

**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**

**February 6<sup>th</sup>, 2025**

**AGENDA**

**I. CALL TO ORDER**

**II. ATTENDANCE**

**A.** Annual Selection of Chair

**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**

**A.** 293 Maplewood Avenue, driveway permit request, by resident. **Sample Motion: Move to conduct site visit and place on March meeting agenda.**

**B.** Chapter 7, Article VI, Section 7,601: Limited Hours Loading Zones. Request to change loading zone hours on Penhallow Street to allow public parking starting at 3 PM Mondays through Saturdays, by Chairman Bagley. **Sample Motion: Move to change loading zone hours for the Penhallow Street loading zone from 6 AM – 7 PM, to 6 AM -3 PM, Mondays through Saturdays and 6:00 AM to 12:00 PM on Sundays.**

**C.** Bow Street, request to remove parking space to allow for monument for Royal Governor Benning Wentworth tomb, by Portsmouth Historical Society. **Sample Motion: Move to conduct a site visit and place on the March meeting agenda.**

**VII. OLD BUSINESS**

**A.** State Street, request to eliminate parking space at 481 State Street, by resident. **Sample Motion: Move to eliminate parking space in front of 481 State Street, and to add the first two spaces on the opposite side of State Street west of Middle Street to Zone 1507.**

**B.** Junkins Avenue at Pleasant Street, concerns regarding sight distance looking up Pleasant Street, by resident. **Sample Motion: Move to place item on file.**

**C.** Broad Street, request for traffic calming measures, by residents. **Sample Motion: Move to place item on file.**

**D.** Union Street, report back on request for one way traffic between State Street and Austin Street. **Sample Motion: Move to place item on file.**

**E.** 2 Russell Street, extension of approval of on-street parking and loading zone changes, originally granted January 2024 as set forth in the amended plan in the packet. **Sample Motion: Move to renew approval of on-street parking and loading zone changes for the 2**

**Russell Street project contingent upon the execution of a Site Review Agreement. Changes to take effect when parking spaces and loading zones are ready for public use and the ordinance will be amended through the annual omnibus.**

**VIII. INFORMATIONAL**

- A.** Police monthly accident report
- B.** Speed feedback sign City policy
- C.** Bicycle Passing Clearance
- D.** Parking matrix

**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\\_7YF66\\_oZQUW5yJjig9sYYq](https://us06web.zoom.us/webinar/register/WN_7YF66_oZQUW5yJjig9sYYq)**

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

# Unaudited

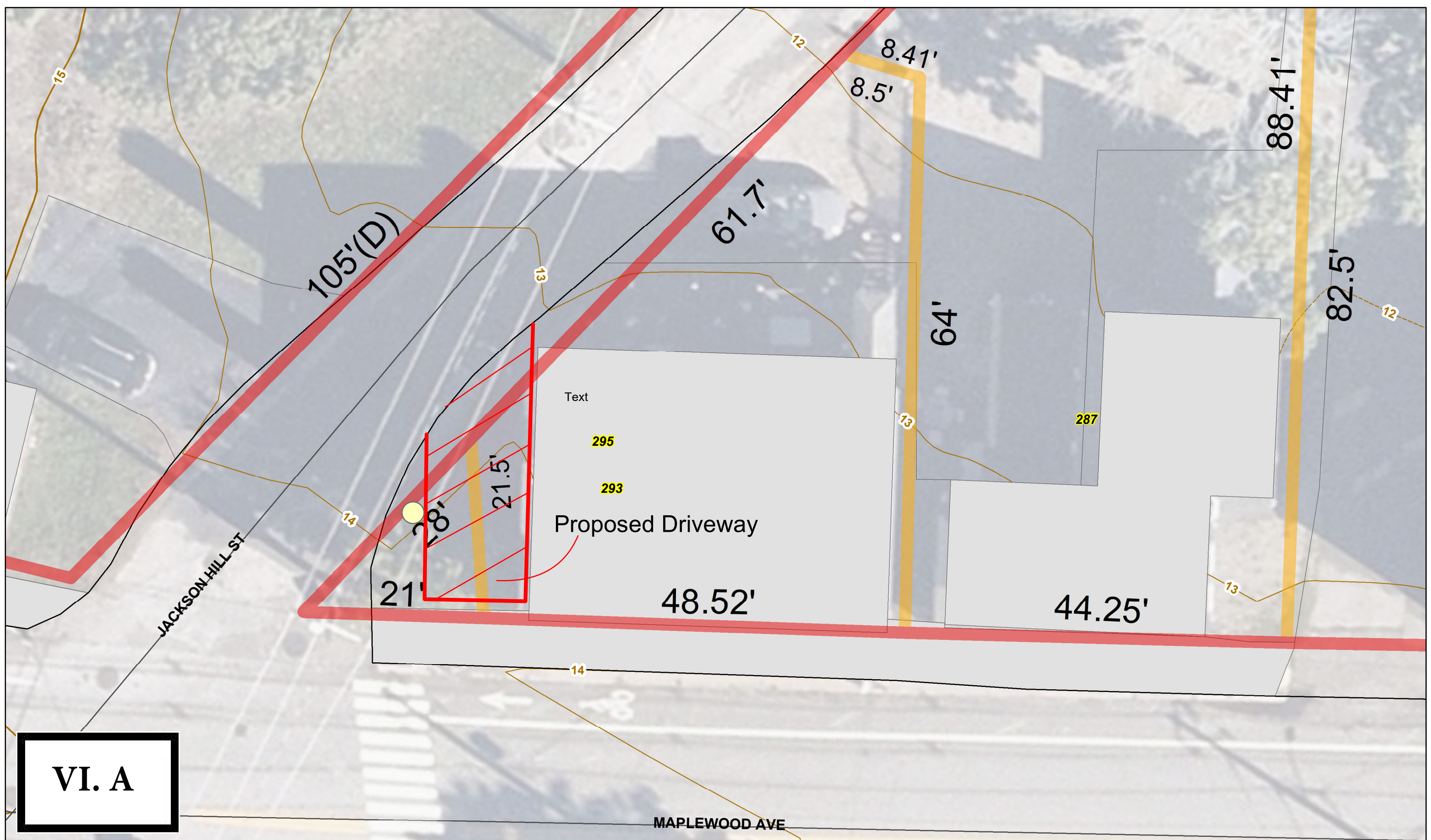
<b>Percentage of Fiscal Year Complete</b> <b>50.00%</b>
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Preliminary  
 Totals Thru  
 December 31, 2024

