

Somersworth Downtown Parking Study

May 2025

Parking Utilization Analysis and Recommendations

**Conducted by Strafford
Regional Planning
Commission**



STRAFFORD
Regional Planning Commission

The Hilltop City
SOMERSWORTH ★
Est. 1729



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Introduction

The Strafford Regional Planning Commission (SRPC), at the request of the City of Somersworth, conducted a parking study of the downtown area. The purpose of the study was to:

- Identify and map parking spaces in the downtown area and Somersworth Plaza shopping center.
- Determine occupation rates of downtown parking spaces on a typical weekday and on a typical weekend day.
- Determine how often each parking space is occupied over the course of the day.
- Investigate efficacy of current parking regulations.
- Investigate parking utilization implications for future downtown development as well as rush hour queuing on Market Street approaching the Salmon Falls River bridge.

Acknowledgements

City of Somersworth

Michelle Mears, AICP
Mike Bobinsky
Dana Crossley
Anna Stockman

Strafford Regional Planning Commission

Rachel Dewey
Brian Notinger
Jackson Rand
Colin Lentz
Stephen Geis
Mark Davie, AICP

Volunteers

Mark Richardson
Richard Gagnon
Deb McCaffery
Paul Goodwin
Kim Shoen
Jim Manhart

Somersworth Master Plan Goals Related to Parking

Somersworth Housing Master Plan Chapter 2024

Goal 3: Concentrate housing development along existing corridors/densely populated areas for easy access to transportation.

Actions:

- Create more housing downtown.
- Work with COAST Bus to ensure neighborhoods with dense housing have access to transit.

Parking considerations:

- More housing downtown will increase parking demand and could increase conflict between residents, business owners, and customers. Ensure separate and adequate parking is available for different users (e.g. long-term parking for residents vs. visitors and customers).

Goal 4: Allow for mixed-use development nodes in more locations around the city.

Actions:

- Use zoning to allow for housing near art, culture, or recreation.
- Convert underutilized parking lots for infill development projects to add mixed use and housing.

Parking considerations:

- Consider increasing demand on currently underutilized lots created by planned housing developments. Do underutilized lots have capacity for parking by infill residents?
- Mixed use development will come with diverse parking needs. The city will need to balance parking needs of tenants, business owners, and customers.

Goal 5: Revitalize downtown as a place to live, visit, and do business.

Actions:

- Allow for and encourage development in the Millyard Zoning District, including housing.
- Create new design guidelines/standards for infill development, including potential height restrictions.
- Attract a variety of mixed-use development with a focus on uses that are convenient for everyday needs.
- Allow larger homes near downtown to be converted to 2 or more units.

- Improve connectivity and extend walkable downtown to Berwick, Maine.
- Conduct a downtown parking study.

Parking considerations:

- Clarify regulations and zones for various parking users in the downtown; consult with local businesses on updates to posted downtown parking durations (e.g. for sit-down restaurants).
- Incorporate walkability into parking plans for lots outside downtown to incentivize parking outside the downtown core.
- Consider if updated parking designs, regulations, etc. have the potential to push visitors onto adjacent neighborhood streets with unregulated parking (e.g. Grove St).

Goal 6: Create housing, infrastructure and programs that allow residents to age in Somersworth.

Actions:

- Improve walkability and accessibility by creating more sidewalks connecting neighborhoods and services.

Parking considerations:

- Avoid safety and accessibility impacts from parking designs (e.g. parked vehicles blocking visibility of pedestrians at crossings, orientation and placement of parking lots)
- Balance parking with pedestrian facilities and public transit access

Somersworth Natural Resources Master Plan Chapter 2024

Goal 1: Conserve and expand green spaces and natural amenities

- Promote urban green space development through the creation of pocket parks, living streetscapes, and the planting of more urban trees.
- Improve natural assets in the urbanized areas and ensure that new developments emphasize sustainable practices.

Parking considerations:

- Surface parking represents a large proportion of impervious surfaces. Incorporate expanded on-site stormwater treatment improvements into new or redeveloped parking areas (e.g. rain garden as a pocket park).

Somersworth Land Use Master Plan Chapter 2024

Goal 1: Maintain balanced, sustainable development and smart growth.

- Encourage the redevelopment of underutilized properties/parcels and encourage infill in areas already developed.
- Promote green infrastructure and sustainable development practices in new construction and redevelopment.
- Plan for equitable and sustainable growth through the lens of climate resiliency.

Parking considerations:

- Consider a “parking budget” approach that looks beyond on-site parking to include absorbing adjacent parking
- Consider incorporating parking maximums into planning regulations/zoning ordinance rather than parking minimums
- Plan growth and development that incentivizes alternatives to single-occupancy vehicle use.

Goal 3: Improve access to amenities and connectivity throughout the community.

- Implement the principles of Complete Streets for future and existing development; seek funding opportunities from state and federal agencies.
- Expand pedestrian and biking infrastructure along key corridors, dense neighborhoods, public open space, and recreational sites.
- Work with COAST Bus to ensure neighborhoods with dense housing have access to transit.

Parking considerations:

- Improve pedestrian facilities and routes from downtown-adjacent neighborhoods to incentivize residents to make more trips in downtown area destinations by foot or bike rather than driver and parking.

Goal 4: Foster the need for resilient infrastructure through incentives and regulation.

- Seek funding opportunities from state and federal agencies to upgrade stormwater infrastructure to better meet heavy storm events. (NHDOT, NHDES, NHHSEM, FEMA)

Parking considerations:

- Incorporate additional stormwater treatment infrastructure when city parking lots are upgraded.

Study Process & Methodology

The study process included mapping of downtown parking spaces, a public parking space inventory, and data collection and analysis. SRPC staff used UNH GRANIT and Google Maps aerial imagery to develop maps of the study area. A wide area inclusive of downtown was considered for the study (Figure 3). The final study area focused on public parking spaces shown in Figure 9. The study scope and area were determined through consultation with City planning and engineering staff.

A total of 444 parking spaces were evaluated in this study. The following tables break down the spaces by street and parking regulations.

Location	Spaces
Constitutional Way	13
Government Way	13
High St	58
John Parsons Dr	10
Library Lot	6
Main St	152
Market St	19
Plaza Lot	147
Station St	12
Washington St	14

Figure 1: Parking Spaces by Street

Regulation Description	Total Spaces	% of total inventory	On Street spaces	Lot spaces	Total ADA
15 Minute Parking	7	2%	7	0	0
1 Hour Parking, 8am-8pm	15	3%	15	0	0
2 Hour, No Restrictions	9	2%	9	0	0
2 Hour Parking, 8am-8pm	153	34%	153	0	6
2 Hour Parking, 6am-6pm, Except Saturdays, Sundays, Holidays	10	2%	10	0	0
3 Hour Parking	52	12%	0	52	8
Free All Day Parking	106	24%	97	9	0
Permit Parking	38	9%	0	38	0
Tenant Only	19	4%	0	19	0
Medical Center	29	7%	0	29	3
Library Customers	6	1%	0	6	1
Total	444	100%	291	153	18

Figure 2: Parking Spaces by Parking Regulations



Figure 3 - Total area considered for parking study

Public Parking Space Inventory

Only official or formal marked spaces were included in this analysis. The study area includes on-street parking and public and private off-street parking. Since parking occupancy was going to be surveyed hourly by walking to each space, the study area was divided into three routes. Individual parking spaces were identified in each route using satellite imagery and given a specific inventory number.

Route A included 105 parking spaces along:

- Constitutional Way
- Washington Street
- High Street
- Market Street

Route B included 184 parking spaces along:

- Government Way
- Station Street
- John Parsons Drive
- Main Street

Route C included 157 parking spaces in the Somersworth Plaza lot and street parking on an unnamed street perpendicular to Station Street.

Some parking in Somersworth is free with no limits or is unsigned, but those with constraints are subject to one of five regulations. Exceptions are for parking within the Somersworth Plaza lot which are subject to permits or tenancy in the shopping center, or for exclusive use by the Hilltop Family medical center. There were 18 handicap-accessible parking spaces across the entire study area.

Leased Parking Spaces

The City leases some privately owned spaces for limited public use. Costs are for in-kind services (plowing, striping, etc.).

Location	Lessee	Number of Spaces	Price
Plaza Parking Lot	Apartment (parking for tenants)	10	Police permit
Main Street	22 Green Apartments (Permit during construction)	44	\$22 per space per month
Plaza	Mass General Hospital Long Term Lease Agreement	17	\$3,000 (one-time payment)

Figure 4 - Leased parking spaces in the study area

Data Collection Methodology

To generate an accurate picture of the parking conditions in downtown Somersworth, parking surveys were conducted on a weekday and a weekend. A weekday count was done on Thursday, April 24th. This count was conducted at 1-hour intervals from 8:00am until 6:00pm. A weekend count was done on Sunday, April 27th. This count was conducted at 1-hour intervals from 8:00am until 6:00pm. These were selected as “typical” days, without increased parking demand because of special regional or local events, seasonal tourist traffic, or obstruction by snow or construction. Counts were conducted by volunteers, City staff, and SRPC staff. Collectors walked each route in the study area at the beginning of each hour. If a motor vehicle was in a parking space, the space was considered occupied.

All counts (Thursday and Sunday) were conducted by recording the vehicle license plate number. License plate data were collected in order to see if vehicles were parked for short periods of time or longer-term, to provide insight regarding the effectiveness of the current parking regulations, and to determine the potential need for adjustments to downtown parking availability. Once data were entered into a digital database, individual license plate information was erased. The collected information was tabulated, analyzed, and summarized by location, time of day, and day of week. Each parking space was surveyed once an hour and collectors recorded one of four possible categories:

- “E” was written if the space was empty
- “N” was written when a car was observed for the first time at that space
- “S” was written if the same car was logged in the same space for consecutive hours

See Appendix C for examples of the data collection sheets.

Data Analysis

The data collected in this study captured occupancy and duration. The Duration data were compared to the parking regulations posted across the study area to identify parking that is utilized for longer than the limits posted for the space. The Occupancy data was used to identify areas that are over- or under-utilized.

Occupancy

Hourly occupancy rates ranged from 20% to 38% utilization during the study period. The majority of vehicles observed throughout the day were present for more than one hour. There were 135 spaces across the study area that were not used at all, and 23 that were used for an entire day of the study. Maps of each hour can be found in Appendix A.

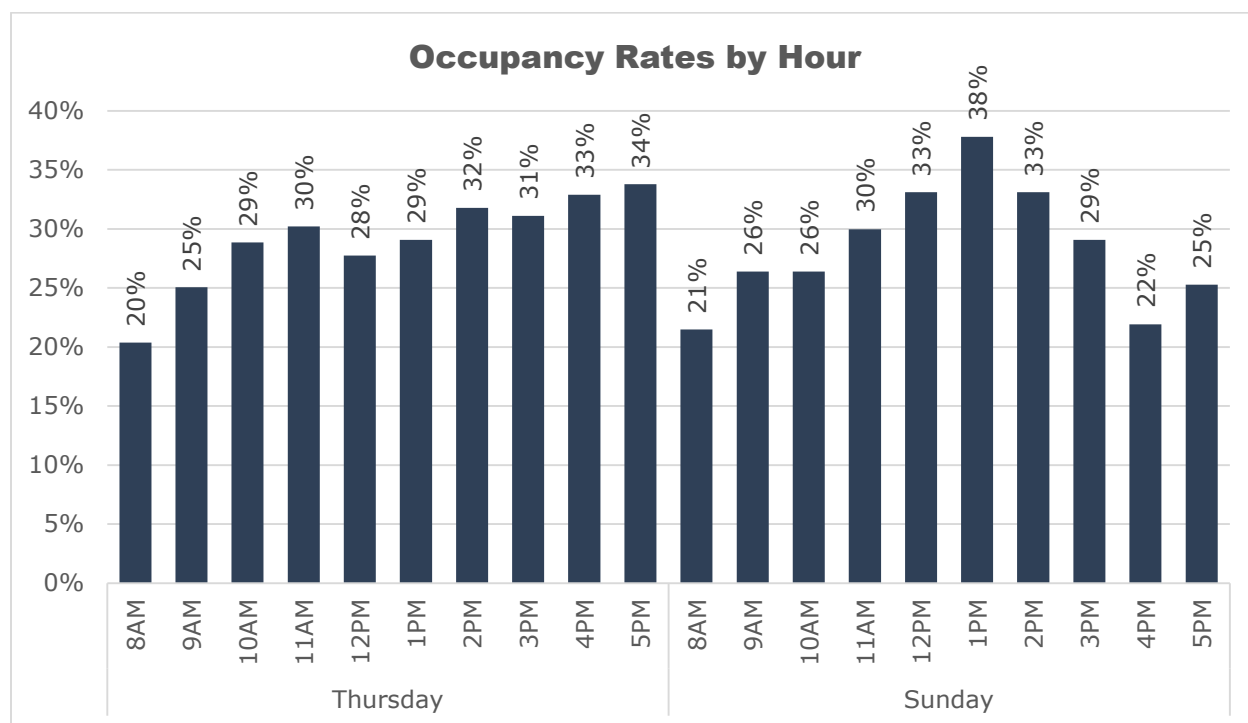


Figure 5: Total Occupancy by Hour

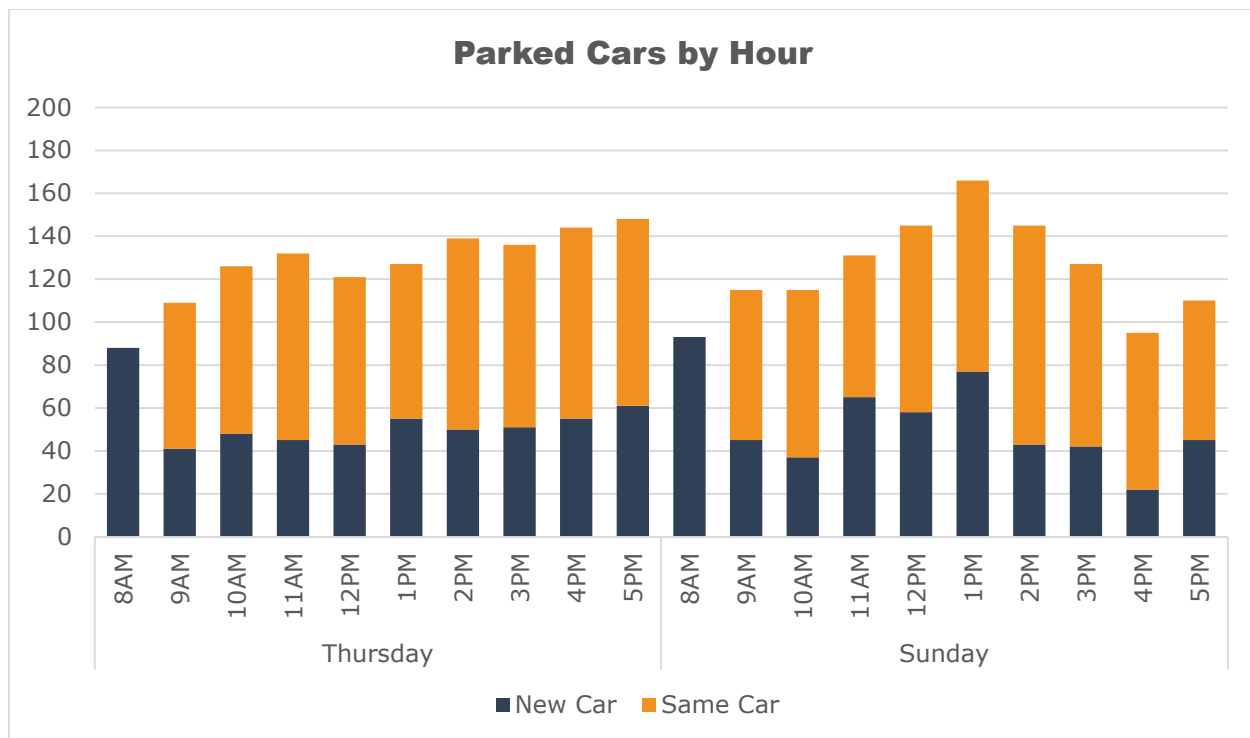


Figure 6: Occupancy by Hour and Presence of New Cars

Occupancy by Street

The tables below show the occupancy by street for each hour of the study. High St and Main St are long and have a lot of parking, and thus the parking trends are different at different points along the road. In addition to a street level analysis, there is an additional analysis by zone following this section to show these trends.

Location	Spaces	8AM 9AM	9AM 10AM	10AM 11AM	11AM 12PM	12PM 1PM	1PM 2PM	2PM 3PM	3PM 4PM	4PM 5PM	5PM 6PM
Constitutional Way	13	31%	31%	31%	31%	31%	31%	38%	23%	38%	23%
Government Way	13	38%	31%	23%	31%	0%	31%	31%	46%	31%	54%
High St	58	28%	41%	52%	53%	52%	50%	48%	48%	43%	59%
John Parsons Dr	10	10%	10%	10%	30%	10%	10%	20%	10%	10%	30%
Library Lot	6	0%	33%	17%	17%	33%	17%	0%	0%	0%	0%
Main St	152	9%	14%	16%	20%	18%	15%	26%	28%	28%	27%
Market St	19	26%	32%	63%	47%	42%	42%	21%	37%	79%	89%
Plaza Lot	147	28%	29%	33%	29%	29%	32%	33%	29%	29%	23%
Station St	12	17%	17%	17%	42%	42%	58%	50%	50%	58%	42%
Washington St	14	7%	7%	7%	7%	7%	21%	21%	7%	21%	29%
Total	444	20%	25%	28%	30%	27%	29%	31%	31%	32%	33%

Figure 7: Thursday Occupancy by Street and Hour

Location	Spaces	- 8AM 9AM	- 9AM 10AM	- 10AM 11AM	- 11AM 12PM	- 12PM 1PM	- 1PM 2PM	- 2PM 3PM	- 3PM 4PM	- 4PM 5PM	- 5PM 6PM
Constitutional Way	13	15%	15%	15%	15%	8%	8%	8%	8%	8%	8%
Government Way	13	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
High St	58	45%	59%	66%	66%	60%	83%	62%	62%	52%	62%
John Parsons Dr	10	20%	20%	30%	40%	40%	20%	20%	10%	0%	0%
Library Lot	6	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Main St	152	11%	15%	14%	14%	20%	21%	18%	20%	13%	18%
Market St	19	63%	79%	79%	68%	63%	89%	79%	58%	58%	37%
Plaza Lot	147	20%	20%	19%	31%	35%	38%	36%	27%	18%	20%
Station St	12	33%	50%	50%	50%	75%	67%	58%	50%	50%	67%
Washington St	14	7%	21%	14%	7%	14%	14%	21%	21%	7%	14%
Total	444	21%	26%	26%	30%	33%	38%	33%	29%	21%	25%

Figure 8: Sunday Occupancy by Street and Hour

Note that the library, post office, and city hall were closed on Sunday so the Library Lot and Government Way were not used.

Occupancy by Zone

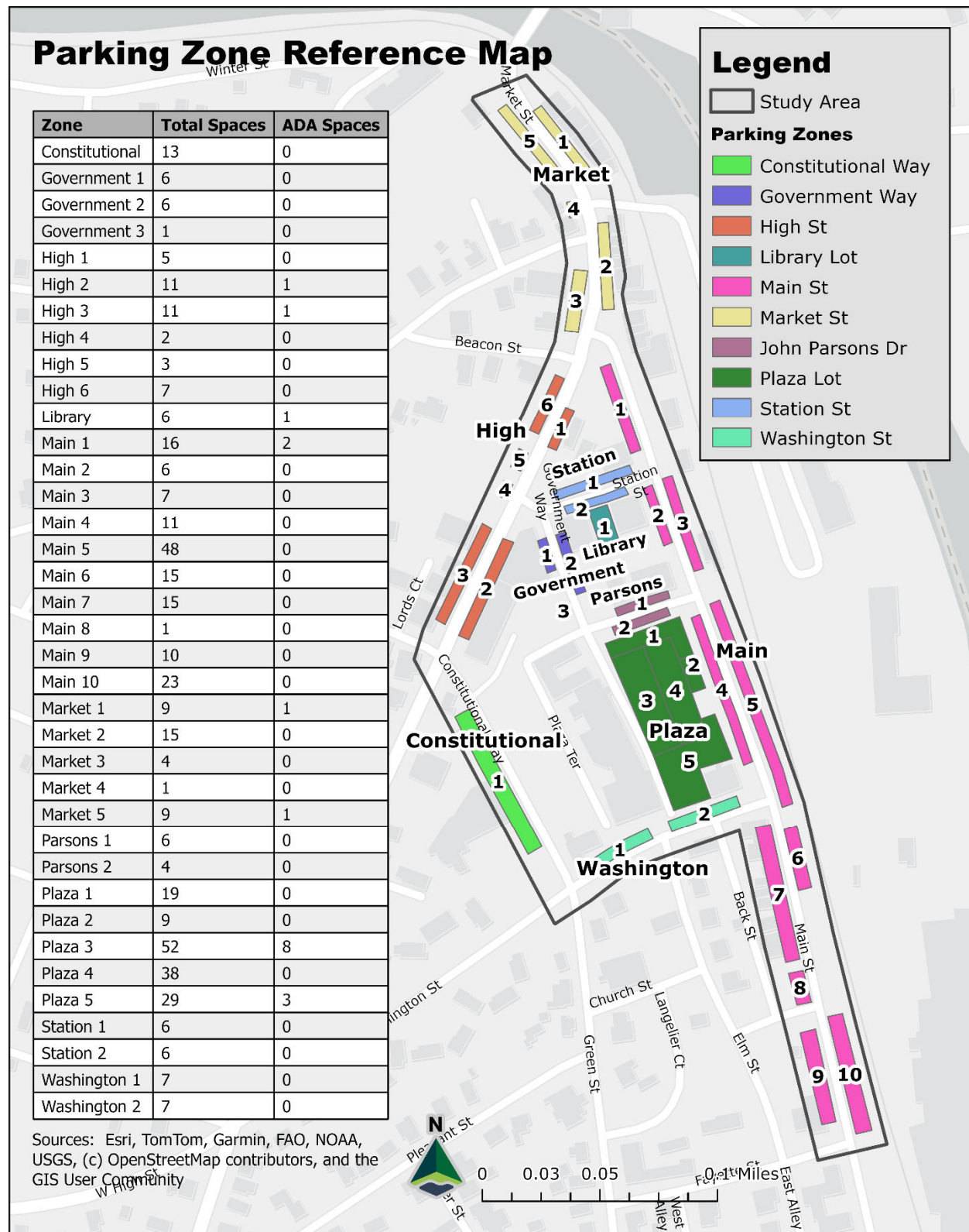


Figure 9: Parking Zones

Zone	Spaces	8AM 9AM	9AM 10AM	10AM 11AM	11AM 12PM	12PM 1PM	1PM 2PM	2PM 3PM	3PM 4PM	4PM 5PM	5PM 6PM
Constitutional	13	31%	31%	31%	31%	31%	31%	38%	23%	38%	23%
Government 1	6	50%	33%	0%	17%	0%	33%	33%	50%	0%	67%
Government 2	6	33%	33%	50%	50%	0%	17%	33%	33%	50%	50%
Government 3	1	0%	0%	0%	0%	0%	100%	0%	100%	100%	0%
High 1	5	40%	60%	100%	100%	60%	60%	60%	80%	60%	40%
High 2	11	45%	45%	45%	45%	64%	64%	55%	64%	55%	45%
High 3	11	36%	36%	27%	55%	64%	45%	36%	36%	27%	36%
High 4	2	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
High 5	3	0%	0%	33%	0%	0%	0%	0%	0%	33%	0%
High 6	7	29%	43%	71%	57%	57%	43%	71%	29%	43%	71%
Main 1	16	13%	31%	38%	44%	38%	69%	63%	88%	81%	69%
Main 2	6	0%	17%	33%	50%	33%	0%	33%	33%	33%	17%
Main 3	7	0%	0%	14%	29%	43%	14%	29%	57%	29%	57%
Main 4	11	36%	36%	36%	36%	36%	36%	36%	36%	36%	18%
Main 5	48	6%	6%	8%	10%	10%	4%	25%	25%	25%	25%
Main 6	15	0%	0%	0%	7%	7%	7%	7%	13%	13%	20%
Main 7	15	27%	40%	40%	53%	40%	27%	53%	27%	47%	53%
Main 8	1	0%	100%	100%	100%	0%	0%	0%	0%	0%	0%
Main 9	10	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%
Main 10	23	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Market 1	9	44%	56%	89%	78%	56%	56%	33%	67%	100%	78%
Market 2	15	13%	53%	67%	60%	40%	67%	53%	53%	47%	100%
Market 3	4	25%	25%	25%	50%	75%	25%	50%	75%	50%	75%
Market 4	1	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%
Market 5	9	11%	11%	44%	22%	33%	33%	11%	11%	67%	100%
Parsons 1	6	17%	17%	0%	33%	0%	17%	17%	0%	0%	17%
Parsons 2	4	0%	0%	25%	25%	25%	0%	25%	25%	25%	50%
Station 1	6	33%	33%	33%	67%	67%	83%	67%	67%	67%	67%
Station 2	6	0%	0%	0%	17%	17%	33%	33%	33%	50%	17%
Washington 1	7	0%	0%	0%	0%	0%	29%	29%	0%	29%	43%
Washington 2	7	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%
Library	6	0%	33%	17%	17%	33%	17%	0%	0%	0%	0%
Plaza 1	19	37%	42%	37%	37%	32%	42%	42%	47%	32%	5%
Plaza 2	9	0%	0%	11%	0%	0%	0%	0%	0%	0%	0%
Plaza 3	52	19%	23%	35%	23%	31%	29%	31%	27%	29%	25%
Plaza 4	38	50%	50%	50%	50%	39%	42%	45%	39%	39%	37%
Plaza 5	29	17%	14%	10%	17%	21%	28%	24%	14%	21%	21%
Total		20%	25%	28%	30%	27%	29%	31%	31%	32%	33%

Figure 10: Parking Occupancy by Zone (Thursday)

Zone	Spaces	8AM 9AM	9AM 10AM	10AM 11AM	11AM 12PM	12PM 1PM	1PM 2PM	2PM 3PM	3PM 4PM	4PM 5PM	5PM 6PM
Constitutional	13	15%	15%	15%	15%	8%	8%	8%	8%	8%	8%
Government 1	6	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Government 2	6	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Government 3	1	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
High 1	5	0%	40%	80%	80%	80%	100%	60%	60%	60%	80%
High 2	11	91%	82%	91%	82%	64%	73%	64%	64%	45%	64%
High 3	11	91%	73%	91%	82%	64%	82%	64%	55%	45%	64%
High 4	2	0%	50%	100%	100%	0%	50%	0%	0%	0%	0%
High 5	3	0%	0%	0%	33%	33%	33%	33%	33%	0%	0%
High 6	7	29%	43%	29%	14%	43%	86%	57%	57%	14%	29%
Main 1	16	63%	88%	75%	63%	88%	88%	75%	88%	50%	81%
Main 2	6	0%	0%	0%	17%	0%	17%	17%	17%	17%	17%
Main 3	7	0%	14%	43%	57%	86%	71%	57%	43%	43%	71%
Main 4	11	9%	9%	0%	9%	9%	0%	0%	0%	0%	0%
Main 5	48	2%	2%	2%	2%	4%	2%	2%	2%	2%	2%
Main 6	15	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
Main 7	15	27%	27%	27%	20%	20%	33%	27%	47%	40%	40%
Main 8	1	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Main 9	10	0%	10%	0%	0%	30%	50%	50%	30%	0%	0%
Main 10	23	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Market 1	9	89%	89%	89%	67%	56%	89%	89%	67%	67%	56%
Market 2	15	27%	73%	60%	67%	67%	100%	73%	80%	93%	87%
Market 3	4	0%	0%	25%	50%	75%	75%	75%	75%	50%	75%
Market 4	1	0%	0%	0%	0%	0%	100%	100%	100%	100%	0%
Market 5	9	44%	78%	78%	78%	78%	89%	67%	44%	44%	22%
Parsons 1	6	0%	0%	0%	17%	17%	0%	17%	17%	0%	0%
Parsons 2	4	50%	50%	75%	75%	75%	50%	25%	0%	0%	0%
Station 1	6	50%	67%	67%	83%	83%	83%	83%	67%	67%	67%
Station 2	6	17%	33%	33%	17%	67%	50%	33%	33%	33%	67%
Washington 1	7	0%	29%	14%	0%	14%	14%	29%	29%	0%	14%
Washington 2	7	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%
Library	6	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Plaza 1	19	47%	47%	47%	42%	37%	42%	37%	37%	32%	32%
Plaza 2	9	22%	22%	22%	11%	0%	0%	0%	0%	0%	0%
Plaza 3	52	33%	33%	29%	52%	54%	63%	62%	44%	31%	33%
Plaza 4	38	3%	5%	5%	16%	18%	11%	13%	8%	5%	5%
Plaza 5	29	0%	0%	0%	14%	34%	38%	31%	21%	7%	14%
Total		21%	26%	26%	30%	33%	37%	33%	29%	21%	25%

Figure 11: Parking Occupancy by Zone (Sunday)

Duration

As part of the initial inventory, SRPC collected data on parking regulations for all parking spaces in the study area. Figure 12 shows regulations including hour limits and areas reserved for specific tenants or customers. Figure 13Figure 15 shows areas where the cars parked in a given parking zone exceeded the duration for that space's parking regulation. The parking zones without time constraints are gray to indicate that the limit is not exceeded.

