

PARKING and TRAFFIC SAFETY COMMITTEE
PORTSMOUTH, NEW HAMPSHIRE

CITY HALL CONFERENCE ROOM A
CITY HALL, MUNICIPAL COMPLEX, 1 JUNKINS AVENUE

*Members of the public also have the option to join the meeting over Zoom.
(See below for more details) **

8:30 AM

May 4th, 2023

AMENDED AGENDA

I. CALL TO ORDER

II. ATTENDANCE

III. FINANCIAL REPORT

IV. PUBLIC COMMENT (15 MINUTES)

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

V. PRESENTATIONS

VI. NEW BUSINESS

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

A. Hanover Street, request to renew valet license, by the 100 Club. **Sample Motion: Move to approve renewal of valet license for 1 year.**

B. Prescott Park parking lot, proposal to provide additional handicap parking for events, and discussion of inclusion of lot in Zone A, by Chairman. **Sample Motion: Move to approve additional handicap parking spaces during events.**

VII. OLD BUSINESS

A. Islington Street and Bartlett Street intersection, request for pedestrian improvements, by resident. **Report back on traffic signal cycle adjustments and crosswalks.**

B. Loading Zones, request to lengthen time limits to 1 hour, by business owner. **Sample Motion: Move to place item on file.**

C. Loading Zones, Report back on Sharing Loading Zones as Parking Inventory at Designated Times, by DPW. **Sample Motion: Move to approve change in parking hours at specified loading zones.**

VIII. INFORMATIONAL

A. Monthly Accident Report from Police

B. McKinley Road, update on traffic calming measures.

C. Bartlett Street at Thornton Street, update on temporary roundabout trial.

D. Market Street, update on closure for utility project.

E. Outdoor dining barrier placement update

F. Bicycle Rodeo and Mayor's bike ride, May 20.

IX. MISCELLANEOUS

None

X. ADJOURNMENT

**Members of the public also have the option to join the meeting over Zoom, a unique meeting ID and password will be provided once you register. To register, click on the link below or copy and paste this into your web browser:*

https://us06web.zoom.us/webinar/register/WN_5ghECJH-TyGXBjra1ta-CQ

After registering, you will receive a confirmation email containing information about joining the webinar.

Unaudited

Percentage of Fiscal Year Complete 75.00%
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**Preliminary
Totals Thru
March 31, 2023**

	Total	Budgeted	% of Budget
FY 23			
Parking Meter Fees	3,082,701.49	3,250,000.00	95%
Meter Space Rental	193,230.00	150,000.00	129%
Meter In Vehicle	0.00	0.00	0%
EV Charging Stations	12,150.87	10,000.00	122%
Parking-Area Service Agreements	3,000.00	50,000.00	
High Hanover Transient	1,779,656.32	1,909,000.00	93%
High Hanover Passes	899,252.09	1,265,100.00	71%
Foundry Place Transient	305,883.69	502,000.00	61%
Foundry Place Passes	344,277.83	451,500.00	76%
Parking Sign Permit	0.00	0.00	
HH Pass Reinstatement	555.00	750.00	74%
Foundry Pass Reinstatement	774.75	750.00	103%
Parking Violations	853,078.78	700,000.00	122%
Immobilization Administration Fee	2,850.00	5,000.00	57%
Summons Admin Fee	0.00	0.00	0%
Total FY 23	7,477,410.82	8,294,100.00	90%

	BUDGETED	
	5,881,795	71% Transfer to Parking Fund
	2,412,305	29% Funds Remaining in Gen Fund

**LICENSE AGREEMENT
FOR THE ONE HUNDRED CLUB**

The City of Portsmouth (hereinafter "City"), a municipal corporation with a principal place of business of 1 Junkins Avenue, Portsmouth, New Hampshire 03801, for good and valuable consideration as set forth herein, hereby grants this non-exclusive, revocable license to The One Hundred Club with a principal place of business at 100 Market Street, Portsmouth, NH 03801 (hereinafter "Licensee") pursuant to the following terms and conditions:

1. **Area of License:** The City authorizes Licensee to use the loading zone on Hanover Street as shown on the attached Exhibit 1.
2. **Use:** Licensee may make use of the Licensed Area for the purpose of Licensee's parking valet service activities. Such activities are subject to the following conditions:
 - The hours of operation of the valet service are 5:00 p.m. to 12:00 a.m. Monday through Sunday.
 - No vehicles receiving valet services may be parked in municipal spaces (metered, garage or otherwise).
 - There shall be no stacking of vehicles in adjacent parking spaces.
 - This license is non-exclusive and the loading zone will remain available for commercial loading purposes and for such additional purposes as the City may authorize or license.
 - Licensee will represent clearly and consistently that it is a private company and that the municipality is not responsible for any damage or loss to vehicles or property.
3. **Signage:** This License Agreement also authorizes Licensee's use of the existing signage in place on Hanover Street as shown in Exhibit 1.
4. **Term:** This license shall commence upon the execution of this Agreement and terminate on June 30, 2024. This License may be renewed for an additional term upon the joint approval of the Parking and Traffic Safety Committee and the City Manager.
5. **Payment Terms:** Licensee will make payment of an annual fee to the City in the amount of \$ 1,500 which represents the cost of the valet parking permit fee. No other payment is required. Payment is due upon the execution of this Agreement and shall be made to the City of

Portsmouth and directed to the City Parking Clerk at 1 Junkins Avenue, Portsmouth, NH. Failure to make the required payment when due may result in the termination of this Agreement at the City's option.

6. **Indemnification:** Licensee agrees to indemnify and hold harmless the City of Portsmouth for any and all property damage, bodily injury or personal injury which arises as a result of its use of the Licensed Area. This obligation survives termination or revocation of this Agreement.
7. **Insurance:** At all times during the use and exercise of this license, Licensee agrees to maintain comprehensive general liability insurance covering its operation under this license in an amount not less than \$1,000,000 per occurrence and \$2,000,000 general aggregate. Such insurance shall name the City of Portsmouth as an additional insured. Licensee agrees to maintain Garage Keepers insurance in the amount of \$100,000 per occurrence for the term of this Agreement. Certificates indicating the existence of these insurances shall be maintained on file at all times during the license period with the Parking and Transportation Division of the City of Portsmouth Public Works Department.
8. **Maintenance of Area:** Licensee will maintain the Licensed Area in neat and orderly fashion during Licensee's hours of use. The Licensee shall take such measures as may be necessary to maintain pedestrian and vehicular safety during use of the Licensed Areas for its valet service.
9. **Damage:** Licensee agrees to take reasonable steps to remedy promptly any damage to the Licensed Area caused by the Licensee's activities. The City may elect to accept reasonable reimbursement from the Licensee in lieu of remedy.
10. **Compliance With Other Laws:** This Agreement does not relieve Licensee from compliance with any other local, state or federal laws or regulations or conditions imposed by any local board. Failure to abide by any local, state or federal laws or regulations may, at the City's discretion, result in revocation.
11. **Revocation:** The City may terminate this Agreement or any provision contained in this Agreement on 72 hours written notice provided to Licensee if the public interest requires such termination, in which case all fees paid by Licensee shall be returned on a pro-rata basis. This Agreement may be revoked or suspended immediately without notice by the City for cause, e.g. violation of the terms of this license, in which case, all fees paid by Licensee shall remain the property of the City.

Dated this _____ day of _____, 2023.