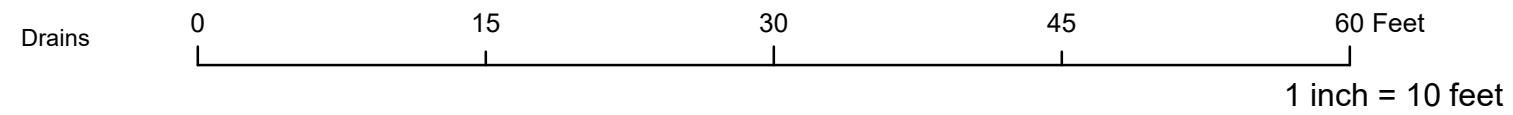
	Total	Budgeted	% of Budget
FY 25			
Parking Meter Fees	2,740,621.63	4,400,000.00	62%
Meter Space Rental	97,363.70	160,000.00	61%
Meter In Vehicle	0.00	0.00	0%
EV Charging Stations	10,080.68	17,500.00	58%
Parking-Area Service Agreements	0.00	52,000.00	
High Hanover Transient	1,171,901.18	2,350,000.00	50%
High Hanover Passes	564,603.31	1,168,800.00	48%
Foundry Place Transient	315,652.81	430,000.00	73%
Foundry Place Passes	231,540.31	523,500.00	44%
Parking Sign Permit	50.00	0.00	
HH Pass Reinstatement	105.00	750.00	14%
Foundry Pass Reinstatement	180.00	750.00	24%
Parking Violations	708,677.08	1,000,000.00	71%
Immobilization Administration Fee	3,600.00	6,000.00	60%
Summons Admin Fee	0.00	0.00	0%
<b>Total FY 25</b>	<b>5,844,375.70</b>	<b>10,109,300.00</b>	<b>58%</b>

<b>BUDGETED</b>	
7,609,300	75% Transfer to Parking Fund
2,500,000	25% Funds Remaining in Gen Fund
<b>10,109,300</b>	<b>Total Parking Revenue</b>





