

Parking study

Key slides, sources, and alderman emails

Public Meeting Summary

Date	Ward	Attendees			Total
		Residents	Alderman	Staff	
1/14/2021	9	2	1	6	9
1/21/2021	8	3	1	6	10
1/25/2021	7	6	1	7	14
1/28/2021	6	8	1	7	16
2/1/2021	5	2	2	8	12
2/4/2021	4	11	2	7	20
2/8/2021	3	11	1	7	19
2/11/2021	2	4	2	7	13
2/18/2021	1	6	2	5	13
3/8/2021	4*	6	2	5	13
3/11/2021	3 & 7*	8	3	5	16
TOTALS		67	18	70	155

* Supplemental meeting to cover additional topics/issues

Area of Study

- 108 total blocks
- Six zones
 - French Hill
 - Franklin Street
 - Millyard
 - Elm Street School
 - SNHMC
 - East Downtown

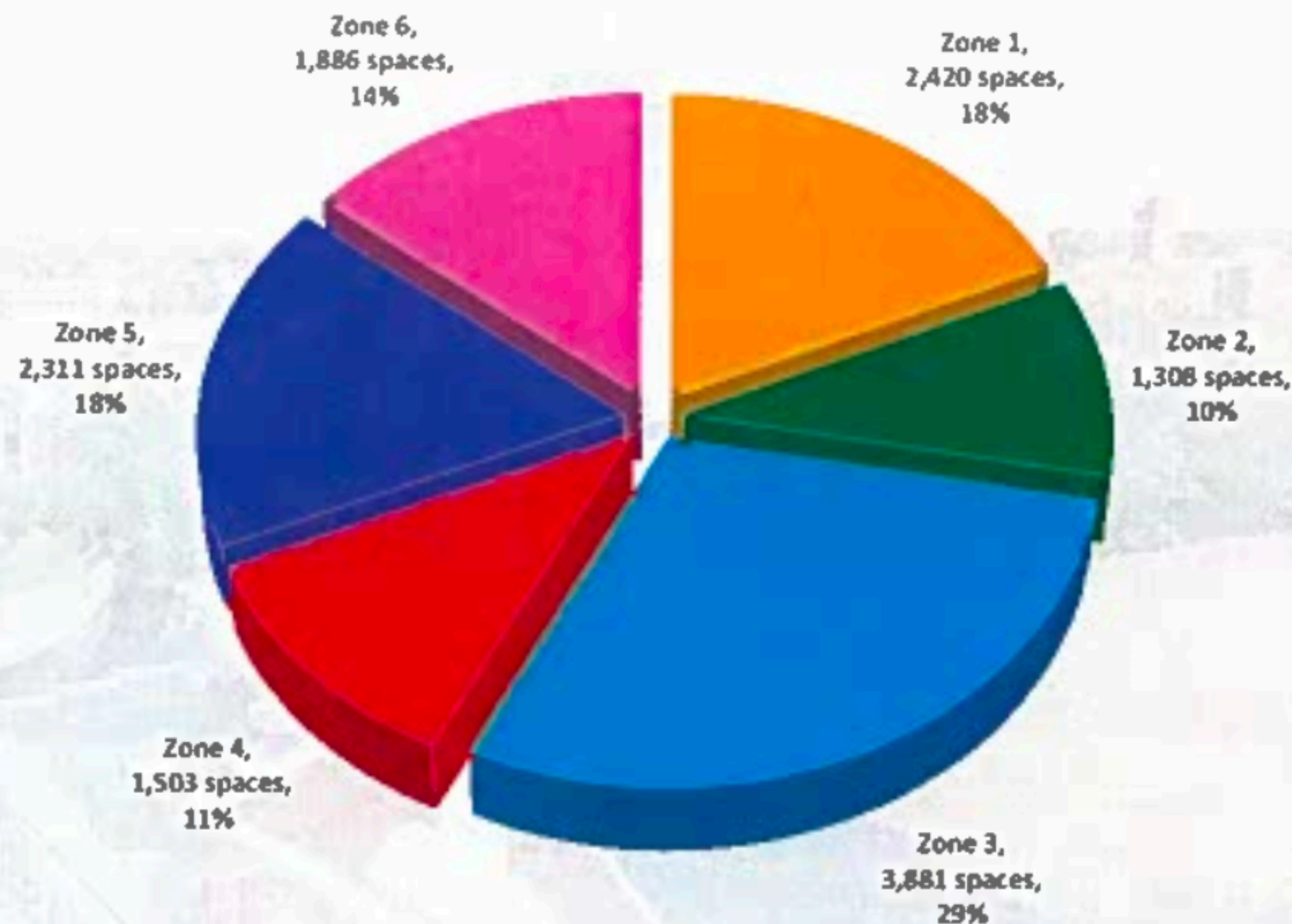


Parking Supply

- 13,309 spaces
 - 13,216 spaces* (October 2021)
 - 13,120 spaces** (February 2022)
- 14% located On-Street
- 15% located in Public Off-Street
- **71%** located in Private Off-Street

