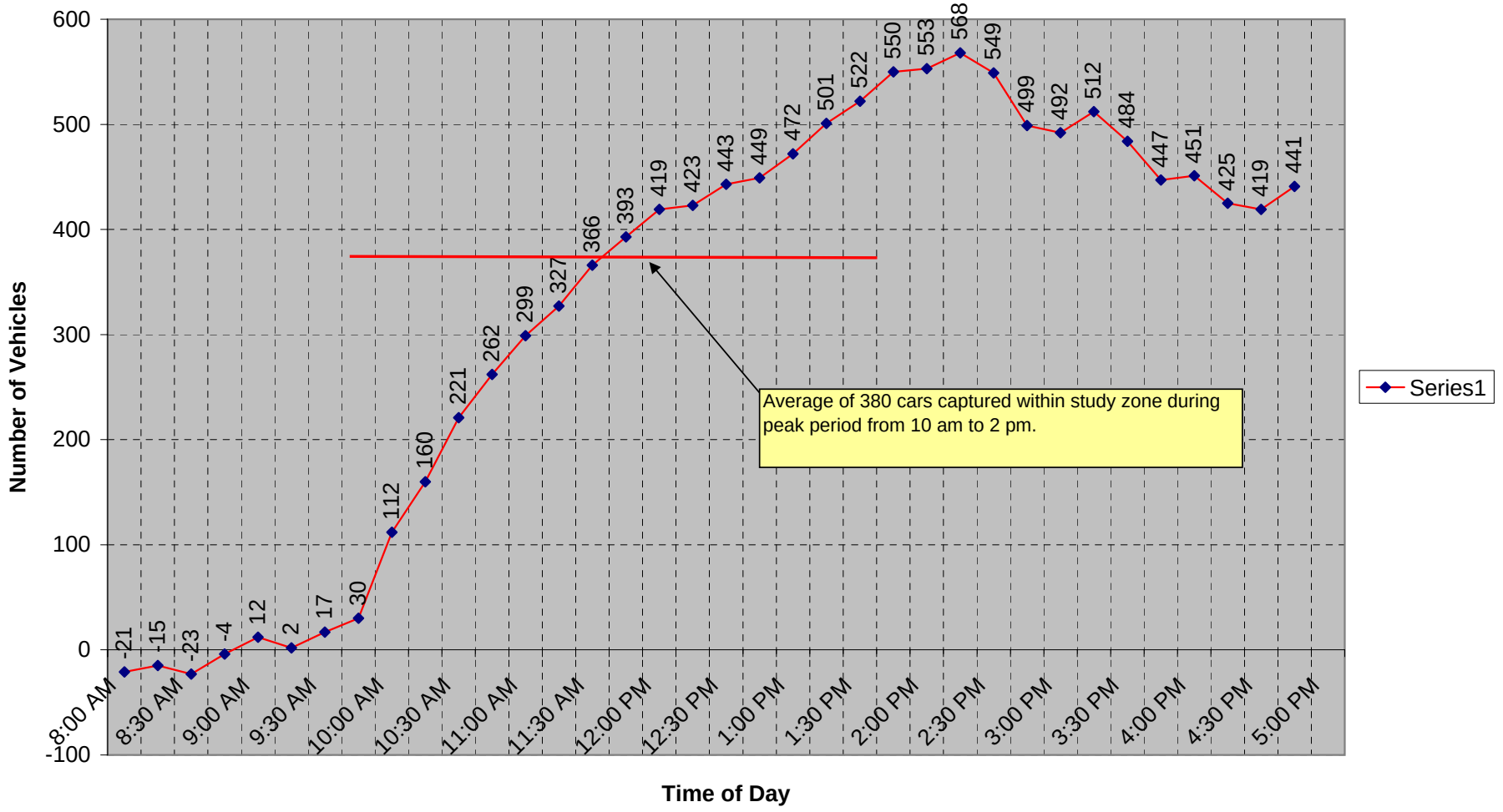
Observer: **Edward McNally**
Weather: **Sunny**

	IN		OUT				
	Ocean Ave	Main St	RR Ave South	RR Ave North	IN (+) OUT (-)	Accum	
8:00 AM	55	27	62	41	-21	-21	
8:15 AM	51	46	52	39	6	-15	
8:30 AM	54	40	66	36	-8	-23	
8:45 AM	65	64	63	47	19	-4	
9:00 AM	56	48	61	27	16	12	
9:15 AM	72	71	107	46	-10	2	
9:30 AM	85	58	83	45	15	17	
9:45 AM	80	71	104	34	13	30	
10:00 AM	133	88	80	59	82	112	
10:15 AM	118	71	82	59	48	160	
10:30 AM	131	103	94	79	61	221	
10:45 AM	129	99	108	79	41	262	
11:00 AM	140	112	131	84	37	299	
11:15 AM	132	85	131	58	28	327	
11:30 AM	121	95	103	74	39	366	
11:45 AM	160	91	126	98	27	393	
12:00 PM	134	91	126	73	26	419	
12:15 PM	124	70	118	72	4	423	165.6
12:30 PM	140	95	132	83	20	443	
12:45 PM	109	99	119	83	6	449	
1:00 PM	146	83	118	88	23	472	
1:15 PM	126	81	88	90	29	501	
1:30 PM	121	101	122	79	21	522	
1:45 PM	135	82	117	72	28	550	
2:00 PM	134	89	132	88	3	553	
2:15 PM	153	89	125	102	15	568	
2:30 PM	142	72	145	88	-19	549	
2:45 PM	130	65	156	89	-50	499	
3:00 PM	130	58	137	58	-7	492	
3:15 PM	146	79	125	80	20	512	
3:30 PM	126	74	134	94	-28	484	
3:45 PM	103	63	105	98	-37	447	
4:00 PM	123	98	133	84	4	451	
4:15 PM	120	71	133	84	-26	425	
4:30 PM	120	61	111	76	-6	419	
4:45 PM	143	66	113	74	22	441	487.6
5:00 PM							

Avg vehicles captured in Study Zone
381



Vehicle Volumes for Tuesday, July 29, 2008



Section 16

8-17-08, Vehicle Volume In-Out of Study Zone

Paradigm Engineering LLC

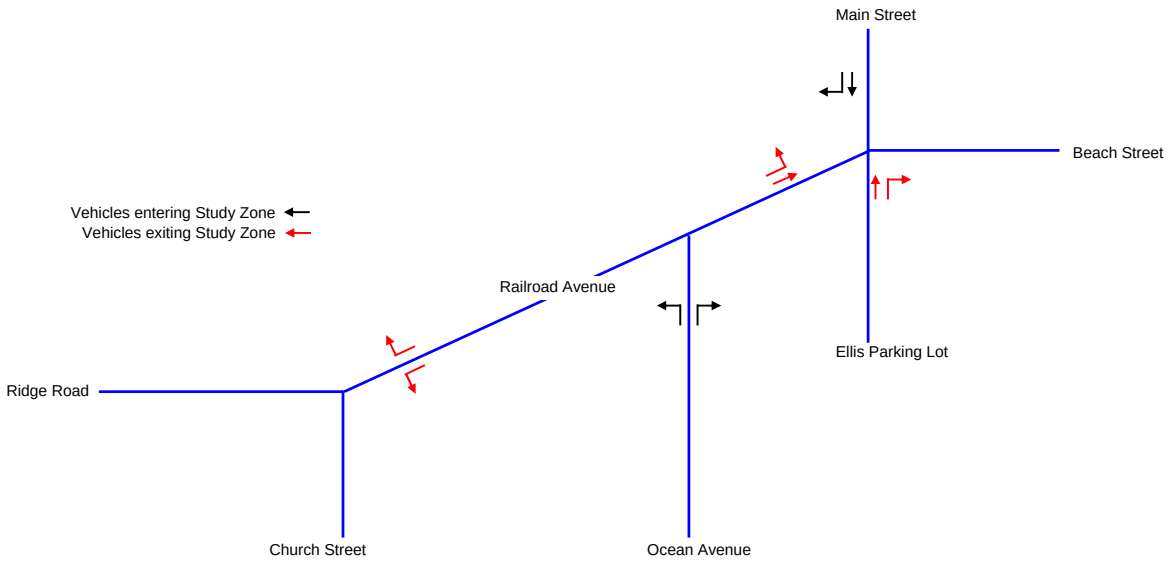
Vehicles Captured in Study Zone

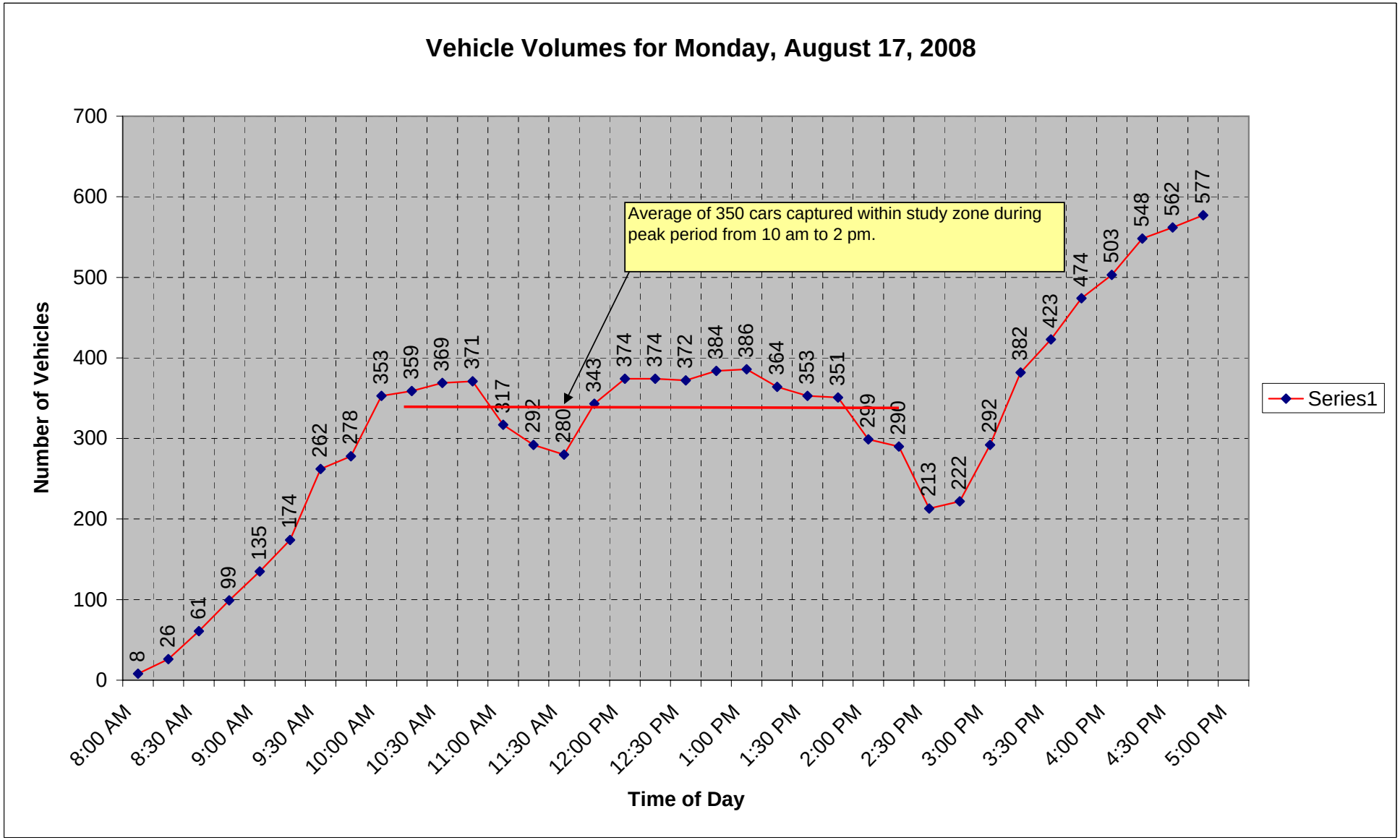
Project **York Beach Parking Study**
Client: **Town of York, Maine, Planning Department**
Parking Lot **Railroad Avenue Parking Lot**
Date: **Sunday, August 17, 2008**

Observer: **Edward McNally**
Weather: **Sunny**

	IN		OUT				
	Ocean Ave	Main St	RR Ave South	RR Ave North	IN (+) OUT (-)	Accum	
8:00 AM	59	33	50	34	8	8	
8:15 AM	70	35	62	25	18	26	
8:30 AM	90	67	83	39	35	61	
8:45 AM	97	82	107	34	38	99	
9:00 AM	116	70	99	51	36	135	
9:15 AM	114	65	100	40	39	174	
9:30 AM	128	106	93	53	88	262	
9:45 AM	144	78	133	73	16	278	
10:00 AM	184	72	106	75	75	353	
10:15 AM	164	91	164	85	6	359	
10:30 AM	153	125	175	93	10	369	
10:45 AM	185	115	199	99	2	371	
11:00 AM	191	118	238	125	-54	317	
11:15 AM	137	111	189	84	-25	292	
11:30 AM	188	120	199	121	-12	280	
11:45 AM	202	122	155	106	63	343	
12:00 PM	180	144	191	102	31	374	
12:15 PM	205	134	221	118	0	374	248.6
12:30 PM	191	137	222	108	-2	372	
12:45 PM	222	133	222	121	12	384	
1:00 PM	190	131	218	101	2	386	
1:15 PM	161	105	188	100	-22	364	
1:30 PM	170	63	178	66	-11	353	
1:45 PM	185	117	220	84	-2	351	
2:00 PM	145	117	214	100	-52	299	
2:15 PM	218	101	226	102	-9	290	
2:30 PM	149	129	251	104	-77	213	
2:45 PM	157	146	193	101	9	222	
3:00 PM	228	106	157	107	70	292	
3:15 PM	265	124	177	122	90	382	
3:30 PM	182	134	167	108	41	423	
3:45 PM	220	124	169	124	51	474	
4:00 PM	184	121	172	104	29	503	
4:15 PM	211	111	172	105	45	548	
4:30 PM	145	117	156	92	14	562	
4:45 PM	186	106	169	108	15	577	388.6
5:00 PM							

Avg vehicles captured in Study Zone
349



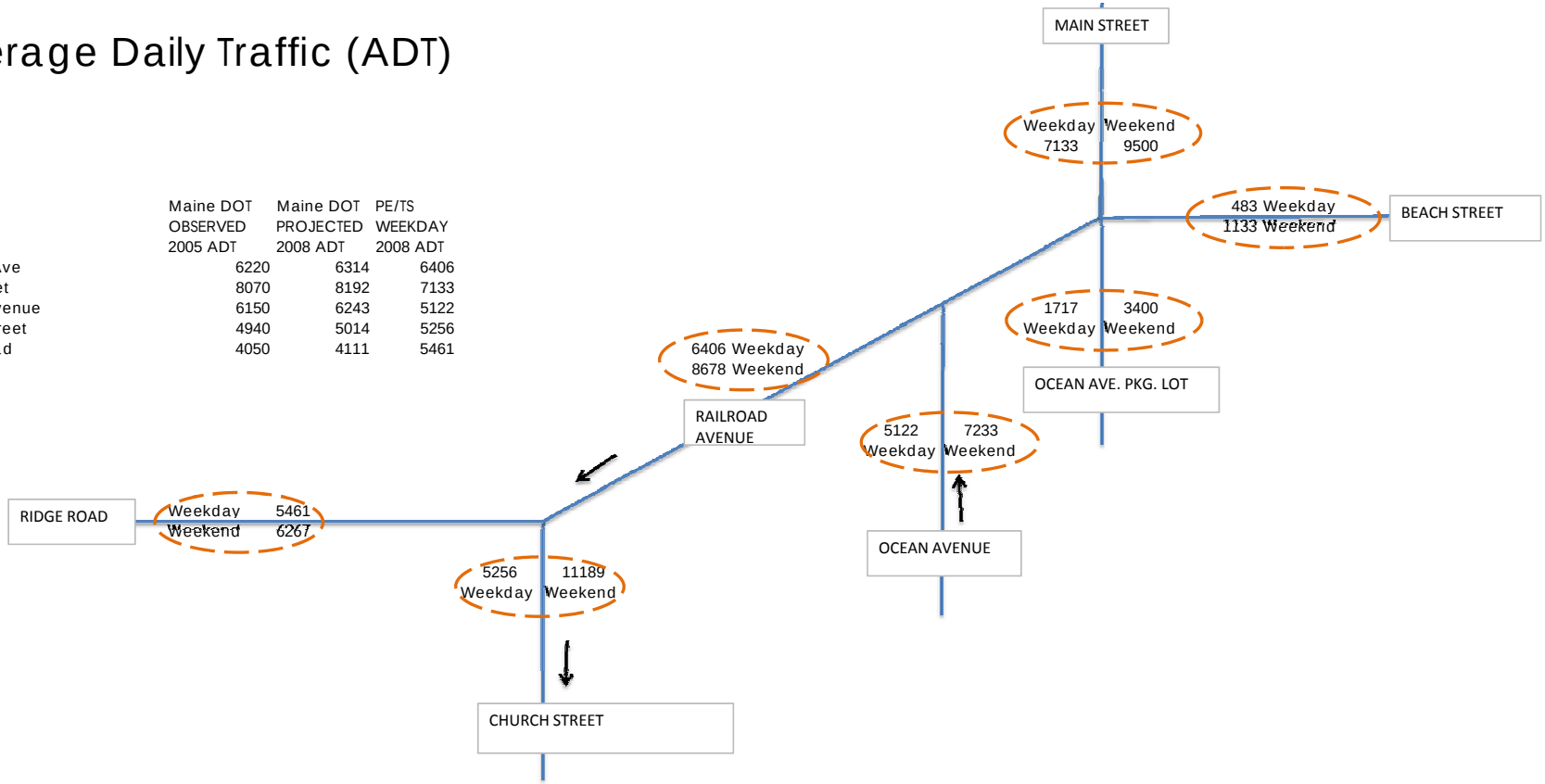

Vehicle Volumes for Monday, August 17, 2008
Number of Vehicles
Time of Day
Average of 350 cars captured within study zone during peak period from 10 am to 2 pm.
Series1
0
100
200
300
400
500
600
700
8:00 AM
8:30 AM
9:00 AM
9:30 AM
10:00 AM
10:30 AM
11:00 AM
11:30 AM
12:00 PM
12:30 PM
1:00 PM
1:30 PM
2:00 PM
2:30 PM
3:00 PM
3:30 PM
4:00 PM
4:30 PM
5:00 PM
8
26
61
99
135
174
262
278
353
359
369
371
317
292
280
343
374
374
372
384
386
364
353
351
299
290
213
222
292
382
423
474
503
548
562
577

