



# CITY OF CONCORD

## REPORT TO MAYOR AND THE CITY COUNCIL

FROM: Matthew R. Walsh, Director of Redevelopment, Downtown Services, and Special Projects

DATE: August 30, 2022

SUBJECT: CIP #78 Downtown Pavement Program and Parking Ordinance Amendments for Updated Pavement Markings at Certain Locations

### **Recommendation:**

1. Accept the following report; and,
2. Set the attached ordinance amending the Code of Ordinances; Title II, Traffic Code; Chapter 18, Parking, Article 18-1, Stopping, Standing and Parking for a public hearing at the October 11, 2022 City Council meeting.

### **Background:**

In accordance with CIP #78, the FY2022 highway program focused on reconstruction, or pavement overlays, of several streets located within the Downtown Central Business District and Civic District including, but not limited to, sections of: Capitol, Centre, Green, North State, Park, Pleasant, School, South, South State, and Warren. Work commenced in spring 2022 and will be substantially completed this fall.

As a result of CIP #78, the City is obligated to update parking pavement markings so that they lawfully comply with applicable provisions of NH State Law RSA 265:69, as well as City Ordinances 18-1-4. Together, these legal requirements establish the following parking setback requirements:

- 5' from a driveway (City Code of Ordinances 18-1-4);
- 15' from a fire hydrant (RSA 265:69)
- 20' from a crosswalk (RSA 265:69)
- 20' from a street intersection not regulated by a stop sign or traffic signal, as measured from intersecting curb lines (City Ordinance 18-1-20);
- 30' from a street intersection regulated by a stop sign or traffic signal as measured from the intersecting curb lines (NH RSA 265:69).

New pavement markings, which comply with these requirements, will be installed by the General Services Department as CIP #78 / FY2022 nears completion.

## **Discussion:**

To aid the General Services Department, the Engineering Services Division of the Community Development Department developed updated layout plans to ensure that new pavement markings conform with the aforementioned State Law and City Ordinances. That effort, which was spearheaded by Karen Hill PE, Transportation Engineer, included a thorough review of existing City Parking Ordinances.

As part of their review, the Engineering Services Division identified issues with three parking ordinances that staff recommends be updated by the City Council in conjunction with this effort. The Parking Committee was briefed about these issues during its August 22, 2022 meeting. The attached proposed Ordinance serves to implement the modifications discussed below.

1. Center Street (Main to State): Ordinance #994 (date unknown) established a no parking zone along the northerly side of Center Street, which extends 304' easterly from North State Street. Parking pavement markings in this area currently establish a 185' setback from the intersection. Staff recommends that Schedule I of the Code of Ordinances be updated from 304' to 185', as detailed in the attached Ordinance. The Engineering Services Division has determined that this change will have no adverse impact on queuing and traffic movements at the State / Center intersection. If the Ordinance is not reduced to 185', approximately five on-street parking spaces will be removed along the frontage of three commercial properties located at 8-14 Center Street. Please see Map #1 for more information.
2. Pleasant Street (State to Green): On October 10, 2017, the City Council approved Ordinance #2985 which established two CAT bus stops located along the frontage of the South Congregational Church located at 27 Pleasant Street, as well as Riverbend Community Mental Health located at 42 Pleasant Street.

In an attempt to balance the needs of Concord Area Transit (CAT), the Church, and others, the Ordinance which established these bus stops included a unique provision which permitted public parking in said bus stops whenever CAT is not in service (i.e. nights and weekends). Implemented as a "pilot" project, these are the only bus stops in the City with this unique "dual purpose" provision.

Although well intentioned, the dual purpose provision has resulted in confusion – and citations - for parkers.

Repaving of this section of Pleasant Street, and updating of pavement markings to comply with statutorily mandated parking setbacks associated therewith, creates an opportunity for the City to:

- a. Modify the location of the bus stop along the frontage of the South Congregational Church while simultaneously creating public parking spaces;
- b. Update the Code of Ordinances to eliminate the dual purpose use of these bus stops (i.e. CAT transit during week days and public parking during nights and weekends), thus eliminating confusion for the public.

The proposed ordinance amendments will accomplish these items. Please see Map #2 for more information.

3. Green Street (Warren to School): Ordinance #1312 (date unknown) established a no parking zone along the easterly side of Green Street which extends 78' northerly from Warren Street. Parking pavement markings in this area have historically established a 20' setback from the intersection, as detailed in the attached Ordinance. Staff recommends that Schedule I of the Code of Ordinances to delete the 78'. If approved, a 20' setback will be maintained at this location in accordance with standard parking setbacks set forth in City Code of Ordinances 18-1-20. Failure to modify the Ordinance will result in the loss of three parking spaces. Please see Map #3 for more information.