Portsmouth
Parking & Traffic Safety Committee
8:00 A.M. – June 2, 2016
City Hall – Eileen Dondero Foley City Council Chambers

ON-SITE COMMITTEE: There will be no site visit this month.

AGENDA

I. CALL TO ORDER
II. ROLL CALL
III. ACCEPTANCE OF THE MINUTES
IV. FINANCIAL REPORT
V. PUBLIC COMMENT (15 MINUTES)
VI. PRESENTATIONS
   A. Chestnut Street Streetscape Improvement project by The Music Hall
   B. Peirce Island Road bridge deck repair project
VII. NEW BUSINESS:
   A. Valet parking license renewals, Atlantic Parking Services – 3 locations. Sample motion – move to approve requests to renew valet parking licenses.
   B. Valet parking license renewals, The One Hundred Club. Sample motion – move to approve request to renew valet parking license.
VIII. OLD BUSINESS/ACTION ITEMS:
   A. Moped, motorcycle and scooter parking. Report back on request from Marc Stettner to revise rules regarding enforcement. Sample motion – move to approve recommended ordinance to allow moped parking on sidewalks.
IX. PUBLIC COMMENT
X. INFORMATIONAL
   A. 2016 Parking Utilization study data collection begins June 2nd
   B. PS21 “Islington Street Lab” implementation update
   C. Proposed Neighborhood Traffic Calming program

ADJOURNMENT
### Percentage of Fiscal Year Complete

83.33%

### Parking Related Revenues

#### Totals Thru April 30, 2016

#### FY 16 to Date:

<table>
<thead>
<tr>
<th></th>
<th>TOTALS</th>
<th>BUDGETED</th>
<th>% of Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parking Meter Fees</td>
<td>1,902,833</td>
<td>1,765,500</td>
<td>108%</td>
</tr>
<tr>
<td>Parking Meter Space Rentals</td>
<td>94,905</td>
<td>50,000</td>
<td>190%</td>
</tr>
<tr>
<td>Meter In Vehicle</td>
<td>80,477</td>
<td>50,000</td>
<td>161%</td>
</tr>
<tr>
<td>Parking Garage Revenue</td>
<td>1,715,469</td>
<td>1,850,000</td>
<td>93%</td>
</tr>
<tr>
<td>Garage Passes</td>
<td>885,875</td>
<td>1,000,000</td>
<td>89%</td>
</tr>
<tr>
<td>Parking Validation</td>
<td>11,150</td>
<td>10,000</td>
<td>112%</td>
</tr>
<tr>
<td>Pass Reinstatement</td>
<td>2,565</td>
<td>2,000</td>
<td>128%</td>
</tr>
<tr>
<td>Vaughan St Parking Facility</td>
<td>13,750</td>
<td>15,000</td>
<td>92%</td>
</tr>
<tr>
<td>Parking Violations</td>
<td>637,892</td>
<td>700,000</td>
<td>91%</td>
</tr>
<tr>
<td>Immobilization Admin Fee</td>
<td>19,435</td>
<td>12,000</td>
<td>162%</td>
</tr>
<tr>
<td>Summons Admin Fee</td>
<td>200</td>
<td>5,000</td>
<td>4%</td>
</tr>
<tr>
<td><strong>Total FY 16 Parking</strong></td>
<td><strong>5,364,550</strong></td>
<td><strong>5,459,500</strong></td>
<td><strong>98%</strong></td>
</tr>
</tbody>
</table>

#### FY 16 BUDGETED

- Transfer to Parking Fund: (3,047,195.00)
- Funds Remaining in Gen Fund: 2,412,305.00
- Total Revenue: 5,459,500.00
VI.A. Chestnut Street Streetscape Improvement project by The Music Hall
TRAFFIC CONTROL NOTES


6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SELECTING ELECTRONIC AND MECHANICAL TRAFFIC CONTROL SYSTEMS AND MOUNTING OF ELECTRIC AND MECHANICAL TRAFFIC CONTROL SYSTEMS AS PER THE PLANS AND SPECIFICATIONS. THE CONTRACTOR SHALL PROVIDE ELECTRONIC AND MECHANICAL TRAFFIC CONTROL SYSTEMS AS PER THE PLANS AND SPECIFICATIONS.


