



NARROW STREETS

Zone #2 – “City Hall Neighborhood”
City Parking Committee
February 4, 2019 @ 7:00PM
City Council Chambers

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Welcome & Introductions

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• **Who's here tonight?**

- **Property Owners**
- **Residents**
- **Business Owners**
- **Employees**
- **Students**
- **UNH Faculty / Staff**
- **Did we miss anyone?**



Welcome & Introductions

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- Finite public resource with competing interests
 - Shoppers, residents, employees, businesses (retail, office, restaurant, arts venues), institutions (State / Courts, Churches, Schools)
 - Parking is expensive to build!
 - \$5,000-\$10,000+ per surface lot space (without land)
 - \$35,000 / garage space (without land)
- Economic vitality & turn over
- Pedestrian & vehicular safety
- Revenue
 - User Fee to reduce cost to Taxpayers (a.k.a. General Fund) to maintain parking infrastructure



Why Do We Manage Public Parking?

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NARROW STREETS

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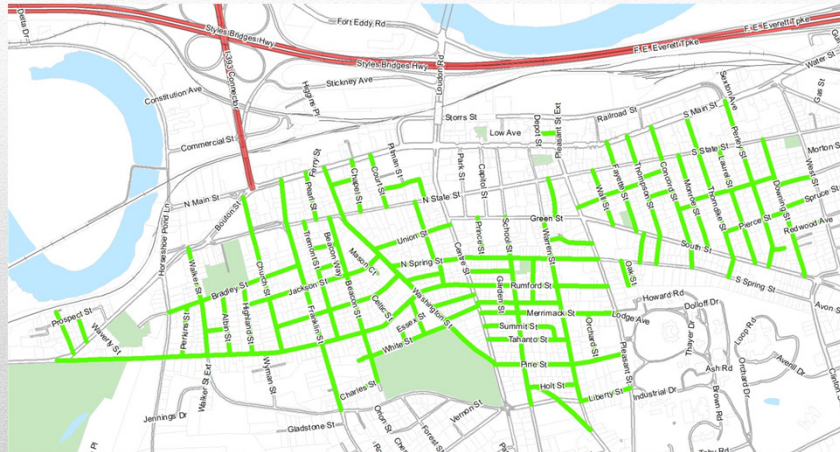
- Comprehensive review began January 2017
- Response to Resident Concerns:
 - Parked Cars Inhibiting Access to & Egress from Driveways
 - Snow Banks & Parking on Narrowing Streets
 - Public Safety
 - Delivery of Public Services
- Fire, Police/Parking, General Services & Engineering Division



Narrow Streets – Why Review?

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143 Street Segments Reviewed - Wards 4, 5, & 6



Narrow Streets – Study Area

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City's Code of Ordinances

18-1-4 - Parking Prohibited in Certain Places.

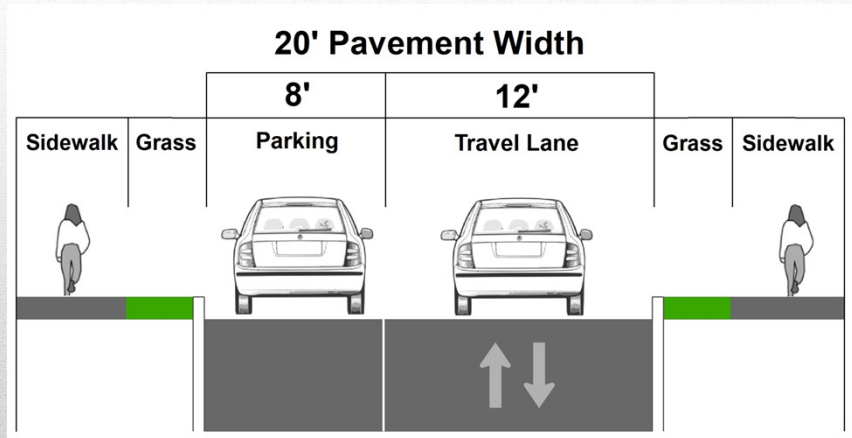
- (a) A person shall not park any vehicle upon a street or alley in such a manner or under such conditions as to leave available **less than twelve (12) feet** of the width of the roadway for free movement of vehicular traffic.

