

# CITY OF PORTSMOUTH

Parking & Transportation Division

Islington Creek Neighborhood Parking Program Pilot  
6-Month Survey Results



# NPP SURVEY: QUESTION 1

“1. Are you participating in the NPP (do you have a NPP permit)?”

Yes



No



# NPP SURVEY: QUESTION 2

“2. I am participating in the program as (pick one):”

Resident -- NPP neighborhood



Resident -- Outside NPP neighborhood



Tenant



Business



Contractor



Guest



Other



# NPP SURVEY: QUESTION 3

“3. Overall, do you approve of how the program is working?”

Yes



105 (66.5%)

No



53 (33.5%)

# NPP SURVEY: QUESTION 4

“4. Reasons you like the program (check all that apply):”

I can find a parking space on the street when I need one



It allows me to have guests when I want



The contractor pass program works



It works for my tenants



It works for my employees



None



# NPP SURVEY: QUESTION 5

“5. Reasons you do not like the program (check all that apply):”

The 3 permits plus 1 guest permit were not enough for my situation



I needed more guest permits



The contractor permit was too limited



I still see people parking in the neighborhood and walking downtown

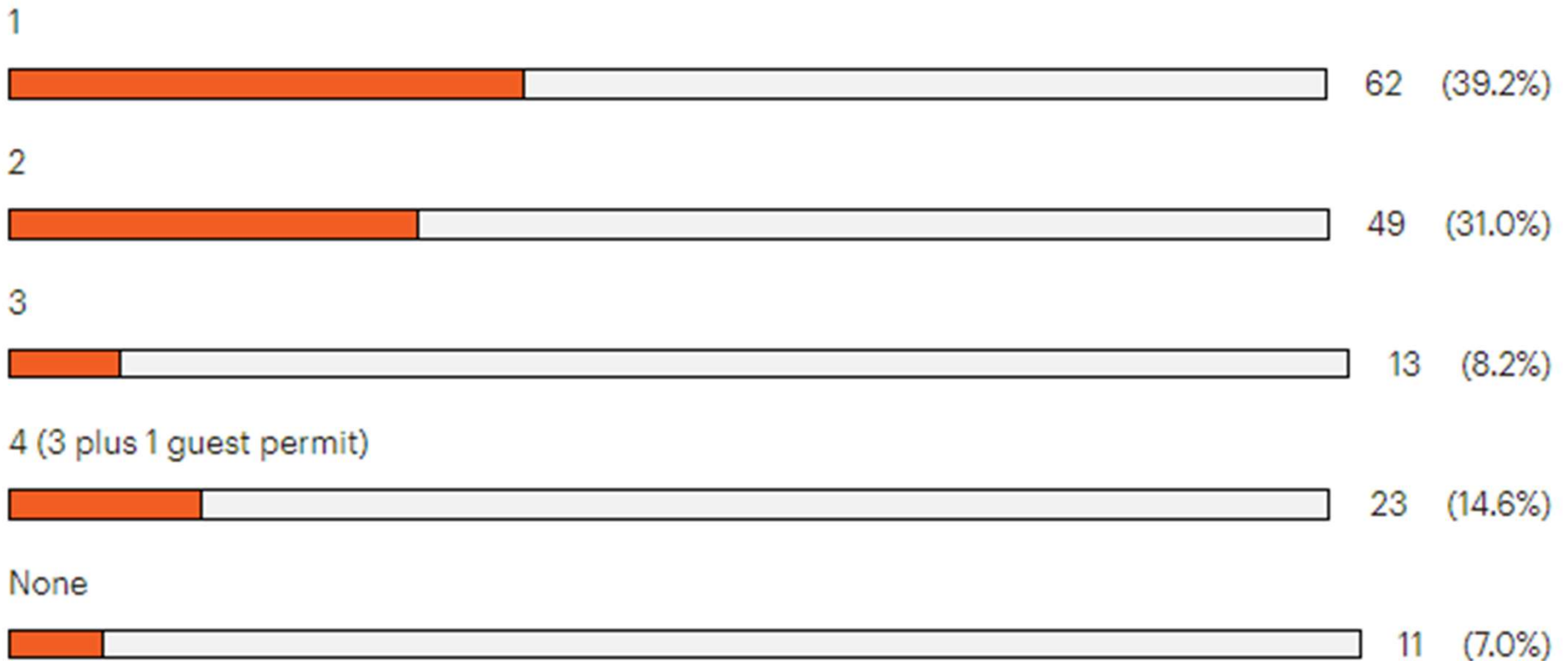


No reasons



# NPP SURVEY: QUESTION 6

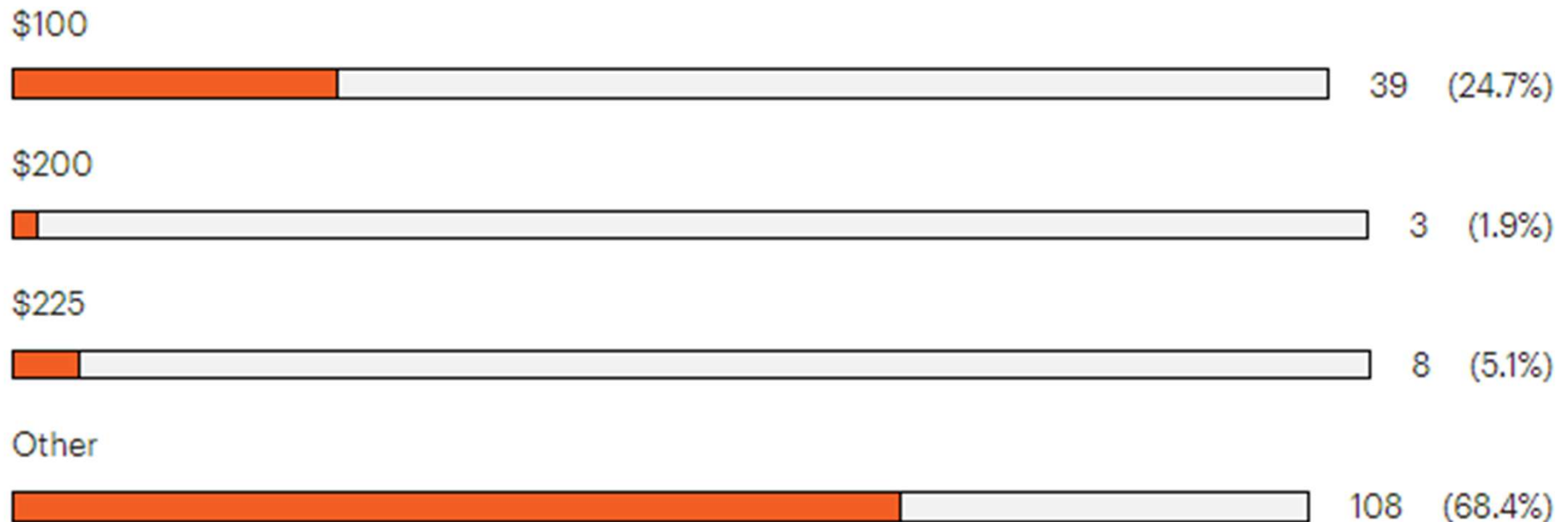
“6. How many NPP permits did you receive?”





