

**PARKING STUDY**

**HAMPTON BAYS DOD**

**Hampton Bays**

**Town of Southampton**

**March 2019**

**N & P JOB NO. 18056**

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**TABLE OF CONTENTS**

**EXECUTIVE SUMMARY ..... 1**

**PARKING STUDY ..... 1**

**STUDY METHODOLOGY ..... 3**

**EXISTING PARKING CONDITIONS AND DESCRIPTIONS..... 4**

**Public and Institutional Parking Areas ..... 4**

**PARKING DATA ..... 6**

**Parking Accumulation Data ..... 6**

**FINDINGS ..... 8**

**FIGURES**

**Figure 1: Study Area ..... 2**

**TABLES**

**Table 1: Existing Public Parking Supply..... 4**

Table 2: Weekday Observations of Parked Vehicles when schools are in session - Public Parking Areas (Thursday May 31<sup>st</sup>, 2018)..... 6

Table 3: Saturday Observations of Parked Vehicles in the summer - Public Parking Areas (Saturday June 2<sup>nd</sup>, 2018)..... 7

Table 4: Weekday Observations of Parked Vehicles in the summer - Public Parking Areas (Thursday July 12<sup>th</sup>, 2018) ..... 7

Table 5: Saturday Observations of Parked Vehicles when schools are in session - Public Parking Areas (Saturday July 14<sup>th</sup>, 2018)..... 8

## EXECUTIVE SUMMARY

As part of the Hampton Bays Downtown Overlay District (HBDOD), Nelson and Pope conducted a parking assessment of the Town owned public parking areas within the study area. The parking study inventoried the existing parking supply in the study area. It also identified the peak parking periods and associated peak occupancy by location.

After reviewing the field observations and analyzing the parking accumulation results it was determined that under current conditions, only a few parking areas are highly utilized during weekdays and Saturdays for both the School and Summer peak seasons. From the review of the parking data, it appears that Downtown Hampton Bays has adequate on-street parking to support existing conditions and allow for additional growth. The following table summarizes the overall peak utilization in Downtown Hampton Bays.

<b>Public Parking</b>	<b>Available Spaces</b>	<b>Weekday School Peak Occupancy</b>	<b>Weekend School Peak Occupancy</b>	<b>Weekday Summer Peak Occupancy</b>	<b>Weekend Summer Peak Occupancy</b>
Off-Street	39 Spaces	34 Spaces (87%)	39 Spaces (100%)	32 Spaces (82%)	39 Spaces (100%)
On-Street	469 Spaces	116 Spaces (25%)	110 Spaces (24%)	120 Spaces (26%)	242 Spaces (52%)
<b>Total</b>	<b>508 Spaces</b>	<b>150 Spaces (30%)</b>	<b>149 Spaces (29%)</b>	<b>152 Spaces (30%)</b>	<b>281 Spaces (55%)</b>

## PARKING STUDY

The focus of the parking study to review the existing parking supply and demand of public parking within the study area as shown in Figure 1.

The objective of the parking study was to inventory the parking supply in the study area, identify the peak parking periods and associated peak occupancy by location, and to serve as a base for the evaluation of future development scenarios with the study area.