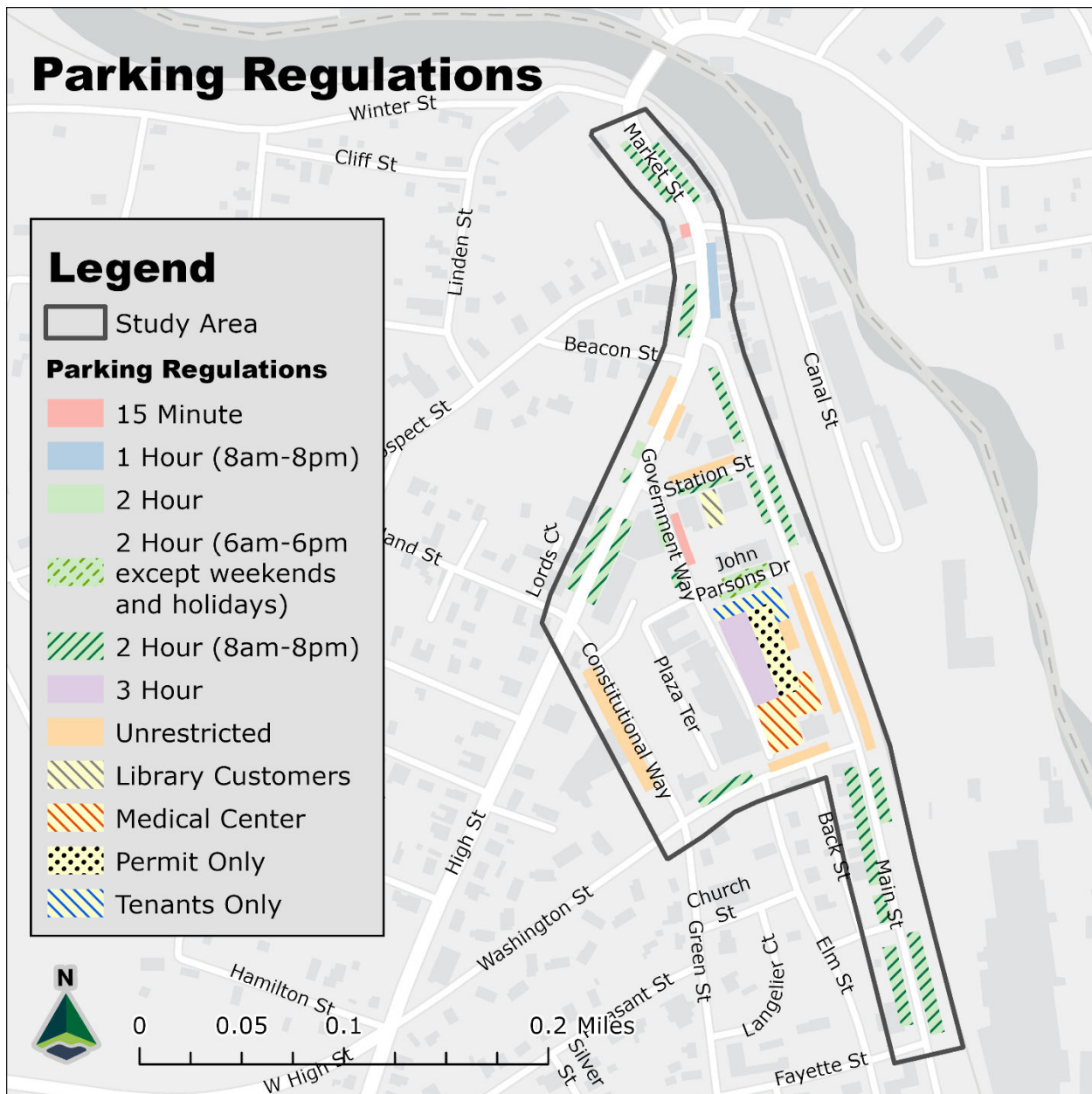


Figure 12: Parking Regulations

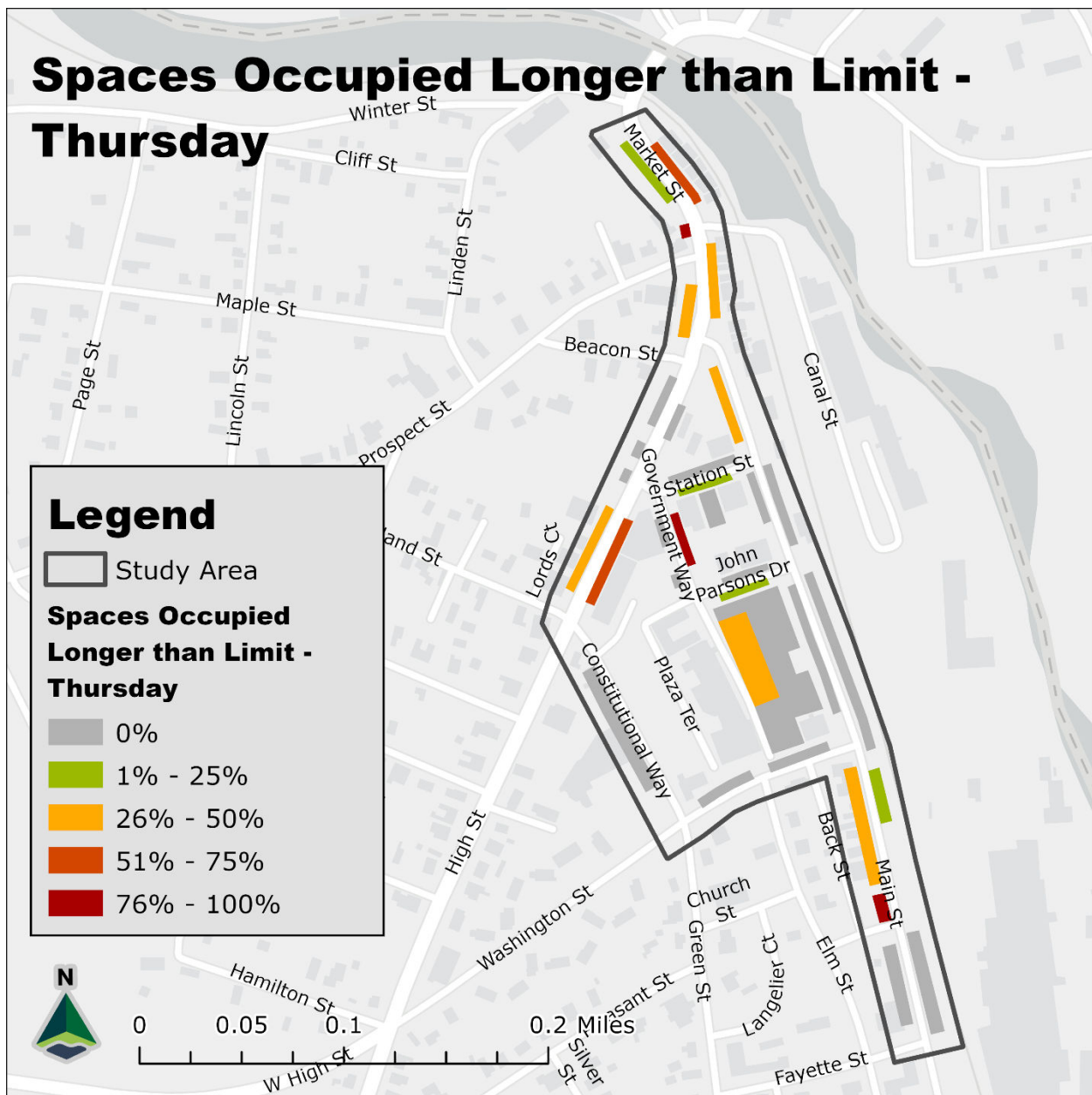


Figure 13: Parking Spaces Occupied for Longer than the Regulation Allows – Thursday Only

Overall, parking on Thursday was closer to the parking regulations. Fewer cars were parked longer than the posted time limit, and those that were parked longer were in front of apartment buildings. Four percent of the parking spaces were occupied by a single car for the duration of the day Thursday.

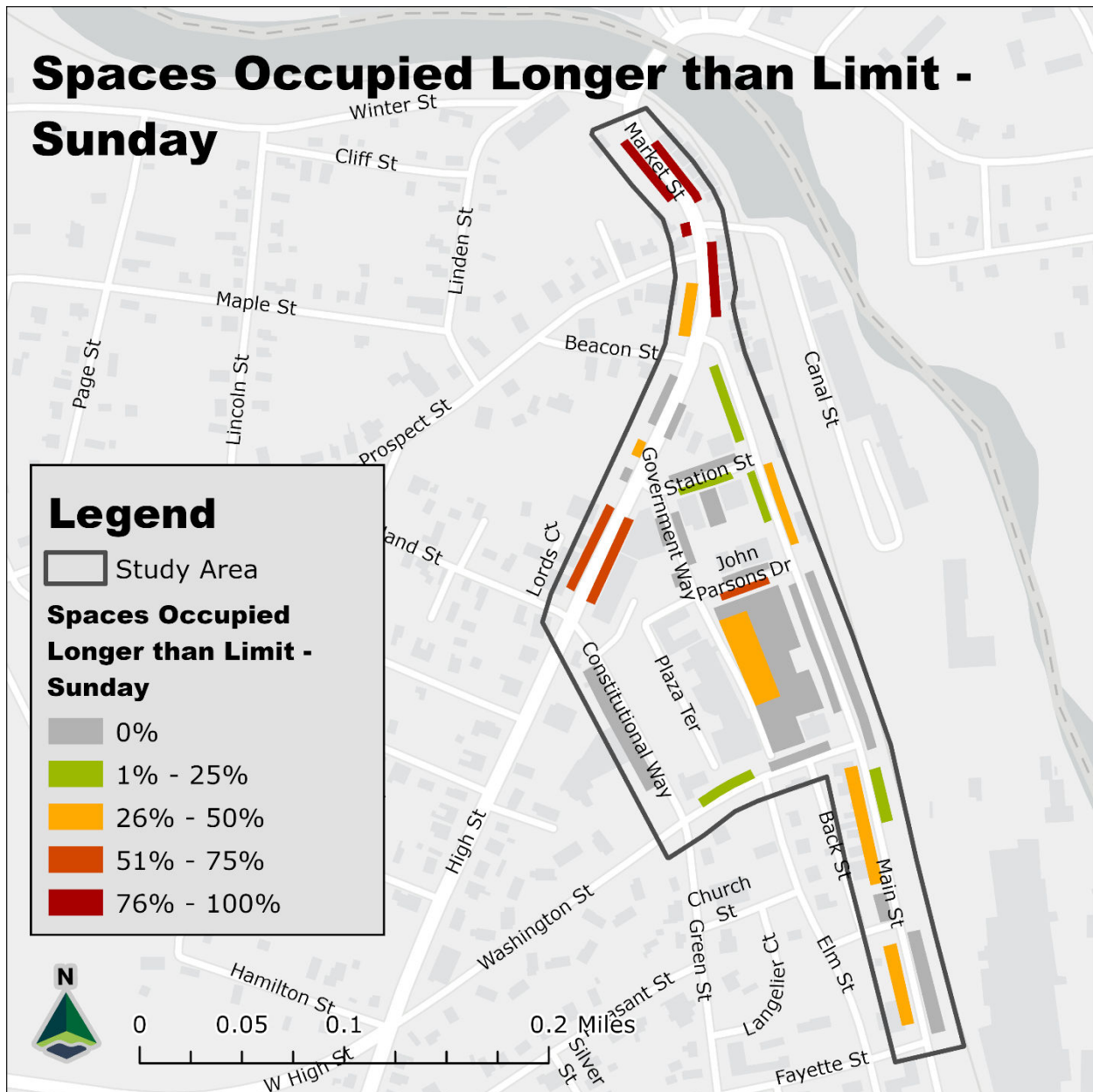


Figure 14: Parking Spaces Occupied for Longer than the Regulation Allows – Sunday Only

There were more cars parked longer than allowed on Sunday. These cars were likely residents of apartments who are allowed to park on street and did not leave the house combined with visitors to downtown's businesses and restaurants. Parking closest to these establishments was the busiest on Sunday. Five percent of the parking spaces were occupied by a single car for the duration of the day Sunday.

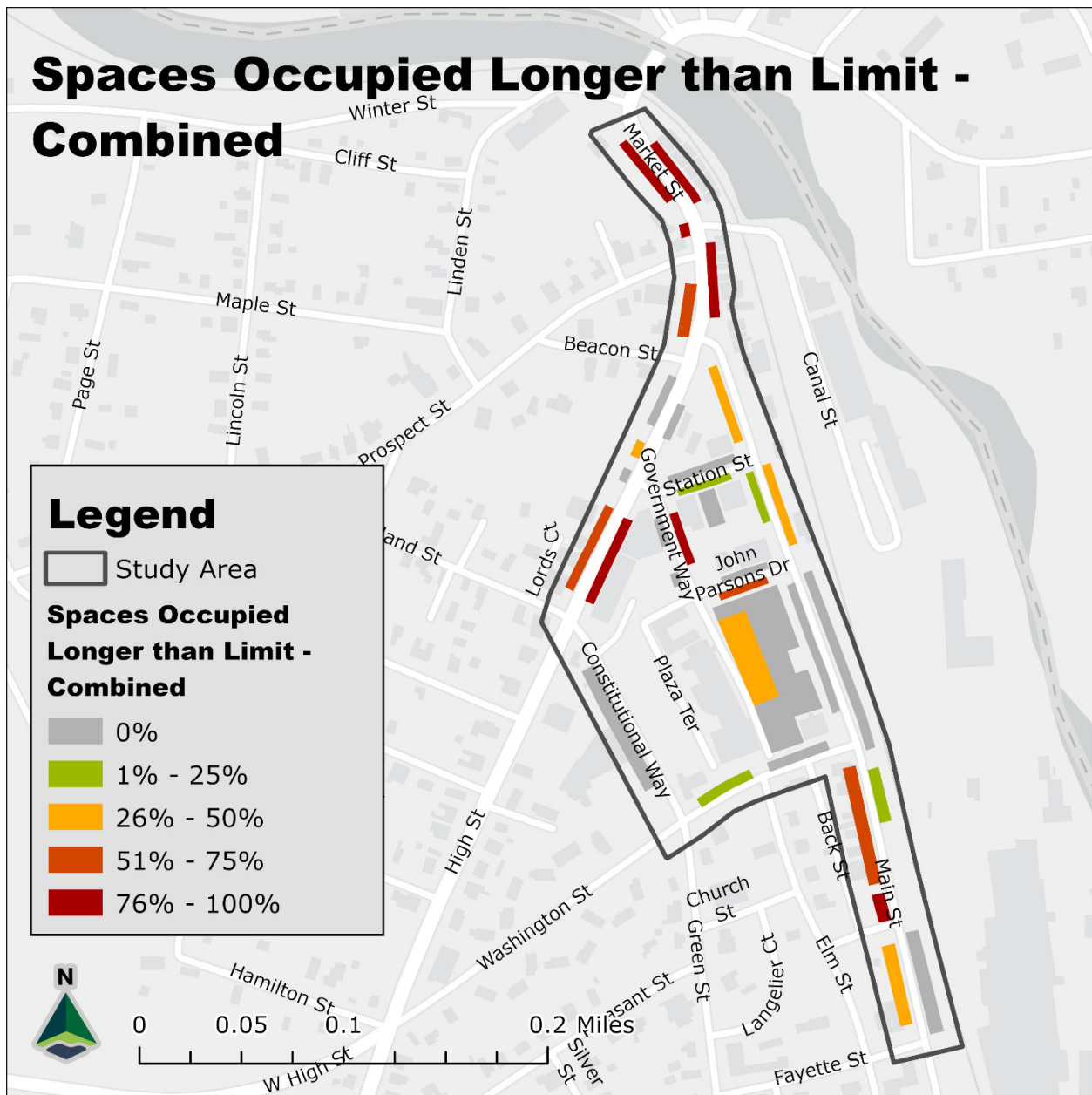
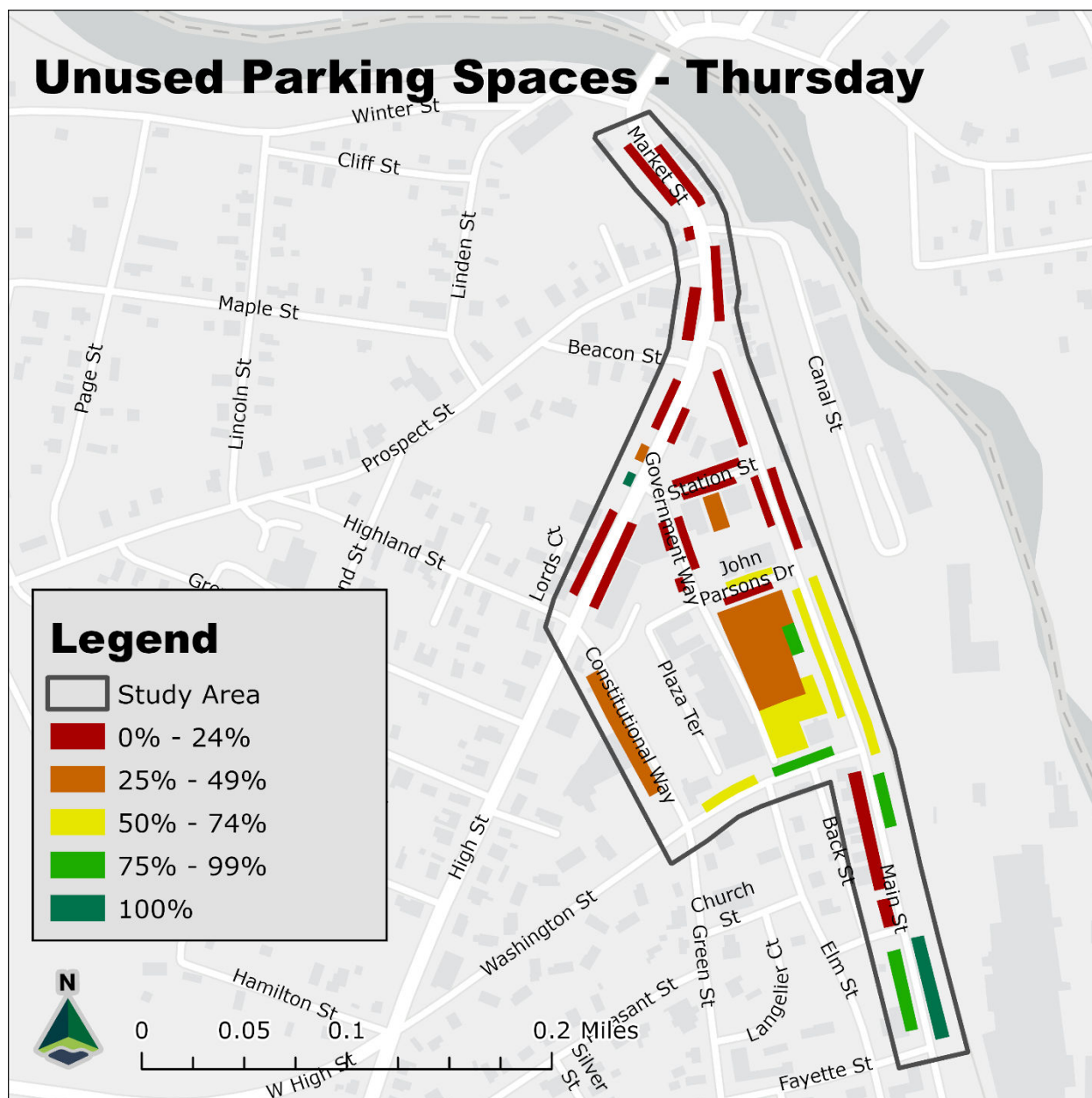


Figure 15: Parking Spaces Occupied for Longer than the Regulation Allows – Combined both days

Across all of Somersworth, 46% of the parking spaces with time restrictions had cars occupy them for longer than the time restriction at some point in the study.

Zone	Spaces	Hour Limits	Spaces Occupied over Limit (Thursday)	Spaces Occupied over Limit (Sunday)	Spaces Occupied over Limit (Both Days)	Spaces over limit
Constitutional	13	N/A	0%	0%	0%	0
Government 1	6	2	0%	0%	0%	0
Government 2	6	15 Min	83%	0%	83%	5
Government 3	1	2	0%	0%	0%	0
High 1	5	N/A	0%	0%	0%	0
High 2	11	2	55%	64%	82%	9
High 3	11	2	27%	64%	73%	8
High 4	2	2	0%	0%	0%	0
High 5	3	2	0%	33%	33%	1
High 6	7	N/A	0%	0%	0%	0
Main 1	16	2	31%	25%	50%	8
Main 2	6	2	0%	17%	17%	1
Main 3	7	2	0%	43%	43%	3
Main 4	11	N/A	0%	0%	0%	0
Main 5	48	N/A	0%	0%	0%	0
Main 6	15	2	13%	7%	20%	3
Main 7	15	2	47%	40%	60%	9
Main 8	1	2	100%	0%	100%	1
Main 9	10	2	0%	40%	40%	4
Main 10	23	2	0%	0%	0%	0
Market 1	9	2	56%	89%	89%	8
Market 2	15	1	47%	87%	100%	15
Market 3	4	2	50%	50%	75%	3
Market 4	1	15 Min	100%	100%	100%	1
Market 5	9	2	11%	78%	78%	7
Parsons 1	6	2	0%	0%	0%	0
Parsons 2	4	2	25%	75%	75%	3
Station 1	6	N/A	0%	0%	0%	0
Station 2	6	2	17%	17%	17%	1
Washington 1	7	2	0%	14%	14%	1
Washington 2	7	N/A	0%	0%	0%	0
Library	6	N/A	0%	0%	0%	0
Plaza 1	19	N/A	0%	0%	0%	0
Plaza 2	9	N/A	0%	0%	0%	0
Plaza 3	52	3	29%	31%	40%	21
Plaza 4	38	N/A	0%	0%	0%	0
Plaza 5	29	N/A	0%	0%	0%	0

Figure 16: Parking Duration by Zone



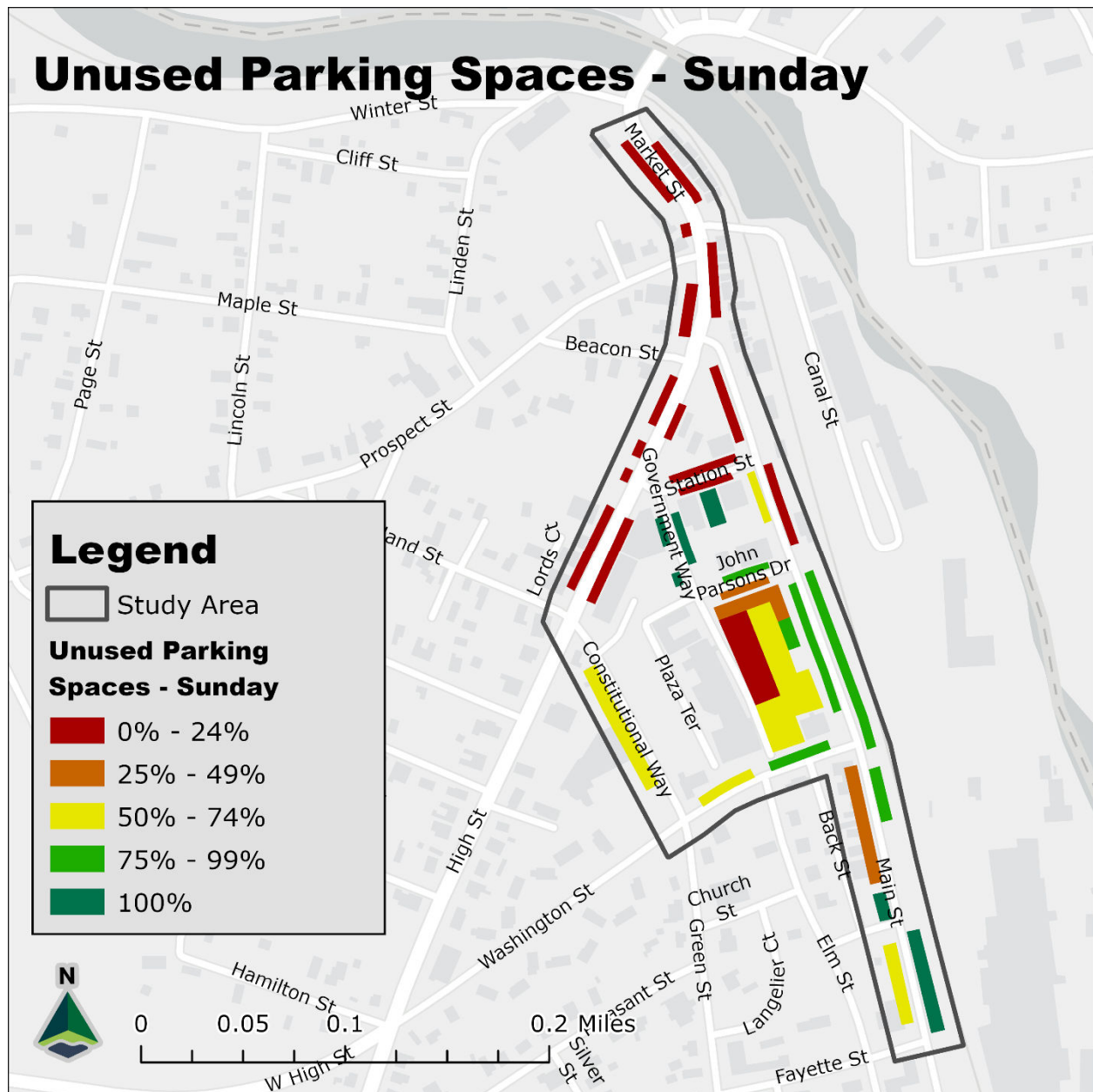


Figure 18: Unused Parking Spaces - Sunday

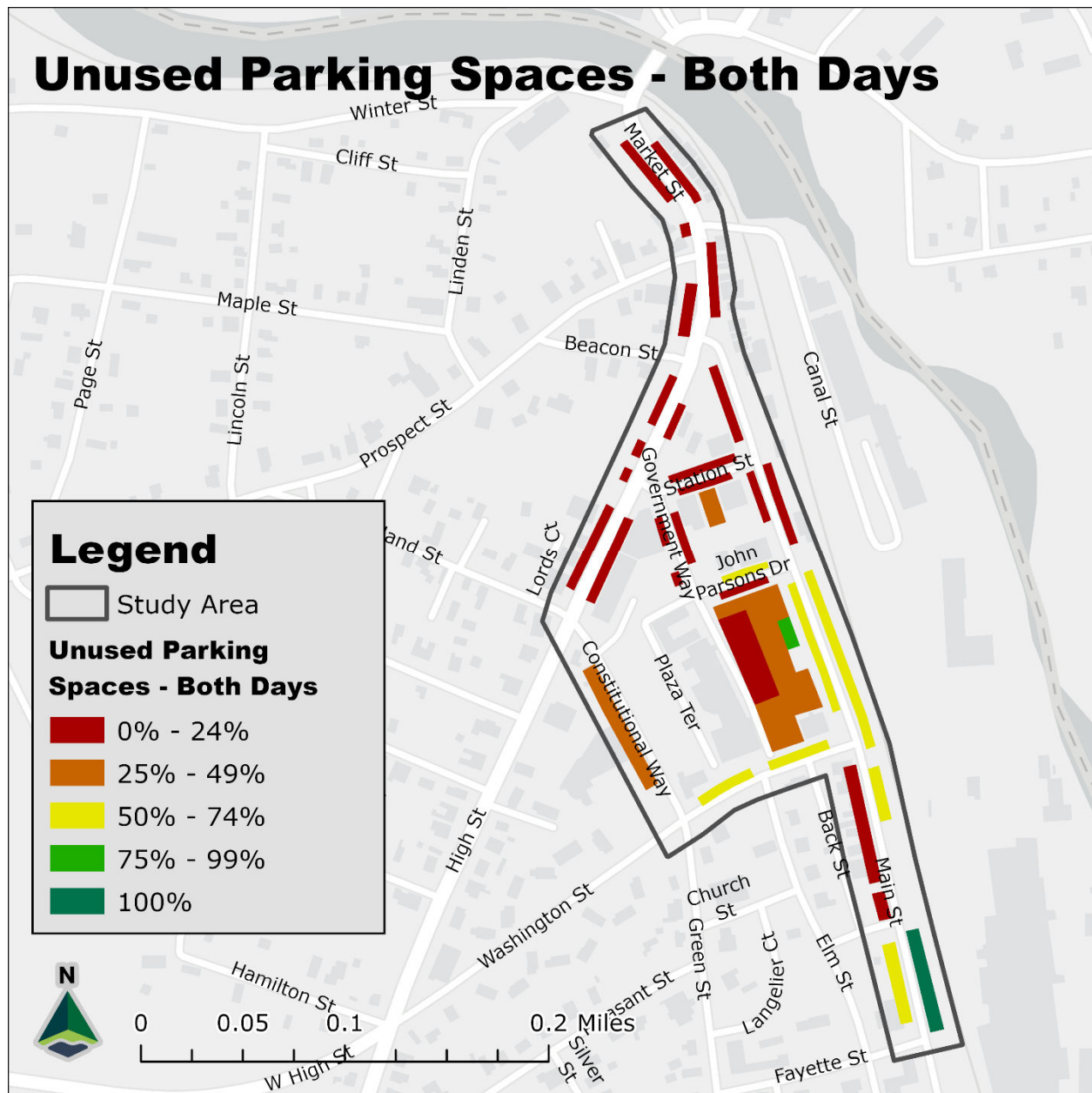


Figure 19: Unused Parking Spaces - Both Days

Zone	Hour Limit	Spaces	Spaces Not Used	Max Occupancy	Average Turnover Thursday	Average Turnover Sunday
Constitutional	None	13	6	38%	1.0	1.9
Government 1	2	6	0	67%	2.8	2.8
Government 2	15 Min	6	1	50%	3.0	3.0
Government 3	2	1	0	100%	2.0	2.0
High 1	None	5	0	100%	1.4	3.0
High 2	2	11	0	91%	3.0	5.5
High 3	2	11	0	91%	3.4	6.1
High 4	2	2	0	100%	N/A	2.5
High 5	2	3	0	33%	1.0	1.7
High 6	None	7	0	86%	2.0	3.7
Main 1	2	16	1	88%	3.9	10.3
Main 2	2	6	1	50%	2.4	3.0
Main 3	2	7	0	86%	2.5	4.4
Main 4	None	11	6	36%	1.0	1.4
Main 5	None	48	32	25%	1.2	1.3
Main 6	2	15	11	20%	1.0	1.0
Main 7	2	15	2	53%	2.5	3.2
Main 8	2	1	0	100%	1.0	1.0
Main 9	2	10	5	50%	1.0	1.6
Main 10	2	23	23	0%	N/A	N/A
Market 1	2	9	0	100%	3.1	6.2
Market 2	1	15	0	100%	3.9	7.9
Market 3	2	4	0	75%	2.5	6.0
Market 4	15 Min	1	0	100%	1.0	5.0
Market 5	2	9	0	100%	2.2	5.0
Parsons 1	2	6	4	33%	2.5	3.5
Parsons 2	2	4	0	75%	1.3	2.3
Station 1	None	6	0	83%	1.0	2.0
Station 2	2	6	0	67%	1.3	3.7
Washington 1	2	7	4	43%	1.7	3.7
Washington 2	None	7	5	14%	1.0	1.0
Library	None	6	2	33%	1.5	1.5
Plaza 1	None	19	6	47%	1.3	2.2
Plaza 2	None	9	7	22%	1.0	1.5
Plaza 3	3	52	7	63%	1.3	2.9
Plaza 4	None	38	11	50%	1.3	1.4
Plaza 5	None	29	11	38%	1.5	2.1

Figure 20: Parking Turnover by Zone

Findings

- Overall, parking availability far exceeds demand in the Somersworth downtown area. The total utilization of public parking over the course of the study was not more than 38%.
- Long-term parking was concentrated at the Plaza Lot and High St, but only 5% of all parking spaces were occupied for a full day.
- Approximately 46% of the parking spaces with posted time limits were used for longer than the regulation allowed. Furthermore, data collectors on both days cited the same 2 vehicles parked illegally in the driveway access/curb cut of the old gas station for an extended period.
- Business owners on Market St noted that the 1-hour time limit on some spaces is shorter than their average customer's stay, leading to some customers receiving parking tickets.
- Some residents of second floor apartments park on the street along High St and Main St.

