AGENDA

Multi-Modal Transportation Analysis
Economics, Land Use, and Development Analysis
Steering Committee Discussion and Feedback
Project Website
courb.com/manchester

- Lots of **detailed comments** and recommendations for transportation and infrastructure

- **Other big picture ideas and concerns:** connections to surrounding neighborhoods, Gaslight District, need for community development activities, excitement about existing bus system
Stakeholder Interviews

- In-depth conversations with property owners, developers, employers, city staff, and others
- Agree with opportunity in **Willow Street** corridor
- Concern about **feasibility of redevelopment:** high cost of land, high cost of construction
- Need to invest in **access and connectivity**—BUILD Grant, Millyard parking
ROADWAY NETWORK: Regionally focused, locally hazardous
Bicycle and Pedestrian Traffic Crashes: 2015–2017

Key intersections surrounding the study area have clusters of pedestrian and bicycle crashes

- Queen City Street and Granite Street are built to highway scale and barriers crossing the river
- Willow Street
Granite Street: Existing Conditions

- 100 feet roadway / 120 ft ROW
- 6-8 lanes (with turning)
- Heavy peak period commuter traffic, light midday and evening traffic
- No bicycle facilities
- Wide sidewalks
- No pedestrian refuge at crossings
- Reduced crosswalks
Redesign for Multimodal Use
Road Diets / Bike Lane
Road Diets

BEFORE

AFTER

Install Pedestrian Islands
Road Diets

East Blvd Before

East Blvd After
Granite Street
Potential Strategies

- Curb extensions
- Replaced crosswalk at eastern leg of Granite Street at Commercial Street
Enhance Roadway Connectivity

- New connections across the tracks
- New connections within the redevelopment area to open up parcels
PEDESTRIAN NETWORK: Disconnected Challenging, Unattractive
PEDESTRIAN NETWORK: Disconnected Challenging, Unattractive
BICYCLE FACILITIES: Limited Network Connectivity, High Stress
Opportunities to enhance connectivity, safety and comfort
Elm Street: Add protected bike lanes

