



TOWN OF
PETERBOROUGH
ADMINISTRATION

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MEMO

To: Select Board
From: Pamela Brenner, Town Administrator & Nicole MacStay, Assistant Town Administrator
Date: 3/3/2014
RE: Review of Parking Data from Public Hearing and Online Survey

Following this memo you will find three documents, the Summary of Public Hearing Responses, the Summary of Online Survey Results and the Downtown Parking Analysis Timeline.

Summary of Public Hearing Responses. Twenty-two handouts were completed and returned the night of the hearing, and three more were dropped off in subsequent days. The option which received the most positive feedback was the GAR Hall/Riverwalk Project, with the majority of respondents citing its location, convenience and capacity as the reasons for their support of the option. The only other option to receive substantially positive feedback was the Use/Reuse of Existing Parking, with the majority of respondents citing location, cost and eco impact as the reasons for their support. The Vine Street, municipal lot, and shuttle options received substantial negative feedback, primarily based on cost factors or inconvenience.

Summary of Online Survey Results. The online survey results provide a snapshot of downtown parking as perceived by the different groups of people primarily using it. The survey asked for the perceptions of the respondents, and did not ask questions related to short-term or long-term visions of downtown parking.

Downtown Parking Analysis Timeline. This document reviews the Select Board and staff activities around the downtown parking issue since August 2013. This document was provided for background and review purposes only, and does not need to be made part of the discussion on March 4th.

Takeaways and Next Steps. Based upon staff's review of the public hearing responses it seems that the GAR Hall/Riverwalk project has the most support, and the Board may wish move this effort forward with a feasibility analysis; please see the companion memo from Rodney Bartlett.

Summary of Public Hearing Responses

How to read this report

The responses to each of the options presented in the handout were tallied individually, and reported based on how the respondent answered the question “Does this option suit our community’s needs?” If the respondent answered ‘yes’, then any further responses were counted in the ‘Yes’ column. If they responded ‘no’ then any further responses were counted in the ‘No’ column. For example:

The feedback from this handout...

35/45 MAIN STREET

Does this option suit our community's needs? yes How so?

☒ Location ☒ Capacity ☒ Convenience

☐ Visual Impact ☐ Cost ☐ Ease/Speed of Construction

☐ Eco Impact ☐ Other _____

...was reported as an additional ‘yes’ and in the boxes in the ‘yes’ column corresponding to ‘location,’ ‘capacity’ and ‘convenience’

Does this option suit our community's needs?	Yes – 6	No – 13	Maybe – 3
Location	5	6	2
Capacity	5	2	2
Convenience	3	3	2
Visual Impact	4	2	
Cost		5	
Ease/Speed of Construction	1		
Eco Impact		2	1

NEWBUILD—potential parking structures

35/45 MAIN STREET

Does this option suit our community's needs?	Yes – 6	No – 13	Maybe – 3
Location	5	6	2
Capacity	5	2	2
Convenience	3	3	2
Visual Impact	4	2	
Cost		5	
Ease/Speed of Construction	1		
Eco Impact		2	1

- Maybe – public/private construction if hotel
- No – too expensive
- Yes – bank – sure
- Maybe – does it offset people who already park there?
- Yes – long term only; least offensive option – depends on price

GUERNSEY GREEN SPACE

Does this option suit our community's needs?	Yes – 6	No – 17	Maybe – 2
Location	5		2
Capacity	4		2
Convenience	3		1
Visual Impact	4	5	2
Cost	3	5	1
Ease/Speed of Construction	3		1
Eco Impact	3	5	1

- No – keep green space
- No – too much concrete – ruin area aesthetic value – Town House Historical Society Guernsey
- No – loss of green space
- No – can't use up green space – too expensive
- No – leave the green space
- No – leave the green space alone
- Yes – Choice #2
- Maybe – not a fan of paving over green but it is close to town
- No – way too much capacity too expensive! Unforgivable it is like destroying the town green!

VINE STREET / CATHOLIC CHURCH PARKING LOT

Does this option suit our community's needs?	Yes – 1	No – 19	Maybe – 1
Location		6	1
Capacity		1	1
Convenience		6	1
Visual Impact		2	1
Cost	1	4	1
Ease/Speed of Construction		2	1
Eco Impact			1

- Maybe - Question of passage to town in foul weather
- Yes – but need access = funicular or covered stairway but = more cost
- No – too remote
- No – three level – crazy
- No – too far too expensive
- No – on hill – not ease walk problem get back up hill with purchases
- No – too remote – ppl won't use it
- No – too steep of a hill & too far away
- No – too far and up hill
- No – too far not convenient
- No – Are you kidding?!
- No – out of the question! Out of the way - ghastly

MUNICIPAL LOT, DEPOT STREET

Does this option suit our community's needs?	Yes – 7	No – 14	Maybe – 1
Location	6		1
Capacity	5		
Convenience	3		1
Visual Impact	4	6	
Cost	3	5	
Ease/Speed of Construction	1		
Eco Impact	1	1	

- No – too difficult not cost effective
- No – if hotel could use all those spaces for just hotel
- No – pricy +++
- No – too expensive
- No – too expensive & ugly for a garage
- Maybe – perhaps, down the road not necessary now
- Yes - 2nd option after GAR-Riverwalk

DO YOU HAVE ANY OTHER THOUGHTS ON ANY OF THESE OPTIONS?

