

City of Portsmouth Parking Utilization Study Update



CITY COUNCIL WORK SESSION

September 23, 2024



Introduction





AGENDA

1. Introduction
2. Overall Assessment
3. Scope of Work and Findings
4. Proposed Initiatives

Portsmouth Municipal Parking System Assessment

An Overview



Always Easy Parking

IN DOWNTOWN PORTSMOUTH, NH



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Photo by RALPH MORANG

Historical Context



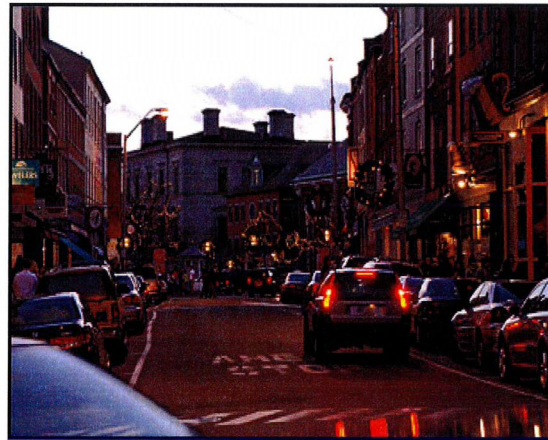
City of Portsmouth, NH

PARKING SUPPLY AND DEMAND ANALYSIS FINAL REPORT

January 2012



Parking Supply and Demand Strategies Portsmouth, NH



Final Report May 2012

Prepared By:
John M. Burke, PE, CAPP
Parking, Transit & Downtown Development Consulting