Section 17

Average Daily Traffic (ADT)

Average Daily Traffic (ADT)

ADT Data	Maine DOT OBSERVED 2005 ADT	Maine DOT PROJECTED 2008 ADT	PE/TS WEEKDAY 2008 ADT
Railroad Ave	6220	6314	6406
Main Street	8070	8192	7133
Ocean Avenue	6150	6243	5122
Church Street	4940	5014	5256
Ridge Road	4050	4111	5461

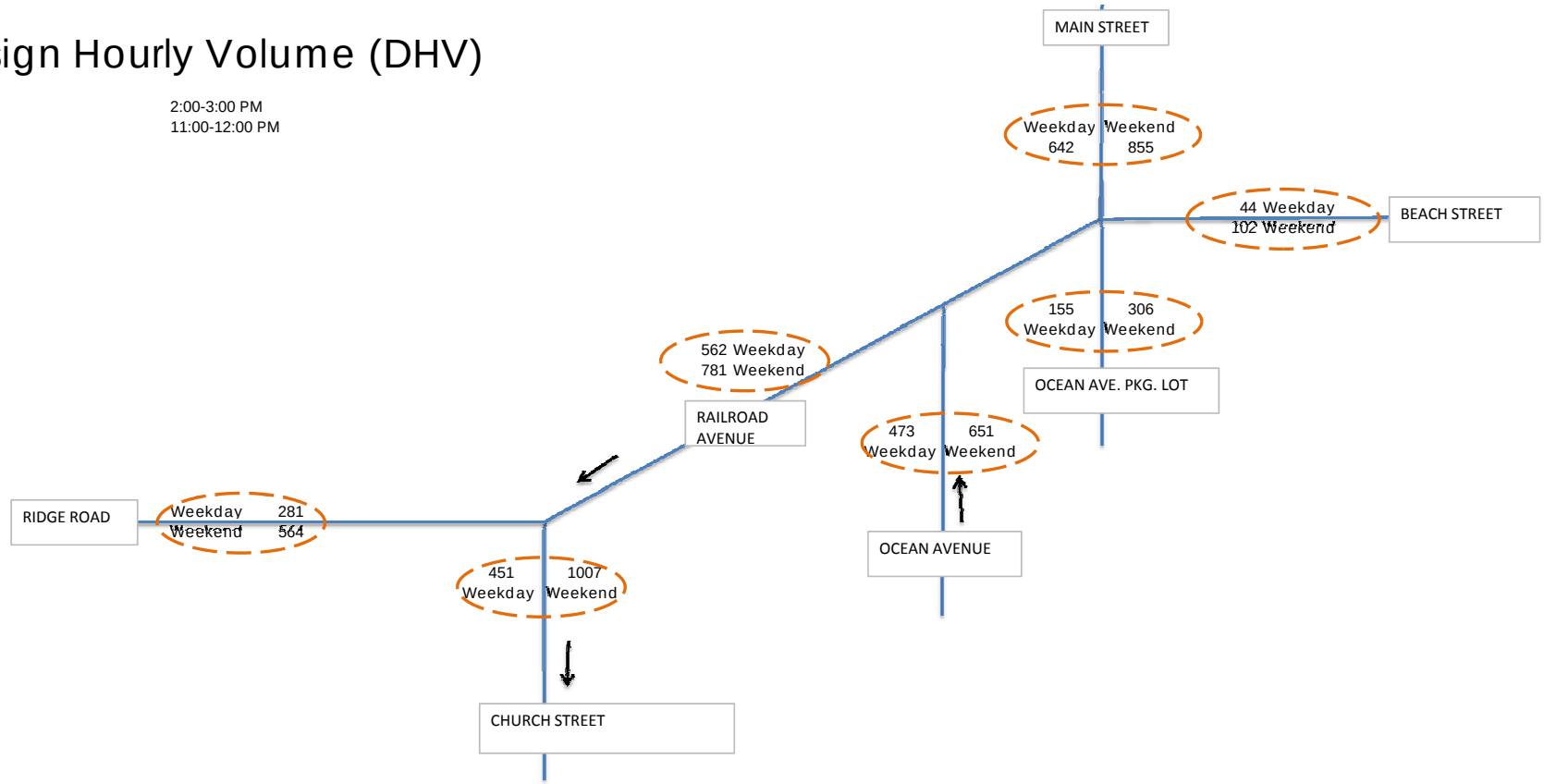


Section 18

Design Hourly Volume (DHV)

Design Hourly Volume (DHV)

Weekday 2:00-3:00 PM
Weekend 11:00-12:00 PM

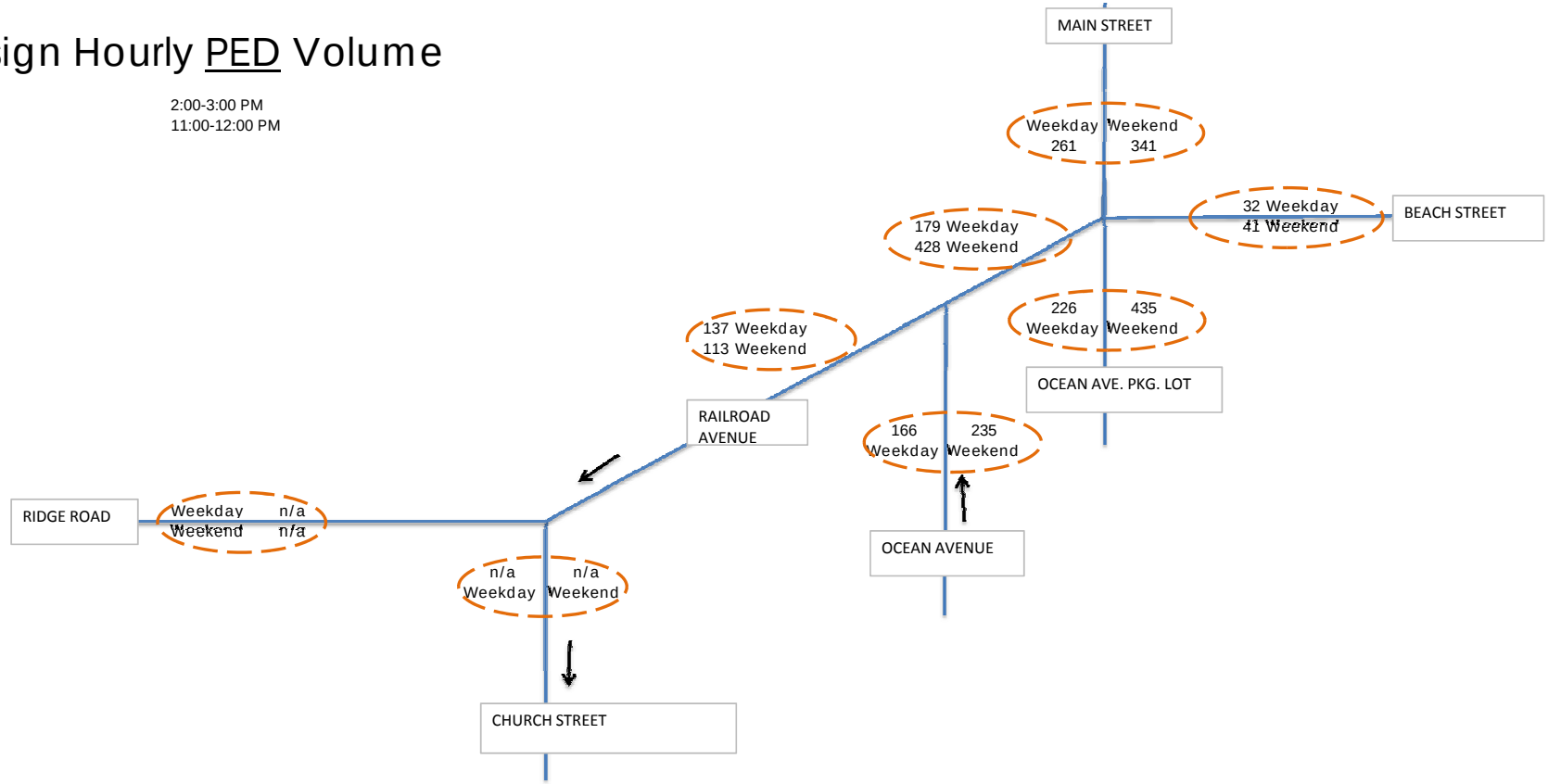


Section 19

Design Hourly Pedestrian Volume (DHV-PED)

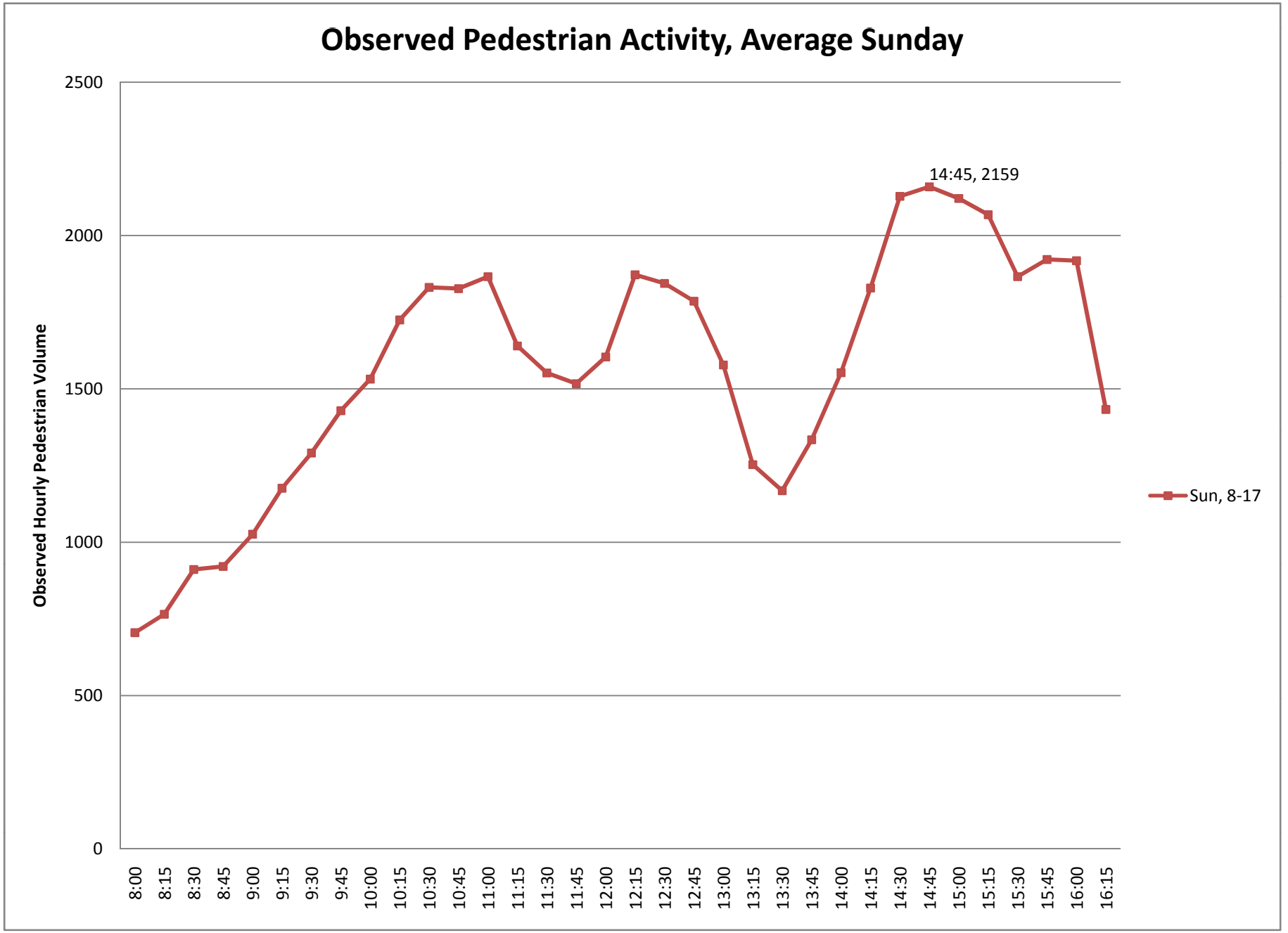
Design Hourly PED Volume

Weekday 2:00-3:00 PM
Weekend 11:00-12:00 PM



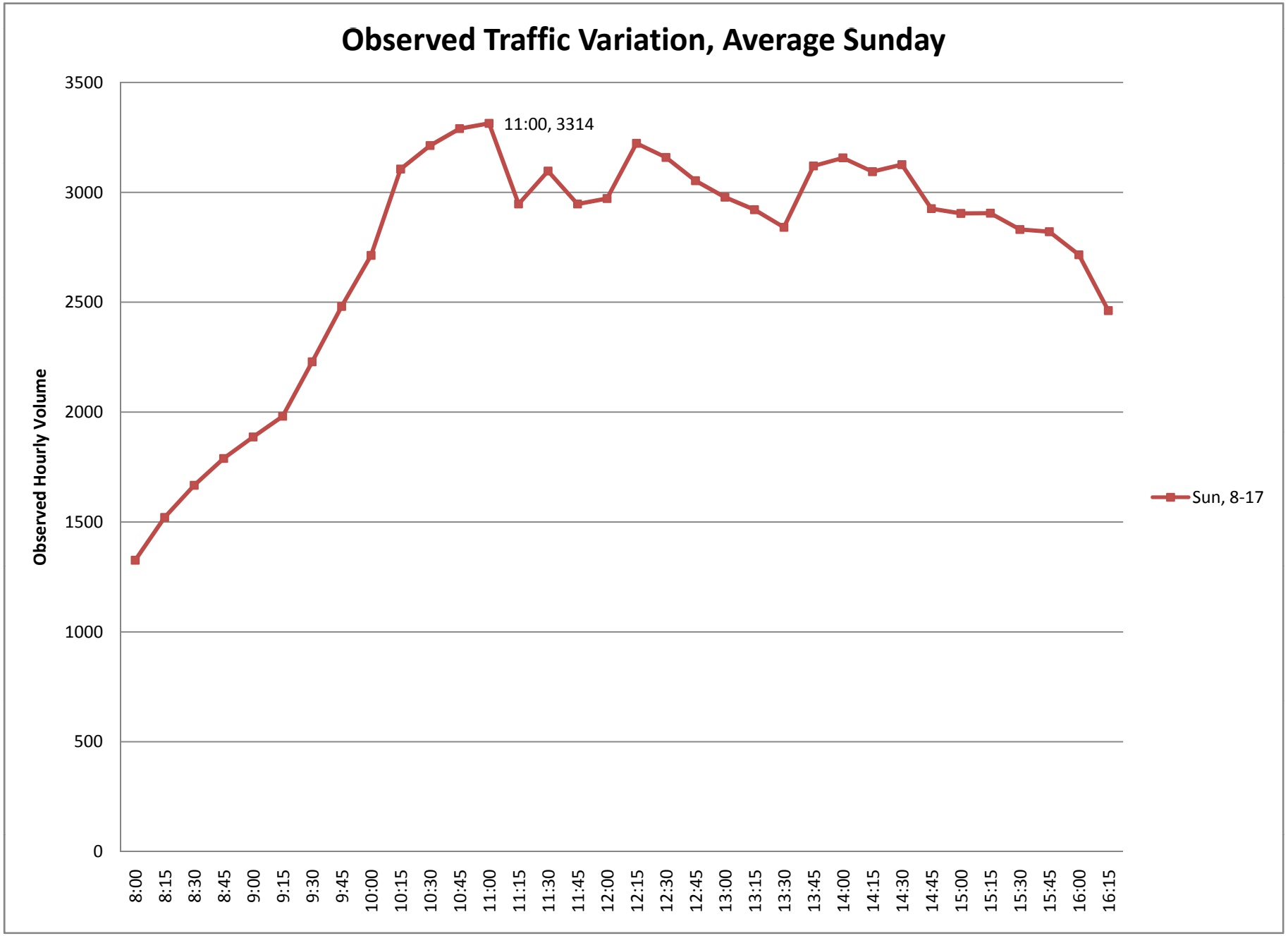
Section 20

Observed Pedestrian Activity – Average Weekend


Observed Pedestrian Activity, Average Sunday
Observed Hourly Pedestrian Volume
2500
2000
1500
1000
500
0
14:45, 2159
Sun, 8-17
8:00
8:15
8:30
8:45
9:00
9:15
9:30
9:45
10:00
10:15
10:30
10:45
11:00
11:15
11:30
11:45
12:00
12:15
12:30
12:45
13:00
13:15
13:30
13:45
14:00
14:15
14:30
14:45
15:00
15:15
15:30
15:45
16:00
16:15