- Combine Vine Street with 35/45 Main by building 35/45 Main high enough to be easily drivable into out of Vine Street lot – enter Vine, exit Main St. or enter Main, exit Vine
- Prefer 35/45 Main – but not 212 spaces – perhaps just behind Peoples bank with top level at same height as upper lot
- Too expensive – parking garage
- The key is to have thoughtful & considerate employees park in the municipal lots. This would alleviate much (not all) of the parking problem
- Too expensive – any parking garage option is too expensive and too ugly.
- Business owners listen to customers complain constantly.
- I do not support any of these options. Instead we should invest money on signs that direct people to the parking that is already available, and there is plenty of it. For those in need a shuttle bus could also be made available. People could park in Peterboro & Monadnock Plaza – a place with highly under used spaces to park – and then driven into downtown enjoying their morning paper. In Tokyo where I used to live, people enjoyed doing this daily & were more healthy too. Personally I intend on buying property here, but with property taxes already being high I will think twice about owning property here, if my taxes are paying for a God-awful parking garage. If the town builds that I would rather live somewhere else, and I say that with a saddened soul. I love Peterborough. I often came here to see my grandparents and Cambodian cousins, before I moved here in '97. To me this place is a sanctuary and a great example of how a community can live peacefully and cooperatively together in the world. If we destroy that by building something that wastes taxes, ruins natural beauty & disregards creative environmental thinking and living...we are throwing what Peterborough stands for into the trash. That is very disheartening considering that my grandfather Jonathan Strong and my grandmother Anne Strong worked so hard for decades ago to make Peterborough the beautiful place it is. If you need ideas call me [phone number redacted – NMS]. Jessica Kaiser
- Why should taxpayers pay huge sums to subsidize development possibilities for businesses. Most of us have no problems finding park spaces and would object vehemently to the destruction of the atmosphere of our town (an economic good!) that ugly parking structures would bring

NEWPARK—potential new parking lots

GAR HALL / RIVERWALK PROJECT

Does this option suit our community's needs?	Yes – 22	No – 5	Maybe – 1
Location	19		
Capacity	14		
Convenience	19		
Visual Impact	14	1	
Cost	11	1	
Ease/Speed of Construction	9		
Eco Impact	7	2	

- Yes – Keep it small
- Yes - #1 choice – cover w/ TIF district + do variation 3 \$1M or \$1.5 is nothing, amortized
- Yes – fits downtown image
- No – not needed – better utilization of existing spaces is the first step
- No – flood zone, private facility events could use all or most spaces for their events spaces be for GAR & not all for public availability
- No – I like the Riverwalk idea – parking too large for GAR Hall use
- Yes – variation 1 – small lot well landscaped no more than 20 + park benches
- Yes – LOVE the idea of a riverwalk! At 40 or 60, 20 is too few
- Yes – LID installations a MUST was this property under water in the 2007 flood?
- Protect our natural resources
- Yes – Choice #1
- Maybe – perhaps, but ignores obligations of original gift (to be used forever as a memorial & park – not what they meant!) & destroys most park potential to supply places for customers of priv. enterprise or some Depot workers. Flood plain, steep slope for drive, wetlands buffer! Town gets \$172,000 & pays \$600-\$900,000 doesn't make sense

FIRE DEPARTMENT (WITH RELOCATION OF FIRE DEPARTMENT)

Does this option suit our community's needs?	Yes – 7	No – 11	Maybe –
Location	6	2	
Capacity	4		
Convenience	4	2	
Visual Impact	4	1	
Cost	3	3	
Ease/Speed of Construction	2		
Eco Impact	2		

- Yes – not until possible use as temporary library
- No – not going to happen
- Existing public spaces need to be better identified to town folks
- No – inconvenient to town
- No – Fire Department needs to be centrally located
- Yes – longer term
- Yes – municipal employees
- Yes – LID installations a MUST
- Yes – only as ancillary to move not causing it
- No – too much to relocate
- No – too expensive to move fire department & doesn't seem necessary to move it
- No – cost to move fire too prohibitive
- No – not well lighted if you are leaving work at night
- The location of the FD is not ideal & will have to move eventually cost of demolition is reasonable – just not Aquarius museum please! Recycle or sell bricks as mementos. Move FD to PW & Comm. Ctr area for synergy “big machines day” etc.
- No – not being used presently what are the chances it would be used if expanded

DO YOU HAVE ANY OTHER THOUGHTS ON ANY OF THESE OPTIONS?