**VI. A**



**293-295 Maplewood Driveway Request**

Map prepared by Portsmouth Department of Public Works

Printed: 1/10/2025

*Penhallow Street*

*Commercial Alley*

Loading zone,  
request to  
allow public  
parking at  
3PM

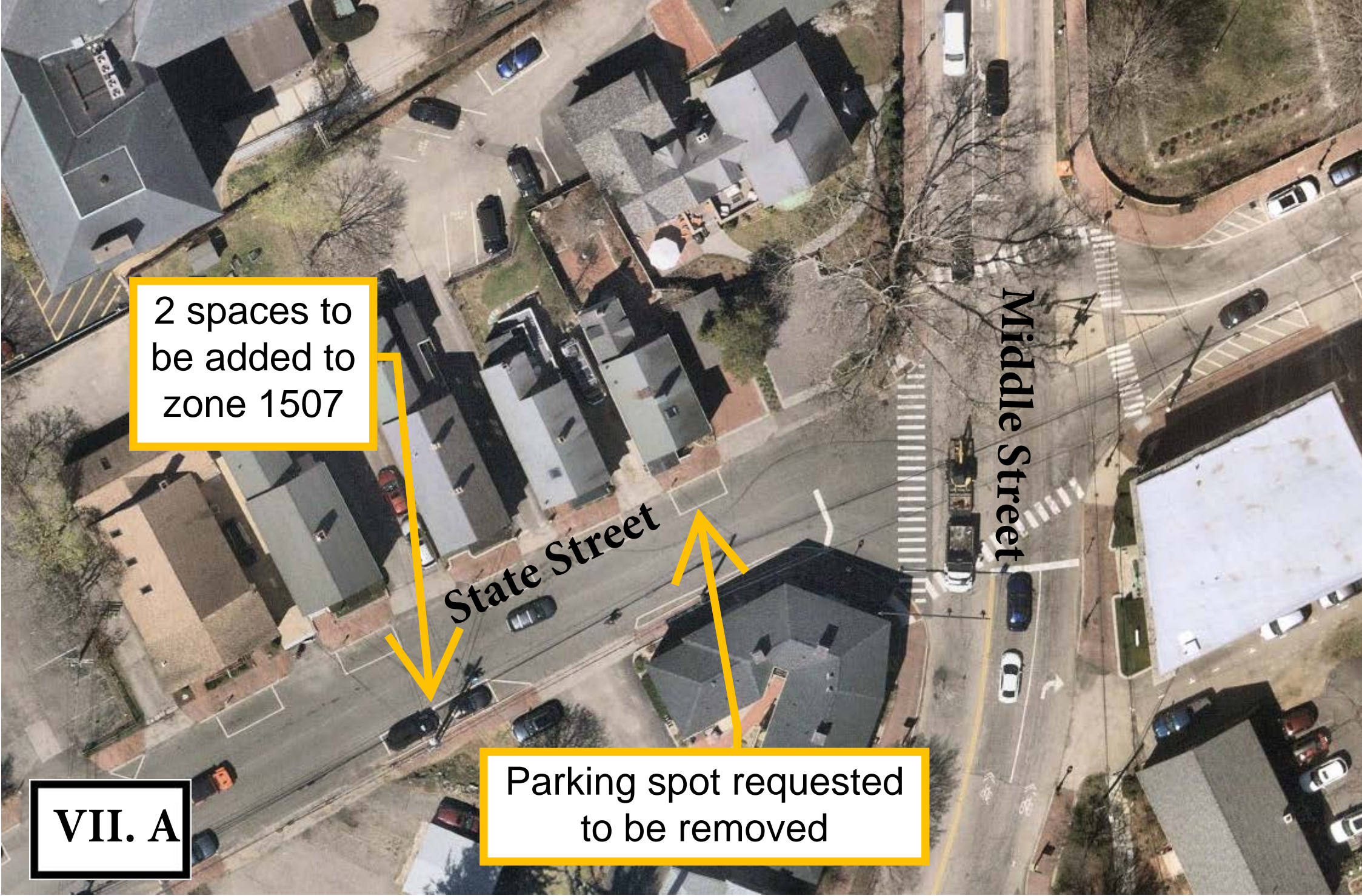
**VI. B**

*Bow Street*

Space requested to be removed



**VI. C**

An aerial photograph of a residential street intersection. The street is labeled 'State Street' and 'Middle Street'. There are several houses with grey roofs and brick walls. A yellow box with a white background and black border contains the text '2 spaces to be added to zone 1507'. A yellow arrow points from this box to two parking spaces on State Street. Another yellow box with a white background and black border contains the text 'Parking spot requested to be removed'. A yellow arrow points from this box to a single parking space on State Street. The street names 'State Street' and 'Middle Street' are written vertically in black text. There are several cars parked on the streets and a few cars driving. The image is taken from a high angle, looking down on the street.

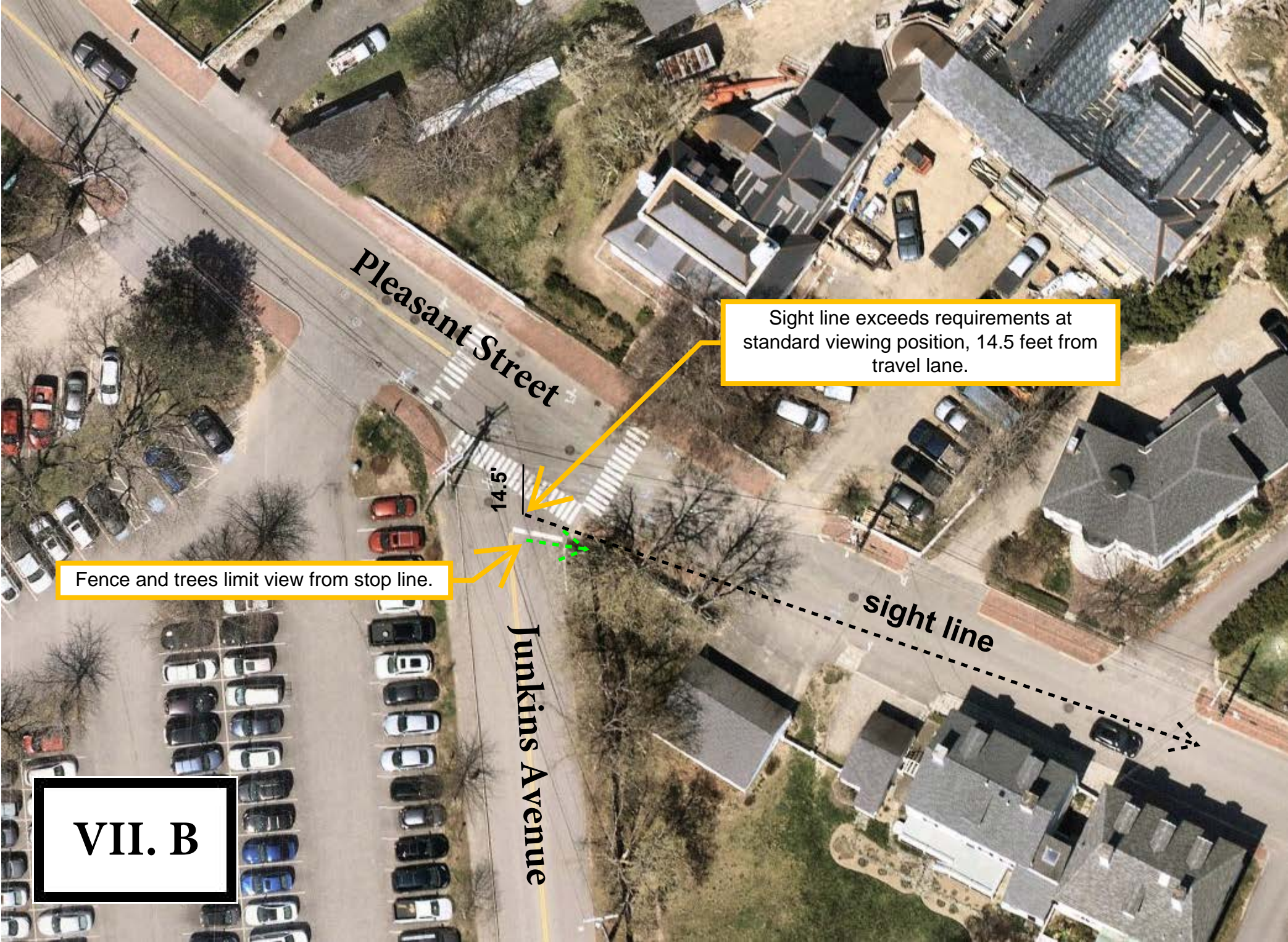
2 spaces to be added to zone 1507

State Street

Middle Street

Parking spot requested to be removed

VII. A



Pleasant Street

14.5'

Fence and trees limit view from stop line.

