

Portsmouth
Parking & Traffic Safety Committee
8:00 AM – June 11, 2015
City Hall – Eileen Dondero Foley City Council Chambers

- ON SITE COMMITTEE:** Please meet on Tuesday, June 9 at 8:00 AM in the upper parking lot at City Hall, 1 Junkins Avenue, to view the following locations:
- Woodbury Avenue at Cottage Street, for crosswalk request.
 - Humphrey's Court at Marcy Street, for crosswalk request.
-

AGENDA

I. CALL TO ORDER

II. ROLL CALL

III. ACCEPTANCE OF THE MINUTES

IV. FINANCIAL REPORT

V. NEW BUSINESS:

- A. Introduction of new Parking Manager
- B. Request for crosswalk on Woodbury Avenue at Cottage Street
- C. Request to improve safety of existing crosswalk on Middle Street at Richards Avenue and Austin Street.
- D. Request for crosswalk on Spinney Road at Islington Street
- E. Request for pedestrian instruction signs at signalized crosswalks.
- F. Request for crosswalk on Marcy Street at Humphrey's Court.
- G. Proposed bicycle and moped parking policy.

VI. OLD BUSINESS/ACTION ITEMS:

- A. Sheafe Street Pay and Display meter installation.
- B. Valet Parking renewals, Atlantic Parking Services – 3 locations; 100 Club
Proposed Motion: To approve renewal of existing licenses
- C. Two-way downtown traffic study
- D. New on-street parking locations
- E. Water Country exit signing for I-95
- F. No Truck signs on Banfield Road
- G. Crosswalk near Sanders Market on Marcy Street

VII. PUBLIC COMMENT

VIII. INFORMATIONAL

- A. Status update on handicap parking time restrictions in High Occupancy Meter (HOM) zone
- B. Parking citation statistics
- C. Credit Card upgrades in Parking Garage

ADJOURNMENT

V.A. Introduction of new Parking Manager

Joseph Giordano
897 Woodbury Avenue
Portsmouth, NH

May 15, 2015

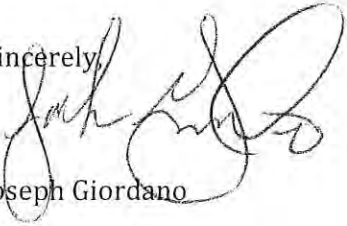
Mr. John P. Bohenko, City Manager
City of Portsmouth, NH

I'm writing to express an interest in a position with the City of Portsmouth. Last November I retired from the Miami-Dade Police Department after 26 years of service. Miami-Dade Police Department is officially the Sheriff's Department of Miami-Dade County serving over 2.6 million people with close to 3000 sworn officers.

Over my 26 years of service I have worked patrol, undercover narcotics, detective bureaus, Media Relations, Environmental Crimes, Underwater Recovery, and training to name a few. I was even assigned as the technical advisor for the CBS show C.S.I. Miami for 3 seasons and for the 2006 motion picture, Miami Vice. My last assignment was at the Miami Dade Public Safety Training Institute where I supervised cadets in the Basic Training, served as the Administrative Officer (payroll, purchasing, inventory), curriculum coordination and course developer, and was a member of a specialized training unit that coordinated and conducted U.S. State Department training for Haitian and Guatemalan officers.

In February of this year I took on the challenge of being the Operations Manager for the Prescott Park Arts Festival in Portsmouth, NH. Even though I left the festival after only a few months, I developed many key relationships and was given the opportunity to introduce myself to this amazing city. My experience, reputation, and track record make me an excellent fit for this opportunity. I have enclosed my resume for your consideration. Please feel free to contact me via phone or email at a time of your convenience to discuss my background as well as the requirements for the position.

Sincerely,



Joseph Giordano

954-696-5933

josephgiordano66@gmail.com

Joseph Giordano
897 Woodbury Avenue
Portsmouth, New Hampshire
Cell Phone 954-696-5933

Education

Miami Sunset Senior High School

High School Diploma 1984

Miami Dade College

Associates Degree 1984-1986

Florida International University 1986-1988

History Education Major

Kaplan University 2006-2008

Bachelor of Science Criminal Justice

American Military University

Masters in Criminal Justice Candidate 2011-Present

Experience

February 2015-May 2015

Operations Manager, Prescott Park Arts Festival

Served as the Festival's liaison to the City of Portsmouth, community groups, and local businesses. I conducted park operations within the guidelines of the City of Portsmouth and the Trustees of the Trust Funds.

This is a breakdown of my 26 years as a member of the Miami-Dade County Police Department:

May 2011 - 2014

Miami Dade Public Safety Training Institute

As the Administrative Officer for the Institute my duties included; purchasing, payroll, accreditation compliance, capitol inventory, and ceremony coordination. As Curriculum Coordinator for the Basic

Recruit Training Unit I was tasked with scheduling classes, booking instructors, teaching, exam creation, test reviews and critiques, evaluations of Trainees, and meeting all Florida Department of Law Enforcement requirements. This was a supervisory position with 40 subordinates. Additionally I created the first Auxiliary Officer Training program in the Department's history. This was implemented to cross train Fire Rescue personnel as SWAT Medics to be members of the Special Response Team

January 2013-November 2012 Family Medical Leave

On January 8, 2013 my seven year old son, Joey, was diagnosed with a Meduloblastoma, a malignant brain tumor on his brain stem. After successful surgery and recovery, we relocated to Jacksonville Florida where he received Proton radiation for 2 months. We relocated again, this time to Memphis, Tennessee for 6 months of chemotherapy treatment. Joey was treated in a clinical study at St. Jude Children's Hospital.

August 2008-May 2011 Intergovernmental Bureau/Special Patrol

During my time in the Bureau I was assigned to the Environmental Crimes Section where I conducted complex commercial illegal dumping investigations. Cooperation with Solid Waste and other county agencies was common. Investigations involving county ordinances and quality of life issues were also a major part of the job. After serving in an auxiliary role as a police diver for 6 months, I was assigned to the unit full time. This full time dive team was responsible for body recoveries, vehicle recoveries, evidence searches, and dignitary protection/Homeland security sweeps. Cruise and cargo ship hulls as well as seawalls were searched as part of the Blue Lightning Task Force. On average our unit would recover close to 400 cars a year from area canals and waterways and as many as 20 body recoveries.

April 2001-August 2008 Media Relations Bureau, Public Information Officer

Responsibilities of a Public Information Officer included; preparing press releases, answering media requests under Florida Public Record Laws, responding to major crime scenes to act as liaison between the media and investigators, and preparing speeches for command staff. Additionally, coordinating press conferences was a major part of the job. While in the Unit I also acted as technical advisor for three seasons of CSI: Miami and the 2006 film Miami Vice. This required educating writers and producers on police procedures, scheduling and casting extras, securing shooting locations, and preparing budget reports while maintaining the integrity and reputation of our Department.