Recommendations/Actions

Overall recommendation: parking should be planned from the perspective of behavior management rather than for revenue generation. For example, the hourly rate for street parking in Portsmouth increases with time to incentivize use of the parking garage for long-term visits to downtown. With a concentrated downtown core, implementing paid parking in the Somersworth downtown would likely result in some people searching for free parking adjacent to downtown.

Portsmouth and Dover have established parking programs and are a wealth of information and additional recommendations on adopting new parking policies. They can be relied on for detailed, expert experience around parking operations and planning.

1. Coordinate parking management

- Map with centralized location of parking on website for residents and visitors
- Inventory all public parking signage and identify gaps or opportunities to clarify and simplify regulations.
- Wayfinding for public parking lots and off-street parking
 - Include "short-term" and "long-term" parking distinctions, esp. for motorist signage.
 - Standardize all parking signage to include the blue "P"
 - Include parking in pedestrian-level signage so people can find their vehicles at the end of their trip.

- Prepare, maintain, and deploy temporary signage for special events, or to communicate when on-street spaces may be used for other purposes.
- Standardize lot names
- Winter maintenance plan (DPW thoughts on this?)
- Festival and large events plan for Downtown
- Any recommendations for handling delivery trucks and temporary parking?
- Extend or Remove Time Limits
- Implement Standard Shared Parking Practices In Site Plan Review
- Outreach- Survey Stakeholders in Downtown Study Area regarding issues and opportunities

2. Explore and identify opportunities to expand parking supply

- Opportunities to redesign parking with CIP projects such as Main Street Complete Streets.
- Costs for a new parking garage have increased rapidly in recent years and are prohibitive.
 - Per-space cost estimates (from recent research by Rochester staff).
 - 300-400 space structure = \$50,000 per space (modular design & management/ownership deal where city would manage parking and developer would receive proceeds)
 - Most recent garage built in Dover was ~\$15,000 per space

3. Research the transition to paid parking

- Consider future parking planning from a behavior management perspective before a revenue generation perspective.
- Consider balance of adopting smart phone apps vs. install meter kiosks. Nationwide trends show municipalities transitioning from physical kiosks to solely app-based parking.
 - Majority of Portsmouth parking revenues now come through their app
 - Dover, NH is transitioning away from kiosks and opting to not replace ones that become unfunctional
 - In 2024, over 70% of parking revenues from Portland ME, were from app-based payments.
 - There are multiple parking app vendors. Coordinating with seacoast communities to adopt consistent apps would benefit users (rather than needing a different app for each municipality).
- Collaborate with Newmarket and Rochester as they will likely transition to paid parking before Somersworth.
- Metered parking implementation should include a capital reserve fund that is dedicated to sustaining parking services and facilities (consider other investments that support businesses in the metered parking district).

- Paid parking reduces the direct financial burden on local tax payers for maintenance of parking and street facilities. Portsmouth parking improvements are 100% funded by parking revenues. Revenues helped reduce the burden on property taxpayers by \$456 per household in FY25.
- Utilize “progressive pricing” (Portsmouth as an example)
 - Hours 1 & 2 \$1.25/hour
 - Hours 3 & 4 \$2.25/hour
 - Hours 5+ \$3.25/hour
- Focus in areas with potential future development that may not be able to supply their own parking sufficiently. Portsmouth parking study focused on that on page 25 (https://www.portsmouthnh.gov/sites/default/files/2025-01/Portsmouth%20NH%20Strategic%20Parking%20Plan_Final.pdf). This is extra work that the town would need to do.
- Consider whether paid parking will push people into residential areas to find free parking. Pair meters with updated residential permitting or other ways to avoid conflict.
- Establish performance metrics for continuous monitoring when implemented.

4. Plan for short- and long-term parking needs.

- Model Somersworth focus area parking demand.
- Focus on a realistic 5-minute walk area from the ‘core’ of downtown (“Focus Area”).
- Tabulate land uses and compare parking demand to create Somersworth - specific parking generation rate
- Future Land Use Scenario (+ x number multifamily dwelling units as infill)
- Number of new residential units that impact downtown parking?
- Considerations for structured parking

5. Track Performance over Time

- Analyze impacts from Green Street apartment development and others as they are completed.
- Establish a frequency for recollecting parking activity data (biennially?)

6. Explore setting up dedicated parking fund in Downtown

- Could support enforcement (one person, a few days / hours a week)
- Expansion of public supply
- Mobility projects
- Parking access improvements (better lighting, sidewalks, signage, landscaping, etc.)

Future Impact of the 22 Green St Project

The future housing development at 22 Green St will have a parking lease agreement for approximately 44 parking spaces on Main St. 37 of the proposed spaces for the lease agreement were in the study area in zones Main 6 and Main 10. Figure 21 shows the leased parking areas along with the maximum occupancy that was observed in each parking zone for the duration of the study. If all of the leased spaces were fully occupied by future 22 Green St tenants, all of the zones were occupied at their peak levels, only 61% of the parking spaces would be used.

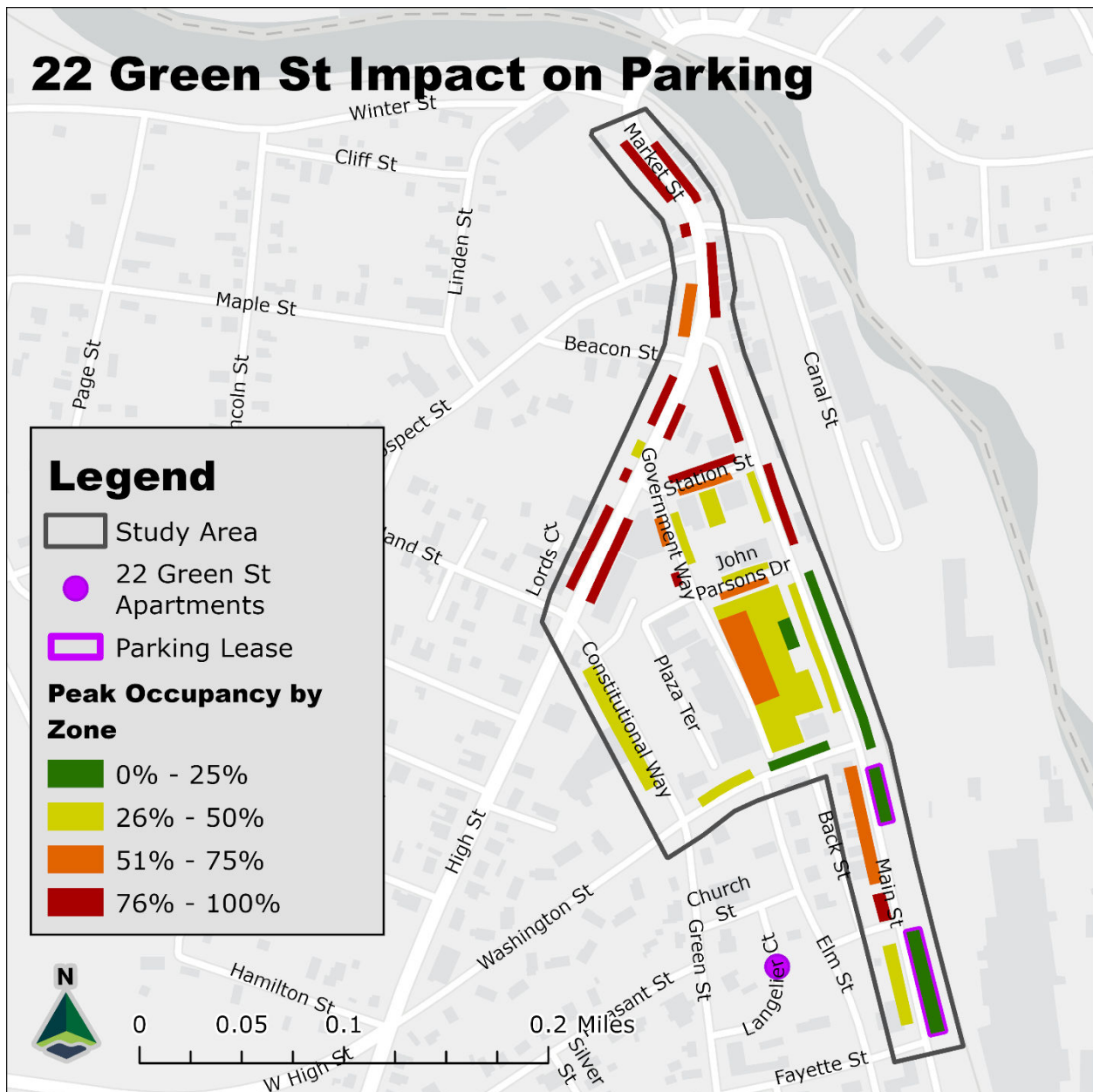
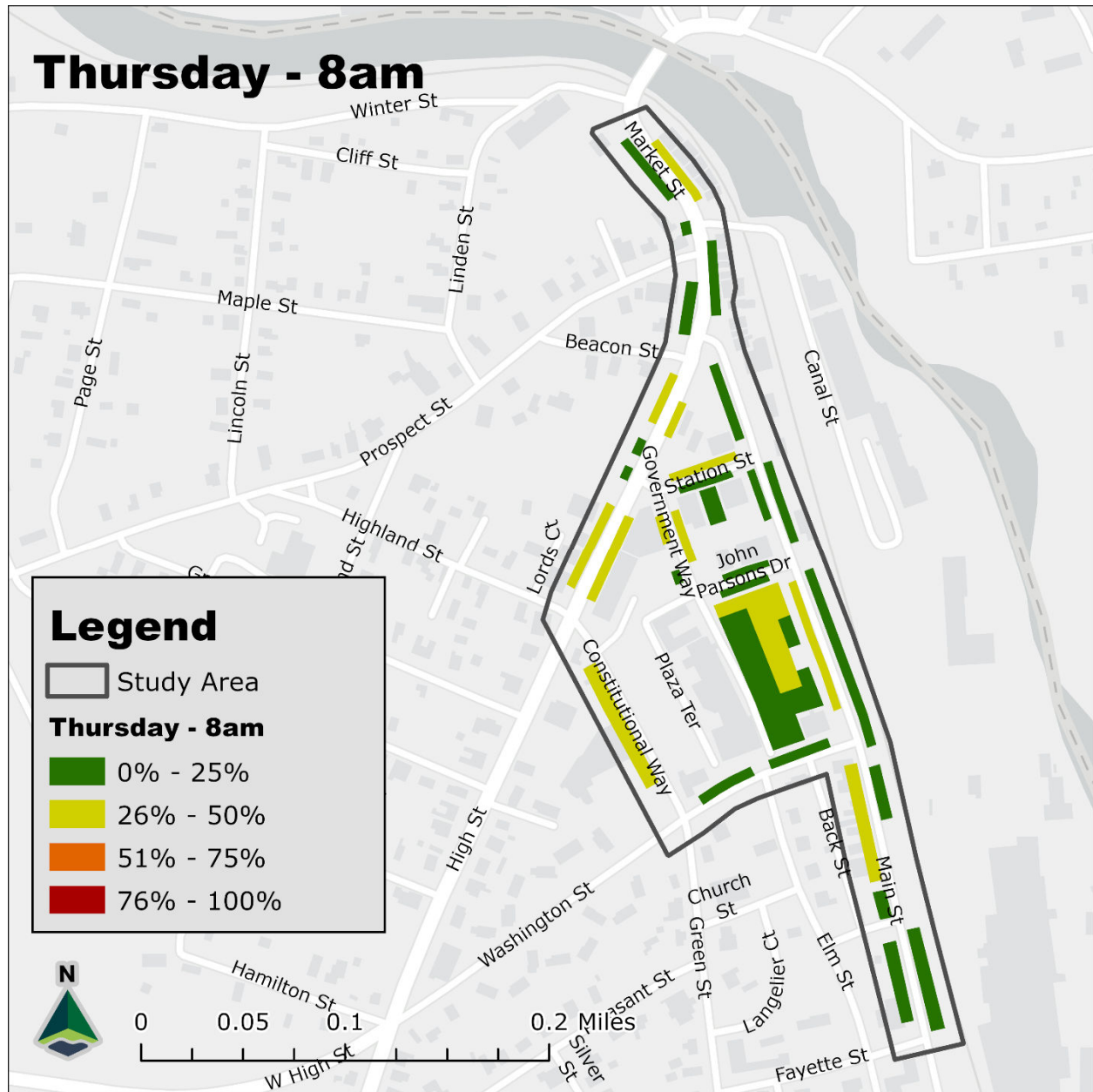
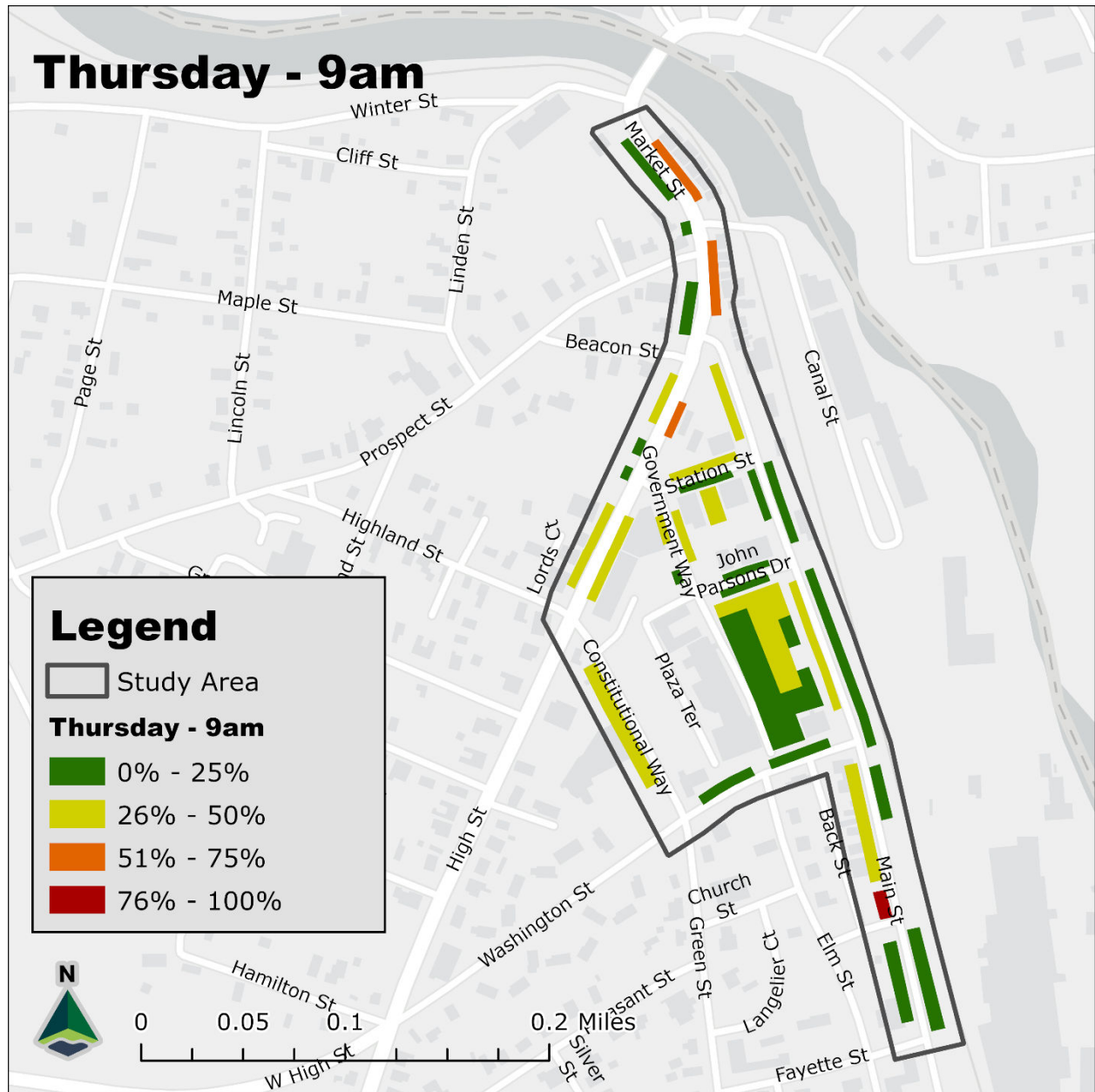


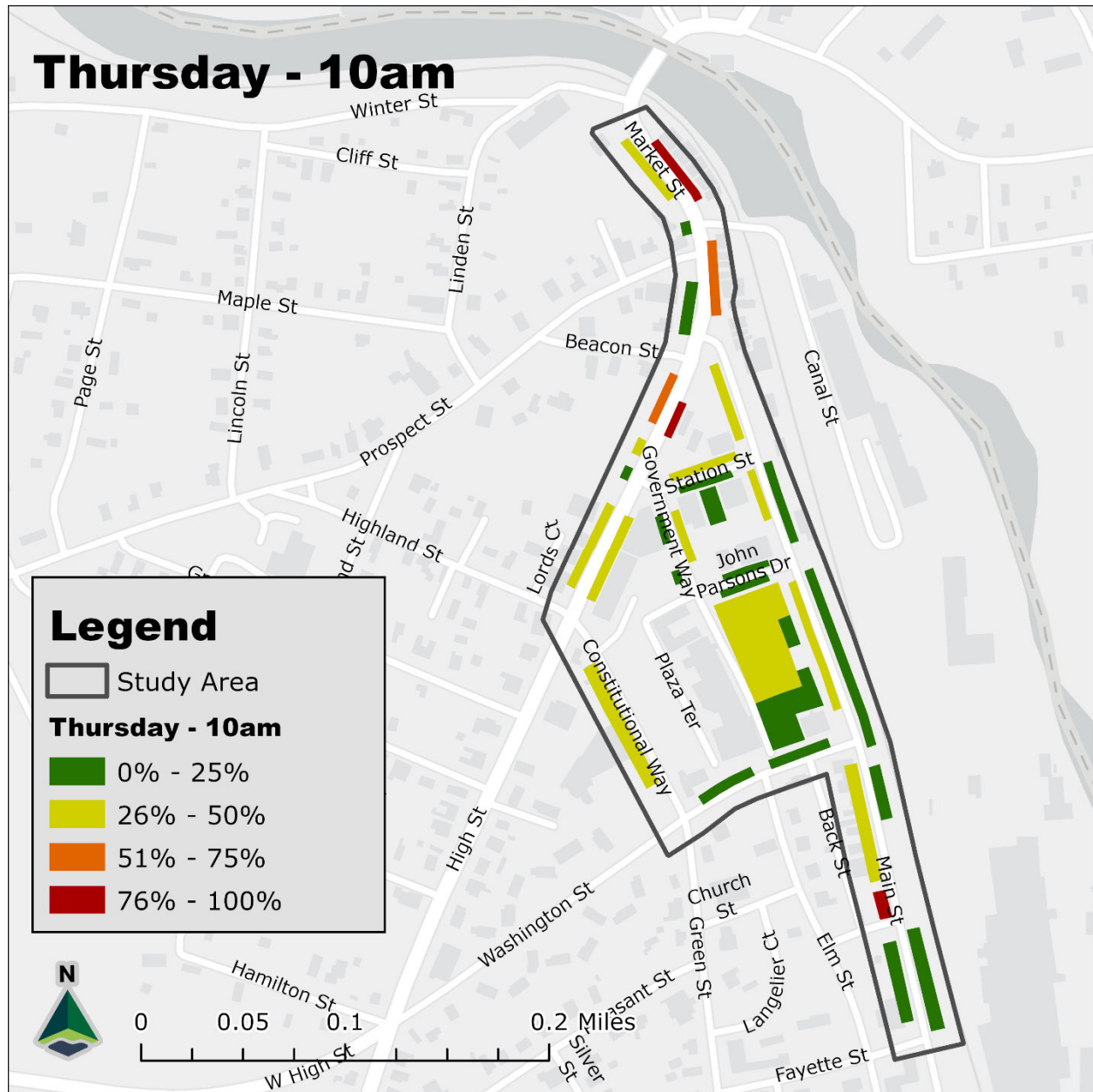
Figure 21: Impact of 22 Green St Building on Parking

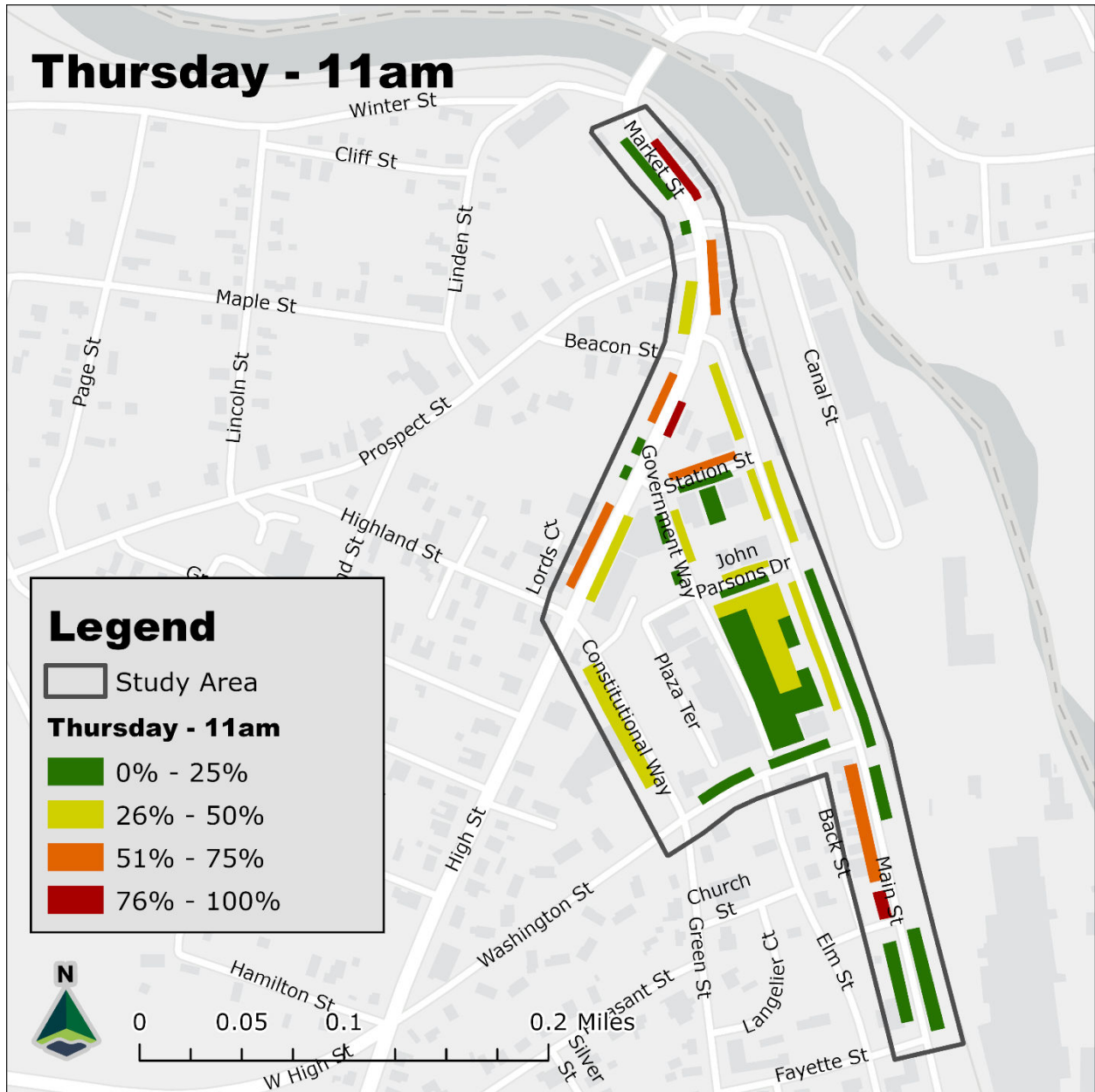
Appendix A – Hourly Maps

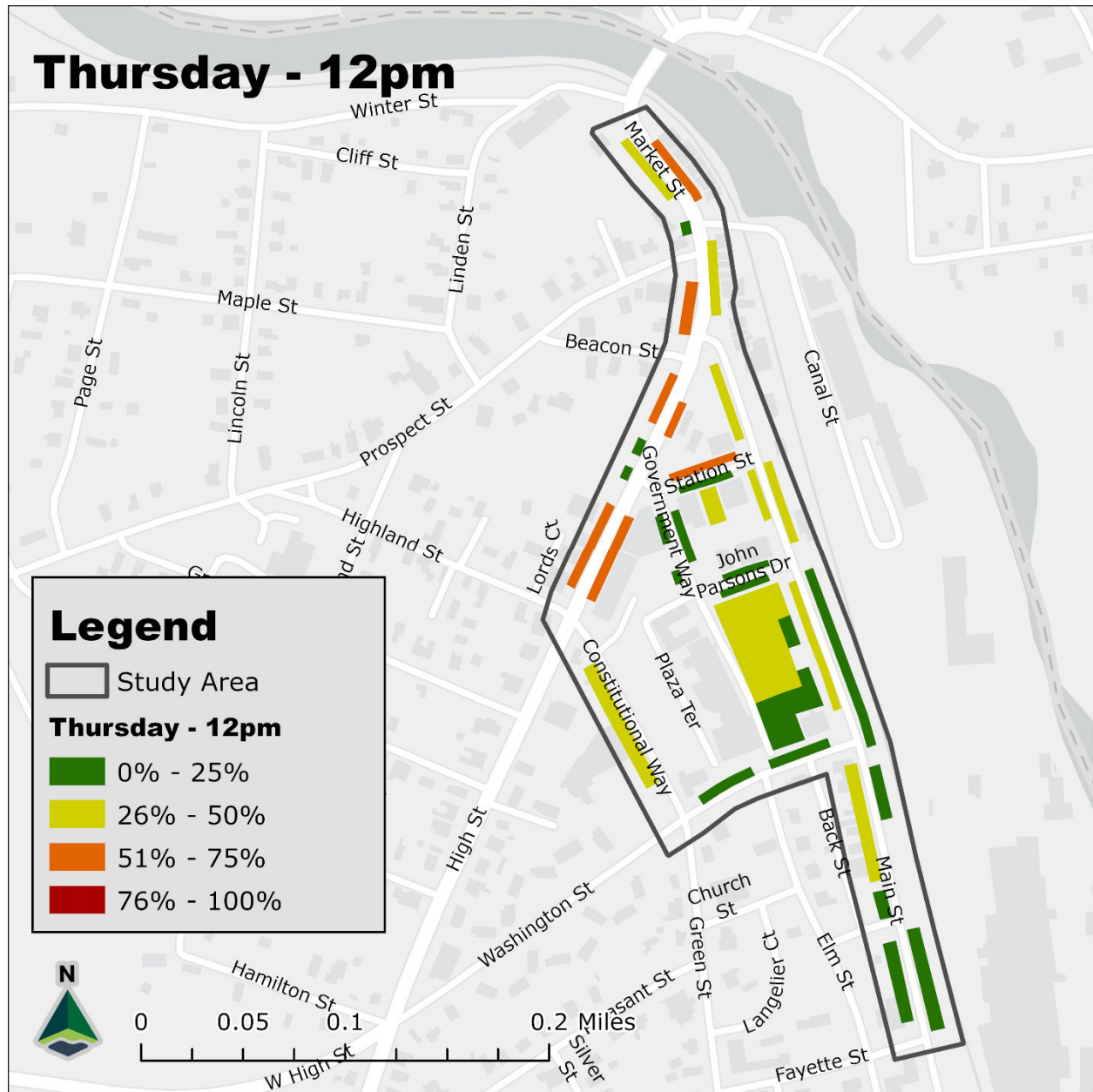
The maps below show parking activity for each parking zone for each hour of the study. Each map shows the occupancy rate for each hour (the number of cars divided by the number of spaces).