South of West Auburn Street

Elm Street Today

North of West Auburn Street

Elm Street Today
Elm Street: Add protected bike lanes

South of West Auburn Street

Elm Street Today

Elm Street Tomorrow

North of West Auburn Street

Elm Street Today

Elm Street Tomorrow
<table>
<thead>
<tr>
<th>Route #</th>
<th>Route Description</th>
<th>Wkdy Peak Frequency</th>
<th>Wkdy Off-Peak Frequency</th>
<th>Weekday Span</th>
<th>Weekend Span</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Dartmouth / VA Hospital</td>
<td>45 min</td>
<td>45 min</td>
<td>7:15am–5:55pm</td>
<td>10:30am–5:55pm</td>
</tr>
<tr>
<td>2</td>
<td>Hanover Street / East Industrial Park</td>
<td>60 min</td>
<td>60 min</td>
<td>5:30am–6:25pm</td>
<td>9:30am–4:55pm</td>
</tr>
<tr>
<td>3</td>
<td>Brown Ave / Manchester-Boston Regional Airport</td>
<td>60 min</td>
<td>60 min</td>
<td>5:25am–6:25pm</td>
<td>n/a</td>
</tr>
<tr>
<td>4</td>
<td>Commerce Drive / Target</td>
<td>120 min</td>
<td>45 min</td>
<td>7:45am–5:55pm</td>
<td>n/a</td>
</tr>
<tr>
<td>5</td>
<td>River Road / SNHU</td>
<td>45min, 75min</td>
<td>45min, 75min</td>
<td>7:00am–9:35pm</td>
<td>9:45am–5:40pm</td>
</tr>
<tr>
<td>6</td>
<td>Bremer Street / Mast Road</td>
<td>60 min</td>
<td>60 min</td>
<td>5:30am–6:25pm</td>
<td>9:30am–5:25pm</td>
</tr>
<tr>
<td>7</td>
<td>Bedford Grove Plaza / Second St</td>
<td>45min, 75min</td>
<td>45min, 75min</td>
<td>7:00am–5:55pm</td>
<td>9:40am–4:25pm</td>
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<tr>
<td>8</td>
<td>South Willow Street / Mall of New Hampshire</td>
<td>60 min</td>
<td>60 min</td>
<td>5:30am–6:25pm</td>
<td>9:30am–5:25pm</td>
</tr>
<tr>
<td>9</td>
<td>Elliot Hospital / E. Side Plaza</td>
<td>120 min</td>
<td>120 min</td>
<td>8:00am–4:30pm</td>
<td>n/a</td>
</tr>
<tr>
<td>10</td>
<td>Valley Street / Mall of New Hampshire</td>
<td>60 min</td>
<td>60 min</td>
<td>6:30am–6:25pm</td>
<td>9:30am–5:25pm</td>
</tr>
<tr>
<td>11</td>
<td>Front Street / Hackett Hill Road</td>
<td>60 min</td>
<td>60 min</td>
<td>6:30am–9:25pm</td>
<td>10:30am–5:25pm</td>
</tr>
<tr>
<td>12</td>
<td>South Beech Street / Mall of New Hampshire</td>
<td>60 min</td>
<td>60 min</td>
<td>6:00am–5:55pm</td>
<td>10:00am–5:55pm</td>
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<tr>
<td>21</td>
<td>Concord Express–Zipline</td>
<td>120 min</td>
<td>120 min</td>
<td>6:30am–6:25pm</td>
<td>10:00am–4:55pm</td>
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<tr>
<td>22</td>
<td>Nashua Express–Zipline</td>
<td>120 min</td>
<td>120 min</td>
<td>7:30am–6:25pm</td>
<td>9:30am–4:25pm</td>
</tr>
<tr>
<td>41</td>
<td>The Green DASH</td>
<td>30 min</td>
<td>30 min</td>
<td>8:20am–9:50pm</td>
<td>n/a</td>
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TRANSIT NETWORK: Small Changes / Big Impacts
Small Changes / Big Impact: Enhancing Sidewalks on South Commercial Street
Quick Wins

- Streets that encourage slower speeds
- Streets that are easier to cross, including to access transit stops
- Increased walking and bicycling to and within downtown
- A connected network of comfortable bicycle facilities
- Improved access to transit and fewer detours for transit riders
- Streets that support access to retail and increased sales
- A walkable downtown that attracts new workers and residents
- Streets that are interesting and comfortable to walk along
- Enhanced mobility for downtown neighborhoods
- Connections to the regional trail system
Pedestrian Safety Concerns

Low-Cost Pedestrian Safety Solutions
The effect of vehicle speed on pedestrian injuries and fatalities

<table>
<thead>
<tr>
<th>Speed Limit</th>
<th>Chance of Pedestrian Fatality or Severe Injury</th>
</tr>
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<tbody>
<tr>
<td>20 mph</td>
<td>15%</td>
</tr>
<tr>
<td>30 mph</td>
<td>50%</td>
</tr>
<tr>
<td>40 mph</td>
<td>80%</td>
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</tbody>
</table>

Distance from crosswalk:
- 0' to 200' (20 mph): 5%
- 0' to 300' (30 mph): 40%
- 0' to 300' (40 mph): 50%

Source: Table 3-3 AASHTO Greenbook, 2011 and Impact Speed on a Pedestrian’s Risk of Severe Injury or Death, AAA Foundation for Traffic Safety, September 2011, pg 12
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Significant Assets in the Study Area

- A downtown grocery store!
- Range of housing types—riverfront condos, downtown one-beds, micro-units!
- Recognition of the need to invest in access and connectivity (BUILD Grant)
- Major employment base in walking distance
- Energy and momentum around downtown and placemaking
Development Projects in Pipeline

- **252 Willow St renovation**: 60 residential units, live-work capacity, commercial first floor
- **379-409 Elm Street redevelopment**: retail/office space, 90 market rate residential
- **1195-125 Elm St renovation**: café/diner on first floor, 33 units, public storage facility in basement, includes 24 parking spaces, adjacent to Pearl Street parking lot
- **S Elm St renovation**: 23 units one beds and studios to serve as workforce housing, bus service as asset
Varied scale of parcels, difficult access, and topography requires an improved urban framework of walkable streets and blocks.
OPPORTUNITY #1: Continued Redevelopment Along Elm Street Corridor