March 1999- April 2001 Immediate Response Unit- Burglary

The Immediate Response Unit was a trial public relations program that sent a detective to all burglary scenes with the uniform officer. The intent of the program was to get the crime scene processed while fresh, have an area canvas done to look for witnesses, and to let the victim know that their case was

important to the department. Prior to the development of this program victims could have waited days for contact from a detective.

January 1998-March 1999 Domestic Crimes Bureau, Detective

As a Domestic Violence Detective I was responsible for investigating all crimes, up to but not including murder, that were domestic in nature. Getting recorded statements from victims, witnesses, and suspects, obtaining restraining orders, and referring victims to our in-house counselors were part of my duties. Close work with the State Attorney's Office was an intricate part of this job.

February 1994 – January 1998 Hammocks/Miami Lakes District

As a member of the Hammocks District I was a member of the Crime Suppression Team. This plain close unit handled burglary surveillance details and street level narcotics crimes. During a hiring period the Department needed training officers. I volunteered for this challenging position. The Field Training Program's objective was to take newly graduated officers and get them to function as a one-man unit. This position required the teaching and evaluation of the rookie officers. After successfully completing my time in this supervisory program I went back to Investigations handling Domestic violence crimes until the Domestic Crimes Bureau was established.

June 1991 –February 1994 Public Housing Police/Surveillance Unit, Detective

Responsibilities of the Public Housing Police Unit included identifying narcotics operations in the County's Public Housing sites. Surveillance, use of confidential informants, and undercover "buys" would lead to the obtaining and execution of search warrants. Saturation patrols and evictions of unauthorized residents were also tools that were used in keeping families safe in the housing sites. I was awarded the department's Exceptional Service Award for a narcotics investigation that put me undercover for three months. This investigation lead to multiple arrests and the confiscation of multiple firearms and illegally obtained prescription pain killers and "crack" cocaine.

July 1989 – June 1991 Uniform Patrol, Northwest/Southwest Districts

As a member of the Northwest and Southwest Districts Uniform Patrol, my duties and responsibilities included responding to calls for service, patrolling areas identified as known crime or drug activities are common as well as traffic control.

October 1988-July 1989 Southeast Florida Institute of Criminal Justice

My time in the Basic Training Section was spent as Curriculum Coordinator where I supervised 40 cadets, created all testing materials,

Certifications

Advanced Certificate Underwater Police Science and Technology

Field Training Officer

Florida Department of Law Enforcement General Instructor

CMS Basic Law Enforcement Certification

Parking Training

Introduction to Parking- International Parking Institute

Technology Trends in Parking- International Parking Institute

Webinars

Cashierless Operations: How to optimize technology without losing a personal touch

How to Implement Organizational Change & Manage Performance Improvement

Additional Training

.223 Police Urban Rifle Course	April 2010
Blue Lightning Hull Search Diving Techniques	May 2009
Advanced Certificate Underwater Police Science and Technology	September 2009
Basic Personal Watercraft	May 2009
All Terrain Vehicles for Law Enforcement	June 2008
Managing Encounters w/ the Mentally Ill	September 2006
Intro to Community Policing	September 2006

Media Relations Seminar	May 2001
Community Policing	January 2001
Limited Access Terminal	September 1998
Field Training Officer Seminar	May 1996
Domestic Violence Investigations	September 1994
Human Diversity	August 1994
Surveillance Techniques	January 1994
Search Warrants and Confidential Informants	May 1994
Ethics in Law Enforcement	July 1993
Expandable Baton	January 1993
Tactical Narcotics Training	August 1992
Tactical Handgun	June 1992
Tactical Narcotics Training	August 1991
Mobile Field Force	February 1991
Semi-Auto Transition Training	December 1989
Advanced Case Preparation and Court Presentation	July 1989
Basic Law Enforcement Class #123	October 1988-July 1989

V.B. Request for crosswalk on Woodbury Avenue at Cottage Street

From: [Todd J. Croteau](#)
To: [Eric B. Eby](#)
Subject: Fwd: Crosswalk @ Cottage and Woodbury
Date: Tuesday, May 26, 2015 8:14:47 AM

Sent from my Verizon 4G LTE Smartphone

----- Forwarded message -----

From: webmaster <webmaster@cityofportsmouth.com>

Date: May 26, 2015 7:57 AM

Subject: FW: Crosswalk @ Cottage and Woodbury

To: "Todd J. Croteau" <tjcroteau@cityofportsmouth.com>, "Peter H. Rice"

<phrice@cityofportsmouth.com>

Cc: Ann Sharpe <amsharp@cityofportsmouth.com>

-----Original Message-----

From: William Pannella [<mailto:wpannella@rocketmail.com>]

Sent: Monday, May 25, 2015 10:02 AM

To: webmaster

Subject: Crosswalk @ Cottage and Woodbury

Below is the result of your feedback form. It was submitted by William Pannella (wpannella@rocketmail.com) on Monday, May 25, 2015 at 09:01:42

company: DPW

address: 40 Cottage Street

city: Portsmouth

state: NH

zip: 03801

comments: Hi,

I wanted to inquire about the feasibility of extending a crosswalk across Woodbury at its intersection with Cottage. There are now a number of young families on Cottage street and at present it is difficult to cross Woodbury. I realize that there is a crosswalk at the senior housing, but there is no actual sidewalk from Cottage along Woodbury to access that crosswalk. This is problematic, especially in the winter, and generally makes it difficult to cross the street to get to New Franklin school or the other neighborhoods in the Creek area. The only other option is the crossing at Woodbury and Bartlett, and given the amount of cars parked and overgrown bushes, the sight-lines are not the best for the little ones. The crosswalk would also be a natural extension of the excellent sidewalk that was constructed on Cottage and would allow for much easier access to those walking from across the bypass. Thank you for your consideration in the matter.

William

Engage: Submit



V.C. Request to improve safety of existing crosswalk on Middle Street at Richards Avenue and Austin Street

From: [Peter H. Rice](#)
To: [Eric B. Eby](#)
Subject: FW: Vonage Visual Voicemail from 16035010048 - New Voicemail Received
Date: Monday, May 18, 2015 1:51:57 PM
Attachments: [ATT00001.htm](#)
[voice-message.wav](#)
[ATT00002.htm](#)

Old news

From: Bradley M. Lown [mailto:Lown@nhtrialattorneys.com]
Sent: Thursday, May 07, 2015 4:59 PM
To: Peter H. Rice
Subject: FW: Vonage Visual Voicemail from 16035010048 - New Voicemail Received

Hi Pete – can we put this on the agenda just to discuss, or to arrange a site visit? I have nothing in mind other than a general discussion. Thanks.