Adopted March 1977

Narrow Streets – Criteria

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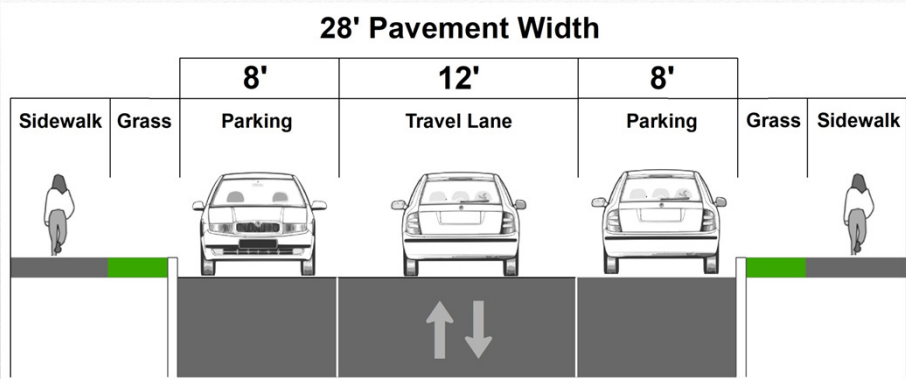
**20' Minimum – Low Volume Streets;
Room to Pass 2 Vehicles is Not Critical; Parking 1 Side**



Narrow Streets – Criteria

9

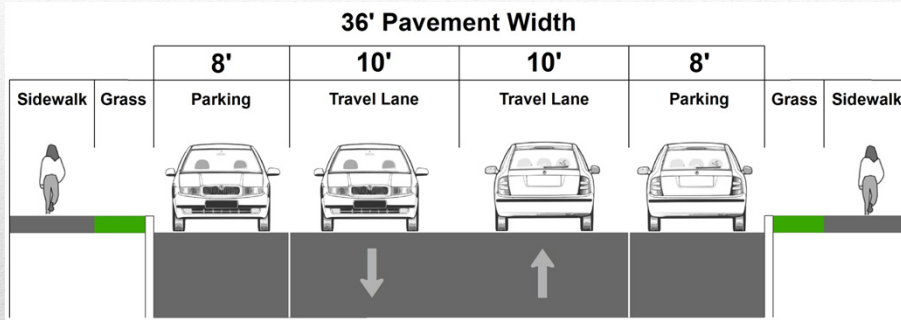
**28' Minimum – Low Volume Streets;
Room to Pass 2 Vehicles is Not Critical; Parking Both Sides**



Narrow Streets – Criteria

10

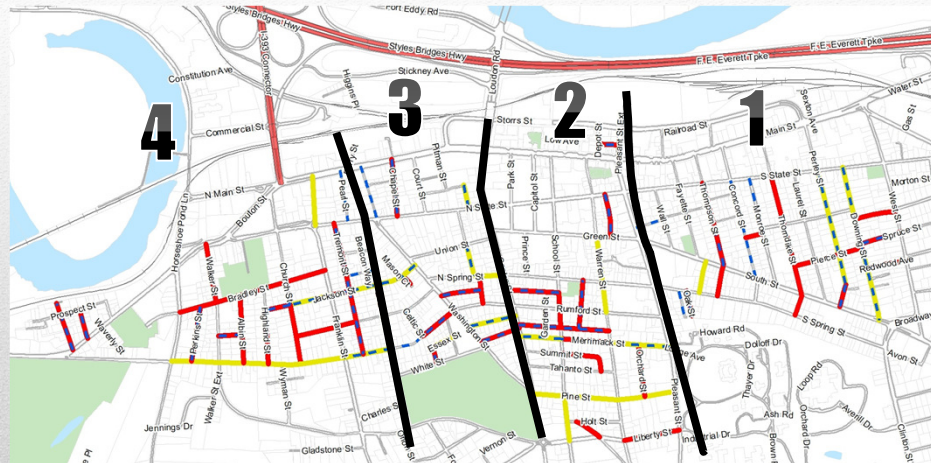
36' Minimum – Low Volume Streets Room to Pass 2 Vehicles is Desired; Parking Both Sides



Narrow Streets – Criteria

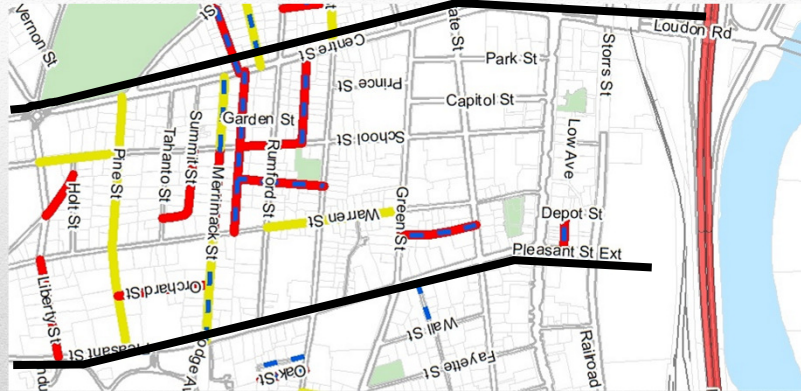
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84 Street Segments of Concern - Wards 4, 5, & 6



