

AMENDED AGENDA

PARKING and TRAFFIC SAFETY COMMITTEE

8:00 A.M. – August 1, 2019

City Hall – Council Chambers

ON-SITE COMMITTEE: Please meet on Wednesday, July 31st at 8:00 a.m. in the upper parking lot at City Hall, 1 Junkins Avenue, to view the following locations:

- Hill Street
 - Little Harbor Road
-

I. CALL TO ORDER

II. ROLL CALL

III. ACCEPTANCE OF THE MINUTES

IV. FINANCIAL REPORT

V. PUBLIC COMMENT (15 MINUTES)

This is the time for all comments on any of the agenda items or non-agenda items.

VI. PRESENTATION

No presentation

VII. NEW BUSINESS

(No public comment during Committee discussion without Committee approval.)

- A. Hill Street parking. **Sample Motion: Move to prohibit parking on both sides of the public portion of Hill Street, between Bridge Street and Autumn Street.**
- B. Request for parking restrictions at the end of Little Harbor Road, by residents of Little Harbor Road. **Sample Motion: Move to refer to staff for observations and report back at future meeting.**
- C. Concerns with speeding vehicles on Little Harbor Road, by Shel Krasker. **Sample Motion: Move to refer to staff to collect data on vehicle volumes and speeds and report back at future meeting.**
- D. Change 15-minute space back to 3-hour space on Deer Street opposite High Street. **Sample Motion: Move to change time limit from 15 minutes to 3 hours for parking space on Deer Street opposite High Street.**
- E. Letter from Marc Stettner regarding dedicated motorcycle, moped and scooter parking. **Sample Motion: Move to refer to staff for report back at future meeting.**

VIII. OLD BUSINESS

- A. Request for loading zone on Vaughan Street for 111 Maplewood Avenue building, by the Kane Company. **Sample Motion: Move to approve loading zone on south side of Vaughan Street at the corner of Raynes Avenue, with hours of 6 AM to 9 AM.**
- B. Report back, proposed lane use changes at Congress Street and Fleet Street, and Pleasant Street at Market Square.

IX. INFORMATIONAL

- A. Neighborhood Parking Program, referral from City Council.
- B. Parking Principles Discussion.
- C. Funding for pedestrian-activated Rectangular Rapid Flashing Beacon (RRFB) on Dutton Avenue near Memorial Bridge parking lot.
- D. Quarterly Accident Report by Police Captain Mark Newport.
- E. PTS Open Action Items.

X. MISCELLANEOUS

XI. ADJOURNMENT

Unaudited

Percentage of Fiscal Year Complete 91.67%
--

Preliminary
Totals Thru
May 31, 2019

	Total	Budgeted	% of Budget
FY 19			
Parking Meter Fees	3,025,548.18	3,200,000.00	95%
Meter Space Rental	109,835.00	90,000.00	122%
Meter In Vehicle	120,411.00	110,000.00	109%
High Hanover Transient	2,120,562.93	2,400,000.00	88%
High Hanover Passes	1,427,065.00	1,645,500.00	87%
Foundry Place Transient	55,633.33	337,500.00	16%
Foundry Place Passes	164,300.00	126,700.00	130%
HH Pass Reinstatement	4,235.00	2,500.00	169%
Vaughan St Parking Facility	0.00	-	0%
Foundry Pass Reinstatement	2,010.00	-	0%
Parking Violations	675,017.55	727,742.00	93%
Immobilization Administration Fee	7,350.00	15,000.00	49%
Summons Admin Fee	225.00	3,000.00	8%
Total FY 19	7,712,192.99	8,657,942.00	89%

	BUDGETED	
	6,245,637	72% Transfer to Parking Fund
	2,412,305	28% Funds Remaining in Gen Fund

