PARKING and TRAFFIC SAFETY COMMITTEE

PORTSMOUTH, NEW HAMPSHIRE

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 **October 6, 2022**

AGENDA

I. CALL TO ORDER

II. ATTENDANCE

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
None

VI. NEW BUSINESS
(No public comment during Committee discussion without Committee approval.)

A. Taxi stands, request for report back on removal of taxi only parking spots downtown and across the city, by City Council. **Sample Motion: Move to request report back from staff on impacts of removing taxi stands citywide.**

B. Morning Street, request to restrict parking at Woodbury Avenue intersection, by resident. **Sample Motion: Move to install No Parking Here to Corner signs 30 feet from Woodbury Avenue.**

C. Mariette Drive, request for speed study, by resident. **Sample Motion: Move to refer to staff for study and report back**.

D. Maple Haven, request for stop sign evaluation at several locations, by resident. **Sample Motion: Move to refer to staff for study and report back**.

VII. OLD BUSINESS

A. Neighborhood Parking Program, discussion and recommendation of program fee to Fee Committee.

VIII. INFORMATIONAL

A. Monthly Accident Report from Police

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_7X3eEjH0QoyMHKUjQFacHA

City of Portsmouth

Parking Related Revenues

Unaudited

Percentage of Fiscal Year Complete	Preliminary Totals Thru August 31, 2022		
16.67%			
	Total	**Budgeted**	**% of Budget**
FY 23			
Parking Meter Fees	**788,992.71**	**3,250,000.00**	**24%**
Meter Space Rental	**9,920.00**	**150,000.00**	**7%**
Meter In Vehicle	**0.00**	**0.00**	**0%**
EV Charging Stations	**0.00**	**10,000.00**	**0%**
Parking-Area Service Agreements	**3,000.00**	**50,000.00**	
High Hanover Transient	**537,067.49**	**1,909,000.00**	**28%**
High HanoverPasses	**174,347.73**	**1,265,100.00**	**14%**
Foundry Place Transient	**75,214.06**	**502,000.00**	**15%**
Foundry Place Passes	**71,320.23**	**451,500.00**	**16%**
Parking Sign Permit	**0.00**	**0.00**	
HH Pass Reinstatement	**240.00**	**750.00**	**32%**
Foundry Pass Reinstatement	**114.75**	**750.00**	**15%**
Parking Violations	**205,720.50**	**700,000.00**	**29%**
Immobilization Administration Fee	**1,350.00**	**5,000.00**	**27%**
Summons Admin Fee	**0.00**	**0.00**	**0%**
Total FY 23	**1,867,287.47**	**8,294,100.00**	**23%**

	BUDGETED	
	5,881,795	**71% Transfer to Parking Fund**
	2,412,305	**29% Funds Remaining in Gen Fund**

III

Portsmouth Taxi Stands



= Taxi Stand

VI. A


Bartlett Street
Woodbury Avenue
Request for parking restriction in this area.
Morning Street
VI. B

VII. A.

Islington Creek Neighborhood Parking Program (NPP)
Pricing Recommendation

At the City Council meeting on August 22, 2022, the Parking Division was tasked with developing a pricing strategy to assure a permanent Islington Creek Neighborhood Parking Program can be run at no net cost to the City.

The Islington Creek neighborhood has an inherent parking supply vs. demand issue. While certain sections of the neighborhood (those located nearest the Foundry Garage) are indeed over-utilized due to large rental property populations and a short supply of on-street and private parking inventory, the overall neighborhood, as bounded in the current pilot program (Pilot), is not experiencing occupancy figures to a degree that would normally dictate demand reduction resolutions. Parking Industry Best Practice suggests mitigation measures be explored when occupancy reaches 85% or above, while the Islington Creek neighborhood has for years not exceeded 75%.

The City has completed a year-over-year analysis of the 2021 and 2022 spring and summer seasons, using occupancy data from May through early August in each year. Data indicate that the neighborhood enjoyed less than a 2% reduction in demand that can be directly attributed to the Pilot. This equates to less than 5 additional open spaces neighborhood-wide. Considering the $113,500 net cost to run the program, this equates to $22,883 per 'gained space' that can be directly attributed to the program. For context, the highest-grossing parking space in downtown Portsmouth generates slightly less than $8,000 in gross revenues annually.

