

AGENDA

PARKING and TRAFFIC SAFETY COMMITTEE

8:00 A.M. – October 3, 2019

City Hall – Conference Room A

ON-SITE COMMITTEE: Please meet on Wednesday, October 2nd at 8:00 a.m. in the upper parking lot at City Hall, 1 Junkins Avenue, to view the following locations:

- Parker Street, between Tanner Court and Hanover Street
- Rogers Street at Parrott Avenue

I. CALL TO ORDER

II. ROLL CALL

III. ACCEPTANCE OF THE MINUTES

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. PRESENTATION

No presentation

VII. NEW BUSINESS

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

- A. Hanover Street, change two 15-minute spaces in front of former Bubby's Deli back to 3 hours. **Sample Motion: Move to change the time limit on the first two spaces on the northerly side of Hanover Street east of Bridge Street, to 3 hours.**
- B. Daniel Street, change four 15-minute spaces in front of Old City Hall back to 3 hours, on interim basis. **Sample Motion: Move to change the time limit on the first four spaces on the northerly side of Daniel Street west of Chapel Street, to 3 hours, on an interim basis.**
- C. Daniel Street, change four 15-minute spaces in front of former Provident Bank back to 3 hours. **Sample Motion: Move to change the time limit on the first four spaces on the southerly side of Daniel Street east of Market Square, to 3 hours.**
- D. Parker Street, change one-way section between Tanner Court and Hanover Street to two-way traffic. **Sample Motion: Move to change the traffic flow on Parker Street, between Tanner Court and Hanover Street, to two-way traffic.**
- E. Rogers Street corner radius at intersection with Parrott Avenue. **Sample Motion: Move to refer to staff for report back on modifying radius to improve safety.**

VIII. OLD BUSINESS

- A. Report back, valet parking request for 15 Middle Street.
Motion to approve or deny required. Refer to staff memo in packet.
- B. Report back, proposed loading zone for 3 Pleasant Street. **Sample Motion: Move to approve the request for a loading zone in front of 3 Pleasant Street, as shown on Offsite Improvement Plan C6 prepared by Ambit Engineering, revised 9/20/19.**

IX. INFORMATIONAL

- A. Update on traffic calming discussion with residents of South Street.
- B. Joint EDC/PTS meeting on Microtransit, November 8th.
- C. PTS Open Action Items.

X. MISCELLANEOUS

- A. Parking Principles, PTS Committee Member comments.
- B. Discussion of speed limits, legal requirements and reducing speeds on City gateway roads.

