

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

November 2nd, 2023

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

Proposed changes to 2012 Parking Principles, by Andy Hill, DESMAN

VI. NEW BUSINESS

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

**A. Proposed changes to 2012 Parking Principles guidelines, by City Staff. Sample Motion:
Move to approve proposed changes to the 2012 Parking Principles.**

VII. OLD BUSINESS

A. High Street, report back and recommendation on proposal to remove parking spaces between Congress Street and Ladd Street. Sample Motion: Move to accommodate construction on High Street by relocating parking spaces to Congress Street.

VIII. INFORMATIONAL

A. Hillside Drive update

B. Police monthly accident report

C. Bartlett Street and Woodbury Avenue Traffic Calming Public Meeting, November 8th, 6:30 PM at New Franklin School

D. DOT Ten Year Plan projects

E. DOT Sound barrier project update

F. DOT Route 1 project update

G. Rail Trail/Borthwick Avenue multi-use path update

H. Handicapped parking space at 125 Islington Street

IX. MISCELLANEOUS

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_itNiGuGQTtejgS_IlrWHKg

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

Unaudited

Percentage of Fiscal Year Complete 25.00%
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Preliminary
Totals Thru
September 30, 2023

	Total	Budgeted	% of Budget
FY 24			
Parking Meter Fees	1,196,135.82	4,310,000.00	28%
Meter Space Rental	55,180.00	150,000.00	37%
Meter In Vehicle	0.00	0.00	0%
EV Charging Stations	5,260.80	15,000.00	35%
Parking-Area Service Agreements	0.00	35,000.00	
High Hanover Transient	670,940.79	2,350,000.00	29%
High Hanover Passes	263,535.25	1,150,000.00	23%
Foundry Place Transient	129,549.45	400,000.00	32%
Foundry Place Passes	124,309.23	450,000.00	28%
Parking Sign Permit	0.00	0.00	
HH Pass Reinstatement	120.00	750.00	16%
Foundry Pass Reinstatement	660.00	750.00	88%
Parking Violations	325,102.00	900,000.00	36%
Immobilization Administration Fee	3,525.00	6,000.00	59%
Summons Admin Fee	0.00	0.00	0%
Total FY 23	2,774,318.34	9,767,500.00	28%

	BUDGETED	
	7,267,500	74% Transfer to Parking Fund
	2,500,000	26% Funds Remaining in Gen Fund



GUIDING PARKING PRINCIPLES FOR CENTRAL BUSINESS DISTRICTS

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

Overall Principles: A balanced mix of retail/restaurant, office, and residential uses is key to downtown vitality.

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

1. Insuring an adequate supply of parking for retail/restaurant and office users in the downtown is primarily a City responsibility.
2. Parking for new downtown 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. 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.
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).
 - Increase the supply of convenient parking.
6. Parking should support economic development including businesses (office, retail, restaurant) and visitors/customers.
7. The parking garage should be priced and managed so that it has high occupancy more frequently (improve utilization of what we've got).
8. The primary reason for parking revenues is to be able to provide an adequate supply of safe, convenient parking. 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 the garage or use parking immediately adjacent to downtown, 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”.
15. Surface parking lots should be located at the periphery of the downtown 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 workers.
17. Incentives for residents should be provided at the parking garage, but shouldn’t compromise best practices.
18. Parking resources should be provided to support downtown 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 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 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.

Revised Principals as of 09/07/2023

Statement #1: The City of Portsmouth will ensure an adequate supply of public parking for both short-term and long-term parkers downtown associated with commercial land uses and institutions through the development of policy, programs, and infrastructure as needed.

Statement #2: Parking for long-term overnight uses such as downtown residences or hotels is primarily a private responsibility.

Statement #3: Parking management plans should consider impacts from future reuse, redevelopment, and full occupancy of buildings in the Downtown Districts (the urban core). When implementing these plans, the City should be guided by all of the principals of this document and take reasonable steps to ensure that a lack of parking is not a barrier to entry for new businesses, tenants, institutions, or developers seeking to locate in downtown Portsmouth.

Statement #4: The City should strive to play the lead role in developing and managing parking facilities in the urban core:

- Parking management and supply decisions should incorporate a holistic approach which considers impacts on the downtown parking, development, mobility, and walking environments as well as municipal development and fiscal policy in addition to addressing issues specific to a particular area or development.
- The value of private parking facilities should be recognized as a resource wherever possible and private parking property owners should be encouraged to make their facilities available to the general public where it benefits public interests. 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.