While the gained spaces do indicate a positive result, the spaces 'gained' were not within the geographical area most affected by high demand and short supply, that being between Rock Street and Bridge Street. Rather, the open spaces were primarily realized in the less-populated, lower-demand areas west of Cornwall Street.

Rather than continuing the current program under the Pilot format, with its high costs and minimal benefits, the Division recommends implementing an on-street metered parking program.

Metering Method

Rather than purchasing and installing parking meters throughout the neighborhood, the Division recommends that metering this area be performed solely through the use of the ParkMobile smartphone application. This will allow for minimal additional signage and no crowding of sidewalks with parking meters or kiosks, while providing the additional features popular with users of the app in the City's downtown area, such as text notifications when sessions are expiring and the option to extend if desired.

The ParkMobile approach is the least intrusive process, leaving the neighborhood's character intact. Additionally, Portsmouth resident users of ParkMobile do not pay the $.35 service fee and enjoy a price reduction of $.50 per hour. Non-residents and users without passes will simply engage the meter system for the duration of their stay.

Pricing

Pricing and policy recommendations from the Parking Division are always geared toward behavior management. For example, pricing in the Downtown accelerates after the 3rd hour, providing an economic incentive for users to choose to vacate (turn over) spaces at the City's desired 3-hour time frame. This leaves the space open for the next user, enabling support of local businesses by providing a convenient parking option for those who would choose to patronize those businesses.

Unlike the City's high-demand parking areas, there is no call to encourage users to turn spaces over at the 3rd hour in a residential neighborhood. Because of this, the Parking Division does not recommend using the Stay & Pay pricing model that has seen success in the Downtown area. Rather, the flat hourly rate structure utilized in each of the City's parking garages more accurately reflects the pricing structure that should be implemented for this neighborhood.

In order to continue to encourage the use of the nearby Foundry Garage, a rate of $1.50 per hour for on-street parking in this neighborhood is recommended. This aligns with the current B-Zone rate of $1.50 for the first three hours, but would not escalate in the 4th hour and beyond. Pricing in this manner provides a natural incentive for users to choose the Foundry Garage with its $1 per hour rate.

NPP Passes

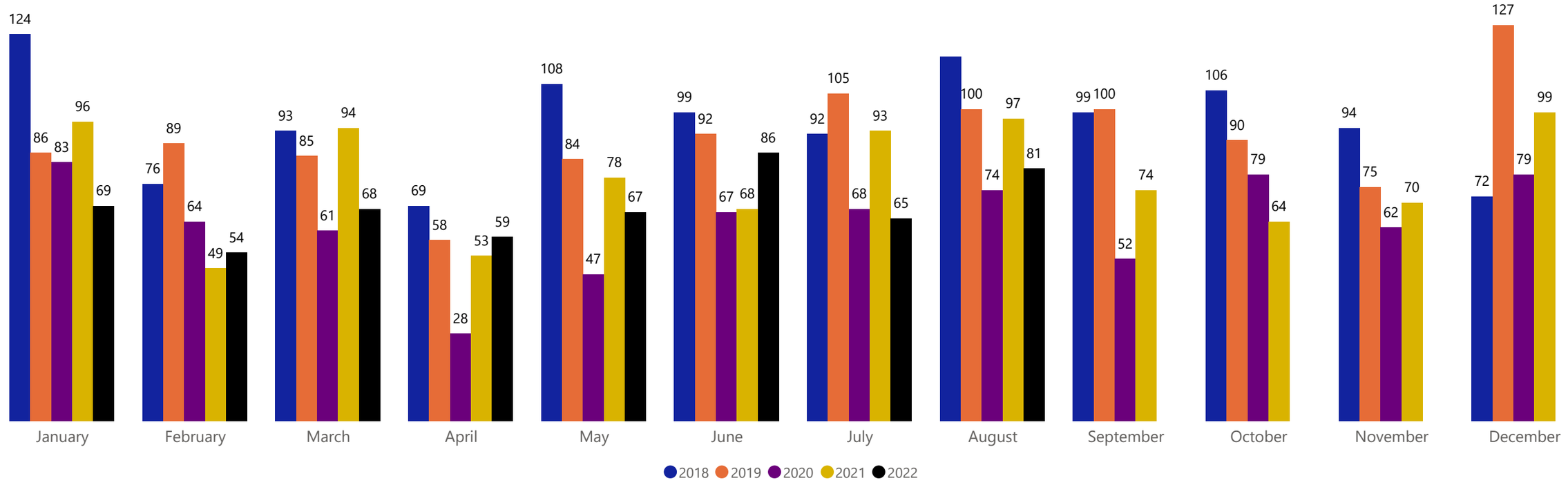
The anticipated revenue from on-street visitor parking can be expected to offset a good portion of the costs associated with extending this program. This allows for a situation where a flat, nominal fee can be applied to NPP passes. For year one, the Division recommends a $125 annual fee, per pass, for up to 3 passes per household, each of which must be associated with a single, particular vehicle as in the current program. These fees will offset the cost of labor and materials for processing applications. At the conclusion of year one, revenues can be assessed against ongoing costs and annual permit fees can be adjusted to accommodate. Due to high resident turnover in the target neighborhood, the Division recommends an annual renewal, with the process being staggered by block to avoid lengthy waits for renewals.