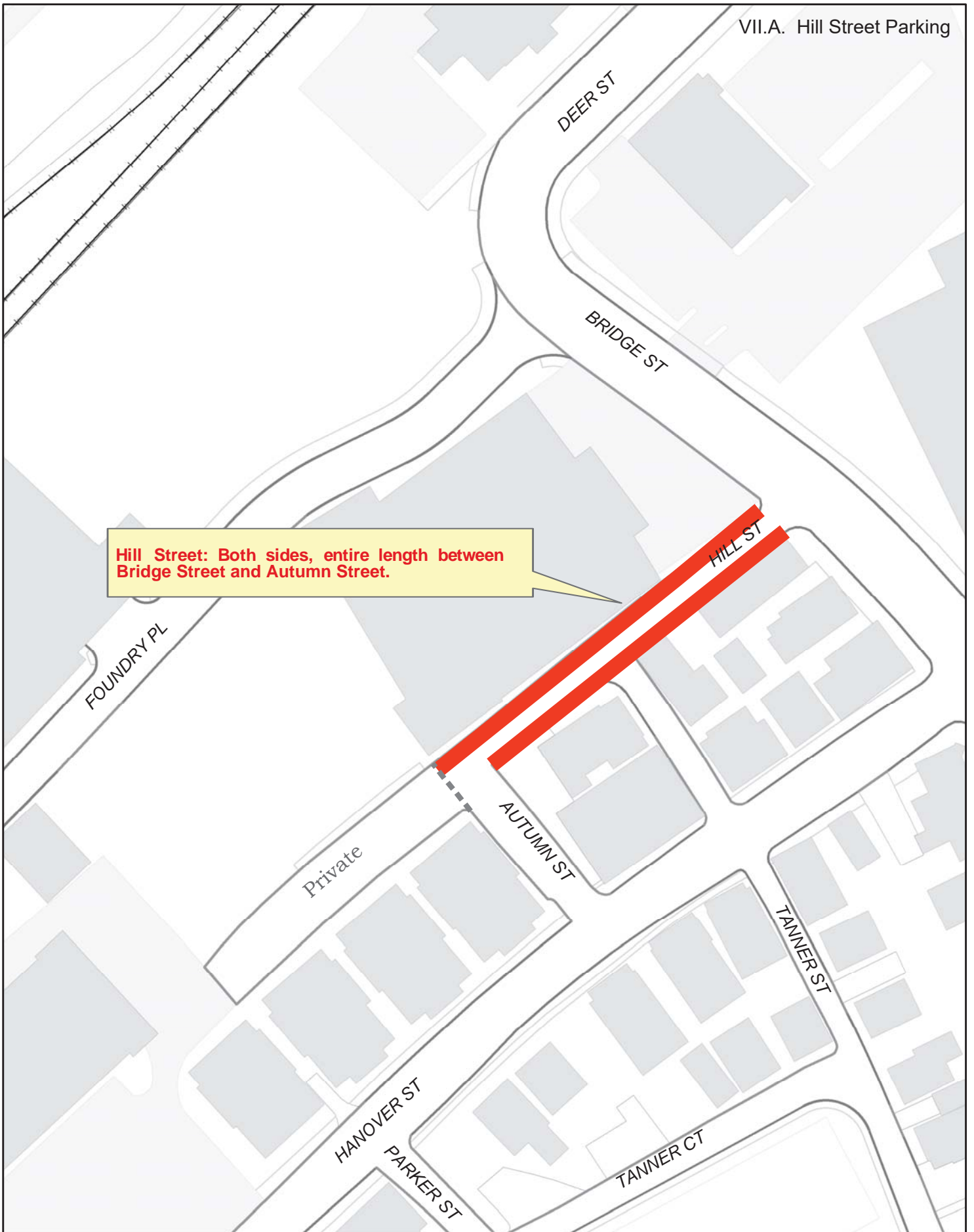
Unaudited

Percentage of Fiscal Year Complete 100.00%

Preliminary
Totals Thru
June 30, 2019

	Total	Budgeted	% of Budget
FY 19			
Parking Meter Fees	3,310,763.21	3,200,000.00	103%
Meter Space Rental	123,090.00	90,000.00	137%
Meter In Vehicle	128,646.00	110,000.00	117%
High Hanover Transient	2,321,821.39	2,400,000.00	97%
High Hanover Passes	1,564,885.00	1,645,500.00	95%
Foundry Place Transient	71,690.06	337,500.00	21%
Foundry Place Passes	185,240.00	126,700.00	146%
HH Pass Reinstatement	4,445.00	2,500.00	178%
Vaughan St Parking Facility	0.00	-	0%
Foundry Pass Reinstatement	2,070.00	-	0%
Parking Violations	734,407.55	727,742.00	101%
Immobilization Administration Fee	7,350.00	15,000.00	49%
Summons Admin Fee	225.00	3,000.00	8%
Total FY 19	8,454,633.21	8,657,942.00	98%

	BUDGETED	
	6,245,637	72% Transfer to Parking Fund
	2,412,305	28% Funds Remaining in Gen Fund



**No Parking
Portsmouth, New Hampshire**

Map prepared by Portsmouth Department of Public Works, 07 May 2019
Map document: U:\Projects\0263 Parking Traffic & Safety\Traffic and Parking Ordinance Changes\2019

VII.B. Request for parking restrictions at the end of Little Harbor Road

Tim Myles
385 Little Harbor Road
Portsmouth, NH 03801

June 21, 2019

Councilor Doug Roberts
247 Richards Avenue
Portsmouth, NH 03801

Dear Councilor Roberts:

Re: Parking and Traffic Safety Committee Meeting

We, the undersigned, would like to request new No Parking signs at the end of Little Harbor Road. We would appreciate you reading this at the meeting to formerly enter it in the minutes for consideration.

For well over a decade the volume of kayakers, fishermen, hikers, bikers, and others who recreate in this Little Harbor area has increased exponentially. Both the State run Wentworth Coolidge Mansion (WCM) and the SPNHF Creek Farm have made efforts to increase recreational use of their waterfront acreage. The unintended consequence of this increased usage is a parking and safety issue at the end of Little Harbor Road (LHR).

Cars and trucks are frequently parking at the very end of LHR and obstructing residential traffic, access, and egress. The road width at this location is approximately 19'6". There is a 2' "shoulder" of dirt that cars sometimes pull into so they are only partially blocking the road. During the summer there are cars parked in this area every weekend and most weekdays. There are sometimes three or more cars parked bumper to bumper here, typically on the south side but occasionally on the north side as well (near a fire hydrant). At times some cars park directly in front of the city constructed barrier, essentially centering themselves in the middle of the road's end. Below are some pictures from cars parked in this area.



The residential driveway at the end of the Little Harbor Road is shared by 385 and 395 LH and was once the entrance to the Wentworth Coolidge Mansion. It is approximately 12'6" wide between the historic stone pillars that frame the entrance. When cars are parked at the end of LHR it would be impossible for a fire truck to make the turn required to enter the driveway. We recently spoke with a fireman who was practicing truck parking down there and he confirmed my concerns and suggested this letter. Even an ambulance would have difficulty turning into the driveway with this reduced radius. Likewise, it would be difficult for a fire truck to turn right into 380 LH Road if a car was parked on the north side of the street. The houses at the end of this street are old wood structures and most of the inhabitants are in their 80s and 90s so emergency access is an everyday concern.

In addition, this area at the end of the road is a frequent turnaround for lost travelers (usually looking for another LHR in New Castle). These U-turns occur a dozen or more times per day during the summer. In the winter, the general recreation is down but fishing is still very popular so the same parking issue exists, only exacerbated by the snow banks and a narrower street. Also, the garbage, recycling, and plow trucks need this tight spot to turn around. Parking at the end of LHR increases the difficulty and likelihood of an accident for everyone turning in this area.

The nearby WCM parking lot is large and, except for very rare events, always has extra space available. Parking there is encouraged, easy, and accessible and many recreators are currently using this lot. Also, there is parking at the Creek Farm location, and additional parking up and down the majority of LHR.

We request that the city put in place three No Parking signs. One on the north side immediately after the WCM entrance sign indicating no parking to end or between signs (or similar language), another immediately opposite this on the south side of the road (indicating the same), and a third "No Parking Fire Lane" on the city barrier at the end of the road. Another option would be just one sign indicating no parking on either side of the road to the end. This would effectively prohibit parking on LH road anywhere after the WCM entrance. This would not put a parking burden on anyone but it would alleviate the safety concern.

We feel this is a very important safety issue that is long overdue from being addressed. In addition to our names below, we have provided a phone and email address for Tim Myles in case you would like additional information. We appreciate your consideration.

/S/

Tim Myles, 385 Little Harbor Road (415.336.8105, tim@americanbsi.com)

Shel and Elaine Krasker, 395 Little Harbor Road

Susan and Willi Bank, 380 Little Harbor Road

CC:

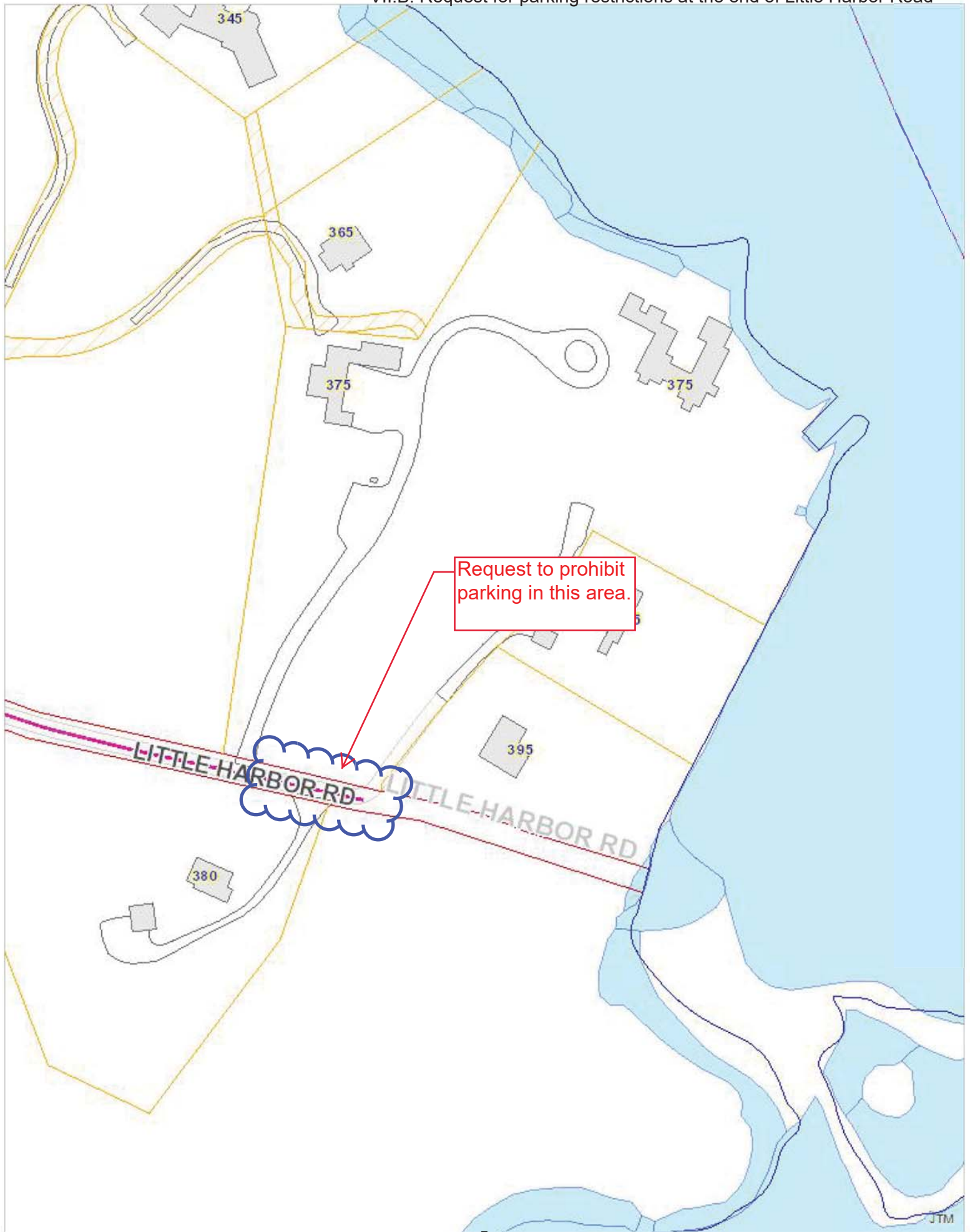
Eric Eby

P.E., Parking and Transportation Engineer

680 Peverly Hill Road

Portsmouth, NH 03801

VII.B. Request for parking restrictions at the end of Little Harbor Road



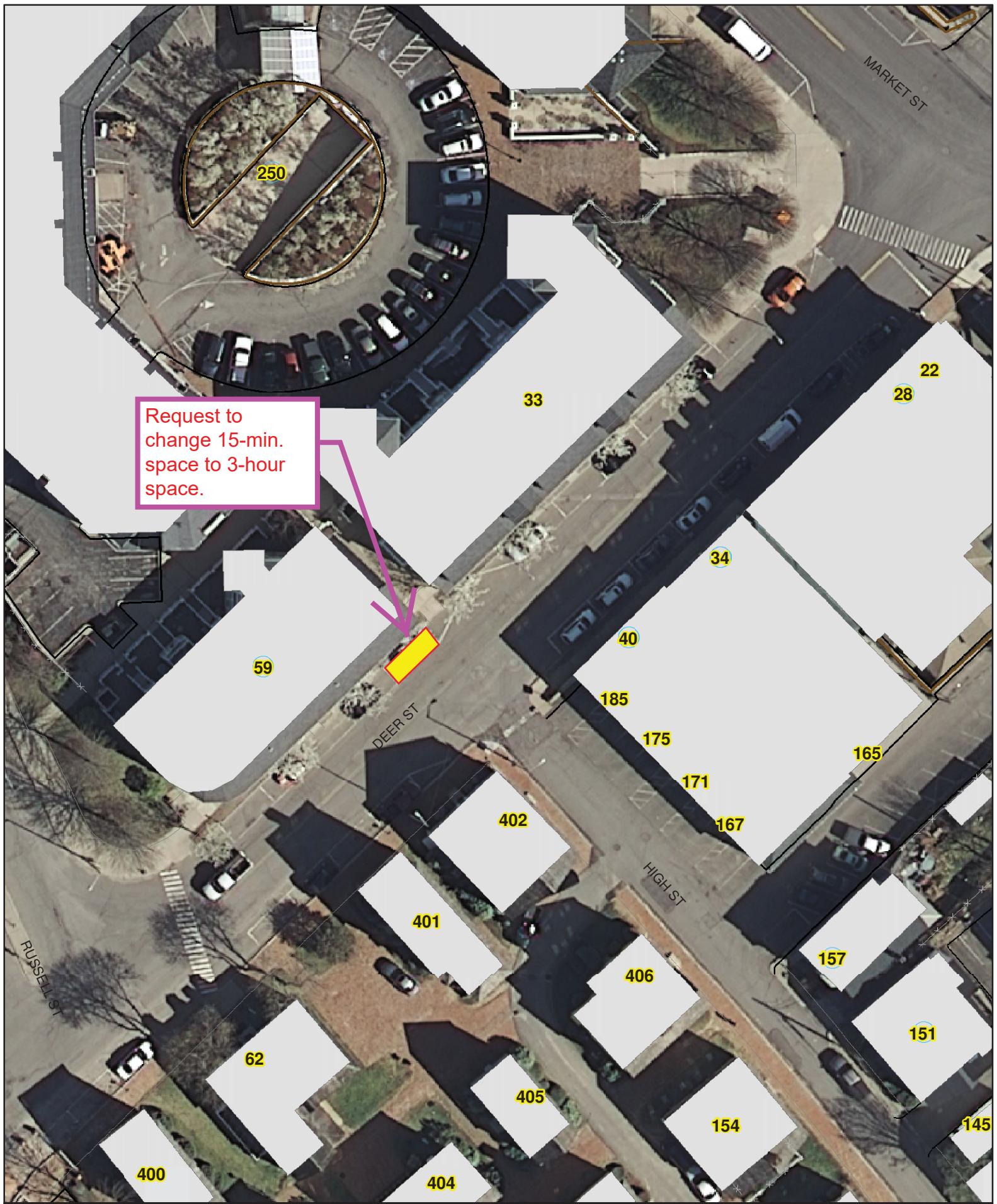
VII.C. Concerns with speeding vehicles on Little Harbor Road

From: Shel Krasker [<mailto:shelkrasker@yahoo.com>]
Sent: Sunday, July 07, 2019 3:01 PM
To: John P. Bohenko <jpbohenko@cityofportsmouth.com>
Subject: Little Harbor Rd.

Regarding the above, The road is 3/4 of a mile in length . It is very narrow and a couple of blind turns and no sidewalks. It is usually a favorite walking spot for Mothers pushing baby carriages, people walking dogs, couples walking and running in the early AM along with bikers.

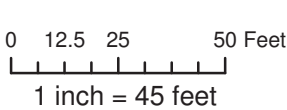
You cannot do 30 miles on this road and some speed over that. If some of your employees could takes a few trips during the day, they will confirm this. If the police travel the road, they will also confirm the problem. Thanks in advance for reviewing the matter

Shel



VII.D. Change 15-minute space back to 3-hour space on Deer Street opposite High Street

Map prepared by Portsmouth Department of Public Works



VII.E. Letter from Marc Stettner regarding dedicated motorcycle, moped and scooter parking.