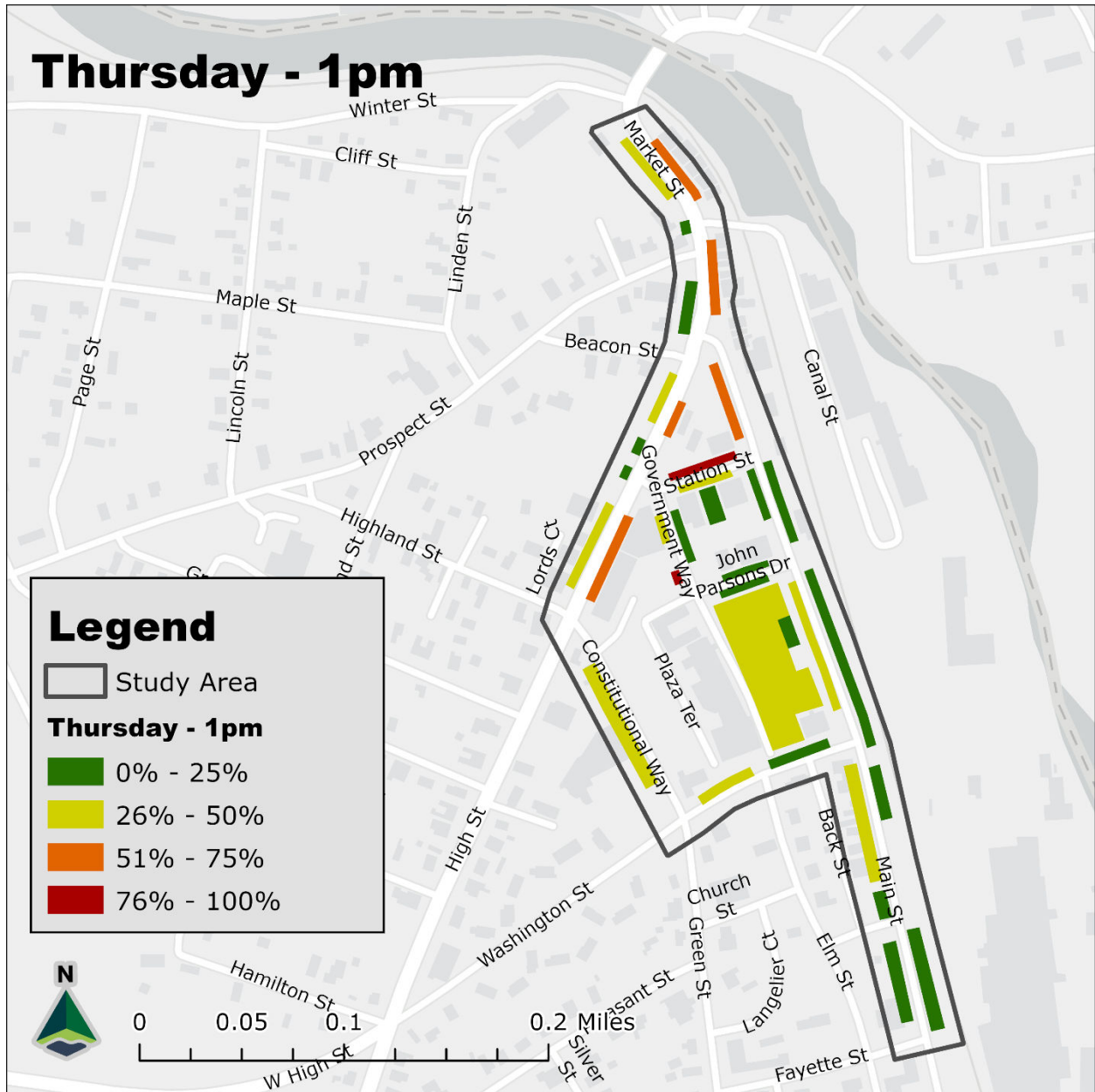


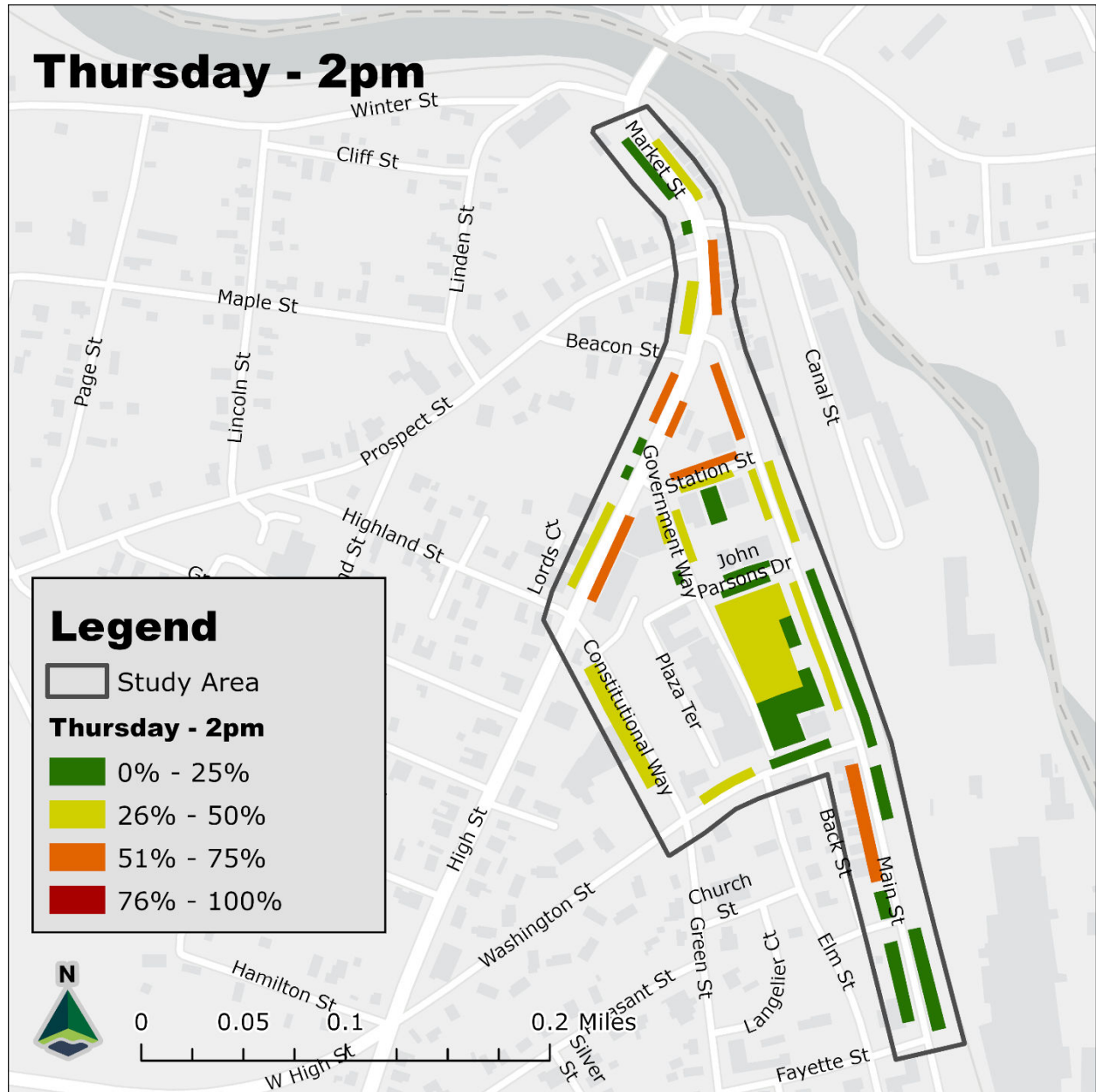


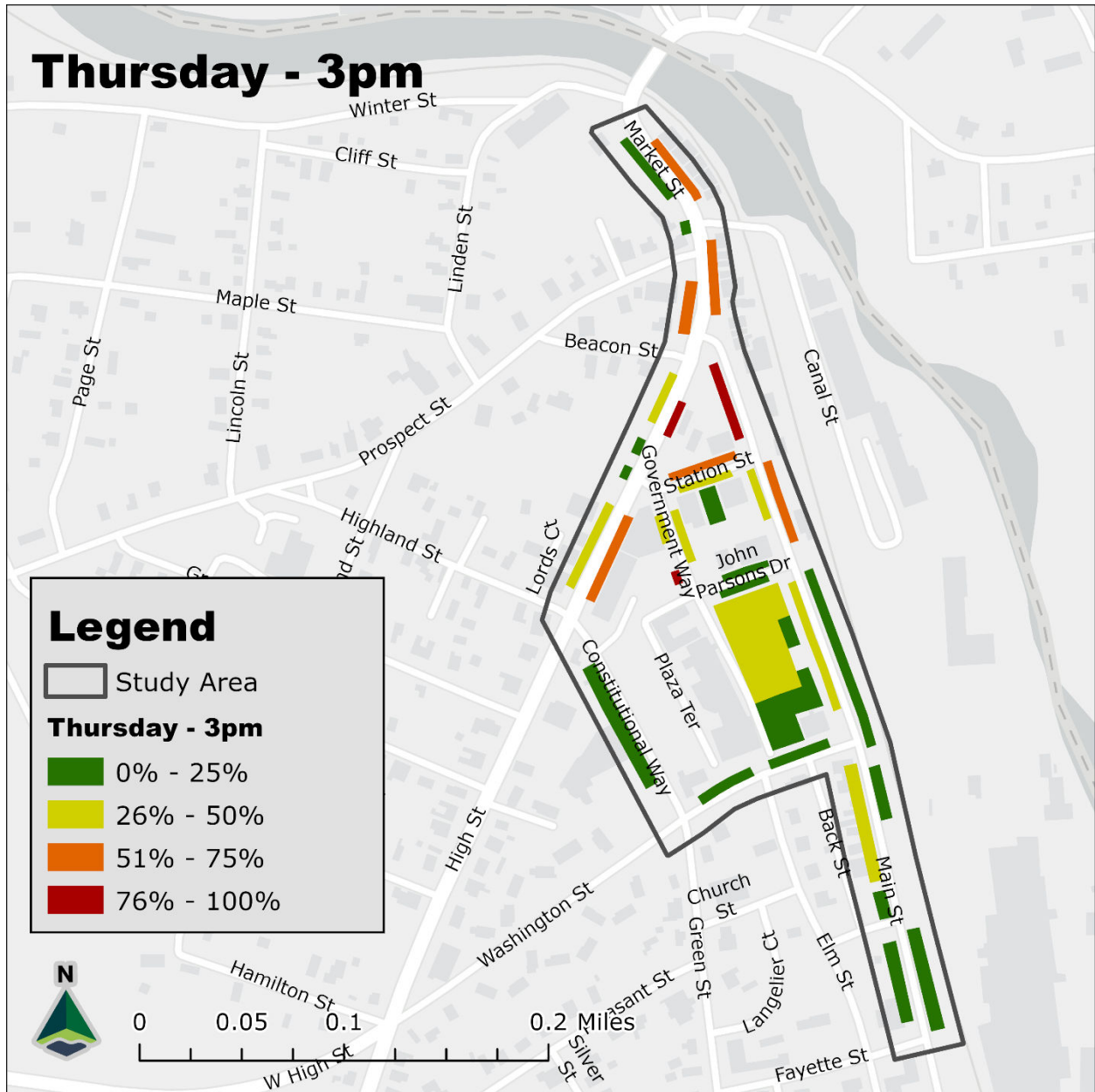


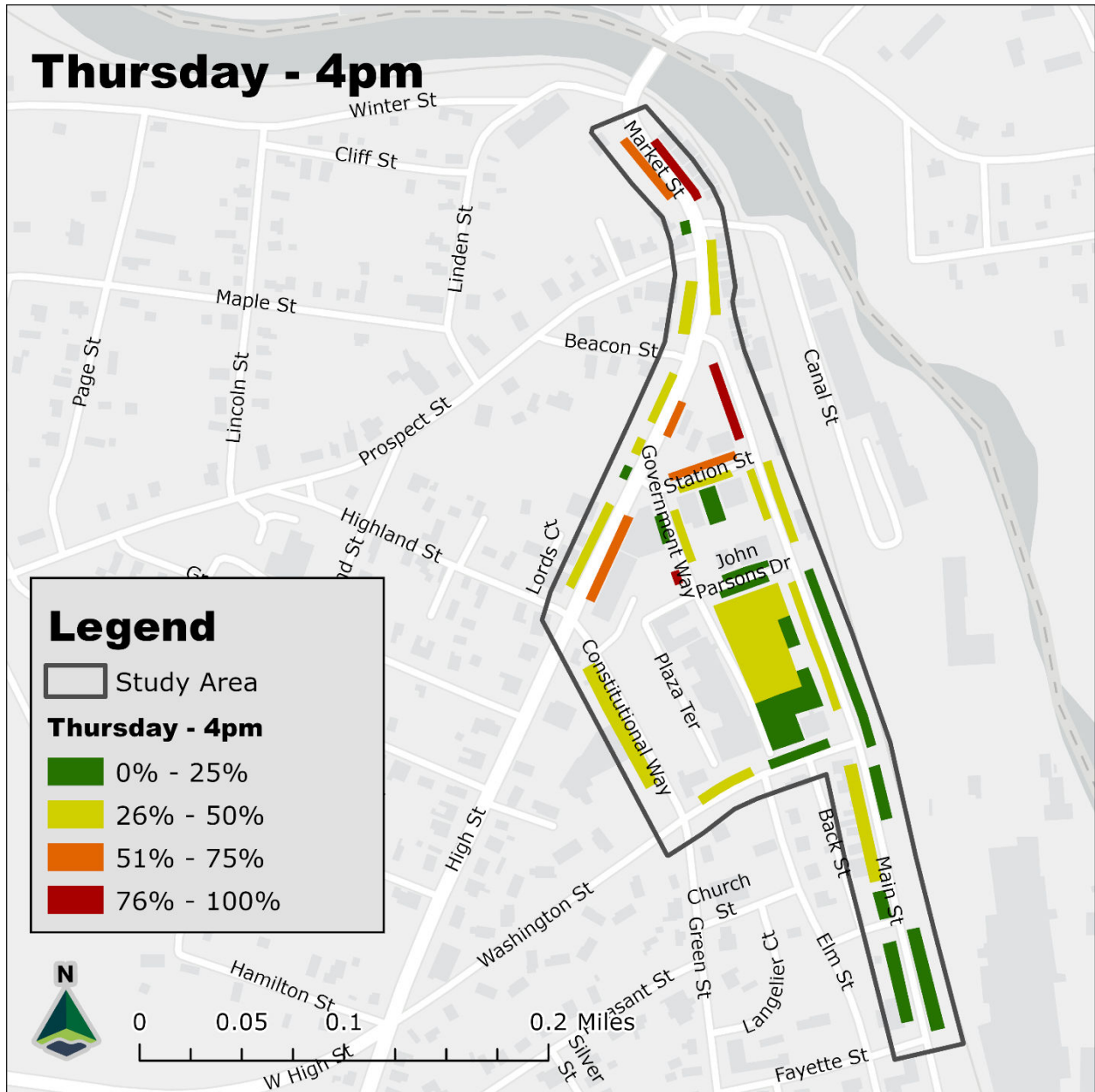


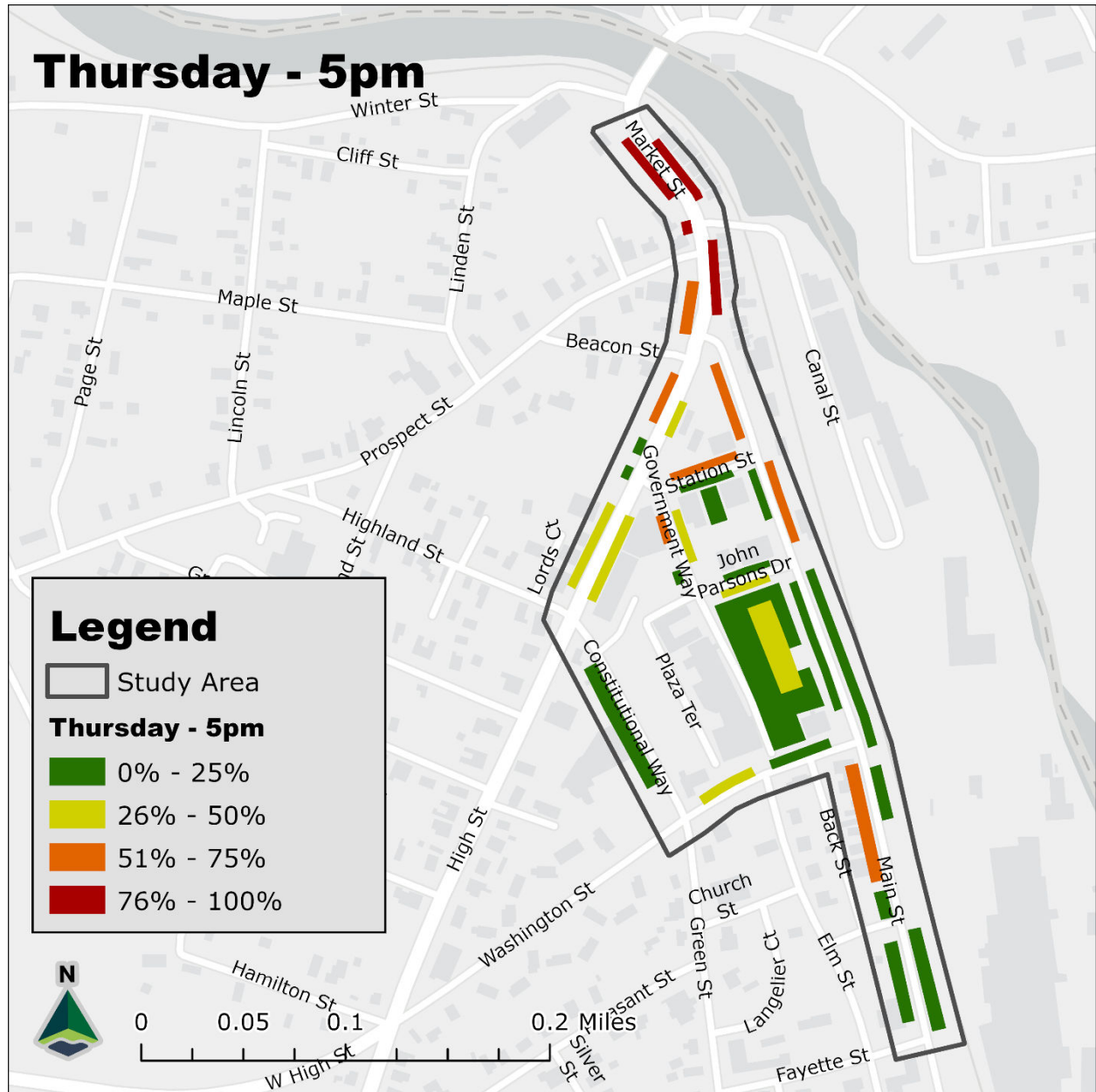


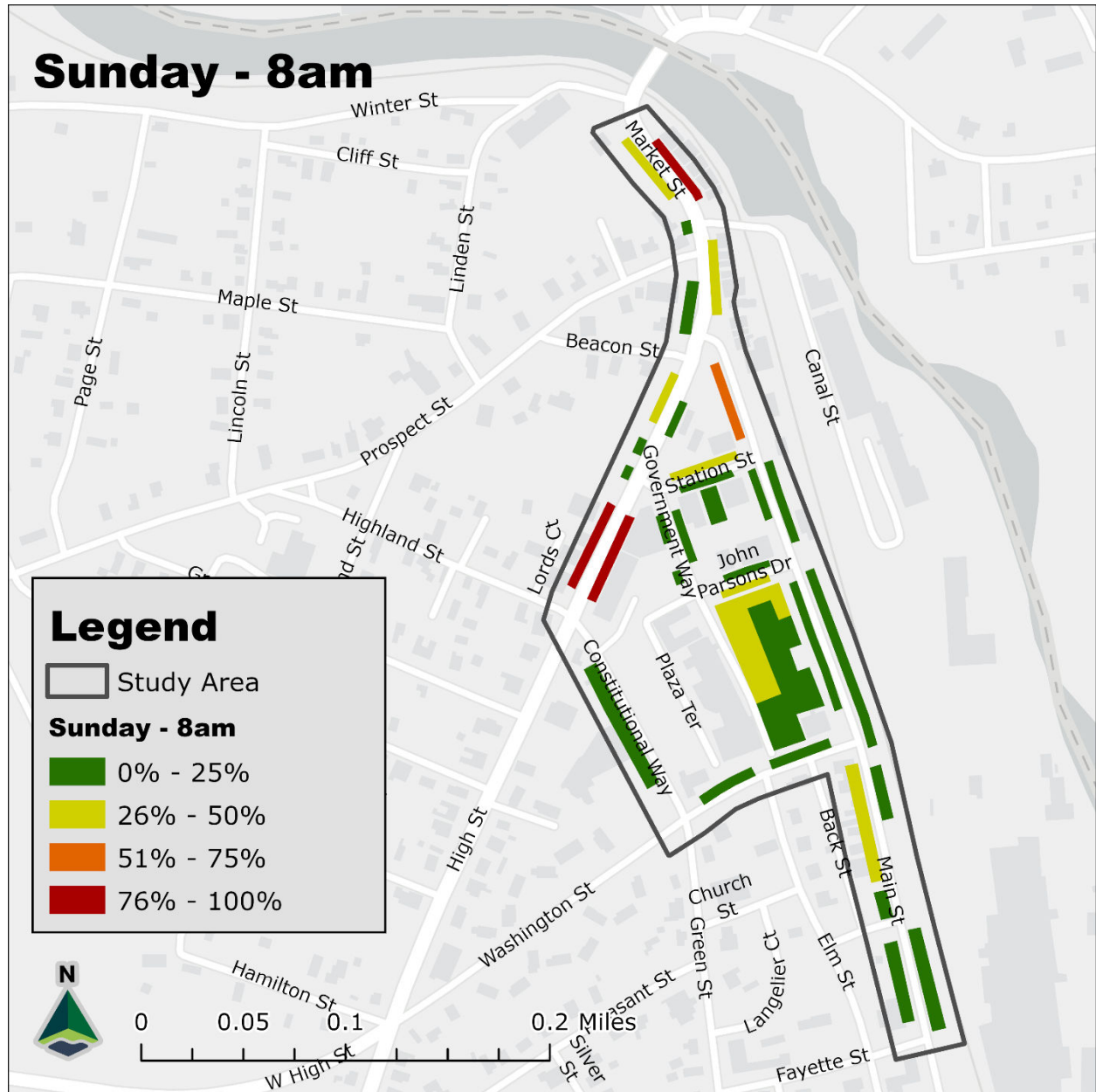


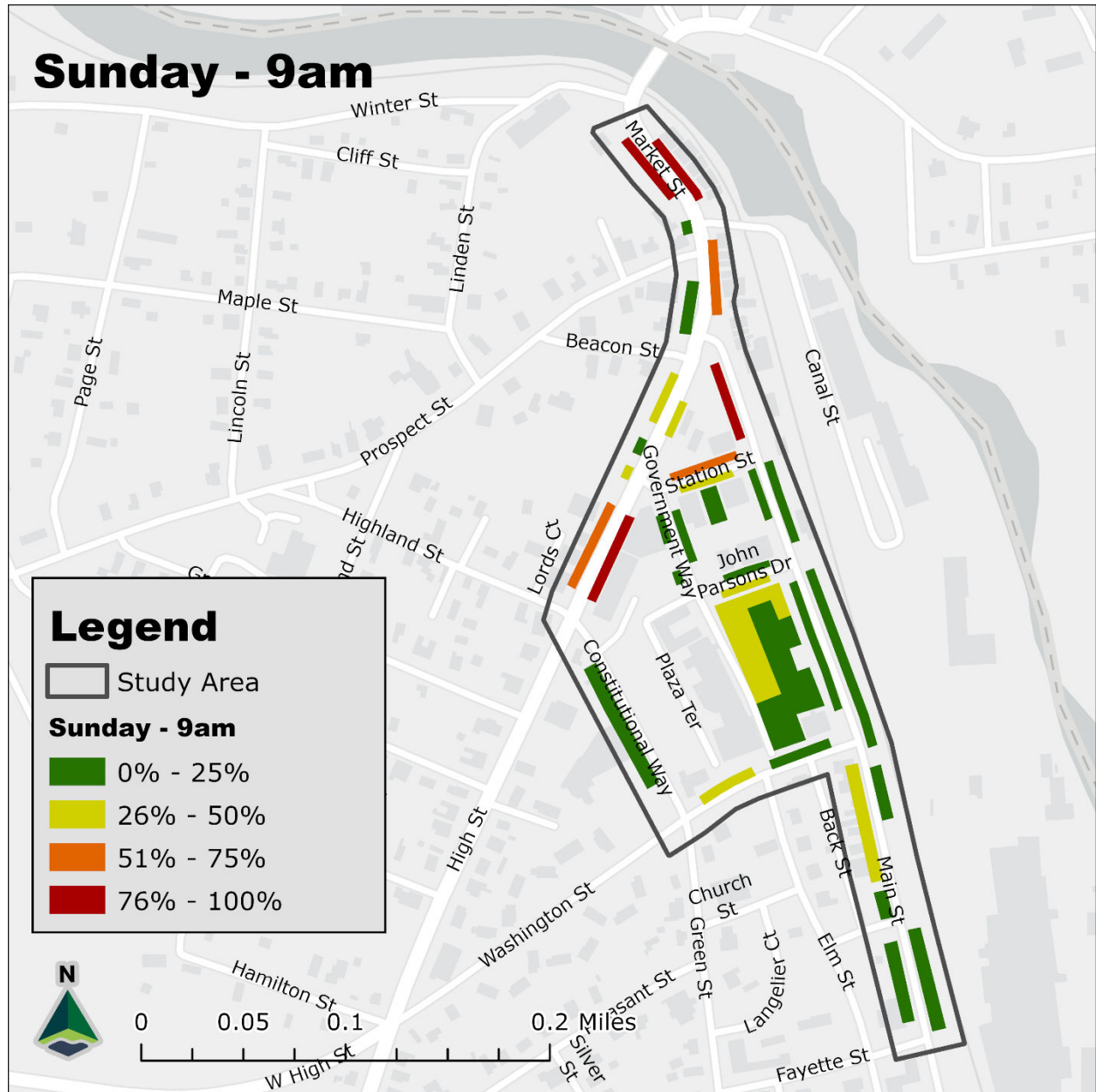


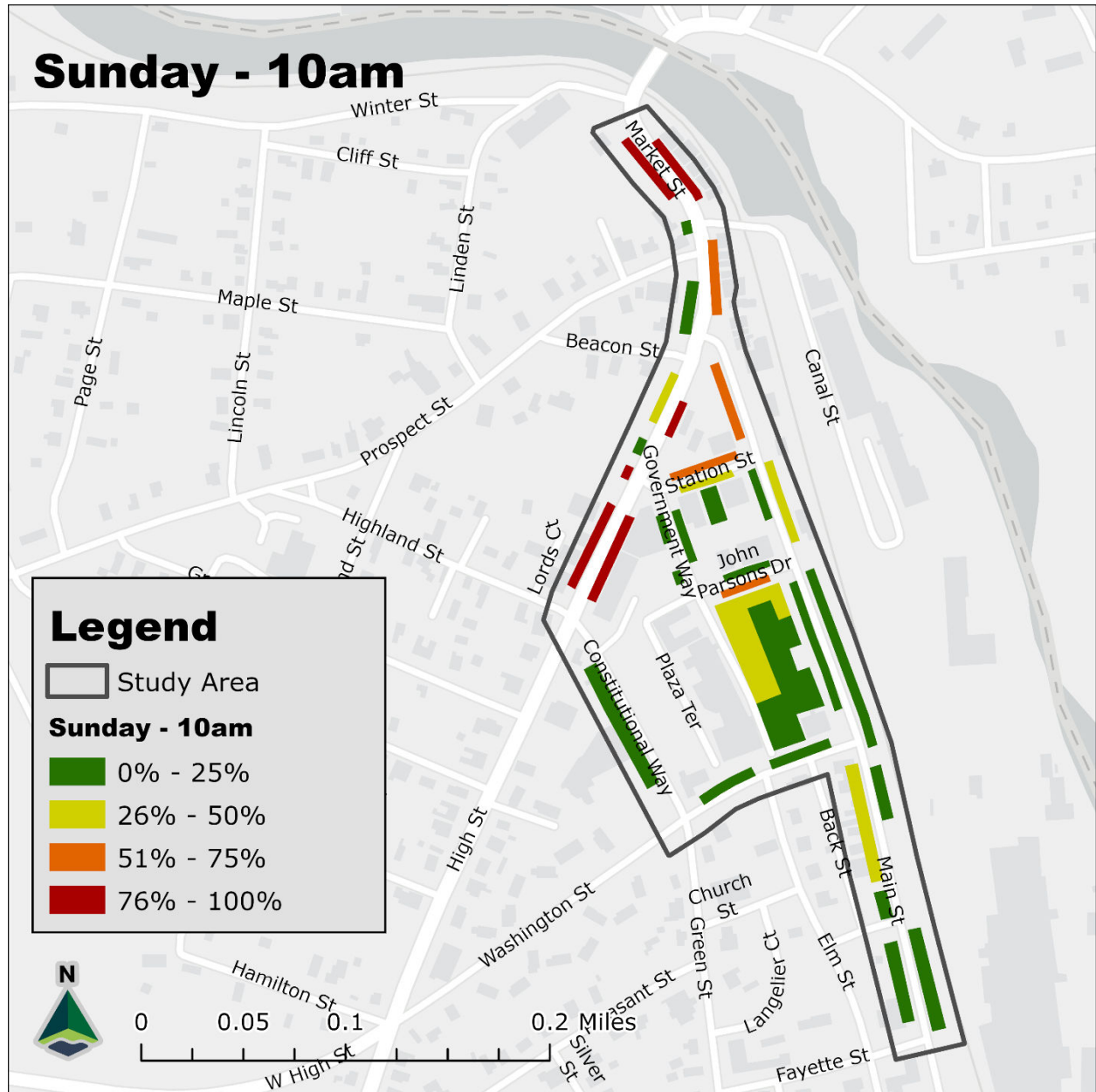


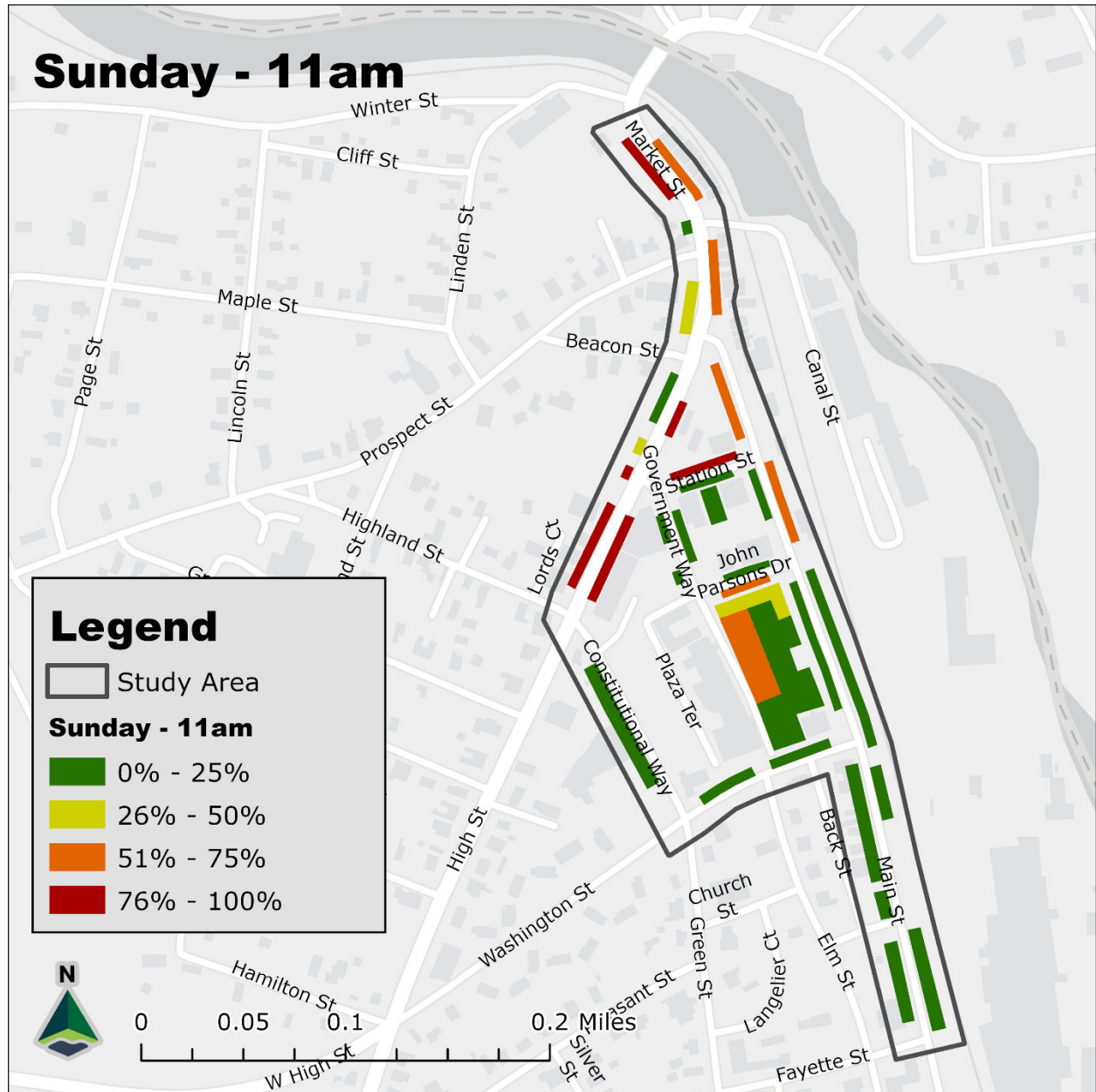


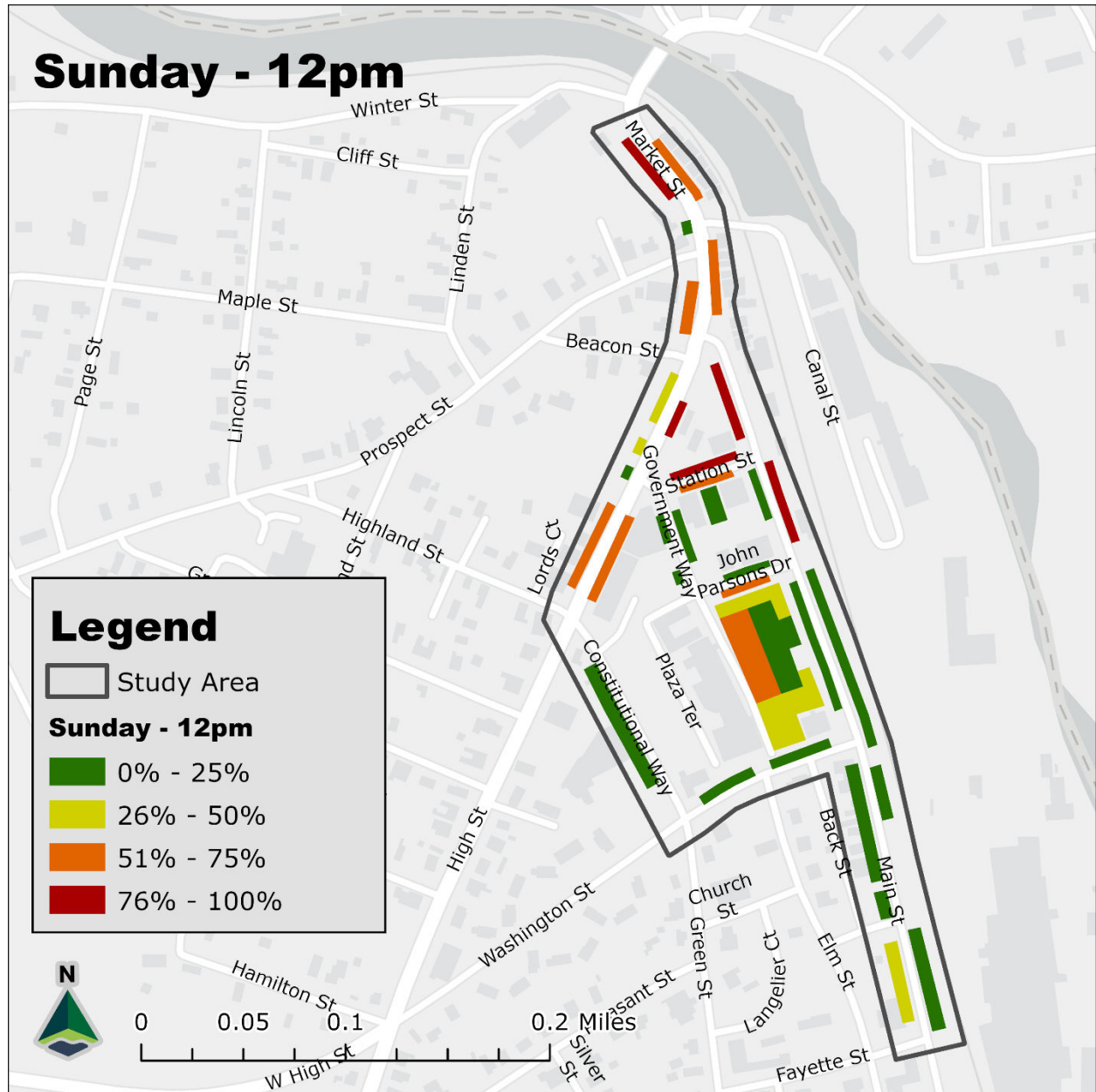


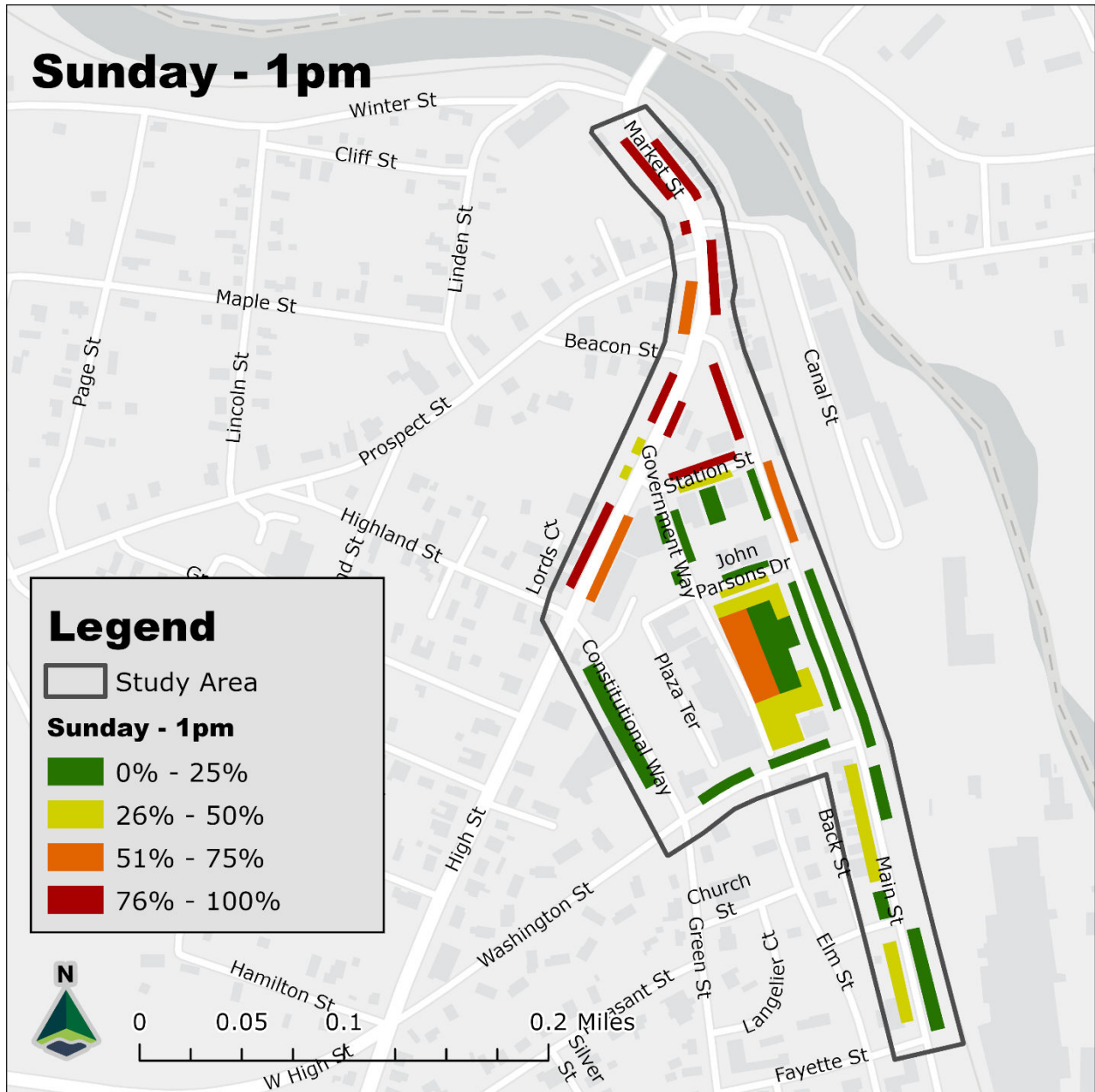


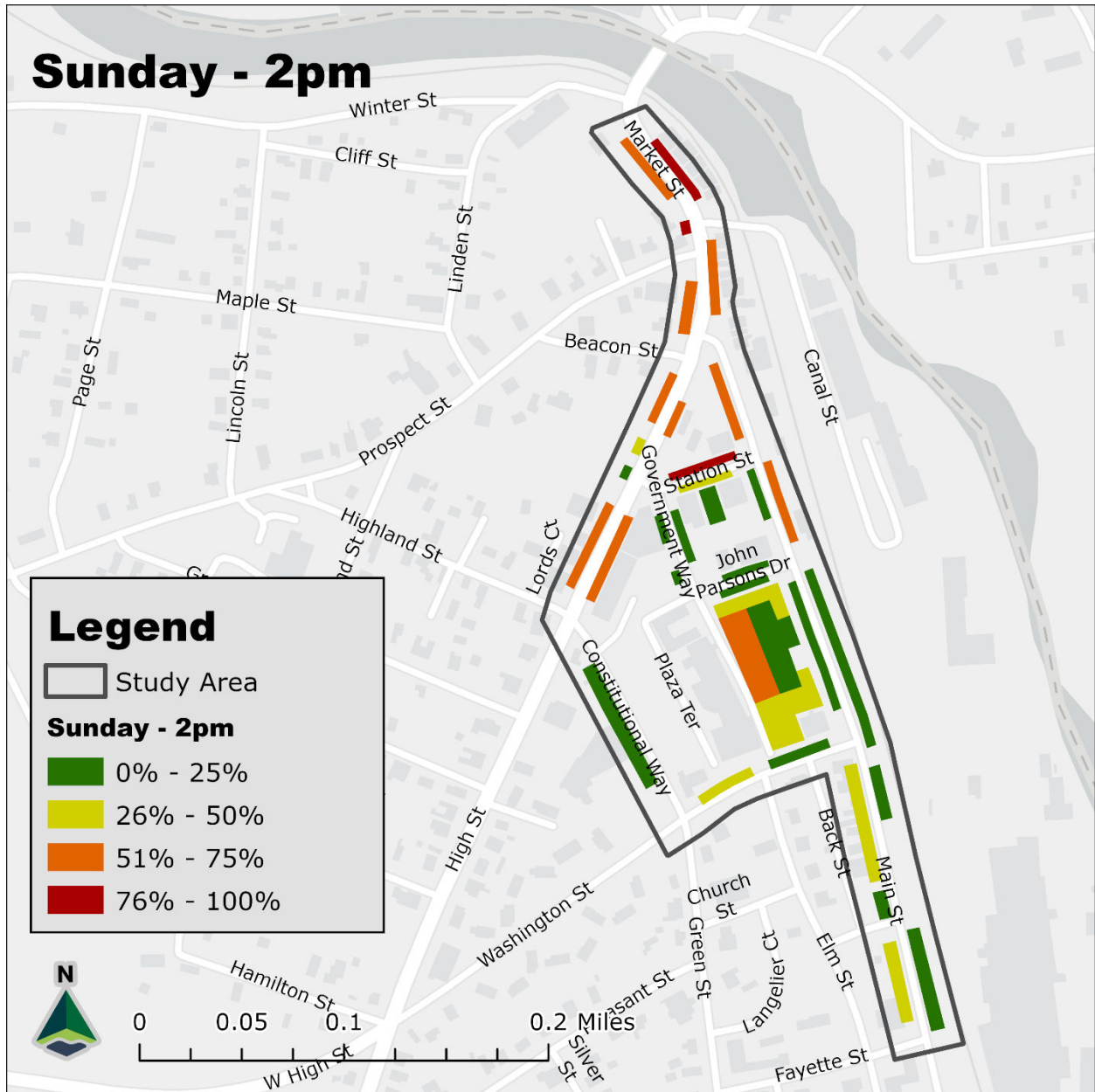


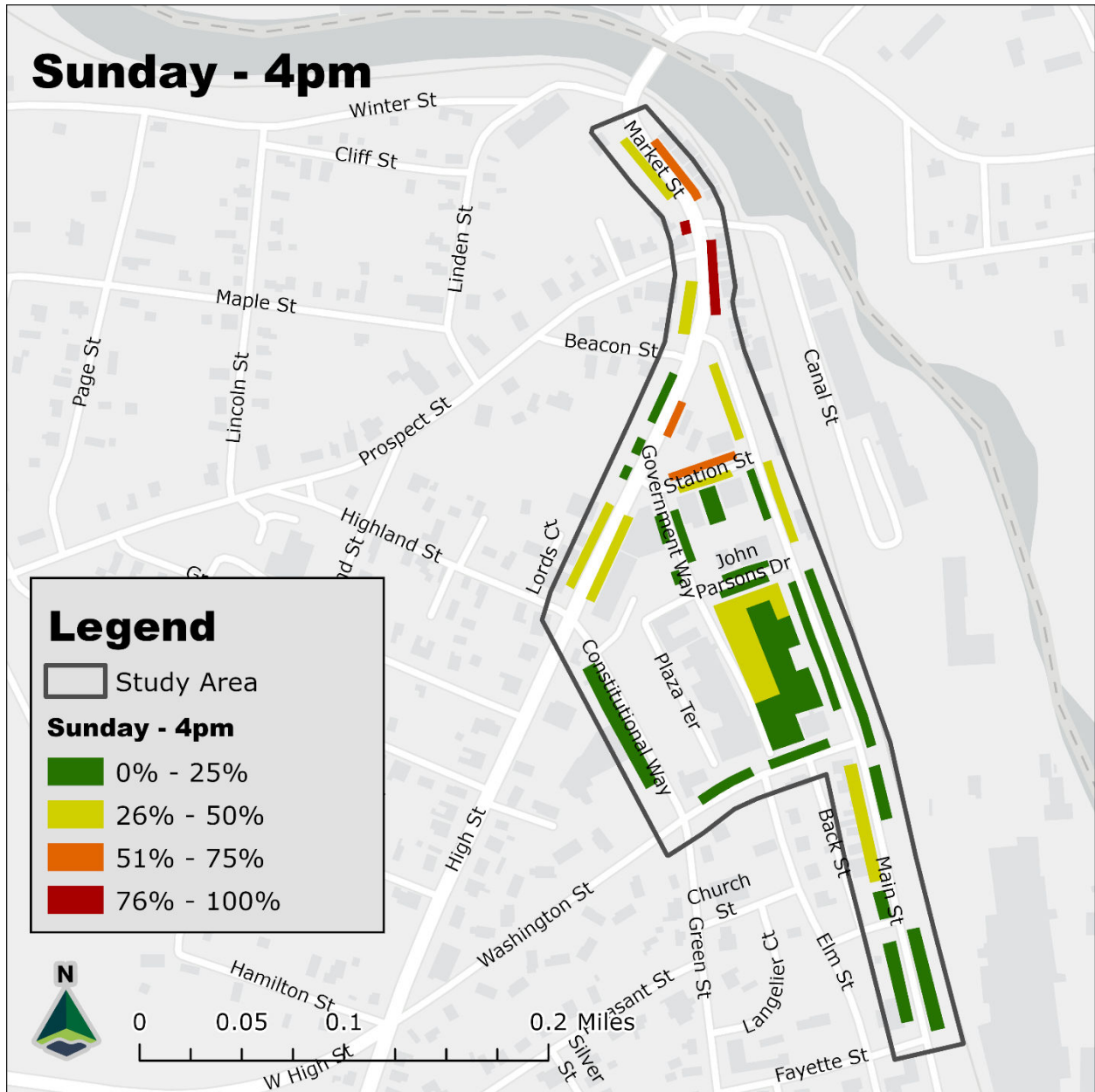


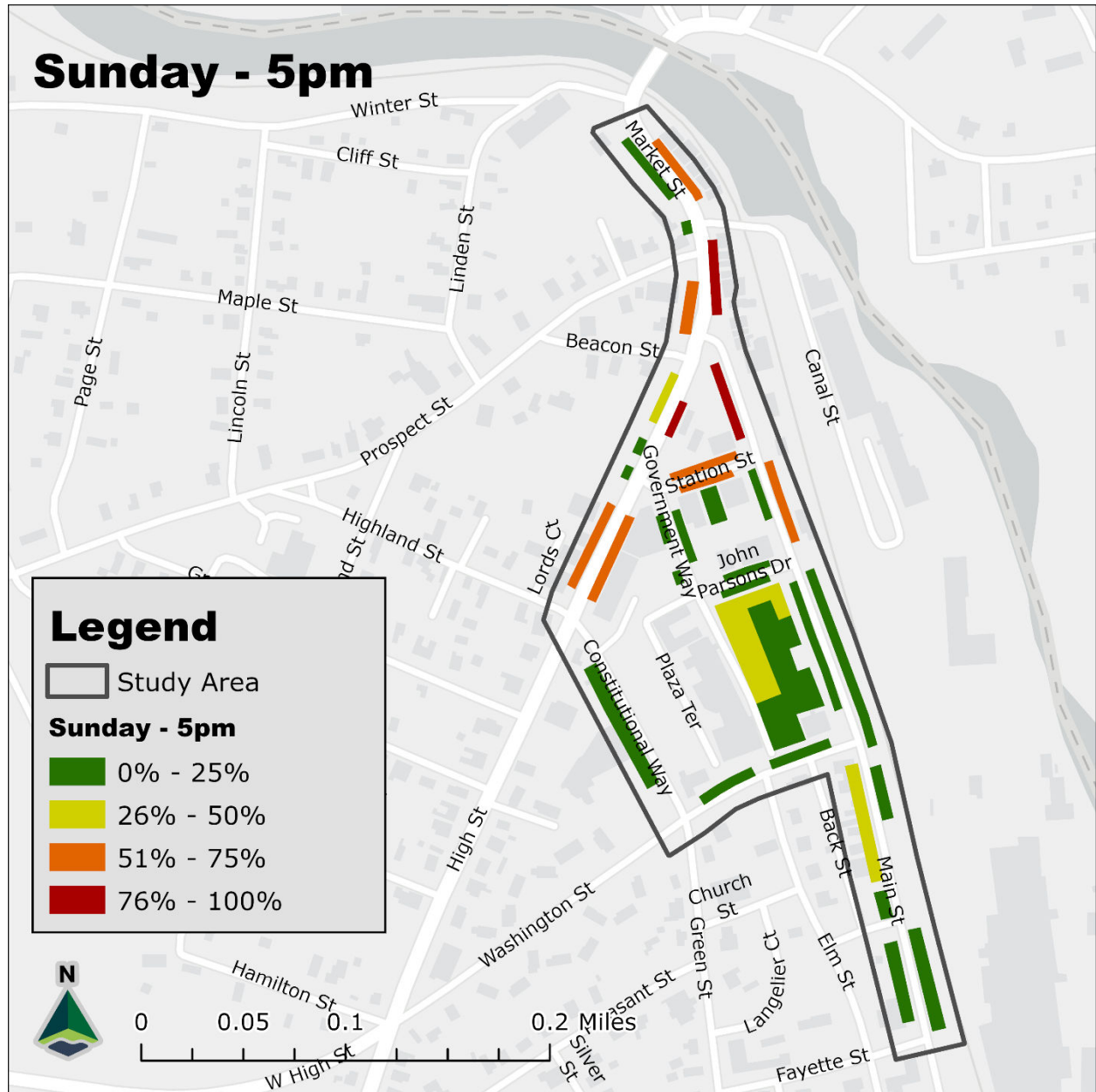


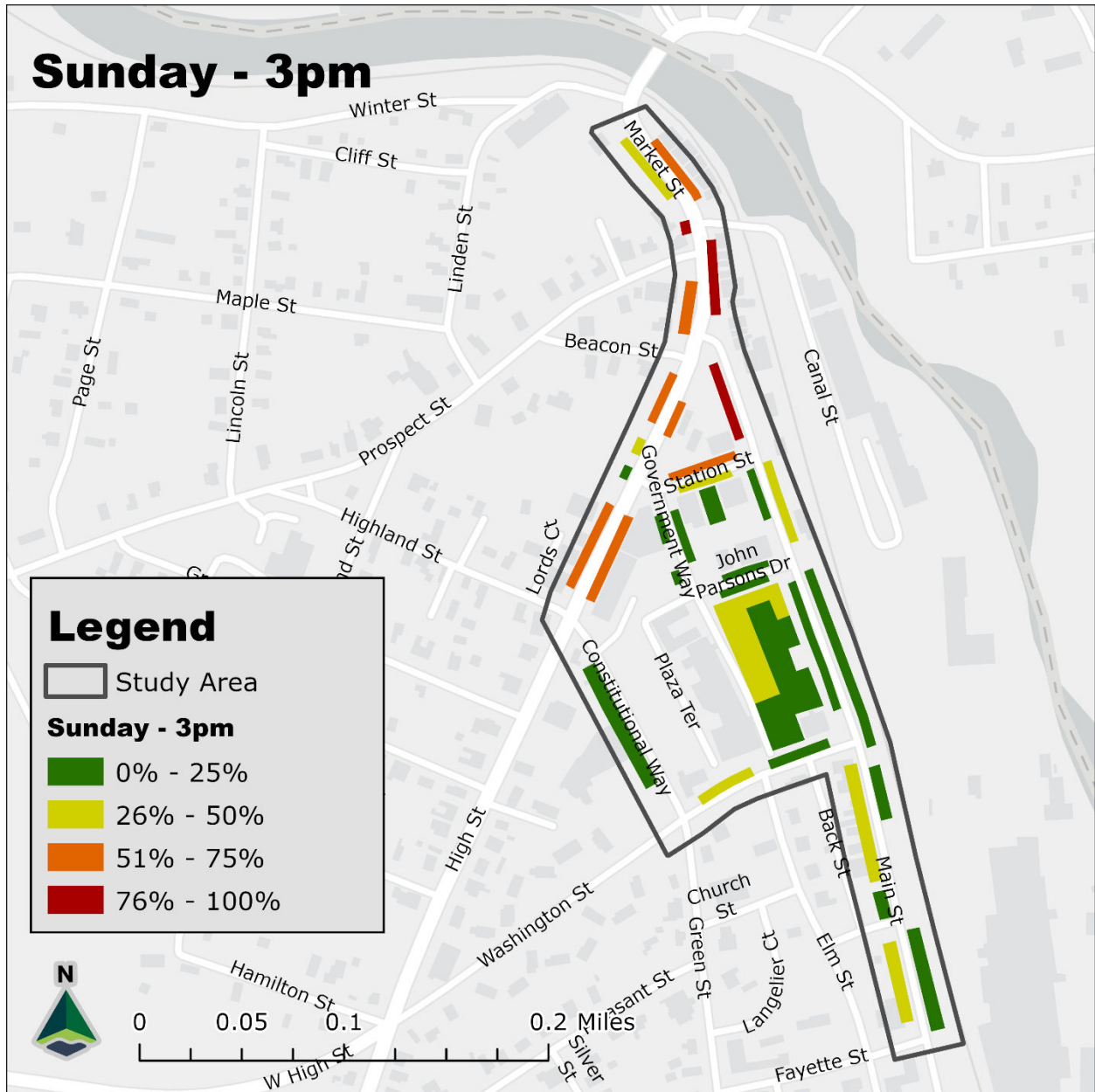












Appendix B – Volunteer Solicitation

Did you know?

The City of Somersworth is conducting a parking study!

Parking studies are a tool for cities to alleviate traffic congestion, help local businesses thrive, and make a downtown safe and inviting for all.



Scan for more info!



Downtown parking lots and on-street parking are being evaluated for how often they are occupied and for how long.

Visit the project page on the City's website at:

bit.ly/4j1g5Bj



Questions?

rdewey@strafford.org | (603) 994-3500

dcrossley@somersworthnh.gov | (603) 692-9516

STRAFFORD
Regional Planning Commission

Need Volunteer Hours?

Interested in an engineering or urban planning career?

Try this hands-on experience!

- Somersworth is conducting a parking study!
- Volunteers are needed to observe vehicles in the downtown area at various times of day.



Scan to Sign Up!



- Morning, afternoon, and evening options on a Thursday and a Saturday in April TBD. Send in your availability!
- Some walking required. Inquire for details.
- Parent or guardian required if under 18.

Sign up at: surveymonkey.com/r/somersworthparking



Questions?

rdewey@strafford.org | (603) 994-3500

dcrossley@somersworthnh.gov | (603) 692-9516

STRAFFORD
Regional Planning Commission

VOLUNTEERS NEEDED

COMMUNITY PLANNING & ENGINEERING STUDENTS!

Want a hands-on field experience?

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- Volunteers are needed to observe vehicles in the downtown area at various times of day.