# NPP SURVEY: QUESTION 7

“7. To make an Annual NPP Program cost-neutral (balancing the expense to administer and enforce the program with the revenue from permits issued), an annual fee of \$225 per permit would be required. If the program were to continue how much would you be willing to pay PER PERMIT?”





# NPP SURVEY: QUESTIONS 8 & 9

“8. Should there be different permit prices for those with driveways and those without?”

Yes



No



Question 16 has 158 answers (Radio Buttons)

“9. Should there be different permit prices for tenants and/or employees vs. property owners?”

Yes



No



# NPP SURVEY: QUESTION 10

“10. Should the Islington Creek Neighborhood Parking Program be made permanent?”

Yes



No



Other



**Question 5: Other reasons you like the program?**

Honestly, I neither like nor dislike the program. I have a garage at my home (knowing, when I bought, that parking in Portsmouth can be tricky and paid for a home that included parking), so am fortunate to have consistent parking. I never had an issue with guests finding a spot before the program, and haven't found that the permit system makes it any easier.

It is mostly working. There still are businesses on Islington that use the few spaces on our street all day which forces us to park on the street when we are expecting a contractor or visitor.

The number of permits decided on seemed logical and fair. Not more than I needed and not less.

Eliminated the "outsiders" clogging and disrespecting our neighborhood for the sake of free parking for 8-10 hours. Eliminated 90% of transient traffic. Made the neighborhood, a neighborhood again!!

We now have returning kids; dog walkers; strollers etc. .much less chaos!!

Overall!!! It's been a god send!! The irony: having a place to park is only a very small part of it!!!

PLEASE keep the program!.PLEASE!!! When you start to repair the old garage and folks are forced down here, please don't give my neighborhood and home to them! because they WILL take it I'm afraid.

Thanks

The NPP pilot program worked well overall. It has enabled residents in my neighborhood to find a parking spot within a block or two of their homes which was the purpose of this program. It mostly eliminated non-Portsmouth people from taking parking spots away from Portsmouth residents. There is a lot of freedom for non-Portsmouth people who are free to park in the neighborhood from 6pm to 11am the next day without penalty.

Parking in the past was brutal. If I left for 20 mins to run to the grocery store, more times than not, there would be no parking out front when I came back. This is no longer the case. Drastically improved.

I don't like the program, completely unorganized, Parking manager is not doing his work as suppose, it isn't synced with our applications and unlawful activities with tickets when parking officers are ticketing cars not looking at rear window of the car where sticker supposed to be, parking manager tells to simply appeal these tickets instead of training people to do their job right. We have several residents in our association that are either handicapped or have physical limitations and it is a hardship to have caregivers and service providers look for parking outside of the neighborhood.

It's more fair and balances the needs of residents with others who need to park in the neighborhood for a couple of hours without overtaking the neighborhood.  
It gives pass holders a fighting chance to park close to their homes.

Though I always found a parking place before the program began.

I am the guest.

When we need snow removed from our condo lot we can just park locally for a couple hours

My customers have less trouble finding spots as well.

I still have trouble finding parking on Fridays and Saturdays. Otherwise it's been useful.

does not allow for special circumstances very well that are temporary such as short term work being completed on a property

It seemed well balanced, at least in the area within a few blocks of Bridge Street. There are usually a couple of spaces, but not so many that parking seems wasted.

Thanks for including businesses. I've worked here for over 20 years and it's nice not to lose what feels like a "legacy" parking arrangement.

I could find a parking space on the street when I needed one even before the program began. I do not like the program at all.

less traffic, fewer people driving around looking for parking

Some times we have an extra car

Pilot program was inexpensive

I could also find a space before the program started. I am not in favor of this program.

The enforcement of parking laws is spectacular....all those people parking in the no parking zones are finally getting tickets...

Flexibility when I have my kids and grandkids over, go out to eat or shopping

People who live and work in the neighborhood can actually find parking now. I have seen no one abuse this program hence my comments about expansion below. We have a driveway so we park in it.

But we now have a driveway because we could never find parking. I remember the problem too well. It was miserable with babies and little kids. There are several new houses by the park= more people.

The Statie apts being built! Most people do not have off street parking. The problem is gone. You take this away, the problem is back. Then what? There is not enough public transportation for people to not have cars. The surrounding area is too rural.

I also appreciate that parking violators appear to be ticketed when parking longer than the posted hours. I didn't think that that would happen.

There seems to be more of a "shared" attitude among residents and businesses. I have family living in Islington Creek and I am a landlord. I can usually park within the same block. Before the program it could be 2 blocks or more away on most days.

I was not here before the program so I cannot comment on any differences. the only reason I checked a box above was because I couldnt submit the survey otherwise

Gave us back our neighborhood!!! Gone every morning are the 60+ cars looking for a free place to park.

Much less chaos and traffic. Very quiet now. A "neighborhood" again!!

Taxpayers should be the priority for on street parking considering the tremendous amount of money we spend paying portsmouth.

The primary reason I like the program is it has extinguished the scramble for parking in the morning by folks who work in the area. I believe it is driving them to the parking garage (which is very close) thereby benefiting portsmouth revenue.

Portsmouth residents and business owners should get priority.

Must be good for residents on Hanover St where out of towners take up all the parking.

It reduces random parking on residential streets where non resident cars are left for hours at a time and we are unable to park close to our home

Limits the number of business vehicles on the street at one time. I.e. Trigger has upwards of 5 employee trucks and 5-7 of their work vehicles blocking all the parking.

Its free!

No morning traffic chaos by downtown workers looking for free parking.

Much less thru traffic.

Quieter.

Peaceful

My street isn't overrun with people who don't live on it.

It works for all above reasons and ensures portsmouth residents or employees near the area have a place to park where before for DECADES it as a major problem.

PLEASE KEEP THE PROGRAM AND DO NOT BE THE CAUSE TO REINSTATE A DECADES LONG MAJOR PROBLEM!!! Also, PLEASE report on the survey results in the problem areas Brewster to Bridge streets incl Hanover and the side streets closer to downtown.



It's free - this is critical to retain renters in the downtown area. Instating a cost would be a major mistake.

The majority of time, I can find a parking space in the winter months. However this is not always the case in the evening and during the summer months. Too many non residents are parking for 2 hours in NPP spots.

Prior to parking program I would arrive home at 5:30 and all the spaces were occupied by people walking to town on party

Convenient parking for working as needed in office thank you

Flexibility and neighborhood comfort

Model for the south end of Portsmouth

Totally support

**Question 7: Other reasons you did not like the program?**

My employees have still received tickets despite having permits or guest passes.

My restaurant workers had to park in our lot taking away from customers. Our restaurant has been in the neighborhood for over 10 years. Our workers should be able to park in the neighborhood if they work here.