Advantages

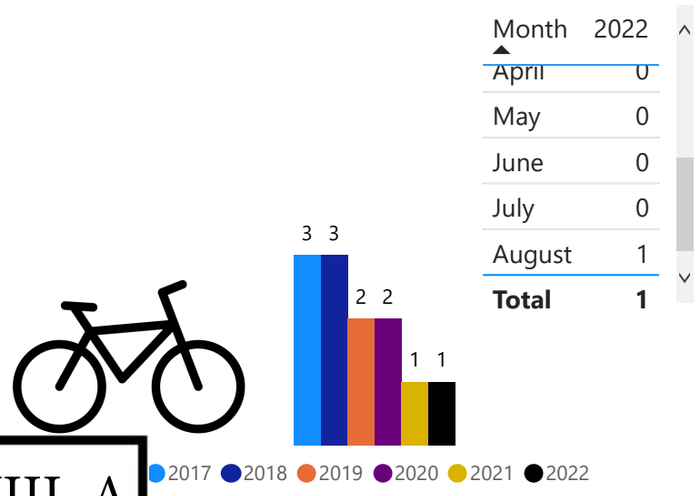
With a simple application of the ParkMobile app for all non-passholders, the following unpopular features inherent in the current Pilot model are eliminated:

- Guest Passes are no longer necessary
- Event Passes are no longer necessary
- Contractor Passes are no longer necessary

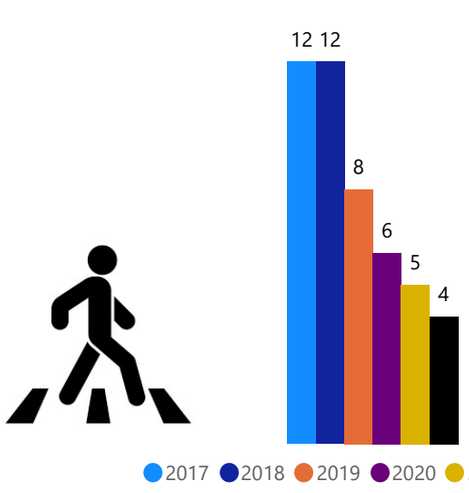
PORTSMOUTH ACCIDENT REPORT



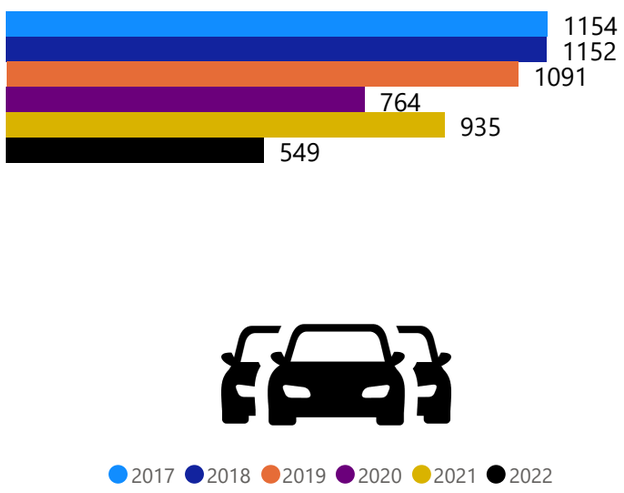
YEARLY TOTALS



Month	2022
April	0
May	0
June	0
July	0
August	1
Total	**1**



Month	2022
April	1
May	0
June	1
July	0
August	1
Total	**4**



VIII. A