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STRAFFORD
Regional Planning Commission

VOLUNTEERS NEEDED

Want to see less congestion downtown?
New to the city and want to explore Somersworth?

- The City of Somersworth is conducting a parking study!
- Volunteers are needed to observe vehicles in the downtown area at various times of day.



Scan to Sign Up!



- Morning, afternoon, and evening options the last Thursday to Sunday in April. Send in your availability!
- Some walking required. Inquire for details.

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WHY A PARKING STUDY?

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Parking studies are a tool for cities to alleviate traffic congestion, help local businesses thrive, and make downtowns safe and inviting for all.

What are you doing?

We are noting which parking spaces have vehicles in them and how long the vehicle(s) stay in the same space.



How will you use this information?

We will tally which spaces were used and for how long and create reports about the total usage of the parking downtown.

What happens to the information about the vehicles after the study is complete?

No information other than the hourly usage data is kept. We will only note "empty," "new vehicle," or "same vehicle" for each parking space. No identifiable data is retained.

Where can I find more information?

The City has a project website at:
bit.ly/4j1g5Bj

You may also call the Planning Department at (603) 692-9516.

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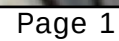
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You may also call the Planning Department at (603) 692-9516.



Appendix C – Parking Reference Maps & Data Collection Sheets

The maps below display each parking space that was surveyed for this study. Each space received an individual ID number that corresponds to the tables of raw data following the maps.



Route A

Step 2: Walk down Constitutional Way to Washington St.

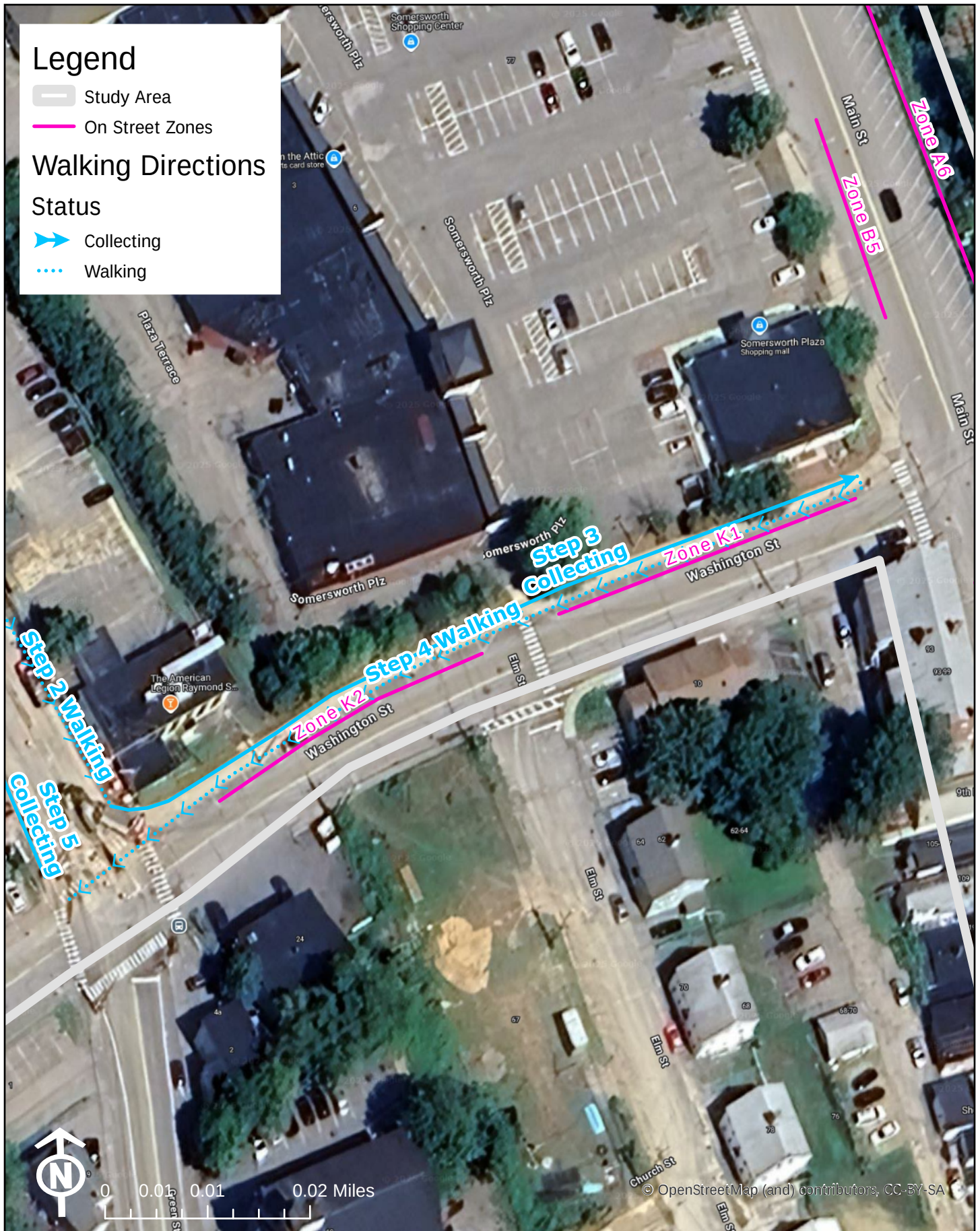
Step 5: Collect up Constitutional Way toward High St



Route A

Step 3: Collect down Washington St toward Main St.