# Buildout and Supplemental GEIS

Hampton Bays Downtown Overlay District

**FIGURE 1**

**2018 Aerial Imagery**

### Legend

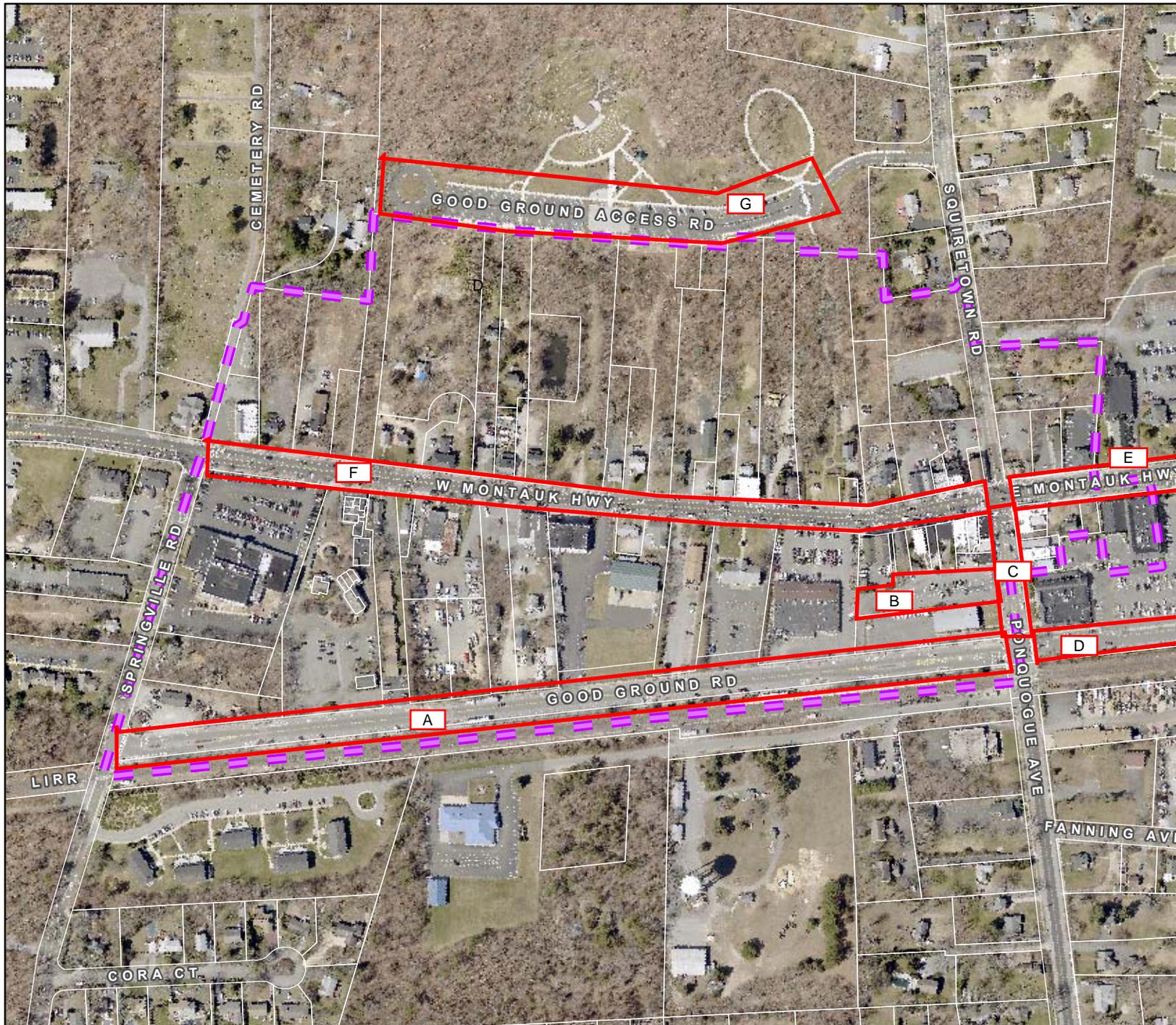
 Downtown Overlay District

 Parking Areas Surveyed



2018 Aerial Imagery

Prepared By:  
The Town of Southampton Division  
of Geographic Information Systems  
Date: Monday, August 13, 2018



## STUDY METHODOLOGY

The study analyzed the information regarding parking supply and utilization in the study area. In executing the scope of work, the following steps were undertaken:

- A detailed field inspection was conducted to obtain an inventory of public parking areas within the study area to verify the number of spaces available, posted restrictions and regulations.
- Parking accumulation surveys were conducted at each of the public parking areas identified. The parking surveys were conducted on Thursday May 31, 2018 between the hours of 6:00 AM and 7:00 PM and on Saturday June 2, 2018 from 10:00 AM to 7:00 PM to cover off-peak season when schools are in session. For the summer peak season, the survey was conducted on Thursday July 12, 2018 between the hours of 6:00 AM and 7:00 PM and on Saturday July 14, 2018 from 10:00 AM to 7:00 PM. The counts were conducted on an hourly basis. Please note that parking surveys were not conducted at the parking area in Good Ground Park during the off-peak season when schools are in session.
- The parking counts were tabulated to identify the parking utilization by time-of-day and by location. The peak parking occupancy was identified for each parking area.
- The results of the parking utilization were analyzed.

## EXISTING PARKING CONDITIONS AND DESCRIPTIONS

A total of seven public parking areas (1 parking lot and 6 on-street) were studied. The following tables summarize the existing parking supply broken down into parking areas.

**Table 1: Existing Public Parking Supply**

Parking Area	Total Number of Spaces
<b>Public Parking Areas</b>	
Area A	132
Area B	39
Area C	17
Area D	53
Area E	69
Area F	89
Area G	109
<b>Total spaces</b>	<b>508</b>

Note: 1 parking space was measured as 20 feet (length) in areas where the parking spaces are not delineated

As shown in Table 1 above, a total of 508 public parking spaces are provided within the study area.