Bradley M. Lown
Coughlin, Rainboth, Murphy and Lown, P.A.
439 Middle Street
Portsmouth, New Hampshire 03801
phone: 603-431-1993
facsimile 603-431-8333
e-mail: lown@nhtrialattorneys.com

From: Chris Sieve [mailto:cbsieve@comcast.net]
Sent: Thursday, May 07, 2015 4:35 PM
To: Bradley M. Lown
Subject: Fwd: Vonage Visual Voicemail from 16035010048 - New Voicemail Received

FYI

Begin forwarded message:

Reply-To: donotreply@vonage.com
From: 16035010048@vm.vonage.com
To: cbsieve@comcast.net
Subject: Vonage Visual Voicemail from 16035010048 - New Voicemail Received
Date: May 7, 2015 at 3:45:36 PM EDT

Date : May 07 2015 03:44:08 PM
From : PORTSMOUTH NH (16035010048)
To : bradley lown (16034361902)

"Hello consul(?) my name is Janice Henderson and I'm a Port Smith residence at 284 New Castle Avenue. The public works department directed me to you because you're the chair of the parking and traffic safety committee and I'm hoping to chat with you regarding the

crosswalk at Richards Avenue leading over middle Street and on to Austin Street walk in bike my two daughters to and from school through that intersection each day and there are also a high number of children walking in the morning and afternoon to Saint Pats at the Harbor middle school and the middle school and it is a most treacherous intersection so I'd like to find out how I can request a review of that specific crossing area and if you could contact me I'd be most appreciative. Thank you so much my cell phone number is 508-561-9666 and again it's Janice Henderson thank you bye bye."

... more. Please listen to your voicemail for the remainder of this message.

--- Brought to you by Vonage ---

This email was sent from a mailbox that does not accept replies.



If you require assistance from Customer Care, please visit our Contact Us page at https://support.vonage.com/app/contact_us

Vonage would like to know what you think about this Vonage Visual Voicemail message.

Was this transcribed message useful?

[yes](#)

[no](#)



Middle Street at Richards Ave

V.D. Request for crosswalk on Spinney Road at Islington Street

From: [Todd J. Croteau](#)
To: [Peter H. Rice](#); [Eric B. Eby](#)
Cc: [Jeffrey P. Boucher](#)
Subject: FW: Crosswalk request at intersection of Islington and Spinney
Date: Thursday, May 14, 2015 10:42:44 AM

Is this something for PTS to review or should we just paint it?

Todd Croteau
General Foreman
City of Portsmouth Public Works

Office (603) 766-1428
Fax (603) 427-1539

-----Original Message-----

From: Alan Brady On Behalf Of webmaster
Sent: Thursday, May 14, 2015 10:37 AM
To: Todd J. Croteau
Subject: FW: Crosswalk request at intersection of Islington and Spinney

FYI

-----Original Message-----

From: Jeanne Prendergast [<mailto:jprender50@yahoo.com>]
Sent: Thursday, May 14, 2015 9:36 AM
To: webmaster
Subject: Crosswalk request at intersection of Islington and Spinney

Below is the result of your feedback form. It was submitted by Jeanne Prendergast (jprender50@yahoo.com) on Thursday, May 14, 2015 at 08:36:12

address: 70 Sheffield Road

city: Portsmouth

state: New Hampshire

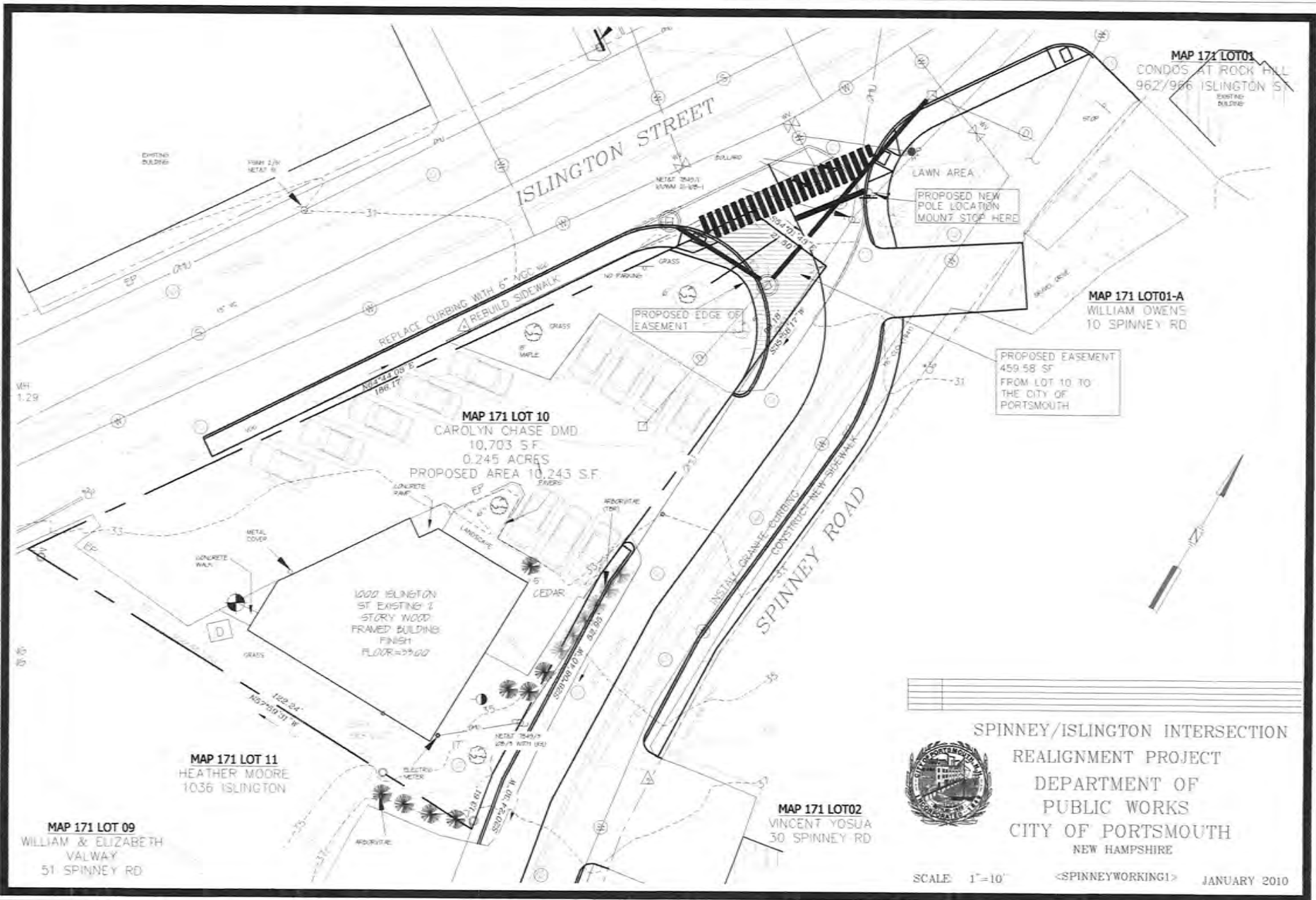
zip: 03801

comments: Hello-As part of the repaving/sidewalk project happening on Islington Street, would you please also include painting a crosswalk at the end of Spinney Road where it intersects with Islington Street. Many residents walk across that busy intersection, and it would improve safety greatly if there were painted crosswalk lines there. Thank you so much!