BLUE RIBBON COMMITTEE ON TRANSPORTATION POLICY

REPORT TO THE CITY COUNCIL



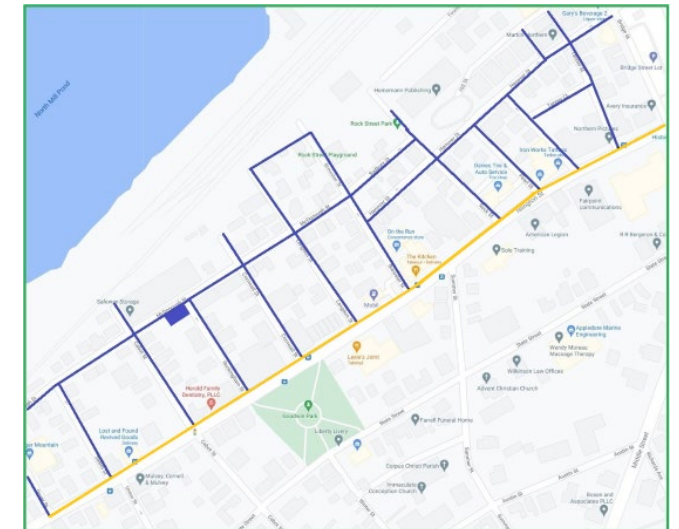
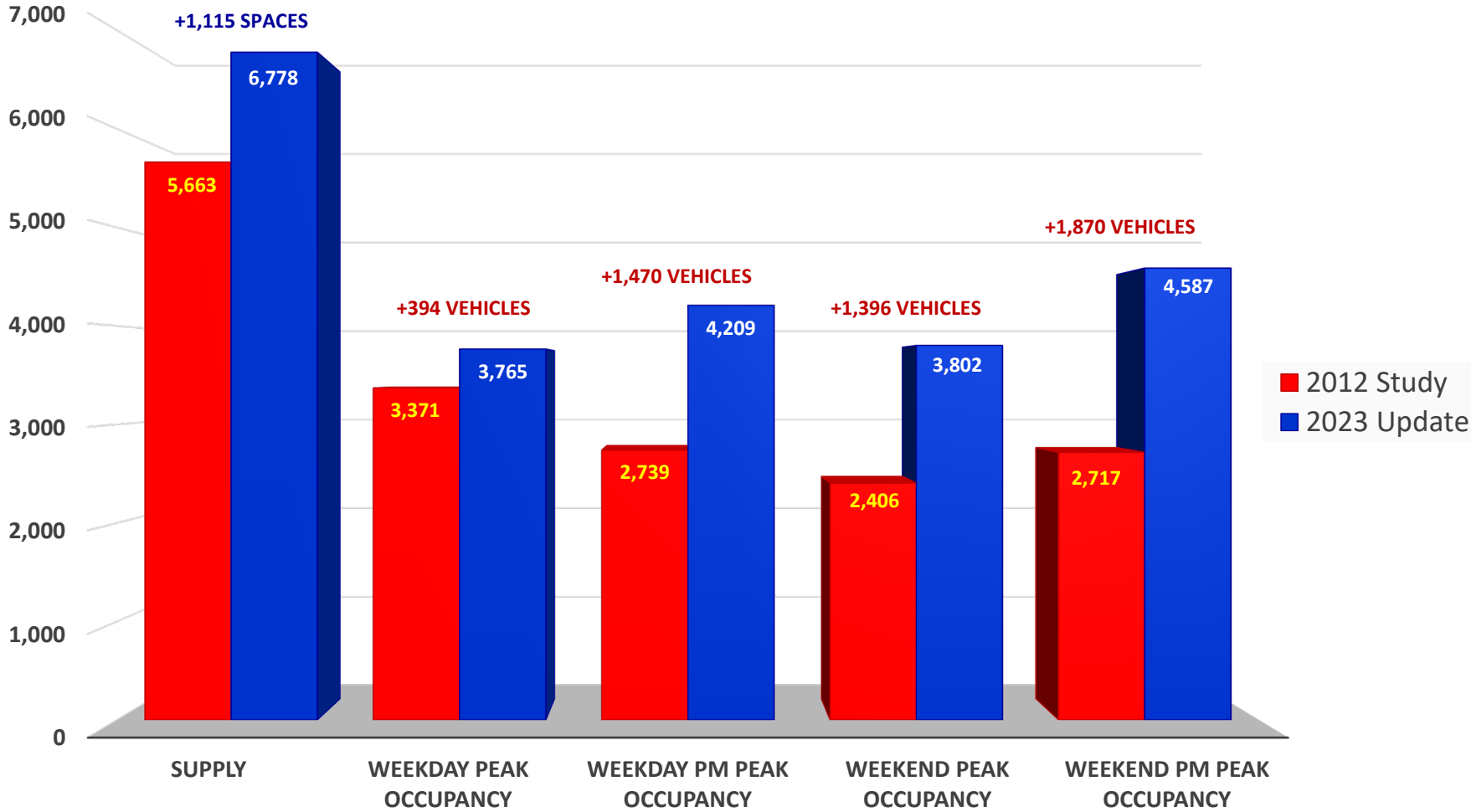
Blue Ribbon Committee on Transportation Policy

Kenneth E. Smith, City Council, Chair
Brad Lown, City Council
Paige Roberts, Planning Board
Eric Gregg, Economic Development Commission
Cliff Sinnott, Rockingham Planning Commission
Bill Lyons, Transportation Professional
Rick Chellman, Transportation Professional