- GAR Riverwalk is right where the problem exists. Guernsey Green also, right where the issue is and helps with all concerns or both for long term
- This is something that needs to be resolved. My Picks: Riverwalk & Guernsey Green (both lots) why can't we have both??
- I believe there are adequate weekend spaces but the signage to identify the central lot as public parking is non-existent. I believe that there is a need to differentiate weekend & holiday parking needs from weekend needs. Perhaps town folk will feel fine about short term parking in the central lot on weekends if more weekend parking is the concern. We should first utilize this most convenient lot which is currently very available most weekends.
- How seldom do we have a chance to improve the attractiveness of downtown & create needed new parking – Riverwalk
- Thanks for putting this together. I'm sure this took a lot of work. Please no parallel parking on Main Street
- Has the river side adjacent to Granite Street been considered as the riverwalk extension. A strategically placed pedestrian bridge could open new parking options.
- Like PFD moving idea & using that space ultimately for more parking
- From a business owner's standpoint, the GAR/Riverwalk is the best option. The Guernsey Green Space is a close second. But do something – or there won't be any businesses in downtown that survive
- The municipal lot is Full during the week. If we use the riverwalk for Depot & office workers it would free up a large amount of spots for customers/all day parking. No additional structures or eyesores would be necessary right away.
- As a business owner parking needs to be near Business – take out 2hr parking also No tickets customers getting tickets is not an option!!

NOWPARK—utilizing Current parking in new ways

USE / REUSE OF EXISTING PARKING

Does this option suit our community's needs?	Yes – 9	No – 5	Maybe – 3
Location	6		
Capacity	3		
Convenience	3		
Visual Impact	4		
Cost	5	1	
Ease/Speed of Construction	3		
Eco Impact	5		

- No – been tried
- Yes – designates sections for employee parking as well as parking for patrons
- Yes – reconfigure & assess existing parking
- Yes – shorten parking in front of stores. Use library
- Yes – reduce time limits of most desirable spaces
- Maybe – I would agree to shorten parking times on Grove & Main
- Yes! – convenience & cost are deciding factors
- Maybe – make 2hr – 3hr?
- Yes – health of community & enjoyment of walking through & seeing beautiful Peterborough.
- Yes – first priority – mandate employee parking to Fire Station or Library
- No – we do not want to discourage downtown visitors

SHARED PRIVATE LOTS

Does this option suit our community's needs?	Yes – 8	No – 8	Maybe –
Location	5		
Capacity	4		
Convenience	4		
Visual Impact	4		
Cost	1		
Ease/Speed of Construction	2		
Eco Impact	4		

- NO – Hard to execute
- Use churches – any land behind Verizon on Concord St.?
- No – only option while buildings downtown under utilized
- Yes – maximize existing pavement

- No – cost to businesses & employees & it is not enough space
- Yes – weekends
- No – most merchants can't afford to 'lease' parking
- Yes – at least until business picks up & need the space. Avoids creating more impervious surfaces
- No – this would drive down rents because of no parking and could chase business away

SATELLITE PARKING / SHUTTLE

Does this option suit our community's needs?	Yes – 6	No – 13	Maybe – 1
Location	1	1	
Capacity	3		
Convenience	2	1	
Visual Impact	3		
Cost	2	1	
Ease/Speed of Construction	2	1	
Eco Impact	2		

- Yes – metered parking downtown to offset cost of shuttle
- No – would not be used
- Probably impractical at this time unlikely to actually be used
- No – people won't use
- No – only for all day special events inconvenience getting from parking to downtown. Scheduled to shuttle route times. Depend on maintaining shuttle vehicle, fuel used, salaries and benefits.
- Only for special events
- No – special events only
- Maybe – I wonder how many would use it
- No – bad idea
- Yes – use plaza
- No – too much to purchase, insure, & maintain a vehicle; and hire a driver. Just not a good idea.
- No – won't walk
- Yes – additional jobs for new drivers
- Yes – first option in the future. Befitting town efforts to truly become "Greenerborough"
- No – why would anyone drive from a remote location in town to another remote location in town then take a bus into town then back to a remote location to drive home when they could go directly to the downtown location

DO YOU HAVE ANY OTHER THOUGHTS ON ANY OF THESE OPTIONS?

- #1 Riverwalk/GAR Hall – good location – use of river/scenic – attractive – makes sense to pursue – price makes sense
- Shuttle will not work. Summer is the problem. How to address that. Sign "Public Parking" in central lot
- Signage for the central lot (by the movie theatre). Increase turnover shorter permitted times the closer the spaces are to the center of town. No new surfacing. Consider Summer Street for parking. Use of

Library parking. Ask business owners where their employees park & publicize. "Short term parking" is 30 minutes!

- More immediate needs would be taken care of 2 single level lots accommodating 40-60 new spaces. 1. Riverwalk 2. Guernsey – HATE TO GIVE UP THE GREEN 3. Repave municipal lot
- Most people enjoy parking & walking around town. Who wants to rely on a schedule of a shuttle, especially if you're going to work?
- There is not sufficient parking data (over longer time space) and certainly not enough public participation to legitimize spending taxpayer \$ or engineering studies for most NewPark & NewBuild solutions. First more all-day parking to outlying lots. Turn slots along river into half-day option. Explore pay to park options (metering or park placards with graduated scale from handicapped ->senior citizens on down. Explore paying existing Contoocook Valley Transportation for shuttle service trial, rather than town investing in vehicles & staff for shuttle services