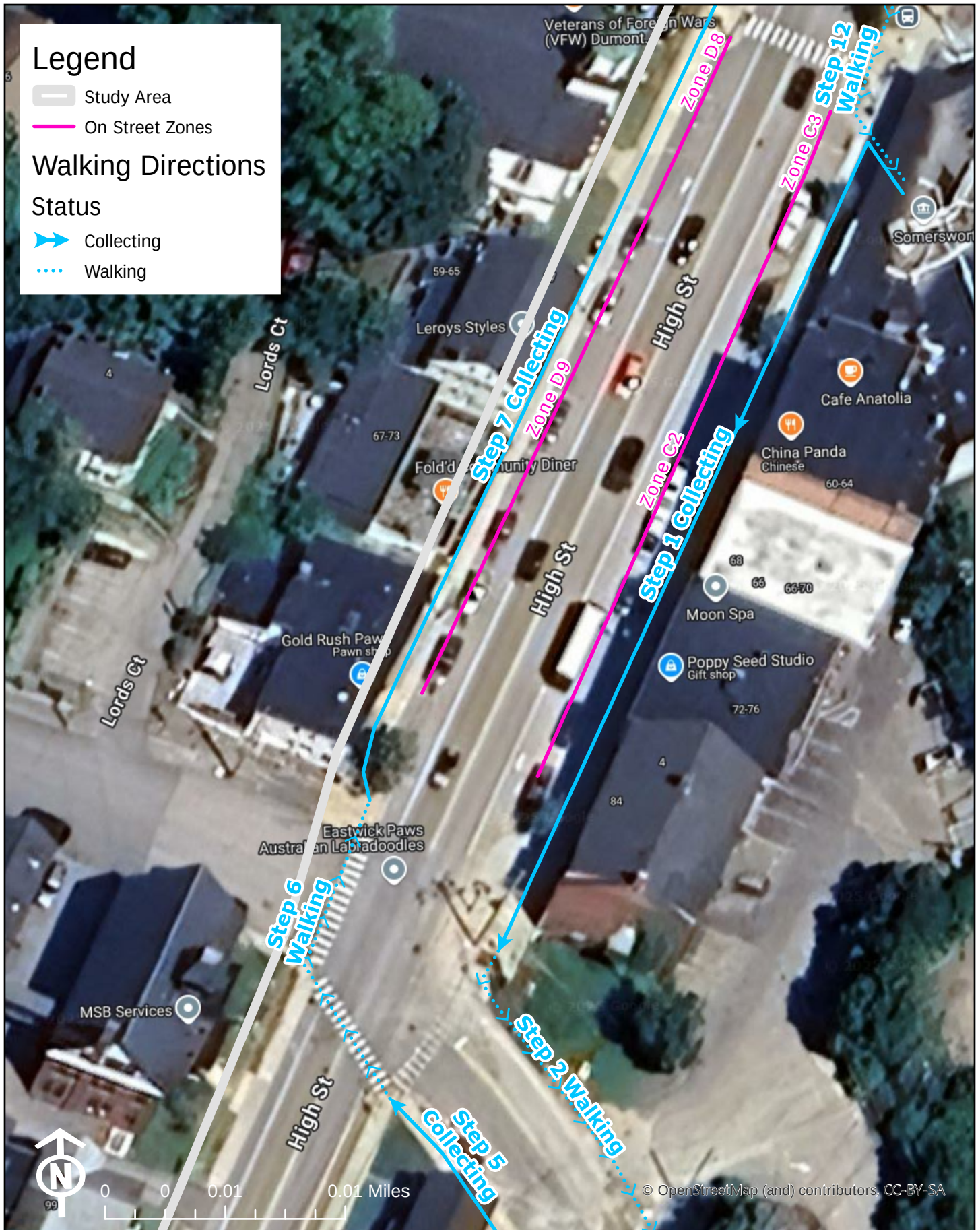
Step 4: Walk back up Washington St toward Constitutional Way

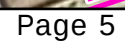


Route A

Step 6: Cross streets to end up on the far side of High St

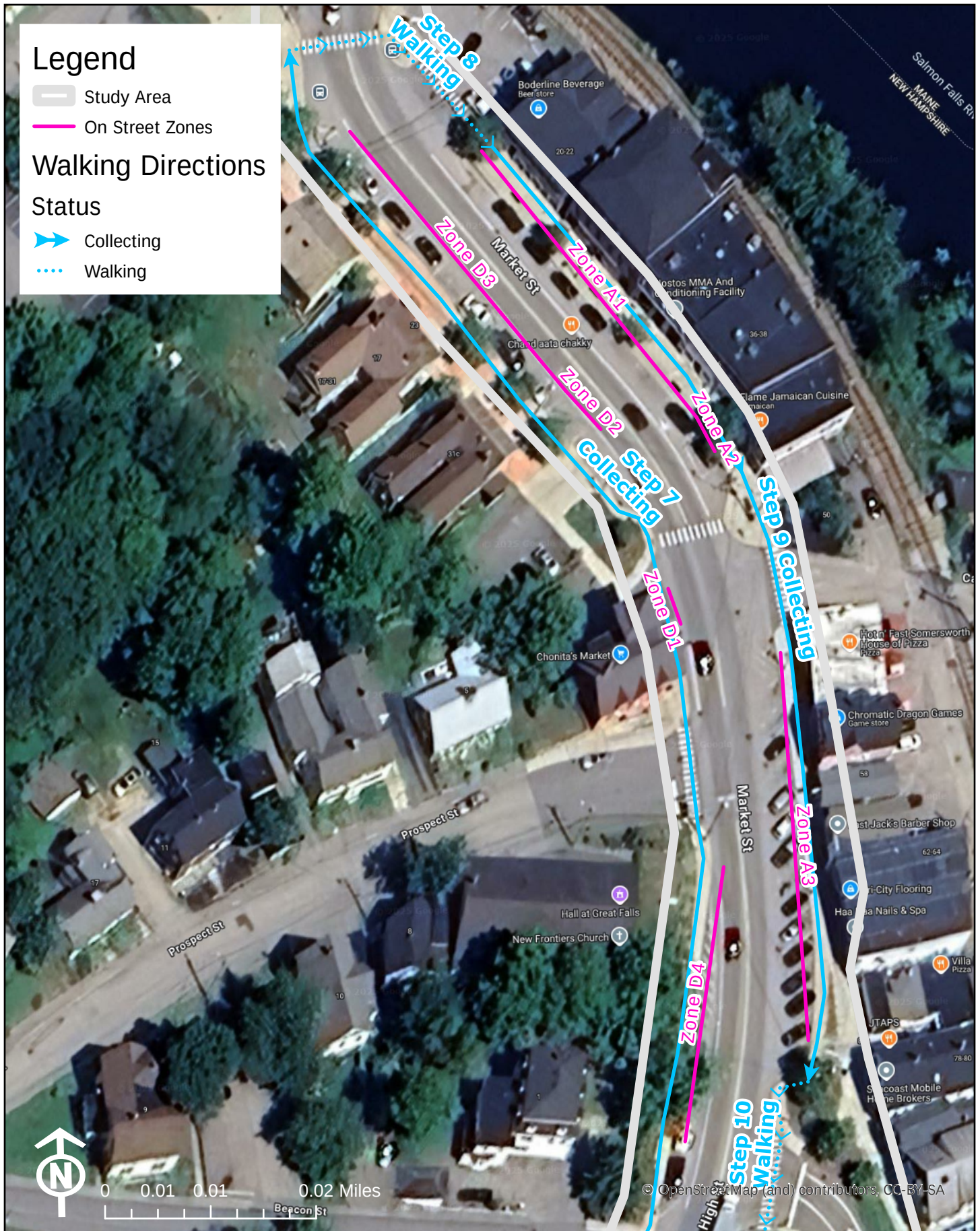
Step 7 Part 1: Collect along High St toward Maine





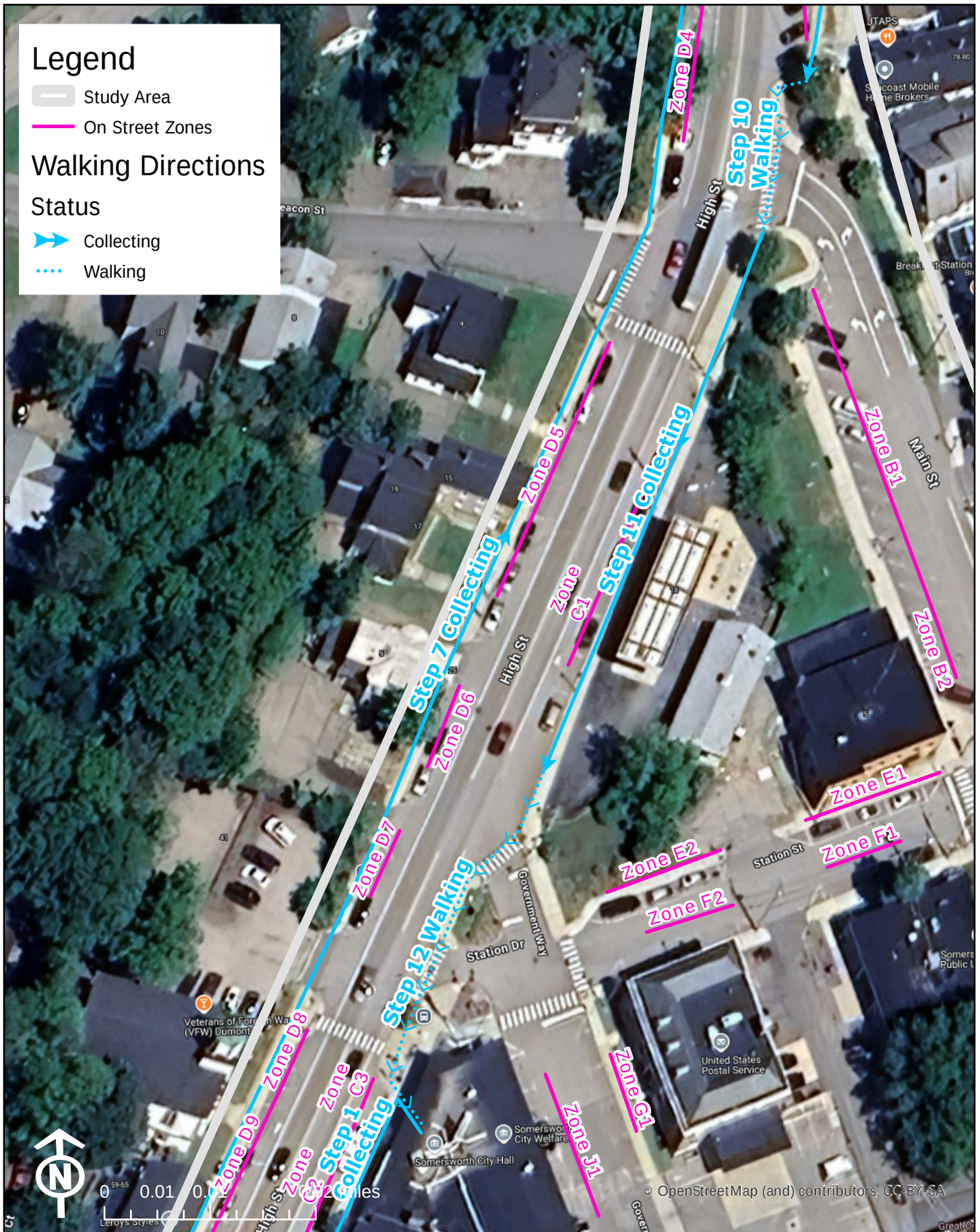
Route A

Step 7 Part 3: Collect along Market St toward Maine
 Step 8: Cross Market St and turn back toward City Hall
 Step 9: Collect along Market St toward City Hall



Route A

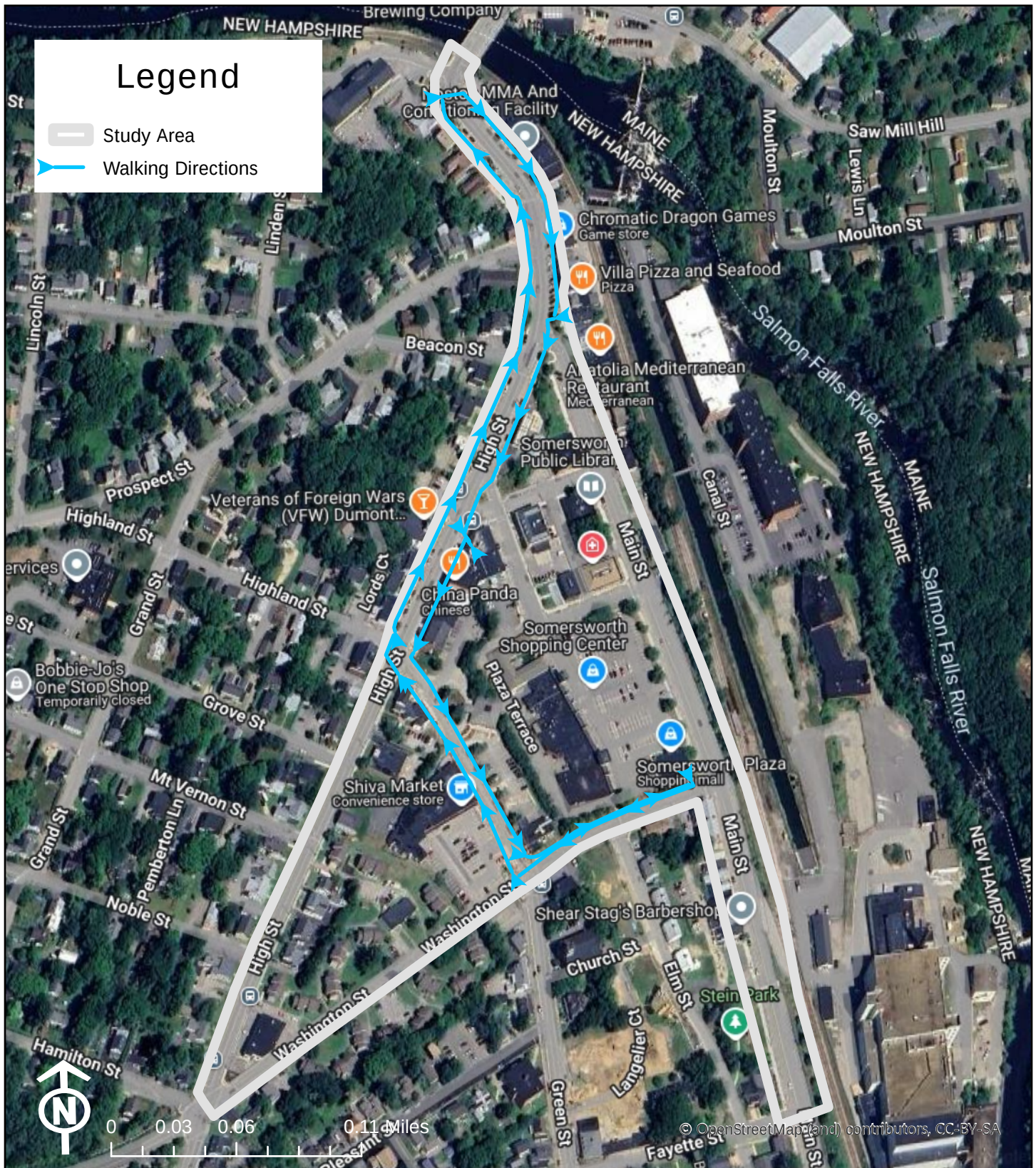
Step 10: Cross Main St
Step 11: Collect along High St toward City Hall
Step 12: Return to City Hall



Route A

This is the on-street route with the least parking and the most elevation change. The route goes from the High Street exit of city hall, south to Constitution Way, Washington Street to Main Street, back to High Street, down High St and Market St to the state line, and back to City Hall.

Length: 1.0 mile
Elevation Increase: 92ft
Elevation Decrease: 79ft



Route A

Data collection date: _____

Route A is has more hills than the other Routes, but has fewer parking spaces.

You Are On	Spot ID	Limits	8-9AM	9-10Am	10-11AM	11-12PM	12-1PM	1-2PM	2-3PM	3-4PM	4-5PM	5-6PM
High St	Exit City Hall upstairs onto High St. Start at the ADA space and continues toward Constitutional											
	C3.1	ADA										
	C2.1	2H										
	C2.2	2H										
	C2.3	2H										
	C2.4	2H										
	C2.5	2H										
	C2.6	2H										
	C2.7	2H										
	C2.8	2H										
	C2.9	2H										
	C2.10	2H										
Turn left onto Constitutional Way. There is no parking on this side of Constitutional Way, so proceed to Washington St.												
Washington St	Turn left onto Washington St. Collect all parking on this side of the street.											
	K2.1	2H										
	K2.2	2H										
	K2.3	2H										
	K2.4	2H										
	K2.5	2H										
	K2.6	2H										
	K2.7	2H										
	K2.8	2H										
	K1.1	A										
	K1.2	A										
	K1.3	A										
	K1.4	A										
	K1.5	A										
	K1.6	A										
	K1.7	A										
	Once Washington St is finished, turn around and return to Constitutional Way.											

Route A

Data collection date: _____

Route A is has more hills than the other Routes, but has fewer parking spaces.

You Are On	Spot ID	Limits	8-9AM	9-10Am	10-11AM	11-12PM	12-1PM	1-2PM	2-3PM	3-4PM	4-5PM	5-6PM
Constitutional Way	Cross Constitutional Way, turn right toward High St, and collect parking along this side of Constitution											
	L2.1	A										
	L2.2	A										
	L2.3	A										
	L2.4	A										
	L2.5	A										
	L2.6	A										
	L2.7	A										
	L2.8	A										
	L1.1	A										
	L1.2	A										
	L1.3	A										
	L1.4	A										
	L1.5	A										
	High St	You should be at the intersection with High St. Cross High St and then cross Highland St, continue to										
D9.1		2H										
D9.2		2H										
D9.3		2H										
D9.4		2H										
D9.5		2H										
D9.6		2H										
D9.7		2H										
D9.8		2H										
D9.9		2H										
D9.10		2H										
D8.1		ADA										
D8.1 is the ADA space in front of the VFW. Continue toward Maine, including the 2 spots at the												
D7.1		2H										
D7.2		2H										
D6.2		UNK										
D6.3		UNK										
Continue along High St toward Maine												

Route A

Data collection date: _____

Route A is has more hills than the other Routes, but has fewer parking spaces.

You Are On	Spot ID	Limits	8-9AM	9-10Am	10-11AM	11-12PM	12-1PM	1-2PM	2-3PM	3-4PM	4-5PM	5-6PM
High St	D6.2	UNK										
	D6.3	UNK										
	D5.1	A										
	D5.2	A										
	D5.3	A										
	D5.4	A										
	D5.5	A										
	D5.6	A										
	D5.7	A										
	This should be the intersection with Beacon St. Cross Beacon St and continue.											
	D4.1	2H										
	D4.2	2H										
	D4.3	2H										
	D4.4	2H										
	After space D4.4, proceed down High St and cross Prospect St. High St becomes Market St.											
Market St	There will be one space in front of Vida Tortilla.											
	D1.1	15M										
	Continue along Market St, crossing driveways until the next ADA space.											
	D2.1	ADA										
	D3.1	2H										
	D3.2	2H										
	D3.3	2H										
	D3.4	2H										
	D3.5	2H										
	D3.6	2H										
	D3.7	2H										
	D3.8	2H										
	A the end of this row, proceed to the crosswalk to cross Market St, then turn right and cross again to end up in front of Borderline Beverage. Collect along Market St headed back toward City Hall.											
	A1.1	2H										
	A1.2	2H										
	A1.3	2H										

Route A

Data collection date: _____

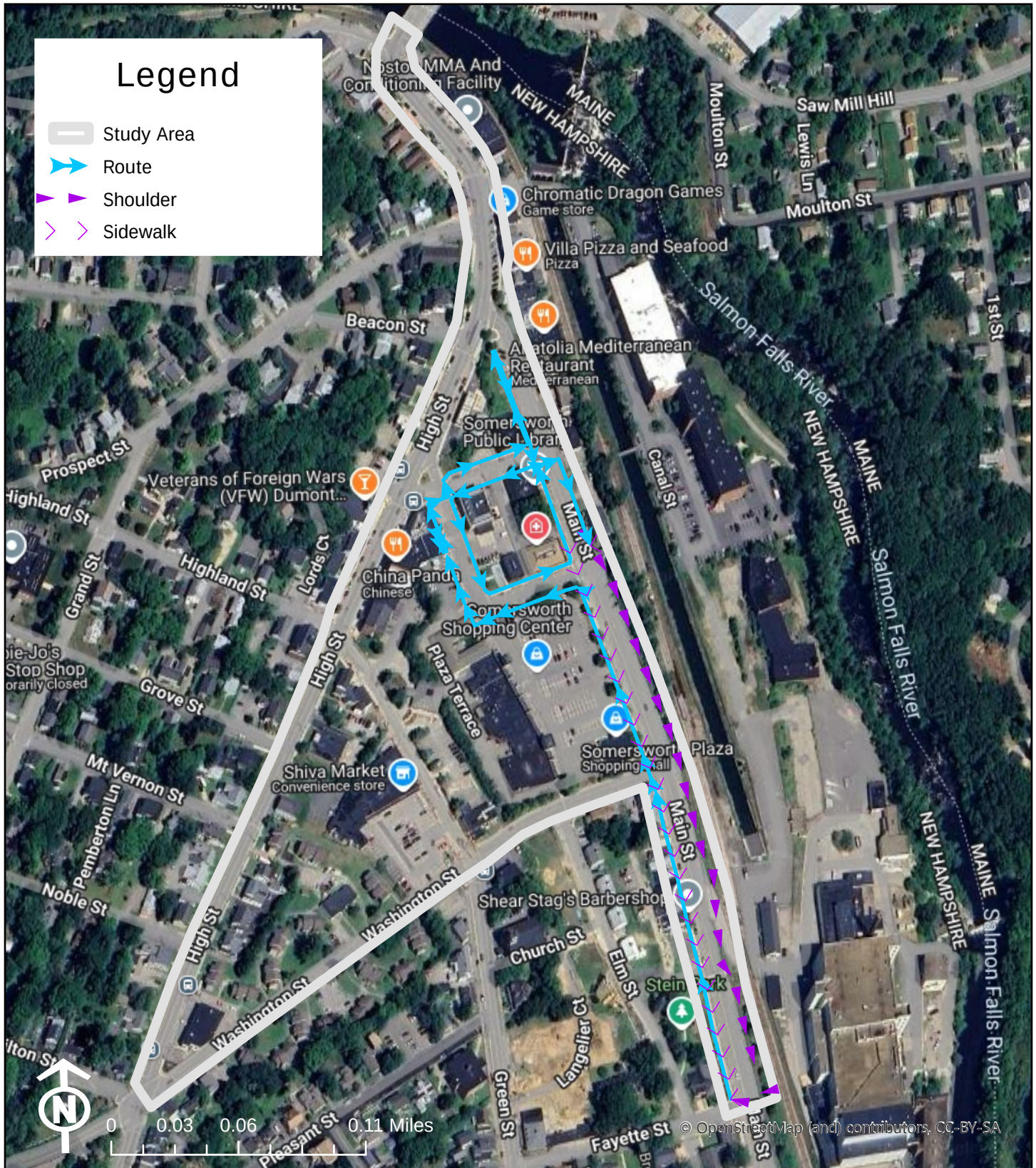
Route A is has more hills than the other Routes, but has fewer parking spaces.

You Are On	Spot ID	Limits	8-9AM	9-10Am	10-11AM	11-12PM	12-1PM	1-2PM	2-3PM	3-4PM	4-5PM	5-6PM	
Market St	A1.4	2H											
	A1.5	2H											
	A1.6	2H											
	A1.7	2H											
	A1.8	2H											
	A2.1	ADA											
High St	Cross Canal St and collect along High St.												
	A3.1	1H											
	A3.2	1H											
	A3.3	1H											
	A3.4	1H											
	A3.5	1H											
	A3.6	1H											
	A3.7	1H											
	A3.8	1H											
	A3.9	1H											
	A3.10	1H											
	A3.11	1H											
	A3.12	1H											
	A3.13	1H											
	A3.14	1H											
	A3.15	1H											
	At the intersection, cross Main St and continue. Collect the last row of parking in front of the old gas												
	C1.1	A											
	C1.2	A											
	C1.3	A											
	C1.4	A											
C1.5	A												
This is the end of the parking on the route. Please follow the sidewalks and crosswalks back to City													
If you still have time in your hour, please take a moment to note any observations you made during your survey route.													

Route B

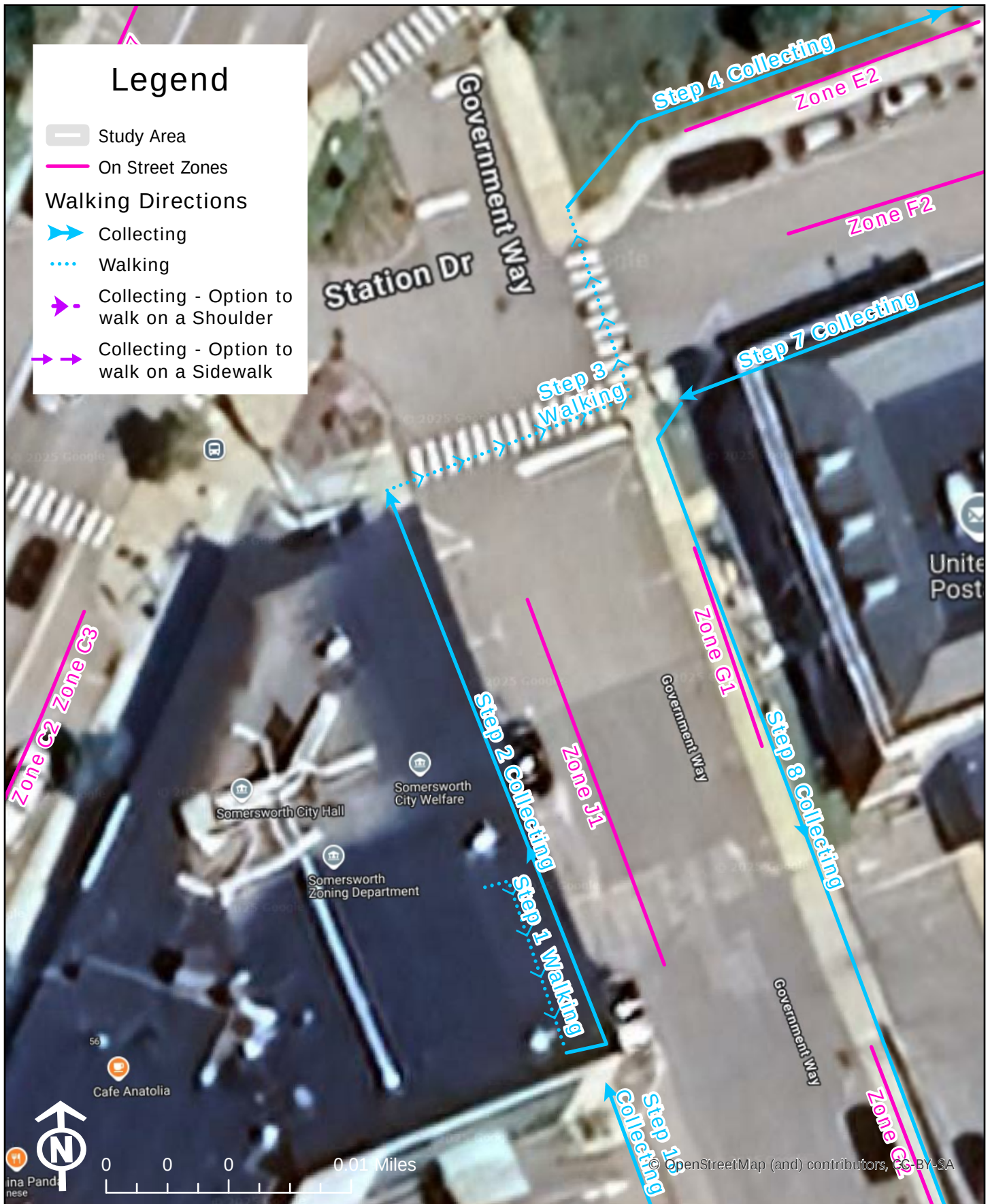
This route is the longest and has the most spaces and has a stretch with no sidewalks on one side of the road. This route requires that the collector either is comfortable walking on the edge of the travel lane on Main St OR has strong enough eyesight to read license plates from the sidewalk on the opposite side of the road.