XI. ADJOURNMENT

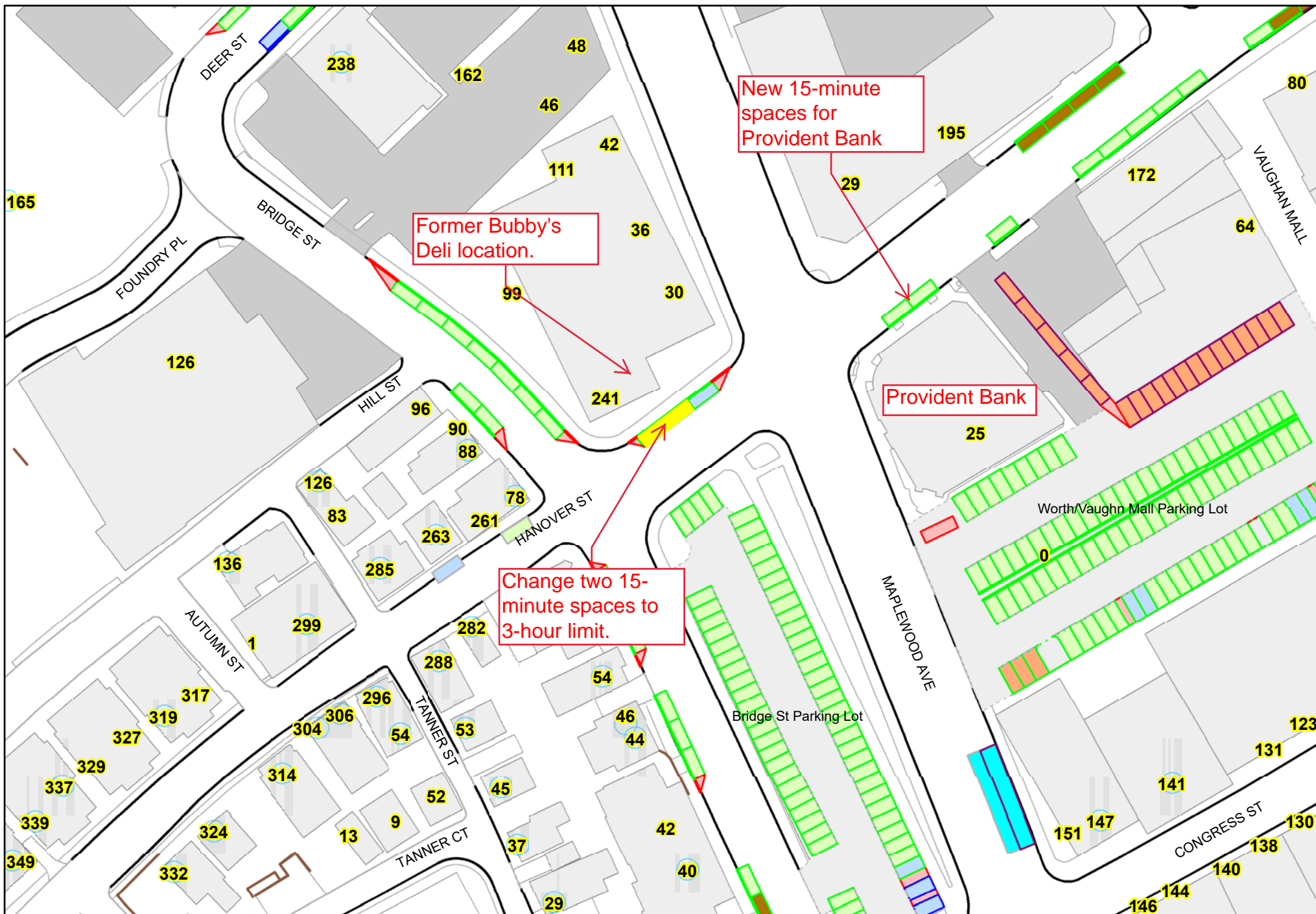
Unaudited

Percentage of Fiscal Year Complete
16.67%

Preliminary
Totals Thru
August 31, 2019

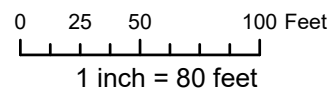
	Total	Budgeted	% of Budget
FY 20			
Parking Meter Fees	698,420.89	3,306,000	21%
Meter Space Rental	23,985.00	90,000	27%
Meter In Vehicle	14,980.00	110,000	14%
High Hanover Transient	551,421.58	2,561,875	22%
High HanoverPasses	303,050.00	1,852,500	16%
Foundry Place Transient	42,976.56	214,000	20%
Foundry Place Passes	53,145.00	340,500	16%
HH Pass Reinstatement	825.00	2,500	33%
Foundry Pass Reinstatement	345.00	1,000	0%
Parking Violations	116,965.00	715,000	16%
Immobilization Administration Fee	0.00	15,000	0%
Summons Admin Fee	0.00	3,000	0%
Total FY 20	1,806,114.03	9,211,375.00	20%

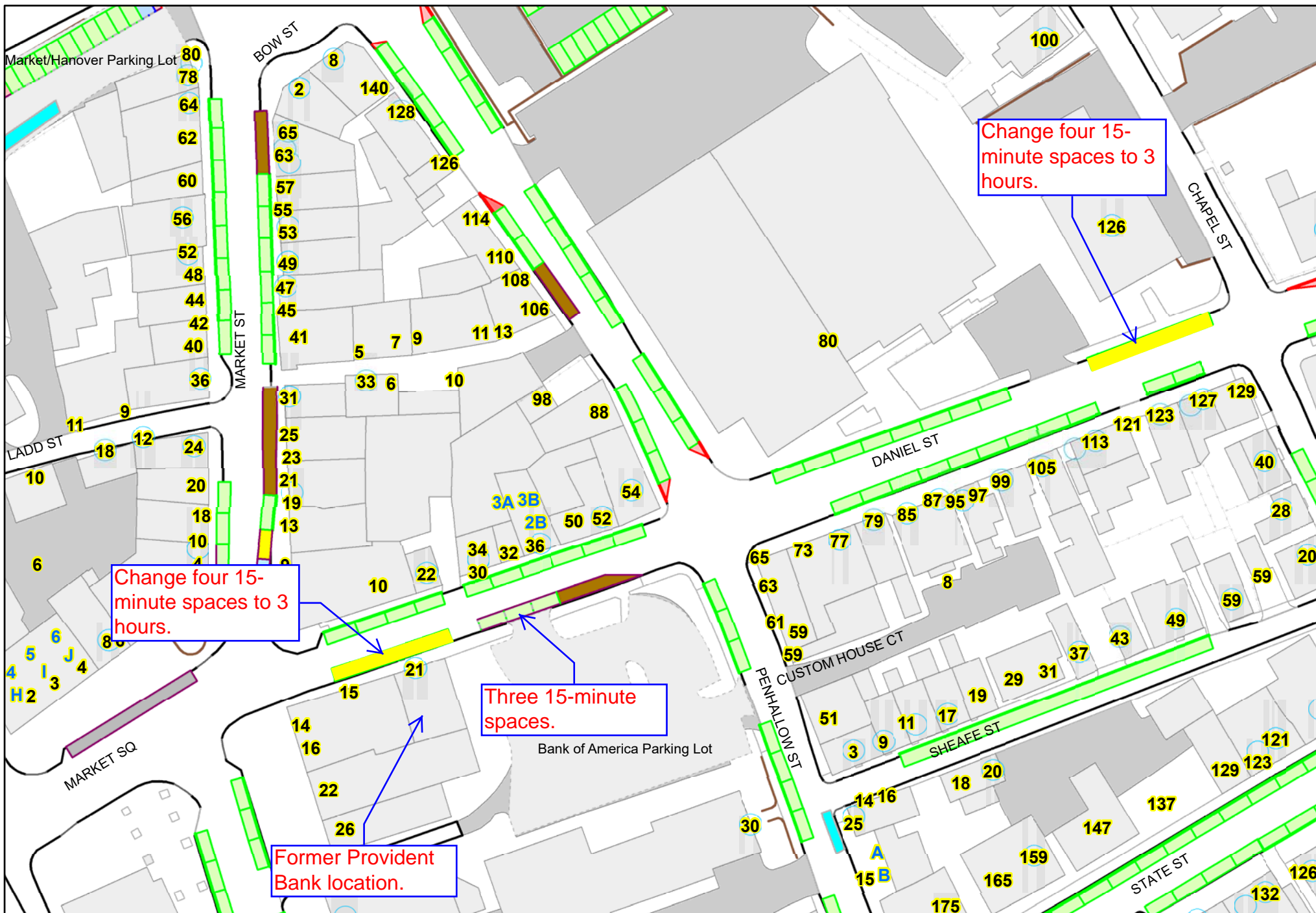
	BUDGETED	
	6,799,070	74% Transfer to Parking Fund
	2,412,305	26% Funds Remaining in Gen Fund