As I mentioned above, I didn't feel strongly one way or the other about the program. Also, none of the above applied to me but where it was a required question I had to choose something.  
See above.

I never had difficulty parking before the program. The only difference now is that having clients at our office for long meetings is complicated now and really difficult if it's last-minute.

Again, answer checked above because I'm forced to.

This program, from a Rockingham Street resident's perspective, has changed literally nothing about my ability to park or not park on this street, and only created the hassle of going to get the permit, making sure my guests use the guest permit, etc. There was never an issue here and making it one seems like an immense waste of resources. In fact, the additional policing in the beginning of enforcing 72-hour limits was downright annoying, considering it's easy to park in the same spot several days a week. Yes, I know this is a city ordinance - but as a renter, this is the only place we *\*can\** park, and saying you're issuing tickets for this in a pandemic when we *\*should\** be staying home is mind-boggling.

I've lived here since 2017 and have never once not been able to find on-street parking feet from my front door. I just don't see the need for this. From this end of town, it seems like a circular exercise in justifying its own existence by writing more tickets.

Again, the above question didn't provide the right answers for my situation. I do not like the program because it creates barriers to parking for individuals who work on Islington Street. There was no issue with daytime work day parking prior to the pilot which was evident anytime I looked at the streets. Now, people park all over State Street, Summer Street, etc. and that doesn't seem like a fair result just so some homeowners can have empty spaces in front of their homes all day long.

The pending fees.

It was not necessary, the data clearly showed this. It was too difficult to get one day party permits. Friends who live in other parts of Portsmouth were told they couldn't get a parking permit.

(1) I'd like to see the max # of permits tied to the # of verified residents living in a home rather than a set number to accommodate those homes with more than 3 residents. (2) I'd like to see 2 guest permits/residence rather than just 1 (3) The current Contractor Permit program could be greatly improved. When building a house or doing a major renovation during which multiple sub-contractors need to be at your house at the same time, asking them to park their vehicles (which have all their electrical, plumbing, carpentry tools and materials in them) in the garage is not practical. I'd ask you to revisit this contractor program to make it friendlier to contractors that need to have their vehicles nearby to do their jobs. Thanks.

This is dramatically better than in the past. However, I still see people parking for far longer than 2 hours, without a ticket.

Although the above does not truly apply to me, I do not care for having to pay for permits in the future and believe if the program was not put in place that we would be able to find parking spots in the neighborhood without causing undue hardship for anyone living in the neighborhood. We have a problem with parking only because our city street parking on Islington Street is limited because it is limited to one side and also limited to 2 hours during daytime hours.

It is not organized at all, I registered and I get tickets, 0 sense in this program, I don't think this program is needed at all.

Although the above response does not truly apply to me, I do not want to pay for permits in the future and believe if the program is not put in place that we would be able to find parking spots in the neighborhood without causing undue hardship for anyone living in the neighborhood. We have a problem with parking only because our city street parking on Islington Street is limited to one side and also limited to 2 hours during daytime hours.

It's all so very inconvenient

Parking meter people were not able to check cars every 2 hrs to monitor the 2hr limits on my street.

Seemed like on some days, cars without passes were parked on my street and were never checked. But, I don't know for sure.

No need for it, since it was equally easy to find parking before the NPP.

There's still limited parking throughout the day so we have to be strategic for when we park or move our cars. My roommate had a lot of trouble getting the permit, needing 4 different pieces of proof. I feel like they've policed the neighborhood heavily lately when they never did before, which probably increases the costs.

It was a bit difficult to get approved, and it still appears a lot of cars that park there are employees or visitors, not residents. During the day it's nearly impossible to get a spot (unless you park before

8:30), and only at nights is it easier to find a spot. I would not say I can always find parking by any means.

I don't mind people occasionally using the neighborhood to park for a trip downtown, but if we paid a fee I would probably want that to stop to increase the likelihood of getting parking near my residence.

Enforcement seems lax. The end time is too early. With a two hour limit, that means non NPP cars can start parking at 6PM and not have to worry about a ticket. I think it should run until 8PM to coincide with the meter and lot times (which are just around the corner from me).

Too many people that do not live in the neighborhood have permits. That, in my mind, defeats the purpose

too restrictive for use outside of standard parking. Very difficult to allow short term contractors to work with no special circumstances allowed

I only checked a box here because the program wouldn't let me hit "submit" until I picked one. I think the program works fine as-is.

All on street parking should be 1st come 1st serve and free!

I have lived and worked in this neighborhood for over 12 years. There was never that big a problem in the first place. This is a waste of time and taxpayer dollars. Just because you have a house here does not mean you own the street. This is more an issue about entitlement and the solution creates a greater burden on the less wealthy. It was a terrible, short-sighted idea from the start.

I walked through the neighborhood throughout the pilot and regularly saw a bunch of open spaces. It appeared to me as underutilized parking in what should be a thriving part of the city. I noticed less people and vibrancy in the area.

It's unnecessary, it makes our neighborhood less vibrant, it's a pain to deal with parking permits. The money we're spending to run this program could be better utilized elsewhere.

I don't feel it is needed. Too much paperwork for something that was being managed on its own.

Folks who live in the neighborhood know where and when to park.

I believe that this was/is an unnecessary burden on taxpayers with an outcome that benefits the affluent while punishing the poorer working-class people within this area. It has been a waste of time and resources with little signs of any difference in the outcome, let alone an improvement.



I did not have trouble parking before the program was launched.

The program seems unnecessary, at least in my part of the neighborhood. We lived here for about 6 months before the program started and I would not have described having difficulty finding parking on my block. I know the pandemic has changed things and I don't think there is enough demand for parking here to warrant such a program. Who is benefiting?

I also think the diversity of the neighborhood is negatively impacted. If only residents can park here then we are encouraging a homogenous place where outsiders are not welcome.

I also think this is related to a perception that not enough people are using the Foundry garage. I think this program should not be a way to solve for that. Create other incentives for people to use that garage. Or accept that the use of that garage is lower than expected.

Enforcement was minimal.

Not sure where they got the sticker but obviously do not live here.

There are not enough passes for my employees.

I will say that the number of people parking in my neighborhood then walking downtown has decreased.

Interesting you add a 'no reasons' for not liking the program, however, not a similar option for why you like the program. I don't think the program is necessary nor is residential parking be something the city should be involved with. I shouldn't be taxed to park in a spot I already pay property taxes and excise tax for. Everyone knew the parking situation/limitations when they chose to move into the neighborhood. They need to be adults and live with their choice.

The program is a net negative on my household in that there are limited benefits with significant inconveniences for limited guest passes

My tenants have 4 cars, the guest pass is used as a regular permit. It could be one permit per registered CAR per unit to said address. Tenants who do not have their cars registered to said unit must show a lease with their name on it to said address. Businesses should stay at 3, per zoning they are supposed to have off-street parking.