April 10, 2013

Parking System Growth

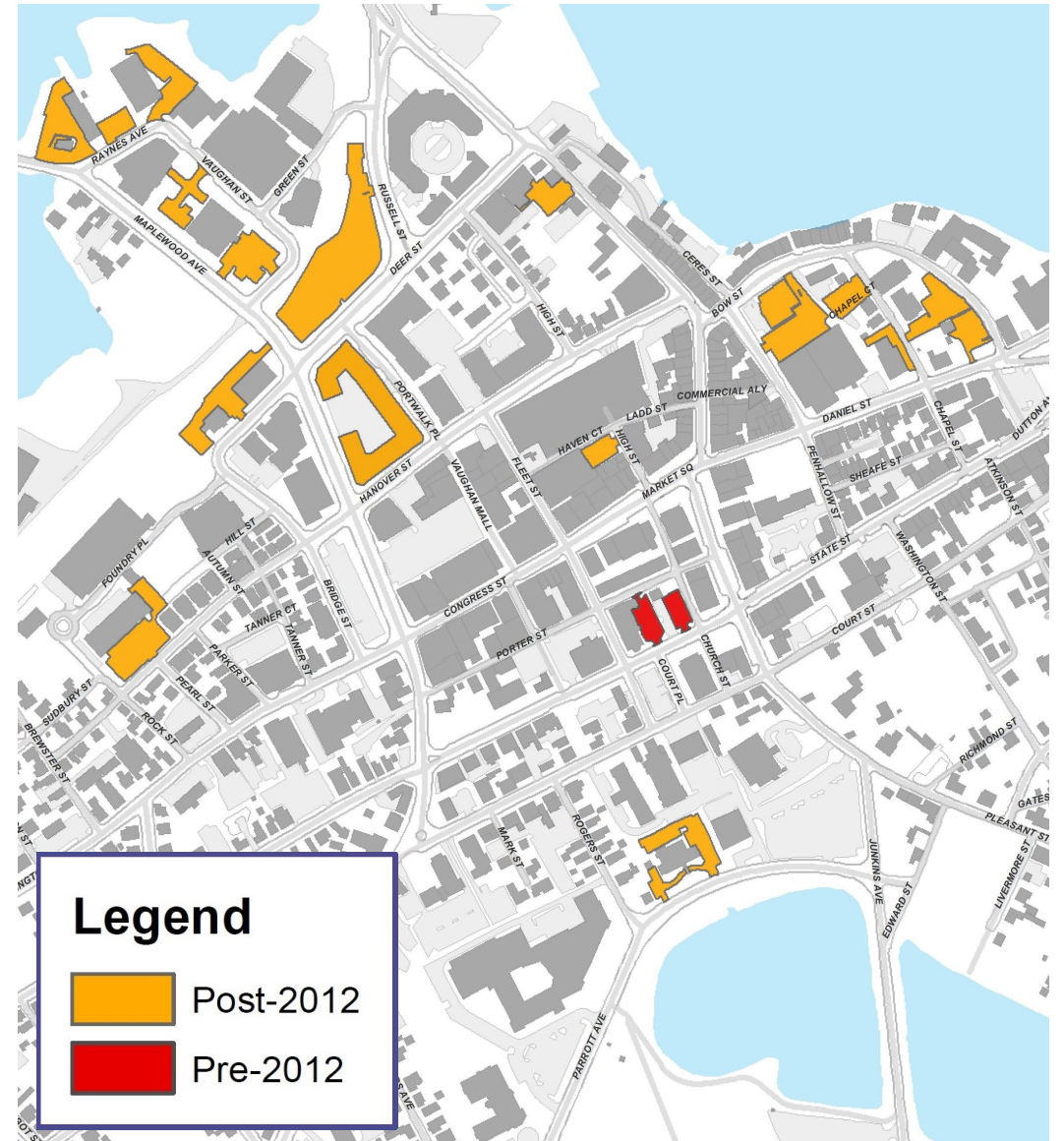
Observed Parking Conditions



Increased Participation from the Private Sector

COMMERCIAL PARKING SUPPLEMENTS PUBLIC SUPPLY

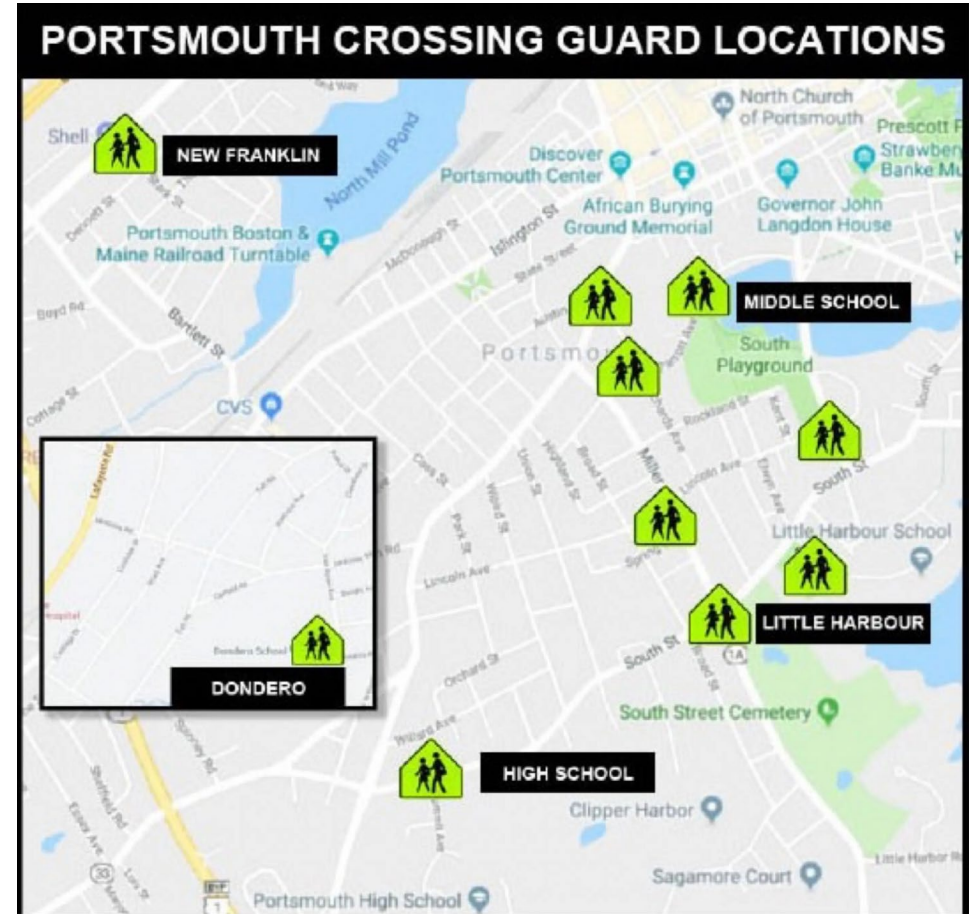
- ✓ 2012: 6 private lots, 2 commercial lots, 176 spaces for after hours public use
- ✓ 2023: 20 commercial lots open for public use on nights and weekends offering 896 total spaces
- ✓ Commercial operators collect \$2.00-\$12.00/hour for use