The following is a brief description of the study area parking areas to accompany Figure 1.

### Public and Institutional Parking Areas

*Parking Area A* – Parking Area A is the parking spaces on the northside and southside of Good Ground Road between Springville Road and Ponquogue Avenue in the vicinity of the Long Island Railroad Station. The parking area contains a total of 132 marked parking spaces. All the spaces on the northside of Good Ground Road are parallel parking spaces. It appears from the posted signs, there are no parking restrictions, except for the 8 spaces closer to Ponquogue Avenue that have a 1-hour parking restriction from 8am to 6pm except Sundays and holidays. The parking spaces south of Good Ground road are a mix of parallel and angled parking spaces with no parking restrictions.

*Parking Area B*– Parking Area B is the public parking lot behind the United States Postal Service. Access to this lot is via Ponquogue Road (entrance) and Good Ground Road (exit). This lot contains a total of 39 parking spaces. 33 of the 39 parking have a 3-hour parking restriction from 8am to 5pm except Sunday. The remaining six (6) spaces have a posted restriction of 15 minutes between 8 am and 5pm except Sundays and Holidays.

*Parking Area C*– Parking Area C is the on-street parallel parking on Ponquogue Avenue between Montauk Highway and Good Ground Road. This parking area contains a total of 17 spaces. It

appears from the posted parking signs, two (2) of the parking spaces have a 10-minute parking restriction, 11 spaces have a 1-hour parking restriction between 8am to 6pm except Sundays and Holidays and the 4 parking spaces in front of the Town of Southampton Community Center have no posted parking restrictions.

*Parking Area D* - Parking Area D is the parking spaces on the northside and southside of Good Ground Road east of Ponquogue Avenue in the vicinity of the Shopping Center. The parking area contains a total of 53 marked parking spaces. All the spaces are parallel parking spaces with no restrictions on parking.

*Parking Area E* - Parking Area E is the on-street parallel parking on Montauk Highway from Ponquogue Avenue to approximately 1,000 feet east of Ponquogue Avenue. This parking area contains approximately 69 spaces. On this section of Montauk Highway, some areas are posted with No Parking Anytime signs and parking is permitted along the rest of the roadway segment with a 2-hr parking restriction between 6am to 6pm except Sunday and holidays.

*Parking Area F* - Parking Area F is the on-street parallel parking on Montauk Highway between Springville Road and Ponquogue Avenue. This parking area contains approximately 89 spaces. On this section of Montauk Highway, some areas are posted with No Parking Anytime signs and parking is permitted along the rest of the roadway segment with a 2-hr parking restriction between 6am to 6pm except Sunday and holidays.

*Parking Area G* - Parking Area G is the parking area at the Good Ground Park located on the north side of Montauk Highway with access from Squiretown Road. This parking area contains a total of 109 parking spaces with no posted restrictions on parking.

## PARKING DATA

### Parking Accumulation Data

Parking accumulation surveys were conducted at each of the public parking areas identified. The parking surveys were conducted on Thursday May 31, 2018 between the hours of 6:00 AM and 7:00 PM and on Saturday June 2, 2018 from 10:00 AM to 7:00 PM to cover off-peak season when schools are in session. As noted earlier, parking surveys were not conducted at the Good Ground Park parking area during the off-peak season when schools were in session. For the summer peak season, the survey was conducted on Thursday July 12, 2018 between the hours of 6:00 AM and 7:00 PM and on Saturday July 14, 2018 from 10:00 AM to 7:00 PM. The counts were conducted on an hourly basis. During the Saturday July 14 parking survey an event was going on at the Good Ground Park and hence the parking area was fully occupied between 7PM and 8PM. The following tables show the existing parking surveys conducted at the parking areas shown above.

**Table 2: Weekday Observations of Parked Vehicles when schools are in session - Public Parking Areas (Thursday May 31<sup>st</sup>, 2018)**

Time of day	A	B	C	D	E	F	G	Total
	132 spaces	39 spaces	17 spaces	53 spaces	69 spaces	89 spaces	109 spaces	360 Spaces
6:00 AM	19	4	0	4	0	6		33
7:00 AM	19	3	0	8	0	5		35
8:00 AM	19	4	0	12	0	13		48
9:00 AM	23	8	3	25	4	22		85
10:00 AM	29	27	8	29	7	28		128
11:00 AM	21	30	13	25	13	30		132
12:00 PM	27	30	14	31	13	31		146
1:00 PM	25	30	12	29	11	35		142
2:00 PM	24	31	10	26	22	27		140
3:00 PM	25	34	10	20	8	22		119
4:00 PM	21	30	11	19	11	33		125
5:00 PM	22	32	8	13	7	29		111
6:00 PM	17	27	10	14	10	7		85
7:00 PM	22	20	12	11	4	21		90
<b>Peak Occupancy</b>	22%	87%	82%	58%	32%	39%		41%