Length: 1.0 mile
Elevation Increase: 39ft
Elevation Decrease: 39ft



Route B

Step 1: Exit City Hall and turn right. Walk to the corner of the building.
 Step 2: Collect parking as you walk toward High St. Stop at the crosswalk.
 Step 3: Cross Government Way and Station St, turn right to face Station St



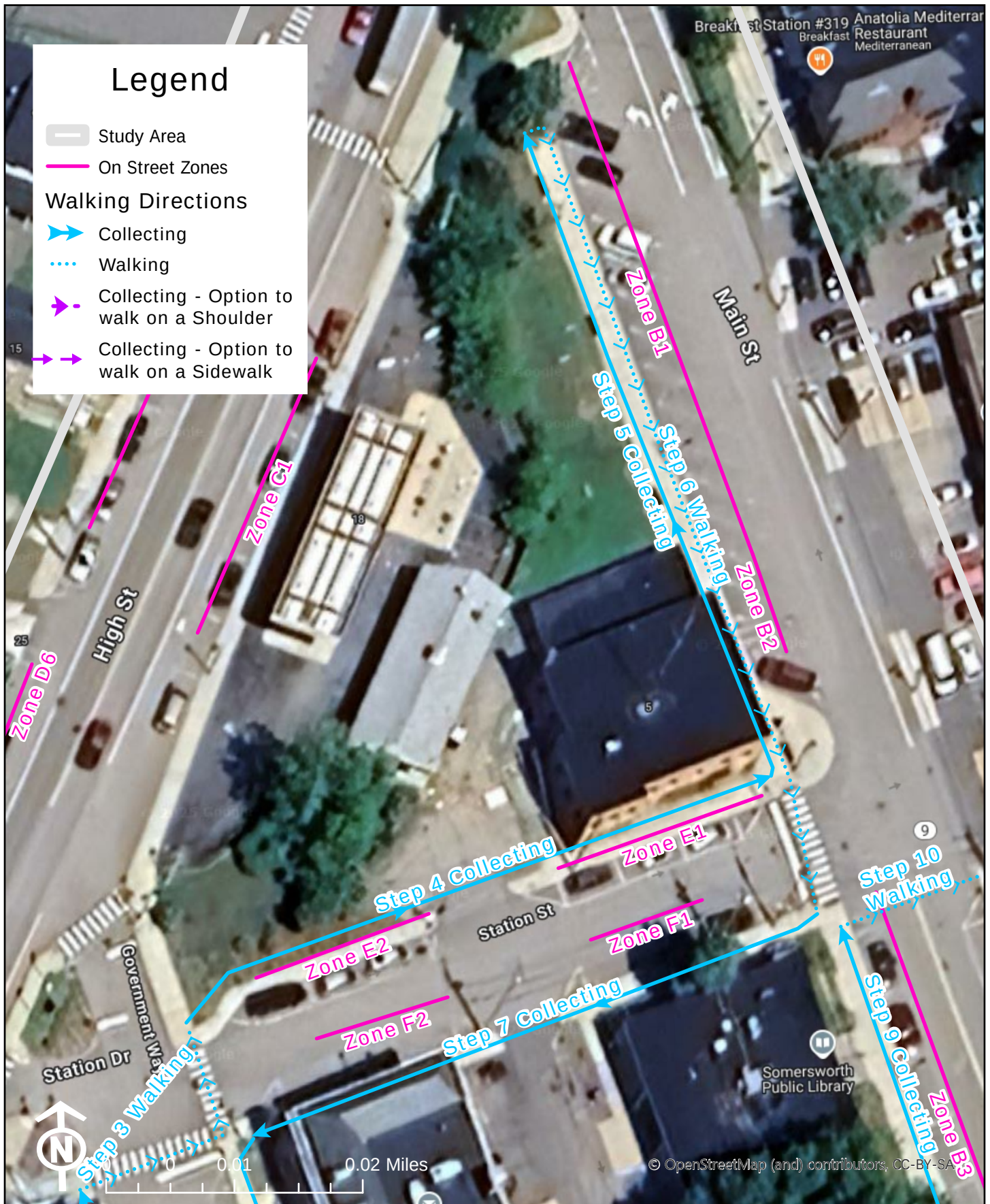
Route B

Step 4: Collect along Station St toward Main St

Step 5: Turn left onto Main St and collect toward High St

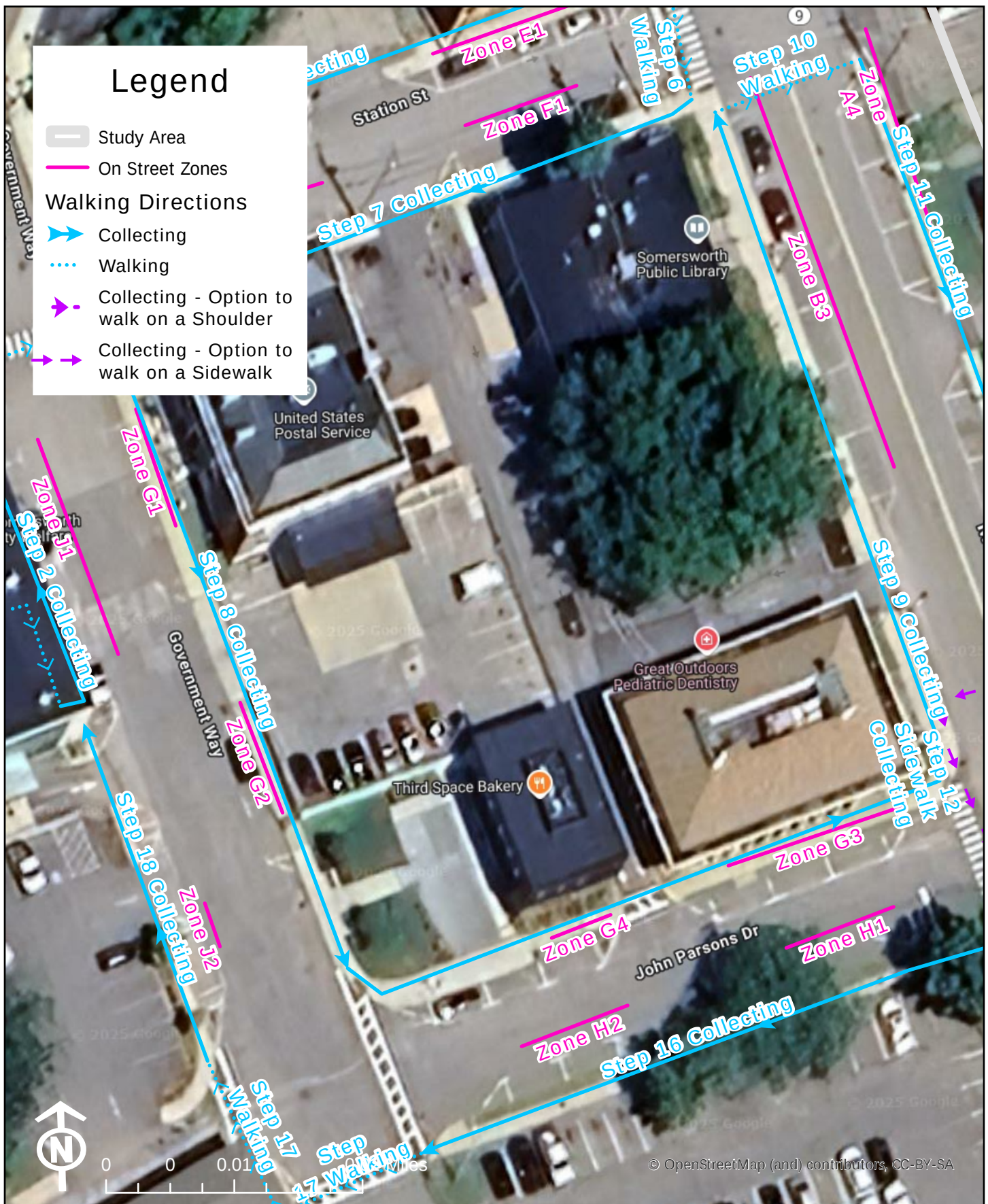
Step 6: Turn around and return to Station St. Cross Station St

Step 7: Collect the other side of Station St walking toward Government Way



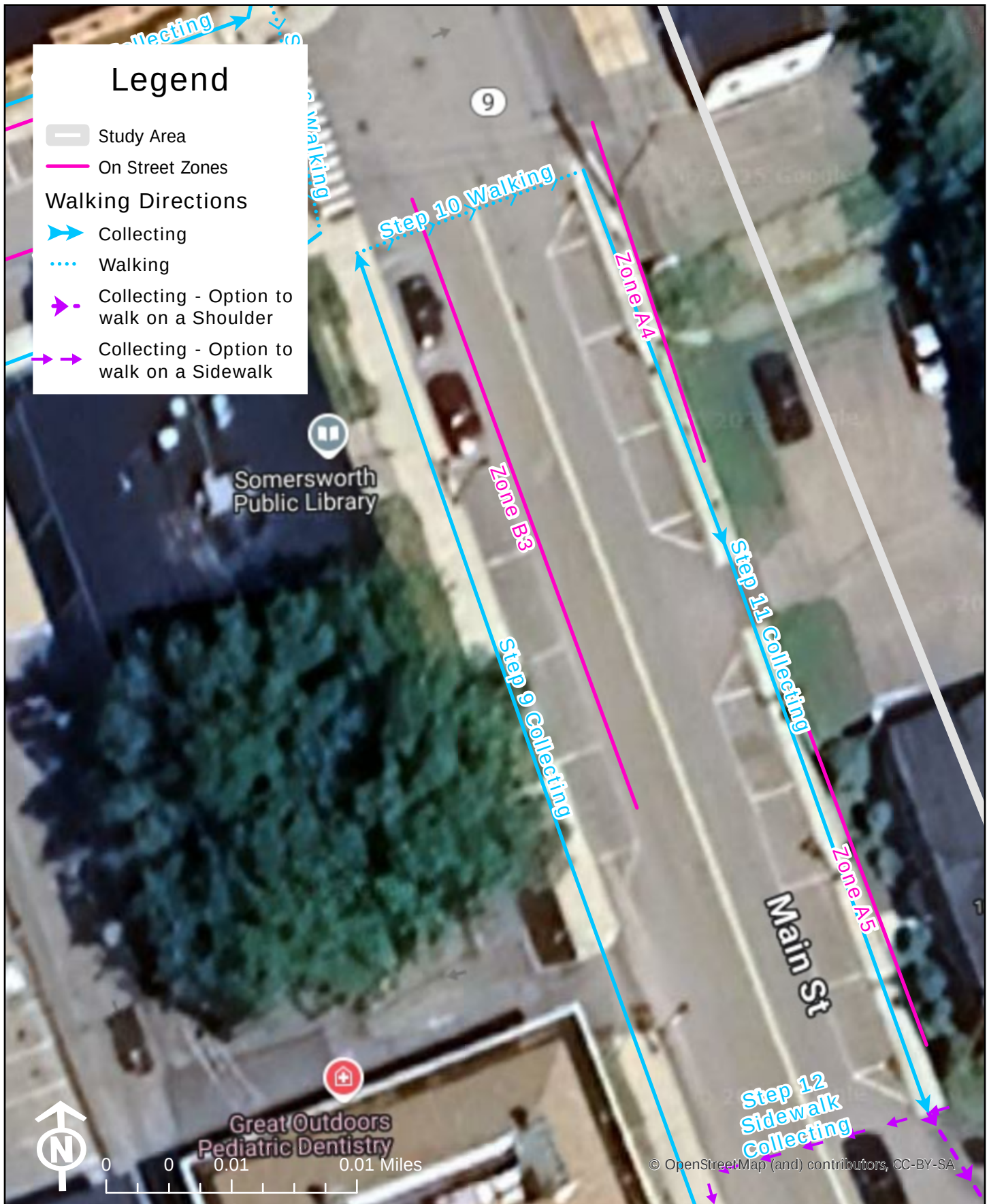
Route B

Step 8: Turn left onto Government Way, collect toward John Parsons Dr
 Step 9: Collect on John Parsons Dr, turn left, and collect on Main St up to the intersection with Station St



Route B

Step 10: CAREFULLY cross Main St (There is no Crosswalk, use caution)
Step 11: Collect on Main St until the end of the sidewalk.



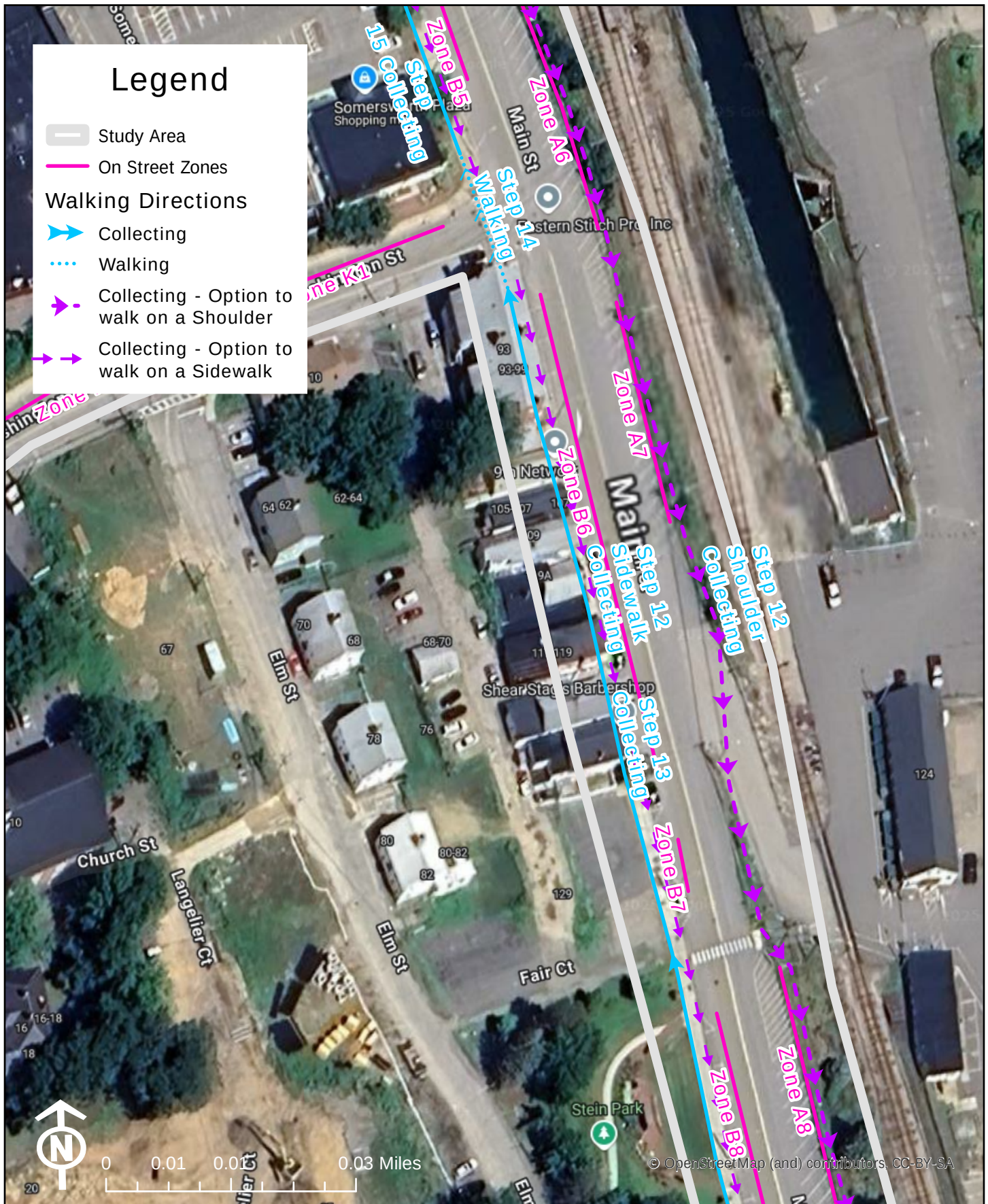
Route B

Step 12A: Choose the shoulder or crosswalk and collect the angled spaces on the side of Main St that is closest to the train tracks.



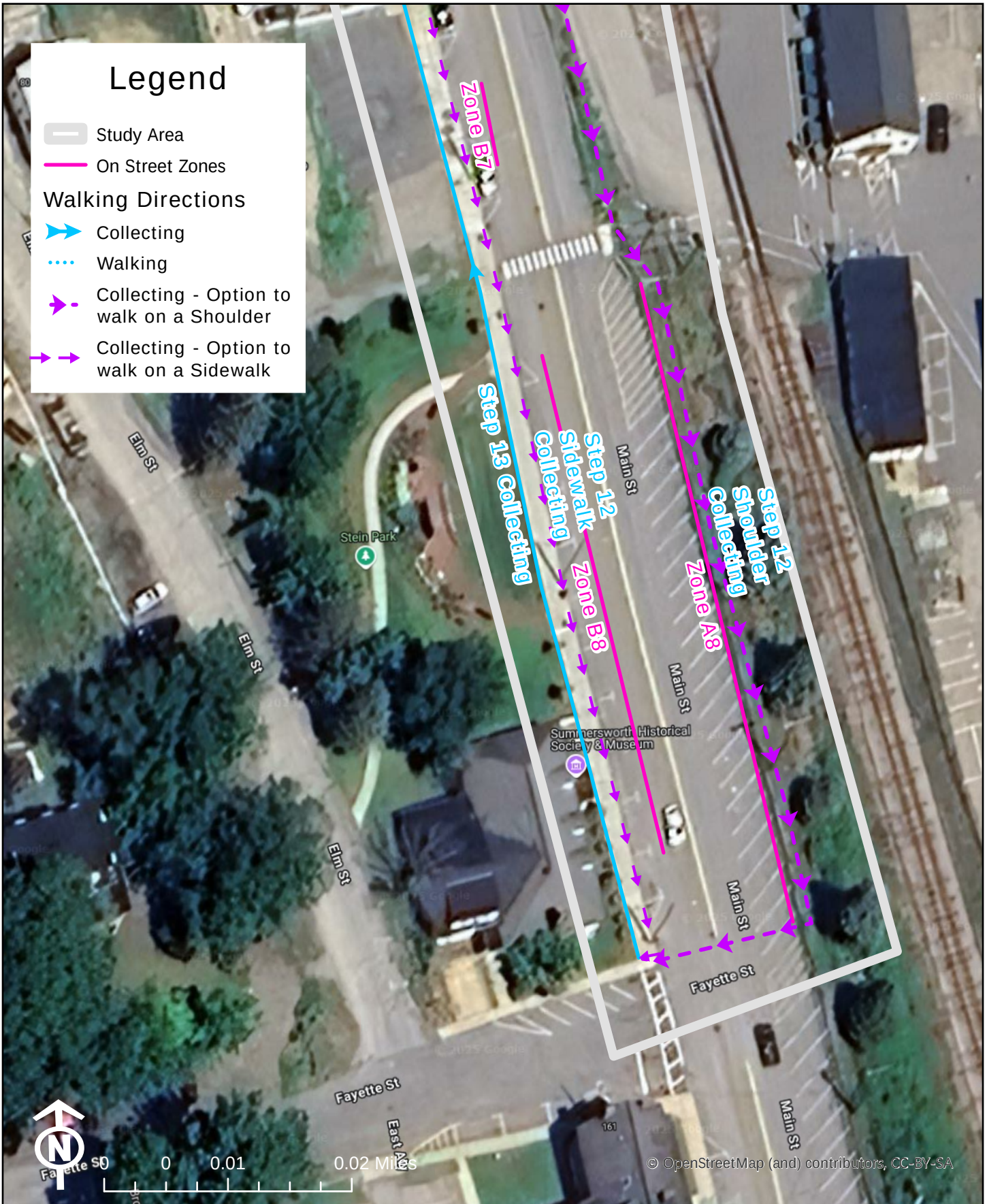
Route B

Step 12B: Continue collecting the angled spaces on the side of Main St that is closest to the train tracks.



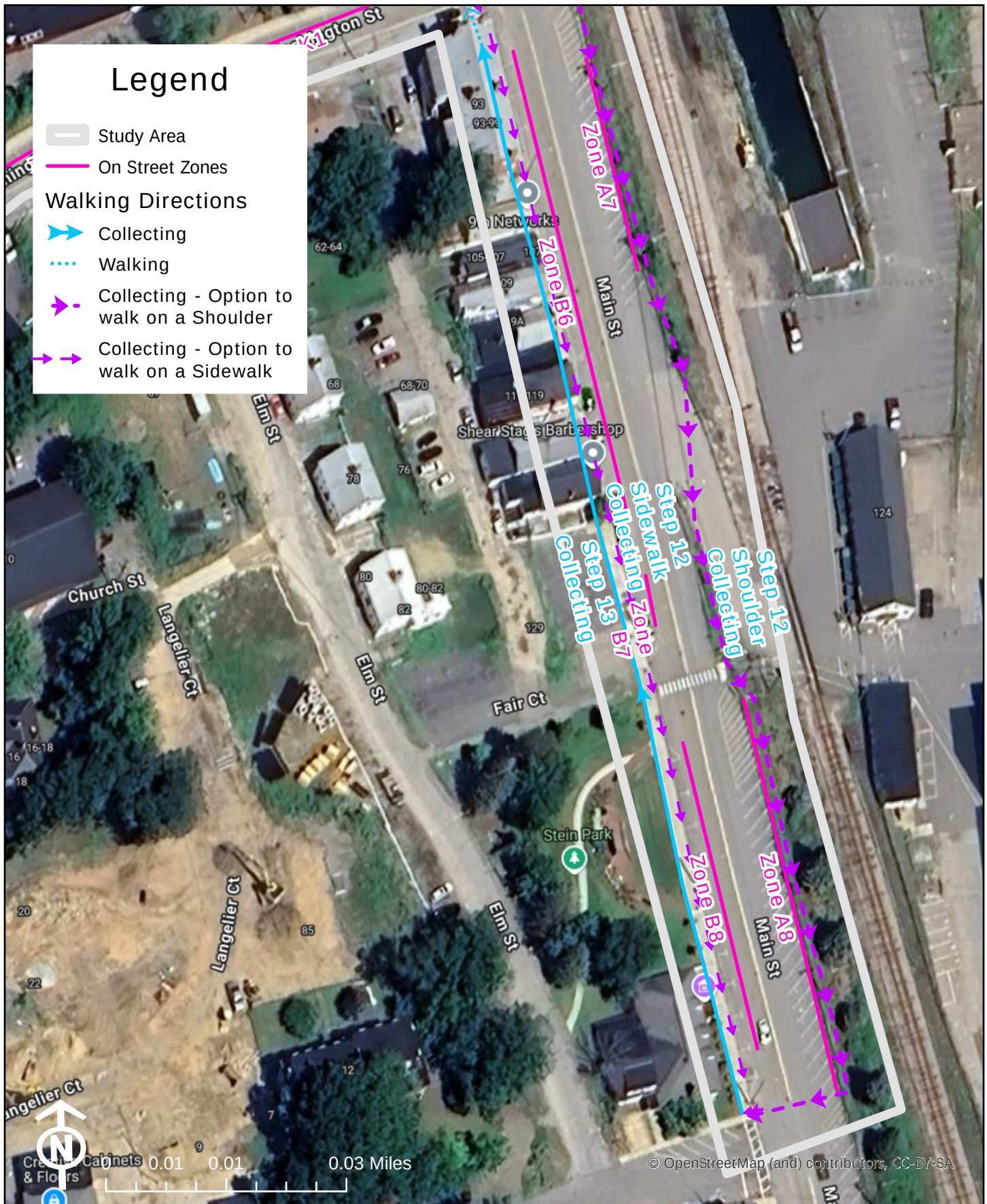
Route B

Step 12C: Continue collecting the angled spaces on the side of Main St that is closest to the train tracks.



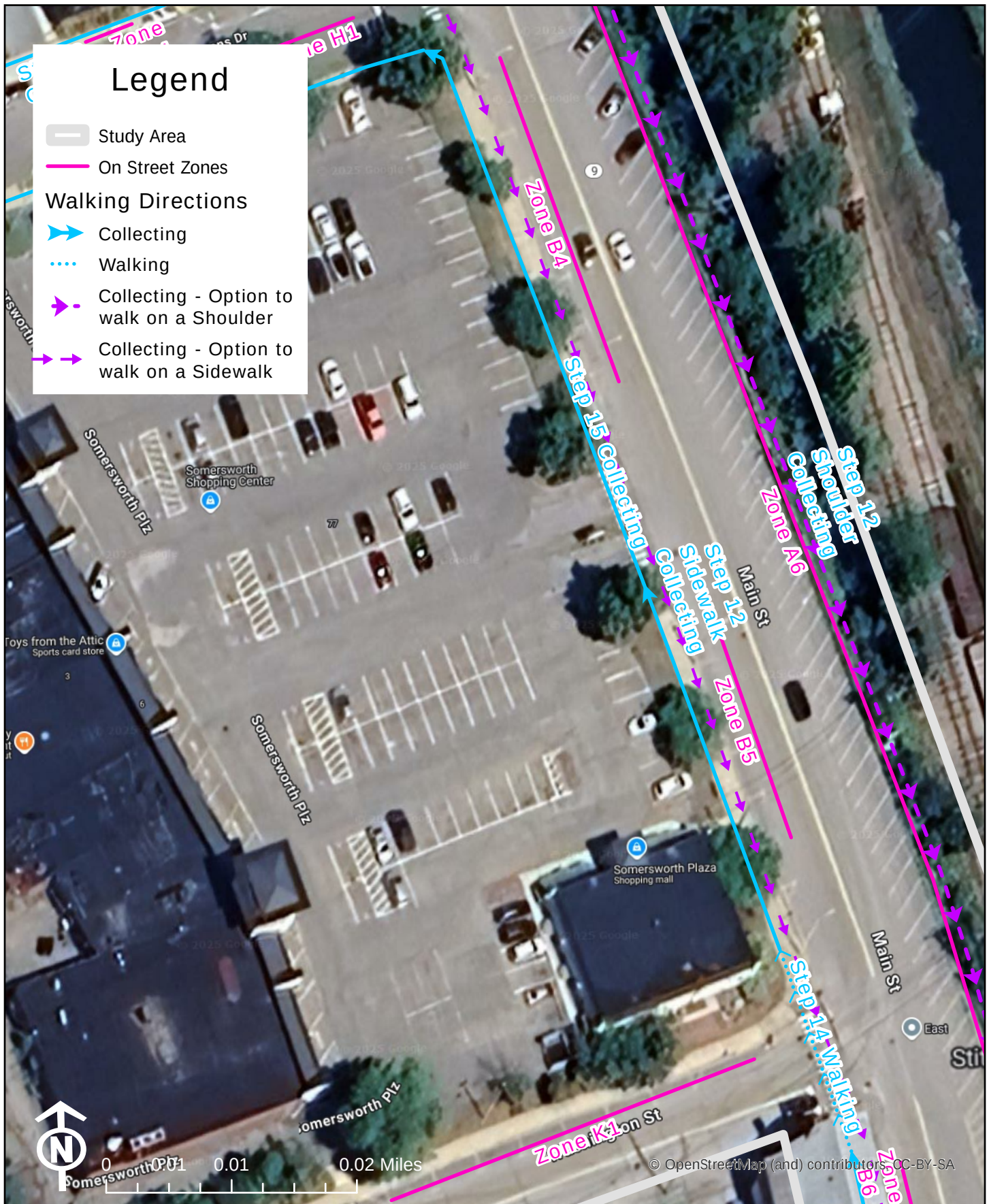
Route B

Step 13: Collect the parallel spaces along Main St as you walk toward City Hall



Route B

Step 14: Cross Washington St
Step 15: Collect along Main St to John Parsons Dr



Route B

Data collection date: _____

Route B is less hilly than the other Routes, but has more parking spaces.

You Are On	Spot ID	Limits	8-9AM	9-10Am	10-11AM	11-12PM	12-1 PM	1-2PM	2-3PM	3-4PM	4-5PM	5-6PM
Government Way	Exit City Hall on Government Way. Turn right and walk to the corner of the building. Turn back toward High St and begin collecting toward Station St.											
	J1.1	UNK										
	J1.2	UNK										
	J1.3	UNK										
	J1.4	UNK										
	J1.5	UNK										
	J1.6	UNK										
Station St	At the Station St intersection, cross Government Way & Station St. Collect spaces on the left side of Station St.											
	E2.1	A										
	E2.2	A										
	E2.3	A										
	E1.1	A										
	E1.2	A										
	E1.3	A										
Main St	At the intersection with Main St, turn left and start with the ADA space in front of you. Proceed toward High St.											
	B2.1	ADA										
	B2.2	ADA										
	B1.1	2H										
	B1.2	2H										
	B1.3	2H										
	B1.4	2H										
	B1.5	2H										
	B1.6	2H										
	B1.7	2H										
	B1.8	2H										
	B1.9	2H										
	B1.10	2H										
	B1.11	2H										

Route B

Data collection date: _____

Route B is less hilly than the other Routes, but has more parking spaces.

You Are On	Spot ID	Limits	8-9AM	9-10Am	10-11AM	11-12PM	12-1 PM	1-2PM	2-3PM	3-4PM	4-5PM	5-6PM
	B1.12	2H										
	B1.13	2H										
	B1.14	2H										
	At the end of the row, turn around and return to Station Street.											
Station St	Cross Station St and turn right. Collect parking along Station St continuing toward Government Way.											
	F1.1	2H										
	F1.2	2H										
	F1.3	2H										
	F2.1	2H										
	F2.2	2H										
	F2.3	2H										
Government Way	At the intersection with Government Way, turn left and collect along the Post Office side of the street.											
	G1.1	15M										
	G1.2	15M										
	G1.3	15M										
	G1.4	15M										
	G2.1	15M										
	G2.2	15M										
John Parsons Dr	Turn left onto John Parsons Dr and collect as you walk toward Main St.											
	G4.1	2He										
	G4.2	2He										
	G4.3	2He										
	G3.1	2He										
	G3.2	2He										
	G3.3	2He										

Route B

Data collection date: _____

Route B is less hilly than the other Routes, but has more parking spaces.

You Are On	Spot ID	Limits	8-9AM	9-10Am	10-11AM	11-12PM	12-1 PM	1-2PM	2-3PM	3-4PM	4-5PM	5-6PM
Main St	Turn left onto Main St and collect until you reach Station St.											
	B3.1	2H										
	B3.2	2H										
	B3.3	2H										
	B3.4	2H										
	B3.5	2H										
	B3.6	2H										
Main St	Cross Main St (Important: There is no crosswalk. Use caution.) and turn right. Collect along the river side of Main St											
	A4.1	2H										
	A4.2	2H										
	A4.3	2H										
	A5.1	2H										
	A5.2	2H										
	A5.3	2H										
	A5.4	2H										
	At this point, the sidewalk ends. You may choose to stay on this side of Main St or cross back to the sidewalk.											
(No Sidewalk)	The followind spaces are the angled spaces on the mill/river side of Main St.											
	A6.1	A										
	A6.2	A										
	A6.3	A										
	A6.4	A										
	A6.5	A										
	A6.6	A										
	A6.7	A										
	A6.8	A										
	A6.9	A										
	A6.10	A										
	A6.11	A										

Route B

Data collection date: _____

Route B is less hilly than the other Routes, but has more parking spaces.

You Are On	Spot ID	Limits	8-9AM	9-10Am	10-11AM	11-12PM	12-1 PM	1-2PM	2-3PM	3-4PM	4-5PM	5-6PM
Main St	The previous space had a telephone pole in front of it.											
	A6.12	A										
	A6.13	A										
	A6.14	A										
	A6.15	A										
	A6.16	A										
	A6.17	A										
	A6.18	A										
	A6.19	A										
	A6.20	A										
Main St (No Sidewalk)	A6.21	A										
	A6.22	A										
	The previous space had a telephone pole and is across from the parking lot entrance.											
	A6.23	A										
	A6.24	A										
	A6.25	A										
	A6.26	A										
	A6.27	A										
	A6.28	A										
	A6.29	A										
	A6.30	A										
	A6.31	A										
	A6.32	A										
	A6.33	A										
	At the next space, there should be a telephone pole and a utility box labeled 6006											
	A6.34	A										
	A6.35	A										
	A6.36	A										
	A6.37	A										
	A6.38	A										
	A6.39	A										
	A6.40	A										

Route B

Data collection date: _____

Route B is less hilly than the other Routes, but has more parking spaces.

You Are On	Spot ID	Limits	8-9AM	9-10Am	10-11AM	11-12PM	12-1 PM	1-2PM	2-3PM	3-4PM	4-5PM	5-6PM
	A6.41	A										
	A6.42	A										
	A6.43	A										
	A6.44	A										
	A6.45	A										
	A6.46	A										
	A6.47	A										
	A6.48	A										
You should be just past Washington St, at a break in parking for a fire hydrant.												
Main St (No Sidewalk)	A7.1	2H										
	A7.2	2H										
	A7.3	2H										
	The previous space had a telephone pole in front of it.											
	A7.4	2H										
	A7.5	2H										
	A7.6	2H										
	A7.7	2H										
	A7.8	2H										
	A7.9	2H										
	A7.10	2H										
	A7.11	2H										
	There is a telephone pole at the line between these two spaces.											
	A7.12	2H										
	A7.13	2H										
	A7.14	2H										
	A7.15	2H										
	Threrre is a gap in parking. Collection resumes on the far side of the Aclara pedestrian entrance.											
	A8.1	UNK										
	A8.2	UNK										
	A8.3	UNK										
	A8.4	UNK										

Route B

Data collection date:

Route B is less hilly than the other Routes, but has more parking spaces.

You Are On	Spot ID	Limits	8-9AM	9-10Am	10-11AM	11-12PM	12-1 PM	1-2PM	2-3PM	3-4PM	4-5PM	5-6PM
	A8.5	UNK										
	A8.6	UNK										
	A8.7	UNK										
	A8.8	UNK										
	A8.9	UNK										
	A8.10	UNK										
	The previous space had a telephone pole in front of it.											
	A8.11	UNK										
	A8.12	UNK										
	A8.13	UNK										
Main St (No Sidewalk)	A8.14	UNK										
	A8.15	UNK										
	A8.16	UNK										
	There is a telephone pole at the line between these two spaces.											
	A8.17	UNK										
	A8.18	UNK										
	A8.19	UNK										
	A8.20	UNK										
	A8.21	UNK										
	A8.22	UNK										
	A8.23	UNK										
	Stop at the intersection with Fayette St. If you are on the Aclara side of the road, cross back to the sidewalk.											

Route B

Data collection date: _____

Route B is less hilly than the other Routes, but has more parking spaces.