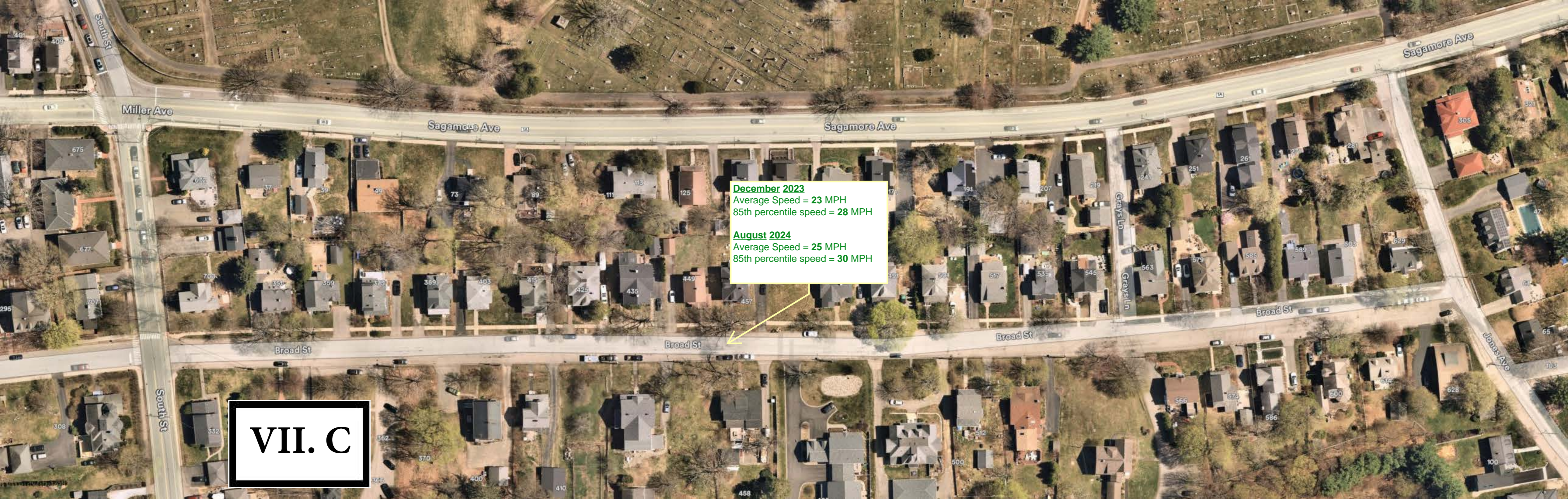
Junkins Avenue

Sight line exceeds requirements at standard viewing position, 14.5 feet from travel lane.

sight line

VII. B





**December 2023**  
Average Speed = 23 MPH  
85th percentile speed = 28 MPH

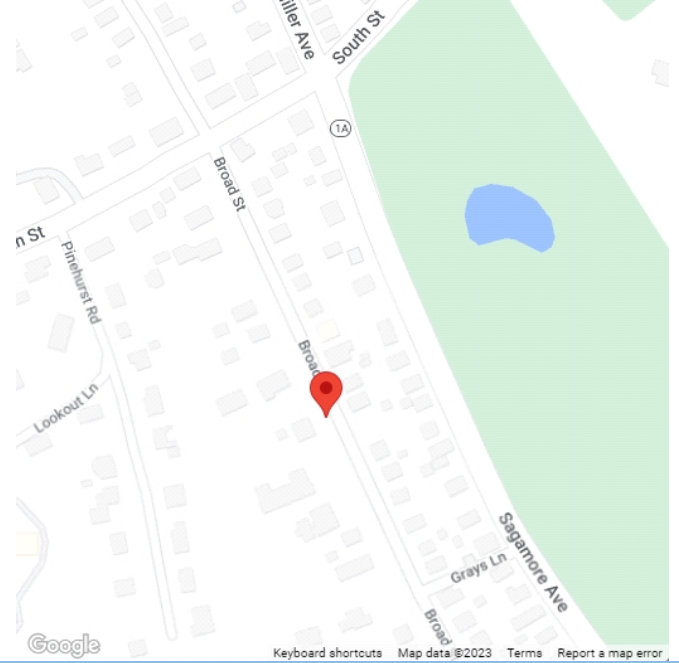
**August 2024**  
Average Speed = 25 MPH  
85th percentile speed = 30 MPH

**VII. C**

**SPEED DATA ANALYSIS**

**Location** 458 Broad Street

Latitude: 43.063921  
Longitude: -70.757876



**Analysis Time Period**



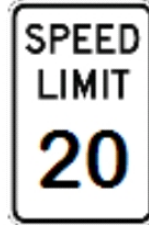
Start	End
12/7/2023 9:42 AM	12/15/2023 9:49 AM