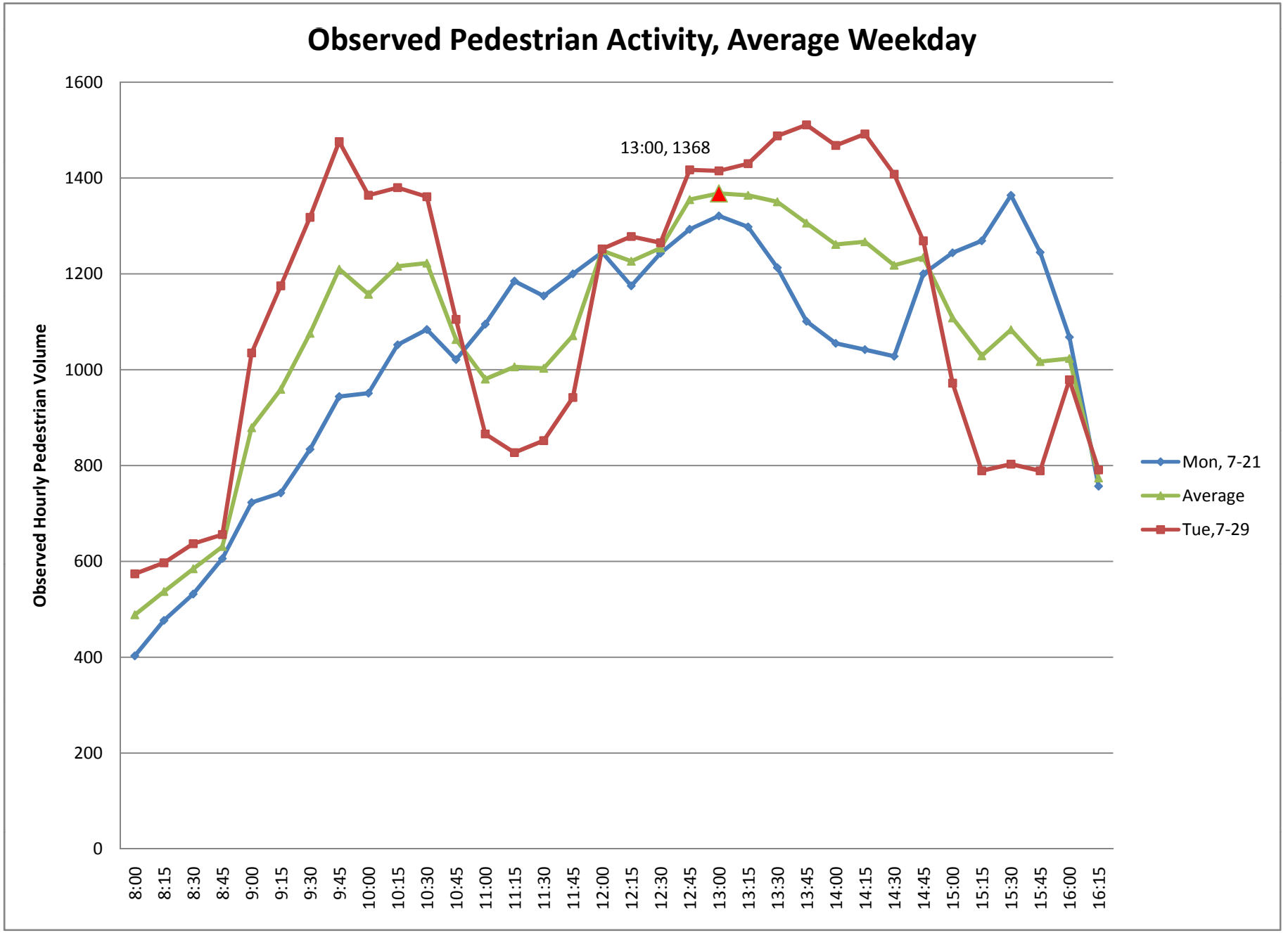
Section 21

Observed Traffic Variation – Average Weekend


Observed Traffic Variation, Average Sunday
Observed Hourly Volume
3500
3000
2500
2000
1500
1000
500
0
11:00, 3314
8:00
8:15
8:30
8:45
9:00
9:15
9:30
9:45
10:00
10:15
10:30
10:45
11:00
11:15
11:30
11:45
12:00
12:15
12:30
12:45
13:00
13:15
13:30
13:45
14:00
14:15
14:30
14:45
15:00
15:15
15:30
15:45
16:00
16:15
Sun, 8-17

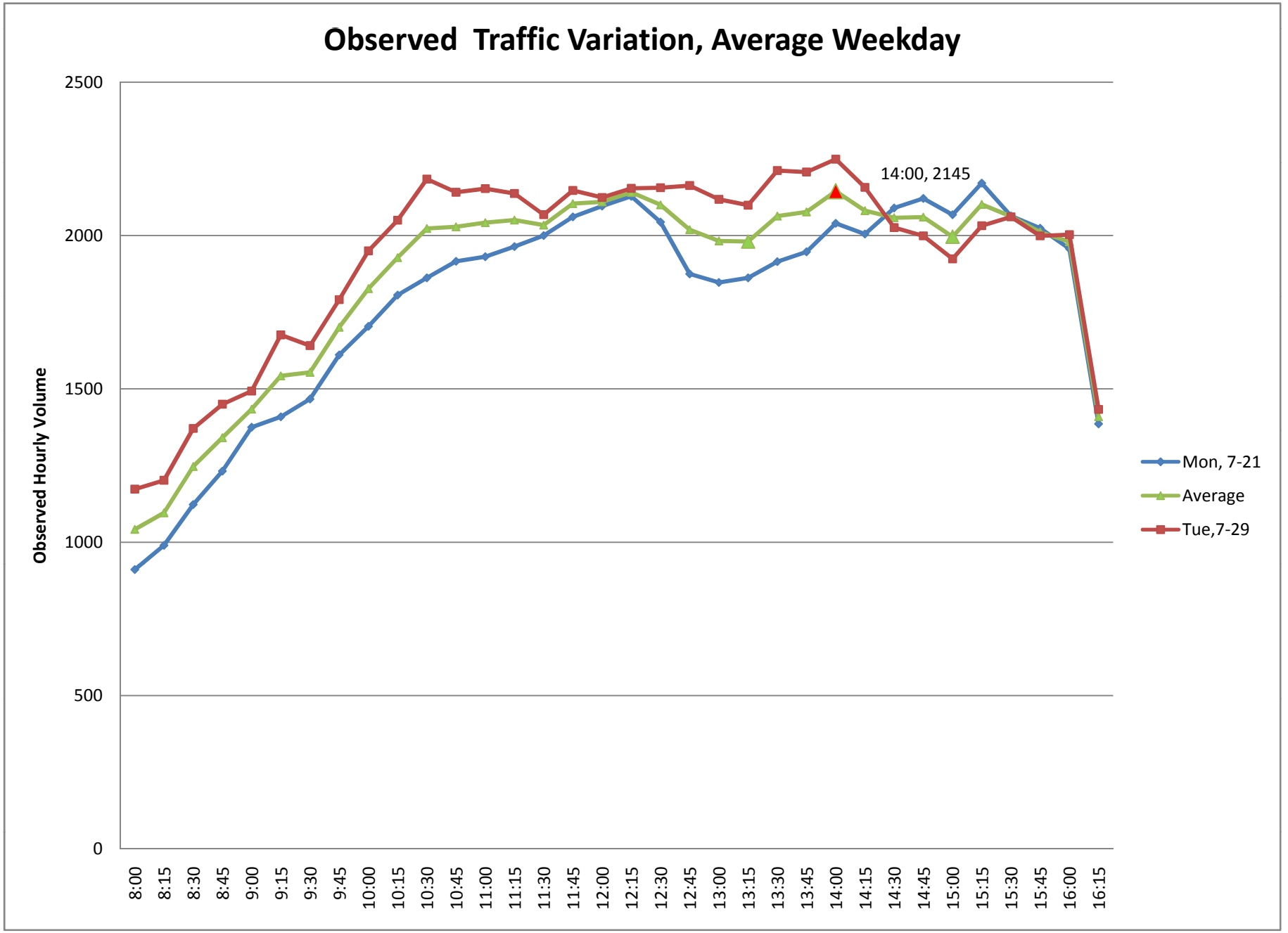
Section 22

Observed Pedestrian Activity – Average Weekday


Observed Pedestrian Activity, Average Weekday
Observed Hourly Pedestrian Volume
1600
1400
1200
1000
800
600
400
200
0
13:00, 1368
8:00
8:15
8:30
8:45
9:00
9:15
9:30
9:45
10:00
10:15
10:30
10:45
11:00
11:15
11:30
11:45
12:00
12:15
12:30
12:45
13:00
13:15
13:30
13:45
14:00
14:15
14:30
14:45
15:00
15:15
15:30
15:45
16:00
16:15
Mon, 7-21
Average
Tue,7-29

Section 23

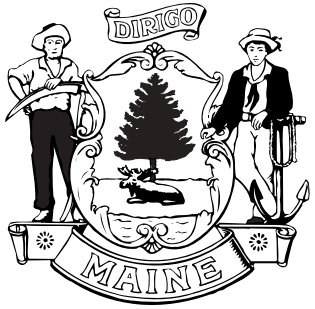
Observed Traffic Variation – Average Weekday


Observed Traffic Variation, Average Weekday
Observed Hourly Volume
2500
2000
1500
1000
500
0
14:00, 2145
8:00
8:15
8:30
8:45
9:00
9:15
9:30
9:45
10:00
10:15
10:30
10:45
11:00
11:15
11:30
11:45
12:00
12:15
12:30
12:45
13:00
13:15
13:30
13:45
14:00
14:15
14:30
14:45
15:00
15:15
15:30
15:45
16:00
16:15
Mon, 7-21
Average
Tue,7-29

Section 24

Maine DOT 2007 Transportation Counts

Traffic Volume Counts
2007 Annual Report



MaineDOT

Data collected and published by the
State of Maine
Department of Transportation
Traffic Engineering Division

In cooperation with the
United States Department of Transportation
Federal Highway Administration

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FOREWORD

The Department of Transportation, Traffic Engineering Division, and Traffic Monitoring Section is responsible for the collection of all types of traffic data and maintenance of a statewide traffic volume database. The reduction and reporting of traffic volumes and vehicle classification data are accomplished through two types of count programs. They are as follows:

CONTINUOUS COUNT PROGRAM

Traffic volumes are monitored on a continuous year round basis at 64 permanent recorder sites located on major highways throughout the State. These hourly counts are collected to produce an average weekday figure, a weekly average day, a monthly average day, and a monthly average weekday. This information is compiled to develop an Annual Average Daily Traffic (AADT) figure for each location. The AADT is computed from the average of the weekly average day totals for the year.

The increasing demand to determine the types of vehicles (e.g. passenger cars, single-unit trucks, and semi's) traveling Maine's highways has prompted the development of a Continuous Classification Program. Currently, the department has 23 locations along routed highways that collect data based on thirteen categories as defined by the Federal Highway Administration. An AADT is computed based on the total volume.

24 HOUR TRAFFIC DATA COLLECTION PROGRAM

Between April 1st and November 15th of each year, 24 hour traffic counts (i.e., coverage counts) are gathered to monitor traffic flow and changes in traffic patterns. These counts are generally taken at intersections with major routes and/or other significant roads, Compact Urban Lines (CUL), or Town Lines (TL), or in coordination with ongoing projects or special traffic studies for the Department.

Additionally, 24-hour vehicle classification counts are performed in conjunction with the coverage counts to provide a comprehensive view of traffic along the routed highways.

The State is divided into three count zones:

ZONE I : **Southwestern Maine to western Penobscot Bay region. This zone includes all of York, Cumberland, Sagadahoc, Lincoln, Knox, and Waldo counties, Oxford county from Albany Twp/Waterboro West & Oxford, Otisfield, as well as Poland, and Mechanic Falls in Androscoggin county.**

ZONE II : **Western/Central Maine and eastern Penobscot Bay region. This zone includes all of Androscoggin except Poland, and Mechanic Falls, Franklin, Kennebec counties, the remainder of Oxford county, Somerset county from Bingham south plus between Flagstaff Lake area and Kennebec River, southern Penobscot county, and western Hancock county.**

ZONE III : **Northern and eastern Maine. This zone includes all of Aroostook, Piscataquis, Washington counties, northern and southeastern Hancock county, Penobscot county from Lagrange north, and the remainder of Somerset county.**

These zones are counted on a five year cycle: Zones I and II are counted twice and Zone III once during each five year period. The coverage count program also consists of the "Special Counts" taken each year to satisfy Departmental needs, local requests, and Federal requirements. These include the annual collection of data for the State's four urbanized areas (BACTS, KACTS, ATRC, and PACTS), Interstate System counts, and data collected from the various traffic studies conducted throughout the year. The 2007 Program included 3884 counts accomplished.

Once the AADT's have been computed for all of the permanent recorder locations, weekly factors for each station are computed by dividing the AADT by each average weekly figure. Those stations which exhibit similar traffic patterns are assembled and placed into one of three groups:

URBAN : **Roadways which carry commuter traffic and exhibit little seasonal change in traffic volumes.**

ARTERIAL : **Roadways which carry commuter traffic but exhibit moderate seasonal changes in traffic volumes.**

RECREATIONAL : **Roadways which are heavily influenced by seasonal traffic.**

Within each of the three groups, a factor for each week is computed by averaging the weekly factors from each station within the group.

The 2007 Weekly Group Mean Factors were developed by averaging the Weekly Group Mean Factor for 2004, 2005 and 2006. The following pages show the graph of the 2007 Weekly Group Mean Factors, a list of these factors, and the 2007 Weekly Group Mean Factor as a percent of the AADT.

The 24-hour raw data may now be grouped and assigned a factor to produce an AADT. Growth factors for expanding traffic in uncounted zones are developed utilizing data from the permanent recorders and comparing it to the data from the previous year.

The updated AADT's are entered into the Maine Department of Transportation's database to be used by various Departmental employees.

DESCRIPTION of HEADINGS, SYMBOLS, AND ABBREVIATIONS

The following is a description of the column headings, symbols, and abbreviations used for the Coverage Count Section.

