

**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**

**January 4<sup>th</sup>, 2024**

**AGENDA**

**I. CALL TO ORDER**

**II. ATTENDANCE**

**III. ANNUAL SELECTION OF CHAIR**

**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. PRESENTATIONS**

None

**VII. NEW BUSINESS**

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

- A.** 2 Russell Street, request for approval of on-street parking changes and loading zones on Deer Street and Russell Street, by property owner. **Sample Motion: Move to approve requested changes to on-street parking on Deer Street and Russell Street as presented on approved site plans for project.**

**VIII. OLD BUSINESS**

- A.** Middle Street/Miller Avenue/Summer Street intersection, request for selection of preferred alternative for construction, by DPW. **Sample Motion: Move to select the “hybrid” option for the reconstruction of the intersection.**
- B.** Parking Principles, request to approve proposed changes to City Parking Principles, by DPW and Planning Department. **Sample Motion: Move to approve proposed changes to City Parking Principles as proposed by DPW and Planning Department.**
- C.** Chapter 7, Section 7-A.402, Bus Stops Designated, request to amend section to reflect current conditions, by DPW. **Sample Motion: Move to approve recommended changes to Chapter 7, Section 7-A.402, Bus Stops Designated.**

**IX. INFORMATIONAL**

**A.** Police monthly accident report

**X. MISCELLANEOUS**

**XI. 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\\_CBkOzLZdSXuWo4W7QMSGrA](https://us06web.zoom.us/webinar/register/WN_CBkOzLZdSXuWo4W7QMSGrA)

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

# Unaudited

<b>Percentage of Fiscal Year Complete</b> 41.67%
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Preliminary  
Totals Thru  
November 30, 2023

	Total	Budgeted	% of Budget
FY 24			
Parking Meter Fees	1,936,083.68	4,310,000.00	45%
Meter Space Rental	110,490.00	150,000.00	74%
Meter In Vehicle	0.00	0.00	0%
EV Charging Stations	9,034.84	15,000.00	60%
Parking-Area Service Agreements	22,800.00	35,000.00	
High Hanover Transient	1,038,538.26	2,350,000.00	44%
High Hanover Passes	417,646.26	1,150,000.00	36%
Foundry Place Transient	203,120.45	400,000.00	51%
Foundry Place Passes	203,924.24	450,000.00	45%
Parking Sign Permit	0.00	0.00	
HH Pass Reinstatement	165.00	750.00	22%
Foundry Pass Reinstatement	840.00	750.00	112%
Parking Violations	536,245.15	900,000.00	60%
Immobilization Administration Fee	6,375.00	6,000.00	106%
Summons Admin Fee	0.00	0.00	0%
<b>Total FY 23</b>	<b>4,485,262.88</b>	<b>9,767,500.00</b>	<b>46%</b>

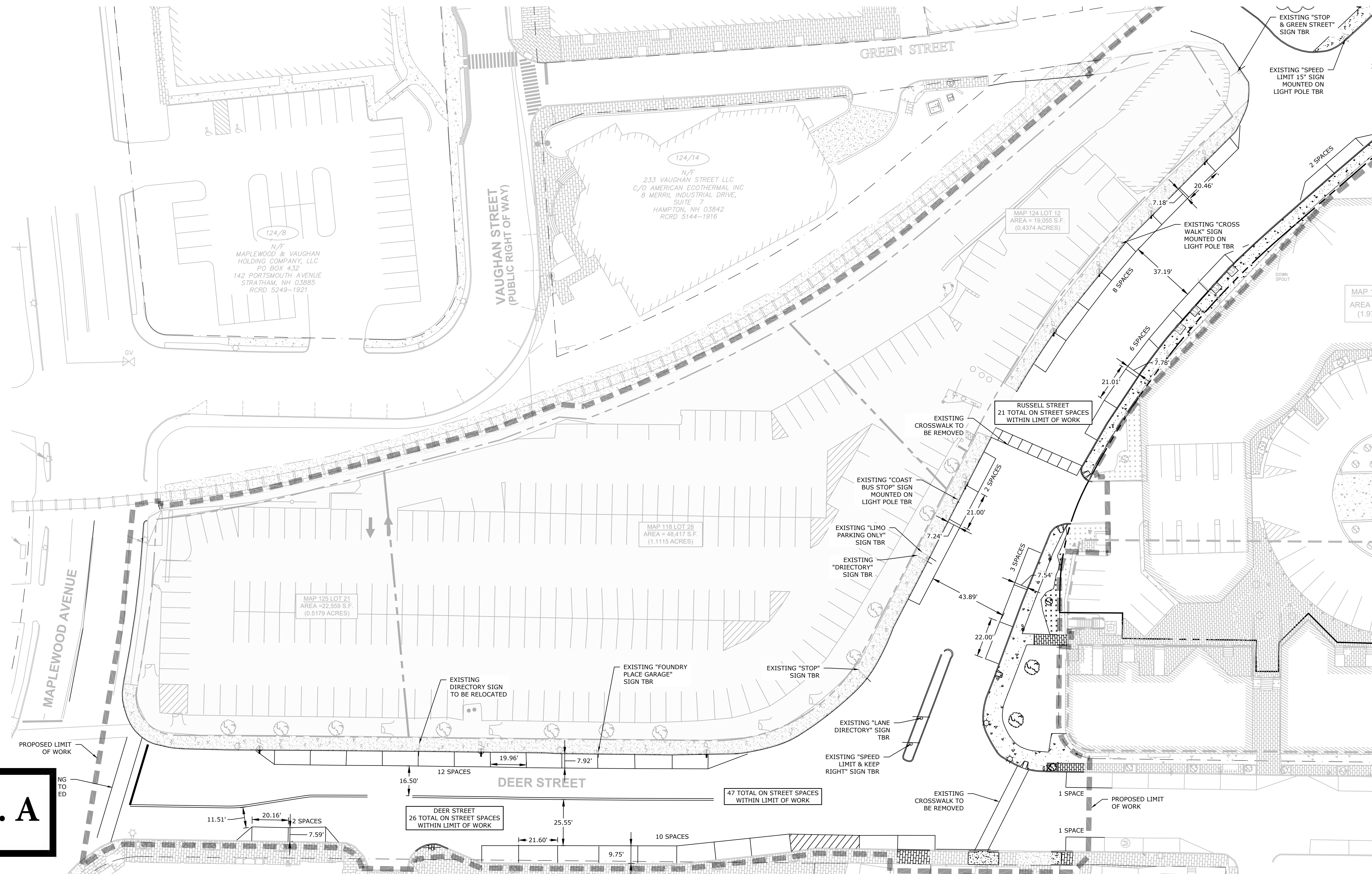
	<b>BUDGETED</b>	
	7,267,500	74% Transfer to Parking Fund
	2,500,000	26% Funds Remaining in Gen Fund