* With construction and Outdoor Dining Program

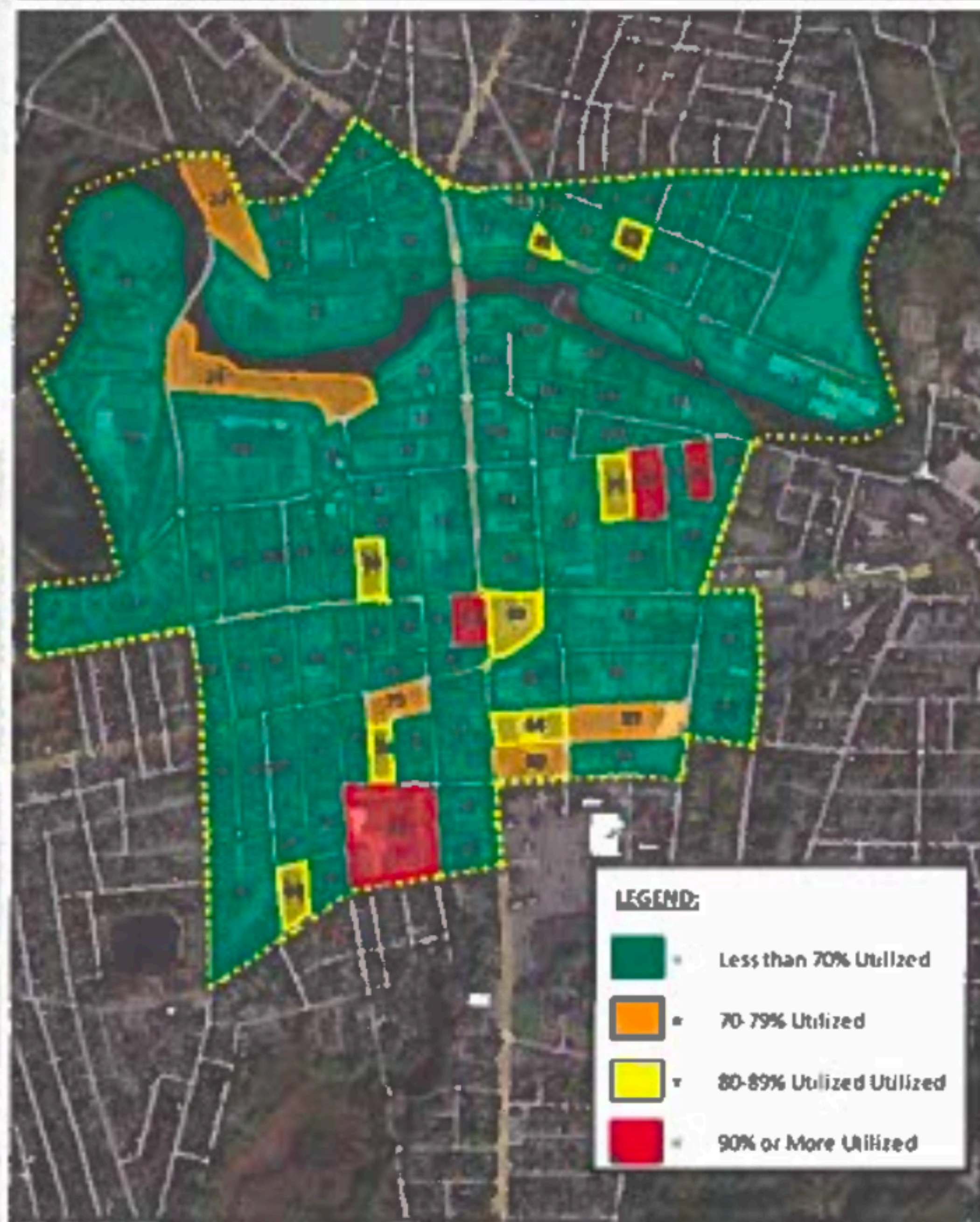
** Loss of School Street Lot, Myrtle Street lots, PAC Construction



Areas of Concern (Weekdays)