TOWN **The town in which a count was taken**

ROUTE **The road or highway on which the count was taken.**

Non-Interstate Highways and Roads

---- X indicates a Routed Highway

0196X = SR 196 **0001X = US Route 1**

---- A or --- B indicates an Alternate Routed Highway

0001A = US Route 1A 0009B = SR 9B

---- C indicates a Business Route

0001C = Business US Route 1, 1A, or 1B

0025C = Business SR 25

Just a number with no letter OR no numbers or letters indicates a non-routed highway

= Pine Hill Road **00001 = Hubbard Road**

01414 = IR 1414 **00991 = IR 991 (Biddeford Road)**

Interstate System

---- X indicates Northbound or Eastbound **0095X = I-95 Northbound** **0395X = I-395 Eastbound**
---- S indicates Southbound **0095S = I-95 Southbound**
---- W indicates Westbound **0395W = I-395 Westbound**

LOCATION **A description of where the count was taken.**

APP = Approach	**ART = Arterial**	**AVE = Avenue**	**BK = Brook**	**BLVD = Boulevard**
BR = Bridge	**CIR = Circle**	**CL = County Line**	**CNR = Corner**	**CONN = Connector**
CTR = Center	**CUL = Compact Urban Line**	**CWY = Cause way**	**CV = Cove**	**DR = Drive**
EB = Eastbound	**ENT = Entrance**	**FL = Fall**	**FLS = Falls**	**FT = Fort**
HBR = Harbor	**HTS = Heights**	**HWY = Highway**	**INT'L = International**	**ILD=Island**
IR = Inventory Road	**LG = Long**	**LK = Lake**	**LN = Lane**	**LWR = Lower**
LTL = Little	**MEM = Memorial**	**MT = Mount**	**MTN = Mountain**	**NB = Northbound**
NH = New Hampshire	**OW = One Way**	**PD = Pond**	**PK = Park**	**PKWY = Park Way**
PL = Place	**PT = Point**	**PW = Private Way**	**PZ = Plaza**	**RD = Road**
RDG = Ridge	**RMP = Ramp**	**RR = Railroad**	**RV = River**	**SB = Southbound**
SL = State Line	**SQ = Square**	**SR = State Route**	**ST = Street**	**STA = Station**
STR = Stream	**TER = Terrace**	**TL = Town Line**	**TPK = Turnpike**	**TR = Trail**
UPR = Upper	**US = United States Route**	**WB = Westbound**		

N/O, NE/O, E/O, etc. = North of, Northeast of, East of, etc.

<u>TYPE</u> **Category for each count taken.**

A **Permanent Recorder Count**

B **BACTS Count**

C **Coverage Count**

I **Interstate Count**

K **KACTS Count**

L **ATRC Count (Formerly LACTS)**

M **Municipal, Town, Regional Count**

P **PACTS Count**

S **Special Count**

T **Turning Movement Count**

W **Weigh and Motion**

Z **Speed Count**

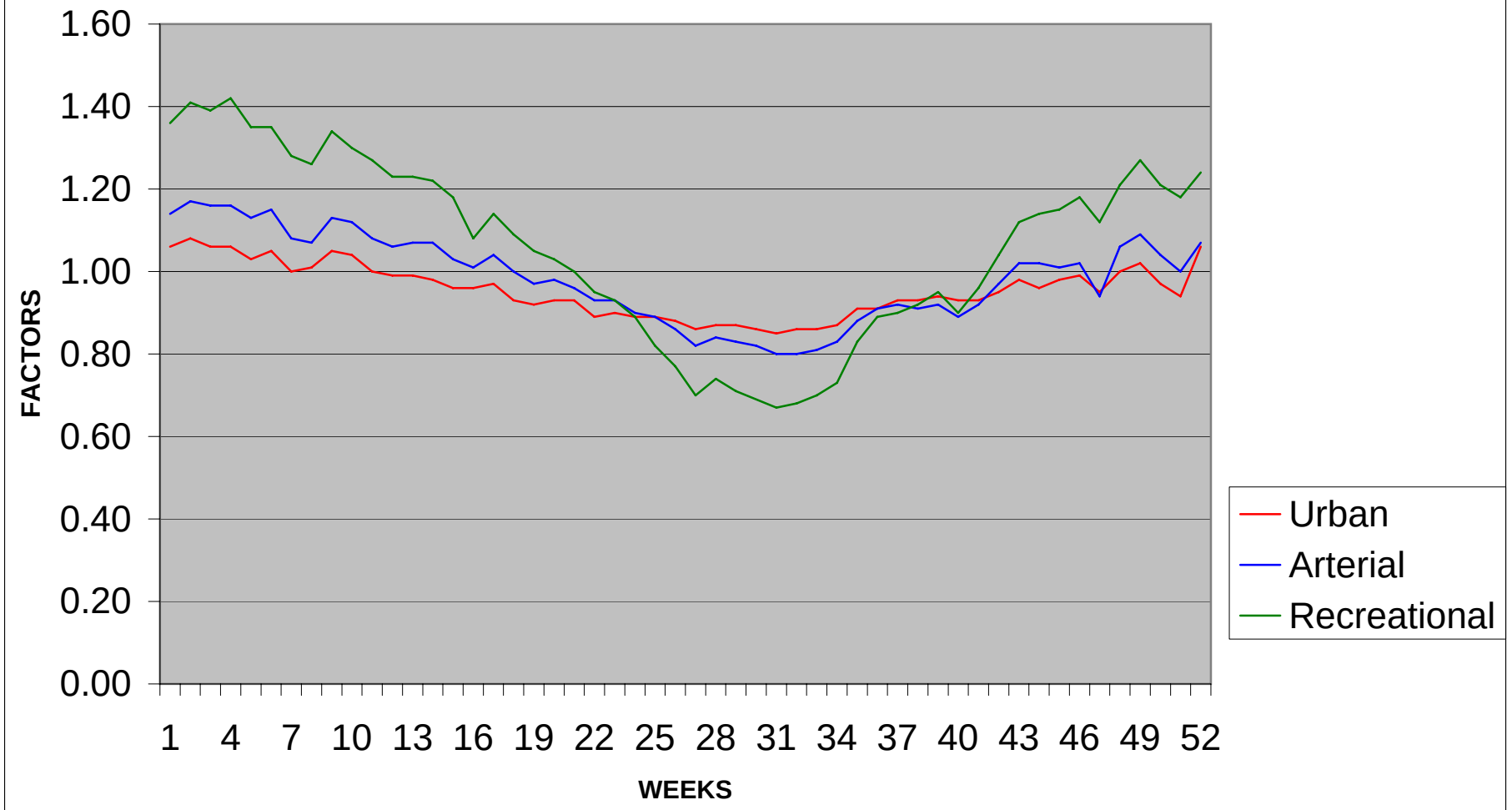
GROUP **The factor group assigned to the location.**

I	**Urban Group**	**II**	**Arterial Group**
III	**Recreational Group**	**ATR**	**Permanent Recorder Controlled Group**

AADT **Annual Average Daily Traffic**

2007 WEEKLY GROUP FACTORS

AVERAGE: 2004, 2005, 2006



2007
WEEKLY GROUP MEAN FACTORS
AVERAGE: 2004, 2005, 2006

			Month	Urban	Arterial	Recreationa	Group	Group	Group	Year
Month	Start Date	Dates	Week #	Group I	Group II	Group III	I + II	II + III	I + III	Week #
Jan/Feb	(31)	1,2,3,4,5	1	1.06	1.14	1.36	1.10	1.25	1.21	1
	(7)	8,9,10,11,1	2	1.08	1.17	1.41	1.13	1.29	1.25	2
	(14)	15,16,17,1	3	1.06	1.16	1.39	1.11	1.28	1.23	3
	(21)	22,23,24,2	4	1.06	1.16	1.42	1.11	1.29	1.24	4
	(28)	29,30,31,1	5	1.03	1.13	1.35	1.08	1.24	1.19	5
Feb/Mar	(4)	5,6,7,8,9	1	1.05	1.15	1.35	1.10	1.25	1.20	6
	(11)	12,13,14,1	2	1.00	1.08	1.28	1.04	1.18	1.14	7
	(18)	19,20,21,2	3	1.01	1.07	1.26	1.04	1.17	1.14	8
	(25)	26,27,28,2	4	1.05	1.13	1.34	1.09	1.24	1.20	9
March	(4)	5,6,7,8,9	1	1.04	1.12	1.30	1.08	1.21	1.17	10
	(11)	12,13,14,1	2	1.00	1.08	1.27	1.04	1.18	1.14	11
	(18)	19,20,21,2	3	0.99	1.06	1.23	1.03	1.15	1.11	12
	(25)	26,27,28,2	4	0.99	1.07	1.23	1.03	1.15	1.11	13
April/May	(1)	2,3,4,5,6	1	0.98	1.07	1.22	1.03	1.15	1.10	14
	(8)	9,10,11,12	2	0.96	1.03	1.18	1.00	1.11	1.07	15
	(15)	16,17,18,1	3	0.96	1.01	1.08	0.99	1.05	1.02	16
	(22)	23,24,25,2	4	0.97	1.04	1.14	1.01	1.09	1.06	17
	(29)	30,1,2,3,4	1	0.93	1.00	1.09	0.97	1.05	1.01	18
May/Jun	(6)	7,8,9,10,11	2	0.92	0.97	1.05	0.95	1.01	0.99	19
	(13)	14,15,16,1	3	0.93	0.98	1.03	0.96	1.01	0.98	20
	(20)	21,22,23,2	4	0.93	0.96	1.00	0.95	0.98	0.97	21
	(27)	28,29,30,3	5	0.89	0.93	0.95	0.91	0.94	0.92	22
Jun/Jul	(3)	4,5,6,7,8	1	0.90	0.93	0.93	0.92	0.93	0.92	23

	(10)	11,12,13,1	2	0.89	0.90	0.89	0.90	0.90	0.89	24
	(17)	18,19,20,2	3	0.89	0.89	0.82	0.89	0.86	0.86	25
	(24)	25,26,27,2	4	0.88	0.86	0.77	0.87	0.82	0.83	26
Jul/Aug	(1)	2,3,4,5,6	1	0.86	0.82	0.70	0.84	0.76	0.78	27
	(8)	9,10,11,12	2	0.87	0.84	0.74	0.86	0.79	0.81	28
	(15)	16,17,18,1	3	0.87	0.83	0.71	0.85	0.77	0.79	29
	(22)	23,24,25,2	4	0.86	0.82	0.69	0.84	0.76	0.78	30
	(29)	30,31,1,2,3	5	0.85	0.80	0.67	0.83	0.74	0.76	31
Aug/Sep	(5)	6,7,8,9,10	1	0.86	0.80	0.68	0.83	0.74	0.77	32
	(12)	13,14,15,1	2	0.86	0.81	0.70	0.84	0.76	0.78	33
	(19)	20,21,22,2	3	0.87	0.83	0.73	0.85	0.78	0.80	34
	(26)	27,28,29,3	4	0.91	0.88	0.83	0.90	0.86	0.87	35
Septembe	(2)	3,4,5,6,7	1	0.91	0.91	0.89	0.91	0.90	0.90	36
	(9)	10,11,12,1	2	0.93	0.92	0.90	0.93	0.91	0.92	37
	(16)	17,18,19,2	3	0.93	0.91	0.92	0.92	0.92	0.93	38
	(23)	24,25,26,2	4	0.94	0.92	0.95	0.93	0.94	0.95	39
	(30)	1,2,3,4,5	1	0.93	0.89	0.90	0.91	0.90	0.92	40
Oct/Nov	(7)	8,9,10,11,1	2	0.93	0.92	0.96	0.93	0.94	0.95	41
	(14)	15,16,17,1	3	0.95	0.97	1.04	0.96	1.01	1.00	42
	(21)	22,23,24,2	4	0.98	1.02	1.12	1.00	1.07	1.05	43
	(28)	29,30,31,1	5	0.96	1.02	1.14	0.99	1.08	1.05	44
Nov/Dec	(4)	5,6,7,8,9	1	0.98	1.01	1.15	1.00	1.08	1.07	45
	(11)	12,13,14,1	2	0.99	1.02	1.18	1.01	1.10	1.09	46
	(18)	19,20,21,2	3	0.95	0.94	1.12	0.95	1.03	1.04	47
	(25)	26,27,28,2	4	1.00	1.06	1.21	1.03	1.14	1.11	48
December	(2)	3,4,5,6,7	1	1.02	1.09	1.27	1.06	1.18	1.15	49
	(9)	10,11,12,1	2	0.97	1.04	1.21	1.01	1.13	1.09	50
	(16)	17,18,19,2	3	0.94	1.00	1.18	0.97	1.09	1.06	51
	(23)	24,25,26,2	4	1.06	1.07	1.24	1.07	1.16	1.15	52

2007
WEEKLY GROUP MEAN FACTORS
AVERAGE: 2004, 2005, 2006
AS PERCENT OF AADT

			Month	Urban	Arterial	Recreationa	Group	Group	Group	Year
Month	Start Date	Dates	Week #	Group I	Group II	Group III	I + II	II + III	I + III	Week #
Jan/Feb	(31)	1,2,3,4,5	1	94.34	87.72	73.53	90.91	80.00	82.64	1
	(7)	8,9,10,11,1	2	92.59	85.47	70.92	88.50	77.52	80.00	2
	(14)	15,16,17,1	3	94.34	86.21	71.94	90.09	78.13	81.30	3
	(21)	22,23,24,2	4	94.34	86.21	70.42	90.09	77.52	80.65	4
	(28)	29,30,31,1	5	97.09	88.50	74.07	92.59	80.65	84.03	5
Feb/Mar	(4)	5,6,7,8,9	1	95.24	86.96	74.07	90.91	80.00	83.33	6
	(11)	12,13,14,1	2	100.00	92.59	78.13	96.15	84.75	87.72	7
	(18)	19,20,21,2	3	99.01	93.46	79.37	96.15	85.47	87.72	8
	(25)	26,27,28,2	4	95.24	88.50	74.63	91.74	80.65	83.33	9
March	(4)	5,6,7,8,9	1	96.15	89.29	76.92	92.59	82.64	85.47	10
	(11)	12,13,14,1	2	100.00	92.59	78.74	96.15	84.75	87.72	11
	(18)	19,20,21,2	3	101.01	94.34	81.30	97.09	86.96	90.09	12
	(25)	26,27,28,2	4	101.01	93.46	81.30	97.09	86.96	90.09	13
April/May	(1)	2,3,4,5,6	1	102.04	93.46	81.97	97.09	86.96	90.91	14
	(8)	9,10,11,12	2	104.17	97.09	84.75	100.00	90.09	93.46	15
	(15)	16,17,18,1	3	104.17	99.01	92.59	101.01	95.24	98.04	16
	(22)	23,24,25,2	4	103.09	96.15	87.72	99.01	91.74	94.34	17
	(29)	30,1,2,3,4	5	107.53	100.00	91.74	103.09	95.24	99.01	18
May/Jun	(6)	7,8,9,10,11	1	108.70	103.09	95.24	105.26	99.01	101.01	19
	(13)	14,15,16,1	2	107.53	102.04	97.09	104.17	99.01	102.04	20
	(20)	21,22,23,2	3	107.53	104.17	100.00	105.26	102.04	103.09	21
	(27)	28,29,30,3	4	112.36	107.53	105.26	109.89	106.38	108.70	22
Jun/Jul	(3)	4,5,6,7,8	1	111.11	107.53	107.53	108.70	107.53	108.70	23