1) As individuals that rent, we are here temporarily because of school, internships, etc. The requirement to have multiple pieces of proof of residency is not easy to come by. I live in a house with 6 of us. All of our cars are registered to our family's home addresses and we are attached to family cell phone bills. The heat and electricity and water stay in my name. To get my roommates a parking pass was almost an impossible challenge due to not having an additional piece of mail here. If a renter signs a lease and shows proof of that lease and their ID, that should suffice to receive a pass. As individuals that work in Portsmouth and live here, we shouldn't be a target to be ticketed.

2) We have resident passes. There is no reason a car should have to be moved every 72 hours because it is a town law. If we are in this NPP bubble, then we should be allowed to stay as many days as we want without moving our car. That pass should negate any parking bylaw for 72 hour street program. Realistically think about it like this: I live here. I have a pass. But I have to move my car every 3 days to avoid a \$50 ticket and potential tow. That is targeting your own residents! The point of this program is to help residents, not look for ways to ticket them.

3) If this program is to move forward, passes need to have expiration dates on them. When we first moved here, we weren't allowed passes because the previous tenants left. From day 1, we had to fight just to park in our own neighborhood! Having passes that need to get renewed can eliminate a lot of headache

4) Have an online registration program for visitors if an individual is having a party/get-together. It is rare to have bigger events, but it would make it easier.

5) Allow houses to have 2 visitors passes. There is no shortage of street parking here. An extra visitors pass would be beneficial. Living in a house with 6 of us, it is very difficult when our girlfriend's want to stay the day/night. It becomes a project

It is not appropriate to use \$100,000 per year to reserve prime parking spaces for a few neighbors who want exclusive rights to the parking in front of their house. The parking belongs to all city residents.

I wish all those in the program will realize how it's had a profound positive effect on our streets.

My wife and I own a condo on Islington St but have Barrington NH driver's license addresses. My wife applied for a resident permit. The attendant in the office was not certain whether my wife qualified and checked with her supervisor. The supervisor said my wife did qualify and the resident permit was issued. A week later when I applied, a different attendant was present and she did not want to issue me a permit. I explained what had occurred when my wife applied. The attendant checked with the attendant who had issued a permit to my wife and that attendant confirmed checking with the supervisor. At that point my attendant said she would reluctantly issue me the temporary permit but warned me not to expect to receive a standard permit once the trial period was over. And she made no attempt to be courteous about this. She was downright rude!

The rule explicitly allows a tenant with a non-Portsmouth driver's license, someone who does not pay property taxes to Portsmouth, to receive a permit. Yet I, who own a condo in the "resident" area, and pay lots of tax dollars to Portsmouth (LOTS!), am threatened by an office attendant with not being allowed to purchase a resident permit because my driver's license has a Barrington address. (I have had that address for 19 years and continue to own a house there. We have owned the Portsmouth condo for 8 years).

My point is simply this. I own a condo in the resident area and spend a good part of the year there. Resident property owners with proof of ownership (tax bills) and occupancy (utility bills) but without a Portsmouth driver's license should be allowed to purchase a resident permit and that should be made clear to the attendants at the parking office!

While there is a need for additional parking permits for our staff, the ones with permits continue to get parking tickets even when displaying a valid permit.

Street parking should be open to all taxpaying residents. People purchase property in dense neighborhoods knowing the parking limitations. Other taxpayers should not be denied parking on city owned streets.

If neighborhood parking programs are allowed, there should be a reduced fee to park downtown for residents who do not live downtown, subsidized by neighborhood parking programs.

We have a garage so really don't need the permits for our cars. We have 3 children and would have preferred more guest passes as an option rather than two permits and one guest.

I was able to get a permit as a property owner but it was difficult since the rules were written to require a driver's license with that address. I own two properties and my license is in the other address though I spend half time in Portsmouth. If a renter can get a permit, certainly a property owner who pays full taxes in Portsmouth should be able to get one. Please make this clear in the rules.

Not sure why the portion of Islington street adjacent to mobile station (near Brewster) was excluded. I am handicapped and this is the nearest spaces to my residence. No need for it at the West end of McDonough St because there was always adequate parking. So it's just a pain that visitors have to move their cars every 2 hours. Plus people getting ticketed for their cars hanging over their driveways is annoying since it isn't enforced in most residential areas in Portsmouth. Pain to get the passes, would be really annoying to pay for a pass. Could be rule that daytime hours while residents are at work there in non residential parking but night time hours after work it becomes resident only parking. If you are a resident, ANY vehicle registered to your address should have a sticker. We have 4 drivers and 4 cars in our house not enough passes and have company. I got a ticket for parking on a day I forgot to put the pass in the window and the city guy knows its my car. Never gave a warning. The pass was on my passenger seat just not in the window.

It is not needed this far out on street. Mostly residents were ticketed from everything i had seen. More wasteful to have to pay for people to monitor parking. Just an annoyance as a program.

The data has consistently shown that it is not needed and it places an undo burden on some residents.

Businesses should not be allowed parking permits for employees or owners, unless they live there. They should be parking in their parking lots, leaving on street parking for their customers to do business within the two hour parking window. If they don't have a parking lot, then they can park in the city parking garages with a monthly pass, this way there can be a steady turn over of on street parking around businesses, which makes it fair for all of them. There are numerous cars parked on street all day, taking parking from either local residents (not everyone has a driveway) or customers looking to park close enough to a business for a quick visit in without having to walk a decent distance.



The registration process felt overly complex with a lot of unnecessary qualifications and extraneous paperwork.

There isn't a need. We are solving a problem we don't have. There are up to 50 spots available on any given day on McDonough. We should not be spending resident tax dollars to pay for a problem that doesn't exist. In addition, we are indirectly taxing contractors and visitors without a need. It had lots of management at first, but diminished quite a bit.

Because of my physical address, my roommate and I were not properly allowed to participate in the program. I did get one pass for the entire apartment. The whole thing was wildly inconvenient, it allowed for no guest passes, and in no way any assurance of parking.

I don't see a difference in my part of the neighborhood other than it's really annoying for my guests. I haven't gotten a permit yet because I work during the hours allotted for getting a permit. I also have a driveway so it's not a big deal most days. It's just incredibly frustrating when I have guests.

The parking should be available to all city residents ONLY with resident stickers (like every other town on the seacoast) with extra permits for neighborhood residents. Out of town/state vehicles should not be parking in resident zone/s unless they receive a permit from a resident for short term parking. This would make enforcing 100% easier than the current system.

Residents with no cars weren't eligible, meaning guests have had to park minutes away for months to avoid parking violations. There are several I know in this category. They should have the option of one guest with proof of residency. I work in town a few days and have had to park minutes away because my partner chooses to not have a car in a walkable city (a decision that is both cost and environment friendly).

It hasn't increased the available spaces.

There should not be passes available for residents outside the neighborhood.

Those with driveways should not have up to three passes.

There should not even be up to three passes plus a guest. This likely explains why parking is still such an issue. One plus a guest should be enough, especially as garages are still another option.

There are still times when I cannot find a parking space. This happens 3/7 days of the week at least and I expect that to rise in the summer busy months.

We can't have guests over for more than 2 hours

It's been better with program.