Parking System Community Benefits

PARKING SYSTEM REVENUE INVESTMENTS

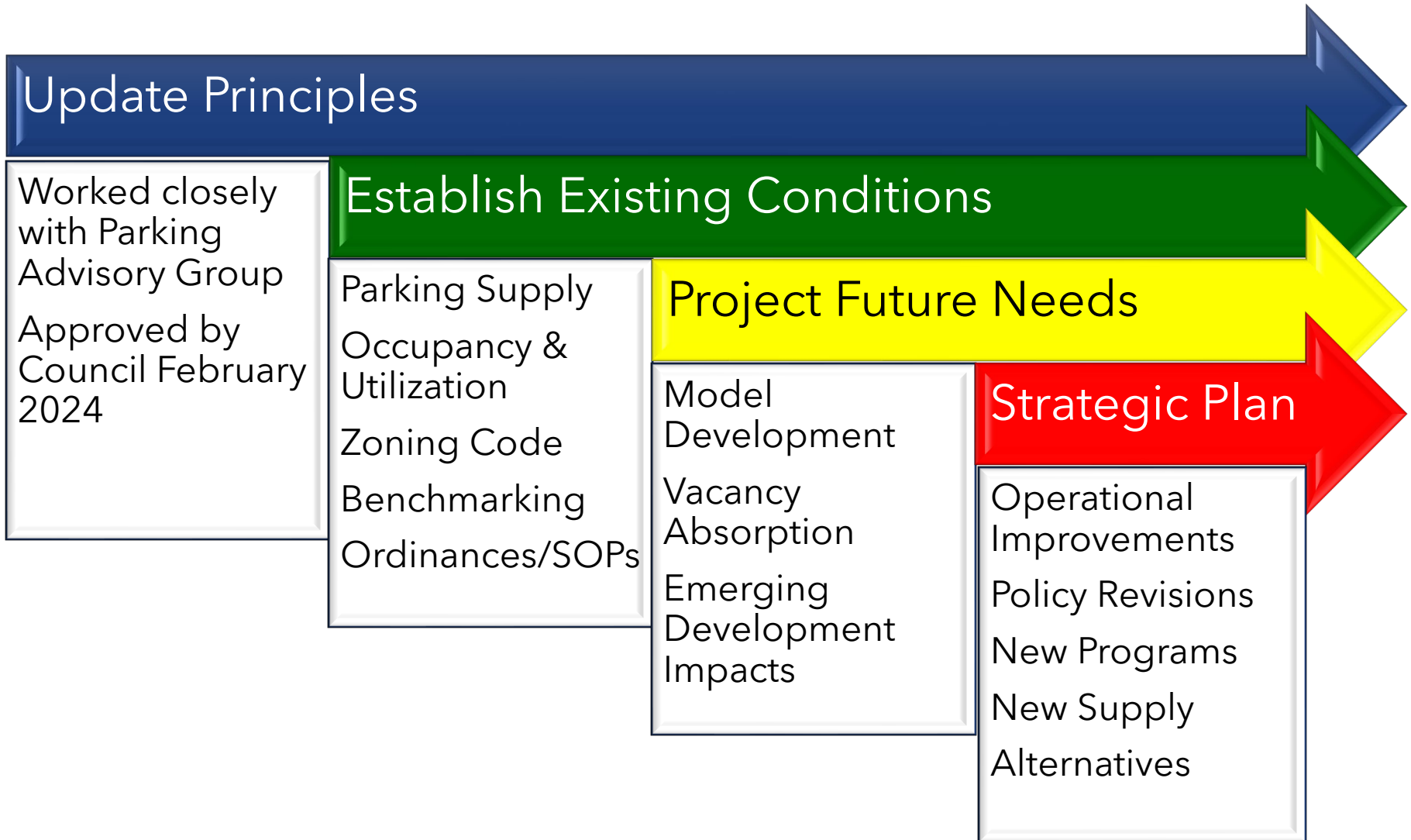
- ✓ \$2.5M Annual Offset to General Fund
- ✓ Subsidies to transportation planning, downtown snow and waste removal, school bus services, senior transportation services, downtown trolley, COAST transit programs, police details, and school crossing guards
- ✓ Total parking revenue contributions are equivalent to \$336.00 per median single-family home reduction in property taxes