City of Portsmouth

By: _____

Karen Conard
City Manager

Pursuant to vote of the City Council
of _____

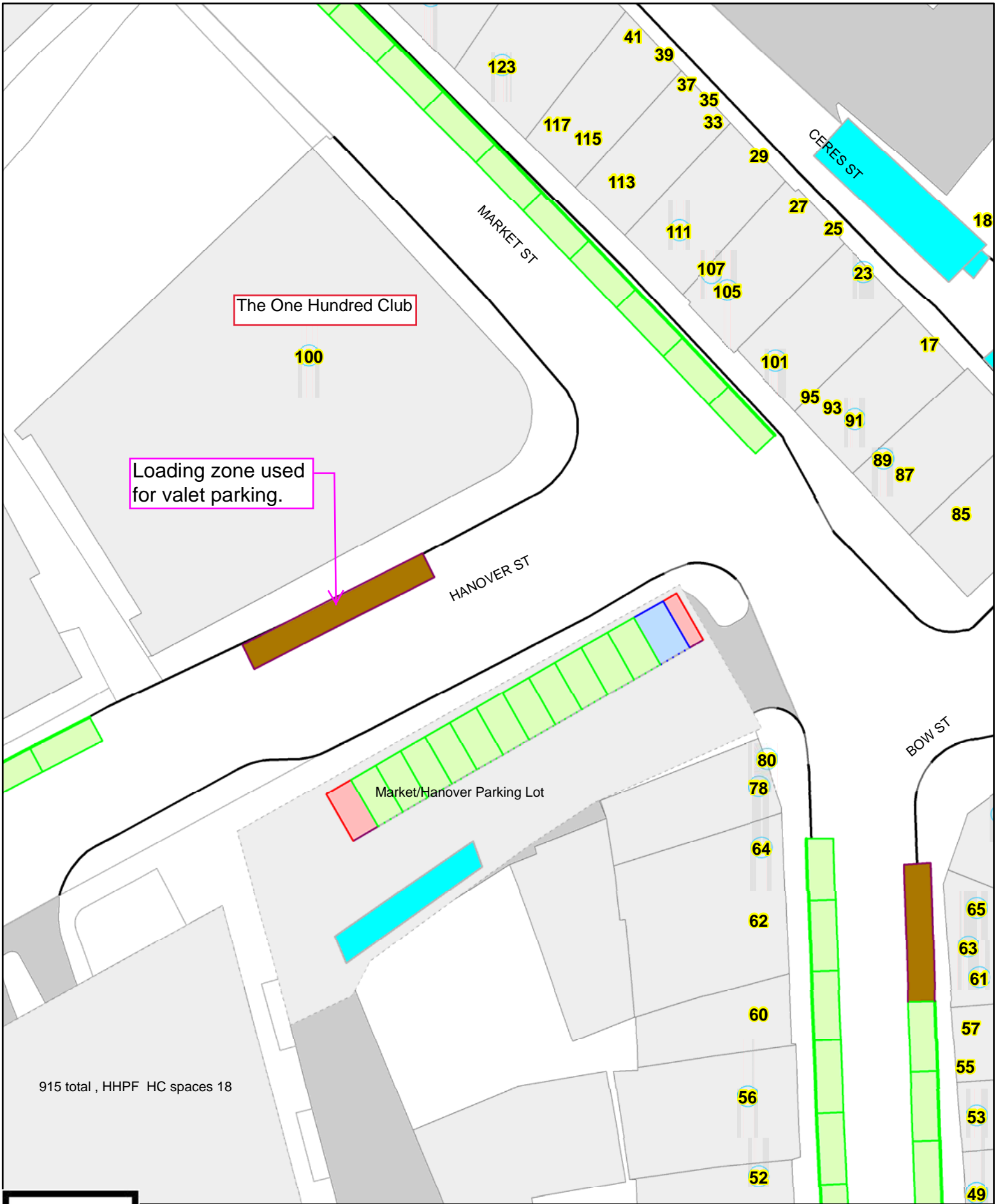
Dated this _____ day of _____, 2023.