Jeanne Prendergast
70 Sheffield Road
603-828-5910

Engage: Submit

REMOTE_ADDR: 70.91.128.66



MAP 171 LOT 09
 WILLIAM & ELIZABETH
 VALWAY
 51 SPINNEY RD

MAP 171 LOT 11
 HEATHER MOORE
 1036 ISLINGTON

MAP 171 LOT 10
 CAROLYN CHASE DMD
 10,703 S.F.
 0.245 ACRES
 PROPOSED AREA 10,243 S.F.

MAP 171 LOT 01-A
 WILLIAM OWENS
 TO SPINNEY RD

MAP 171 LOT 01
 CONDOS AT ROCK HILL
 962/966 ISLINGTON ST
 EXISTING BUILDING



**SPINNEY/ISLINGTON INTERSECTION
 REALIGNMENT PROJECT**
 DEPARTMENT OF
 PUBLIC WORKS
 CITY OF PORTSMOUTH
 NEW HAMPSHIRE

SCALE 1"=10' <SPINNEYWORKING1> JANUARY 2010

Traffic, Bicycling, Directions



Sign in

Islington St.

Spinney Rd.



Google



V.E. Request for pedestrian instruction signs at signalized crosswalks



R10-2



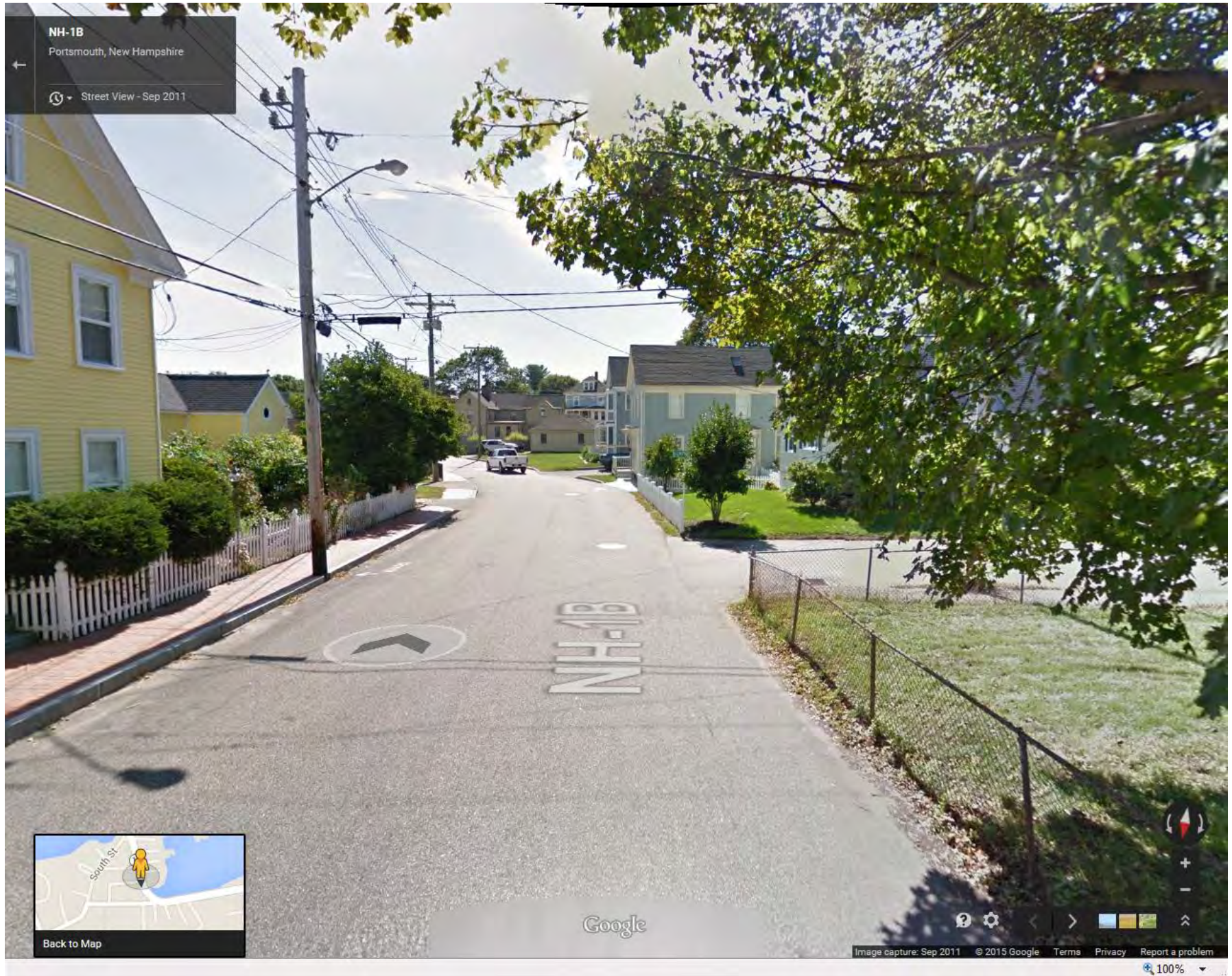
R10-3



R10-3a



V.F. Request for crosswalk on Marcy Street at Humphrey's Court



11 Humphreys Ct
Portsmouth, New Hampshire

Street View - Sep 2011

Humphreys



Back to Map

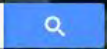
Google



Image capture: Sep 2011 © 2015 Google Terms Privacy Report a problem

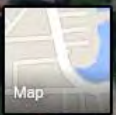
100%

Traffic, Bicycling, Directions



Sign in

Humphrey's Ct.



Google

Dear Mr. Cocchiaro,

Thank you for taking the time to talk with me today. As discussed, I am writing to request a cross walk at the intersection of Humphreys Court and Marcy Street.

Humphrey's Court has many young families as well as elderly residents who cross several times a day. There are four cross walks on Newcastle Avenue, however there are none on the Marcy Street side of Humphreys Court. It can be a challenge to cross without a cross walk on Marcy Street as it is very busy. Often I have a stroller and have to push it and walk myself out into traffic a bit to cross before motorist will stop.

Not only would a cross walk be helpful to cross the street safely, it will be helpful in slowing down the traffic as they come into the South End neighborhood from New Castle.