Statement #5: The City should design policies and programs that address regular peak parking demand needs in order to avoid regular times when residents/customers cannot find parking. These programs and policies should include, but not be limited to:

- Managing peak parking demand to balance parking supply and demand across the downtown.
- As needed, increasing the supply of publicly available, convenient parking.
- Mitigating peak hour demand through the promotion of alternative modes of transportation.

Statement #6: Parking should support economic development of commercial land uses (including but not limited to office, retail, and restaurant) and accommodate institutional employees, customers, residential visitors, and tourists.

Statement #7: Parking policies and programs should recognize the differences in needs between long-term and short-term parkers and include incentives which encourage use of off-street public parking facilities for long-term parkers seeking less expensive accommodation and promote availability for short-term parkers seeking proximity for quick errands.

Statement #8: Any parking plan should recognize that the primary reason for collecting parking revenues is to provide city-wide benefits through an adequate supply of secure and attractive public parking assets;

a diverse transportation network; and vibrant and welcoming walking environment. Parking fee and fine structures should be transparent, logical, and easy to understand.

Statement #9: Information on parking and transportation options should be easily accessible to citizens, businesses, and visitors, using both traditional media and new technologies.

Statement #10: Parking planning, policy and program development should adopt a comprehensive approach that considers environmental and financial sustainability; the range of costs and benefits of all decisions; and places a premium on aesthetics, security, user information, accessibility to users of all abilities, and ease of navigation and use.

Statement #11: All public parking assets should be designed and maintained to be aesthetically pleasing and integrated to the surrounding streetscape, well-lit, clean, in good repair, accessible to users of all abilities, and easy to navigate and use.

Statement #12: Parking planning and policy development should promote the use of sustainable, multimodal transportation options whenever feasible. This includes remote parking as necessary and needed.

Statement #13: Parking management policy and programs should take into consideration the downtown workforce and the full range of needs for different kinds of workers.

Statement #14: Parking planning, policies, and programs should prioritize curb management techniques to address loading, commercial, and parking needs equitably, and incorporate “Complete Streets” principles which include but are not limited to:

- Enhancing downtown walkability and local aesthetics.
- Parking facility design which includes elements to support sustainable and multimodal transportation.
- The needs of individuals with ambulatory challenges.

Statement #15: The public parking system, and the policies or programs influencing its operation, should be self-supporting and able to cover operating costs and debt service obligations without subsidy from the City’s General Fund or other municipal sources.

Statement #16: Parking plans, programs, and policies should seek to encourage the use of public transit, walking, and bicycling, but recognize the limited infrastructure and preference for personal transportation options.