<b>IV</b>
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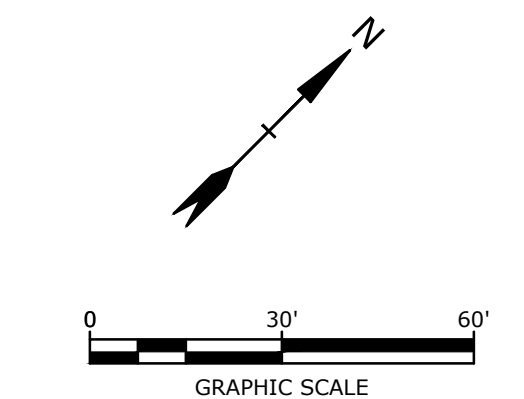
**NORTH END MIXED USE DEVELOPMENT  
RUSSELL STREET & DEER STREET  
PORTSMOUTH, NEW HAMPSHIRE**

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**EXISTING STREET LAYOUT EXHIBIT**



VII. A



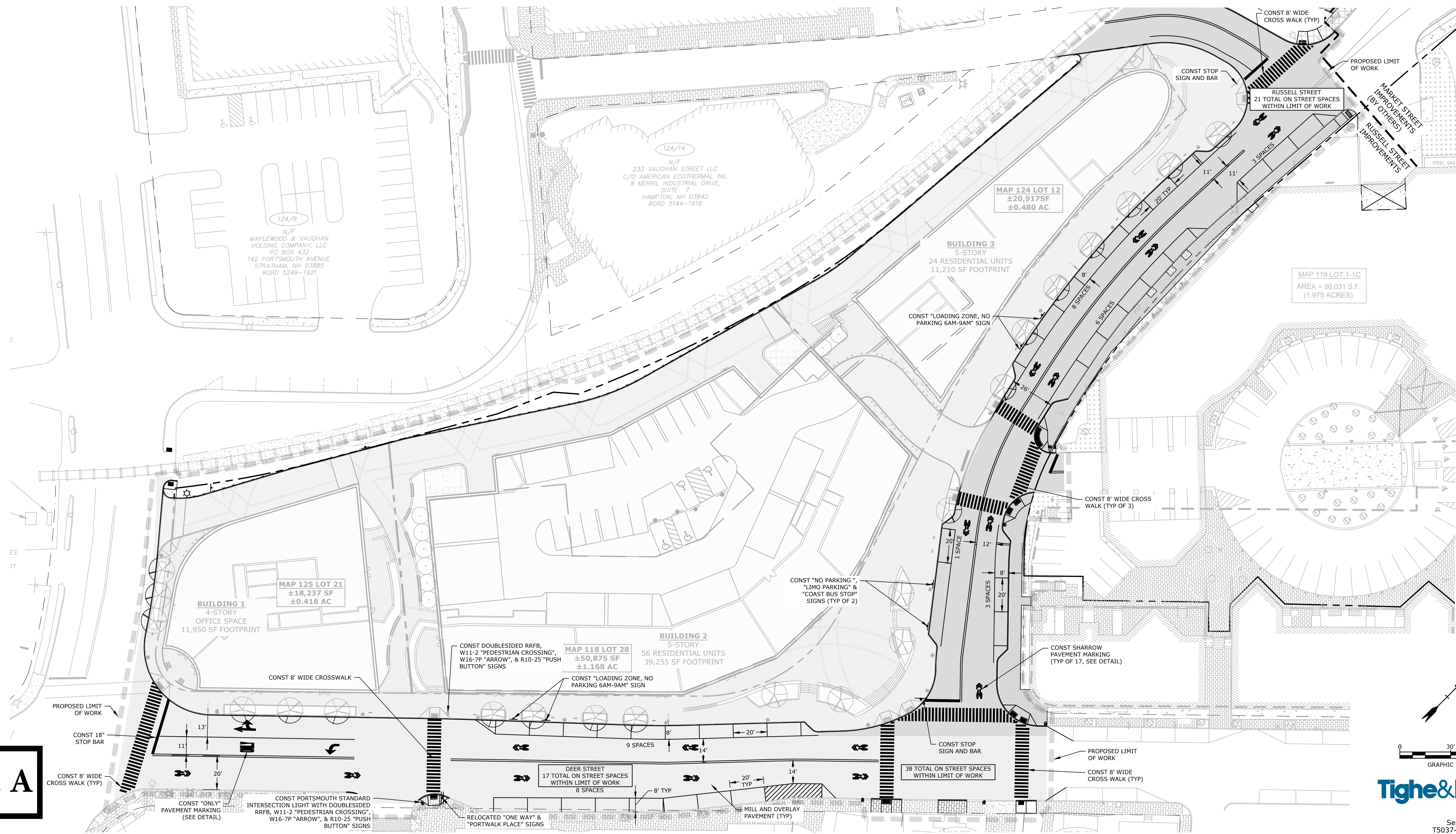
Tighe & Bond

Last Save Date: May 22, 2023 9:46 AM By: CKZCUIK  
 Plot Date: Friday, September 29, 2023 Plotted By: Colter Krzouik  
 TSS File Location: J:\T5037 Two International Group\002 Russell Street Development\Drawings Figures\AutoCAD\T5037-002-C-DSGN.dwg Layout Tab: STREET LAYOUT EX