Please put this request for a cross walk at the intersection of Humphreys Court and Marcy Street before the traffic committee for approval. In addition I am requesting that the street sign at the corner of Marcy Street and Humphreys Court be replaced as it is no longer there. I would like the sign pole to be moved out of my fence and into the street so that it is out of my yard.

Thank you,

Sophie Bednarek

10 Humphreys Court

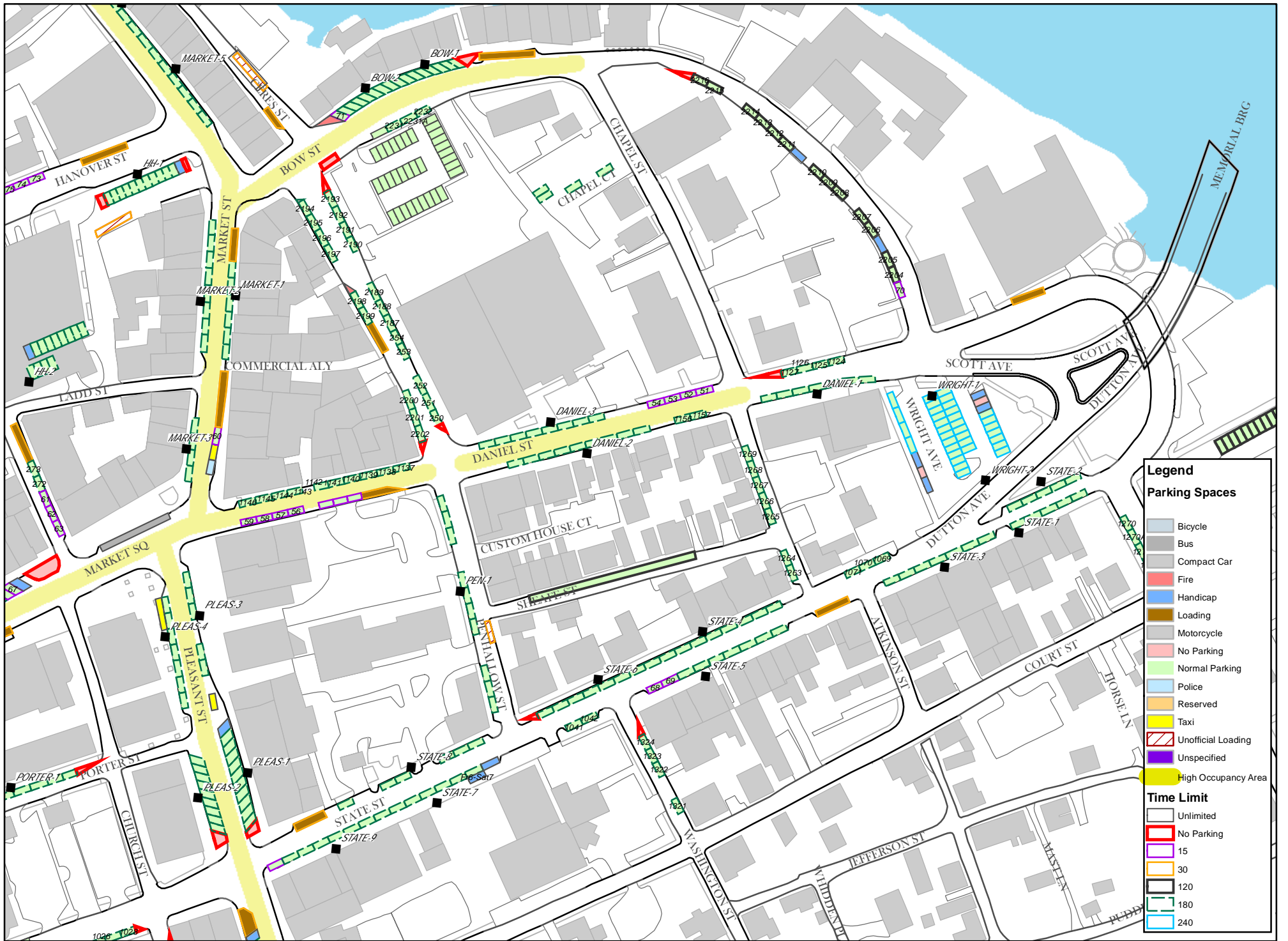
[617-223-1835](tel:617-223-1835)

V.G. Proposed bicycle and moped parking policy

Proposed Bicycle and Moped Parking Policies

No person shall:

- Park a bicycle or moped in such a way as to impede the flow of motor vehicle traffic on roadways or of pedestrian traffic on crosswalks, sidewalks, and building entrances;
- Park a bicycle or moped in such a way as to prevent operation of a parking meter, parking pay station, or other parking or traffic control device;
- Park a bicycle or moped in such a way as to hinder or restrict access to handrails or ramps;
- Leave a bicycle or moped secured to a fire hydrant or to a police or fire call box;
- Leave a bicycle or moped on private property without consent of the owner or legal tenant (consent is implied on private commercial property);
- Leave a bicycle or moped on a street or other public property for more than 72 hours;
- Lock to or park a bicycle or moped against a tree;
- Park a bicycle or moped on a roadway except in an area designated for bicycle or moped parking.



Downtown Parking Map

Map prepared by Portsmouth Department of Public Works
 U:\Projects\0217 Downtown Parking Update\2015\Downtown ParkingMap34x44.mxd
 Printed April 29, 2015

V.I.A. Sheafe Street Pay and Display meter installation



**Proposal for Valet Operations
Wednesday, April 08, 2015**

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, Martingale Wharf, Surf Sushi 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 6x6 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
President
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



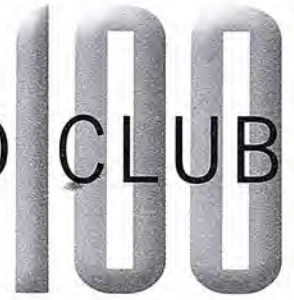
 = One Harbour Parking Garage

 = State Street Loading Zone

 = Valet vehicle route

Sincerely,
 Brian Slovenski
 Atlantic Parking Services, LLC

ONE HUNDRED CLUB



5/17/2015

To whom it may concern,

Please let this letter server as a formal request for renewal of our valet license.

Thank you,

Dana Wergon

One Hundred Club Concepts

City of
Portsmouth
Department of Public Works



MEMORANDUM

TO: John Bohenko, City Manager
FROM: Eric Eby, P.E., Parking and Transportation Engineer
DATE: June 3, 2015
SUBJECT: Downtown 2-Way Traffic

In his January presentation to the City, Jeff Speck suggested the City may want to consider converting the one-way streets in downtown Portsmouth to 2-way traffic flow. As a follow-up, this memo outlines the steps necessary to pursue this idea further.