	(10)	11,12,13,1	2	112.36	111.11	112.36	111.11	111.11	112.36	24
	(17)	18,19,20,2	3	112.36	112.36	121.95	112.36	116.28	116.28	25
	(24)	25,26,27,2	4	113.64	116.28	129.87	114.94	121.95	120.48	26
Jul/Aug	(1)	2,3,4,5,6	1	116.28	121.95	142.86	119.05	131.58	128.21	27
	(8)	9,10,11,12	2	114.94	119.05	135.14	116.28	126.58	123.46	28
	(15)	16,17,18,1	3	114.94	120.48	140.85	117.65	129.87	126.58	29
	(22)	23,24,25,2	4	116.28	121.95	144.93	119.05	131.58	128.21	30
	(29)	30,31,1,2,3	5	117.65	125.00	149.25	120.48	135.14	131.58	31
Aug/Sep	(5)	6,7,8,9,10	1	116.28	125.00	147.06	120.48	135.14	129.87	32
	(12)	13,14,15,1	2	116.28	123.46	142.86	119.05	131.58	128.21	33
	(19)	20,21,22,2	3	114.94	120.48	136.99	117.65	128.21	125.00	34
	(26)	27,28,29,3	4	109.89	113.64	120.48	111.11	116.28	114.94	35
Septembe	(2)	3,4,5,6,7	1	109.89	109.89	112.36	109.89	111.11	111.11	36
	(9)	10,11,12,1	2	107.53	108.70	111.11	107.53	109.89	108.70	37
	(16)	17,18,19,2	3	107.53	109.89	108.70	108.70	108.70	107.53	38
	(23)	24,25,26,2	4	106.38	108.70	105.26	107.53	106.38	105.26	39
	(30)	1,2,3,4,5	1	107.53	112.36	111.11	109.89	111.11	108.70	40
Oct/Nov	(7)	8,9,10,11,1	2	107.53	108.70	104.17	107.53	106.38	105.26	41
	(14)	15,16,17,1	3	105.26	103.09	96.15	104.17	99.01	100.00	42
	(21)	22,23,24,2	4	102.04	98.04	89.29	100.00	93.46	95.24	43
	(28)	29,30,31,1	5	104.17	98.04	87.72	101.01	92.59	95.24	44
Nov/Dec	(4)	5,6,7,8,9	1	102.04	99.01	86.96	100.00	92.59	93.46	45
	(11)	12,13,14,1	2	101.01	98.04	84.75	99.01	90.91	91.74	46
	(18)	19,20,21,2	3	105.26	106.38	89.29	105.26	97.09	96.15	47
	(25)	26,27,28,2	4	100.00	94.34	82.64	97.09	87.72	90.09	48
December	(2)	3,4,5,6,7	1	98.04	91.74	78.74	94.34	84.75	86.96	49
	(9)	10,11,12,1	2	103.09	96.15	82.64	99.01	88.50	91.74	50
	(16)	17,18,19,2	3	106.38	100.00	84.75	103.09	91.74	94.34	51
	(23)	24,25,26,2	4	94.34	93.46	80.65	93.46	86.21	86.96	52

	TOWN	STATION	ROAD	LOCATION	TYPE	GROUP	AADT03	AADT04	AADT05	AADT06	AADT07
31	WELLS	00208	00779	COLES HILL RD NW/O US 1/SR 9	C	I+II	.	.	900	.	.
31	WELLS	01304	00779	COLES HILL RD SE/O SR 9A (BRANCH RD)	C	I	.	.	530	.	460
31	WELLS	02007	00804	HARRISECKETT RD W/O US 1 (POST RD)	C	II	.	.	510	.	440
31	WELLS	04104	0109X	SR 109(SANFORD RD) SE/O SR 9A(BRANCH RD)	C	I	.	.	9900	.	9240
31	WELLS	04108	0109X	SR 109(SANFORD RD) NW/O SR 9A(BRANCH RD)	C	I+II	.	.	9260	.	8190
31	WELLS	04404	0109X	SR 109 (SANFORD RD) SE/O WIRE RD	C	I+II	.	.	8490	.	7140
31	WELLS	05204	0109X	SR 109(SANFORD RD) SE/O SAWYER RD(E JCT)	C	I+II	.	.	9610	.	9000
31	WELLS	05404	0109X	SR 109 (SANFORD RD) SE/O HIGH PINE LOOP	C	I+II	.	.	.	.	7780
31	WELLS	03805	07191	MERRILAND RIDGE RD S/O SR 9 (N BERWICK)	C	I	.	.	2190	.	930
31	WELLS	01101	80001	ATLANTIC AVE N/O ISLAND LEDGE RD	C	ATR00601	.	.	3660	.	.
31	WELLS	01803	80005	BOURNE AVE E/O US 1	C	ATR00601	.	.	2000	.	1950
31	WELLS	03207	80005	BOURNE AVE W/O OCEAN AVE	C	ATR00601	.	.	1790	.	1850
31	WELLS	00304	80015	DRAKES ISLAND RD SE/O US 1/SR 9	C	ATR00601	.	.	1990	.	.
31	WELLS	01207	80020	ELDRIDGE RD W/O WEBHANNET DR	C	ATR00601	.	.	1100	.	.
31	WELLS	01503	80020	ELDRIDGE RD E/O US 1	C	ATR00601	.	.	2260	.	2320
31	WELLS	01603	80025	FURBISH RD E/O US 1	C	ATR00601	.	.	1040	.	880
31	WELLS	03504	80034	MILE RD SE/O WEBHANNET DR	C	ATR00601	.	.	6010	.	.
31	WELLS	01807	80035	KIMBALLS LN W/O US 1	C	ATR00601	.	.	1650	.	1050
31	WELLS	00603	80038	HARBOR RD E/O US 1/SR 9	C	ATR00601	.	.	1610	.	.
31	WELLS	01702	80042	OCEAN AVE NE/O FURBISH RD	C	ATR00601	.	.	1780	.	.
31	WELLS	03201	80042	OCEAN AVE N/O BOURNE AVE	C	ATR00601	.	.	1560	.	1550
31	WELLS	03304	80042	OCEAN AVE SE/O ELDRIDGE RD	C	ATR00601	.	.	640	.	.
31	WELLS	01902	80046	OLD COUNTY RD NE/O TATNIC RD	C	ATR00601	.	.	1460	.	910
31	WELLS	01906	80046	OLD COUNTY RD SW/O TATNIC RD	C	I	.	.	70	.	.
31	WELLS	01907	80056	TATNIC RD W/O OLD COUNTY RD	C	III	.	.	2750	.	2060
31	WELLS	02507	80056	TATNIC RD W/O US 1	C	III	.	.	1980	.	1470
31	WELLS	01206	80081	WEBHANNET DR SW/O ELDRIDGE RD	C	ATR00601	.	.	1890	.	.
31	WELLS	03506	80081	WEBHANNET DR SW/O MILE RD	C	ATR00601	.	.	2130	.	.
31	WELLS	01003	80090	MILE RD E/O US 1	C	ATR00601	.	.	7200	.	.
31	WELLS	03104	80090	BURNT MILL RD SE/O SR 9A	C	I	.	.	310	.	270
31	YORK	08501		(PW) SHOP N SAVE ENT/EXIT N/O US 1	C	I	.	.	5950	.	.
31	YORK	10002		(PW) SHOP N SAVE DR NE/O SR91(S BERWICK)	C	I	.	.	1160	.	.
31	YORK	00104	0001A	US 1A (YORK ST) SE/O ORGANUG RD	C	III	.	.	13970	.	.
31	YORK	00108	0001A	US 1A (YORK ST) NW/O ORGANUG RD	C	III	.	.	13790	.	.

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	TOWN	STATION	ROAD	LOCATION	TYPE	GROUP	AADT03	AADT04	AADT05	AADT06	AADT07
31	YORK	00304	0001A	US 1A (YORK) SE/O HILLTOP DR	C	III	14840	.	.	.	.
31	YORK	01604	0001A	US 1A (YORK ST) SE/O SALISBURY AVE (PW)	C	ATR00601	.	.	7210	.	.
31	YORK	03101	0001A	US 1A (LONG BEACH AVE) N/O NUBBLE RD	C	ATR00601	.	.	4570	.	4810
31	YORK	03106	0001A	US 1A (LONG BEACH AVE) SW/O NUBBLE RD	C	ATR00601	.	.	5990	.	6440
31	YORK	03408	0001A	US 1A (YORK ST) NW/O ORCHARD LN	C	ATR00601	.	.	4630	.	4770
31	YORK	03506	0001A	US 1A (MAIN ST) SW/O ATLANTIC AVE	C	ATR00601	.	.	.	.	4880
31	YORK	03606	0001A	US 1A (MAIN ST) SW/O CROSS ST	C	ATR00601	.	.	.	.	4980
31	YORK	03703	0001A	US 1A (YORK ST) E/O WOODBRIDGE RD	C	ATR00601	.	.	4650	.	4880
31	YORK	03906	0001A	US 1A (YORK ST) SW/O ROARING ROCK RD	C	ATR00601	.	.	4040	.	4220
31	YORK	04201	0001A	US 1A (LONG BEACH) N/O LONG SANDS RD	C	ATR00601	.	.	5760	.	6020
31	YORK	04205	0001A	US 1A (YORK ST) S/O LONG SANDS RD	C	ATR00601	.	.	4350	.	4720
31	YORK	05302	0001A	US 1A (LONG BEACH AVE) NE/O BEACON ST	C	ATR00601	.	.	5880	.	6130
31	YORK	05306	0001A	US 1A (LONG BEACH AVE) SW/O BEACON ST	C	ATR00601	.	.	5650	.	5920
31	YORK	06808	0001A	US 1A (NB)(OCEAN AVE) NW/O OCEAN AVE EXT	C	ATR00601	.	.	5150	.	4510
31	YORK	07605	0001A	US 1A (MAIN ST) S/O BAY HAVEN RD	C	ATR00601	.	.	5480	.	4580
31	YORK	07701	0001A	US 1A (MAIN ST) N/O SHORE RD	C	ATR00601	.	.	3550	.	3430
31	YORK	08004	0001A	US 1A (CAPE NEDDICK RD) SE/O US 1 (BSMH)	C	ATR00601	.	.	2420	.	2260
31	YORK	08103	0001A	US 1A EB RAMP TO YORK ST E/O US 1 (BSMH)	C	III	4180	.	3720	.	.
31	YORK	08104	0001A	US 1A (YORK) SE/O US 1 (BSMH)	C	III	11560	.	10370	.	.
31	YORK	10301	0001A	US 1A (MAIN ST) N/O BEACH ST	C	ATR00601	.	.	8070	.	5140
31	YORK	00401	0001X	US 1 0.5 MI N/O PINE HILL RD	A	ATR00401	9720	9790	9520	9680	9420
31	YORK	00206	0001X	US 1 (BSMH) SW/O EB RAMP FROM I-95 CONN	C	ATR57902	.	.	15800	.	.
31	YORK	00506	0001X	US 1 (BSMH) SW/O SR 91 (S BERWICK)	C	II	.	.	11490	.	.
31	YORK	02402	0001X	US 1 NE/O SOUTH SIDE RD @ BR# 2715	C	II+III	9670	.	9950	.	10130
31	YORK	02406	0001X	US 1 (BSMH) SW/O BEECH RIDGE RD	C	II+III	10610	.	9910	.	10050
31	YORK	05202	0001X	US 1 (BSMH) NE/O OLD POST RD	C	II+III	.	.	14830	.	17220
31	YORK	05206	0001X	US 1 (BSMH) SW/O OLD POST RD	C	II+III	.	.	17170	.	19350
31	YORK	06101	0001X	US 1 (BSMH) N/O MOUNTAIN RD	C	ATR00401	.	.	11150	.	10700
31	YORK	06105	0001X	US 1 (BSMH) S/O MOUNTAIN RD	C	II+III	.	.	12280	.	13250
31	YORK	08001	0001X	US 1 (BSMH) N/O US 1A (MAIN)	C	II+III	.	.	13330	.	14020
31	YORK	08005	0001X	US 1 (BSMH) S/O US 1A (MAIN)	C	II+III	.	.	12400	.	12990
31	YORK	08502	0001X	US 1 NE/O SHOP N SAVE ENT/EXIT	C	II	.	.	18400	.	.
31	YORK	01207	00650	MOUNTAIN RD W/O CHASE POND RD	C	I	.	.	1360	.	.
31	YORK	10404	00650	MOUNTAIN RD SE/O CLAY HILL RD	C	I	.	.	690	.	.

	TOWN	STATION	ROAD	LOCATION	TYPE	GROUP	AADT03	AADT04	AADT05	AADT06	AADT07
31	YORK	10408	00650	MOUNTAIN RD NW/O CLAY HILL RD	C	I	.	.	650	.	.
31	YORK	02605	00655	BIRCH HILL RD S/O SR 91 (S BERWICK RD)	C	I	.	.	1310	.	.
31	YORK	02407	00664	BEECH RIDGE RD W/O US 1 (BSMH)	C	I	2500	.	2670	.	2550
31	YORK	02601	00665	BIRCH HILL RD N/O SR 91 (S BERWICK RD)	C	I	.	.	480	.	.
31	YORK	01106	00666	BARTLETT RD SW/O SOUTH SIDE RD	C	II	.	.	270	.	.
31	YORK	02306	00669	SCOTLAND BR RD SW/O SR 91 (S BERWICK RD)	C	I	.	.	1220	.	.
31	YORK	08906	00669	BETTY WELCH RD SW/O BEECH RIDGE RD	C	I	.	.	910	.	920
31	YORK	05204	00688	OLD POST RD SE/O US 1 (BSMH)	C	II+III	.	.	6280	.	6930
31	YORK	04906	00699	RIDGE RD SW/O WEBBER RD	C	ATR00601	.	.	.	.	6070
31	YORK	01006	00702	SOUTH SIDE RD SW/O ORGANUG RD	C	II+III	.	.	1590	.	1650
31	YORK	02403	00702	SOUTH SIDE RD E/O US 1 (BSMH)	C	II+III	1550	.	1890	.	2140
31	YORK	00702	00703	CHASE POND RD NE/O I-95 CONNECTOR	C	I	.	.	3840	.	.
31	YORK	01204	00703	CHASE POND RD SE/O MOUNTAIN RD	C	I	.	.	1800	.	.
31	YORK	01503	00703	MOUNTAIN RD E/O GREENLEAF PARSONS RD	C	I	.	.	1330	.	.
31	YORK	01801	00703	CHASE POND RD N/O SCITUATE RD (N JCT)	C	I	.	.	1670	.	.
31	YORK	01805	00703	CHASE POND RD S/O SCITUATE RD (N JCT)	C	I	.	.	1530	.	.
31	YORK	06108	00703	MOUNTAIN RD NW/O US 1 (BSMH)	C	II	.	.	1530	.	1490
31	YORK	02207	00704	SCITUATE RD W/O CHASE POND RD (S JCT)	C	I	.	.	1090	.	.
31	YORK	01807	00707	SCITUATE RD W/O CHASE POND RD (N JCT)	C	I	.	.	320	.	.
31	YORK	02001	00707	BOG RD N/O FALL MILL RD	C	I	.	.	610	.	.
31	YORK	08302	00707	BOG RD NE/O SR 91 (S BERWICK RD)	C	I	.	.	280	.	.
31	YORK	01203	00709	MOUNTAIN RD E/O CHASE POND RD	C	II	.	.	1550	.	.
31	YORK	02007	00709	FALL MILL RD W/O BOG RD	C	I	.	.	480	.	.
31	YORK	09101	00709	FALL MILL RD N/O PUDDING LN	C	I	.	.	500	.	.
31	YORK	09108	00716	PUDDING LN NW/O FALL MILL RD	C	I	.	.	110	.	.
31	YORK	00606	00720	CLAY HILL RD SW/O LOGGING RD	C	I	.	.	1070	.	.
31	YORK	00802	00720	CLAY HILL RD NE/O GREENLEAF PARSONS RD	C	I	.	.	1200	.	.
31	YORK	00806	00720	CLAY HILL RD SW/O GREENLEAF PARSONS RD	C	I	.	.	390	.	.
31	YORK	10501	00729	N VILLAGE RD N/O CLAY HILL RD	C	I	.	.	1410	.	.
31	YORK	00805	00731	GREENLEAF PARSONS RD S/O CLAY HILL RD	C	I	.	.	950	.	.
31	YORK	10402	00737	CLAY HILL RD NE/O MOUNTAIN RD	C	I	.	.	240	.	.
31	YORK	10508	00739	JOSIAH NORTON RD NW/O CLAY HILL RD	C	I	.	.	200	.	.
31	YORK	00402	00741	PINE HILL RD NE/O US 1	C	ATR00601	.	.	800	.	920
31	YORK	00507	0091X	SR 91 (S BERWICK) W/O US 1 (BSMH)	C	II	.	.	5380	.	.