- Occurring to north and south of study area as part of legible corridor, CBD zoning
- Possibly limited by high land acquisition costs
- Opportunity to leverage complete streets improvements to Elm St
Zoning is largely appropriate, but refinements to the site plan regulations may help achieve redevelopment goals.
OPPORTUNITY #2:
Trail-Oriented Development and the Willow Street Area

- Legacy industrial parcels with less grade change
- Catalytic development at 252 Willow
- Need for access to Elm Street and trail corridor, accommodate a range of housing types and scales
- Site plan regulations to set standards for trail-oriented development: orientation to trail, circulation
Desire Lines for Connections, Residential Amenity, Connections
Gaslight District is still light industrial, but emergent entertainment area.

- Dining, night clubs, artist studios
- Bank parcel and Granite and Elm as key opportunity—also identified by Master Plan
OPPORTUNITY #3:
Place-making in Gaslight District to Support Reinvestment

- Work with owners to restore historic details, develop signage
- Lighting, sidewalk repair
- More walkable connections across Granite and Elm Street; district-wide improvements
OPPORTUNITY #3: Place-making in Gaslight District to Support Reinvestment

- Opportunities for renovation that takes advantage of upper floors and rooftops—great scale for views and entertainment
- Interim location for street festivals and block parties
District-scale parking and transit are prerequisite for higher-value development.
OPPORTUNITY #4: Office and Innovation Uses

- Extending character and branding of the Millyard through Gaslight and up to S. Elm
- Enabling higher-intensity use of Millyard spaces
Scenario Study: Considerations

- Where is revitalization conceivable & desirable?
- What are our infrastructure priorities?
- What are our rail station options?
- What are the development density and land use mix possibilities?
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Potential Areas of Revitalization
Potential Transportation Network Priorities
Potential Transportation Network Priorities

Figure 7: Manchester, NH BUILD Grant Application Project Components
Rail Station Possibility: North
Rail Station Possibility: Center
Rail Station
Possibility: South
Public Charette

Discussion of location, date, time

- Make this YOUR plan
- Evaluate alternatives
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Reference Slides
The Economic Environment is Favorable

- City and regional unemployment rate under 3%
- Hillsborough county has added 20,000 jobs since 2010
  - Strong sector growth in health care, professional and business services, wholesale and retail trade, information technology
  - Manufacturing employment has been stable
- Manchester has been a player in Hillsborough’s employment growth
  - Added 7,500 jobs 2010-2018
- Region is expected to continue economic growth
  - SNHRC area will add 15,000 jobs in the decade
- Proximity to City’s major employment centers in downtown and Millyard
  - 1,700 diverse businesses in Millyard and downtown
  - 19,000 employees in Millyard and downtown
Housing is An Immediate Opportunity

- Downtown, Millyard+TOD study area have added over 500 units this decade (ESRI estimate) including rehab
- Nashua proposed station site has several hundred units in the pipeline
- Manchester has extremely low vacancy rate of 1%--would take 1000 units City-wide to bring vacancy rate to a normal 5%. Even in absence of growth;
Manchester Rents are Rising—there is sufficient demand to support market rate units

Median Gross Rental Cost

$1,500
$1,300
$1,100
$900
$700
$500
$300


All Units  2-Bedroom Units
Downtown is a unique neighborhood demographically.

- ACS 2017 estimates downtown population is 2,542 – with significantly more male residents than female.
- 65.9% of households live alone; 25% are 60+.
- Renter-occupied units are almost 90% of housing.
Demonstrated Support For Market Rate Units

- Over 500 units in pipeline in Bedford;
- Downtown and Millyard rehab projects performing well;
- Market demand is well established
  - In Millyard
  - Within study area
- Largest variables are:
  - Will large sites become available—Elliot holdings, MTA, WMUR
  - Will infrastructure improvements be realized
- Preliminary estimated range of units supportable is 500-750 units in next five years provided sites are available and infrastructure is upgraded