The first step in determining the feasibility of 2-way traffic in the downtown is to conduct a thorough traffic study of the streets and intersections that would be impacted by the changes. Based on the narrow width of Market Street and Daniel Street north and east of Market Square, these streets could not likely support 2-way traffic without the removal of on-street parking on one side for their entire length. Assuming the changes would be limited to Congress, State and Pleasant Street, streets that have the available width for a lane of traffic in each direction without eliminating large amounts of on-street parking, the study area would encompass at least 9 intersections. Extensive data collection at each intersection would be necessary, including new peak hour counts of cars, trucks, buses, pedestrians and bicycles. Vehicle origin and destination studies should be a part of the study as well, to determine the routes that traffic would take with 2-way traffic in place. As part of the study, preliminary conceptual plans would need to be developed to determine impacts on curbing, striping, signals, pedestrians, bicycles, trucks, on-street parking and the need for additional signals. Based on discussions with the traffic engineering consultant who performed a similar study in Lowell, a study of this magnitude, at a level of detail necessary to meet City of Portsmouth needs, would be estimated in the range of \$50,000. If additional variations or alternatives, involving additional streets and intersections are included in the study, the cost would increase.

It is likely that 2-way traffic would result in the loss of some on-street parking spaces, in order to provide turning lanes at critical intersections. The intersection of Market Street, Daniel Street and Pleasant Street could also require signalization, if it is desired to allow traffic to flow from Market Street and Daniel Street to Pleasant Street.

Although it is much too early to know for sure, final design plans would be estimated at another \$50,000, with construction costs in the area of \$1,000,000.

City Staff recommends that the initial traffic feasibility study be conducted to determine the impacts and benefits of 2-way traffic on the downtown roadway network. However, the funds for the study are not available at this time and would need to be included in the Capital Improvement Plan for Fiscal Year 2017.

V.I.D. New on-street parking locations



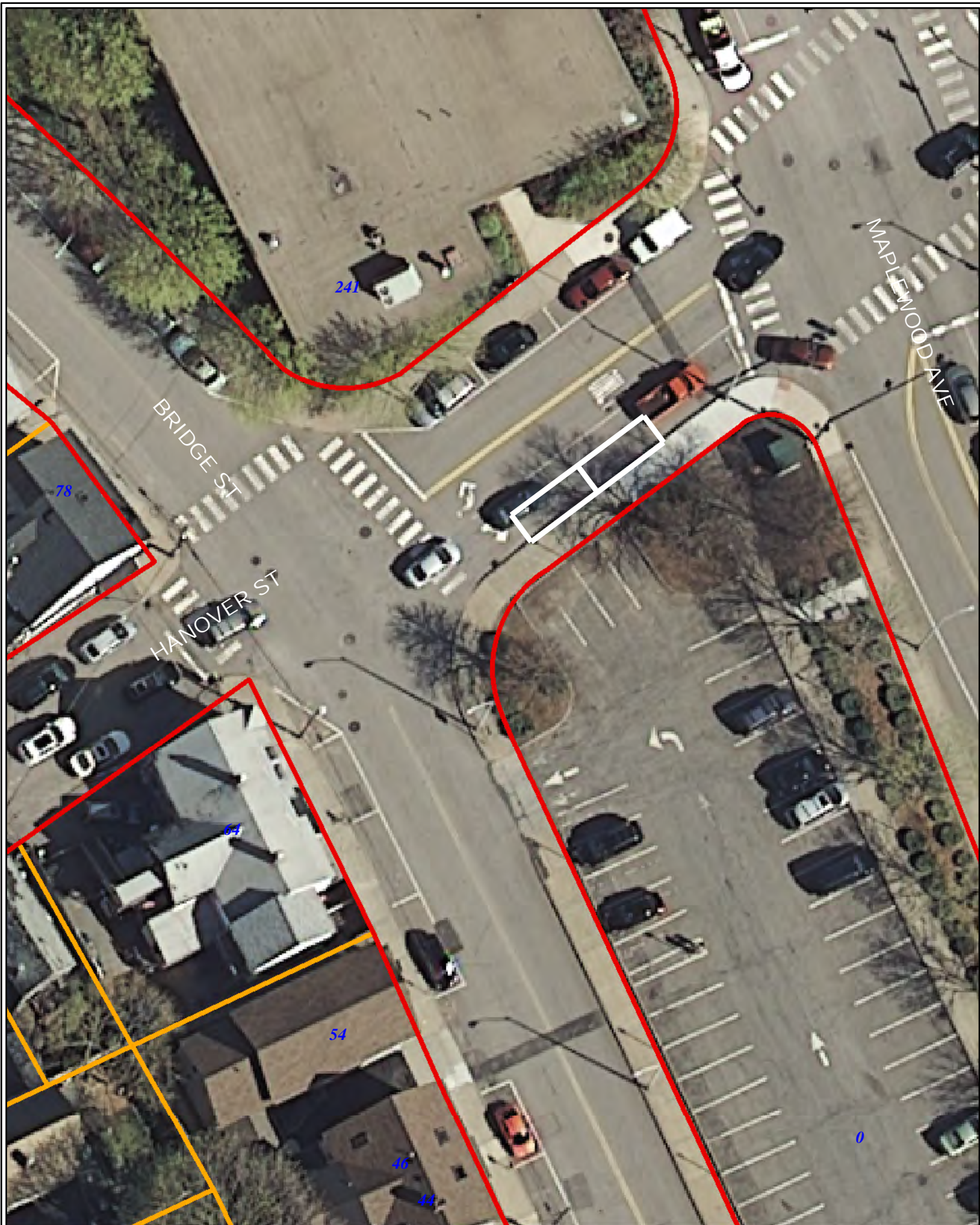
Pleasant St at Market Sq

Map Prepared by Portsmouth Department of Public Works



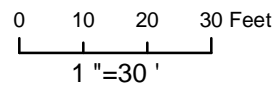
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Printed: 06/04/2015



