

MANCHESTER STRATEGY OPTIONS

INITIATIVE	PROS	CONS
Standardize marking of parking and no parking areas on-street	<ul style="list-style-type: none"> Reduces unsafe practices Makes the area more welcoming to outside visitors Regulations are already in place 	<ul style="list-style-type: none"> Significant cost May displace some existing parkers Will still require enforcement
Evaluate time limit assignments	<ul style="list-style-type: none"> Current assignments can be confusing, lack predictability Can be adjusted to reflect emerging development Opportunity to get community agreement before enacting 	<ul style="list-style-type: none"> Current time limits are 'tuned' to adjacent businesses May create initial confusion with long-time residents Will still require enforcement
Adopt on-street ADA policies for commercial districts	<ul style="list-style-type: none"> Improves accessibility Expands the supply of ADA spaces 	<ul style="list-style-type: none"> Could reduce curbside capacity May not be needed on every block
Create on-street Parking Permit Program	<ul style="list-style-type: none"> Creates a mechanism for employee & resident parking Relatively low cost 	<ul style="list-style-type: none"> Will require enforcement if implemented Could increase traffic through neighborhoods
Create a parking benefit district	<ul style="list-style-type: none"> Provides a mechanism for paying for local improvements Ensures funds stay in the neighborhood 	<ul style="list-style-type: none"> Not all revenues can automatically go into the district Dependent on mechanisms to collect funds
Promote shared parking agreements between parties to create 'public' parking	<ul style="list-style-type: none"> Makes the most use out of existing assets Creates resources, pedestrian traffic Low or no cost way to expand capacity Could help mitigate operating costs 	<ul style="list-style-type: none"> Would require amendment to local code May require significant physical improvements Still requires a third-party to broker Does require participation from both parties
Introducing 'in lieu' payment option to Zoning Ordinance	<ul style="list-style-type: none"> Creates funds for parking/traffic improvements Allows for waivers without putting onus on the public Allows developers to maximize footprint 	<ul style="list-style-type: none"> Places onus on City to build more parking assets Would require additional zoning revisions Can be a barrier to development
Evaluate strategic public parking asset development	<ul style="list-style-type: none"> Creates a catalyst to support growth/redevelopment Gives new visitors to the area a clear place to go Could serve a land-banking function 	<ul style="list-style-type: none"> Not the highest, best use of land May require eminent domain process to assemble plots Diverts funds that could be used for other projects
Institute "Fee for Use" Pilot for on-street parking	<ul style="list-style-type: none"> Will increase turnover Provides incentive to use off-street parking Creates a revenue stream to fund other options Creates incentive for alternative transportation 	<ul style="list-style-type: none"> Can create a barrier to patronage Would require enforcement if implemented Would require identification of off-street options Cost and time intensive to implement