The One Hundred Club

By: _____

Print Name: _____

Its Duly Authorized: _____

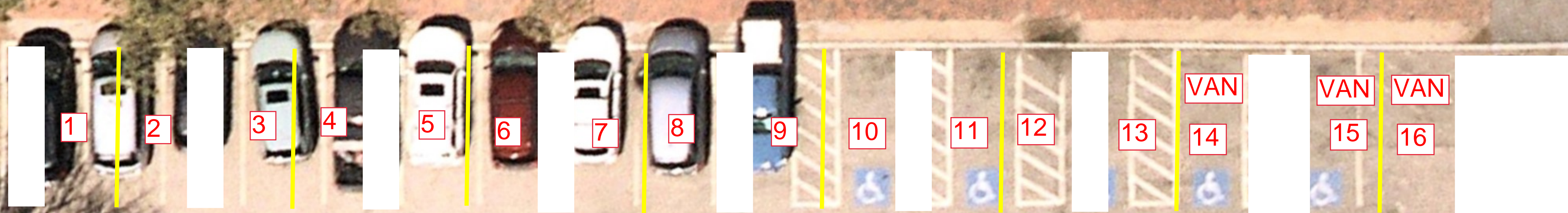


VI. A



VI. A

Existing: 10 regular spaces and 5 HP spaces
Proposed: 16 HP spaces





VII. A

ARTICLE VI: LOADING ZONES

Section 7.601: LIMITED HOURS LOADING ZONES

The following locations are established as “Limited Hours Loading Zones” during “Loading Zone Hours” which are defined as Mondays through Saturdays between the hours of 6:00 a.m. and 7:00 p.m. or as otherwise described below. During Loading Zone Hours only licensed commercial vehicles, vehicles marked for commercial purposes and unmarked noncommercial vehicles with Loading Zone Permits may utilize Limited Hours Loading Zones for up to 30 consecutive minutes if actively engaged in loading or unloading product, merchandise or equipment. At all other times these Loading Zones shall be open parking for all vehicles.

1. Bow Street: northerly side beginning 40 feet west from Chapel Street and continuing west for a distance of 70 feet. In addition to Monday through Saturday, this location shall also be a loading zone from 6:00 a.m. to 12:00 p.m. on Sunday.
2. Brewster Street: easterly side, beginning 40 feet north of the northerly curbline of Islington Street and running 40 feet in the northerly direction, between the hours of 7 AM and 3 PM, Monday through Friday.
3. Bridge Street: westerly side, beginning 50 feet north from the intersection of Bridge Street and Islington Street for a distance of 40 feet.
4. Congress Street:
 - a. northerly side, beginning 9 feet west from the intersection of Fleet Street and Congress Street running for a distance of 136 feet.
 - b. southerly side, beginning 130 feet east from the intersection of Fleet Street and Congress Street running for a distance of 49 feet.
5. Daniel Street: southerly side, beginning 37 feet west from Penhallow Street for a distance of 65 feet
6. Deer Street: southerly side, west from Market Street a distance of 60 feet.
7. Hanover Street:
 - a. northerly side, beginning at a distance of 106 feet from the western most point of the southwesterly curbline of Market Street for a distance of 45 feet.
 - b. southerly side, beginning at the westerly curbline of Fleet Street and running westerly for 90 feet, from 6:00 a.m. to 11:00 a.m.
 - c. all parking spaces on the northerly side between Portwalk Place and Maplewood Avenue from 6:00 a.m. to 9:00 a.m.
8. High Street: easterly side, in a southerly direction from Ladd Street a distance of 50 feet.
9. Market Street:
 - a. easterly side, south for a distance of 50 feet, beginning at Commercial Alley
 - b. easterly side, south for a distance of 40 feet, beginning at Bow Street from 6:00 a.m. to 7:00 p.m. In addition, from 7:00 p.m. to 6:00 a.m., Monday through Sunday, this area shall be designated as a taxi stand per Section 7A.408.