Marc Stettner
91 Fairview Ave
Portsmouth NH 03801

7/28/28

For August 1st 2019 Parking and Traffic Committee Meeting (PTS)

Subject: Dedicated Motorcycle, Moped and Scooter Parking

Dear Parking and Traffic Committee,

At the PTS meeting on June 6th 2019 the PTS voted to implement a fee for the motorcycle and moped parking per the discussion below:

H. Motorcycle parking in Market Square. Parking Director Ben Fletcher commented that there is motorcycle parking in front of 14 Market Square. The parking is suppose to be available at a reduced rate, but the rate was never established. Because the rate was never established, some motorcyclists do not feel obligated to pay full price, and ticketing them leads to appeals lost due to the lack of a designated reduced parking meter fee. He recommended establishing an hourly rate of \$1.50 when a patron uses the ParkMobile App. Residents that use the app can enjoy an additional \$.50/hour discount. Patrons that do not use the app must use the pay and display meter at the \$2.00/hour rate.

Harold Whitehouse wanted to ensure that this would not be a burden to motorcyclists because they are an important part of Market Square. Parking Director Ben Fletcher agreed.

Chairman Doug Roberts questioned how many motorcycle-specific spaces are at the location. Parking Director Ben Fletcher responded that it was one regular space divided into five motorcycle spaces. Chairman Doug Roberts commented that \$1.50 sounded a little high. Parking Director Ben Fletcher responded that it is a 25% reduction in cost for everyone, and 50% for residents. It is very fair. Steve Pesci agreed.

Public Works Director Peter Rice moved to establish a fee of \$1.50 per hour when using the ParkMobile App or \$2.00 per hour at the display meter, maximum three hours for the motorcycle-specific spaces in the designated motorcycle parking area, seconded by Harold Whitehouse. Motion passed 8-0.

Comments:

I am alleging that this committee had no authority to discuss and vote on a motion to establish a fee for 5 motorcycle/moped parking spaces. This motion should have been ruled out of order. The reason is that the City of Portsmouth has a designated Fee Schedule Study Committee that makes recommendations to the City Council for setting municipal fees.

I would also like to point out that this fee established by the PTS is NOT fair nor equitable. A "Reduced Fee" was already established by the City Council for these spaces and this reduced fee was set to \$0.00. Even if these fees are legal then they are not fair because Boston charges \$0.25/hr. and Portland motorcycle parking is free. How can charging \$2, which is the same as a 20 foot regular car spot right next door, be "very fair"? It's not. There appears to be a huge conflict of interest on this matter. City Employees (Parking Director & Public Works Director), will directly benefit from the income derived from these parking fees, initiated the discussion and made the motion. This is unacceptable.

I am requesting the PTS take the following actions to correct this issue:

1. Initiate a status quo ante remedy for these motorcycle/moped parking spots and set the fee back to \$0.00.
2. Make a request to the City of Portsmouth Legal Department to provide a legal opinion for the following questions:
 - a. Does the PTS Committee have authority to set parking meters fees or should the fees be recommended to the City Council by the Fee Schedule Study Committee?
 - b. Whether the fee set by the PTS was a fee reduction?
 - c. Whether the City is estopped from setting a fee now because it did not set one initially when the Designated Motorcycle Parking Area was adopted?
 - d. Whether the fee reduction should be limited to only those who use the parking app?
 - e. Whether the app can process the fee?
 - f. What is the effect of the City Council's approval of the PTS minutes regarding the Motion contained in the PTS minutes?

Sincerely,

Marc Stettner /s/

Fee Schedule Study Committee

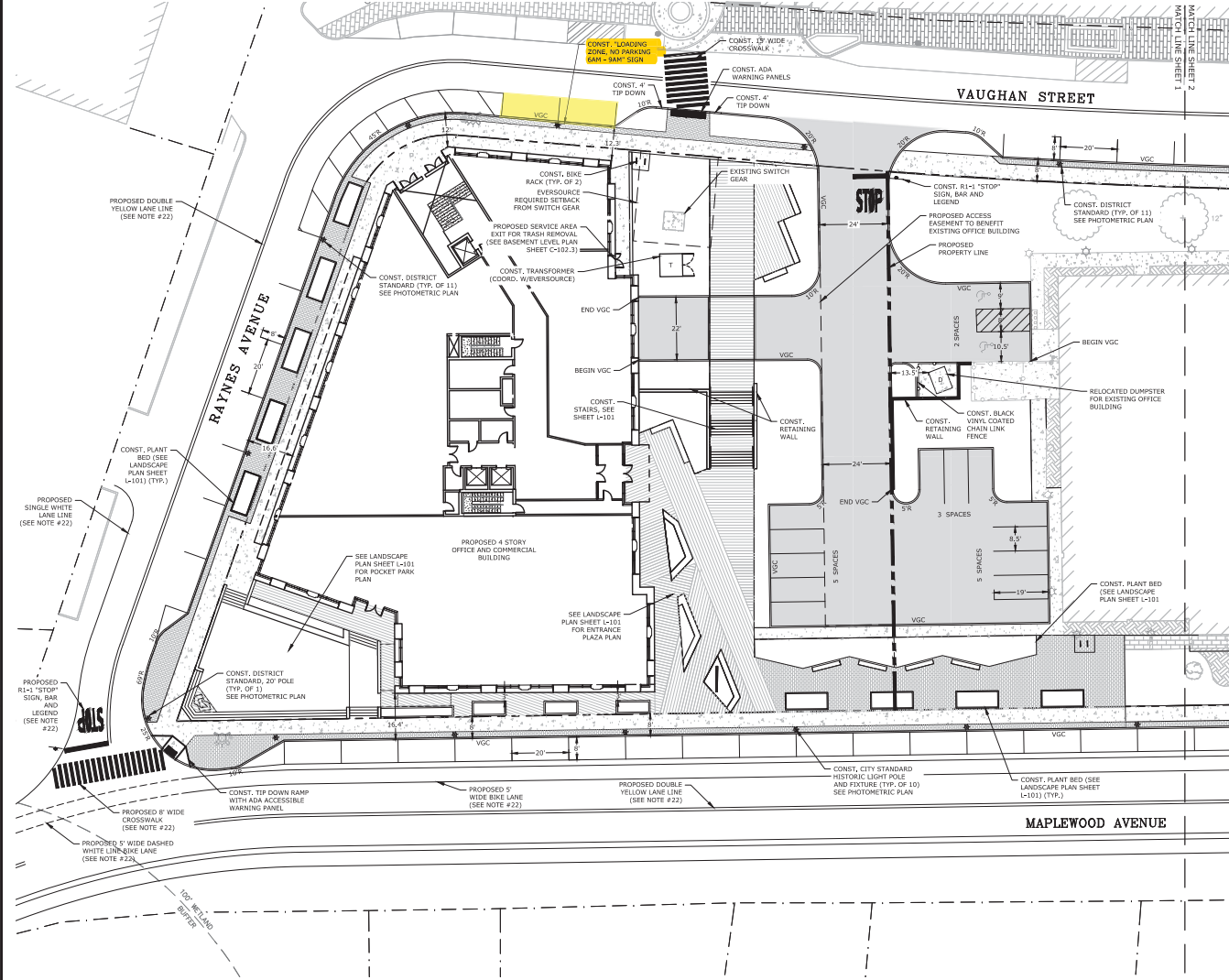
In order to create a more efficient system for the City to adopt and adjust municipal fees, a process was adopted to review municipal fees annually. The Fee Committee consists of two City Councilors, the City Manager and a Finance Department representative. For further information please contact Andrew Purgiel at (603) 610-7221.