**Vehicles Analyzed**



**7,075**

**Speed Limit**



**20**

**Average Speed**



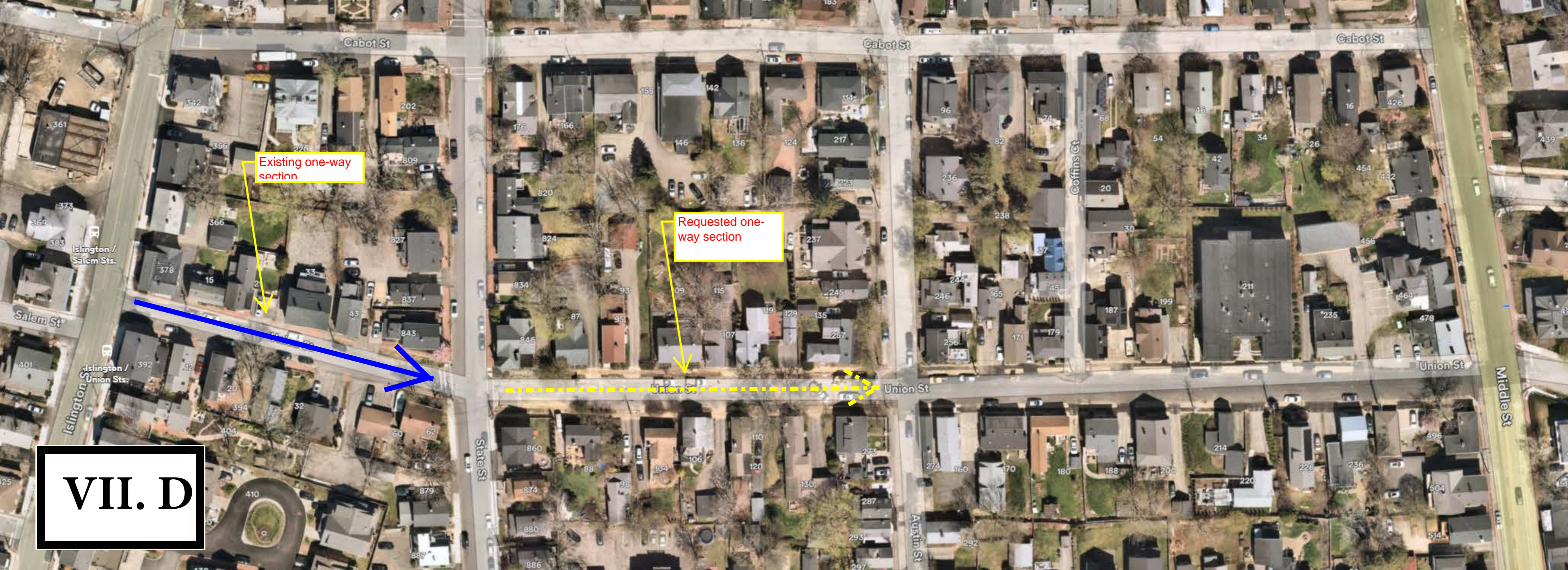
**23**

**85th Percentile Speed**



**28**

**VII. C**



Existing one-way section

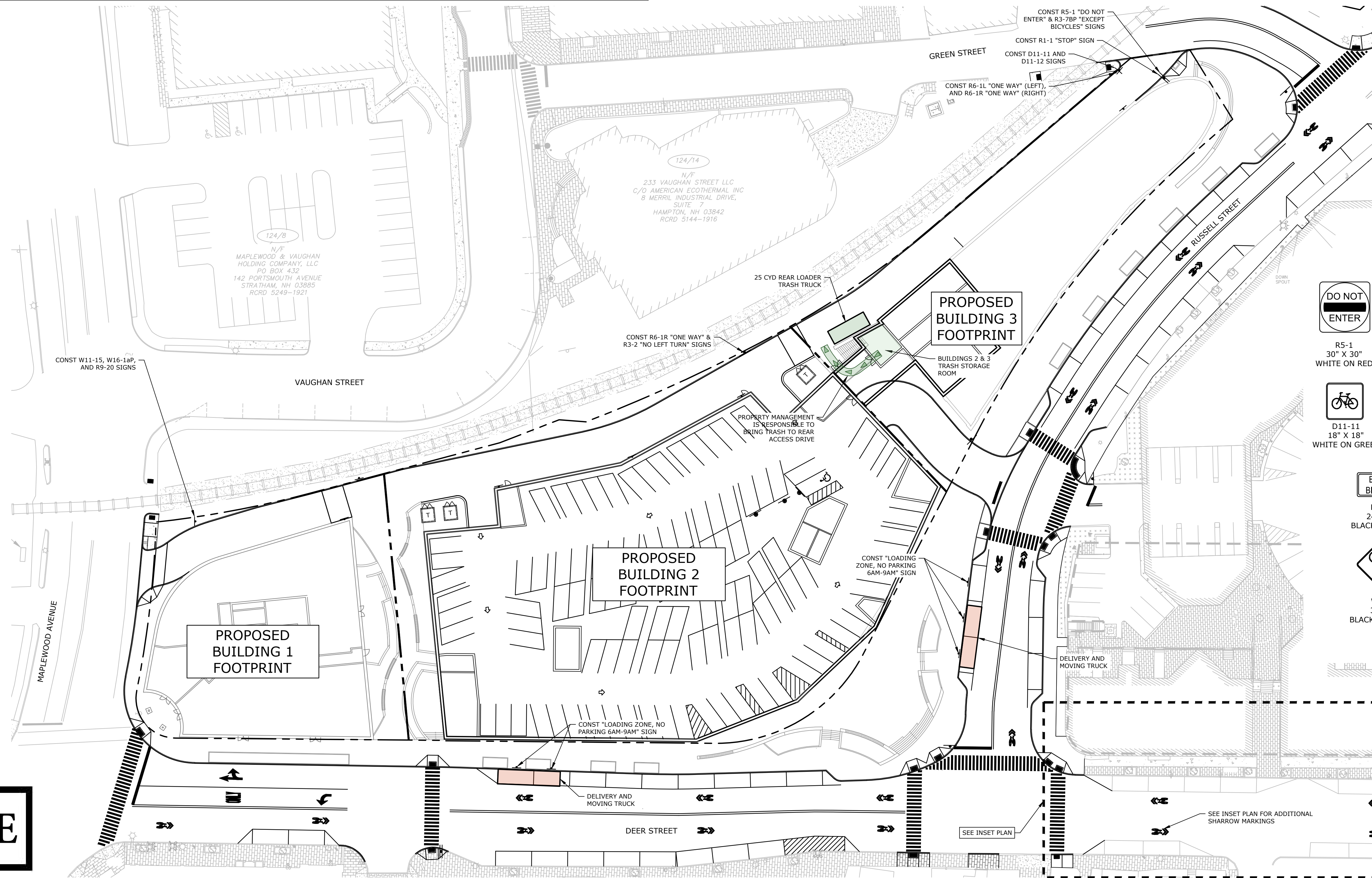
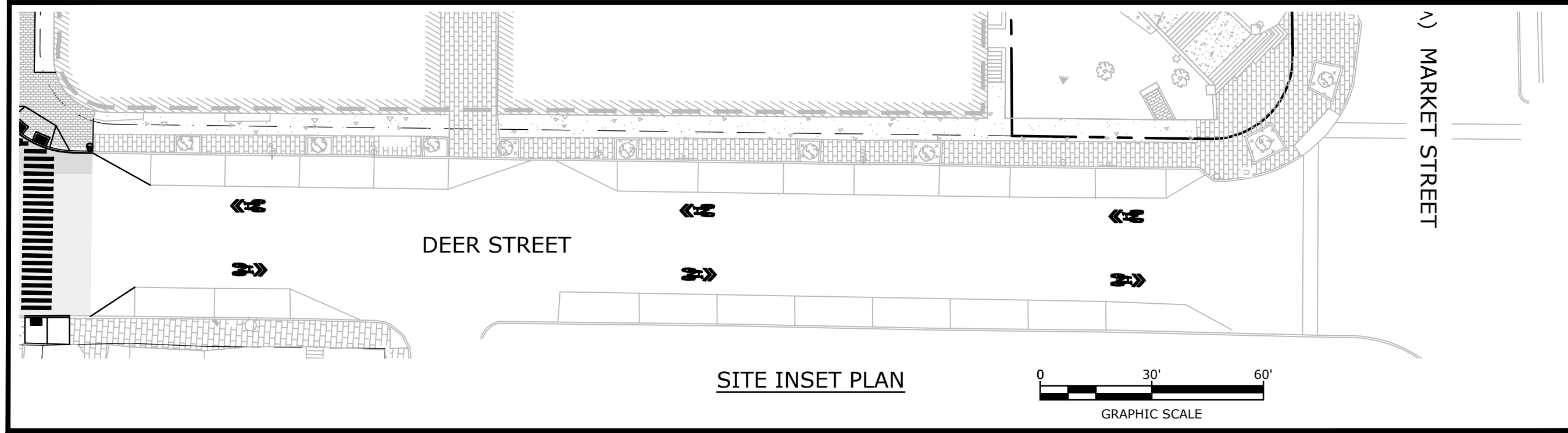
Requested one-way section