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	TOWN	STATION	ROAD	LOCATION	TYPE	GROUP	AADT03	AADT04	AADT05	AADT06	AADT07
31	YORK	02603	0091X	SR 91 (S BERWICK RD) E/O BIRCH HILL RD	C	II	.	.	4140	.	.
31	YORK	09103	0091X	SR 91 (S BERWICK RD) E/O PUDDING LN	C	II	.	.	4650	.	.
31	YORK	09107	0091X	SR 91 (S BERWICK RD) W/O PUDDING LN	C	II	.	.	4670	.	.
31	YORK	07307	00984	RIDGE RD W/O RAILROAD ST EXT	C	ATR00601	.	.	4050	.	3670
31	YORK	02800	0103X	SR 103 (LILAC LN) @ YORK RIVER BR	C	ATR00601	.	.	2800	.	2510
31	YORK	03002	0103X	SR 103 (NEW KITTERY) NE/O SEABURY RD	C	ATR00601	.	.	2240	.	2080
31	YORK	03006	0103X	SR 103 (NEW KITTERY) SW/O BRAVE BOAT HBR	C	ATR00601	.	.	1620	.	1330
31	YORK	00204	01423	EB RAMP FROM I95CONN TO US1 SE/O I95CONN	C	II+III	.	.	4190	.	.
31	YORK	00208	01423	I-95 CONN NW/O US 1 (BLUE STAR MEM HWY)	C	II+III	.	.	18430	.	.
31	YORK	00704	01423	I-95 CONNECTOR SE/O CHASE POND RD	C	I	.	.	4310	.	.
31	YORK	55107	01423	I-95 CONNECTOR W/O I-95 NB OFF RAMP	C	II+III	.	.	11330	.	.
31	YORK	10104	02308	RAYDON RD SE/O US 1 (BSMH)	C	I	.	.	780	.	.
31	YORK	10708	03724	BIRCH HILL RD NW/O BEECH RIDGE RD	C	I	.	.	1220	.	1310
31	YORK	00603	05121	LOGGING RD E/O CLAY HILL RD	C	I	.	.	890	.	.
31	YORK	09908	05121	LOGGING RD NW/O US 1 (BSMH)	C	I	.	.	1360	.	.
31	YORK	03004	05234	BRAVE BOAT HBR SE/O SR 103 (NEW KITTERY)	C	ATR00601	.	.	1410	.	1380
31	YORK	03903	70013	ROARING ROCK RD E/O US 1A (YORK ST)	C	ATR00601	.	.	320	.	.
31	YORK	05402	70656	WESTERN PT RD NE/O BRAVE BOAT HBR RD	C	ATR00601	.	.	.	.	320
31	YORK	05405	70656	BRAVE BOAT HBR RD S/O WESTERN PT RD	C	ATR00601	.	.	.	.	1150
31	YORK	05506	70656	BRAVE BOAT HBR RD SW/O PEPPERELL WAY	C	ATR00601	.	.	.	.	840
31	YORK	05606	70656	BRAVE BOAT HBR RD SW/O RAYNES NECK RD	C	ATR00601	.	.	.	.	320
31	YORK	05803	70656	BRAVE BOAT HBR RD E/O SR 103	C	ATR00601	.	.	.	.	140
31	YORK	08908	70664	BEECH RIDGE RD NW/O BETTY WELCH RD	C	I	.	.	1720	.	1600
31	YORK	02102	70688	RIDGE RD NE/O LONG SANDS RD	C	ATR00601	.	.	5020	.	5610
31	YORK	01601	70690	LONG SANDS RD N/O US 1A (YORK ST)	C	ATR00601	.	.	8120	.	8060
31	YORK	04208	70690	LONG SANDS RD NW/O US 1A (LONG BEACH RD)	C	ATR00601	.	.	2170	.	2390
31	YORK	05605	70695	RAYNES NECK RD S/O BRAVE BOAT HBR RD	C	ATR00601	.	.	.	.	560
31	YORK	05705	70695	RAYNES NECK RD S/O GODFREY COVE RD	C	ATR00601	.	.	.	.	190
31	YORK	04904	70696	WEBBER RD SE/O RIDGE RD	C	ATR00601	.	.	.	.	1180
31	YORK	05703	70697	GODFREY COVE RD E/O RAYNES NECK RD	C	ATR00601	.	.	.	.	140
31	YORK	03204	70698	BEACON ST SE/O RIDGE RD	C	ATR00601	.	.	.	.	1270
31	YORK	05308	70698	BEACON ST NW/O US 1A (LONG BEACH AVE)	C	ATR00601	.	.	920	.	1140
31	YORK	03202	70699	RIDGE RD NE/O BEACON ST	C	ATR00601	.	.	.	.	4680
31	YORK	03302	70699	RIDGE RD NE/O GUNNISON RD	C	ATR00601	.	.	.	.	4390

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	TOWN	STATION	ROAD	LOCATION	TYPE	GROUP	AADT03	AADT04	AADT05	AADT06	AADT07
31	YORK	03306	70699	RIDGE RD SW/O GUNNISON RD	C	ATR00601	.	.	.	.	4410
31	YORK	04902	70699	RIDGE RD NE/O WEBBER RD	C	ATR00601	.	.	.	.	5760
31	YORK	03103	70700	NUBBLE RD E/O US 1A (LONG BEACH AVE)	C	ATR00601	.	.	2280	.	2520
31	YORK	06201	70700	NUBBLE RD N/O CYCAD AVE	C	ATR00601	.	.	1260	.	1330
31	YORK	06206	70700	NUBBLE RD SW/O SOHIER PARK RD	C	ATR00601	.	.	1720	.	2180
31	YORK	07603	70701	BAY HAVEN RD E/O US 1A (MAIN ST)	C	ATR00601	.	.	320	.	260
31	YORK	05505	70712	PEPPERELL WAY S/O BRAVE BOAT HBR RD	C	ATR00601	.	.	.	.	130
31	YORK	04108	70745	RIVER RD NW/O SHORE RD	C	ATR00601	.	.	1050	.	1070
31	YORK	04804	70745	RIVER RD SE/O US 1 (BLUE STAR MEM HWY)	C	ATR00601	.	.	1390	.	1360
31	YORK	04006	70747	SHORE RD SW/O OLD COUNTY RD	C	ATR00601	.	.	2140	.	1770
31	YORK	07100	70747	SHORE RD @ CAPE NEDDICK RIVER BR	C	ATR00601	.	.	2440	.	1850
31	YORK	03308	70841	GUNNISON RD NW/O RIDGE RD	C	ATR00601	.	.	.	.	260
31	YORK	04406	71019	CLARK RD SW/O RIVER RD @ BR	C	ATR00601	.	.	510	.	640
31	YORK	03504	71314	ATLANTIC AVE SE/O US 1A (MAIN ST)	C	ATR00601	.	.	.	.	150
31	YORK	03604	71315	CROSS ST SE/O US 1A (MAIN ST)	C	ATR00601	.	.	.	.	80
31	YORK	06802	71319	OCEAN AVE EXT NE/O US 1A (OCEAN AVE)	C	ATR00601	.	.	870	.	660
31	YORK	10306	71322	MAIN ST SW/O US 1A (MAIN ST)	C	ATR00601	.	.	6220	.	.
31	YORK	00105	71623	ORGANUG RD S/O US 1A (YORK ST)	C	II	.	.	2930	.	.
31	YORK	01001	71623	ORGANUG RD N/O SOUTH SIDE RD	C	II+III	.	.	2270	.	2230
31	YORK	01005	71623	SEABURY RD S/O ORGANUG RD	C	II+III	.	.	1620	.	1480
31	YORK	06208	72107	CYCAD RD NW/O NUBBLE RD	C	ATR00601	.	.	210	.	290
31	YORK	00302	72307	HILLTOP DR NE/O US 1A	C	I	110	.	.	.	.
31	YORK	07005	72310	CHURCH ST EXT S/O US 1A (LONG BEACH AVE)	C	ATR00601	.	.	1140	.	990
31	YORK	06203	73043	SOHIER PARK RD E/O NUBBLE RD	C	ATR00601	.	.	2510	.	1820
31	YORK	06602	73046	KENDALL AVE NE/O BROADWAY	C	ATR00601	.	.	700	.	360
31	YORK	06705	73047	AIRPORT RD EXT S/O BROADWAY	C	ATR00601	.	.	.	.	170
31	YORK	06603	73048	BROADWAY E/O KENDALL AVE	C	ATR00601	.	.	2280	.	1310
31	YORK	06707	73048	BROADWAY W/O AIRPORT DR EXT	C	ATR00601	.	.	1610	.	1430
31	YORK	06903	73048	BROADWAY E/O US 1A (LONG BEACH AVE)	C	ATR00601	.	.	1580	.	1410
31	YORK	02903	73051	FREEMAN ST E/O US 1A (MAIN ST)	C	ATR00601	.	.	.	.	770
31	YORK	07303	73057	CHURCH ST (SB) E/O RAILROAD ST EXT	C	ATR00601	.	.	4940	.	5170
31	YORK	06804	75235	WILLOW AVE SE/O US 1A (LONG BEACH AVE)	C	ATR00601	.	.	620	.	390
31	YORK	03803	77117	NORWOOD FARMS RD E/O US 1A (YORK ST)	C	ATR00601	.	.	500	.	520
31	YORK	01704	77127	WOODBRIDGE RD SE/O LONG SANDS RD	C	ATR00601	.	.	2740	.	2860

York

	TOWN	STATION	ROAD	LOCATION	TYPE	GROUP	AADT03	AADT04	AADT05	AADT06	AADT07
31	YORK	03708	77127	WOODBRIDGE RD NW/O US 1A (YORK ST)	C	ATR00601	.	.	1210	.	1030

Parking Data

Section 25

7-21-08 – Ellis Park, Parking Lot Counts

Paradigm Engineering LLC

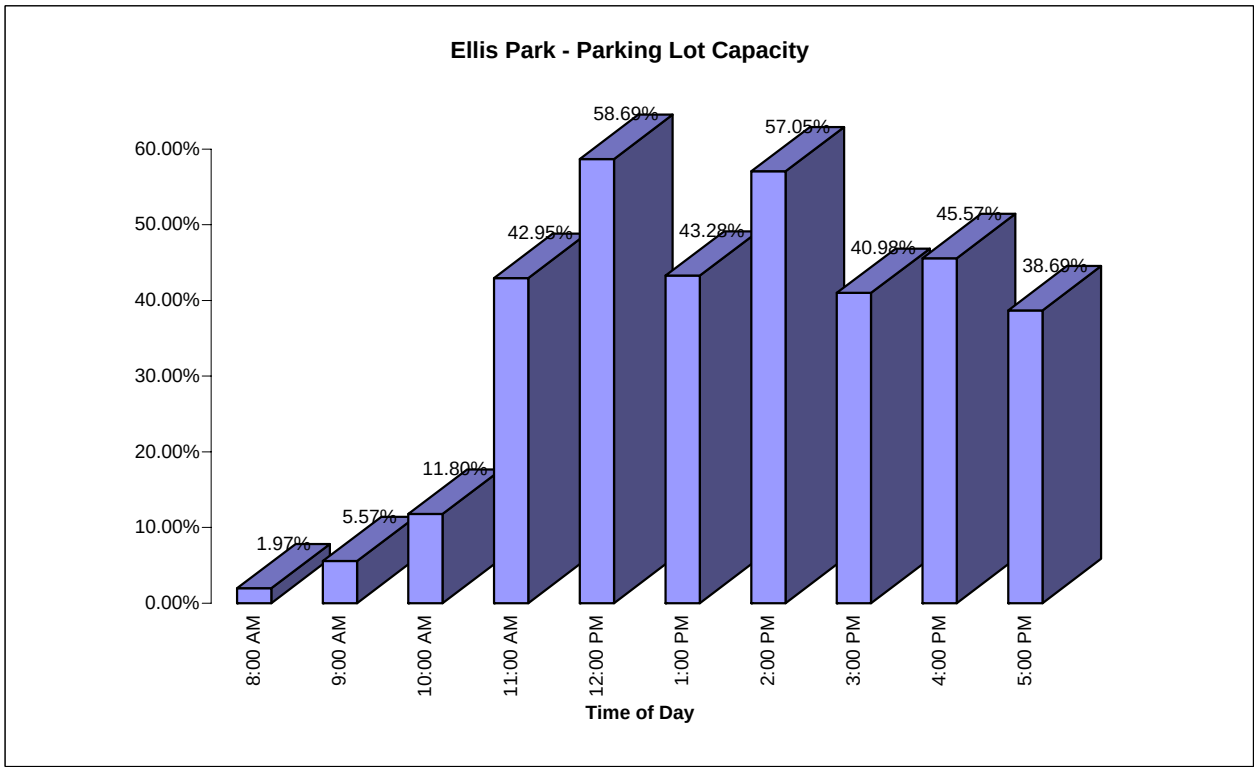
ELLIS PARK LOT

Project **York Beach Parking Study**
Client: **Town of York, Maine, Planning Department**
Parking Lot **Ellis Park Lot**
Date: **Monday, July 21, 2008**

Observer: **Edward McNally**
Weather: **Rain**

Start Time	# of Cars	Full Occupancy	% Occupancy	Available Parking Spaces	
8:00 AM	**6**	**305**	**1.97%**	**299**	
9:00 AM	**17**	**305**	**5.57%**	**288**	
10:00 AM	**36**	**305**	**11.80%**	**269**	285.3
11:00 AM	**131**	**305**	**42.95%**	**174**	
12:00 PM	**179**	**305**	**58.69%**	**126**	
1:00 PM	**132**	**305**	**43.28%**	**173**	
2:00 PM	**174**	**305**	**57.05%**	**131**	151
3:00 PM	**125**	**305**	**40.98%**	**180**	
4:00 PM	**139**	**305**	**45.57%**	**166**	
5:00 PM	**118**	**305**	**38.69%**	**187**	177.7

Grand Total	**1057**	**Avg Occupancy**	**34.66%**	**199.3**



Section 26

7-21-08 – Railroad Avenue Street Parking Counts

Paradigm Engineering LLC

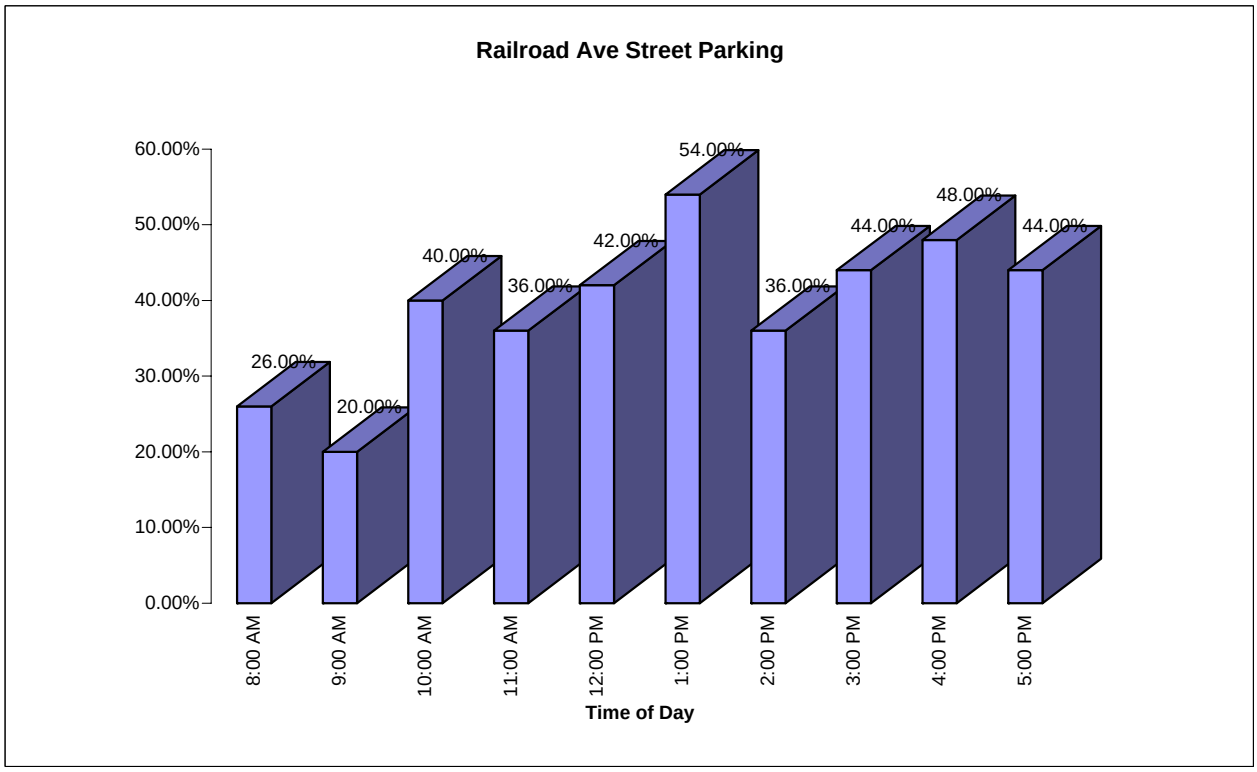
Railroad Ave Street Parking

Project **York Beach Parking Study**
Client: **Town of York, Maine, Planning Department**
Parking Lot **Railroad Ave Street Parking**
Date: **Monday, July 21, 2008**

Observer: **Hristo Iordanov**
Weather: **Rain**

Start Time	# of Cars	Full Occupancy	% Occupancy	Available Parking Spaces	
8:00 AM	**13**	**50**	**26.00%**	**37**	
9:00 AM	**10**	**50**	**20.00%**	**40**	
10:00 AM	**20**	**50**	**40.00%**	**30**	35.7
11:00 AM	**18**	**50**	**36.00%**	**32**	
12:00 PM	**21**	**50**	**42.00%**	**29**	
1:00 PM	**27**	**50**	**54.00%**	**23**	
2:00 PM	**18**	**50**	**36.00%**	**32**	29
3:00 PM	**22**	**50**	**44.00%**	**28**	
4:00 PM	**24**	**50**	**48.00%**	**26**	
5:00 PM	**22**	**50**	**44.00%**	**28**	27.3