Hanover St at Bridge St & Maplewood Ave

Map Prepared by Portsmouth Department of Public Works



Printed: 06/04/2015



CERES ST

BOW ST

PENHALLOW ST

Penhallow St & Bow St

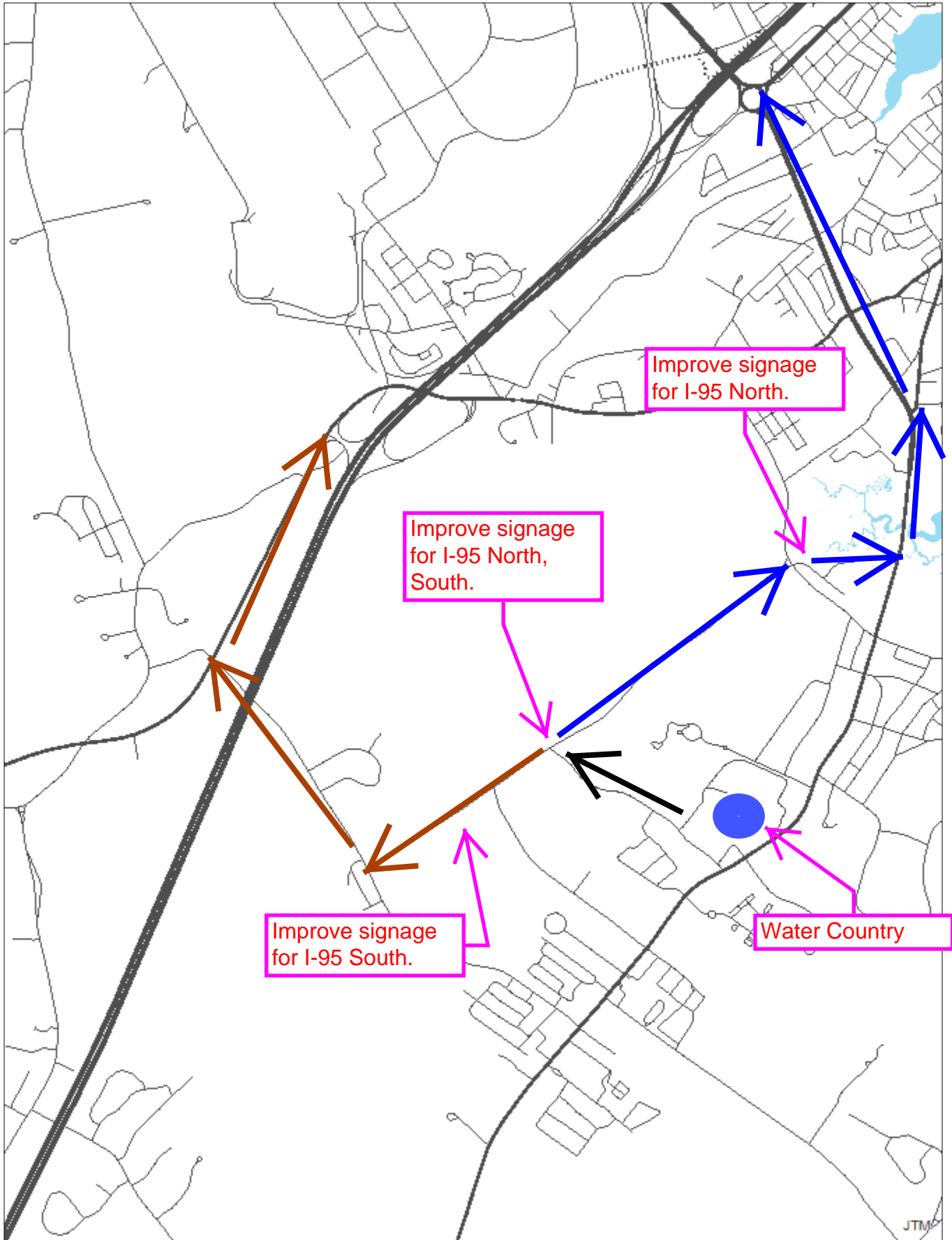
Map Prepared by Portsmouth Department of Public Works



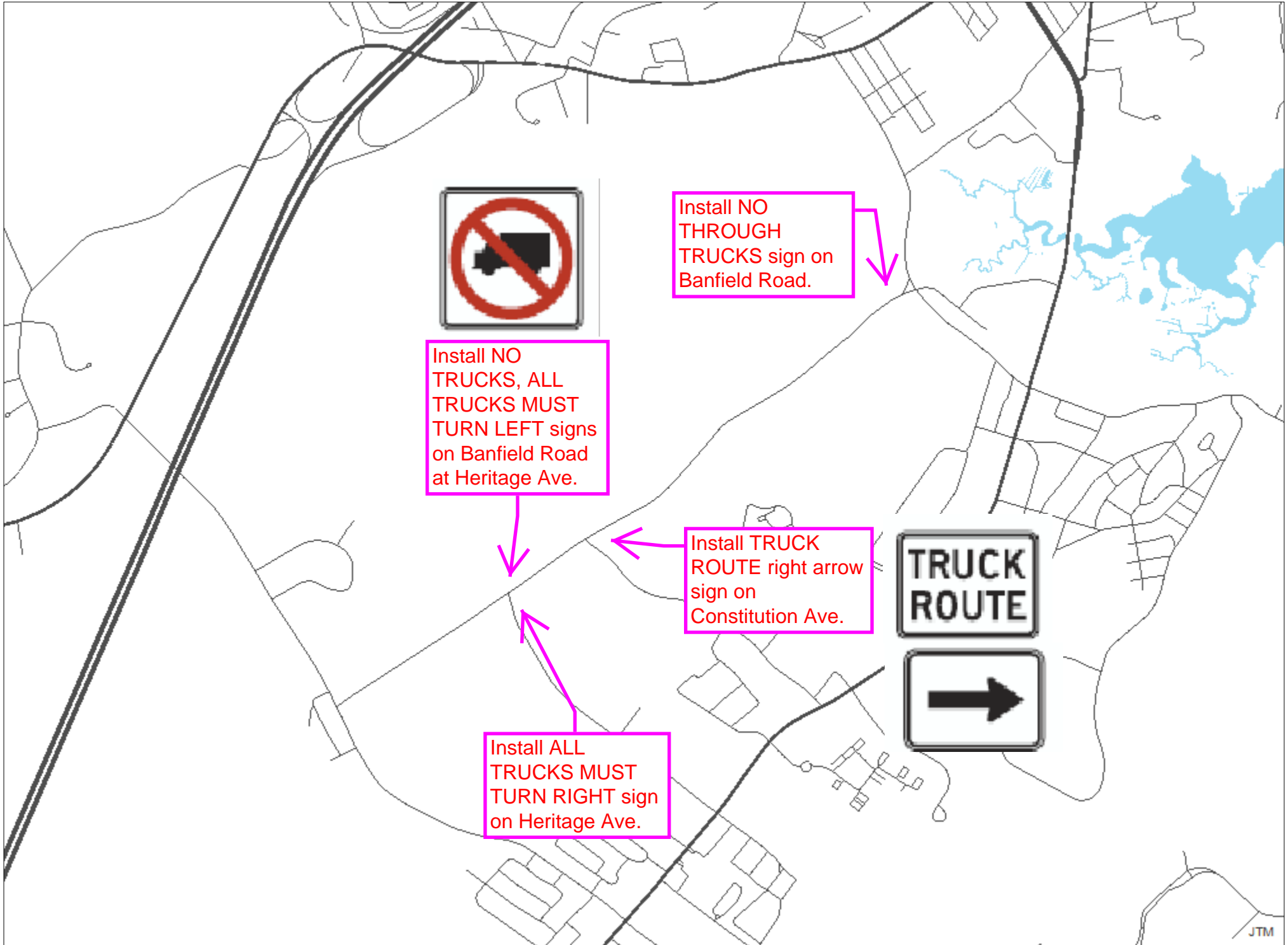
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Printed: 06/04/2015