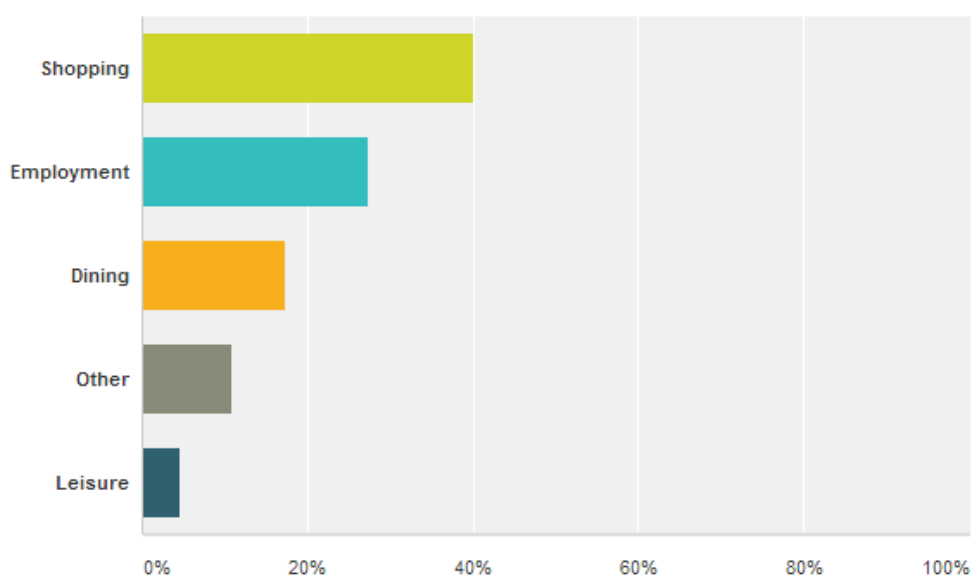
Summary of Online Survey Results

As of February 27, 2014 we have collected 111 responses to our online survey. These results were collected beginning January 20th. The survey asked twenty-one questions with the intent of better understanding of who is using the parking in the downtown area, and how they are using it.

For the purposes of this process, it makes sense to focus the analysis of the responses on how respondents answered Question 3, “Which of the following answers best describes your most frequent use of the downtown parking in Peterborough?” and their answers to the subsequent questions about where they park. This summary focuses on the top three groups of responders, Shoppers, Workers and Diners, which make up 84.5% of the responders.

Which of the following answers best describes your most frequent use of downtown parking in Peterborough?

Answered: 110 Skipped: 1



Answer Choices	Responses	
Shopping	40%	44
Employment	27.27%	30
Dining	17.27%	19
Other	10.91%	12
Leisure	4.55%	5
Total		110

Shoppers – 44 Respondents

Of those respondents who completed the survey, 44 of them described their use of downtown parking as shopping. 25 of those shoppers indicated that they typically parked for an hour or less, 12 parked for one to two hours, and the remaining seven respondents typically parked between two and four hours. When asked on a typical day, how many times do they drive into or out of downtown Peterborough, 27 respondents reported one to two trips, 11 reported two to three trips, and two reported four or five trips in and out of the downtown on a typical day.

Overwhelmingly these respondents drove into town; 39 reported driving their own car alone; only 3 reported getting into town either via walking or on a bike. When asked why they drove, 18 reported that they needed their car during the day for business, 15 preferred the convenience of their own vehicle, and 14 answered that they live too far away to bike and there are no other alternatives to driving. When asked to rank why they chose this particular mode of transportation, overwhelmingly the respondents chose “Convenience” as their primary reason.

When asked to rank the factors that influence where they typically choose to park, “Proximity/Convenience” was overwhelmingly the most important factor, followed by availability and weather. When asked about their overall satisfaction with parking in downtown Peterborough, 14 of these responded that they were highly satisfied, 18 as satisfied, 7 as neutral, 2 dissatisfied, and 1 as highly dissatisfied. Respondents were then asked to identify where they park most frequently, choosing as many parking areas as necessary:

Answer Choices	Responses	
2 - Toadstool	65.12%	28
9 - Grove St	60.47%	26
4 - Roy's	60.47%	26
10 - Main St	58.14%	25
7 - Depot Square	58.14%	25
1 - Depot Park	30.23%	13
16 - Library	25.58%	11
8 - Municipal Lot	16.28%	7
5 - 35/45 Main St.	11.63%	5
3 - Sunapee Bank	11.63%	5
13 - School St.	11.63%	5
12 - Phoenix Lane	6.98%	3
6 - 9 Main St.	4.65%	2
11 - Guernsey	4.65%	2
14 - Fire Department	2.33%	1
15 - 20 Grove St	2.33%	1
Total Respondents: 43		

Workers – 30 Respondents

The second largest group of respondents identified “employment” as their primary reason for parking in the downtown. When asked to describe their business, 11 respondents reported that they worked in an office, 8 worked for government, 4 chose “other”, 2 retail, 2 non-profit, 1 restaurant/food service, and 1 service. When asked what street or general area their place of employment is located, 16 responded on Grove Street between Main Street and School Street, 7 identified Main Street and 7 identified Depot Square.