High Street

Relocate sign and trash barrel for unobstructed access to bus

Proposed Parking Layout Market Square Bus Bay



~ 86' Available Parking Length

Congress Street

Market Street

Pleasant Street

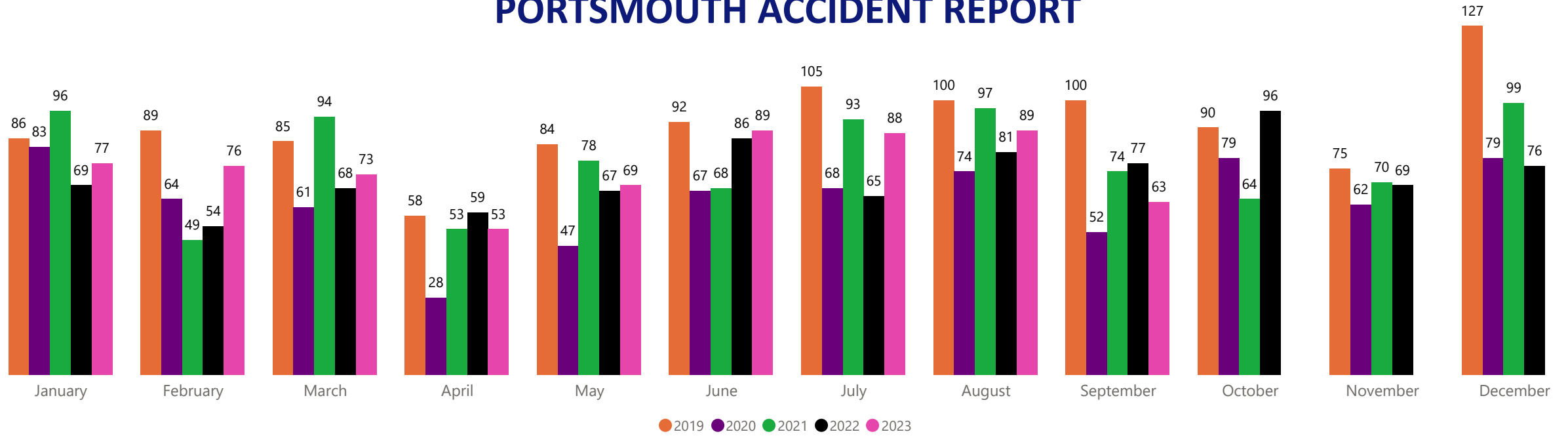
Daniel Street

VII. A



VIII. A

PORTSMOUTH ACCIDENT REPORT

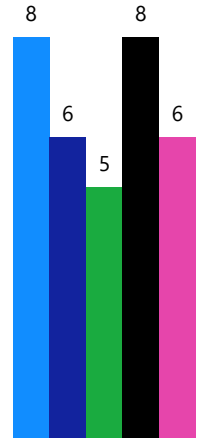
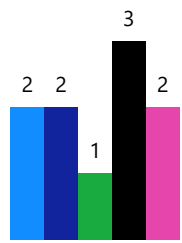


September 2023- 41 reportable crashes, damage > \$1,000

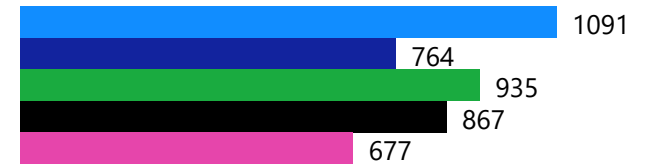


YEARLY TOTALS

Month	2023
July	0
August	0
September	1
Total	2



Month	2023
July	1
August	3
September	0
Total	6



VIII. B

● 2019 ● 2020 ● 2021 ● 2022 ● 2023

● 2019 ● 2020 ● 2021 ● 2022 ● 2023

● 2019 ● 2020 ● 2021 ● 2022 ● 2023

CITY OF PORTSMOUTH NH



Portsmouth DPW Hosts Neighborhood Meeting on Woodbury Avenue & Bartlett Street Traffic-Calming Efforts on Wednesday, November 8, 2023

Portsmouth, New Hampshire – In April of this year, the City of Portsmouth Department of Public Works started testing a mini-roundabout on Bartlett Street and speed cushions on Woodbury Avenue as pilot traffic-calming projects. Both installations incorporated feedback received at neighborhood meetings in February and March and modifications after the first few weeks of the pilots.

For the past five months, DPW has monitored the effectiveness of these pilot initiatives and has presented preliminary data from the pilots at monthly Parking & Traffic Safety Committee meetings.

The City is now hosting another neighborhood informational meeting to review the pilot projects, scheduled for Wednesday, November 8, 2023 at New Franklin School (1 Franklin Avenue) at 6:30 pm.

For more information go to the [Woodbury Avenue project page](#) and the [Bartlett Street Reconstruction Project | City of Portsmouth](#) page on the City website. Please direct comments or questions about the project to: Eric Eby, P.E., City Engineer, Parking, Transportation and Planning at (603) 766-1415 or by email to ebeby@cityofportsmouth.com

PORTSMOUTH (20258)

Route/Road PEVERLY HILL RD.

Category MANDATED FEDERAL

Scope CONST. NEW SIDEWALK AND STRIPED BICYCLE SHOULDERS AND ASSOCIATED DRAINAGE ALONG PEVERLY HILL ROAD.

Strategy TIER 5

Phase	Year	Funding	Program		
Construction	2025	464,783	Federal-Aid-LPA		
Construction	2025	474,456	CMAQ *		
Construction	2025	711,591	NON-PAR (other)		
Total		\$1,650,831		Previous Funding	\$808,307
				Current TYP Funding	\$1,650,831
				Future Funding Required	\$0
				Total Project Cost	\$2,459,138

Comments None

VIII. D

2025 - 2034 Ten Year Plan

9/5/2023

PORTSMOUTH (29640)

Route/Road US 1

Category INDIVIDUAL PROJECTS

Scope US 1 TRAFFIC OPS IMPRVS FROM CONSTITUTION AV TO WILSON RD & FROM OCEAN RD TO WHITE CEDAR(~1.7M)

Strategy TIER 1

Phase	Year	Funding	Program		
Construction	2026	5,515,764	None-Highway		
Construction	2027	5,674,591	Federal-Aid Other		
Total		\$11,190,355			
				Previous Funding	\$6,183,206
				Current TYP Funding	\$11,190,355
				Future Funding Required	\$0
				Total Project Cost	\$17,373,561

Comments None

PORTSMOUTH (40562)

Route/Road PORTSMOUTH INTERNATIONAL AIRPORT

Category AIRPORT

Scope PRESERVATION, MODERNIZATION, AND/OR EXPANSION OF AIRPORT FACILITIES; PLANNING STUDIES.