TRAFFIC CONTROL SEQUENCING

- INSTALL CONSTRUCTION SIGNS, TEMPORARY MARKINGS, AND WARNING DEVICES AS SHOWN.
- INSTALL CONCRETE BARRIER AND TEMP SIGNALS AS SHOWN.
- SHIFT TRAFFIC TO PHASE 1 LAYOUT.
- MAKE DECK AND SEWER REPAIRS ALONG THE EASTBOUND TRAVEL LANE AS SHOWN OR PERM.

READING LANE 1 - LANE LANE 2 - LANE 3

PHASE 1 WORK ZONE AND AVAILABLE TO PEDESTRIANS DURING ALL PHASES OF CONSTRUCTION.

NOTES:
1. PEDESTRIAN ROUTE SHALL BE ADA COMPLIANT AND AVAILABLE TO PEDESTRIANS DURING ALL PHASES OF CONSTRUCTION.

LEGEND

- PHASE 1 WORK ZONE
- TRAFFIC LANES
- TRAFFIC FLOW
- PORTABLE CONCRETE BARRIER
PHASES OF CONSTRUCTION

AND AVAILABLE TO PEDESTRIANS DURING ALL

1. PEDESTRIAN ROUTE SHALL BE ADA COMPLIANT

NOTES:

...
TRAFFIC CONTROL SEQUENCING

PHASE 2A
- Transition traffic control measures to Phase 2A layout.
- Make deck repairs along existing shoulder.
- Upon completion of repairs over bridge to two lanes of traffic.
- Remove all construction signs, markings, and warning devices.

LEGEND
- Phase 2A work zone
- Traffic lanes
- Traffic flow
- Portable concrete barrier

NOTES:
1. Pedestrian routes shall be ADA compliant and available to pedestrians during all phases of construction.
Proposal for Valet Operations  
Thursday, June 2, 2016

City Council Members,

Atlantic Parking Services are requesting the permission to continue operating a Valet Parking Service in the parking spaces provided on Bow Street.

Operation Overview

Atlantic Parking Services will continue to manage the valet operations. The loading zone will be used as the Valet Loading Zone where motorists will drop off and pick up their cars from the valets only – vehicles will not be parked in these spaces. The Valet Service will be active year round from 5:00PM until 12:00AM any given evening.

Patrons of the Wellington Room and Surf Restaurant will be directed to the Valet Loading Zone by three signs placed within the loading zone, which will direct patrons to the loading zone. On arrival to the loading zone, motorists will be given a Valet ticket in exchange for their car. The Valet will then drive the vehicle to the One Harbour Garage where the vehicles will be stored and monitored by the valet staff.

Once the customers have finished their visit, they will come back to the Valet Loading Zone, where the patron will receive their vehicle.

Please see diagram attached.

Valet Routes

When cars are dropped off, the valet will pull out of the loading zone onto Bow Street, continue up the hill on Chapel Street. Valets will continue on Chapel Street until turning left on to State Street and onto the parking garage which is located at 1 Harbour Place. When bringing the vehicles back from the garage, vehicles will continue on to Daniel Street, continue to intersection of Penhallow and Daniel street. Vehicles will take a right turn and continue on Penhallow until intersection with Bow street and turn right and pull into valet parking loading zone on Bow Street. These routes are intended to maintain optimal traffic flow and safety in or around the Bow Street loading zone.
Permissions Needed

- Permission to set up Three A-Frame Signs in or next to loading zone during valet operating hours.
- Permission to use the three parking spaces that comprise the valet loading zone on Bow Street nightly from 5:00PM through 12:00AM.
- Permission to use a 8x8 pop up tent during inclement weather
- Permission to use a Key Storage Podium in the loading zone

Orange Line = Vehicle return route
Blue Line = Vehicle route to garage
Green Pentagon = 1 Harbour Garage
Yellow Parking Spaces = Loading zone

Sincerely,

Brian Slovenski
Atlantic Parking Services, LLC
Proposal for Valet Operations

Dear Parking Council-

Atlantic Parking Services is requesting the permission to continue operating a Valet Parking Service in the Loading Zone on Pleasant Street at the intersection of Pleasant and State Streets. See Figure 1.