Most of the respondents (22) reported that they worked a full-time schedule, 8 reporting a part-time schedule, and the majority also reported working a fairly typical Monday through Friday schedule. When asked how long their vehicles typically occupied a space in the downtown, 12 reported eight or more hours, 11 reported seven to eight hours, 3 reported five to six hours, and 3 reported other increments. When asked how many times they drove in and out of the downtown on a typical day, 17 reported once or twice, 7 reported two to three times, 4 reported three to four times, and 1 reported four to five times.

When asked about their usual mode of transportation, 27 respondents drove their own car alone, and 2 reported walking or riding a bike. Respondents were asked why they chose that particular mode and were given the opportunity to choose multiple responses; 18 responded that they live too far away to bike and there are no other alternatives to driving; 14 responded that they have obligations before and/or after work and need to get into and out of town quickly; 13 reported that they need their car during the day for business, and 12 prefer the convenience of their own vehicle. Other choices received significantly fewer responses. When asked to rank the factors that lead them to choose their preferred mode of transportation, “convenience” received the highest ranking, followed at a distance by reliability.

Respondents were also asked if their place of employment provides parking; 20 respondents reported that they did not, 7 said that they did, and 1 was unsure. When asked to rank the factors that influence their decision on where they typically choose to park, respondents far and away ranked proximity/convenience as the most important factor, distantly followed by availability and safety factors. When asked whether or not they are satisfied with parking in the downtown, 11 of these workers reported that they are dissatisfied with parking, 7 are satisfied, and 6 are neutral. Respondents were also asked where they most often parked, and were allowed to make all selections necessary:

Answer Choices	Responses	
8 - Municipal Lot	40.74%	11
1 - Depot Park	33.33%	9
10 - Main St	25.93%	7
9 - Grove St	22.22%	6
5 - 35/45 Main St.	22.22%	6
7 - Depot Square	22.22%	6
14 - Fire Department	18.52%	5
2 - Toadstool	14.81%	4
15 - 20 Grove St	14.81%	4
6 - 9 Main St.	11.11%	3
4 - Roy's	7.41%	2
3 - Sunapee Bank	7.41%	2
13 - School St.	7.41%	2
12 - Phoenix Lane	3.70%	1
16 - Library	3.70%	1
11 - Guernsey	0%	0
Total Respondents: 27		

Diners – 19 Respondents

Of the 19 respondents who identified themselves as diners, 8 reported that they typically park for between one and two hours a day, 6 reported less than one hour, four reported between two and three hours, and one reported between three and four hours. When asked how many times a day they drive into or out of the downtown, 7 reported one to two times, 7 reported two to three times, 2 reported three to four times, and 1 reported five or more times a day. When asked why they chose to drive, 6 replied that they prefer the convenience of their own vehicle, 5 have obligations that require them to get into or out of town quickly, and 4 report needing their car during the day for business. When asked to rank factors influencing their choice of transportation, convenience again was the more important factor.

When asked what factors influence their choice of place to park, diners far and away chose proximity/convenience over other factors, with availability as a distant second. When asked to assess their experience parking in downtown Peterborough, 9 diners report that they are highly satisfied, 5 report that they are satisfied, 1 reported feeling neutral, and 2 reported that they are dissatisfied. Diners were also given an opportunity to indicate where they frequently park, and were allowed to choose as many options as applicable:

Answer Choices	Responses
9 - Grove St	70.59% 12
7 - Depot Square	70.59% 12
2 - Toadstool	64.71% 11
1 - Depot Park	47.06% 8
10 - Main St	41.18% 7
4 - Roy's	35.29% 6
8 - Municipal Lot	23.53% 4
14 - Fire Department	17.65% 3
13 - School St.	11.76% 2
15 - 20 Grove St	11.76% 2
16 - Library	5.88% 1
12 - Phoenix Lane	0% 0
3 - Sunapee Bank	0% 0
5 - 35/45 Main St.	0% 0
6 - 9 Main St.	0% 0
11 - Guernsey	0% 0

Downtown Parking Analysis Timeline – August 2013 to Today

8/16/13 – SELECT BOARD MEETING MINUTES – ALSO BROADCAST ON CHANNEL 22

Parking in the Downtown

Ms. Miller said that she had recently spoken with Jane Cartnell of Morgan's Way, who suggested that parking in the downtown should be increased from two to three hours to give shoppers time to eat and shop. Chief Guinard said that there are approximately 80 parking spaces in the downtown that are time regulated as outlined in the Code Book. Typically officers are only able to enforce parking a couple of days a week, and never enforce parking after 4:00pm or on Saturdays. The objective of the time limits is not to create a revenue source, but to create turnover for the local businesses.

Chair Byk said that he went to Steeles, Roys, the Toadstool and Harlows and spoke with the business owners, who each had a different take on the parking situation. The theme was that we need more parking, but no one was concerned about the time limit. There is a mindset that walking a short distance to and from parking is a problem. **Ms. Miller** said that she does not feel ready to make a decision at this time, and suggested putting a public hearing on the agenda for the September meeting. **Chair Byk** agreed, and said that the Board should look at both short-term and long-term solutions. **Ms. Brenner** said that by that time the parking lot at the Fire Station should be completed. **Ms. Miller** asked if there was a way to make the spaces smaller or reconfigure them; **Mr. Bartlett** said that we have looked at these spaces a half a dozen times, they have been studied, and they have been maximized.