Parking and Traffic Safety Committee

The Parking and Traffic Safety Committee consists of nine (9) regular members and one (1) alternate member appointed by the Mayor and City Council. The Committee addresses all traffic safety issues within the City of Portsmouth, including signs, traffic lights, striping, plan reviews of new development, and other pedestrian/vehicular-related problems.

VIII.A. Request for loading zone on Vaughan Street for 111 Maplewood Avenue building

Tight & Bond
Engineers | Environmental Specialists



LEGEND

- PROPERTY LINE
- PROPOSED PROPERTY LINE
- PROPOSED EDGE OF PAVEMENT
- PROPOSED CURB
- PROPOSED BUILDING
- PROPOSED PAVEMENT SECTION
- PROPOSED CONCRETE SIDEWALK
- PROPOSED BRICK SIDEWALK
- PROPOSED BOLLARD
- PROPOSED TYPICAL BUILDING
- COORDINATE
- PROPOSED CIRCULAR RADIUS
- PROPOSED VERTICAL GRANITE CURB
- PROPOSED SLOPED GRANITE CURB

SITE NOTES

- STRIPE PARKING AREAS AS SHOWN, INCLUDING PARKING SPACES, STOP BARS, ADA SYMBOLS, PAINTED ISLANDS, CROSS WALKS, ARROWS, LEGENDS AND CENTERLINES SHALL BE THERMOPLASTIC MATERIAL. THERMOPLASTIC MATERIAL SHALL MEET THE REQUIREMENTS OF ASHTO M249. (ALL MARKINGS EXCEPT CENTERLINE AND MEDIAN ISLANDS TO BE CONSTRUCTED USING WHITE TRAFFIC PAINT. CENTERLINE AND MEDIAN ISLANDS TO BE CONSTRUCTED USING YELLOW TRAFFIC PAINT. ALL TRAFFIC PAINT SHALL MEET THE REQUIREMENTS OF ASHTO M249 TYPE "II").
- ALL PAVEMENT MARKINGS AND SIGNS TO CONFORM TO "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", "STANDARD ALPHABET FOR HIGHWAY SIGNS AND PAVEMENT MARKINGS", AND THE AMERICANS WITH DISABILITIES ACT REQUIREMENTS, LATEST EDITIONS.
- SEE DETAILS FOR PARKING STALL MARKINGS, ADA SYMBOLS, SIGNS AND SIGN POSTS.
- CENTERLINES SHALL BE FOUR (4) INCH WIDE YELLOW LINES. STOP BARS SHALL BE EIGHTEEN (18) INCHES WIDE.
- PAINTED ISLANDS SHALL BE FOUR (4) INCH WIDE DIAGONAL LINES AT 3'-0" O.C. BORDERED BY FOUR (4) INCH WIDE LINES.
- THE CONTRACTOR SHALL EMPLOY A NEW HAMPSHIRE LICENSED LAND SURVEYOR TO DETERMINE ALL LINES AND GRADES.
- CLEAN AND COAT VERTICAL FACE OF EXISTING PAVEMENT AT SAW CUT LINE WITH RS-1 EMULSION IMMEDIATELY PRIOR TO PLACING NEW BITUMINOUS CONCRETE.
- ALL MATERIALS AND CONSTRUCTION SHALL CONFORM WITH APPLICABLE FEDERAL, STATE, AND LOCAL CODES & SPECIFICATIONS.
- COORDINATE ALL WORK WITHIN PUBLIC RIGHT OF WAY WITH THE CITY OF PORTSMOUTH.
- CONTRACTOR TO SUBMIT AS-BUILT PLANS IN DIGITAL FORMAT (.DWG AND .PDF FILES) ON DISK TO THE OWNER AND ENGINEER UPON COMPLETION OF THE PROJECT. AS-BUILT SHALL BE PREPARED AND CERTIFIED BY A NEW HAMPSHIRE LICENSED LAND SURVEYOR.
- SEE ARCHITECTURAL/BUILDING DRAWINGS FOR ALL CONCRETE PADS & SIDEWALKS ADJACENT TO BUILDING.
- ALL WORK SHALL CONFORM TO THE CITY OF PORTSMOUTH DEPARTMENT OF PUBLIC WORKS, STANDARD SPECIFICATIONS AND WITH THE STATE OF NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION, "STANDARD SPECIFICATIONS OF ROAD AND BRIDGE CONSTRUCTION", CURRENT EDITION.
- CONTRACTOR TO PROVIDE BACKFILL AND COMPACTION AT CURB LINE AFTER CONCRETE FORMS FOR SIDEWALKS AND PADS HAVE BEEN STOPPED. COORDINATE WITH BUILDING CONTRACTOR.
- ALL LIGHT POLE BASES NOT PROTECTED BY A RAISED CURB SHALL BE PAINTED YELLOW.
- COORDINATE ALL WORK ADJACENT TO BUILDING WITH BUILDING CONTRACTOR.
- CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING RETAINING WALL DESIGN FROM STRUCTURAL ENGINEER AND/OR WALL MANUFACTURER. CONTRACTOR SHALL FURNISH ALL LABOR, MATERIALS AND EQUIPMENT REQUIRED TO CONSTRUCT WALL IN ACCORDANCE WITH DESIGN APPROVED BY THE ENGINEER. RETAINING WALL SHALL BE SEGMENTAL BLOCK WALL SYSTEM AS OUTLINED IN THE DETAILS.
- ALL DIMENSIONS ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
- ALL CONDITIONS ON THIS PLAN SHALL REMAIN IN EFFECT IN PERPETUITY PURSUANT TO THE REQUIREMENTS OF THE SITE PLAN REVIEW REGULATIONS.
- THE APPLICANT SHALL HAVE A SITE SURVEY CONDUCTED BY A RADIO COMMUNICATIONS CARRIER APPROVED BY THE CITY'S COMMUNICATIONS DIVISION, THE RADIO COMMUNICATIONS CARRIER MUST BE FAMILIAR AND CONVERSANT WITH THE POLICE AND RADIO CONFIGURATION. IF THE SITE SURVEY INDICATES IT IS NECESSARY TO INSTALL A SIGNAL REPEATER EITHER ON OR NEAR THE PROPOSED PROJECT, THOSE COSTS SHALL BE THE RESPONSIBILITY OF THE PROPERTY OWNER. THE OWNER SHALL COORDINATE WITH THE SUPERVISOR OF RADIO COMMUNICATIONS FOR THE CITY.
- THE PROPOSED LOADING ZONE SHALL BE REVIEWED BY THE PARKING & TRAFFIC SAFETY COMMITTEE FOR RECOMMENDATION TO CITY COUNCIL.
- THE VALUE OF A PAID CONTRIBUTION TOWARDS OFF-SET PUBLIC IMPROVEMENT PROJECTS SHALL BE AGREED UPON BETWEEN THE APPLICANT AND CITY PRIOR TO PLANNING BOARD APPROVALS.
- APPLICANT SHALL WORK WITH THE CITY TO CONFIRM PROJECT SCOPE AND TIMING AS IT RELATES TO THE CITY'S COMPLETE STREETS IMPROVEMENT PROJECT THAT IS BEING DESIGNED BY THE CITY'S CONSULTANT.
- THE APPLICANT AGREES TO EXECUTE A PROSPECTIVE DEVELOPMENT INCENTIVE AGREEMENT FOR THE EXCESS COMMUNITY SPACE PRIOR TO CONSTRUCTION.
- ALL TREES PLANTED ARE TO BE INSTALLED UNDER THE SUPERVISION OF THE CITY OF PORTSMOUTH DPW USING STANDARD INSTALLATION METHODS.
- THE APPLICANT SHALL PREPARE A CONSTRUCTION MANAGEMENT AND MITIGATION PLAN (COMMP) FOR REVIEW AND APPROVAL BY THE CITY'S LEGAL AND PLANNING DEPARTMENTS.
- A TEMPORARY SUPPORT OF EXCAVATION (SOE) PLAN SHALL BE PREPARED BY THE APPLICANT'S CONTRACTOR TO CONSIDER ANY TEMPORARY ENCUMBRANCES OF THE CITY'S RIGHT-OF-WAY. IF LICENSES ARE REQUIRED FOR THE SOE, THE APPLICANT WILL BE RESPONSIBLE TO OBTAIN THESE FROM THE CITY PRIOR TO CONSTRUCTION.