VII.A. Hanover Street, change two 15-minute spaces in front of former Bubby's Deli back to 3 hours

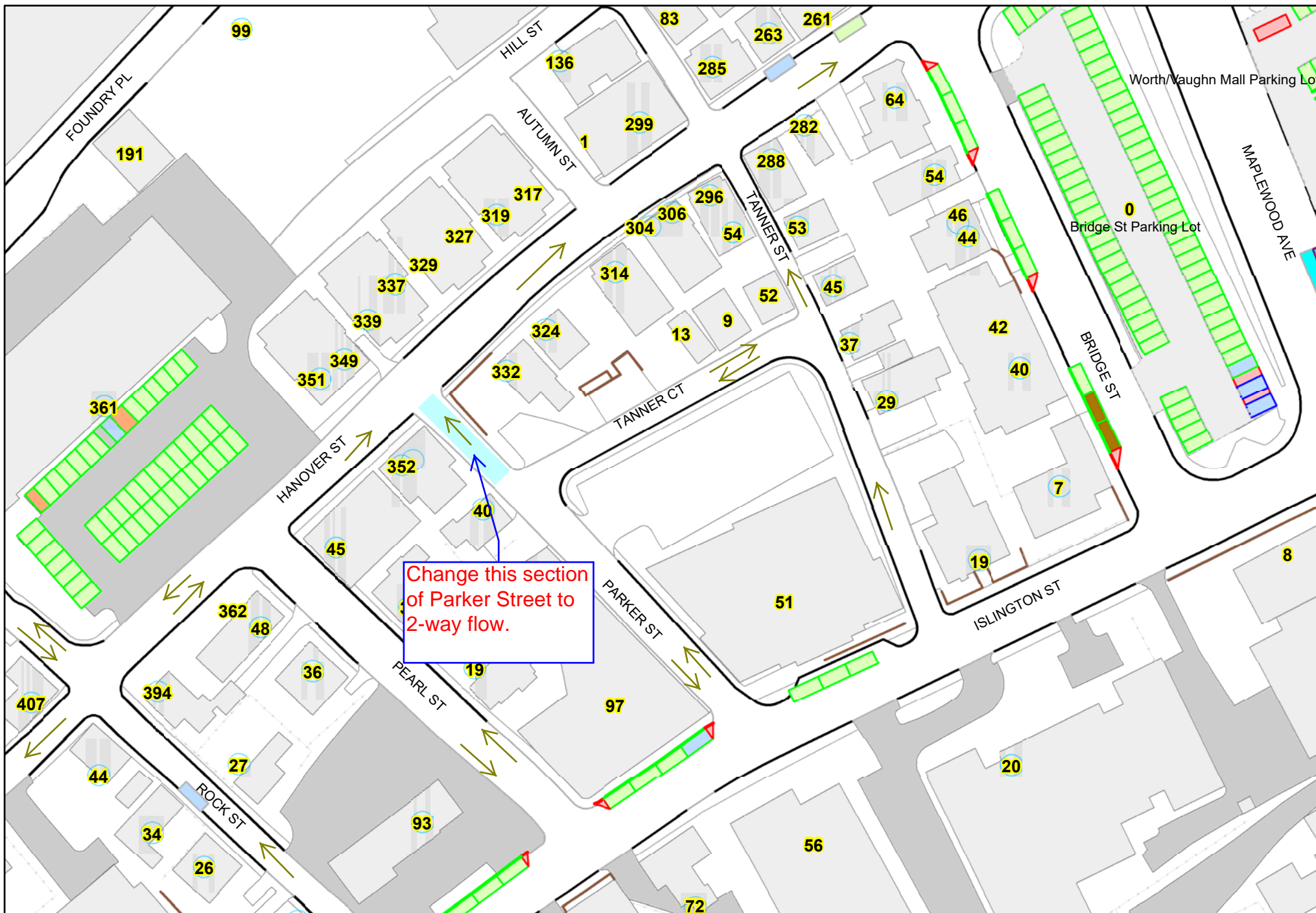
Map prepared by Portsmouth Department of Public Works





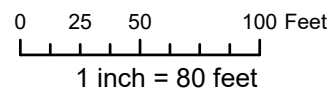
VII.B. Daniel Street, change four 15-minute spaces in front of Old City Hall back to 3 hours, on interim basis

VII.C. Daniel Street, change four 15-minute spaces in front of former Provident Bank back to 3 hours



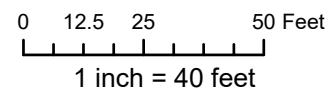
VII.D. Parker Street, change one-way section between Tanner Court and Hanover Street to two-way traffic

Map prepared by Portsmouth Department of Public Works





VII.E. Rogers Street corner radius at intersection with Parrott Avenue



City of Portsmouth

Department of Public Works



MEMORANDUM

TO: John P. Bohenko, City Manager

FROM: Eric Eby, P.E., Parking and Transportation Engineer *EE*

DATE: September 19, 2019

SUBJECT: Report Back, 15 Middle Street Valet Parking Request

At the September Parking and Traffic Safety Committee meeting, there was a request from Ross Engineering to provide two valet parking spaces on Porter Street adjacent to the former Salvation Army building at 15 Middle Street. The building is proposed to be reused as a hotel and has no off-street parking. Committee members discussed the request and had several concerns, including:

- Cars turning left off of Middle Street onto Porter Street.
- If the hotel had a courtesy vehicle occupying one of the two requested spaces, then it would leave just one space for valet drop off.
- School buses use Porter Street for drop-offs and pick-ups at the Music Hall.
- Vehicles backing out of the parking spaces onto Middle Street instead of driving down Porter Street.
- Where the valeted vehicles would be parked? Currently other valet operations are not allowed to use municipal garages.
- The valet spot was very close to the sidewalk and the building, making it difficult to maintain the pedestrian corridor and ADA accessibility.