VI.E. Water Country exit signing for I-95



VI.F. No Truck signs on Banfield Road



City of
Portsmouth
Department of Public Works



MEMORANDUM

TO: Parking and Traffic Safety Committee

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

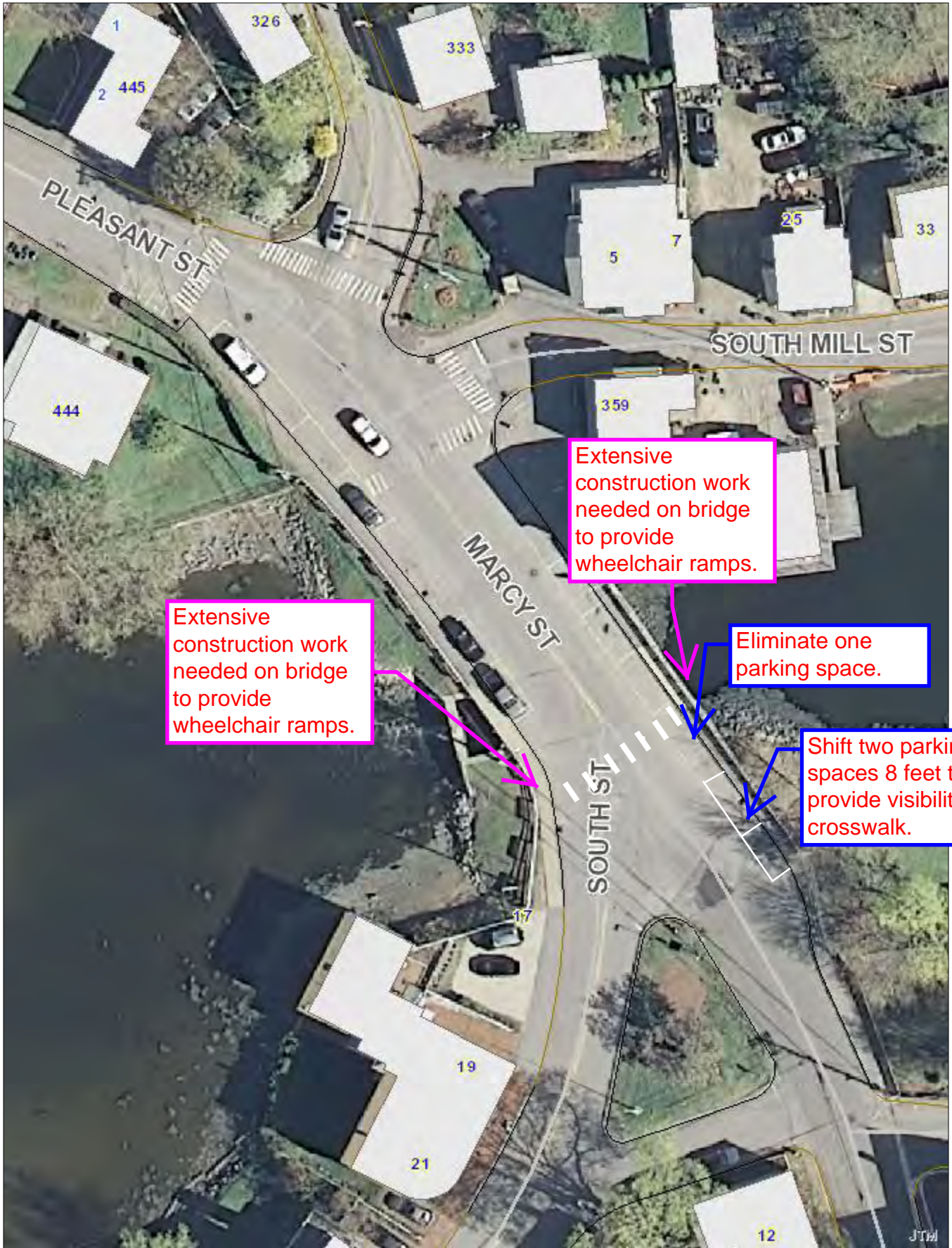
DATE: May 29, 2015

SUBJECT: Recommendation – Marcy Street crosswalk

Under the current roadway configuration, a crosswalk on Marcy Street in the area of Sanders Market would best be located on the south end of the bridge over the South Mill Pond spillway. This location would provide the shortest crossing distance while allowing for adequate sight lines for both pedestrians and vehicles. This location would require the loss of one parking space on the east side of the roadway, and the shifting of two parking spaces 8 feet to the south to provide adequate sight lines for the crosswalk. Based on the most recent pedestrian and vehicle peak hour volume counts, a crosswalk at this location is warranted, with no need for additional warning signs or enhancements.

However, a crosswalk must meet the requirements of the Americans with Disabilities Act, which requires that wheelchair ramps be provided in the sidewalks at each end of the crosswalk. Constructing wheelchair ramps on the sidewalks at this location would be very difficult and expensive due to the bridge. Modifications to the bridge slab, the railing and the sidewalk would be required, with design and construction costs estimated at \$40,000. Crosswalks may not terminate within driveways or intersections, should not be located prior to stop lines, and should not be oriented diagonally, thereby significantly restricting other options for crossings in the area. A long term solution would be the reconstruction of the South Street and Marcy Street intersection to provide a 90 degree intersection with sidewalks and crosswalks, and the relocation of the triangular median island at the intersection.

For these reasons, a crosswalk is not recommended on Marcy Street at this time. Instead, pedestrian warning signs could be installed to alert motorists to the presence of pedestrians crossing Marcy Street in the area of Sanders Market.



Extensive construction work needed on bridge to provide wheelchair ramps.

Extensive construction work needed on bridge to provide wheelchair ramps.

Eliminate one parking space.

Shift two parking spaces 8 feet to provide visibility of crosswalk.

City of
Portsmouth
Department of Public Works



MEMORANDUM

TO: Parking and Traffic Safety Committee

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

DATE: June 1, 2015

SUBJECT: Parking Citation Data

In response to a request from member Mary Lou McElwain, I have obtained information from the Parking Clerk's office on the number of issued and voided parking citations over the most recent three fiscal year period. The data indicates the following:

- 149,338 citations were issued over the three year period, or approximately 136 citations per day.
- Of the total citations, approximately 7 percent, 10,850 were voided. On average, this is equivalent to approximately 10 per day.