SITE RECORDING NOTES:

- THIS SITE PLAN SHALL BE RECORDED IN THE ROCKINGHAM COUNTY REGISTRY OF DEEDS.
- ALL IMPROVEMENTS SHOWN ON THIS SITE PLAN SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE PLAN BY THE PROPERTY OWNER AND ALL FUTURE PROPERTY OWNERS. NO CHANGES SHALL BE MADE TO THIS SITE PLAN WITHOUT THE EXPRESS APPROVAL OF THE PORTSMOUTH PLANNING DIRECTOR.
- THIS IS NOT A BOUNDARY SURVEY AND SHALL NOT BE USED AS SUCH.

**Proposed
Office Building**

**RW Norfolk
Holdings, LLC**

**Portsmouth,
New Hampshire**

MARK	DATE	DESCRIPTION
D	5/7/2019	Planning Board Submission
C	4/16/2019	Revised TAC Submission
B	3/18/2019	WHDES Submissions
A	3/16/2019	TAC Submission
DATE		
PROJECT NO:	K-0076-019	
DATE:	03/18/2019	
FILE:	K-0076-019_C-SITE.dwg	
DRAWN BY:	NAN	
CHECKED:	NAN	
APPROVED:	BLM	

SITE PLAN

SCALE: AS SHOWN

C-102.1



CITY OF PORTSMOUTH
PLANNING DEPARTMENT

MEMORANDUM

TO: MEMBERS OF PLANNING BOARD, ZONING BOARD OF
ADJUSTMENT, PARKING & TRAFFIC SAFETY COMMITTEE, AND
ECONOMIC DEVELOPMENT COMMISSION
FROM: JULIET T.H. WALKER, PLANNING DIRECTOR *JTW*
SUBJECT: FOLLOW-UP TO CITY COUNCIL MARCH 25, 2019 JOINT WORK
SESSION ON PARKING PRINCIPLES
DATE: 6/10/2019

On March 25, 2019, the City Council held a joint work session with members of the Planning Board, Parking & Traffic Safety Committee, Zoning Board of Adjustment, and Economic Development Commission. The purpose of the work session was to provide an opportunity for elected and appointed officials who are involved with parking and transportation regulations and related policy decisions to have an opportunity to review and discuss the City's Guiding Parking Principles adopted by the Council in March 2012.

After a presentation from City staff, the attendees broke out into small groups to review the guiding parking principles and discuss proposed modifications. A summary of the small group discussions is attached. In addition, staff have prepared a draft of modifications to the Guiding Parking Principles based on these discussions, attached as a red-lined document.

This summary and the proposed revisions were provided to the City Council at their May 6, 2019 meeting. At that time, the Council requested that this summary be submitted to each of the Boards / Committees involved in this discussion to review and provide feedback to the City Council on the proposed revisions and any additional changes to the parking principles.

Summary of Small Group Discussions from Joint Work Session on Parking Principles March 25, 2019

Small Group Instructions

- I. Review List of Suggested Modifications / Updates provided
- II. Discuss Each Proposed Modification with the Group -- Indicate if You Agree, Disagree, don't have an opinion, or want more information
- III. Note any additional changes or updates to the Principles not listed below on the Worksheet Provided

Summary of Small Group Discussions

Group 1 – Phyllis Eldridge, Arthur Parrott, Jack Blalock, Jody Record, John Bohenko, Ralph DiBernardo, Harold Whitehouse, Rebecca Perkins, Ned Raynolds, Juliet Walker (staff facilitator)

Group 1 was generally in agreement with the suggested modifications unless otherwise noted below.

1) Add principles for areas outside the downtown

Discussion:

- Neighborhoods in proximity to downtown are most impacted by parking congestion
- Are we diluting the principles by adding this?
- Wait to see how the Neighborhood Parking Program goes, will get information and guidance from that
- Outside of downtown large surface parking lots have stormwater management impacts
- Undecided -- need more specifics about what would be proposed for principles outside of downtown

2) Include time horizon for the principles (e.g. next ten years)

Discussion:

- General agreement, but prefer 3-5 years

3) Indicate provision of parking for non-residential uses in the downtown is a shared responsibility between employers and the City

4) Re-affirm access to transportation options is a key to managing parking demand

Discussion:

- Providing regular and reliable transportation between downtown and remote parking lots and residential areas is important
- City needs to be continuing to collect data on and consider how ride sharing and other emerging transportation trends may impact parking demand and public transportation usage

5) Re-affirm pricing strategies as a key to managing parking demand

6) Indicate that pricing strategies should be optimized to manage occupancy

Discussion:

- Optimum occupancy should be explained – is it 85%?

7) *Incorporate strategies that support “park once” practices*

8) *Address resident-specific needs*

Discussion:

- Needs AND concerns
- Should also address mis-perceptions about availability of parking supply and costs
- Messaging to residents is important

9) *Shift focus from increasing public supply to optimizing what we have, encouraging shared parking, expanding public-private partnerships, and improving access*

Discussion:

- Need to discuss this more to determine if we want to do this
- Should be in addition to not instead of

10) *Be more inclusive of all workforce needs (not just hospitality industry)*

11) *Recognize transportation needs / preferences of different demographic groups (i.e. 2+ household vs no-car household)*

Discussion:

- Not in agreement this should be added as a principle
- Need more discussion

12) *Incorporate transportation demand management requirements for certain sized employers*

13) *Revisit whether parking strategies should be “revenue neutral”*

Other Group suggestions for consideration

- Consider dynamic pricing, incorporating new technology
- New development should be contributing to parking resources, fees should be considered

Group 2 – David Rheame, Polly Henkel, Steve Pesci, Doug Roberts, Bob Marchewka, Dexter Legg, Ray Pezzullo, Rick Becksted, Nancy Carmer and Nancy Colbert Puff (staff facilitators)

1) *Add principles for areas outside the downtown*

Discussion:

- General agreement, particularly for neighborhoods adjacent to downtown
- Neighborhood parking program

2) *Include time horizon for the principles (e.g. next ten years)*

Discussion:

- Suggested off-setting from Master Plan updates by 1 to 2 years

3) *Indicate provision of parking for non-residential uses in the downtown is a shared responsibility between employers and the City*

Discussion:

- Might need to revisit parking zoning requirements

- Consider having employers participate in providing infrastructure for parking
 - Should be applied for broadly to mobility as well
- 4) *Re-affirm access to transportation options is a key to managing parking demand*
Discussion:
- General agreement
- 5) *Re-affirm pricing strategies as a key to managing parking demand*
Discussion:
- General agreement
- 6) *Indicate that pricing strategies should be optimized to manage occupancy*
Discussion:
- General agreement
- 7) *Incorporate strategies that support “park once” practices*
Discussion:
- Amplify the message for visitors and residents that Portsmouth is a walking city working toward best practices that include a variety of strategies to keep cars off the street.
- 8) *Address resident-specific needs*
Discussion:
- Residents should get a deeper discount
 - Neighborhood Parking Program
- 9) *Shift focus from increasing public supply to optimizing what we have, encouraging shared parking, expanding public-private partnerships, and improving access*
Discussion:
- General agreement
- 10) *Be more inclusive of all workforce needs (not just hospitality industry)*
Discussion:
- General agreement
- 11) *Recognize transportation needs / preferences of different demographic groups (i.e. 2+ household vs no-car household)*
Discussion:
- Need more information about this, but generally disagree with proposed modification
- 12) *Incorporate transportation demand management requirements for certain sized employers*
Discussion:
- General agreement
- 13) *Revisit whether parking strategies should be “revenue neutral”*
Discussion:
- Agree ad support developing a marketing budget for improved messaging
 - Strive for market-based pricing

Group 3 – Chase Hagaman, Chris Dwyer, Alan Gold, Elizabeth Moreau, Jeffrey Kisiel, Mary Lou McElwain, Cliff Lazenby, Nancy Pearson, Ben Fletcher (staff facilitator)

Group 3 focused primarily on proposed modifications 3, 4 and 5 (also 12) was generally in agreement with the suggested modifications unless otherwise noted below.

3) Indicate provision of parking for non-residential uses in the downtown is a shared responsibility between employers and the City

Discussion:

- Suggestion 3 (employee parking is joint responsibility for City and Business) was a primary discussion point during Group 3 session. Emphasized the importance of enabling/providing affordable parking for employees and encouraging/requiring employers to have more 'skin in the game'. Ideas included:
 - Using Hotel Tax revenue (if passed) to subsidize either parking at the Foundry Garage or an off-site Parking Shuttle on a large scale
 - This was suggested for 'low paid' workers, a definition that would need to be established
 - 'Shaming' businesses to partner for solutions
 - Sponsorships for a Shuttle Program with advertising on busses and at stops
 - Sponsorships for Micro-transit program aimed at first/last mile
 - Requiring a Traffic/Parking Demand plan from 'larger' businesses employing a yet-to-be-established number of employees (also Suggestion 12)
- With regard to partnering with businesses to alleviate employee parking challenges, a coordinated marketing effort (with a budget) was suggested

4) Re-affirm access to transportation options is a key to managing parking demand

Discussion:

- Emphasized the importance of consistent/predictable public transportation and explored unique locations for shuttle points (Fox Run Mall, for example)

5) Re-affirm pricing strategies as a key to managing parking demand

Discussion:

- The group was amenable to demand-based pricing, so long as it took into account seasonal demand changes and continued to permit short term parking (15-30 minutes)

12) Incorporate transportation demand management requirements for certain sized employers

REVISED DRAFT FOR DISCUSSION PURPOSES

Proposed changes are shown in **red** – additions are underlined, deletions are ~~stricken~~

GUIDING PARKING PRINCIPLES ~~FOR CENTRAL BUSINESS DISTRICTS~~

~~(Approved by the Portsmouth City Council on March 19, 2012)~~

Time Frame: 2019-2024

Overall Principles:

-A balanced mix of retail/restaurant, office, and residential uses is key to downtown and commercial center vitality.

A ~~downtown~~ parking supply that is convenient, viable and central to downtown and commercial center destinations is key to the short-term and long-term health of the City's retail, restaurant and office economy.

1. ~~E~~nsuring an adequate supply of parking for retail/restaurant and office users in the downtown / mixed use centers is ~~primarily a shared City responsibility between the City and employers.~~ New development should incorporate transportation demand management strategies to decrease demand for parking.

2. Parking for ~~new residential development in~~ downtown and mixed use centers residential development is primarily a private responsibility with residents wanting convenient parking right where they live.

3. We need to plan for future reuse, redevelopment and full occupancy of buildings in the ~~Central Business Districts~~ downtown and other mixed use centers. If it is too difficult, expensive or unpleasant to find parking, retail/restaurant/cultural destination customers may prefer to visit elsewhere and offices may prefer to locate elsewhere.

4. The City should ~~strive to~~ play a lead role in developing and managing parking facilities:

- Parking management and supply decisions are interconnected and a comprehensive, unified approach to decision-making is needed.
- The value of private parking facilities should be recognized as a resource. These resources are not part of the public parking supply under the City's long-term control and opportunities to manage private lots are limited.
- Existing parking supply should be optimized by encouraging shared parking, expanding public-private partnerships, and improving access.

5. Address peak parking demand needs in order to avoid perfect Friday/Saturday night storm when residents/customers can't find parking:

- Manage parking at the garage (for example, flat rate pricing for special events).
- Continue to expand access to ~~Increase the~~ supply of convenient public parking.

6. Parking should support economic development including businesses (office, retail, restaurant) and visitors/customers.

7. The City's parking ~~resources~~garage should be priced and managed ~~so that it has high occupancy more frequently (improve utilization of what we've got)~~to support 85% occupancy rates.

8. The primary reasons for parking revenues ~~is~~are to be able to provide an adequate supply of safe, convenient parking, ~~access to transportation options, and other parking and transportation related activities to support the vitality of the City.~~ Pricing structures should be simple and easy for customers to understand.

9. Parking management strategies should recognize that there is a difference between the needs of long-term parkers who may be more likely to use ~~a parking~~the garage or use parking immediately adjacent to downtown ~~and other mixed use centers,~~ and short-term parkers running a quick errand.

10. Price and manage more desirable on street parking spaces to favor users who are highly motivated to use them. Give customers and residents the option to stay and pay.

11. Information on parking options should be easily accessible to parking users, including through technology options.

12. Parking planning should take a comprehensive, sustainable and big picture approach by taking a broad range of costs and benefits into account when making decisions.

13. All parking resources should place value on aesthetics, security, accessibility and user information.

14. ~~Consider ways to Incentivize use of “remote parking”~~off-street public parking located more than ½ mile from destinations in the downtown and other mixed use centers by providing reliable public transportation options to allow people to park once and connect easily their final destinations.

15. Surface parking lots should be located at the periphery of the downtown/~~mixed use centers~~ and should not be allowed to create a “dead zone” barrier to comfortable pedestrian movement.

16. Parking management programs should take into consideration ~~hospitality industry~~the different needs of workers ~~in the hospitality, retail, and office industries.~~

17. Incentives for residents should be provided at the parking garages, but shouldn't compromise best practices.

18. Parking resources should be provided to support downtown / ~~mixed use center~~ activity (streets are for people as well as cars) and should therefore be designed and located in such a manner that recognizes the following:

- Parking resources should enhance – not detract from – downtown ~~and mixed use center~~ vitality, walkability and the pedestrian experience;

- Parking resources should accommodate pedestrians (bump-outs, plazas), bicycles (bike parking) and transit (space to pull over);
- Parking structures should be incorporated into the commercial streetscape; and
- The needs of an aging population should be taken into account when it comes to parking.