The Committee voted to refer the matter to City staff for a report back.

City staff has reviewed the proposal for valet parking and has the following concerns in addition to those raised by the Committee members:

- The July 31, 2019 traffic memo provided by the applicant to support the valet parking operation states that the valet parking spaces will be sufficient 98 percent of the time if the check-in rate is 3 rooms per hour. The memo further states that if the check-in rate is 6 rooms per hour, the valet spaces would be adequate 88 percent of the time. However, the March 11, 2019 traffic memo provided by the applicant states that the proposed hotel is expected to generate 10 entering vehicle trips and 10 exiting trips during the peak hour at full occupancy. This would seem to indicate that the check-in rate would be greater than 6 rooms per hour, which would mean the valet operation would not be adequate to avoid

traffic and parking concerns at the hotel site. Particularly around the check-out time this has the potential to cause significant traffic flow issues; just one car waiting to access the two valet spaces at the entrance of Porter Street will block through traffic on Middle Street.

- These calculations also assume the use of the Foundry Garage, which is not allowed for any other valet parking operation in the City. If the valeted vehicles must be parked further away, the ability to adequately service the hotel guests would be further reduced, resulting in greater traffic and parking issues at the hotel site.
- City staff experience with valet operations at similar hotels has shown that guests request their vehicle to be brought to the hotel, but do not promptly get in and drive away. Often the vehicles sit waiting for the owner to come out, as the owner may be finishing packing or eating or may wish for the vehicle to be at a comfortable temperature before getting in, especially during extreme heat or cold weather. The proposed valet area does not provide sufficient queuing or waiting area for these types of delays.
- Porter Street is very narrow and during the winter, snowbanks further narrow the roadway. Porter Street is often used as a loading zone for truck deliveries, and at these times it is very difficult and sometimes impossible for traffic to get down the street, or even turn onto Porter Street from Middle Street.
- The valet parking spaces are proposed directly in front of the handicap accessible entrance to the building and would only provide for the minimum clearances for an accessible walkway next to the building. When vehicles open their doors or are not parked properly, the walkway will be blocked. During the winter, snowbanks will restrict this walkway area even further.
- The suggestion by the applicant that the valet manager inside the hotel will be keeping an eye out the window to make sure there are no issues with traffic is problematic. That person will be dealing with matters inside the hotel and will not likely be able to devote their full attention to the valet operations.
- Traffic on Middle Street regularly backs up past the intersection with Porter Street during the peak hours. The signal at Congress Street is less than 150 feet away, which means that a 6-vehicle queue at the signal will block the intersection with Porter Street. When this happens, traffic turning left into Porter Street from Middle Street has to wait, causing traffic behind it to queue back into the Congress Street intersection.
- While the applicant states that there will not be a courtesy vehicle for the hotel, the remaining concerns raised by Committee members are all valid.

For these reasons, City staff consensus is that the proposed valet parking operation is not suitable for this location and the proposed hotel use, and recommends that the Committee not approve the proposed valet parking spaces.

If the committee agrees with the recommendation, a motion to deny the request is required. If the Committee feels the request should be granted, a motion to approve the request is required.

City of Portsmouth

Department of Public Works



MEMORANDUM

TO: John P. Bohenko, City Manager

FROM: Eric Eby, P.E., Parking and Transportation Engineer *EE* *MA*

DATE: September 20, 2019

SUBJECT: Report Back, 3 Pleasant Street Loading Zone Request

At the September Parking and Traffic Safety Committee meeting, there was a request from the applicant of the 3 Pleasant Street redevelopment project for a change in parking on Pleasant Street. As part of the project, the applicant is proposing to close the alleyways on each side of the building. These closures would provide for additional curb space along Pleasant Street. The applicant is proposing to shift one of the two existing parking spaces in front of the building to the new curb space created by the closing of the southerly alley. The vacated parking space in front of the building, together with the new curb space in front of the closed northerly alley, would provide for a 45-foot long loading zone on Pleasant Street.

City staff has reviewed the plan, which is included in the PTS Committee agenda packet, and recommends that the Committee approve the shifting of the parking space and creation of the loading zone. The loading zone will serve the businesses in the area that currently have no loading zone or are currently using the alleyways adjacent to 3 Pleasant Street. The loading zone could also be used as parking spaces after hours. Therefore, **City staff recommends that the loading zone be designated as a Limited Hours Loading Zone, where loading is allowed between the hours of 6:00 AM and 7:00 PM, Monday through Saturday. At all other times, the space should be open parking for all vehicles.**



AMBIT ENGINEERING, INC. CIVIL ENGINEERS AND LAND SURVEYORS
200 Griffin Road, Unit 3, Portsmouth, NH 03801 Phone (603) 430-9282 Fax 436-2315

23 September 2019

Eric Eby, PE, Parking and Transportation Engineer
City of Portsmouth, Department of Public Works
680 Peverly Hill Road
Portsmouth, NH 03801

RE: Request for Traffic and Safety Committee Approval at 3 Pleasant Street, Tax Map 107 / Lot 31

Dear Mr. Eby:

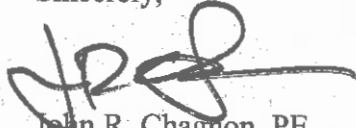
On behalf of McNabb Properties, LTD we hereby submit the attached for Traffic and Safety Committee approval at your October 3, 2019 meeting. The request is a proposal to eliminate 2 driveway access points, shift 2 existing parking spaces, and create a loading zone just north of 3 Pleasant Street. The attached plan details the proposal.