Narrow Streets – Streets of Concern 12

Zone #2 - 13 Streets of Concern



Narrow Streets – Streets of Concern 13



Blake Street (North State to Green)
17.5' +/- Wide; 1-Way Traffic (West Bound)
8 Parking Spaces (North Side Only)
42% Average Utilization (Weekday 8AM – 6PM)
Potential Recommendation: Remove On-Street Parking 14



Blake Street (North State to Green)
17.5' +/- Wide; 1-Way Traffic (West Bound)
8 Parking Spaces (North Side Only)
42% Average Utilization (Weekday 8AM – 6PM)
Potential Recommendation: Remove On-Street Parking 15



Hanover Street (Centre to School)
15-19' +/- Wide; 2-Way Traffic
14 Parking Spaces (West Side Only)
5% Average Utilization (Weekday 8AM-6PM)
Potential Recommendation: Remove On-Street Parking 16



Hanover Street (Centre to School)
15-19' +/- Wide; 2-Way Traffic
14 Parking Spaces (West Side Only)
5% Average Utilization (Weekday 8AM-6PM)
Potential Recommendation: Remove On-Street Parking 17



Huntington Street (Centre to Warren)
16-21' +/- Wide; 2-Way Traffic
30 Parking Spaces (Both Sides of Road)
Potential Recommendation: Remove On-Street Parking Both Sides of Road 18



Huntington Street (Centre to Warren)
16-21' +/- Wide; 2-Way Traffic
30 Parking Spaces (Both Sides of Road)
**Potential Recommendation: Remove On-Street
Parking Both Sides of Road**

19



Huntington Street (Centre to Warren)
16-21' +/- Wide; 2-Way Traffic
30 Parking Spaces (Both Sides of Road)
**Potential Recommendation: Remove On-Street
Parking Both Sides of Road**

20



Huntington Street (Centre to Warren)

16-21' +/- Wide; 2-Way Traffic

30 Parking Spaces (Both Sides of Road)

**Potential Recommendation: Remove On-Street
Parking Both Sides of Road**

21



Kennedy Lane (Depot to Pleasant Ext)

16+/- Wide; 1-Way Traffic

1 Parking Spaces (West Side)

**Potential Recommendation: Remove On-Street
Parking on West Side**

22



Kennedy Lane (Depot to Pleasant Ext)

16+/- Wide; 1-Way Traffic

1 Parking Spaces (West Side)

Potential Recommendation: Remove On-Street Parking on West Side

23



Liberty Street (Pleasant to Warren)

25' +/- Wide; 2-Way Traffic

18 Parking Spaces (Both Sides of Road)

Potential Recommendation: Remove On-Street Parking One Side of Road

24



Liberty Street (Pleasant to Warren)
25' +/- Wide; 2-Way Traffic
18 Parking Spaces (Both Sides of Road)
**Potential Recommendation: Remove On-Street
Parking One Side of Road**

25



Merrimack Street (Centre to School)
30-31' +/- Wide; 2-Way Traffic
26 Parking Spaces (Both Sides of Road)
46% Average Utilization (Weekday 8AM – 6PM)
**Potential Recommendation: Remove On-Street Parking
on One Side**

26



Merrimack Street (School to Warren)
25.5-28' +/- Wide; 2-Way Traffic
40 Parking Spaces (Both Sides of Road)
15% Average Utilization (Weekday 8AM – 6PM)
Potential Recommendation: Remove On-Street Parking
on One Side

27



Merrimack Street (School to Warren)
25.5-28' +/- Wide; 2-Way Traffic
40 Parking Spaces (Both Sides of Road)
15% Average Utilization (Weekday 8AM – 6PM)
Potential Recommendation: Remove On-Street Parking
on One Side

28



Merrimack Street (Warren to Pleasant)
28-30' +/- Wide; 2-Way Traffic
43 Parking Spaces (Both Sides of Road)
35% Average Utilization (Weekday 8AM – 6PM)
Potential Recommendation: Remove On-Street Parking on One Side

29



Merrimack Street (Warren to Pleasant)
28-30' +/- Wide; 2-Way Traffic
43 Parking Spaces (Both Sides of Road)
35% Average Utilization (Weekday 8AM – 6PM)
Potential Recommendation: Remove On-Street Parking on One Side

30



Orchard Street (Pine to Merrimack)

23' +/- Wide; 2-Way Traffic

20 Parking Spaces (Both Sides of Road)

Potential Recommendation: Remove On-Street Parking on North Side

31



Orchard Street (Pine to Merrimack)