People with out of state plates regularly park on the street, sometimes no parking. Hardly any tickets ever given out.

There shouldn't be a 72 hour parking limit if you reside in the neighborhood its our home and we shouldn't have to move our car every three days especially since most of us work downtown. A lease should be enough for a permit we shouldn't need more then one documentation especially since we are here temporarily for school so our licenses are out of state. All of our bills are in one persons name so a lot of us don't have a second piece of paper saying we live here when we have a lease that says we do

I should be able to get a pass with my lease. I am here temporarily on a lease because I go to school. The bills are in my roommate's name and I pay him for monthly utilities. If I signed a lease and live in the neighborhood for the duration of the lease then that should suffice

Additionally I received a ticket for parking in my own neighborhood with a npp pass because I was here for 3 days. If I live here, I shouldn't have to move my car with a pass. I understand portsmouth has a street parking rule, but that should be negated with a program like this. As a resident with a sticker, I should not be targeted. This program was to keep visitors from parking in our neighborhoods. It deters people like myself from wanting to rent here and work here in the future.

72 hour parking. As a resident, I shouldn't be targeted for parking in front of, or near my residence.

Also I am a student here on a short term lease and my residence has more than 3 people living in it. It was very difficult to acquire passes for the entire house.

I would not be willing to pay for this pass considering I am leaving shortly, and I believe I should have a pass for my neighborhood regardless.

The taxes my landlord pays on the property should be enough for a sticker on my truck, and the parking enforcement in this city collects enough money from all over town to fund the checking of stickers.

6 people live in this house so we needed more permits. Also living here I shouldn't have needed to move my car after 72 hours.

One of the neighbors parked a unregistered car on the street with a permit .

As a \*Neighborhood\* initiative, the allowance of non-neighborhood-residents to obtain permits, and for residents with off-street-parking (driveways, garages, etc.) is an appalling oversight to what should have been the primary focus of the initiative/program.

The communication regarding the program status has been middling at best, and neglected at worst; the only updates provided to residents was via (to the best of my knowledge) 1) an initial paper pamphlet, 2) the sudden appearance of the regulatory street signs, 3) another paper pamphlet also easily ruined by this time of year's rain and snow. The NPP site page hasn't been updated since December 21, 2021, and communication with people who live in the Islington Creek Neighborhood has been severely lacking.

Furthermore, the over \$30,000 that has been sunk into "enforcing" the ban seems to have been an absolute waste with no benefit; I have seen cars parked for multiple days on the curb where there is no spot, cars without stickers or guest passes (and with out-of-town plates) unmoved for days. The only actual enforcement I have seen was during snow bans. And even WITH people doing all that, there has been no shortage of open spots compared to before the NPP plan went into place.



**Question 18: If you answered 'other' in question 10, please explain what changes you would like to see in order to make NPP permanent:**

I'm fine with it remaining if I don't have to pay for on-street or guest parking. Otherwise, it's one more cost burden you are putting on taxpayers.

Option for additional guest passes.

Clarification on my answers to questions 8 & 9: because I know someone is trying to get crafty and sneak support for survey answers by on a flawed program by dealing in absolutes: this program should not cost anyone anything. If it can't be funded by enforcement, then it doesn't belong here in the first place. My answer here is not 'Yes' or 'No' - it's that it shouldn't exist at all. But if I must answer, Yes, charge more to homeowners with driveways for being lazy, and homeowners for complaining about parking in a place where they knew what they were getting into when they moved here.

I think this survey needed to offer broader question options to accommodate for everyone who interacted with the pilot. I don't feel like it accurately reflects my sentiments about the pilot or my experience with it. I will say that if it becomes permanent I will not be participating (if there is a fee to park). I never witnessed an issue with parking in the Islington Creek neighborhoods, and believe the residents there are not being understanding of the working community coming into town for their jobs each day. When I have lived in a city area with street parking I expected people would be parking on my street and (gasp!) even in front of my house. I would never have thought about raising it as an issue with the city. And I do not think a supremely expensive parking garage is the answer, either. Lower the price at Foundry...or make it free for businesses.

No fees to property tax payers!!!

The NPP is not necessary. The only change I would like to see is the elimination of the program. Yes-the NPP program should be made permanent...BUT...the downtown worker program needs to remain more attractive cost-wise than this NPP permit program, otherwise they will flood out of Foundry and purchase these NPP permits. I also think this program needs to be re-evaluated on a regular basis to make adjustments when parking dynamics change such as an escalating need for more parking due to all of the new businesses moving downtown into buildings without any parking, microunits being built without on-site parking, CUPs being approved for less parking than is required by code, etc...

100% YES!

As long as the program stays as it was structured during the pilot program and Islington Street residents are included, then we can go along with it.

As long as the program stays as it was structured during the pilot program and Islington Street residents are included, then we can go along with it.

Not if there is going to be a cost. I personally never have a problem (day or night) parking near 135 McDonough St. But it was nice to feel special and have a parking permit sticker on my car!

1. NO, if we have to pay for the passes.

2. Yes, but If the property owners should not pay. maybe tenants, employees, residents outside the Islington Creek area should pay.

I answered No to question 10, but I propose that for question 9, employers pay the cost. I would love to see this city be affordable to live in and work in, please.

I don't think it should be permanent as it is. If anything, it might be helpful to narrow it down to smaller sections of the neighborhood. For example, each block or two having its own permit so the residents who live there can actually park near their house and not have to strategically plan when and how they park. I realize this may narrow down the number of available passes, but it would help decrease the number of employees who park in sections closer to town where they don't live (which takes away spaces from those who actually live there).

too restrictive, didn't make any difference in parking on the street in our experience. Process for getting passes was not easy and confusing

The program is unnecessary. City shouldn't be in business of regulating neighborhood parking. I was well aware of parking situation when I choose to move into the neighborhood. Limited parking was/is a tradeoff for the downtown location. There is plenty of parking in Rochester. I choose to live in Portsmouth!

Because of Covid, I haven't visited friends in Islington Creek as often as I have in the past, so haven't needed to use the pass much. Don't really have an opinion about the program.

Depends on cost. We don't use it that often. It's usually 2 hrs two to three times a week. Guest pass is essential. If cost is more than \$100 per pass then I would rather not have the program.

Parking is harder to find than before the permits started.

The change in demand for parking should be re-evaluated. Also, I would like to see reassessment of which neighborhoods are considered for this program. Maybe there are other parts of the city that would actually benefit.

As someone with no driveway and 2 kids, if I don't support the program then I don't understand who this program is really for. If there are elderly or disabled residents then yes, they should have a special designated parking space.

Not permanent at at more than a nominal fee. \$5.00 is acceptable.

I do think the program could allow for more permits per household if needed and more guests passes. I also think there is room for businesses to make any necessary requests. I am sure there are issues that arose for people that could be addressed with adjustments. I have learned through this process being inclusive of businesses and Islington Street was a positive decision. Those invested parties may see an increased need for permits. There may be an easier way to accommodate for contractors as well.