Currently, there are no loading zones on Pleasant Street in the vicinity of Market Square. Deliveries to Stonewall Kitchen, City Shoes and the RiRa Restaurant need to block a travel lane in Pleasant Street. The subject parcel, located at 3 Pleasant Street (currently Bank of America), will be remodeled into a restaurant, requiring frequent deliveries. Pleasant Street at Market Square is very busy, with parallel parking spaces on both sides of the street, sidewalks in heavy use by pedestrians, bicycles, motorbikes and mopeds also parking. Reasonable changes are needed for trucks making deliveries to local businesses so as to provide for the safety of pedestrians as well as the bicycles, motorbikes and mopeds. The introduction of the loading zone is in the spirit of overall public safety and business viability. An added benefit is the use of the space for parking after delivery hours. The development at 3 Pleasant Street will be raising the sidewalks north and south of the existing building and eliminating under-utilized existing alleys (currently minimal motor traffic) thereby creating pedestrian spaces for the enjoyment of the public.

On September 05, 2019 The Traffic & Safety Committee voted to table our previous request to expand the sidewalk in front of the subject property until the City completes a study of the entire Market Square area and decides what comprehensively makes sense. As part of that motion, Peter Rice in his capacity as Director of Public Works, agreed to work with the developer to finalize an interim plan that does not eliminate the two existing parking spaces and adds a loading zone and to bring that plan back to Traffic & Safety for approval. This Plan is in response to that September 05, 2019 motion. Also, the Planning Board reviewed this proposal at their September 19th meeting and voted to approve this layout; subject to Traffic and Safety Committee concurrence. We hereby request Traffic and Safety Committee approval.

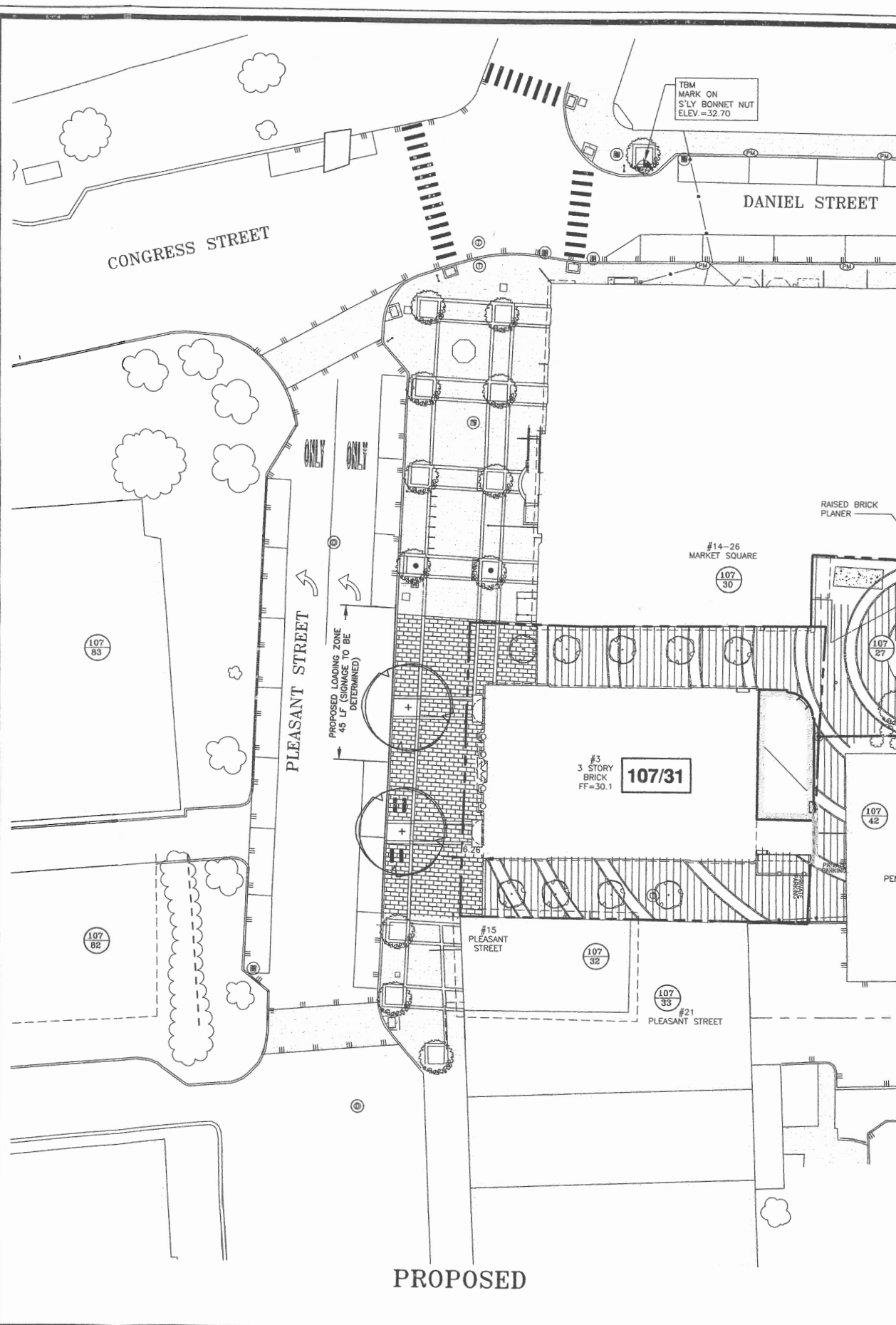
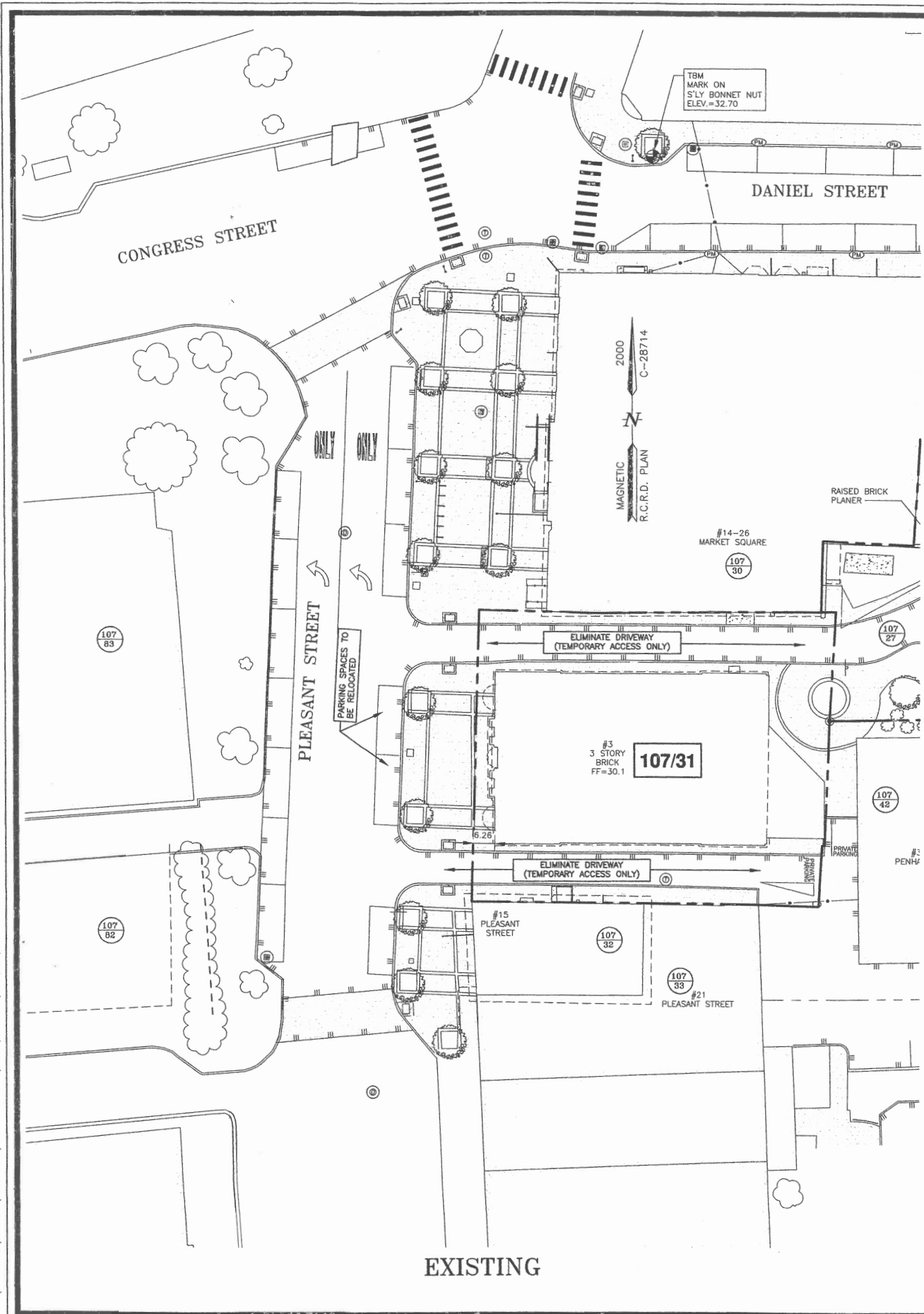
Please let me know if additional information is required or desired. We look forward to the Committee's review of this submission.