19. Parking revenues should be used to fund the operation of the City's parking program and related parking and transportation strategies. ~~Parking strategies should be revenue neutral.~~

20. Parking management plans should recognize the short-term parking needs of retail and hospitality industry for loading zones.

21. Encourage public transit and other transportation modes, but recognize strong customer/resident preference for personal vehicle use as well as very limited regional public transit infrastructure.

22. On-street parking located in residential neighborhoods should primarily serve residential demand for the immediate neighborhood. Parking for other users should only be considered when and where there is excess supply and capacity.

Parking and Traffic Safety Committee
Quarterly Accident Report
2019

Vehicle			
2019		2018	2017
January	86	124	12 months of data
February	89	76	
March	85	93	
April	58	69	
May	84	108	
June	92	99	
July		92	
August		120	
September		99	
October		106	
November		94	
December		72	
Total	494	1152	1154

Pedestrian				
2019		2018	2017	2016
January				6 months of data
February				
March	3	3	1	
April				
May				
June	0	1	2	
July				
August				
September		1	3	
October				
November				
December		7	6	
Total	3	12	12	5

Bicycle				
2019		2018	2017	2016
January				6 months of data
February				
March	0	0	0	
April				
May				
June	2	0	0	
July				
August				
September		2	2	
October				
November				
December		1	1	
Total	2	3	3	3

Parking and Traffic Safety Committee
Description of Events for Pedestrian and Bicycle Accidents in 2019

Quarter	Type	Location	Notes
2019 1st Qtr.	Pedestrian	Mirona Road	Vehicle was rounding a corner of a building in a parking lot on Mirona Rd. Pedestrian (legally blind), walked into the path of the vehicle as it rounded the corner. Driver did not see the pedestrian until it was too late. Pedestrian suffered a minor leg injury.
	Pedestrian	Islington Street	Pedestrian was walking outbound on Islington St. in the right hand travel lane near the Bartlett St. intersection when a vehicle passed him and brushed his leg and damaged his cart housing his belongings. Pedestrian suffered minor leg injuries. Vehicle was never located.
	Pedestrian	Plaza 800	Pedestrian was struck by a vehicle pulling into a parking space at Plaza 800. Ground was covered in a film of light snow. When the driver applied the brakes pulling into a spot, the vehicle slid into the pedestrian. Pedestrian suffered a knee injury and transported themselves to the hospital to get checked out.
2019 2nd Qtr.	Bicycle	Lafayette Rd	On June 5, 2019, a tractor trailer(TT) unit was making a right hand turn from Heritage Ave. onto Lafayette Rd, the bicyclist was stopped on the side of Heritage Ave. at the intersection of Lafayette Rd. The (TT) unit did not make a wide enough turn and the bicyclist was in the (TT) driver's blind spot and as a result, the right rear wheel of the (TT) unit collided with the bicyclist. The (TT) unit did not sustain any damage, but the bicycle was heavily damaged and the bicyclist was transported by ambulance to the hospital with a minor leg injury.
	Bicycle	Plaza 800	On June 28, 2019, a vehicle was travelling west in the parking lot of Plaza 800 when a bicyclist travelling at a high rate of speed from behind the vehicle struck the driver's side mirror as the bicyclist was attempting to pass the vehicle. The bicyclist was transported by ambulance to the hospital with minor injuries to their arm. The vehicle sustained minor damage to the driver's side mirror.

PTS OPEN ACTION ITEMS

PTS Meeting Date	Action Item	Vote	Next Step / Report Back Date
6/6/2019	Request for pedestrian activated Rectangular Rapid Flashing Beacon (RRFB) on Dutton Avenue near Memorial Bridge parking lot.	VOTED to approve installation of RRFB on Dutton Avenue at Memorial Bridge parking lot contingent on available funding and staff will report back on funding source.	August 1, 2019
6/6/2019	Request for 15-minute parking spaces on Hanover Street and the Vaughan Mall lot.	VOTED to table action on the three 15-minute spaces in Vaughan Mall parking lot behind 25 Maplewood Avenue and review the City's policy on designating 15-minute parking spaces.	Future Meeting
6/6/2019	Request for loading zone on Vaughan Street for 111 Maplewood Avenue building.	VOTED to table action item and refer to staff to report back at the next meeting.	August 1, 2019
4/4/2019	Congress Street at Fleet Street lane use change.	6/6/19 - VOTED to refer to staff to report back at the next meeting. VOTED to allow staff time to investigate the right turn only lane and making Pleasant Street one lane into Market Square.	August 1, 2019
12/6/2018	Request for parking space in bike lane buffer at 60 Lafayette Road.	2/7/19 - VOTED to table request.	Future Meeting
11/1/2018	Request to remove 10 metered parking spaces on Deer Street between Bridge Street and Maplewood Avenue, to accommodate anticipated traffic from new Foundry Place parking garage.	VOTED to table request to allow time for staff to observe traffic operations along Deer Street after the opening of the garage.	Tabled until new parking garage is generating more traffic
9/6/2018	Request to install curbing and trees along Madison Street near the intersection with Austin Street.	VOTED to have staff collect data, evaluate and report back on parking and traffic on Madison Street.	Future Meeting
5/3/2018	Request for a loading zone between the hours of 9 am and 5 pm, 7 days a week, on Vaughan Street at 3S Artspace.	6/7/18 - VOTED to make no change at this time and revisit after hotel construction is complete. 5/3/18 - VOTED to refer to staff for report back at the next meeting, if possible.	Revisit after hotel construction is completed
2/1/2018	Request to eliminate 2-hour time limit on Islington Street between Cornwall Street and Rockingham Street.	VOTED to table the action item until the new parking garage is operational.	Tabled until new parking garage is operational
12/17/2017	Request for 15-minute space at 33 Deer Street (associated with this action item)	VOTED to review 15-minute spaces to determine the appropriate length of time for short-term spaces.	Will be using traffic cameras to monitor parking when weather permits
11/2/2017	Concerns regarding traffic not yielding to pedestrians in crosswalk on Middle Road at Essex Avenue.	12/7/17 VOTED to increase the visibility of the crosswalk by repainting and lengthening the existing 6 ft. stripes to 8 ft. to make it appear larger to approaching motorists. 11/2/17 VOTED to have staff collect data, evaluate & report back at the next meeting.	When weather permits (2019 project)
10/5/2017	Request to eliminate access to Echo Avenue from Spaulding Turnpike Frank Jones Neighborhood Turnpike connections (Echo Ave & Farm Lane)	2/7/19 VOTED to extend the trial closure of Turnpike exit ramp onto Echo Avenue until the completion of the Woodbury Avenue Bridge.	Review after the Woodbury Avenue Bridge construction is completed
9/7/2017	Request for crosswalk on Grafton Drive at Sherburne Road	10/5/17 - VOTED to have City staff work with PDA to implement pedestrian crossing at intersection of Grafton Drive and Sherburne Road. 9/7/17 VOTED to have staff collect data, evaluate, and report back with a recommendation at next month's meeting. (October Meeting)	Pending PDA funding for project
4/6/2017	Request for Valet Service license on Pleasant Street near Court Street	VOTED to direct staff to report back at a future meeting.	On hold pending site development