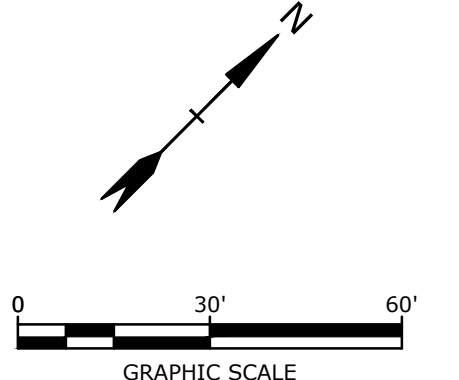
**NORTH END MIXED USE DEVELOPMENT  
RUSSELL STREET & DEER STREET  
PORTSMOUTH, NEW HAMPSHIRE**

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**PROPOSED STREET LAYOUT EXHIBIT**



**VII. A**



**Tighe & Bond**

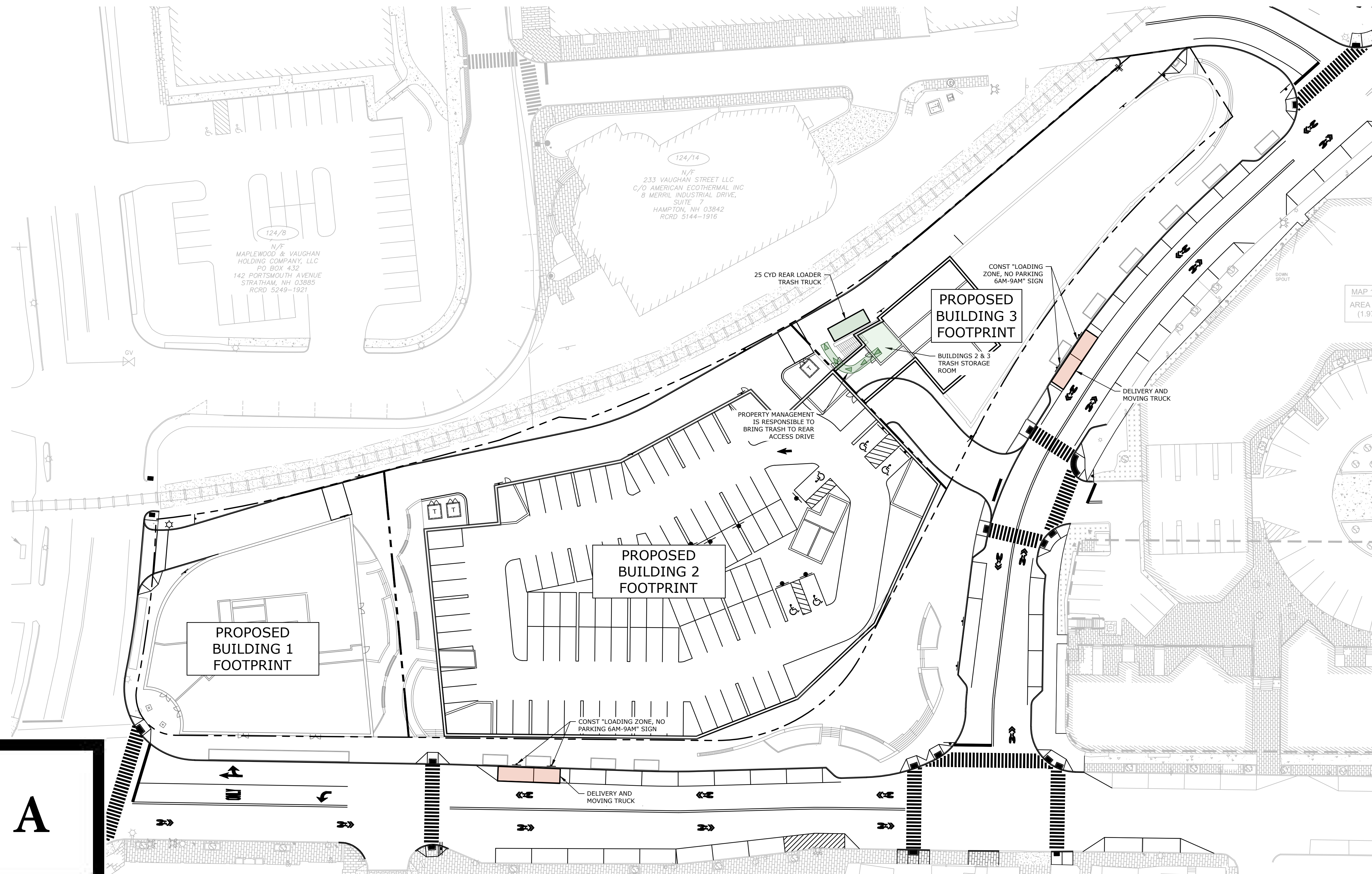
September 29, 2023  
T5037-002-C-DSGN.dwg