VII. D

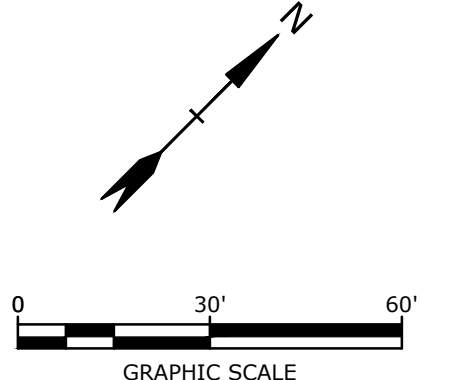
**NORTH END MIXED USE DEVELOPMENT  
RUSSELL STREET & DEER STREET  
PORTSMOUTH, NEW HAMPSHIRE**

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**PARKING AND TRAFFIC SAFETY EXHIBIT**



- SIGN LEGEND**
- DO NOT ENTER (30" X 30" WHITE ON RED)
  - STOP (30" X 30" WHITE ON RED)
  - NO LEFT TURN (24" X 24" BLACK & RED ON)
  - R5-1 (30" X 30" WHITE ON RED)
  - R1-1 (30" X 30" WHITE ON RED)
  - R3-2 (24" X 24" BLACK & RED ON)
  - D11-11 (18" X 18" WHITE ON GREEN)
  - R9-20 (30" X 30" BLACK ON WHITE)
  - D11-12 (18" X 18" WHITE ON GREEN)
  - EXCEPT BICYCLES (24" X 12" BLACK ON WHITE)
  - ONE WAY (36" X 12" BLACK ON WHITE)
  - R3-7BP (24" X 12" BLACK ON WHITE)
  - R6-1L & R6-1R (36" X 12" BLACK ON WHITE)
  - W11-15 (30" X 30" BLACK ON YELLOW)
  - W16-1aP (18" X 12" BLACK ON WHITE)
  - IN STREET