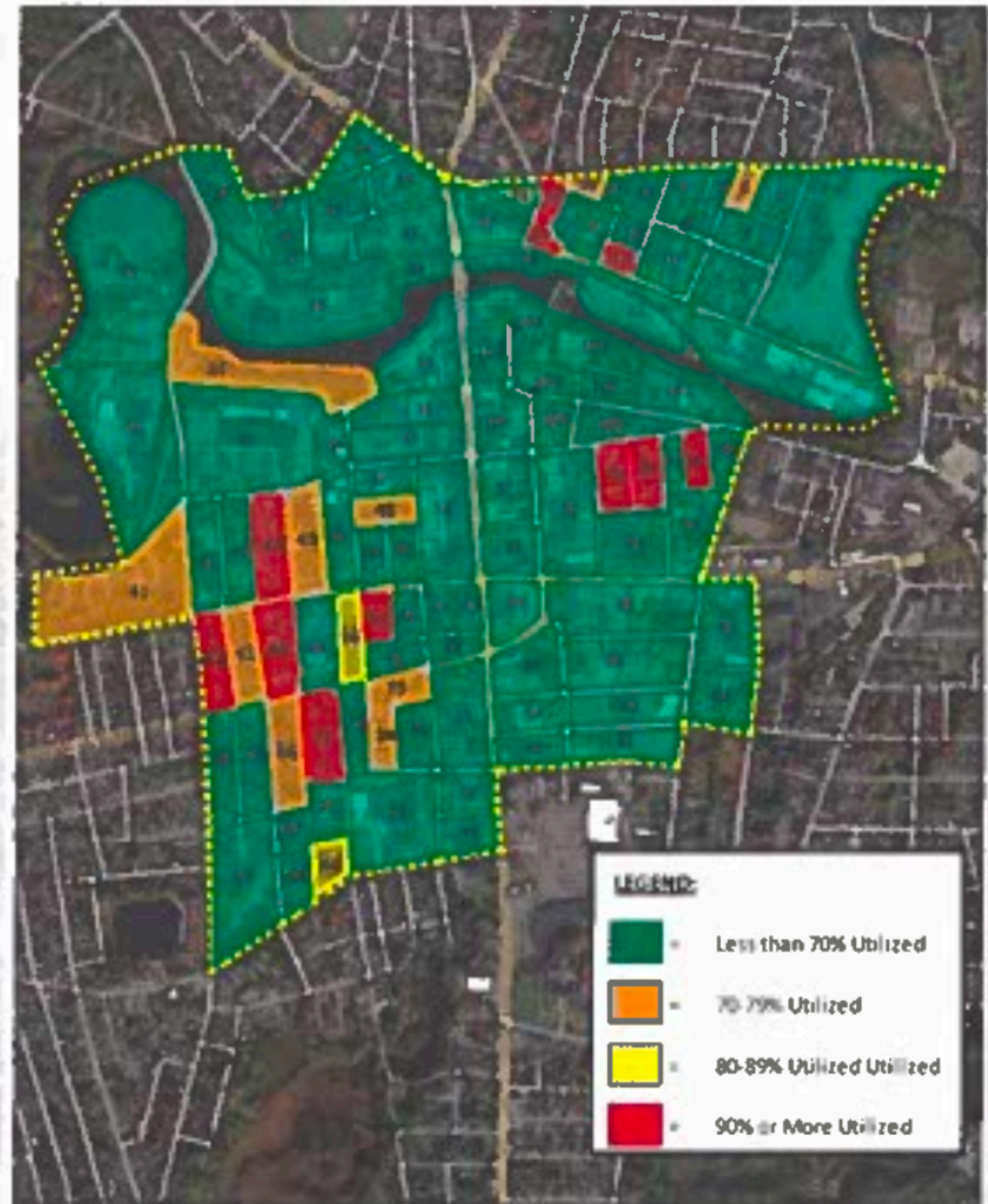
- **Mid-Day**
 - **On-Street:**
 - 8 block faces parked over striped capacity
 - 5 blocks where utilization was 85%-100%
 - **Off-Street:**
 - 1 block where Public Facilities were 100%
 - 1 block where Private Facilities were 100%
 - Handful of Private Facilities @ 90%+
- **Evening**
 - **On-Street:**
 - 11 block faces parked over striped capacity
 - 9 blocks where utilization was 85%-100%
 - **Off-Street:**
 - Only a handful of any facility over 50%

Friday AM Aggregate Utilization



Areas of Concern (Weekends)

- Mid-Day
 - On-Street:
 - 13 block faces parked over striped capacity
 - 8 blocks where utilization was 85%-100%
 - Off-Street:
 - No block where Public Facilities were > 81%
 - 4 blocks where Private Facilities were 100%
- Evening
 - On-Street:
 - 16 block faces parked over striped capacity
 - 11 blocks where utilization was 85%-100%
 - Off-Street:
 - Only a handful of any facilities over 50%