**Table 3: Saturday Observations of Parked Vehicles when schools are in session - Public Parking Areas (Saturday June 2<sup>nd</sup>, 2018)**

Time of day	A	B	C	D	E	F	G	Total
	132 spaces	39 spaces	17 spaces	53 spaces	69 spaces	89 spaces	109 spaces	360 Spaces
10:00 AM	16	39	12	11	12	35		125
11:00 AM	15	37	16	17	16	40		141
12:00 PM	19	33	10	19	13	32		126
1:00 PM	13	27	14	13	14	37		118
2:00 PM	25	36	16	15	12	42		146
3:00 PM	12	31	15	13	12	37		120
4:00 PM	11	15	15	13	6	34		94
5:00 PM	12	18	9	11	20	29		99
6:00 PM	8	28	8	8	6	29		87
7:00 PM	8	28	8	8	6	29		87
<b>Peak Occupancy</b>	19%	100%	94%	36%	32%	39%		41%

**Table 4: Weekday Observations of Parked Vehicles in the summer - Public Parking Areas (Thursday July 12<sup>th</sup>, 2018)**

Time of day	A	B	C	D	E	F	G	Total
	132 spaces	39 spaces	17 spaces	53 spaces	69 spaces	89 spaces	109 spaces	469 Spaces
6:00 AM	19	4	3	3	6	8	0	43
7:00 AM	22	8	4	6	7	10	0	57
8:00 AM	20	3	3	14	7	19	0	66
9:00 AM	20	3	4	15	7	22	0	71
10:00 AM	21	25	11	22	19	29	5	132
11:00 AM	22	27	11	26	19	25	5	135
12:00 PM	22	32	14	30	16	29	3	146
1:00 PM	23	30	14	30	16	31	1	145
2:00 PM	24	32	13	27	16	39	1	152
3:00 PM	24	25	13	25	11	39	1	138
4:00 PM	25	26	11	22	8	34	2	128
5:00 PM	21	17	13	12	8	31	4	106
6:00 PM	19	19	15	11	8	24	6	102
7:00 PM	18	20	7	7	4	20	5	81
<b>Peak Occupancy</b>	19%	82%	82%	57%	28%	44%	6%	32%

**Table 5: Saturday Observations of Parked Vehicles when schools are in session - Public Parking Areas (Saturday July 14<sup>th</sup>, 2018)**

	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>	<b>F</b>	<b>G</b>	<b>Total</b>
<b>Time of day</b>	132 spaces	39 spaces	17 spaces	53 spaces	69 spaces	89 spaces	109 spaces	360 Spaces
10:00 AM	31	26	12	13	18	46	0	146
11:00 AM	35	32	12	14	18	43	0	154
12:00 PM	39	39	13	16	14	40	0	161
1:00 PM	17	39	15	17	13	35	3	139
2:00 PM	24	33	9	17	12	38	7	140
3:00 PM	24	30	9	15	7	38	10	133
4:00 PM	24	22	8	11	5	37	19	126
5:00 PM	52	18	8	11	8	33	43	173
6:00 PM	67	15	9	10	10	32	61	204
7:00 PM	71	19	9	10	7	36	109	261
<b>Peak Occupancy</b>	54%	100%	88%	32%	26%	52%	100%	73%

A review of Tables 2 through 5 reveals that the weekday and weekend peak parking demand times for the individual Public parking areas vary considerably. Parking Areas B (Post Office) and C (Ponquogue Avenue) are highly utilized during weekdays and Saturdays. Parking Area G was fully occupied on the day of the Saturday summer survey due to an event in the Park. The overall peak parking demand in Downtown Hampton Bays is 41% during weekdays and 71% on Saturday. The high parking demand on Saturday is mainly due to the event in the Good Ground Park on the day of the survey. On a typical Saturday with no events in Good Ground Park, the parking demand will be significantly lower than 71%.

## FINDINGS

After reviewing the field observations and analyzing the parking accumulation results, it was determined that under current conditions, only a few parking areas are highly utilized during weekdays and weekends. Most of the parking areas are highly underutilized. From the review of the parking data, it appears that Downtown Hampton Bays has adequate parking to support existing conditions and allow for additional growth within the study area.