Operation Overview

Atlantic Parking Services will manage the valet operations. The current loading zone will be used as the Valet Loading Zone where motorists will drop off and pick up their cars from the valets only – vehicles will not be parked in these spaces. The Valet Service will be active year round from 5:00PM until 12:00AM any given evening. Primarily the service will be active from Thursday through Saturday evenings from 5:00PM through 11:00PM

Patrons will be directed to the Valet Loading Zone by three signs placed within or next to the loading zone, which will direct patrons to the loading zone. On arrival to the loading zone, motorists will be given a Valet ticket in exchange for their car. The Valet will then drive the vehicle to the Citizens Bank Parking Lot where the vehicles will be stored and monitored by the valet staff. See figure 1.

Once the customers have finished their visit, they will come back to the Valet Loading Zone, where the patron will receive their vehicle.

Valet Routes

When cars are dropped off, the valet will pull out of the loading zone on Pleasant Street and drive directly to the Citizens bank parking lot. When bringing the vehicles back from the Citizens Bank lot, cars will be turn left on Court street, turn right on Court Place, turn right onto State Street and then right onto Pleasant street. These routes are intended to maintain optimal traffic flow in or around the Pleasant Street loading zone. See figure 1.

Permissions Needed

Permission to set up Three A- Frame Signs in or next to loading zone during valet operating hours.
Permission to use the loading zone on Pleasant Street from 5:00PM through 12:00AM. See figure 1.
Permission to use a 8x8 pop up tent during inclement weather
Permission to use a Key Storage Podium in the loading zone
Below is a Map of Downtown Portsmouth with the Proposed Loading Zone, Parking Lot and Vehicle Route

Figure 1

Pink Highlighter = Valet Route
Red Dot Highlighter = Valet Loading Zone (Pleasant St. Loading zone)
Yellow Dot Highlighter = Valet Parking Lot (Citizens Bank)

Sincerely,
Brian Slovenski
APS Representative
Proposal for Valet Operations

Dear Parking Council-

Atlantic Parking Services is requesting the renewal of permission to operate a Valet Parking Service in the Loading Zone located at 96 State Street.

Operation Overview

Atlantic Parking Services will manage the valet operations. The loading zone will be used as the valet loading zone where motorists will drop off and pick up their cars from the valets only – vehicles will not be parked in this pick up and drop off zone. The valet service will be active year round from 5:00PM until 12:00AM any given evening.

Patrons will be directed to the valet loading zone by two signs placed within the loading zone, which will direct patrons to the loading zone. On arrival to the loading zone, motorists will be given a valet ticket in exchange for their car. The Valet will then drive the vehicle to the One Harbour Parking Garage where the vehicles will be stored and monitored by the valet staff.

Once the customers have finished their visit, they will come back to the Valet Loading Zone, where the patron will receive their vehicle.

Valet Routes

When cars are dropped off, the valet will pull out of the loading zone onto State Street, continue onto Dutton Ave, then onto Scott Ave. The valet will then turn right onto Harbour Place Street and then enter the parking garage at the bottom of the hill. When bringing the vehicles back from the One Harbour Garage, cars will exit the garage onto Harbour Place Street and continue up the hill onto Daniel Street. Vehicles will then take a left hand turn on to Chapel Street, continue and turn left on to State Street and pull into the valet loading zone in front of 96 State Street. These routes are intended to maintain optimal traffic flow and safety in or around the State Street loading zone. Please see exhibit A.

Permissions Needed
● Permission to set up Two A-Frame Signs in or next to loading zone during valet operating hours.
● Permission to use the loading zone on State Street, seven evenings per week from 5:00PM through 12:00AM.
● Permission to use a 6x6 pop up tent during inclement weather
● Permission to use a Key Storage Podium in the loading zone

Exhibit A

= One Harbour Parking Garage

= State Street Loading Zone

= Valet vehicle route

Sincerely,
Brian Slovenski
Atlantic Parking Services, LLC
To whom it may concern,

Please find this letter as The One Hundred Club Concepts formal request for renewal of the valet license through the City of Portsmouth, NH.