Grand Total	**195**	**Avg Occupancy**	**39.00%**	**30.5**



Section 27

7-21-08 – Railroad Ave Parking Lot Counts

Paradigm Engineering LLC

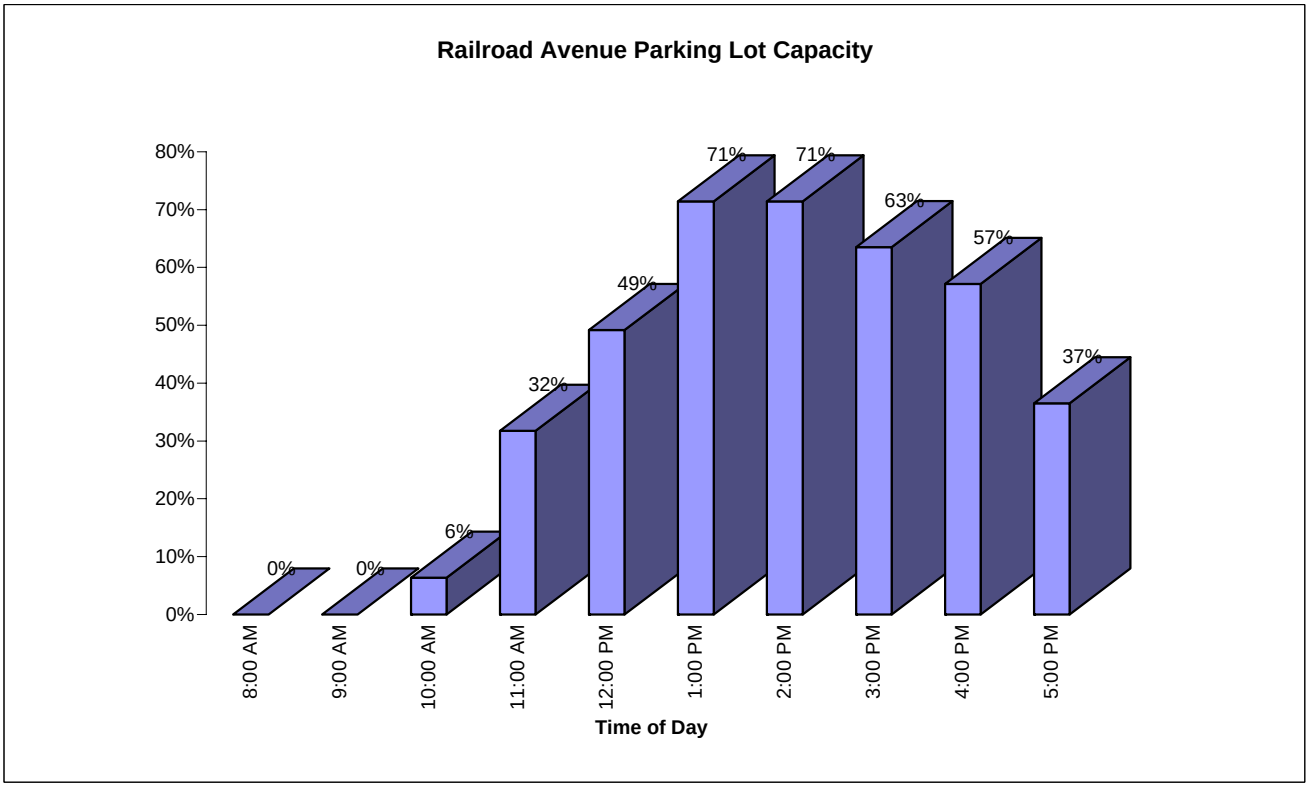
RR AVE PARKING LOT

Project **York Beach Parking Study**
Client: **Town of York, Maine, Planning Department**
Parking Lot **Railroad Avenue Parking Lot**
Date: **Monday, July 21, 2008**

Observer: **Edward McNally**
Weather: **Rain**

Start Time	# of Cars	Full Occupancy	% Occupancy	Available Parking Spaces	
8:00 AM	0	**63**	0%	**63**	
9:00 AM	0	**63**	0%	**63**	
10:00 AM	**4**	**63**	**6%**	**59**	61.7
11:00 AM	**20**	**63**	**32%**	**43**	
12:00 PM	**31**	**63**	**49%**	**32**	
1:00 PM	**45**	**63**	**71%**	**18**	
2:00 PM	**45**	**63**	**71%**	**18**	27.75
3:00 PM	**40**	**63**	**63%**	**23**	
4:00 PM	**36**	**63**	**57%**	**27**	
5:00 PM	**23**	**63**	**37%**	**40**	30.0

Grand Total	**244**	**Avg Occupancy**	**39%**	**38.6**



Section 28

7-29-08 – Ellis Park, Parking Lot Counts

Paradigm Engineering LLC

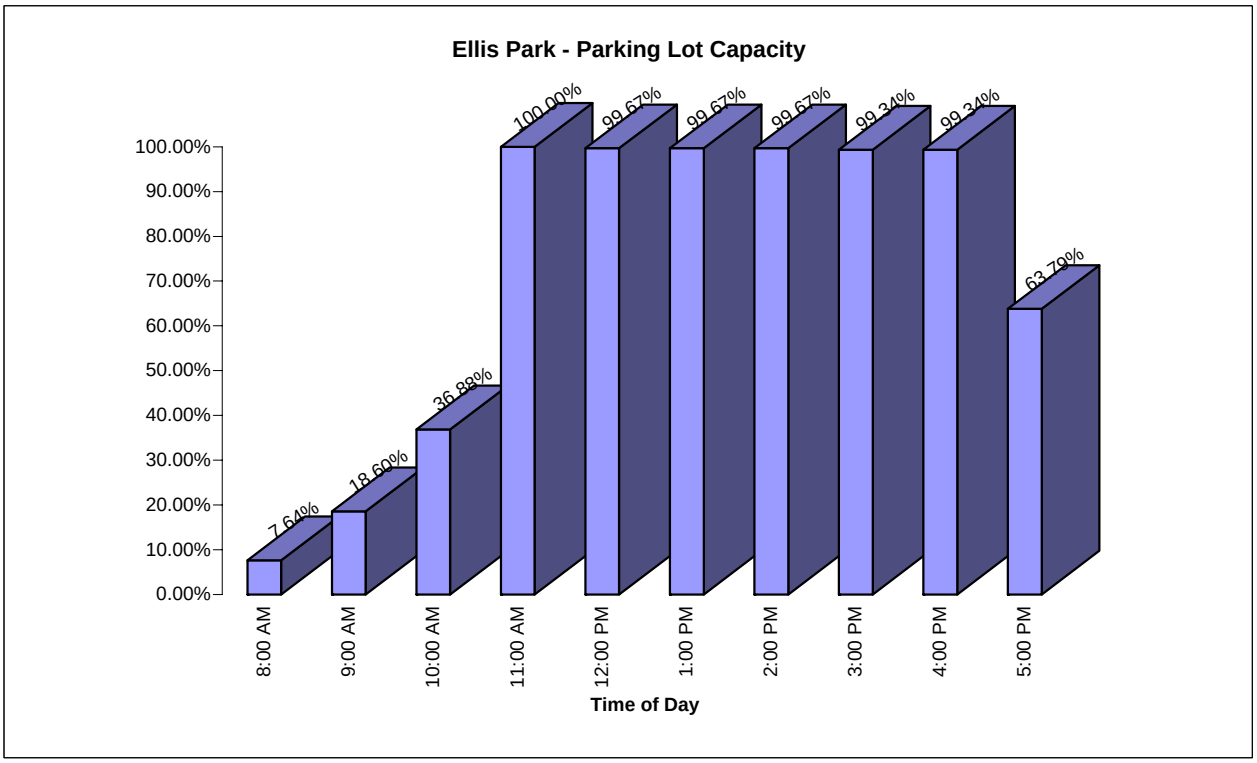
ELLIS PARK LOT

Project **York Beach Parking Study**
Client: **Town of York, Maine, Planning Department**
Parking Lot **Ellis Park Lot**
Date: **Tuesday, July 29, 2008**

Observer: **Edward McNally**
Weather: **Sunny**

Start Time	# of Cars	Full Occupancy	% Occupancy	Available Parking Spaces	
8:00 AM	**23**	**301**	**7.64%**	**278**	
9:00 AM	**56**	**301**	**18.60%**	**245**	
10:00 AM	**111**	**301**	**36.88%**	**190**	237.7
11:00 AM	**301**	**301**	**100.00%**		
12:00 PM	**300**	**301**	**99.67%**	**1**	
1:00 PM	**300**	**301**	**99.67%**	**1**	
2:00 PM	**300**	**301**	**99.67%**	**1**	0.75
3:00 PM	**299**	**301**	**99.34%**	**2**	
4:00 PM	**299**	**301**	**99.34%**	**2**	
5:00 PM	**192**	**301**	**63.79%**	**109**	37.7

Grand Total	**2181**	**Avg Occupancy**	**72.46%**	**82.9**



Section 29

7-29-08 – Railroad Avenue Street Parking Counts

Paradigm Engineering LLC

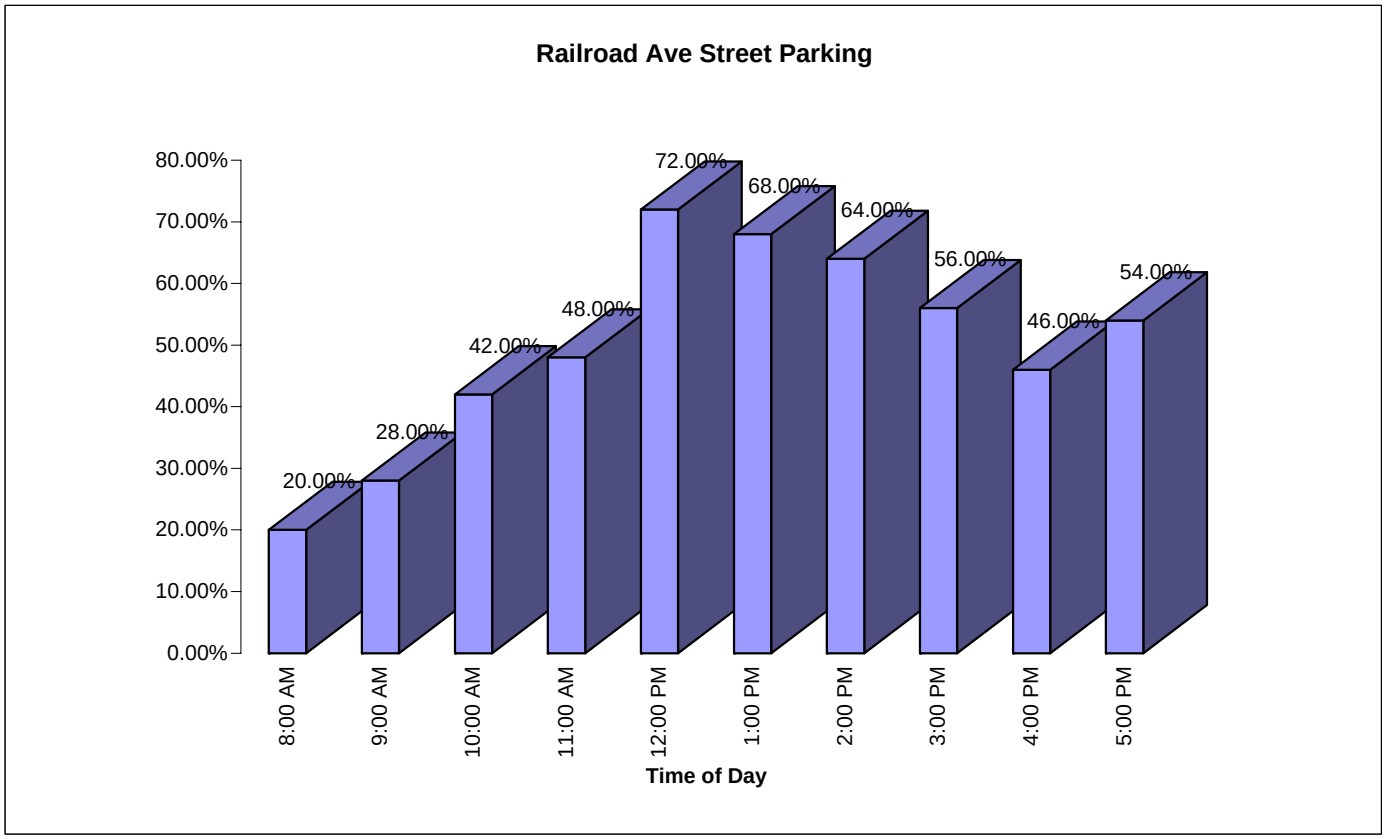
Railroad Ave Street Parking

Project **York Beach Parking Study**
Client: **Town of York, Maine, Planning Department**
Parking Lot **Railroad Ave Street Parking**
Date: **Tuesday, July 29, 2008**

Observer: **Hristo Iordanov**
Weather: **Rain**

Start Time	# of Cars	Full Occupancy	% Occupancy	Available Parking Spaces	
8:00 AM	**10**	**50**	**20.00%**	**40**	
9:00 AM	**14**	**50**	**28.00%**	**36**	
10:00 AM	**21**	**50**	**42.00%**	**29**	35.0
11:00 AM	**24**	**50**	**48.00%**	**26**	
12:00 PM	**36**	**50**	**72.00%**	**14**	
1:00 PM	**34**	**50**	**68.00%**	**16**	
2:00 PM	**32**	**50**	**64.00%**	**18**	18.5
3:00 PM	**28**	**50**	**56.00%**	**22**	
4:00 PM	**23**	**50**	**46.00%**	**27**	
5:00 PM	**27**	**50**	**54.00%**	**23**	24.0

Grand Total	**249**	**Avg Occupancy**	**49.80%**	**25.1**



Section 30

7-29-08 – Railroad Ave Parking Lot Counts

Paradigm Engineering LLC

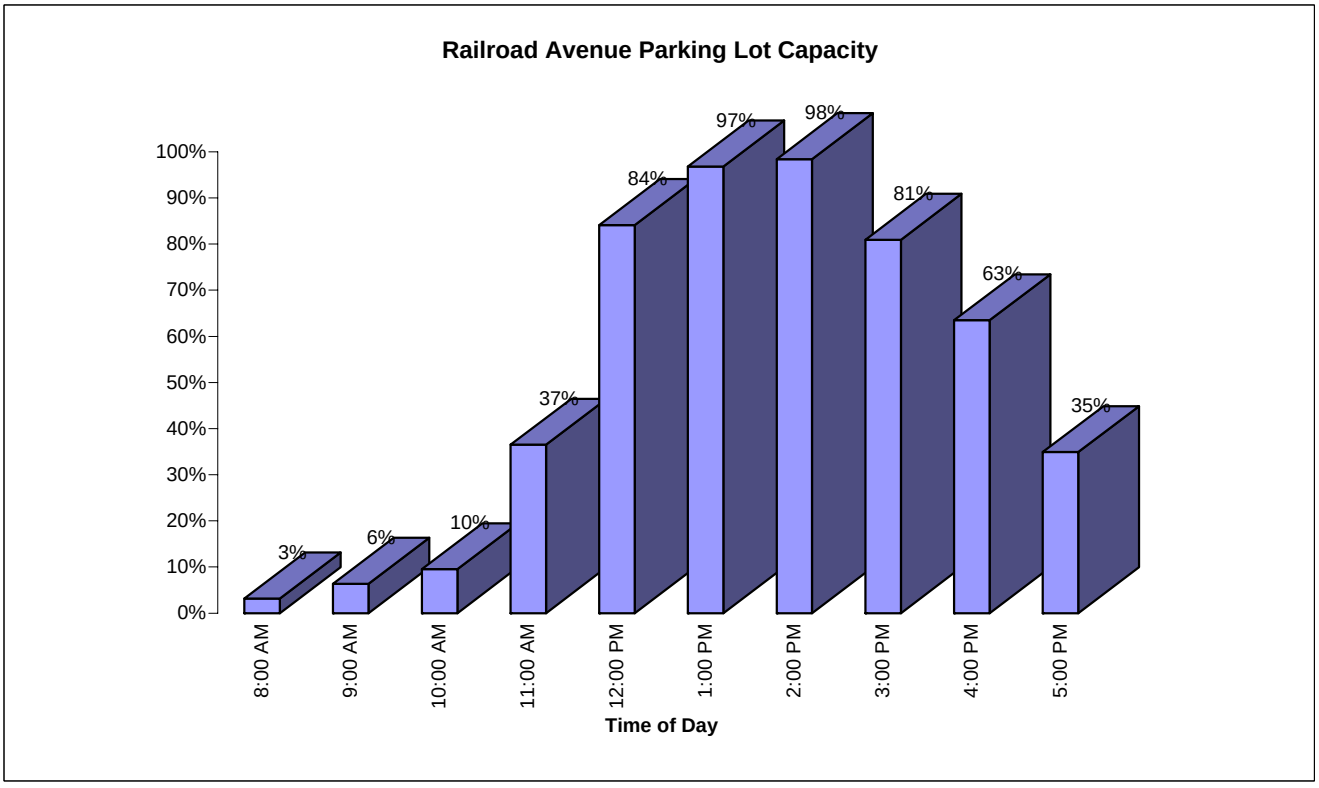
RR AVE PARKING LOT

Project **York Beach Parking Study**
Client: **Town of York, Maine, Planning Department**
Parking Lot **Railroad Avenue Parking Lot**
Date: **Tuesday, July 29, 2008**