Strategy ALL TIERS

Phase	Year	Funding	Program		
Other	2025	10,022,605	Airport Improvement		
Other	2026	11,281,085	Airport Improvement		
Other	2027	9,423,082	Airport Improvement		
Other	2028	8,499,676	Airport Improvement		
Other	2029	10,271,199	Airport Improvement		
Other	2030	5,596,095	Airport Improvement		
Other	2031	1,940,831	Airport Improvement		
Other	2032	22,734,163	Airport Improvement		
Other	2034	18,135,975	Airport Improvement		
Total		\$97,904,712			
				Previous Funding	\$0
				Current TYP Funding	\$97,904,712
				Future Funding Required	\$0
				Total Project Cost	\$97,904,712

Comments Only the current FAA fiscal year funding is known; future year funding is an estimate of funding needs and not a guarantee of funding.

PORTSMOUTH (40644)

Route/Road MARKET STREET - RR

Category INDIVIDUAL PROJECTS

Scope RAILROAD CROSSING UPGRADE ON MARKET STREET

Strategy TIER 5

Phase	Year	Funding	Program		
Right of Way	2025	39,354	None-Highway		
Construction	2026	693,774	None-Highway		
Total		\$733,128		Previous Funding	\$69,000
				Current TYP Funding	\$733,128
				Future Funding Required	\$0
				Total Project Cost	\$802,128

Comments None

PORTSMOUTH (40908)

Route/Road MAPLEWOOD AVE

Category RAIL

Scope PAN AM RAILWAYS, RECONSTRUCT RAILWAY-HIGHWAY CROSSING, ROADWAY APPROACHES AND PROTECTIVE DEVICES

Strategy TIER 5

Phase	Year	Funding	Program		
Construction	2025	710,787	RR-RCS *		
Total		\$710,787		Previous Funding	\$152,013
				Current TYP Funding	\$710,787
				Future Funding Required	\$0
				Total Project Cost	\$862,800

Comments None

PORTSMOUTH (41752)

Route/Road ELWYN ROAD

Category MANDATED FEDERAL

Scope ADD A MULTI-USE PATH FOR BIKE/PED ALONG ELWYN RD EXTENDING FROM RT1 TO HARDING RD.

Strategy TIER 2

Phase	Year	Funding	Program		
Construction	2025	985,027	CMAQ *		
Total		\$985,027		Previous Funding	\$310,599
				Current TYP Funding	\$985,027
				Future Funding Required	\$0
				Total Project Cost	\$1,295,626

Comments None

2025 - 2034 Ten Year Plan

PORTSMOUTH (42608)

Route/Road MARKET ST/RUSSELL ST

Category INDIVIDUAL PROJECTS

Scope MARKET ST / RUSSELL ST INTERSECTION IMPROVEMENTS

Strategy TIER 5

Phase	Year	Funding	Program
Preliminary Engineering	2026	240,193	None-Other
Right of Way	2028	64,573	None-Other
Construction	2029	1,145,070	None-Other
Total		\$1,449,837	
			Previous Funding
			\$0
			Current TYP Funding
			\$1,449,837
			Future Funding Required
			\$0
			Total Project Cost
			\$1,449,837

Comments RPC regional priority project introduced in the 2021-2030 Ten Year Plan.

PORTSMOUTH (42611)

Route/Road GRAFTON DRIVE

Category INDIVIDUAL PROJECTS

Scope INTERSECTION IMPROVEMENTS ON GRAFTON DRIVE BY PORTSMOUTH TRANSPORTATION CENTER & PEASE GOLF COURSE

Strategy TIER 5

Phase	Year	Funding	Program
Preliminary Engineering	2026	120,096	None-Other
Construction	2030	555,527	None-Other
Total		\$675,623	
			Previous Funding
			\$0
			Current TYP Funding
			\$675,623
			Future Funding Required
			\$0
			Total Project Cost
			\$675,623

Comments RPC regional priority project introduced in the 2021-2030 Ten Year Plan.