Best regards,

Dana Wergen
Managing Director
One Hundred Club Concepts
dana@onehundredclub.com
In response to concerns from a resident regarding the ability to park mopeds and similarly sized motorcycles on City sidewalks, staff has researched the legal requirements, including the current City ordinances and policies, as well as current State RSAs relating to the issue. Currently, as a matter of policy, the City allows mopeds to park for free on sidewalks and in the Hanover garage, as long as they do not impede pedestrian access. Motorcycles, regardless of their size, are not allowed to park on sidewalks, but are allowed to park multiple units side by side in on-street parking spaces, with only one of the motorcycles required to purchase a pay and display sticker.

A review of the State RSAs indicates that motor vehicles are not allowed to park on sidewalks, and mopeds and motorcycles are considered motor vehicles. However, State RSA 265:70 permits individual cities to create local ordinances allowing exceptions to this statute in the compact areas of the City. The downtown area of Portsmouth qualifies as a compact area eligible for a local ordinance on parking. There is currently no City ordinance allowing mopeds to park on sidewalks, or for just one motorcycle to purchase a pay and display sticker when multiple bikes are parked in a single on-street parking space. Only parking enforcement policies allow these practices.

Mopeds registered in New Hampshire receive a license plate with the word Moped on it. Likewise, motorcycles registered in New Hampshire receive a license plate with the word Motorcycle on it. However, mopeds and motorcycles registered in Maine receive license plates that do not distinguish between the types of vehicle.

It is desirable to encourage the use of smaller, more efficient vehicles such as mopeds and motorcycles, as they take up less space for parking and help to cut down on congestion on the downtown streets. It is therefore recommended that an ordinance be adopted that will allow mopeds to park on sidewalks, provided they do not impede the normal and reasonable movement of pedestrian or other traffic, if they display a sticker obtained from the City certifying that they comply with the state’s legal description of a moped. Legally, mopeds cannot exceed 30 mph and their engine size cannot exceed 50 cubic centimeters. This would allow owners of mopeds registered in Maine to be able to park on sidewalks in Portsmouth. The sticker could be obtained from the Parking Clerk’s office for a nominal fee to cover the cost of administering the program.
To formalize the policy of requiring only one motorcycle to purchase a pay and display sticker when parking in a group, staff recommends that a separate ordinance be adopted to codify this practice.

If the PTS Committee desires to look at other solutions for moped and motorcycle parking, another option to consider is to designate specific existing on-street parking spaces for the exclusive use of mopeds and motorcycles. These spaces could be restriped to allow 4 or 5 mopeds to use a single vehicle space. Under this option, there would be no need to issue stickers to mopeds. Rather, a discounted parking fee could be applied to mopeds and motorcycles. Other cities, such as Boston, are providing this amenity for motorcycles and mopeds in an effort to encourage and accommodate their use. Typically, one or two on-street spaces on each block are designated as moped and motorcycle spaces. If this option is desired, it is recommended that staff report back with suggested locations for the on-street moped and motorcycle parking spaces. This option would allow more room on sidewalks for pedestrians and other streetscape items. An example of an on-street parking space converted to motorcycle and moped parking use is shown below:
VIII.A. Moped, motorcycle, and scooter parking

Marc Stettner  
91 Fairview Ave  
Portsmouth NH 03801  

For consideration at the June 2, 2016 Meeting

Subject: Dedicated Motorcycle, Moped and Scooter Parking

Dear Parking and Traffic Committee,

I am requesting that a pilot program be instituted for this year to convert 4-6 parking spots in the middle of the downtown (north end of Pleasant Street) area into dedicated motorcycle, moped, scooter and motorcycle parking. This is a solution to some of the parking problems we face in Portsmouth NH. We should follow the lead of Boston and other cities with parking and traffic congestion by and encouraging this type of high density parking. **Please pass a motion at this meeting to direct the transportation department to make the changes by August.** I am also requesting that while the pilot program is in place that this parking is free. It can be seasonal parking from March 1st thru November 30th which corresponds to the majority of seasonal use it would most likely see. After a year of data is gathered the Committee can evaluate this pilot parking and determine what should be done (expand, cancel fees, etc.).