Last Save Date: September 29, 2023 9:55 AM By: NAHANSEN  
 Plot Date: Tuesday, October 10, 2023 Plotted By: Neil A. Hansen  
 T88 File Location: J:\T5037-Two International Group\002 Street Development\Drawings\_Figures\AutoCAD\T5037-002-C-DSGN.dwg Layout Tab: STREET LAYOUT PR

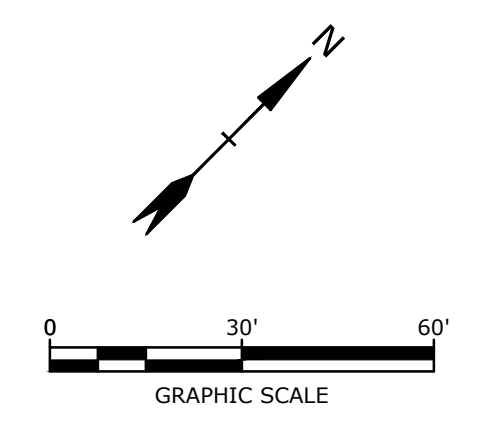
**NORTH END MIXED USE DEVELOPMENT  
 RUSSELL STREET & DEER STREET  
 PORTSMOUTH, NEW HAMPSHIRE**

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**DELIVERY, MOVING, AND TRASH EXHIBIT**



**VII. A**



**Tighe & Bond**

Last Save Date: January 25, 2023 4:48 PM By: CKKZCJUK  
 Plot Date: Tuesday, January 31, 2023 Plotted By: Colter Kzrcuk  
 T88 File Location: J:\T5037 Two International Group\002 Russell Street Development\Drawings Figures\AutoCAD\T5037-002-C-DSGN.dwg Layout Tab: Delivery and Trash

**Retain 2 Parking Spaces, Proposed by City**

**VII. A**

**6am - 9am Loading Zone Proposed by Applicant**

**Alternative 6am-9am Loading Zone Proposed by City**

MAP 125 LOT 21  
±18,237 SF  
±0.418 AC

MAP 118 LOT 28  
±50,875 SF  
±1.168 AC

**BUILDING 2**  
5-STORY  
56 RESIDENTIAL UNITS  
39,255 SF FOOTPRINT

CONST DOUBLESIDED RRFB, W11-2 "PEDESTRIAN CROSSING", W16-7P "ARROW", & R10-25 "PUSH BUTTON" SIGNS

CONST "LOADING ZONE, NO PARKING 6AM-9AM" SIGN

CONST "NO PARKING", "LIMO PARKING" & "COAST BUS STOP" SIGNS (TYP OF 2)

CONST "LOADING ZONE, NO PARKING 6AM-9AM" SIGN

CONST 8' WIDE CROSSWALK (TYP OF 3)

CONST SHARROW PAVEMENT MARKING (TYP OF 17, SEE DETAIL)

CONST STOP SIGN AND BAR

PROPOSED LIMIT OF WORK

CONST 8' WIDE CROSSWALK (TYP OF 3)