Pilot should continue during summer months of 2022

It is NOT the city's problem to deal with residential parking. Everyone who moves into the area knows the parking situation. Everyone who lives in the neighborhood CHOSE to live here. Every location has a cost/benefit and limited parking is one of those costs for living downtown. Plowing and maintain the streets it the city's responsibility. How about you start trying to do that?? Parking is the resident's responsibility; not the city's.

It should be tweaked and then made permanent. The prices should be tenants/businesses and property owners in Islington Creek one price and all others including other Portsmouth residents should pay a little more than Foundry Garage.

No parking program. Greedy neighbors trying to control the property of others.

Also the city never plows or clears our sidewalks on my street. Or any other street off islington street. Even more enforcement.

Too soon to tell

I am ambivalent because I am not sure how successful it was.

I'm fine with the parking program in areas where it's needed, like Hanover Street and maybe the east end of McDonough Street. Residents already pay a lot in property taxes versus tenants paying nothing in property, income or sales tax so I think maybe tenants should pay a little more for the program.

Also people without driveways will be using the program every single day so should probably have to pay a little more for the program than people with driveways who don't use it as much.

Only if adjustments are made to the program. As a resident we have already paid parking fine on our own cars because we do not have enough passes. Just recently we were informed a building on Cromwel was awarded more than three passes! This is not equitable and already the program is tantated! If there are not enough passes for All Residents in one house and the pass is too expensive I do not want it! I would rather fight for my parking again!

Keep it free and give passes to all resident not business with cars at the address.

Only if you make it free and residents not business get more passes for the people who live in the house.

Yes, I do believe the program is working as intended, but, there are a few tweaks that could be made.

\$225 is way too much to be asking when revenue can easily be made if area is patrolled properly.

Businesses should not be given parking passes for owners, managers or other employees as it takes spaces away from residents (it is a resident parking program) or taking space away to steadily turn over parking for those businesses customers. That is, unless the owner or employees live there of course, then that makes them residents. Window sticker passes shouldn't be limited to a specific number as some households could have 4 drivers (2 parents and 2 teens) or possibly more. No passes for trailer's or mopeds though.

Yes, if the city realizes fees are unjustified.

Tenants are being priced out of the area with condos and town houses going in, relatively low wages of the state, and general housing prices, making it difficult to afford extra costs in the current economic climate.

I am hesitant to answer yes or no to this question as I feel there are a lot of issues with the program in its current iteration. A high personal fee for tenants such as my self working barely above recommended minimum wage in addition to the current economic climate feels a bit extortionist. Otherwise while the program has significantly reduced congestion on residential streets during weekends and some afternoons, the issue of short term visitors clogging street parking during business hours remains an issue.

My main concern lies with the lack of frank and upfront communication from the beginning of this program. I feel like regulations and criteria were difficult to obtain in some instances, particularly for tenants. In addition to an unannounced fee at the end of the pilot program which puts an additional strain on single tenants and working families in the neighborhood. I feel like this program was designed from the start to cater to a particular demographic of resident and ignores the real issues of a lack of affordable parking in the city for residents and commuters alike.

I can only speak for Dover st, and the answer is No, it's not needed, and to have someone this far down enforcing something that isn't needed is a waste of resources.

Only if there is no cost

I have one guest pass, and most of the time that's sufficient. There are, however, 2 or 3 days a month when I need about 3. If I were given 3 guest passes, I can assure you that I'd almost never use more than one. As it is, I use my only guest pass about 2-3 days a week, and never Friday through Sunday. Perhaps there should be a provision for program participants to have a 'customized' permit situation. The categories are overly broad and don't take into account the uniqueness of some residents' and tenants' situations.

Islington creek

And other areas (south end, parrot Ave etc) should all benefit from resident (city resident) parking with additional neighborhood permits.

Keep the number of permits at a limit

I don't think a parking plan is a bad idea, but it needs to help its residents. It needs to be clear and have open communication. Other cities do have success. Thank you for taking these answers under consideration. I will be looking for the plan mentioned in the meeting.

Resident only parking. No 2 hour parking for non residents. There are simply not enough spaces for this especially on Hanover street.

Possibly but with enforcement

If parking without a permit was enforced with a ticket that would be best

If free, yes. In an already expensive town to live in with ample ways for portsmouth to make money (i.e. parking garage, etc.), there shouldn't be a cost to the permit. Seems a bit opportunistic to me, giving the residents no other option but to pay to park on the street they live on.

Given to Residents:

- One parking pass per Islington Creek Neighborhood resident.
- One guest pass given to each household/address.

Ability to purchase:

- Additional parking passes available for purchase at an elevated rate, but ONLY to residents.

NO outside buy-in:

- Again, do NOT let people who live in other neighborhoods or areas of the city buy or obtain permits. This defeats the purpose of a program that, on paper, touts itself as a benefit for the people who live IN the neighborhood.

Continue:

- Contractor permits (may need review, but the concept is good)

Review/Discuss:

- Driveways/off-street parking - what should count as eligible for a pass, and what shouldn't? Where is the line drawn? (all residences should receive a guest pass regardless).

Greater Enforcement:

- Numerous people have taken advantage of the limited man-power to cover the entire city, which means that if the program is implemented, there MUST be greater enforcement, not just if the NPP is put into place.

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To top everything off, since the implementation of the NPP, and the way it has been managed, I believe it would be advisable to table the program and see how the neighborhood parking fairs during the summer months now that the city and businesses are closer to operating like normal. It's a complicated issue, that absolutely needs to be addressed, but the implementation, execution, and oversight must be re-examined before committing further resources towards an issue that isn't nearly as clear as anyone would like it to be.

## **NPP PILOT PROGRAM COMMENTS RECEIVED Aug 2021 - March 2022**

[mlahan@snet.net](mailto:mlahan@snet.net) Feb 27, 12:48 PM

Thank you for the extension. I live at 394 Hanover St and this is a great program. I have no off street parking and, paying a very large tax, I think it ridiculous to have to drive around looking for a space when so many who park should be in the garage or other public parking. Convenience for the neighborhood outweighs that for the casual or persistent parkers.

[lauriezm3@gmail.com](mailto:lauriezm3@gmail.com) Feb 23, 8:32 AM

This program has been ill conceived and added great burden in fines, as well as negatively impacted quality of living for our tenants. I hope that you reconsider and eliminate this program. Our tenants are the people that work in town and serve the community. This is a blemish on our neighborhood.

[jillharkness@gmail.com](mailto:jillharkness@gmail.com) Feb 22, 9:27 PM

We like the parking program overall. I like that visitors can still park for free for limited times but that spots aren't being clogged all day. It would be nice to have an additional visitor pass but other than that no complaints. Before the pass, it would sometimes be hard to find parking which made it difficult for groceries and toting a young child. I like being able to park next to my house and get everyone in safely!