Ordinances: Zoning - Features

Municipality:	<i>Nashua, NH</i>	Albany, NY	Ann Arbor, MI	Asheville, NC	Concord, NH	Lowell, MA	Manchester, NH	Missoula, MT	Portland, ME	Portsmouth, NH	Rochester, MN	West Hartford, CT
Parking Minimums	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Parking Maximums	Y	Y	Y	Y	N	N	N	Y	N	Y	Y	N
Intradevelopment Shared Parking	Y	Y	N	Y	Y	Y	N	Y	N	Y	Y	N
Interfacility Shared Parking	N	N	N	Y	Y	Y	N	Y	Y	Y	Y	Y
In Lieu Waiver	N	Y	Y	N	N	N	N	N	Y	N	N	N
Bicycle Parking Requirements	N	Y	Y	Y	N	N	N	Y	Y	Y	Y	N
Transit Reductions	N	Y	N	Y	Y	N	N	Y	Y	N	Y	N

- Programs in cities like Nashua are designed to be **pro-active and part of larger, long-term strategy**
- Part of the plan is to **free up the municipality to do major investments in infrastructure** (i.e., bike lanes, transit lines, intermodal stations, etc.)

Summary of Observations

- While 'availability' was the most cited concern, observed utilization indicates there were always open public spaces within 1-2 blocks
- There was a lot of unused supply in private facilities on weekdays, evenings and weekends
- Incidence of overtime parking and 'shuffling' along Main Street and illegal evening parking in residential districts indicated enforcement needs to be increased
- Overtime parking along Main Street indicates rates are not creating turnover and time limits may need adjustment
- Security concerns appear to be tied to a lack of presence in facilities and activity on side streets

General Takeaways

- **Residents:** 76% had their parking needs partially or completely met, 62% for free
- **Employees:** 61% had parking provided by their employer, 65% at no cost to themselves
- 72% of respondents indicated usually **parking for 2 hours or less**
- 41% of respondents can find parking **in under 5 minutes**, 83% can find it under 10 minutes
- **Three in four respondents** indicated they would circle the block and/or search the immediate area until they found parking if a space was not immediately available at their destination
- **Proximity and Security** were highest factors when choosing where to park, cost was among the lowest
- **Personal sense of safety** and security and the **condition of sidewalks** were the most cited factors for defining acceptable walking distance

Recommendation: Reinstate Parking Minimums downtown

Proposal: use parking minimums to incent private investment

1. Reinstate market-appropriate parking minimums (STICK)
2. Offer waivers for efficient design: (CARROT)
 - a) Intra-facility Shared Parking
 - b) Inter-facility Shared Use
3. Offer waivers for sustainable design features: (CARROT)
 - a) Car-share services
 - b) Shuttle programs (w/ or w/o satellite parking)
 - c) Transit incentives
 - d) Bicycling initiatives
 - e) Support programs
4. Offer an 'in lieu' option to buy out of parking requirements (CARROT)

Downtown parking study

Not great stuff

- Does not fit with our current master plan
- Need to incentivize not driving into downtown
- Bike lanes, transit, or even transit from further parking facilities
- If private business don't feel the need for parking, then we don't need it!

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Some sources

You don't want parking minimums

- **Anchorage Alaska removes parking minimums:** <https://www.adn.com/alaska-news/anchorage/2022/11/24/anchorage-eliminates-minimum-parking-requirements-for-new-developments-adds-bike-parking-rules/>
- *As are places all over the country:* <https://usa.streetsblog.org/2022/01/31/analysis-the-decline-and-fall-of-mandatory-parking-minimums/>
- **Parking minimums incentivize driving** - against master plan <https://imagine.nashuanh.gov/>
- **Removal of parking lanes increased business:** <https://trec.pdx.edu/news/study-finds-bike-lanes-can-provide-positive-economic-impact-cities>

Nashua Strong Towns recommendations

Send an email to your alderman (<https://www.nashuanh.gov/514/Board-of-Aldermen>)

- Ward 1: GOUVEIAT@NASHUANH.GOV
- Ward 2: DOWDR@NASHUANH.GOV
- Ward 3: KLEEP@NASHUANH.GOV
- Ward 4: LOPEZT@NASHUANH.GOV
- Ward 5: JETTEE@NASHUANH.GOV
- Ward 6: COMEUA@NASHUANH.GOV
- Ward 7: caronj@nashuanh.gov
- Ward 8: THIBEAULTD@NASHUANH.GOV
- Ward 9: SULLIVANJ@NASHUANH.GOV