VII. B

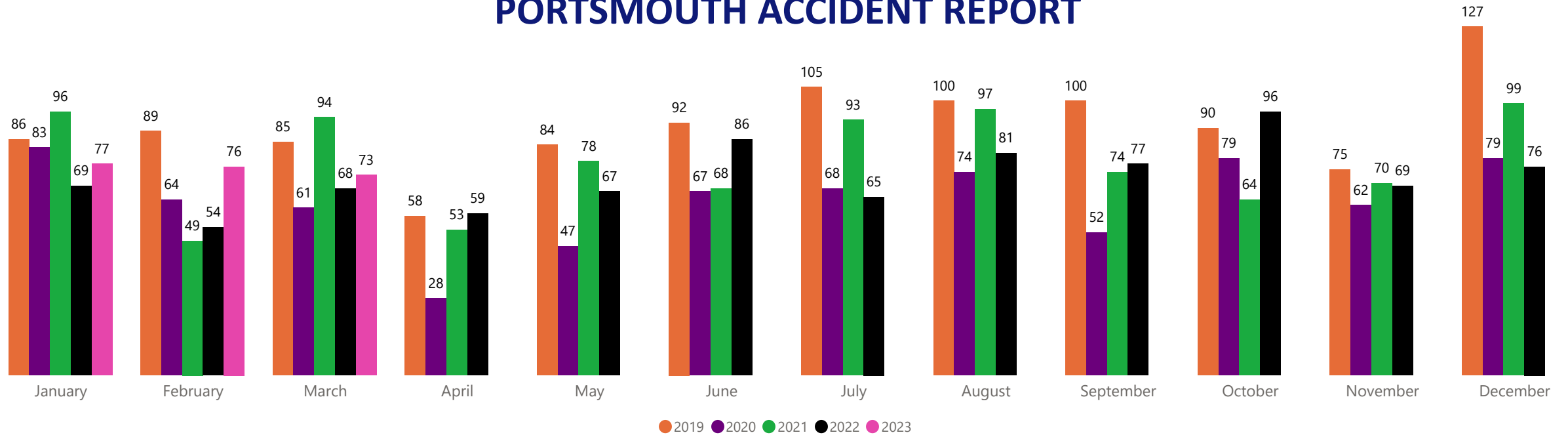
- c. westerly side between Russell Street and Deer Street, from November 1st through March 30th, 2:00 a.m. to 5:00 p.m. Monday-Friday, 2:00 a.m. to 1:00 p.m. Saturday.
- 10. Pearl Street: easterly side from a point thirty feet (30') north of Islington Street to a point seventy feet (70') north of Islington Street.
- 11. Penhallow Street: westerly side, beginning at Commercial Alley and running northerly for a distance of 45 feet. In addition to Monday through Saturday, this location shall also be a loading zone from 6:00 a.m. to 12:00 p.m. on Sunday.
- 12. Pleasant Street: easterly side, beginning 94 feet south of the southerly curblineline of Daniel Street and running southerly for a distance of 45 feet.
- 13. State Street:
 - a. northerly side, beginning 40 feet east from Pleasant Street for a distance of 40 feet. In addition, from 7:00 p.m. to 6:00 a.m., Monday through Sunday, this area shall be designated as a taxi stand per Section 7A.408.
 - b. southerly side, beginning 20 feet west from Atkinson Street for a distance of 57 feet.
- 14. Vaughan Street: westerly side, beginning at the intersection with Raynes Avenue and running southerly for a distance of 60 feet, from 6 AM to 9 AM.

Section 7.602: 24-HOUR LOADING ZONES

The following locations are established as “24-Hour Loading Zones” at all times, 24 hours a day, seven days a week. Only licensed commercial vehicles, vehicles marked for commercial purposes and unmarked non-commercial vehicles with Loading Zone Permits may utilize the 24-Hour Loading Zones for 30 consecutive minutes if actively engaged in loading or unloading product, merchandise or equipment. No other vehicles may utilize the 24-Hour Loading Zones.