Sincerely,

A handwritten signature in black ink, appearing to read 'JRC', with a long horizontal stroke extending to the right.

John R. Chagnon, PE

CC: Mark McNabb, Tracy Kozak, Robbi Woodburn, FX Bruton



AMBIT ENGINEERING, INC.
Civil Engineers & Land Surveyors

200 Griffin Road - Unit 3
Portsmouth, N.H. 03801-7114
Tel (603) 430-9282
Fax (603) 436-2315

NOTES:

- 1) PARCEL IS SHOWN ON THE CITY OF PORTSMOUTH ASSESSOR'S MAP 107 AS LOT 31.
- 2) OWNER OF RECORD:

DAGNY TAGGART
30 PENHALLOW STREET, SUITE 300 EAST
PORTSMOUTH, NH 03801
- 3) PARCEL IS NOT IN A SPECIAL FLOOD HAZARD AREA AS SHOWN ON FIRM PANEL 33015C0259E. EFFECTIVE DATE MAY 17, 2005.
- 4) EXISTING LOT AREA:

8.867 S.F.
0.2036 ACRES
- 5) ASSESSOR'S MAP 107 LOT 31 IS LOCATED IN THE CHARACTER DISTRICT 5 (CD5) ZONING DISTRICT. PARCEL IS LOCATED WITHIN THE DOWNTOWN OVERLAY DISTRICT (DOD) AND THE HISTORIC DISTRICT (HDC).
- 6) THE PURPOSE OF THIS PLAN IS TO SHOW PROPOSED IMPROVEMENTS IN THE PLEASANT STREET RIGHT-OF-WAY.

Half Size

BRICK MARKET
3 PLEASANT STREET
PORTSMOUTH, N.H.