[lkenney011@gmail.com](mailto:lkenney011@gmail.com) Feb 9, 9:33 AM

After this past snowstorm multiple cars in the neighborhood including my roommates had stickers with \$50 fines stating 72 Hour Parking. I understand this is a city ordinance, but these are "Resident" stickers. Why is the city of Portsmouth TARGETING it's residents. I understand ticketing nonresidents that don't abide by city rules. But this is a little crazy if you ask me. A 72 Hour street parking rule should not apply to residents with a resident sticker. This is something that seriously needs to be addressed. If I go on vacation, I now have to worry about having someone drive my car around the block and park it in a new spot just so I don't receive a violation?? The residents and taxpayers of Portsmouth deserve to be treated better than that. I would be happy to speak about this live at a meeting Thank you, Liam Kenney 50 Cornwall St

[cjocchiaro@gmail.com](mailto:cjocchiaro@gmail.com) Feb 9, 1:40 AM



I like the program, but I think it defeats the purpose if all city residents are eligible. It should be restricted to those who live in the neighborhood.

[alien515@comcast.net](mailto:alien515@comcast.net) Feb 8, 10:52 PM

There is one parking space that I feel should be an exception to the neighborhood rules. The first spot on Brewster St. is never used by the residents but is necessary to several nearby businesses. I both live and work in the neighborhood and have observed the use of this space for years.

[terleb100@aol.com](mailto:terleb100@aol.com) Feb 8, 7:28 PM

I am handicapped and puzzled why Islington street in front of the Mobil station is not included in the program. This street parking is the closest to my 198 Islington Street residence. I do not believe that my handicapped placard superceeds the posted regulations for extended parking. Thanks you. Lester Cundari Therese LeBlanc.

[wrightski@aol.com](mailto:wrightski@aol.com) Feb 8, 6:06 PM

This program has completely changed the chaos we experienced regarding parking in our neighborhood. We have a much quieter; safer and more inviting environment. We have 80% less traffic; kids are playing in and around the streets/park. I cannot stress enough how wonderful this program has been and the positive effect it has had. I have been Hereford 32 years and I am, once again, excited about living here again!! Just imagine having multitudes of strangers inundate your neighborhood every day in order to cheat the parking fees, no longer being able to do that. Thank you VERY MUCH for extending this program. I sincerely hope you make it permanent. Regards.

[dpdignan@protonmail.com](mailto:dpdignan@protonmail.com) Feb 8, 5:30 PM

Hello, I'm a resident at 427 Hanover Street. Just wanted to say I think the program is working out so far. Seems like the 2 hour rule still allows non residents to come and go pretty freely, and we appreciate how long term parking cars from outside of the neighborhood have been rectified. I might suggest there be a way for additional temp passes for when people are undergoing construction or renovation? Overall our vote would be for the program to remain continuous and permanent in some fashion. Thanks, Donal Dignan

[crane5844@comcast.net](mailto:crane5844@comcast.net) Feb 8, 5:29 PM

Thanks again for setting up this program!

[gbaker@cblattorneys.com](mailto:gbaker@cblattorneys.com) Feb 8, 5:29 PM

We live on Langdon Street and want to go on record that we completely support the Neighborhood Parking Program and would like to see it made permanent. Respectfully submitted, Gregg and Stephanie Baker

[drangela@mac.com](mailto:drangela@mac.com) Feb 8, 5:18 PM

I LOVE this program. My business is in the neighborhood and parking could be a real hassle with cars parking for the day and working, I suspect, downtown. I have not had a day of struggles with finding parking since the program started and I couldn't be happier. One less hassle to worry about when coming to work. THANK YOU!

[seabum17@gmail.com](mailto:seabum17@gmail.com) Jan 25, 11:09 AM

I wanted to express my appreciation for this program. As a long time resident of Tanner Court I have seen the rush for parking by commuters between 7-9 fall. Because of increased attention by parking enforcement I've seen parking in non designated spots drop to almost zero. I only occasionally uses street parking, but can say that the livability of the neighborhood has increased significantly. How can I help ensure that the program continues? thanks! Neil Rudnick

[krgoldman@comcast.net](mailto:krgoldman@comcast.net) Jan 20, 1:59 PM

The Islington Creek Neighborhood Parking Program (NPP) Pilot is due to expire on February 4, 2022. Now that we have had a six-month pilot, it is time to look at the data and end the program. There has never been a large groundswell of popular support for the NPP, it has been pushed by a small number of residents and landlords. All their arguments are based on anecdotal information. An equal, or sometimes larger, group of people have spoken in opposition, or just asked for a fair implementation. Ben Fletcher has presented data that has consistently shown that the NPP was not necessary, and that its impact on parking has been minimal. The data has also shown that a large number of people are taking advantage of the Employee Parking Program at the Foundry Place Garage, which has probably had a greater impact on availability of parking than the NPP Pilot. Therefore, I request that the Parking and Traffic Safety committee vote to end the NPP on February 4. Thank you, Ken Goldman

[krgoldman@comcast.net](mailto:krgoldman@comcast.net) Dec 20, 3:37 PM

I hope to speak during the December 21st meeting, but I may have a conflict that, depending on timing, may preclude that, therefore, I wanted to send along some written comments: I have probably spoken at every meeting on Neighborhood Parking Program for the last couple of years. During that time, I have taken neither a pro- nor an anti- position on the program. I remained neutral, only asking that, should the program pilot be implemented, it be done so in a way that treats all neighborhood residents equally. I feel that that the current program does do that. This program was pushed by a small number of highly motivated Islington Creek residents and was only supported by anecdotal information, not facts or data. At most of the meetings I attended, an equal, or sometimes greater, number of residents spoke against the program. In none of the meetings were the comments against the program acknowledged or commented on. Prior to implementation of the program pilot, the actual data taken by the parking department showed that there was no need for this pilot program. The most recent data supports that and shows that the pilot program has had minimal impact in the neighborhood. Therefore, I respectfully request that the Neighborhood Parking Program NOT be made permanent at the end of the Program Pilot.

[krgoldman@comcast.net](mailto:krgoldman@comcast.net) Nov 1, 4:14 PM

Hi, On Thursday November 4 we will reach the halfway point in the six month Islington Creek NPP Pilot program. Is there any plan to issue a status update on the data taken to date and any conclusions that can be drawn from that data? Thank you, Ken Goldman

[krgoldman@comcast.net](mailto:krgoldman@comcast.net) Aug 20, 4:21 PM

Hi, I have heard many times that the Islington Creek NPP is "just a pilot program". Typically, with a pilot program, you have a document that lists the objectives for the program and the metrics for measuring how success will be determined. Do we have this document, the objectives, and the metrics for the Islington Creek NPP Pilot? If so, will they be disseminated to the residents of the neighborhood? Also, as the neighborhood was never polled prior to implementation of the program. Is there a schedule for when the neighborhood will be polled to determine if the program is desired and should be continued after the initial six-month period? Thank you, Ken Goldman

[krgoldman@comcast.net](mailto:krgoldman@comcast.net) Aug 8, 5:42 PM

Hi, After I installed my permit, I noticed that the glass is heavily tinted and it may not be easily seen by the parking patrols in the neighborhood. I think I should move it to my front windshield where it will be more visible, meaning I probably need to replace the permit.

