What is a Park and Ride?

Park and rides in New Hampshire are intermodal facilities or places where people arrive by one mode of transportation, convene with or separate from others, and leave by a different transportation mode, such as by carpool or bus. A park and ride may be as simple as a convenient location where commuters meet or a designated parking lot at a bus station. Like transit service, bike lanes or sidewalks, park and ride lots help increase the flexibility of the transportation system, allowing users more transport options to fit their lifestyle. Park and rides can also help users avoid excessive transportation costs.

Why Develop a Park and Ride?

There are many environmental, economic, and social benefits of developing park and ride facilities as part of a sustainable transportation system.

Park and Ride Benefits:

- Decrease in number of cars on the road
- Decrease in CO$_2$ and other harmful emissions
- Decrease in gas, toll, parking, and repair expenses
- Decrease in congestion and demand for parking
- Decrease in construction and maintenance cost for roads
- Decrease in need for future roadway expansion
- Decrease in air quality impacts from transportation projects

- Increase in access to work, education, and other opportunities
- Increase in efficiency of the transportation system
- Increase in multi-modal transportation options
- Increase in transit ridership and carpool formation
- Increase in transportation options in rural communities
- Increase in potential commuter incentives from employers

What is the Toolkit?

The Park and Ride Toolkit is a comprehensive report and tool set.

The Toolkit lays out the criteria and processes required to establish a park and ride facility that meets local and regional transportation needs. It is a guide and resource to drive the park and ride planning and implementation process forward in an efficient and organized manner.

In New Hampshire, there are over 30 state and municipal lots

Portsmouth Transportation Center Park and Ride

- NH commuters take public transit to work$^1$
- NH commuters carpool to work$^1$
- Emissions avoided per gallon by carpooling with just one other person$^2$

\[ <1\% \]

\[ 8\% \]

\[ 2.1 \text{ ft}^3 \]

\[ \text{CO}_2 \]

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$^1$‘Commuting Characteristics of Workers 16 years and older in NH. American Community Survey 5 year Estimates. 2009-2013.’

Park and Ride Toolkit Components

1 Getting Started: Park and Ride Overview
   Types of park and rides
   Park and rides as part of the transportation system
   Community engagement
   Introduction to funding
   Forms of ownership

2 Assessing Need, Demand, and Feasibility
   Determining the study area
   Identifying need
   Addressing political support
   Purpose and need statements
   Assessing demand
   Evaluating feasibility

3 Design: Conceptual to Final
   Generating leads
   Potential locations
   Design considerations
   Additional design elements
   Research and documentation
   Consider potential costs
   Site design/plan development overview
   Screening potential locations
   Resource impacts
   Alternatives analysis
   Time considerations
   Permitting overview
   Land acquisition

4 Preparing for Construction
   Process check-in
   Initiation with stakeholders
   State-owned property
   Municipally-owned property
   Joint-use opportunity
   Construction cost estimation
   NHDOT project development and process
   Legal considerations

5 Finalizing Agreements
   Responsibilities and agreements
   Maintenance plans
   Scope and scale of maintenance activities
   Cost considerations and estimations
   Law enforcement responsibilities and activities
   Liabilities and reducing/minimizing risk

6 Evaluation and Promotion
   Revisiting the purpose and need
   Monitoring park and ride facility use
   Evaluating multimodal connections
   Promoting and marketing

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