9/3/13 – SELECT BOARD MEETING MINUTES – ALSO BROADCAST ON CHANNEL 22

Rodney Bartlett – Parking Studies Update

Chair Byk said that over the years the town has done a number of studies on parking in the downtown. The issue arose at the last meeting because a merchant asked that the Board increase the time on some downtown spaces from two to three hours. After having looked through most of the material that was provided in the meeting packet, it seems that a report written by Chief Guinard had a number of very specific and doable recommendations for signage and traffic control devices.

Chair Byk asked Mr. Bartlett to begin by speaking to those particular recommendations since they seem to be quite practical. **Mr. Bartlett** said that he went back as far as 1997 and looked at the different reports and recommendations. In 1997 there were 835 public/private spaces in the downtown area; today there are 854. When you look at traffic circulation there are three different demands, the 309 all day, short-term and intermediate parking, three to four hours. Most of the parking is private, and is controlled by the owners. The long-term parking fits well along the river and at the Fire Department, and the westerly side of Main Street is also all-day parking. Short-term parking is focused on Main Street and Grove Street, and seems to function well. There is a demand for intermediate parking. **Mr. Bartlett** said that if the Board is interested in holding a public hearing, it makes sense to look at converting the municipal lot off of Wall Street to three to four hour parking, and convert the twelve spaces behind the Diner to all-day parking. **Chair Byk** asked that a public hearing to consider those recommendations be scheduled.

5:15pm – Public Hearing – Parking in the Downtown, per RSA 41:11

Chair Byk read the public hearing notice. **Mr. Bartlett** said that the Board received a request from one of the local merchants to change parking in the downtown to allow shoppers more time. In reviewing the request to include some transitional time parking, we tried to look at where the shorter term parking may be helpful, and where longer term parking may be helpful. When we looked at turnover use, we looked at areas closest to the restaurants and shopping areas. To address that, we have come to the Board with a proposal to redesignate the municipal parking lot on Wall Street as four-hour parking, and redesignate the spaces behind the Diner as all-day parking.

Ms. Miller asked if the parking on Main Street and Grove Street would remain the same; **Mr. Bartlett** said that it would. **Chair Byk** said that his primary concern is that for downtown merchants, the availability of short-term parking is critical. He said that he thinks it is important to maintain the availability of short-term spaces in or around the merchants. **Chair Byk** then opened the hearing to questions and comments from the public.

Peter Robinson, owner of Roy's Market, said he would prefer to see it stay the way it is; we need more parking for the people who work in the offices - we don't want those businesses to leave.

Leslie Lewis said I moved up here from New York City and I move my car more often here. She stated that there are about 135 all day parking spaces - if you do this then you remove 25 spaces from the workers. **Chair Byk** said that the reconfiguration of the parking lot at the Fire Station has been completed, and those spaces are all-day.

Bill Little, owner of Steeles, asked how many workers are now downtown - since 1997 there must be more people working downtown.

Clare McCarthy said I can speak from the parking - I do need a place to park, I don't mind walking to Summer Street. It is sometimes difficult to get out of my office to move my car in a timely fashion. We do need places for the employees to park. It does not give us more all day parking, and it doesn't solve the retailers problem, because elderly people don't want to walk. I think my idea of a parking garage is a good investment. Those of us who work here do shop here and do eat at the restaurants here.

Betsy Gilchrist said that last year I reimbursed three of my customers for parking tickets they got because they didn't get back in time to move their car.

Erin Sweeney said I have students who have received tickets - they are coming into town for weeks at a time - I would like the lot to stay the same.

Sara Bowen said I would prefer to be able to park behind the building [in the Wall Street parking lot]; I have a lot of equipment I have to lug upstairs, parking away from the building takes a lot of my time. I am guilty of taking up the two hour parking spots and paying tickets. I think that the parking mostly works.

Willard Williams, owner of the Toadstool Bookshop, said I think it should stay the same - we really have issues with all-day parking, and people park around my building all day - we need to encourage those employees to park at the Fire Station.

Mose Olenik asked if it would be too much of a hardship to make some of those spaces four hours.

John McGillivray said I live and work at Harlow's, we can only park in the municipal lot - having to park away would be a problem.

John Mills said downtown parking is a problem with the employees - I see them getting tickets all the time. he asked if downtown resident parking permits take care of that problem.

Dave Szay, owner of Harlow's said I did make a resident parking permit system years ago, but it didn't last long; there may be the same amount of spaces as before, but I have seen more spaces taken privately and taken away from the public. Now there are more people coming into town, but less parking. I think the municipal lot should stay the way it is, but we need more parking.

Brian Stiefel said I get in early so I have no problem getting a space early, but I don't go anywhere for lunch because I don't get my spot back. I would suggest resident/business parking.