Scope of Work and Findings



Scope of Work

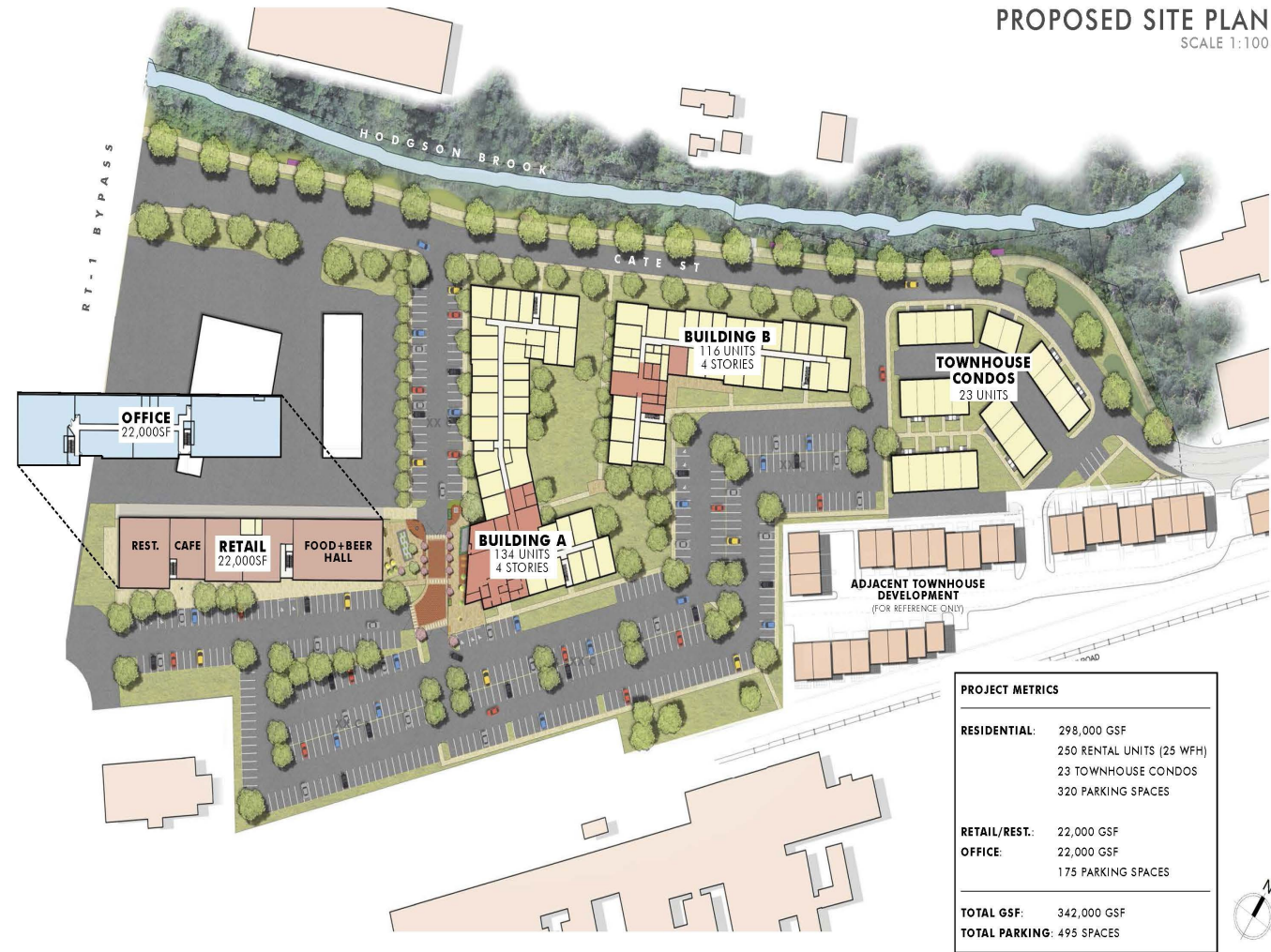


2023 Existing Parking Conditions Findings



- Yellow = Study Area
 - 6,278 spaces - 5,229 cars = +1,049 spaces (83.2% utilization)
- “Red Zone” = Downtown Core Public Supply
 - 4,132 spaces - 3,928 cars = +204 spaces (95% utilization)
- Does NOT account for ~ 121KSF vacant commercial space