2	BIKE RACKS	9/20/19
1	PROPOSED LAYOUT	9/10/19
0	ISSUED FOR COMMENT	8/27/19
NO.	DESCRIPTION	DATE
REVISIONS		



SCALE: 1' = 20'

AUGUST 2019

OFFSITE IMPROVEMENT PLAN

C6

PTS OPEN ACTION ITEMS

PTS Meeting Date	Action Item	Vote	Next Step / Report Back Date
9/5/2019	Request for valet parking spaces on Porter Street for 15 Middle Street.	VOTED to refer to staff for report back.	10/3/19
9/5/2019	Request for parking changes and loading zone at 3 Pleasant Street.	VOTED to allow City staff to work with the property owner to create a loading zone and report back for consideration at the next meeting.	10/3/19
9/5/2019	Report back, request for traffic calming measures on South Street between Middle Road and Lafayette Road.	VOTED to direct City staff to work with the neighborhood and develop interim measures for traffic calming.	Future Meeting
8/1/2019	Letter from Marc Stettner regarding dedicated motorcycle, moped and scooter parking.	9/5/19 - VOTED to refer proposed amendment to the Designated Motorcycle Parking Area ordinance to the Legal Department to amend pursuant to the issues raised in this memorandum for referral back to PTS. PTS will then review and approve a draft of the proposed amendment to submit to the City Council for first reading. VOTED to suspend the previous vote made on June 6, 2019 to establish a fee of \$1.50 per hour when using the ParkMobile App or \$2.00 per hour at the display meter, maximum three hours for the motorcycle-specific spaces in the designated motorcycle parking area and refer to the City's Legal Department and staff for a report back at a future meeting.	Future Meeting
6/6/2019	Request for 15-minute parking spaces on Hanover Street and the Vaughan Mall lot.	VOTED to table action on the three 15-minute spaces in Vaughan Mall parking lot behind 25 Maplewood Avenue and review the City's policy on designating 15-minute parking spaces.	Future Meeting
4/4/2019	Congress Street at Fleet Street lane use change.	08/01/19 - VOTED to implement the lane use changes on Congress Street and Fleet Street, and Pleasant Street at Market Square in the fall of 2019 on a trial basis and report back. VOTED to allow staff time to investigate the right turn only lane and making Pleasant Street one lane into Market Square.	Implement in the fall of 2019 on trial basis and report back
12/6/2018	Request for parking space in bike lane buffer at 60 Lafayette Road.	2/7/19 - VOTED to table request.	Future Meeting
11/1/2018	Request to remove 10 metered parking spaces on Deer Street between Bridge Street and Maplewood Avenue, to accommodate anticipated traffic from new Foundry Place parking garage.	VOTED to table request to allow time for staff to observe traffic operations along Deer Street after the opening of the garage.	Tabled until new parking garage is generating more traffic
9/6/2018	Request to install curbing and trees along Madison Street near the intersection with Austin Street.	VOTED to have staff collect data, evaluate and report back on parking and traffic on Madison Street.	Future Meeting
5/3/2018	Request for a loading zone between the hours of 9 am and 5 pm, 7 days a week, on Vaughan Street at 3S Artspace.	6/7/18 - VOTED to make no change at this time and revisit after hotel construction is complete. 5/3/18 - VOTED to refer to staff for report back at the next meeting, if possible.	Revisit after hotel construction is completed
2/1/2018	Request to eliminate 2-hour time limit on Islington Street between Cornwall Street and Rockingham Street.	VOTED to table the action item until the new parking garage is operational.	Tabled until new parking garage is operational
12/17/2017	Request for 15-minute space at 33 Deer Street (associated with this action item)	VOTED to review 15-minute spaces to determine the appropriate length of time for short-term spaces.	Will be using traffic cameras to monitor parking when weather permits

PTS OPEN ACTION ITEMS

PTS Meeting Date	Action Item	Vote	Next Step / Report Back Date
11/2/2017	Concerns regarding traffic not yielding to pedestrians in crosswalk on Middle Road at Essex Avenue.	9/5/19 - VOTED to direct City staff to investigate interim solutions to address vehicle speeds and pedestrian safety on Middle Road and in the general area. 12/7/17 - VOTED to increase the visibility of the crosswalk by repainting and lengthening the existing 6 ft. stripes to 8 ft. to make it appear larger to approaching motorists. 11/2/17 - VOTED to have staff collect data, evaluate & report back at the next meeting.	Future Meeting
10/5/2017	Request to eliminate access to Echo Avenue from Spaulding Turnpike Frank Jones Neighborhood Turnpike connections (Echo Ave & Farm Lane)	2/7/19 VOTED to extend the trial closure of Turnpike exit ramp onto Echo Avenue until the completion of the Woodbury Avenue Bridge.	Review after the Woodbury Avenue Bridge construction is completed
9/7/2017	Request for crosswalk on Grafton Drive at Sherburne Road	10/5/17 - VOTED to have City staff work with PDA to implement pedestrian crossing at intersection of Grafton Drive and Sherburne Road. 9/7/17 VOTED to have staff collect data, evaluate, and report back with a recommendation at next month's meeting. (October Meeting)	Pending PDA funding for project
4/6/2017	Request for Valet Service license on Pleasant Street near Court Street	VOTED to direct staff to report back at a future meeting.	On hold pending site development

X.A. Parking Principles, PTS Committee Member comments

REVISED DRAFT FOR DISCUSSION PURPOSES

Proposed changes from Parking & Traffic Safety Committee shown in **red** – additions are **underlined**, deletions are **stricken**, comments are noted in the side bar.

GUIDING PARKING PRINCIPLES

Time Frame: 2019-2024

Overall Principles:

A balanced mix of retail/restaurant, office, and residential uses is key to downtown and commercial center vitality.