Bruce Hunter, owner of 6 School Street, said I am very aware of the problems we are having with parking. I have worked out an arrangement with the town, and I own a right of way and some of the spaces. He said the Need For Speed garage is taking up spaces, and that he has seen cars getting worked on in the parking lot - there are so many cars associated with this shop, about 10 a day, and I have asked him not to bring clients into the 2hr parking, and that has been ignored. Yesterday I walked out, and there was a car that was being parked by someone who worked at the garage and it stayed there for 4 hours. Rather than penalizing the people who use that parking, we should arrange to have them park those cars away from the parking lot. We need to allow those who live and work downtown a parking permit.

Steve Mahoney, owner of the Need for Speed garage, said that when he first moved his business into the garage, Mr. Hunter came to him concerned that there would be a problem with parking cars in the lot all day, as he said had been the case with the previous tenant of the garage space. **Mr. Mahoney** said that when cars are towed in and only need a battery he will do the work out there next to the wall. He said that he moves cars all day long, and said that he works on vehicles as a business, and needs a place to put them. He said that there are not ten cars there, but maybe three or four. He said that he had to leave three cars out last weekend because his father passed away, and he was not coming back.

Chair Byk asked if there are any rules that govern this subset of parking spaces; **Chief Guinard** said that some spaces are owned by Mr. Hunter, some by the town - a few years ago it was negotiated that these would be two-hour parking. The third shift officer monitor overnight parking. **Mr. Williams** said he uses Need for Speed and as a neighbor of his, I know how much he is moving the cars around. He added that having a garage in town it keeps us from becoming a boutique-y cute place, and shows that we are a real town. We need to protect it. **Mr. Robinson** said that he thinks it is important, and I have seen Steve do this for nothing. He asked if Mr. Hunter were to sell the property, would the right-of-way pass on; **Chair Byk** said it would.

Jim Walsh, owner of 20 Grove Street, said that for the last twenty years the number of shops and employees has increased tremendously. We have very limited parking in terms of the building itself, and that has driven businesses from downtown. I think we should leave it the same.

Mr. Szay said I am no engineer but my idea is that the really nice lawn behind the town house is to pave it or a two-level parking garage. **Matt Morgenson** asked if the north and west side of Wall Street could be extended; **Chair Byk** that space to the west is privately owned. **Ms. Miller** said that in 2010 we did a study of a two-story parking garage, and learned that it would cost approximately \$1,000,000 to construct.

Chair Byk asked for a show of hands who would like to maintain the status quo; a clear majority of the people present raised their hands. **Ms. Miller** asked for a show of hands of people who work in the downtown; a clear majority of people present raised their hands. **Ms. Miller** said this has been very helpful, and said that there would soon be a discussion with the Southwest Region Planning Commission, which will include a conversation about trolleys taking people in and out of the downtown area to and from parking.

Mr. Bartlett said that the town has completed two studies of parking in the last three years, but there has been no support for the output of those studies. We have looked at the green space behind the Town House, and we have looked at the existing parking behind the Guernsey Building, but construction there is restricted by the shoreland protection laws. The cost to build a parking garage is about \$30,000 per space. He said that the town could use some TIF revenue, but you don't get that without renovations or new construction; it becomes a chicken/egg problem. **Ms. Lewis** asked Mr. Bartlett whom did he mean when he said that after a certain point there was no support, town government, or the people to whom he presented the plan; **Mr. Bartlett** responded that in 2010 we looked at a parking garage at the Wall Street lot with a public/private effort at 45 Main Street. In 2011 we came up with three different parking analyses in the downtown; you can't make any more parking spaces, no matter how you lay them out. We looked at public/private arrangements where we incorporate private parking and have an overall parking plan for the downtown. We have a plan which shows restriping and adds a few paces, all in private parking lots, and we looked at spaces at the Guernsey Building. We didn't take the cost estimates any further because we never got a consensus to move forward.

The Board tasked staff to investigate permits for vehicles to park long-term in certain parking spots and to review all of the reports and studies, distill them all and have a proposal to discuss. **Ms. Miller** challenged everyone in the audience and anyone interested in downtown parking to go to the town's website and review the studies, and make their own suggestions for improving the parking in the downtown. **Mr. Williams** said that it was interesting to look at those pictures of the empty parking lot at the Fire Station, and said that employers need to tell their staff to park down there.

OCTOBER 4, 2013 – PARKING SURVEYS ON TOWN WEBSITE

Four parking studies from between 1997 and 2011 were posted to the town's website along with a summary of the work done since the Fall of 1997.

DECEMBER 2013 – JANUARY 2014 – PARKING OCCUPANCY STUDY

Graduate Intern Seth MacLean surveys parking occupancy at various times of the day throughout the month of December and into January.

12/27/2013 – ONLINE SURVEY OPENED

Questions include the following categories: Demographics, Use of Parking, Leisure, Employment, Parking Duration, Commuting Survey, Parking Questions, Opinion Questions and Comments. A link to the survey was placed on the front page of the Town's website, and Mr. MacLean distributed cards directing people to complete the survey.

2/3/14 – SELECT BOARD RETREAT

Mr. Bartlett reviewed the various options available; Mr. MacLean reviewed the results of the occupancy study. Select Board decides to hold a public hearing to get feedback on the various options.