- 1. Ceres Street
 - a. westerly side, beginning 27 feet from Bow Street for a distance of 25 feet.
 - b. easterly side, beginning 95 feet from Bow Street for a distance of 40 feet.
- 2. Chestnut Street: westerly side, south from Congress Street for a distance of 100 feet
- 3. Daniel Street: northerly side, beginning 123 feet east from Bow Street for a distance of 35 feet.
- 4. Haven Court: both sides, entire length
- 5. Maplewood Avenue: easterly side, beginning 35 feet north from the intersection of Congress Street and Maplewood Avenue running for a distance of 70 feet.
- 6. Pleasant Street: westerly side, beginning 21 feet south from the intersection of Pleasant Street and State Street running southerly for a distance of 30 feet.
- 7. Porter Street

PORTSMOUTH ACCIDENT REPORT

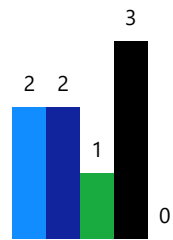


Mar. 2023- 46 reportable crashes, damage > \$1,000

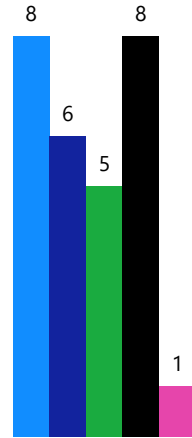


YEARLY TOTALS

Month	2023
January	0
February	0
March	0
Total	0



VIII. A



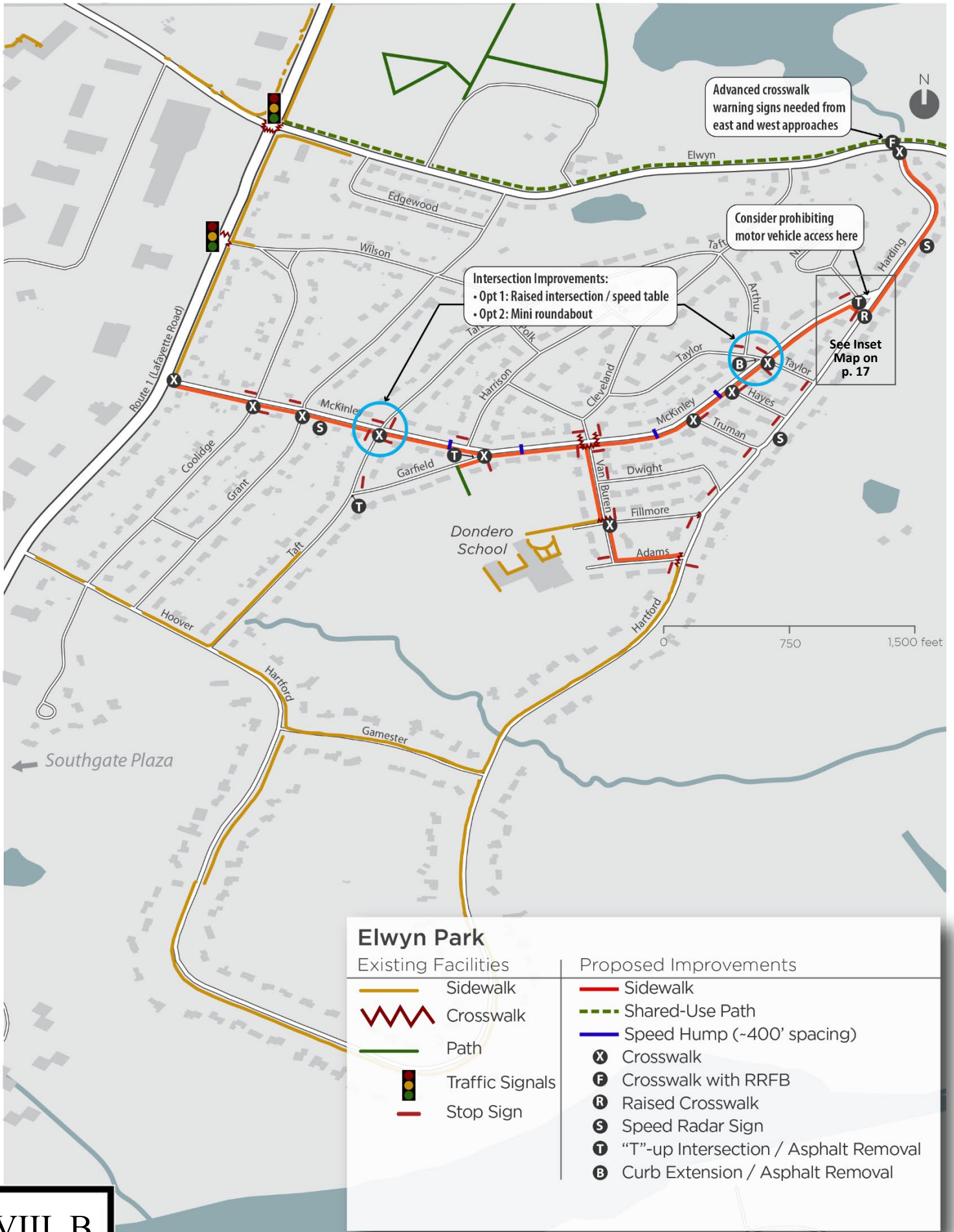
Month	2023
January	0
February	0
March	1
Total	1