You Are On	Spot ID	Limits	8-9AM	9-10Am	10-11AM	11-12PM	12-1 PM	1-2PM	2-3PM	3-4PM	4-5PM	5-6PM
Main St	Start at the space on Main St closest to Fayette St. Proceed back toward City Hall.											
	B8.1	UNK										
	B8.2	UNK										
	B8.3	UNK										
	B8.4	UNK										
	B8.5	UNK										
	B8.6	UNK										
	B8.7	UNK										
	B8.8	UNK										
	B8.9	UNK										
	B8.10	UNK										
	There is a gap for a crosswalk, followed by one single parking space.											
	B7.1	UNK										
	Then a gap for a commercial driveway.											
Main St	B6.1	2H										
	B6.2	2H										
	B6.3	2H										
	B6.4	2H										
	B6.5	2H										
	B6.6	2H										
	B6.7	2H										
	B6.8	2H										
	B6.9	2H										
	B6.10	2H										
	B6.11	2H										
	B6.12	2H										
	B6.13	2H										
	Cross Washington St.											
	B5.1	A										
	B5.2	A										
	B5.3	A										

Route B

Data collection date:

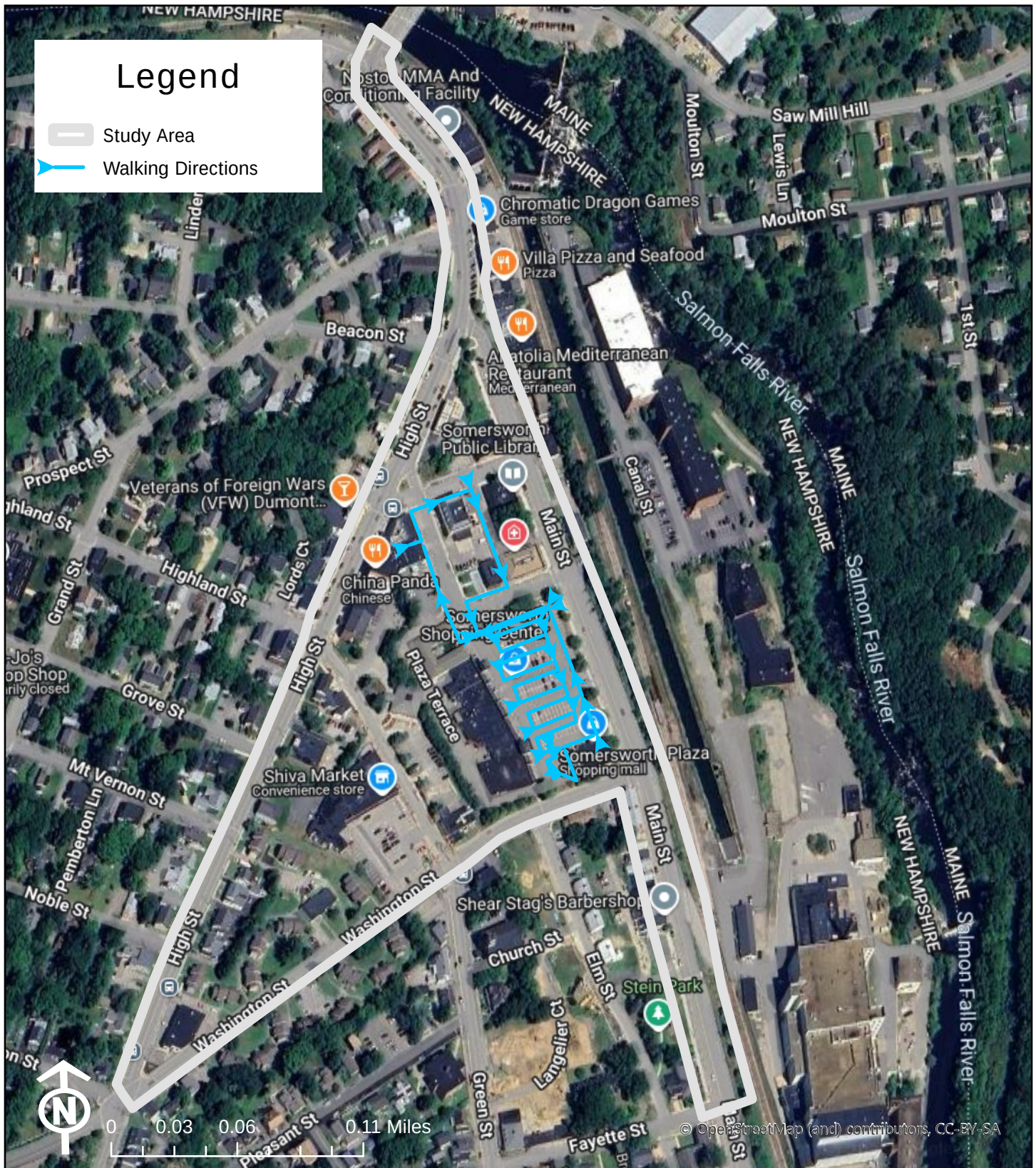
Route B is less hilly than the other Routes, but has more parking spaces.

You Are On	Spot ID	Limits	8-9AM	9-10Am	10-11AM	11-12PM	12-1 PM	1-2PM	2-3PM	3-4PM	4-5PM	5-6PM
	B5.4	A										
	B5.5	A										
	Cross the entrance to the parking lot.											
	B4.1	A										
	B4.2	A										
	B4.3	A										
	B4.4	A										
	B4.5	A										
	B4.6	A										
John Parsons Dr & Government Way	At the intersection of John Parsons Dr, turn left and collect parking.											
	H1.1	2He										
	H1.2	2He										
	H2.1	2He										
	H2.2	2He										
	At the intersection of Government Way, cross to the City Hall side of the street and turn right.											
	J2.1	2H										
	This is the end of the parking on the route. You should be just outside of City Hall.											
	If you still have time in your hour, please take a moment to note any observations you made during your											

Route C

This route covers the two main parking lots. It is the least walking and the flattest route. It keeps data collectors in view of city hall the entire time.

Length: 0.6 mile
Elevation Increase: 7ft
Elevation Decrease: 16ft



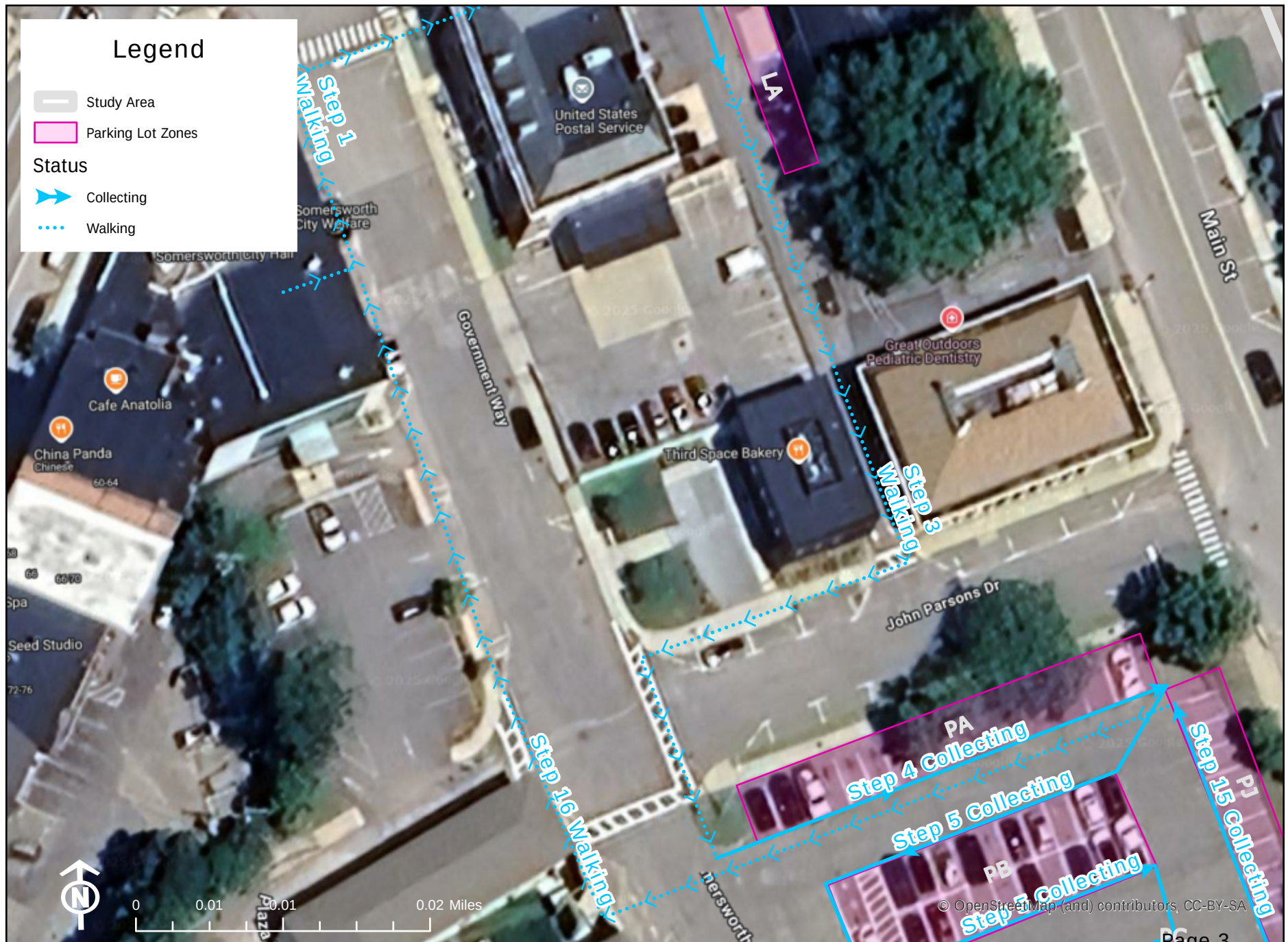
Route C

Step 1: Exit City Hall and follow Government Way and Station St to the Library Lot
Step 2: Collect the parking spaces along the back of the Library Building



Route C

Step 3: Walk through the parking area and driveway to John Parsons Dr. Proceed to the corner of the Plaza Parking Lot where the stop sign is.



Route C

Step 4: Collect parking in zone PA along the perimeter of the lot along John Parsons Dr. Stop at the corner and turn around.

Step 5: Collect the first aisle (zone PB) of parking in a horseshoe shape, turning around near the building.



Route C

Step 6: Repeat the horseshoe shape around zone PC



Route C

Step 7: Repeat the horseshoe shape around zone PD



Route C

Step 8: Repeat the horseshoe shape around zone PE

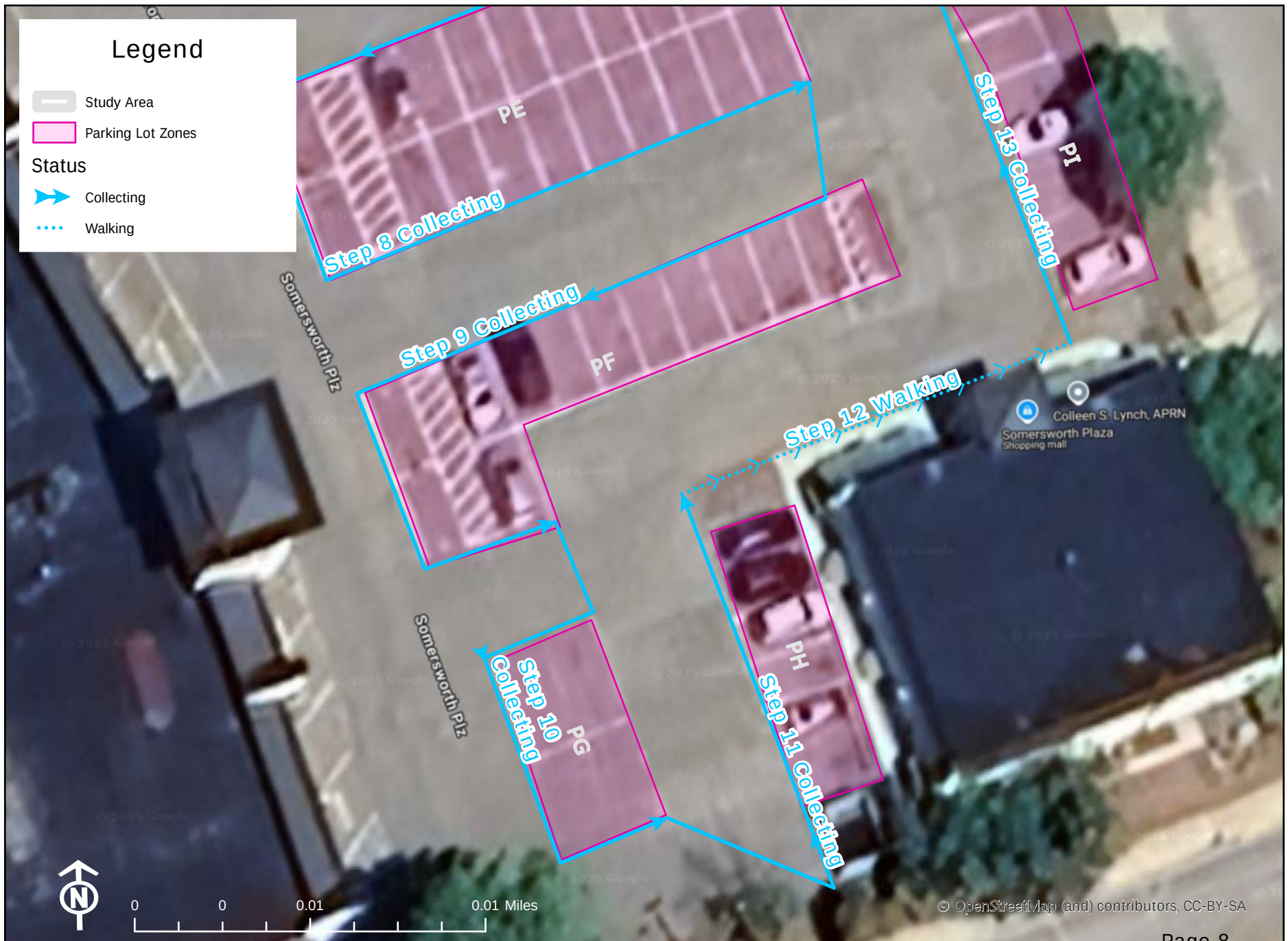


Route C

Step 9: Repeat the horseshoe shape around zone PF

Step 10: Repeat the horseshoe shape around zone PG

Step 11: Approach the dumpster adjacent to the medical building, collect parking along the side of the building



Route C

Step 12: Cross the front of the building

Step 13: Collect parking along the perimeter of the lot to the entrance



Route C

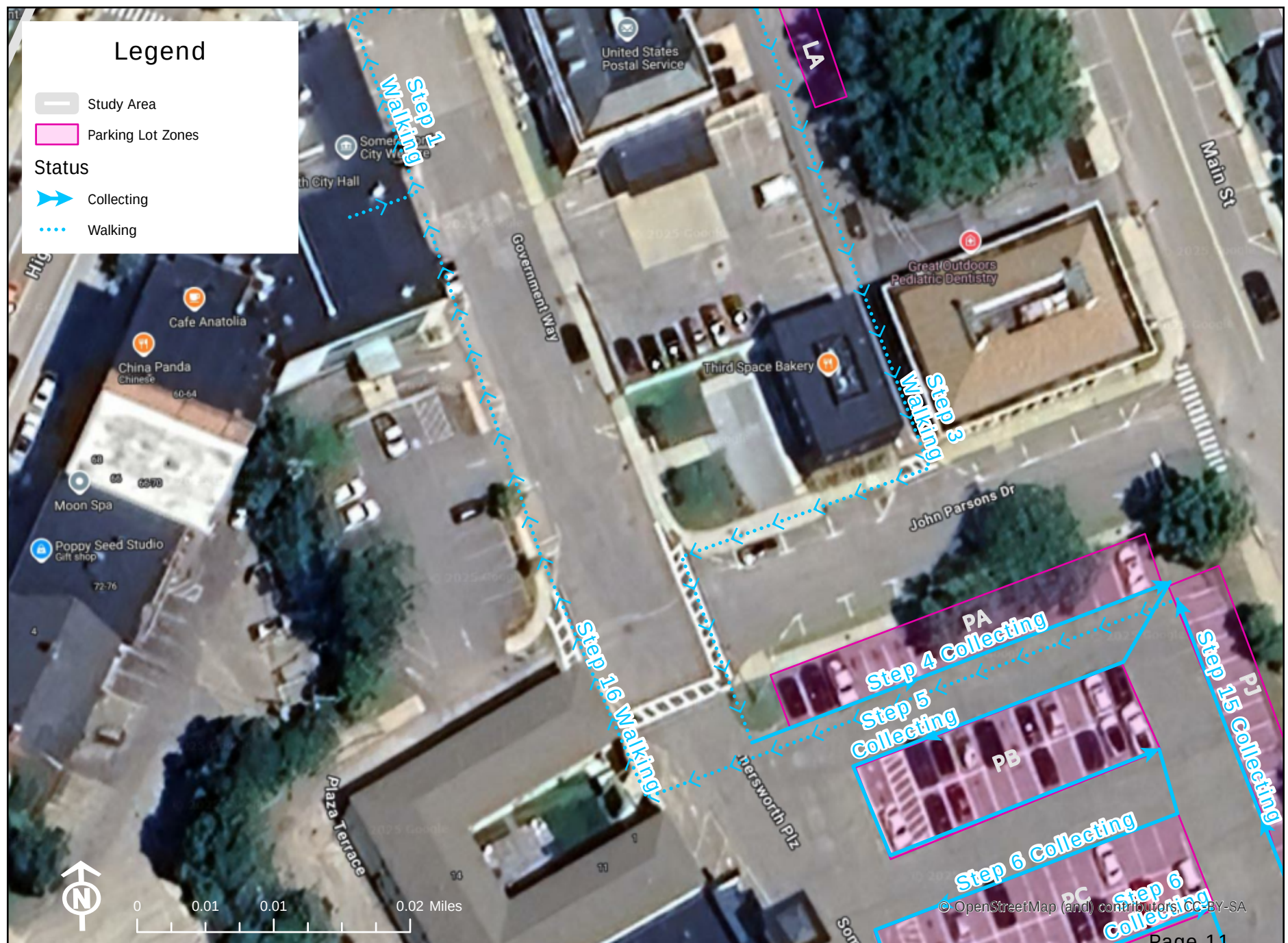
Step 14: Cross the entrance

Step 15: Collect the parking on the perimeter of the lot along Main St to the corner



Route C

Step 16: Return to City Hall



Route C - Parking Lots

Data collection date: _____

Route C consists of two parking lots
both are very close to City Hall.

Yo u Ar e		Spot ID	Limits	8-9AM	9-10Am	10-11AM	11-12PM	12-1PM	1-2PM	2-3PM	3-4PM	4-5PM	5-6PM
Exit City Hall on Government Way. Turn left and go to Station St. Cross Government Way, and walk down Station St to the back of the Library (reference image 1)													
Library Lot	LA.1												
	LA.2												
	LA.3												
	LA.4	ADA											
	LA.5												
	LA.6												
After fininshing data collection in the Library lot, proceed straight between the buildings to John Parsons Drive. Turn right, walk up to the cross walk, and cross over to the parking lot.													
PA	Starting at the space closest to the building and the stop sign,												
	PA.1	T											
	PA.2	T											
	PA.3	T											
	PA.4	T											
	PA.5	T											
	PA.6	T											
	PA.7	T											
	PA.8	T											
	PA.9	T											
	PA.10	T											
	PA.11	T											
	PA.12	T											

Library Lot (LA)

Data collection in the library lot begins in the space closeset to Station St and the Library, and proceeds further into the lot.
Only collect the spaces along the library.

Plaza Lot (PA)

Data collection in the plaza lot begins in the space closeset to the stop sign and goes along John Parsons Drive to the far corner. At the corner, you'll turn back toward the middle and collect each row in a horseshoe shape so that each page starts with you facing the building.

Reference Image



Route C - Parking Lots

Data collection date: _____

Route C consists of two parking lots
both are very close to City Hall.

Yo u Ar e												
	Spot ID	Limits	8-9AM	9-10Am	10-11AM	11-12PM	12-1PM	1-2PM	2-3PM	3-4PM	4-5PM	5-6PM
At the end of row PA, go to the corner of the row to your right and turn to face the building. Confirm you are looking at row PB and collect parking in a horseshoe ending far from the building.												
PB	PB.1	P										
	PB.2	P										
	PB.3	P										
	PB.4	P										
	PB.5	P										
	PB.6	3HR										
	PB.7	3HR										
	PB.8	3HR										
	PB.9	3HR										
	PB.10	3HR										
	PB.11	ADA										
	PB.12	ADA										
	PB.13	3HR										
	PB.14	3HR										
	PB.15	3HR										
	PB.16	3HR										
	PB.17	3HR										
	PB.18	P										
	PB.19	P										
	PB.20	P										
	PB.21	P										
	PB.22	P										

Reference Image
Collect along solid lines, walk on dashed lines



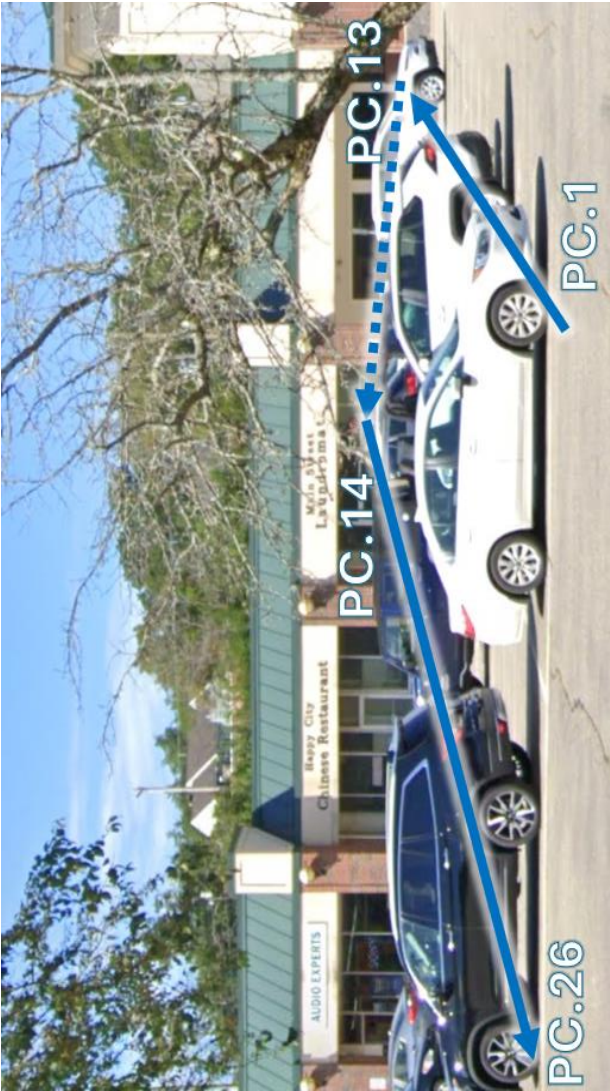
Route C - Parking Lots

Data collection date: _____

Route C consists of two parking lots
both are very close to City Hall.

You Are On		Spot ID	Limits	8-9AM	9-10Am	10-11AM	11-12PM	12-1PM	1-2PM	2-3PM	3-4PM	4-5PM	5-6PM
Turn to face the building. Confirm you are looking at row PC and collect parking in a horseshoe ending far from the building.													
PC	PC.1	P											
	PC.2	P											
	PC.3	P											
	PC.4	P											
	PC.5	P											
	PC.6	3HR											
	PC.7	3HR											
	PC.8	3HR											
	PC.9	3HR											
	PC.10	3HR											
	PC.11	3HR											
	PC.12	3HR											
	PC.13	ADA											
	PC.14	ADA											
	PC.15	3HR											
	PC.16	3HR											
	PC.17	3HR											
	PC.18	3HR											
	PC.19	3HR											
	PC.20	3HR											
	PC.21	3HR											
	PC.22	P											
	PC.23	P											
	PC.24	P											
	PC.25	P											
	PC.26	P											

Reference Image
Collect along solid lines, walk on dashed lines



Route C - Parking Lots

Data collection date: _____

Route C consists of two parking lots both are very close to City Hall.

You Are		Spot ID	Limits	8-9AM	9-10Am	10-11AM	11-12PM	12-1PM	1-2PM	2-3PM	3-4PM	4-5PM	5-6PM
Turn to face the building. Confirm you are looking at row PD and collect parking in a horseshoe ending far from the building.													
PD	PD.1	P											
	PD.2	P											
	PD.3	P											
	PD.4	P											
	PD.5	P											
	PD.6	P											
	PD.7	3HR											
	PD.8	3HR											
	PD.9	3HR											
	PD.10	3HR											
	PD.11	3HR											
	PD.12	ADA											
	PD.13	ADA											
	PD.14	3HR											
	PD.15	3HR											
	PD.16	3HR											
	PD.17	3HR											
	PD.18	3HR											
	PD.19	P											
	PD.20	P											
	PD.21	P											
	PD.22	P											
	PD.23	P											
	PD.24	P											

Reference Image

Collect along solid lines, walk on dashed lines



Route C - Parking Lots

Data collection date: _____

Route C consists of two parking lots both are very close to City Hall.

Yo u Ar e												
	Spot ID	Limits	8-9AM	9-10Am	10-11AM	11-12PM	12-1PM	1-2PM	2-3PM	3-4PM	4-5PM	5-6PM
Turn to face the building. Confirm you are looking at row PE and collect parking in a horseshoe ending far from the building.												
PE	PE.1	P										
	PE.2	P										
	PE.3	P										
	PE.4	P										
	PE.5	P										
	PE.6	3HR										
	PE.7	3HR										
	PE.8	3HR										
	PE.9	3HR										
	PE.10	3HR										
	PE.11	ADA										
	PE.12	ADA										
	PE.13	3HR										
	PE.14	3HR										
	PE.15	3HR										
	PE.16	3HR										
	PE.17	3HR										
	PE.18	P										
	PE.19	P										
	PE.20	P										
	PE.21	P										
	PE.22	P										

Reference Image
Collect along solid lines, walk on dashed lines



Route C - Parking Lots

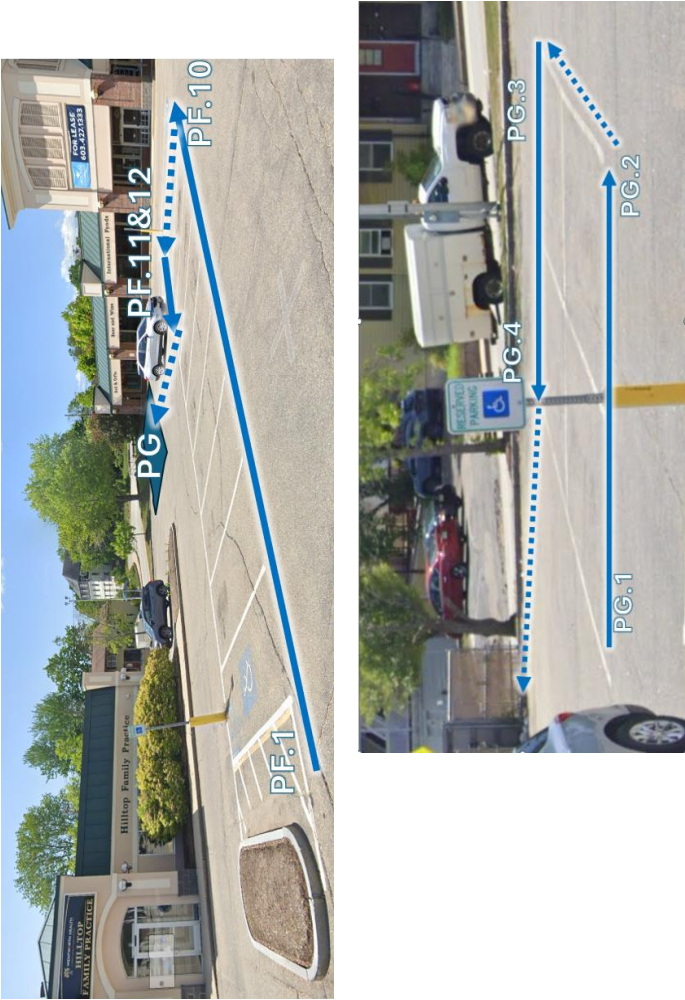
Data collection date: _____

Route C consists of two parking lots
both are very close to City Hall.

You Arrive		Spot ID	Limits	8-9AM	9-10Am	10-11AM	11-12PM	12-1PM	1-2PM	2-3PM	3-4PM	4-5PM	5-6PM
Turn to face the building. Confirm you are looking at row PF and collect parking in a horseshoe ending at space PF.12.													
PF	PF.1	ADA											
	PF.2	MC											
	PF.3	MC											
	PF.4	MC											
	PF.5	MC											
	PF.6	MC											
	PF.7	MC											
	PF.8	MC											
	PF.9	MC											
	PF.10	ADA											
	PF.11	ADA											
	PF.12	MC											
At space PF.12, turn around to find 4 spaces in row PG. Collect them in the same horseshoe pattern.													
PG	PG.1	MC											
	PG.2	MC											
	PG.3	MC											
	PG.4	MC											

Reference Image

Collect along solid lines, walk on dashed lines



Route C - Parking Lots

Data collection date: _____

Route C consists of two parking lots
both are very close to City Hall.

You Arrive			Spot ID	Limits	8-9AM	9-10Am	10-11AM	11-12PM	12-1PM	1-2PM	2-3PM	3-4PM	4-5PM	5-6PM
After finishing row PG, turn around to face the Hilltop Family Practice building. Locate the parking space closest to the dumpster next to the building. This is the beginning of PH.														
PH	PH.1	MC												
	PH.2	MC												
	PH.3	MC												
	PH.4	MC												
	PH.5	MC												
	PH.6	MC												
At the end of row PH, continue across the front of the building toward Main St to collect PI along the edge of the parking lot.														
PI	PI.1	MC												
	PI.2	MC												
	PI.3	MC												
	PI.4	MC												
	PI.5	MC												
	PI.6	MC												
	PI.7	MC												

Reference Image

Collect along solid lines, walk on dashed lines



Route C - Parking Lots

Data collection date: _____

Route C consists of two parking lots
both are very close to City Hall.

You Arrive	Spot ID	Limits	8-9AM	9-10Am	10-11AM	11-12PM	12-1PM	1-2PM	2-3PM	3-4PM	4-5PM	5-6PM
	Cross the Parking Lot Entrance and continue collecting the final row in the lot											
PJ	PJ.1	A										
	PJ.2	A										
	PJ.3	A										
	PJ.4	A										
	PJ.5	A										
	PJ.6	A										
	PJ.7	A										
	PJ.8	A										
	PJ.9	A										
	PJ.10	T										
	PJ.11	T										
	PJ.12	T										
	PJ.13	T										
	PJ.14	T										
	PJ.15	T										
	PJ.16	T										
This is the end of the parking on the route. You should be back at the end of row PA. You can now return to City Hall.												
If you still have time in your hour, please take a moment to note any observations you made during your survey route.												

Reference Image
Collect along solid lines, walk on dashed lines



Appendix D – Raw Data

Raw data are difficult to format for effective reading and have been provided to City staff for review.