CONST 8' WIDE CROSSWALK

9 SPACES

3 SPACES

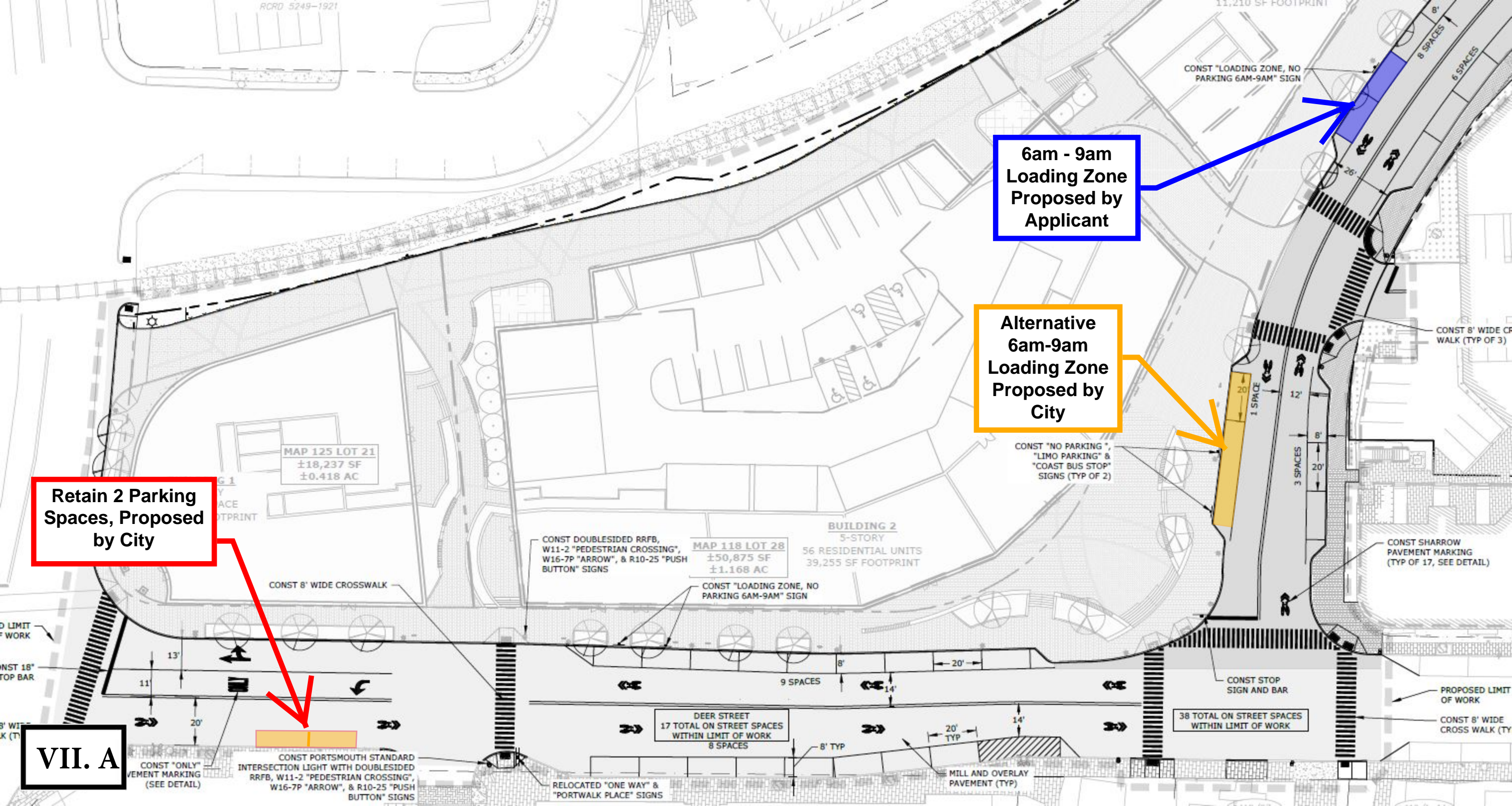
DEER STREET  
17 TOTAL ON STREET SPACES  
WITHIN LIMIT OF WORK  
8 SPACES

38 TOTAL ON STREET SPACES  
WITHIN LIMIT OF WORK

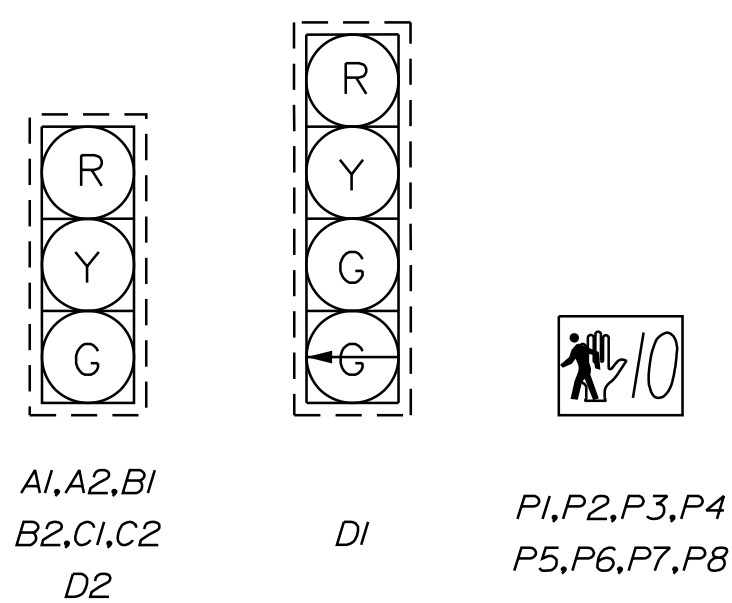
CONST PORTSMOUTH STANDARD INTERSECTION LIGHT WITH DOUBLESIDED RRFB, W11-2 "PEDESTRIAN CROSSING", W16-7P "ARROW", & R10-25 "PUSH BUTTON" SIGNS

RELOCATED "ONE WAY" & "PORTWALK PLACE" SIGNS

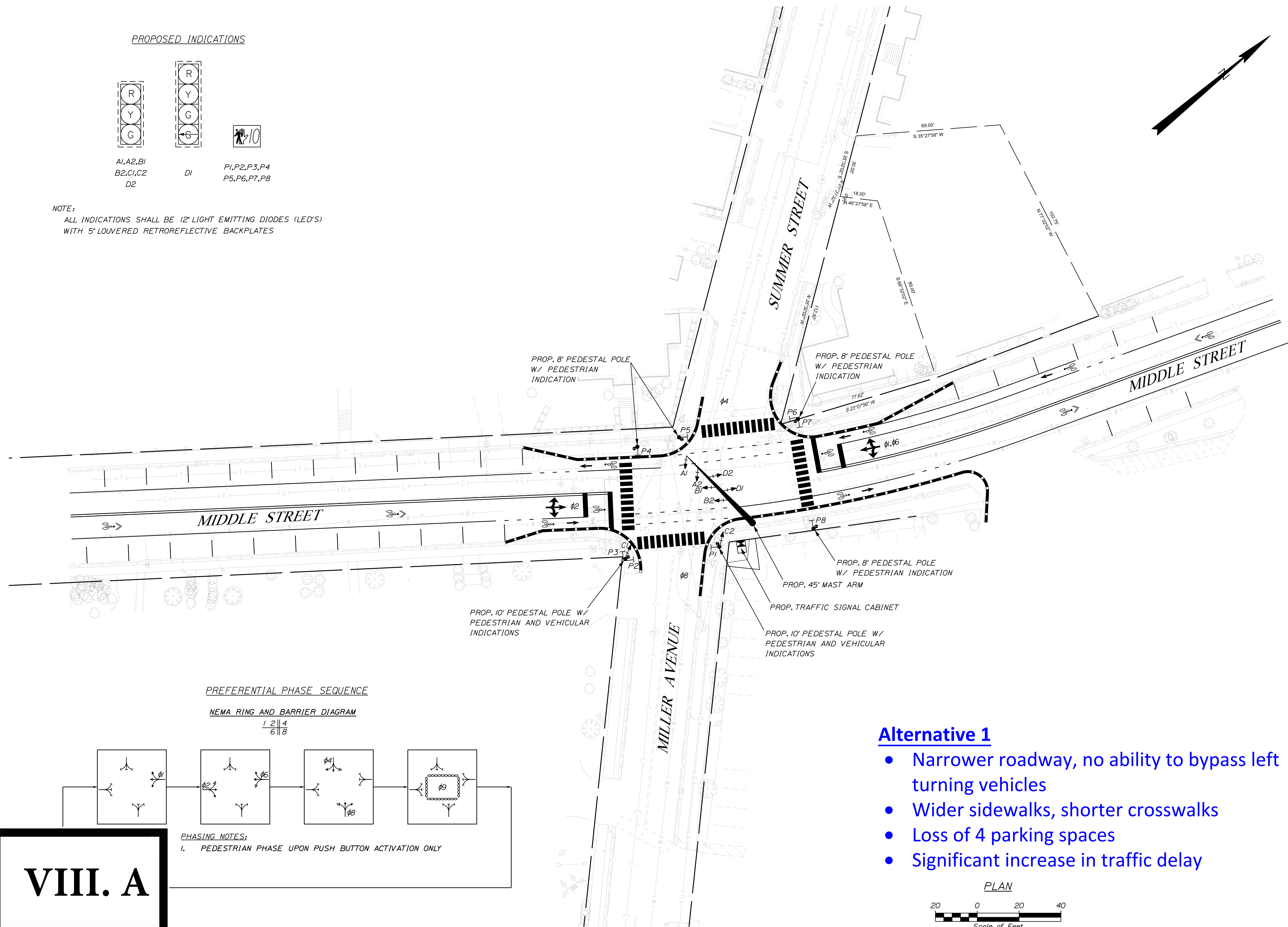
MILL AND OVERLAY PAVEMENT (TYP)