● 2019 ● 2020 ● 2021 ● 2022 ● 2023

● 2019 ● 2020 ● 2021 ● 2022 ● 2023

● 2019 ● 2020 ● 2021 ● 2022 ● 2023



From: Anne Poubeau

Subject: For PTS Committee re: Bartlett St

Good morning Councilor Bagley,

Can you please share this letter with the Parking and Traffic Safety Committee and City Manager Conard? I just sent it to Seacoastonline for their LTE section.

Thank you,

Annie Poubeau

Letter to the editor

Portsmouth has a serious traffic safety problem. According to the Portsmouth Police Department there were 153 car crashes in the first two months of 2023 which averages to 2.6 crashes per day. Many are quick to assign blame for all these crashes to bad driving and personal responsibility and believe that the solution is stronger police enforcement to crack down on distracted, drunk, or just plain reckless drivers. But the truth is that if we really want cars to be safer, the solution lies in how we design our streets.

This is why, as a resident of Bartlett Street for over 15 years, I am very excited about the pilot mini roundabout that has been installed at the intersection of Thornton and Bartlett. Over all the years of living there I have seen daily disregard for the 4-way stop signs that have governed that intersection for years. The problem is that Bartlett carries far more volume than Thornton does and so drivers traveling up Bartlett tend to roll right through the intersection without stopping.

While mini roundabouts are relatively rare in the United States, they are very common in Europe. And they are growing in popularity because they are safer, less congested, and more environmentally friendly than other types of intersections. I hope that the good people of Portsmouth will look at this pilot project with an open mind and objectivity and let measurable data determine whether or not this design is an improvement at this location. What is clear is that the previous configuration was not working and we need to try something new.

Anne Poubeau
Portsmouth

Message

Councilor Bagley:

I wanted to follow up on two projects before the Parking Traffic and Safety Committee but I am sending this to you because there is no "contact" form for the PTSC. Please forward these comments to the PTSC, as appropriate.

1. Woodbury. Please convey my thanks for the work and meetings on Woodbury Avenue. I think I can speak for an overwhelming majority of residents who appreciate the meetings held and the work done.

2. Bartlett Street Traffic Circle. I have been through this circle a few times now since it was installed on April 20, 2023. My reaction is that the circle is too large and too confined for the location as currently configured, especially when trying to turn 270 degrees coming up Bartlett Street (as opposed to driving straight through). I believe a smaller circle with less confinement for left turning traffic would accomplish the goal of traffic calming. The first time I went through this circle, I was quite surprised by the severity of confinement which forced me to apply brakes much more severely than a vehicle following me would expect. I think a slightly reduced "dose" of traffic calming would work better and reduce the risk of vehicles braking unexpectedly to avoid collision with the curb would work better.

I hope that this feedback is helpful. Please feel free to contact me if you have any questions.

Best regards,

Justin C. Richardson
586 Woodbury Avenue



VIII. C