2/13/2014 – PUBLIC HEARING NOTICE IN MONADNOCK LEDGER-TRANSCRIPT

2/14/2014 – EMAIL BLAST

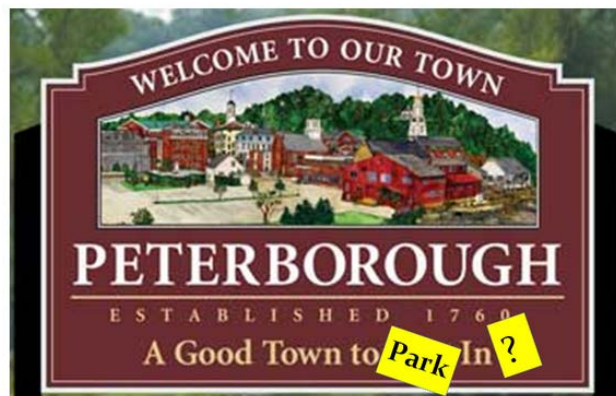
Email sent to Select Board mailing list (113 recipients), Recreation mailing list (1,500+ recipients), Depot Square Merchants mailing list, and Chamber of Commerce mailing list & Posted on Town's Facebook Page

2/18/2014 – PUBLIC HEARING NOTICE IN MONADNOCK LEDGER-TRANSCRIPT

2/20/2014 – PUBLIC HEARING NOTICE IN MONADNOCK LEDGER-TRANSCRIPT

Public Hearing on Downtown Parking - 2/24/14 - 7-9pm

[View this email in your browser](#)



Public Hearing on Downtown Parking

Monday, February 24, 2014 – 7:00 to 9:00pm –

Peterborough Town Hall

7:00pm – Call to Order

The Select Board will open the Public Hearing and introduce the presenters

7:05pm – Introduction

7:20pm to 8:15pm – Group Briefing Sessions

Participants will break into three groups and be briefed on each of the three types of parking options:

- NOWPARK – utilizing current parking in new ways
- NEWBUILD – potential parking structures
- NEWPARK – potential new parking lots

8:20pm to 8:50pm – Combined Group Q & A

PAGE 2 Thursday, February 20, 2014 MONADNOCK LEDGER-TRANSCRIPT

PETERBOROUGH

Town looks to add spaces

Select board weighs three options for future of downtown parking

By Dave Anderson

Monadnock Ledger-Transcript

PETERBOROUGH — Is Peterborough a good town to park in?

That's a question town officials will be asking at a public hearing on downtown parking on Monday at the Town Hall, where they'll discuss ways to provide additional parking spaces, both long-term and short-term, and get input from residents.

Town Administrator Pam Brenner said Wednesday that the effort was spurred by feedback from meetings held last fall, when the Select Board discussed changing the time limits for various downtown parking spaces. Although no changes

were made, Brenner said residents clearly sent a message that the town should look into ways to provide additional parking. So on Monday, residents will be presented with three alternatives that officials have been researching.

"We were hearing that we needed to broaden our options," Brenner said. "We're not making recommendations. We tried to work on several possible scenarios."

The first option, known as NowPark, will be about using current parking spaces — the municipal lots on Depot Street and on Summer Street and the long-term parking spaces along the Contoocook River near the Toadstool Bookshop — in different ways. Brenner said that

could involve changes in time limits, a different configuration of the lots, partnerships with owners of private parking spaces, possible shuttle services for long-term parkers from outlying parking areas, or even leaving things as they are.

A second choice, called NewBuild, will focus on the potential for building a parking garage somewhere in the downtown area. Several possible sites have been identified, including the Depot Street municipal lot and the land on Vine Street that is now used for parking by Divine Mercy Parish and could go on the market when the church moves to its new building off Route 101. Other possibilities could be the Guernsey Green

land behind the Town Hall or space behind 45 Main Street across from the Town Hall, both on land that's now privately owned.

The third alternative, known as NewPark, will describe two possible locations for additional parking lots. One site is the land behind the GAR Hall on Grove Street, which the Select Board has agreed to sell to businessmen Cy Gregg and Stan Fry, with the sale contingent on the town building a parking lot behind the building. Another possible site would be the Summer Street fire station, if the Fire Department were to move to a different location.

Those attending Monday's meeting, which will be from 7 to 9 p.m. in the Town Hall, will



Staff photo by Dave Anderson

A pile of plowed snow covered a couple of parking spaces at the corner of the municipal lot on Depot Street, but the rest of the public parking lot quickly filled up Wednesday.

break into three groups, to hear 15-minute presentations on each of the three options, including information on how much they would cost. They'll have a chance to offer feedback at the end of each session and also at a combined question-and-answer session at the

end of the meeting. Additional information about the three alternatives will be going up on the town's website today. Brenner said feedback from the meeting may be used to plan a proposal that could go to voters at Town Meeting in May.

Materials made available on www.townofpeterborough.com

2/21/2014 – EMAIL SENT TO SELECT BOARD MAILING LIST, NOTICE POSTED ON FACEBOOK & GOOGLE+