PROPOSED INDICATIONS

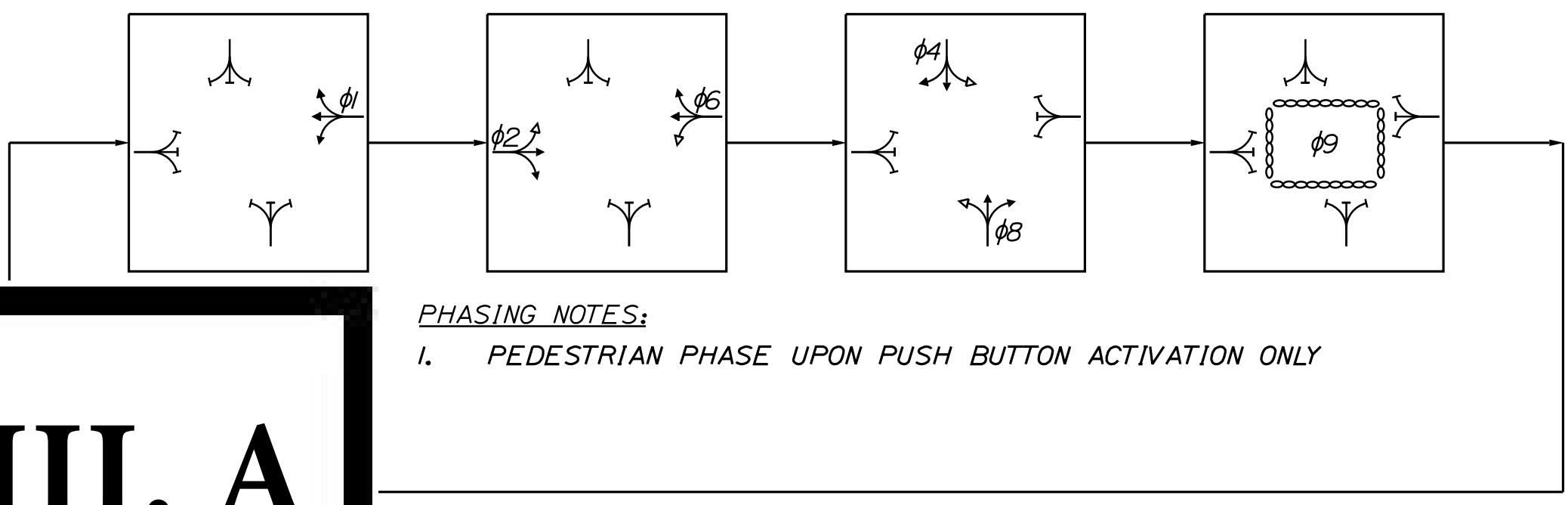
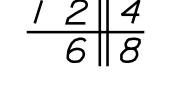


NOTE:  
ALL INDICATIONS SHALL BE 12" LIGHT EMITTING DIODES (LED'S)  
WITH 5" LOUVERED RETROREFLECTIVE BACKPLATES



PREFERENTIAL PHASE SEQUENCE

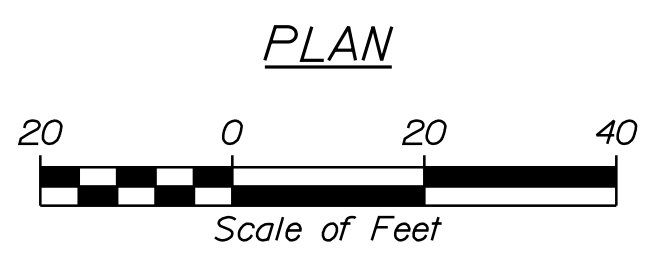
NEMA RING AND BARRIER DIAGRAM



VIII. A

Alternative 1

- Narrower roadway, no ability to bypass left turning vehicles
- Wider sidewalks, shorter crosswalks
- Loss of 4 parking spaces
- Significant increase in traffic delay



PLS OR PE  
PROGRESS PRINT

PLS OR PE  
NOT FOR CONSTRUCTION

DESIGNED	CHECKED
BRL	

A | BRL | 11/08/21 | CONCEPT DEVELOPMENT FOR CITY REVIEW  
 REV | BY: | DATE: | STATUS:  
 THE PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNICS, INC. ANY ALTERATIONS AUTHORIZED OR OTHERWISE SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNICS, INC.