Zoning Code Analysis Findings

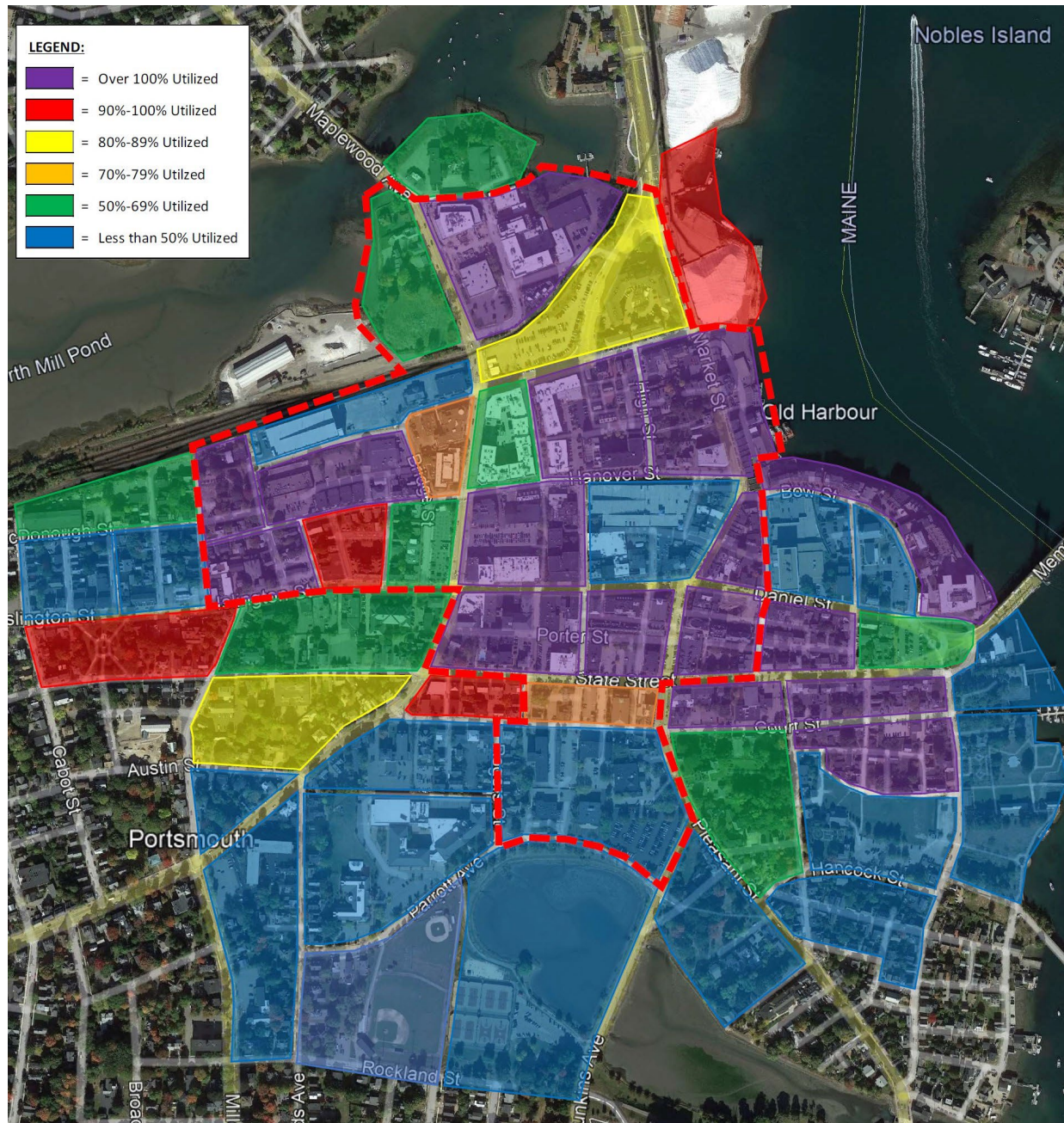


- ✓ Current parking requirements are appropriate
- ✓ Code allows relief to meet 'market needs'
- ✓ Code could be revised to better promote sustainable practices (e.g., car-share, bicycles, etc.)