23' +/- Wide; 2-Way Traffic

20 Parking Spaces (Both Sides of Road)

Potential Recommendation: Remove On-Street Parking on North Side

32



Pine Street (Centre to Warren)
31-34' +/- Wide; 2-Way Traffic
26 Parking Spaces (Both Sides of Road)
Potential Recommendation: Remove On-Street Parking on One Side

33



Pine Street (Warren to Pleasant)
30' +/- Wide; 2-Way Traffic
20 Parking Spaces (Both Sides)
Potential Recommendation: Remove On-Street Parking on One Side

34



Pine Street (Warren to Pleasant)
30' +/- Wide; 2-Way Traffic
20 Parking Spaces (Both Sides)
Potential Recommendation: Remove On-Street Parking on One Side

35



School Street (Hanover to Huntington)
30' +/- Wide; 2-Way Traffic
17 Parking Spaces (Both Sides of Road)
Potential Recommendation: Remove On-Street Parking North Side Only (6+/- Spaces)

36



Short Street (Huntington to North Spring)
17' +/- Wide; 2-Way Traffic
15 Parking Spaces (Parking on South Side Only)
Potential Recommendation: Remove On-Street Parking

37



Short Street (Huntington to North Spring)
17' +/- Wide; 2-Way Traffic
15 Parking Spaces (Parking on South Side Only)
Potential Recommendation: Remove On-Street Parking

38



Summit Street (Tahanto to Curve)
11.5' +/- Wide; 2-Way Traffic (No Parking)
0 Parking Spaces
Potential Recommendation: Convert to 1-Way
West Bound

39



Summit Street (Tahanto to Curve)
11.5' +/- Wide; 2-Way Traffic (No Parking)
0 Parking Spaces
Potential Recommendation: Convert to 1-Way West
Bound

40



Summit Street (Curve to School)
17.5-18' Wide; 2-Way Traffic (Parking East Side Only)
14 Parking Spaces
Potential Recommendation: Eliminate On-Street Parking 41

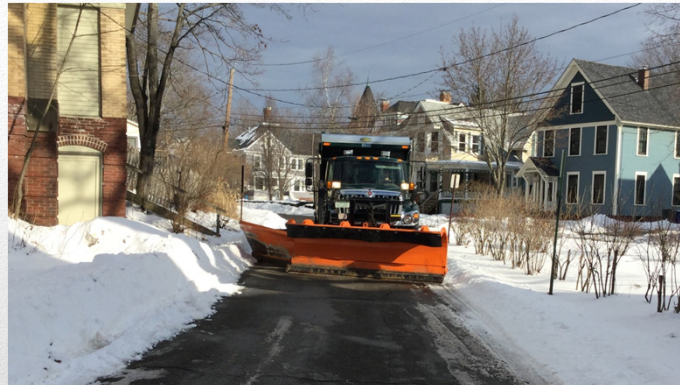


Summit Street (Curve to School)
17.5-18' Wide; 2-Way Traffic (Parking East Side Only)
14 Parking Spaces
Potential Recommendation: Eliminate On-Street Parking 42



**West Washington Street (Holt to Liberty)
18' +/- Wide (Curve to School); 1-Way Traffic (Parking
North Side Only)
9 Parking Spaces**

Potential Recommendation: Eliminate On-Street Parking 43



**West Washington Street (Holt to Liberty)
18' +/- Wide (Curve to School); 1-Way Traffic (Parking
North Side Only)
9 Parking Spaces**

Potential Recommendation: Eliminate On-Street Parking 44



Warren Street (Green to Rumford)
26-27.7 +/- Wide; 2-Way Traffic (Parking South Side Only)
15 Parking Spaces
70% Average Utilization (Weekday 8AM – 6PM)
Potential Recommendation: Eliminate On-Street Parking 45



Warren Street (Green to Rumford)
26-27.7 +/- Wide; 2-Way Traffic (Parking South Side Only)
15 Parking Spaces
70% Average Utilization (Weekday 8AM – 6PM)
Potential Recommendation: Eliminate On-Street Parking 46

Benefits	Concerns
<ul style="list-style-type: none">• Improved Access for Emergency Response Vehicles• Easier Driveway Access• Improved Delivery of Non-Emergency Public Services• Improved Winter Maintenance	<ul style="list-style-type: none">• Of Estimated 316+/- Total Spaces; 208+/- Removed• Parking May Shift to Other Streets• Traffic Speeds May Increase• Traffic Volumes May Increase

Potential Benefits & Concerns Associated with Removal of On-Street Parking

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Discussion

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More Comments or Questions?

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