**SEBAGO**  
TECHNICS  
WWW.SEBAGOTECHNICS.COM  
75 John Roberts Rd.  
Suite 4  
Junkins Ave.  
Portsmouth, NH 04106  
Tel. 207-209-2100

CONCEPT 1  
OF:  
MIDDLE ST. @ SUMMER ST.  
PORTSMOUTH, NH  
FOR:  
CITY OF PORTSMOUTH  
1 JUNKINS AVE.  
PORTSMOUTH, NH 03801

PROJECT NO.	SCALE
21183	1" = 20'





## 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.

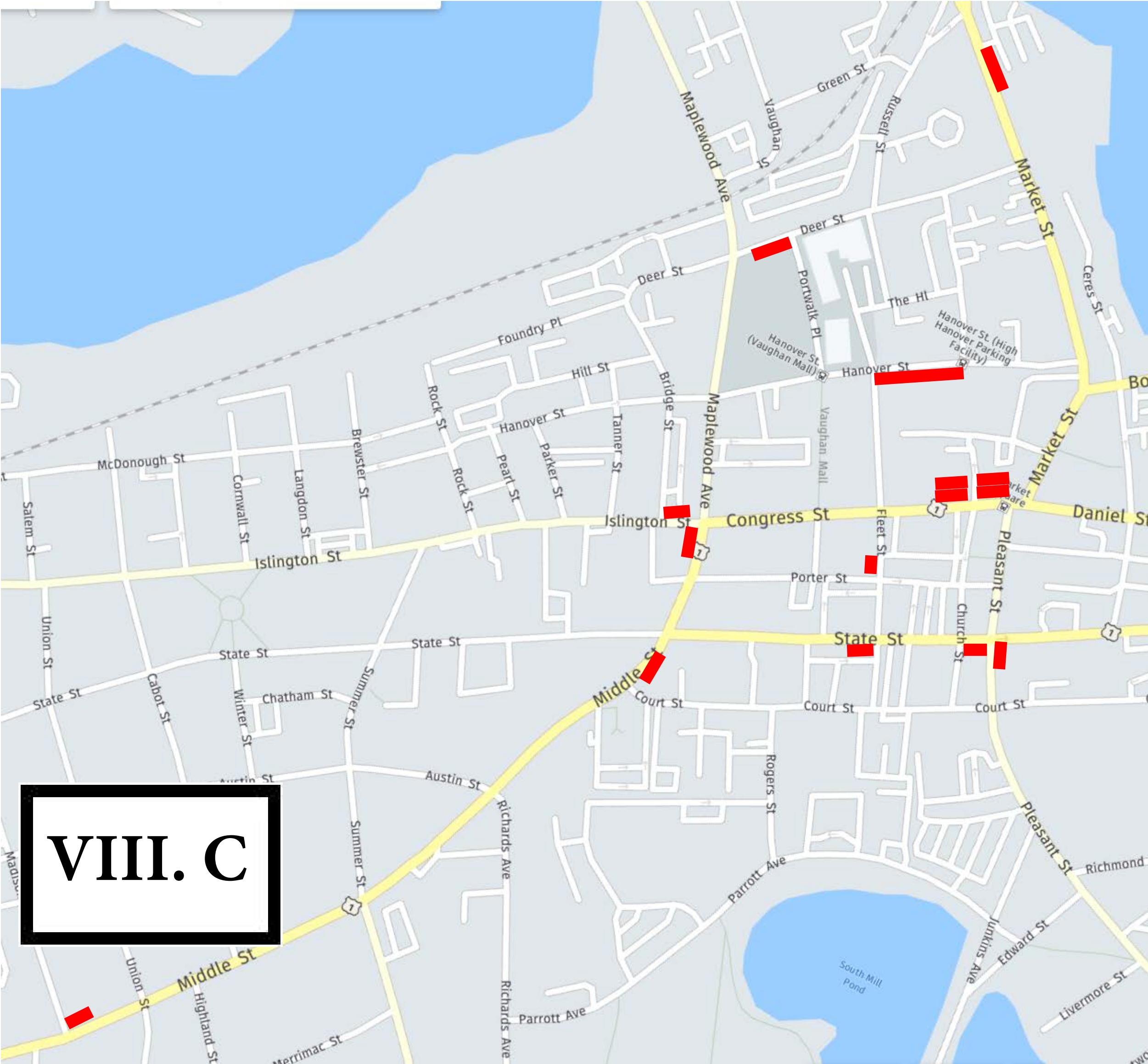
**Statement #14:** Parking planning, policies, and programs should prioritize curb management techniques to address loading, commercial, and parking needs equitably, and incorporate “Complete Streets” principles which include but are not limited to:

- 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.

**VIII. C**



ORDINANCE #

THE CITY OF PORTSMOUTH ORDAINS

That Chapter 7, Article IVA – BUS STOPS AND TAXICAB STANDS, Section 7-A.402, BUS STOPS DESIGNATED, of the Ordinances of the City of Portsmouth, be amended as follows (deletions from existing language **stricken**; additions to existing language **bolded**; remaining language unchanged from existing.)