Observer: **Edward McNally**
Weather: **Sunny**

Start Time	# of Cars	Full Occupancy	% Occupancy	Available Parking Spaces	
8:00 AM	**2**	**63**	**3%**	**61**	
9:00 AM	**4**	**63**	**6%**	**59**	
10:00 AM	**6**	**63**	**10%**	**57**	59
11:00 AM	**23**	**63**	**37%**	**40**	
12:00 PM	**53**	**63**	**84%**	**10**	
1:00 PM	**61**	**63**	**97%**	**2**	
2:00 PM	**62**	**63**	**98%**	**1**	13.25
3:00 PM	**51**	**63**	**81%**	**12**	
4:00 PM	**40**	**63**	**63%**	**23**	
5:00 PM	**22**	**63**	**35%**	**41**	25.3

Grand Total	**324**	**Avg Occupancy**	**51%**	**30.6**



Section 31

7-29-08 – Beach Utilization

Paradigm Engineering LLC

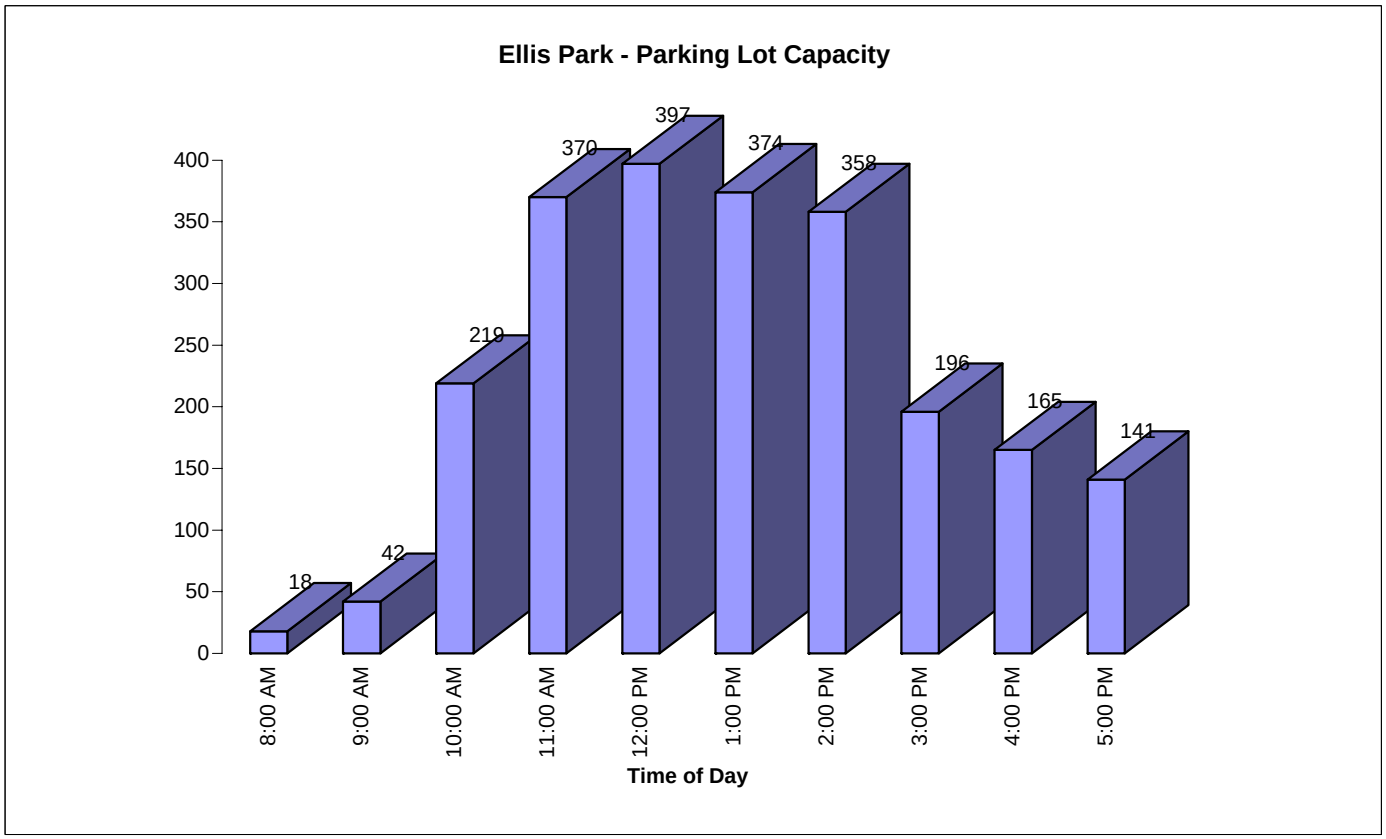
Beach Usage

Project **York Beach Parking Study**
Client: **Town of York, Maine, Planning Department**
Parking Lot **Beech Usage**
Date: **Tuesday, July 29, 2008**

Observer: **Hristo Iordanov**
Weather: **Sunny**

Start Time	Beach Usage
8:00 AM	**18**
9:00 AM	**42**
10:00 AM	**219**
11:00 AM	**370**
12:00 PM	**397**
1:00 PM	**374**
2:00 PM	**358**
3:00 PM	**196**
4:00 PM	**165**
5:00 PM	**141**

Grand Total	**228**



Section 32

8-17-08 – Ellis Park, Parking Lot Counts

Paradigm Engineering LLC

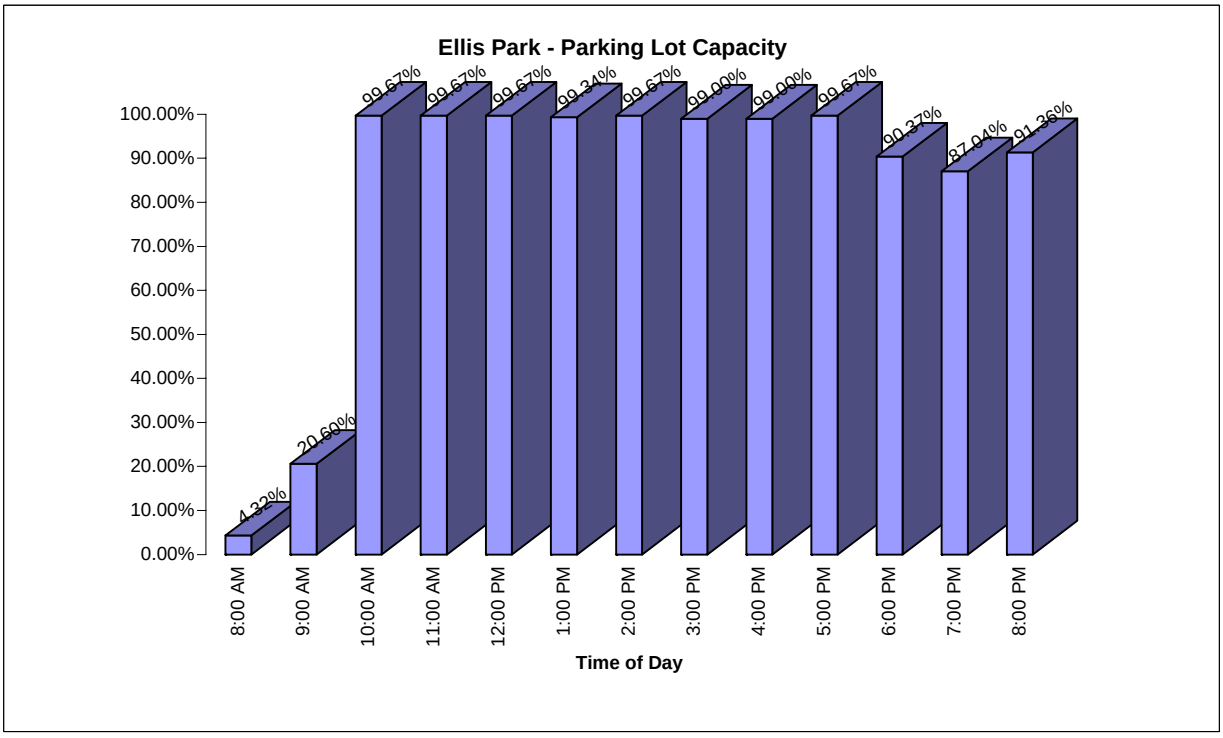
ELLIS PARK LOT

Project **York Beach Parking Study**
Client: **Town of York, Maine, Planning Department**
Parking Lot **Ellis Park Lot**
Date: **Sunday, August 17, 2008**

Observer: **Edward McNally**
Weather: **Sunny**

Start Time	# of Cars	Full Occupancy	% Occupancy	Available Parking Spaces	
8:00 AM	**13**	**301**	**4.32%**	**288**	
9:00 AM	**62**	**301**	**20.60%**	**239**	
10:00 AM	**300**	**301**	**99.67%**	**1**	176
11:00 AM	**300**	**301**	**99.67%**	**1**	
12:00 PM	**300**	**301**	**99.67%**	**1**	
1:00 PM	**299**	**301**	**99.34%**	**2**	
2:00 PM	**300**	**301**	**99.67%**	**1**	1.25
3:00 PM	**298**	**301**	**99.00%**	**3**	
4:00 PM	**298**	**301**	**99.00%**	**3**	
5:00 PM	**300**	**301**	**99.67%**	**1**	2.3
6:00 PM	**272**	**301**	**90.37%**	**29**	
7:00 PM	**262**	**301**	**87.04%**	**39**	
8:00 PM	**275**	**301**	**91.36%**	**26**	31.3

Grand Total	**3279**	**Avg Occupancy**	**82.06%**	**54**



Section 33

8-17-08 – Railroad Avenue Street Parking Counts

Paradigm Engineering LLC

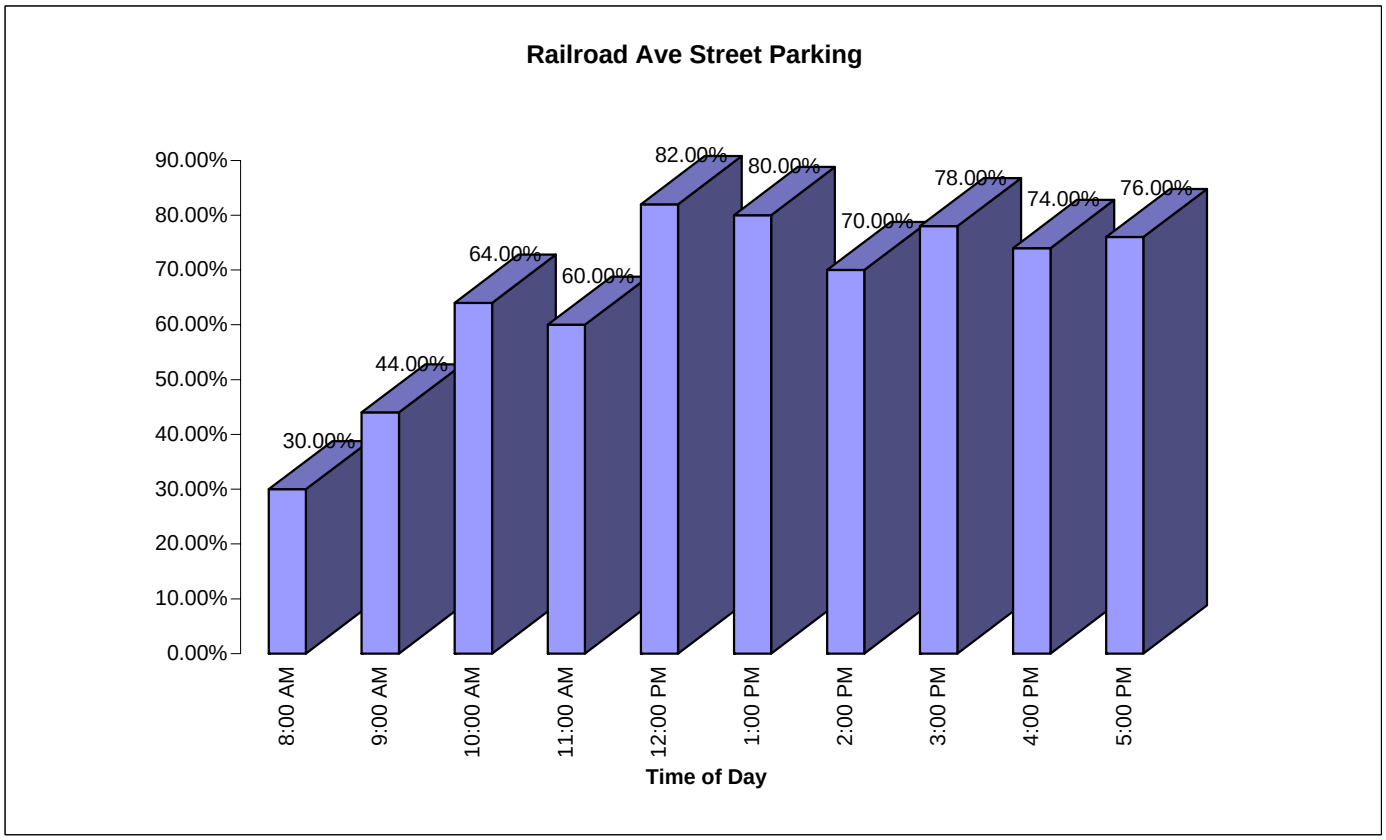
Railroad Ave Street Parking

Project **York Beach Parking Study**
Client: **Town of York, Maine, Planning Department**
Parking Lot **Railroad Ave Street Parking**
Date: **Sunday, August 17, 2008**

Observer: **Hristo Iordanov**
Weather: **Sunny**

Start Time	# of Cars	Full Occupancy	% Occupancy	Available Parking Spaces
8:00 AM	**15**	**50**	**30.00%**	**35**
9:00 AM	**22**	**50**	**44.00%**	**28**
10:00 AM	**32**	**50**	**64.00%**	**18**
11:00 AM	**30**	**50**	**60.00%**	**20**
12:00 PM	**41**	**50**	**82.00%**	**9**
1:00 PM	**40**	**50**	**80.00%**	**10**
2:00 PM	**35**	**50**	**70.00%**	**15**
3:00 PM	**39**	**50**	**78.00%**	**11**
4:00 PM	**37**	**50**	**74.00%**	**13**
5:00 PM	**38**	**50**	**76.00%**	**12**

Grand Total	**329**	**Avg Occupancy**	**65.80%**	**17.1**



Section 34

8-17-08 – Railroad Ave Parking Lot Counts

Paradigm Engineering LLC

RR AVE PARKING LOT

Project **York Beach Parking Study**
Client: **Town of York, Maine, Planning Department**
Parking Lot **Railroad Avenue Parking Lot**
Date: **Sunday, August 17, 2008**

Observer: **Edward McNally**
Weather: **Sunny**

Start Time	# of Cars	Full Occupancy	% Occupancy	Available Parking Spaces
8:00 AM	**1**	**63**	**2%**	**62**
9:00 AM	**12**	**63**	**19%**	**51**
10:00 AM	**26**	**63**	**41%**	**37**
11:00 AM	**35**	**63**	**56%**	**28**
12:00 PM	**41**	**63**	**65%**	**22**
1:00 PM	**60**	**63**	**95%**	**3**
2:00 PM	**60**	**63**	**95%**	**3**
3:00 PM	**61**	**63**	**97%**	**2**
4:00 PM	**60**	**63**	**95%**	**3**
5:00 PM	**54**	**63**	**86%**	**9**

Grand Total	**410**	**Avg Occupancy**	**65%**	**22**