2025 - 2034 Ten Year Plan

9/5/2023

PORTSMOUTH (42612)

Route/Road INTERNATIONAL DR/MANCHESTER SQ/CORPORATE DR **Category** INDIVIDUAL PROJECTS

Scope SIGNALIZATION OF INTERSECTION - INTERNATIONAL DRIVE / MANCHESTER SQUARE / CORPORATE DRIVE **Strategy** TIER 5

Phase	Year	Funding	Program		
Preliminary Engineering	2027	93,404	None-Other		
Construction	2030	312,485	None-Other		
Total		\$405,889		Previous Funding	\$0
				Current TYP Funding	\$405,889
				Future Funding Required	\$0
				Total Project Cost	\$405,889

Comments RPC regional priority project introduced in the 2021-2030 Ten Year Plan.

PORTSMOUTH (42874)

Route/Road VARIOUS **Category** MANDATED FEDERAL

Scope PURCHASE & INSTALL 8 E-CHARGING STATIONS FOR EVS (2 @ PEASE TRADEPRT 2@PEASE GC 4 @ PEASE AIRPRT) **Strategy** ALL TIERS

Phase	Year	Funding	Program		
Construction	2025	47,972	CMAQ *		
Total		\$47,972		Previous Funding	\$5,000
				Current TYP Funding	\$47,972
				Future Funding Required	\$0
				Total Project Cost	\$52,972

Comments None

PORTSMOUTH (43760)

Route/Road I-95 **Category** INDIVIDUAL PROJECTS

Scope SOUNDWALLS/PRIVACY FENCE ALONG I-95 IN PORTSMOUTH **Strategy** TIER 1

Phase	Year	Funding	Program		
Construction	2025	2,943,838	Other Fed Aid		
Total		\$2,943,838		Previous Funding	\$7,309,339
				Current TYP Funding	\$2,943,838
				Future Funding Required	\$0
				Total Project Cost	\$10,253,176

Comments None

PORTSMOUTH (44225)

Route/Road US1/US4/I-95

Category INDIVIDUAL PROJECTS

Scope ENGINEERING STUDY TO UPDATE THE (CIRCA 2000) PORTSMOUTH CIRCLE FEASIBILITY STUDY.

Strategy TIER 2

Phase	Year	Funding	Program		
Preliminary Engineering	2029	1,100,000	Other Fed Aid		
Total		\$1,100,000		Previous Funding	\$0
				Current TYP Funding	\$1,100,000
				Future Funding Required	\$0
				Total Project Cost	\$1,100,000

Comments RPC Regional priority introduced as part of the 2025-2034 Ten Year Plan.

PORTSMOUTH (44386)

Route/Road CATE STREET

Category BRIDGES

Scope REPLACE CATE STREET BRIDGE OVER HODGDON BROOK (BR#198/107)

Strategy TIER 5

Phase	Year	Funding	Program		
Preliminary Engineering	2028	173,463	SAB *		
Right of Way	2028	5,782	SAB *		
Construction	2028	1,156,418	MOBRR *		
Total		\$1,335,663		Previous Funding	\$0
				Current TYP Funding	\$1,335,663
				Future Funding Required	\$0
				Total Project Cost	\$1,335,663

Comments None

2025 - 2034 Ten Year Plan

PORTSMOUTH (44411)

Route/Road NH 33

Category BRIDGES

Scope ADDRESS CONDITION OF BRIDGE CARRYING NH
 33 OVER PAR (BR. NO. 144/115)

Strategy TIER 2

Phase	Year	Funding	Program
Preliminary Engineering	2025	285,175	Bridg-T1-2-Rehab-Rcn
Preliminary Engineering	2028	190,809	Bridg-T1-2-Rehab-Rcn
Construction	2031	3,262,660	Bridg-T1-2-Rehab-Rcn
Total		\$3,738,644	
			Previous Funding
			Current TYP Funding
			Future Funding Required
			Total Project Cost
			\$0
			\$3,738,644
			\$0
			\$3,738,644

Comments None

PORTSMOUTH, NH - KITTERY, ME (44404)

Route/Road I-95

Category INTERSTATE MAINTENANCE

Scope UNDERDECK PAINTING OF THE BRIDGE OVER
 PISCATAQUA RIVER (HIGH LEVEL BRIDGE)
 PORTSMOUTH 258/128

Strategy TIER 1

Phase	Year	Funding	Program
Construction	2026	2,957,265	TRR *
Total		\$2,957,265	
			Previous Funding
			Current TYP Funding
			Future Funding Required
			Total Project Cost
			\$0
			\$2,957,265

Comments None



Hospital constructing this portion of multi-use path.

Existing multi-use path

City constructing multi-use path to connect with existing multi-use path.

Existing multi-use path

Rail Trail to Hampton under construction by DOT

VIII. G