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

Parking should aim to reduce congestion and contribute to traffic safety.

Parking management should encourage alternate modes of travel to reduce demand for parking and dependence upon single occupancy motor vehicles.

1. ~~Ensuring an adequate supply of p~~Parking for retail/restaurant and office users in the downtown / mixed use centers is a shared responsibility between the City and employers. New development should incorporate parking and transportation demand management strategies to decrease demand for parking.
2. Parking for residential development in downtown and mixed use centers 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 downtown and other mixed use centers. If it is too difficult, expensive or unpleasant to find parking, and if alternate means of access do not exist, retail/restaurant/cultural destination customers may prefer to visit elsewhere and offices may prefer to locate elsewhere.
4. The City should 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.
 - Existing parking supply should be optimized by encouraging shared parking, expanding public-private partnerships, and improving access.
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).

Commented [JTW1]: SP "I think it is wise to integrate into this document an expectation that it will be regularly revisited and revised and that this is best done in coordination with or preceding updates of the City Master Plan."

Commented [JTW2]: Steve Pesci (SP) – "The document would benefit from a new, prominent Overall Principle/opening statement or bullet in 'Overall Principles' that clearly articulates that Portsmouth's strength is its historic layout as a walkable city. As Portsmouth strives to improve accessibility and mobility it must also preserve this historic character and ensure that all transportation initiatives first enhance the walking environment - which is the final connection of visitor to the city. Parking principles should fully integrate and enhance this walking City priority."

I think the 'system' should be defined as a parking and accessibility/mobility system that accommodates private and shared vehicles, transit, bike and pedestrian activities in an integrated, safe and effective system reflecting best mobility, environmental and landscape protection practices."

Commented [JTW3]: Doug Roberts (DR)

Commented [JTW4]: DR

Commented [JTW5]: SP – "Instead of using the term transportation demand management - please use parking and transportation demand management ... Let's be honest, we're not trying to reduce transportation mobility demand - we're talking about reducing the need for intra-town private vehicle use and associated parking demand."

Commented [JTW6]: DR

Commented [JTW7]: DR

Commented [JTW8]: SP – "I completely agree that the document should state that Portsmouth will actively manage a supply of public parking as a foundational resource. Further, I think that private parking should require integration with City regulations and principles."

Commented [JTW9]: DR

- Continue to expand access to a supply of convenient public parking.

6. Parking should support economic development including businesses (office, retail, restaurant), tourism and access to natural and historic resources and sites, and visitors/customers.

7. The City's parking resources should be priced and managed to support 85% occupancy rates.

8. The primary reasons for parking revenues are to be able to provide an adequate supply of safe, convenient parking, access to transportation options, and other parking and transportation related activities to support the vitality of the City. 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 a parking garage or use parking immediately adjacent to downtown and other mixed use centers, 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. Incentivize use of off-street public parking located more than ½ mile from destinations in the downtown and other mixed use centers by providing reliable public transportation options to allow people to park one and connect easily to their final destinations.

15. Surface parking lots should be located at the periphery of the downtown/mixed use centers and should not be allowed to create a "dead zone" barrier to comfortable pedestrian movement.

16. Parking management programs should take into consideration the different needs of workers in the hospitality, retail, and office industries.

17. Incentives for residents should be provided at the parking garages, but shouldn't compromise best practices.

18. Parking resources should be provided to support downtown/mixed use center 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 and mixed use center vitality, walkability and the pedestrian experience;

Commented [JTW10]: SP – "I think we need to ensure that the city has a goal of providing necessary and convenient parking but that this does not imply that there will always be on-site or immediately adjacent parking. Our goal should be to provide parking options that offer a park once/walking connection to the downtown core and its businesses, attractions and residences."

Commented [JTW11]: SP

Commented [JTW12]: DR – "Delete #6. Goes without saying."

Commented [JTW13]: SP – "Would it be more appropriate/understandable to say 'utilization rate during peak hours'?"

Commented [JTW14]: DR – "Many communities are turning to more complex pricing, such as higher charges during peak times."

Commented [JTW15]: DR – "Seem to say the same thing in different ways."

Commented [JTW16]: Mary Lou McElwain (MLM) – "Very important to have current info on the City's website and request that businesses, especially restaurants, put parking on their websites."

- 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.
- Provision of parking should never take priority over or be done at the expense of maintaining our public spaces and historical sites.

Commented [JTW17]: MLM – “Incorporate this into overall plans for all new developments throughout the city, not just downtown.”

Commented [JTW18]: SP

19. Parking revenues should be used to fund an integrated transportation system that includes parking, transit, pedestrian and bicycle infrastructure – linking all modes to ensure maximum mobility and accessibility ~~the operation of the City’s parking program and related parking and transportation strategies.~~

Commented [JTW19]: SP

20. Parking management plans should recognize the short-term parking needs of retail and hospitality industry for loading zones.

Commented [JTW20]: MLM – “Further define the expenditures.”

21. ~~Encourage~~ Enhance connections to and support of public transit and encourage other transportation modes, but recognize strong customer/ resident preference for personal vehicle use as well as very limited regional public transit infrastructure.

Commented [JTW21]: MLM – “On-street parking should not be removed to accommodate loading zones. Loading zones should be part of the whole plan when boards review.”

Commented [JTW22]: SP – “I would like to also throw out the idea that long-term, Portsmouth will need to improve access by modes other than private vehicles if it intends to thrive and remain a regional destination.”

22. On-street parking located in residential neighborhoods should primarily serve residential demand for the immediate neighborhood. Parking for other users should only be considered when and where there is excess supply and capacity.

Commented [JTW23]: MLM – “How can we promote public transportation?”

Commented [JTW24]: MLM – “Sounds good but how will this be enforced?”