Ordinances/ SOPs Review of Findings

- Zone A/B meter program was not balancing utilization
- Significant confusion reported by constituents between public parking facilities and private commercial parking lots
- Public parking facilities running at high (80-85%) utilization at peak hours relative to commercial facilities (55-63%)
- Majority of available public on-street parking (~525 spaces) is located in residential neighborhoods and not subject to regulation
- No universal mechanism for reporting real-time availability and/or directing drivers to open spaces
- Regional electric vehicles sales projected to outstrip the number of available public EV chargers by a 40:1 ratio in the next 20 years

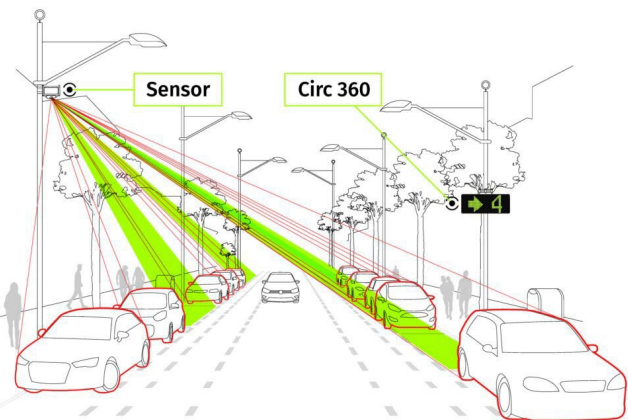
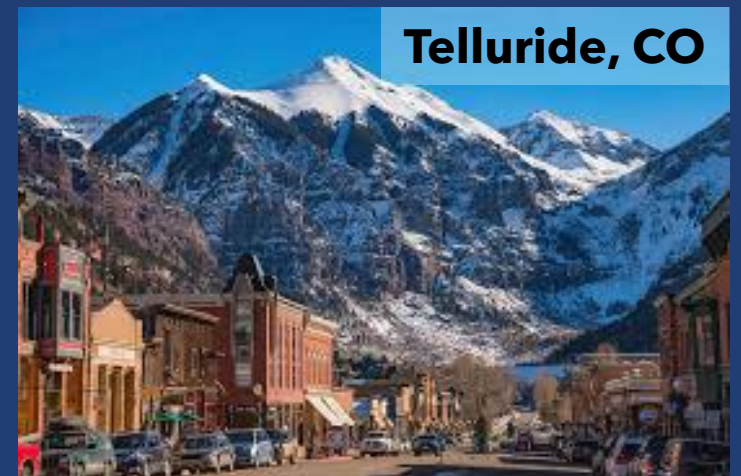
2034 Future Conditions Findings



PEAK HOUR FUTURE SUPPLY AND DEMAND (BY LAND USE)

- Parking occupancy vs parking demand
- Includes ~ 121KSF vacant commercial space AND ~ 694KSF of future development
- Study Area: 6,472 spaces - 6,276 cars = +196 spaces (97% utilization)
- "Red Zone": 4,259 spaces - 4,832 cars = -573 spaces (113% utilization)

Proposed Initiatives



Proposed Initiatives

OPERATIONAL IMPROVEMENTS

- Investigate/ invest in parking occupancy & guidance technology
- Revise ordinances regulating signage/ branding of private commercial lots
- Establish formal process for periodic 'stress testing' of Parking Fund (and adjust rates if needed)

(ZONING) POLICY REVISIONS

- Revise sections of code specific to shared parking and other sustainable alternatives to improve clarity
- Pilot car-share to service Portsmouth to promote it as relief from parking requirements for residential
- Periodically review requirements relative to market conditions

Proposed Initiatives

NEW PROGRAMS

- Establish mechanisms to regulate on-street parking in neighborhoods abutting Downtown
- Consider metering Parrott Lot to promote turnover
- Start planning alternative locations for the Downtown Employee Parking program

NEW SUPPLY

- Continue to seek out public/ private opportunities where available
- Start site search/ feasibility process for new facility
- Look for interim park-and-ride solutions

ALTERNATIVES

- Evaluate current private shuttle programs for inefficiencies
- Identify and promote 'park-and-bike' options
- Include "intercept" parking facilities in planning process

Thank You for the Opportunity

- Andy Hill, Project Manager - DESMAN
- Reese King-Hill, Analyst - DESMAN
- Jerry Salzman, Associate Vice President - DESMAN
- Holly Parker, Principal - SLR
- David Sullivan, Principal - SLR



DESMAN
Design Management