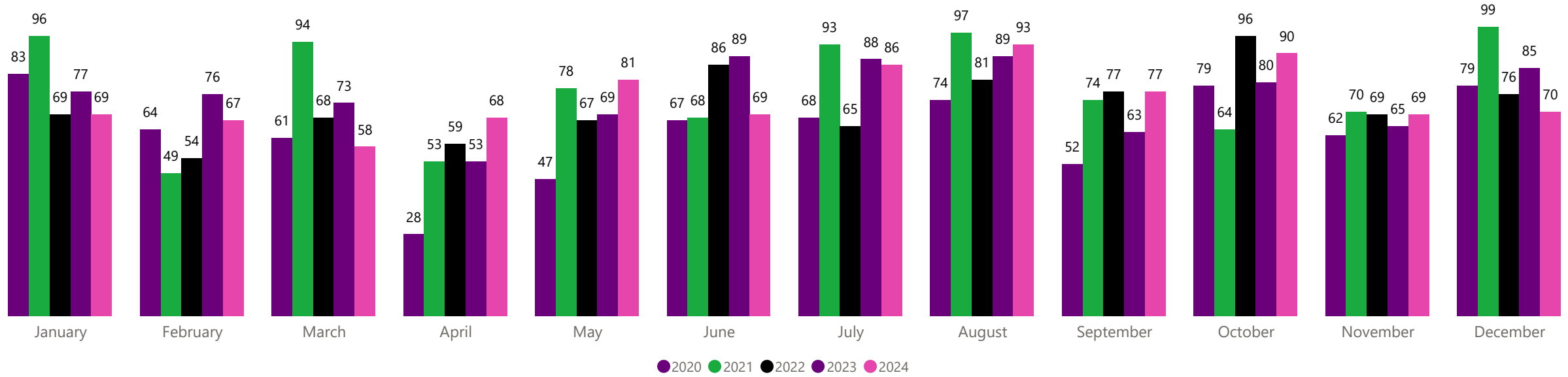


**VII. E**

**Tighe & Bond**

Last Save Date: January 21, 2025 10:05 AM By: MBRKAN  
 Plot Date: Tuesday, January 21, 2025 Plotted By: Michael Bryan Jr  
 T88 File Location: J:\T5037 Two International Group\002 Russell Street Development\Drawings - Figures\AutoCAD\T5037-002-C-DSGN.dwg Layout Tab: TFS

# PORTSMOUTH ACCIDENT REPORT

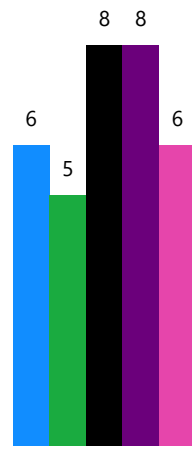
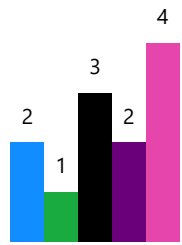


December 2024 - 37 reportable crashes, damage > \$1,000



## YEARLY TOTALS

Month	2024
June	0
July	0
August	2
September	0
October	0
November	0
December	0
<b>Total</b>	<b>4</b>



Month	2024
June	0
July	2
August	0
September	0
October	1
November	1
December	1
<b>Total</b>	<b>6</b>



● 2020 ● 2021 ● 2022 ● 2023 ● 2024

● 2020 ● 2021 ● 2022 ● 2023 ● 2024

● 2020 ● 2021 ● 2022 ● 2023 ● 2024



# PUBLIC WORKS DEPARTMENT

## CITY OF PORTSMOUTH

680 Peverly Hill Road  
Portsmouth, NH 03801  
(603) 427-1530

January 24, 2025

Due to significant resident demand for the installation of vehicle speed feedback signs (VSF), the City of Portsmouth Department of Public Works is proposing a Citywide policy to guide the installation and use of these devices.

The Department is proposing that prior to any VSF being installed on a City street, the following criteria must be met:

1. Vehicle 85<sup>th</sup> percentile travel speeds must be at least 7 MPH over the lowest legal New Hampshire posted speed limit of 25 MPH, as defined in NH RSA 265:62, or the posted speed limit, whichever is higher. The Department of Public Works shall conduct a stealth radar speed and volume study to determine actual vehicle travel speeds before the installation of any VSF.  
OR  
Five percent (5%) of vehicle travel speeds must be at least 10 MPH over the lowest legal New Hampshire posted speed limit of 25 MPH, as defined in NH RSA 265:62, or the posted speed limit, whichever is higher. This information shall be determined by the Department of Public Work's stealth radar study.  
OR  
Average vehicle speeds are greater or equal to 5 MPH over the lowest legal New Hampshire posted speed limit of 25 MPH, as defined in NH RSA 265:62, or the posted speed limit, whichever is higher. This information shall be determined by the Department of Public Work's stealth radar study.
2. The City street must have daily traffic volumes of at least 400 vehicles per day, as determined by the Department of Public Works speed and volume study.

When a VSF is installed on a City street, the Department of Public Works is proposing the following policies to ensure that the devices are able to be utilized in an equitable manner:

1. The VSF shall be installed for a period not to exceed 30 days. After 30 days, the VSF may be moved to another location on the same street or another street if the Department of Public Works determines that action to be prudent. On a state highway, NHDOT criteria will be followed, which allows for only a 2-week placement duration.
2. A sign will only be installed in the same location after 6 months or more have passed without the sign in place.
3. The VSF must be in a location where sight lines for the legal speed allow for adequate visibility and reaction time.
4. The VSF shall only illuminate to show vehicle travels speeds when vehicles are traveling 5 MPH or more above the posted speed limit. The sign shall stop displaying vehicle speeds when 15 MPH or greater than the posted speed limit to avoid reckless drivers racing by the sign trying to get a "high score".
5. The operation of the VSF shall comply with all Manual on Uniform Traffic Control Devices (MUTCD) standards.

The Department of Public Works reserves the right, at their discretion on a case by case basis, to install one or more signs that do not meet the criteria outlined in this policy.

## City of Portsmouth 2025 Parking Utilization Plan Study and Recommendations

General Area	Specific Initiative	Proposal/Recommendation	Potential Benefits	Potential Liabilities	Priority
Operational Improvements	<i>Adopt Parking Wayfinding Technology</i>	Solicit proposals for pilot tests	Improved Visitor Experience, reduced CO2 emissions and roadway congestion	Ongoing licensing costs, infrastructure improvement costs	Near-Term
	<i>Revised Private Parking Operator Regulations</i>	Require private parking lot operators to better identify commercial lots	Reduced constituent confusion, inform consumer decision making	Could inhibit private participation in public parking	Near-Term
	<i>Establish Annual Rate Review for Parking Fund</i>	Develop policy for for periodic rate review and rate adjustments	Improved stability of revenues for Parking Fund	Additional Administrative time and Effort	Immediate
Zoning Policy Revisions	<i>Ordinance Revisions to Promote Shared Parking</i>	Revise existing ordinances to promote and support use of shared parking strategies	Improved utilization of private parking spaces, to support development activity	Ongoing monitoring requirements for agreements	Near-Term
	<i>Car-Share Pilot</i>	Subsidize a pilot to attract car-share services to Portsmouth	Improved project development, reduced pass through (housing) costs, reduced CO2 in a continued effort to support affordable housing	Program may require permanent subsidy, use public parking	Near-Term
	<i>Periodic Parking Requirement Adjustment</i>	Prepare and execute a program to periodically study to test and update parking requirements	Assures parking requirements are reflective of actual need, market conditions	Potential cost/labor drain to execute studies	Mid-Term
New Programs	<i>Residential Parking Permit Program Pilot</i>	Execute a pilot to determine value/viability of regulating 'free' on-street parking	Protection for neighborhoods against migration of users, data on actual use, community feedback	Pilots can be time-consuming and expensive	Near-Term
	<i>Explore Resident Parking Programs for Recreational Lots (and Monetize Lots)</i>	Similar to Monetization of South and West End neighborhoods	Offset costs associated with recreation programs used by non-residents; reduce overuse of parking assets; collect non-resident usage data	Additional Administrative time and Effort	Near-Term