I will also be submitting this letter to the City Council for their input.

Please see the attached article

Sincerely,

Marc Stettner
Sep 7, 2010

Boston Launches Program With Dedicated Motorcycle And Scooter On-Street Parking Spaces

© 2016, Roadracing World Publishing, Inc. From a press release issued
MOTOR SCOOTER COMMUTERS EARN EXCLUSIVE PARKING SPACES IN BOSTON

Vespa Congratulates the City of Boston for Sustainability Effort

NEW YORK (Sept. 7, 2010) Metropolitan traffic congestion is an ever-growing concern that perplexes most U.S. cities, frustrating urban planners and residents alike. Increasing the use of two-wheel transportation is a simple alternative to reducing traffic congestion that urban commuters face daily across America.

For the growing number of residents living in metro Boston looking for the same solution to their in-town transportation challenges, switching to motor scooters is a very appealing option. However, with the switch, urban commuters sometimes find it difficult to locate designated parking areas, which prompted Boston to implement a motor scooter parking program modeled after successful efforts in other major metropolitan cities.

On August 26, the city of Boston began executing a motor scooter and motorcycle on-street parking pilot program to better accommodate two-wheel commuting in the city. Scooter enthusiasts will now find 40 spaces designated for scooter and motorcycle parking throughout the Back Bay area. The spaces are metered and pro-rated with 25 cents buying one hour instead of the standard 15 minutes. For commuters, the meters will be on from 8 a.m. to 8 p.m., and off at nights. Additionally, the parking spots do not have a time limit, eliminating the need to feed the meter.

"I'd like to congratulate Mayor Thomas Menino on his decision to execute a two-wheel parking program for the city of Boston," said Paolo Timoni, president and CEO of Piaggio Group Americas, importers of Vespa motor scooters. "With better fuel economy than hybrid cars, scooters are not only a viable solution when it comes to reducing traffic congestion, but equally effective at reducing America's oil consumption and protecting our environment. With this new initiative, therefore, Mayor Thomas Menino has also taken a concrete step to help Bostonians to reduce their oil consumption and carbon footprint. I can only hope that more cities will follow Boston's example and offer similar programs for two-wheel commuters."

In 2007 Piaggio Group Americas conducted a traffic model study in New York City in response to the growing concerns about traffic congestion. The results showed by shifting the daytime vehicle mix to 80 percent cars / 20 percent scooters, the following would result annually:

* A total decrease in delay of more than 4.6 million hours per year which translates to time savings of nearly 100 working hours per person;

* Reduction in carbon dioxide (CO2) emissions by more than 26,000 tons (52,000,000-pounds) per year;

* A decrease in fuel consumption by more than 2.5 million gallons per year
* A total savings for New York City of more than $122 million per year in fuel and labor productivity.

In addition to Boston, many other US metropolitan cities already have programs and incentives for two-wheel commuters. San Francisco has more than 1,000 designated parking spaces and areas for motor scooters, and several other cities have orchestrated motor scooter commuter days, including Atlanta and Philadelphia. On a national level, the annual Ride to Work Day (set for June 20, 2011; see more at www.ridetowork.org) continues to raise the visibility of two-wheel commuting and demonstrates how motor scooters and motorcycles make parking easier and help traffic flow.

For more information about the benefits of two-wheel transportation, visit www.vespausa.com and click on the Vespanomics section.

About The Piaggio Group

Established in 1884 by Rinaldo Piaggio, and based out of Pontedera in Pisa, Italy; the Piaggio Group is one of the world's top manufacturers of two-wheel motor vehicles. With more than 7,000 employees, an annual production of more than 610,000 vehicles in 2009, five R&D centers, seven production facilities in Europe and Asia and operations in more than 50 countries - the Piaggio Group has a consolidated leadership in the European two-wheeler market. The company produces scooters, motorcycles and mopeds in the 50cc to 1,200cc displacement range, marketed under the Piaggio, Vespa, Gilera, Derbi, Aprilia, Scarabeo and Moto Guzzi brands. The Group also manufactures three- and four-wheel light transportation vehicles for the Ape, Porter and Quargo ranges.