**Section 7-A.402: BUS STOPS DESIGNATED**

For the purpose of this Ordinance, the following sections of the streets in the business section of the City are hereby designated as Bus Stops:

**A. Congress Street:**

- ~~1. two parallel strips 10 feet wide adjacent to the sidewalk on the northerly side of said street from the point of intersection of said street and the westerly side of High Street and extending westerly along Congress Street a distance of 70 feet.~~
- ~~2. a strip 10 feet wide adjacent to the sidewalk on the northerly side of said street, beginning at the intersection of Bridge Street and running along said sidewalk, easterly a distance of 36 feet.~~

**B. Deer Street: south side, from a point 15 feet easterly of a hydrant located near the intersection of Deer Street and Maplewood Avenue to a point 95 feet easterly of said hydrant.**

**C. Fleet Street: a strip 10 feet wide adjacent to the sidewalk on the westerly side of said street beginning at a point of intersection of Porter Street and running northerly along said street a distance of 30 feet.**

**DA. Hanover Street: southerly side of Hanover Street from Fleet Street to a point 285 feet east of Fleet Street.**

**E. Market Street: easterly side from Isle of Shoals Steamship Company Entrance a distance of 90 feet southerly.**

**F. Market Square: two parallel strips 10 feet wide adjacent to the sidewalk on the northerly side of said square from the point of intersection of said square and the easterly side of High Street and extending easterly along Market Square a distance of 70 feet.**

**G. Middle Street:**

- ~~1. a strip 10 feet wide adjacent to the sidewalk on the westerly side of said street from the point of intersection of said street and Islington Street and running southerly along Middle Street a distance of 40 feet.~~
  - ~~2. a strip 10 feet wide adjacent to the sidewalk on the east side of the street extending forty feet in a southerly direction from a point 80 feet south of the intersection of State Street to be reserved as a bus stop from 8:00 a.m. to 1:00 p.m. Sundays only.~~
  - ~~3. a strip 10 feet adjacent to the sidewalk on the westerly side of said street from the point of intersection of Madison Street and running northerly along Middle Street a distance of 40 feet.~~
- ~~H. Pleasant Street: a strip 10 feet wide adjacent to the sidewalk on the easterly side of said street beginning at the intersection of State Street and running southerly along Pleasant Street a distance of 30 feet.~~
- ~~I. State Street:~~
- ~~1. a strip 10 feet wide adjacent to the sidewalk on the southerly side of said street beginning at the southwesterly intersection of said street and Pleasant Street and running westerly along said State Street a distance of 30 feet.~~
  - ~~2. a strip 10 feet wide adjacent to the sidewalk on the southerly side of said street beginning at the southwesterly intersection of said street and Fleet Street and running westerly along said State Street a distance of 30 feet.~~

The City Clerk shall properly alphabetize and/or re-number the ordinances as necessary in accordance with this amendment.

All ordinances or parts of ordinances inconsistent herewith are hereby deleted.

This ordinance shall take effect upon its passage.

APPROVED:

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Deaglan McEachern, Mayor

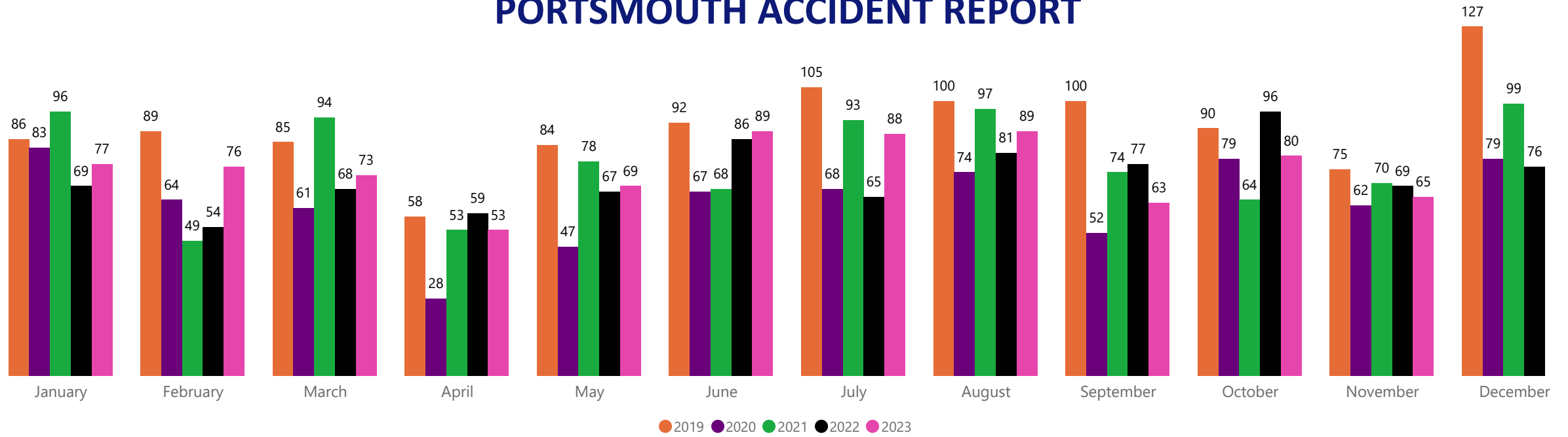
ADOPTED BY COUNCIL:

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Kelli L. Barnaby, City Clerk



# PORTSMOUTH ACCIDENT REPORT

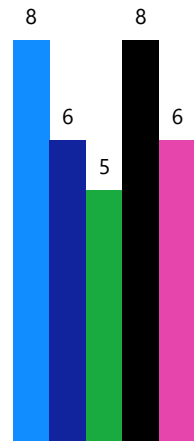
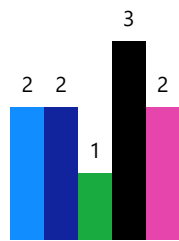


November 2023- 34 reportable crashes, damage > \$1,000



## YEARLY TOTALS

Month	2023
September	1
October	0
November	0
<b>Total</b>	<b>2</b>



Month	2023
September	0
October	0
November	0
<b>Total</b>	<b>6</b>