Complete Study Can Be Located At: <https://portsnh.co/2023parkingneeds>

## City of Portsmouth 2025 Parking Utilization Plan Study and Recommendations

General Area	Specific Initiative	Proposal/Recommendation	Potential Benefits	Potential Liabilities	Priority
New Programs, Cont.	<i>Convert Parrott Lot to Fee-for-Use</i>	Introduce metered parking to Parrott Avenue and the Parrott Lot to encourage turnover. Residents Park for Free	Increased turnover and availability, enhanced revenues for Parking Fund	Displacement of existing parkers, migration to neighborhoods	Near-Term
	<i>Identify Alternatives for Employee Parking Program</i>	Identify new location for Downtown Workforce Parking Program as Foundry Garage nears capacity	Supports Hospitality Workers	Recommended actions are only temporary, need more supply	Near-Term
New Supply	<i>Public/Private Parking (PPP) Ventures</i>	Pursue opportunities to build more parking collaboratively	May allow for better site/design, lower cost to add more public parking	PPP ventures are complicated to structure/ manage	Near-Term
	<i>Site/Fiscal Feasibility Process for New Parking</i>	Initiate process to evaluate public parcels for new parking structure	Development cycle is long, so earliest possible start benefits the community	May displace existing parking for time, add debt load to Fund	Immediate
	<i>Park-And-Ride Solutions</i>	Investigate creation of remote parking specific to tourists/visitors	Solution reduces downtown parking demand, CO2 emissions, traffic congestion	Solution requires heavy marketing/promotion to succeed	Near-Term
Alternatives	<i>Shuttle Consolidation Study</i>	Execute a study to determine if private shuttle services can be integrated	Reduced CO2 emissions and traffic congestion, reduced costs to providers	Requires commitment from City, concessions from employers	Near-Term
	<i>"Park-And-Bike" Options</i>	Create a program to promote remote parking and bicycling into downtown for visitors	Reduced CO2 emissions, traffic congestion, and downtown parking demand	Requires City coordination/promotion, 'safety net' services and additional capital investment	Near- to Mid-Term
	<i>Intercept Parking Facility Planning</i>	As appropriate, introduce intercept parking facility concept into planning processes	Reduced CO2 emissions, traffic congestion, and downtown parking demand	Major coordination between agencies, long-term commitment	Long-Term

Complete Study Can Be Located At: <https://portsnh.co/2023parkingneeds>



Dear Members of the City Council,

Another building downtown received an unrealistic parking CUP which may make sense on paper but in real life often doesn't turn out that way. Parking is a huge problem in all cities. Looking at the many things tried, most are unsuccessful because people are generally busy, may not be able to walk to places as needed for ADLs and it is New England and baby it's cold outside. All ideas have tried to increase costs for those bringing their cars into cities and in the end they keep coming because it is a necessity in this day and age especially for young people who may have two jobs or have to run to take care of Mom or Dad or children between things. Many would love to walk or ride a bike but that only seems to happen on days off sometimes or by very committed people.

Portsmouth needs another parking garage and Neighborhood Resident's only passes that are FREE to those who actually live in the neighborhoods and at the resident rate, as in the garages, for those who don't have their domicile there. Guest passes would be needed as well and gatherings would need special dispensation. To enforce these Neighborhood Permits the monies collected from parking CUPs could be used.

Developers can save a lot of money by not providing parking, not only in the initial cost of construction but the maintenance of said spaces for as long as they own the building. Based on the cost of living downtown those savings from CUPs do not seem to be provided to the new residents of these buildings.

A new parking garage could be funded by the "fees" collected from developers who request parking CUPs of more than X spaces. IE: a parking CUP for 1 space \$0 but a parking CUP for 15 spaces or more \$X per space. This garage could be at the old gate at Pease where the bike overpass is. A secure bike storage area could be offered and maybe a business would want to offer bike rentals. It could include a shuttle service which enters and exits there safely if they used the right hand lane for both. Getting on 95 and getting off at either Woodbury or Maplewood would save time and be significantly faster than using the circle.

This garage could offer significantly cheaper rates to encourage its use and it was paid for by funds other than its own revenue. A shuttle to and from downtown could be provided at little or no cost. It could be a win win for businesses. Those who want to bike downtown would have a safe place to park and for employees who commute it would save them driving through all of town to get to the garages. Coming from MA they could drive through Pease, coming from points north they could enter via Rt 16. It would also offer an alternative space during winter parking bans. Both garages are at capacity during each storm now!

Please either stop the massive CUPs for parking or minimally start to charge for the money saved by not having to build the spaces. This money should NOT go to the general fund. It should be used to build and maintain garages and shuttles throughout the city at a low rate for non residents and for free for residents of the city to encourage ridership. One could advertise inside each shuttle that this ride is being sponsored by: the name of a developer, so this project can be appreciated.

Thank you for your time and commitment to the community,

Elizabeth Bratter,  
159 McDonough St  
Property Owner