What do I need to do to obtain a new one? Do I need to scrape off the old one and bring it with me to the parking office? Do I need to fill out a new form? Thank you.

[krgoldman@comcast.net](mailto:krgoldman@comcast.net) Aug 5, 9:54 AM

Hi, The instruction for installing the sticker was to put it on the rear windshield on the driver's side. On both of my SUVs this would mean putting the sticker on the heating elements for the rear defroster. I am concerned about doing this. I am concerned about a problem with heating the sticker and I am afraid of damaging the elements when I remove the sticker.. I received advice to therefore put the sticker on the front windshields, as that is where the parking people will look for a guest pass. This is what I intend to do, but I wanted to insure that there will not be any problem with that. Thank you, Ken Goldman

[qatoday@yahoo.com](mailto:qatoday@yahoo.com) Jan 10, 2022

**Thank you but the pilot ends February 4th so if ANY of those things are going to take place they will need to be done BEFORE the next P&TS meeting February 3rd. OR the City Manager could ask the pilot run ONE MORE MONTH to be able to collect said information.** The City Manager has the ability to modify the program as well as request information, therefore the email to her. Its been my experience the most reliable information is collected when people don't know the counts are taking place. Please discuss this with the City Manager because these counts are time sensitive. Thank you, Liz

[qatoday@yahoo.com](mailto:qatoday@yahoo.com) Aug 5, 10:13 AM

Good Morning, I was stopped last night by NPP residents who have lived with a parking program(PA) in the past. They stated the 72 hour was not enforced for resident pass holders. They both work from home so their cars sit in the same spot most of the time. It will actually help the persons who patrol the NPP area if residents do what they always did, park in the same place. They will know all resident cars and know where they park, usually the same place for years on end. Its something that happens naturally in any neighborhood. I would like to support the idea of the 72 hour "regulation" not being enforced in the NPP zone for those who have "resident" passes. Residents don't own the street but it will turn into a real mess if people have to play musical cars to avoid the 72 hour ticketing. This regulation in a residential neighborhood defeats the "Park Once" principle. Years ago I worked at night and most people thought my car never moved. It was parked all day-I walked most places and it was there when they woke up. Please consider changing this regulation for the NPP zone for residents. Thank you, Liz

[qatoday@yahoo.com](mailto:qatoday@yahoo.com)

Aug 4, 8:03 AM

The first issue for the NPP: What do people do with their cars when they go on vacation? In the past neighbors told neighbors so we could keep an eye on them. The cars were left where they "normally" sit while they were gone. I e-mailed Ben Fletcher to ask about this. His answer to that was the 72 hour "rule" would still apply. The city has made it clear that all parking rules and regulations will apply as they check cars for permits/passes, which is why I asked the question since most people vacation for a week or two. My suggestions: 1. The parking division could be informed of said vacation by residents. The person patrolling the area will likely know all the cars within a few weeks as to where they park and who they belong to. It should be something that the person patrolling can verify at the office before ordering a tow. OR 2. All parking permits will be linked to an address and phone number. On the third day the resident could be contacted via text and have 24 hours to reply. NO reply and the tow moves forward. Things not to do: Do NOT provide specific vacation permits/passes to display in the car's window because those would easily allow people walking by to know homes are not occupied. Thank you, Liz

[brittany.wason@yahoo.com](mailto:brittany.wason@yahoo.com)

Jan 5, 2:56 PM

To whom it may concern, I rent an apartment on Hanover St., and work in town. I found the communication of this pilot program to be minimal, finding only a letter on my car a couple of days before it took effect, rather than in mailboxes throughout the neighborhood or other formal notices. Additionally, the prerequisites to get a parking sticker were so intensive, I could not apply for one, and it took 2 months for my roommate to put the proper materials in order in her name (only to show up and need to provide a 4th piece of evidence she lives here, which she luckily had). I'm thankful to have use of the guest pass, but the application process was restrictive and inaccessible. I am thankful for the warning tickets and I know there are good intentions behind this program, but even still, I'm hunting for parking every time and often can't find any during the day, which I theorize means most people parking here work in town and don't live here. Just some thoughts. Thanks Brittany

[sally.minkow@gmail.com](mailto:sally.minkow@gmail.com)

Dec 13, 5:21 PM

From my perspective the program is working very well as it is. Thank you Sally Minkow 18 McDonough St

[jenn.lombardo@gmail.com](mailto:jenn.lombardo@gmail.com) Nov 10, 3:01 PM

I wanted to let you know that this pilot program has been such a burden on us. We live at 295 Cabot Street. I'm constantly having to borrow my neighbors' passes and juggle my guests and construction vehicles. I end up moving my car from my driveway to allow for a guest to park there. This has been way more challenging and burdensome to us. Please take this into consideration when deciding if this pilot should become permanent. Thank you- Jenn and Scott Lombardo

[kirschnerabby@gmail.com](mailto:kirschnerabby@gmail.com) Sep 22, 9:07 PM

The parking pilot program has made our neighborhood feel deserted and depressing. It is so quiet with no interesting urban feel anymore. I used to enjoy seeing people on their way to work who parked nearby - now it feels empty. I pass so many fewer people on our block, it is just sad. Especially with the crunch that I know all service professions and businesses are feeling now, I honestly think it is better to end the pilot before winter. I really don't know what problem this pilot is trying to solve. Isn't the money spent to employ the parking enforcement better spent elsewhere? Of all the neighbors I've spoken to about the pilot, only one is in favor (I live on McDonough Street).

[elizabethvmooney@hotmail.com](mailto:elizabethvmooney@hotmail.com) Sep 10, 2:05 PM

Hello: Early evening last week, my husband and I parked a few feet from the city's official "2-hour non-resident parking" sign and from #30 Sudbury Street. (We ignored the hand-lettered signs posted, telling non-residents they cannot park there because we know those signs are false and illegal. They should be removed.) We went to The Kitchen restaurant, returned about an hour and 45 minutes later. We found an anonymous, hand-written note on our dashboard saying we have no right to park, and that the writer would call the cops next time. At least the person didn't vandalize our car, but he/she could do so with impunity. That concern gives us pause about patronizing local businesses in that area. Please call off and call out the self-appointed parking vigilantes. (I'd have an official conversation with the residents of #30 Sudbury, for starters.) Thank you. Sincerely, Liz and Tom Mooney 176 Woodlawn Circle Portsmouth

[lkenney011@gmail.com](mailto:lkenney011@gmail.com) Sep 8, 8:42 AM

I currently live on Cornwall St with 5 other roommates. It is sad that we all work in Portsmouth and have to worry about our cars being ticketed and towed from our own homes when we walk to work everyday. The other day, my roommate ubered to his car, my other roommate parked a mile away, and another had his girlfriend drop him off. When I moved to Portsmouth, it was for the convenience of being able to be in walking distance to

work while being able to enjoy this beautiful city. It has been nothing but stressful upon moving here. We have been told we are allowed no more than 1 pass right now because there was no contingency plan for collecting passes from the tenants that have since moved out and left the state. I was basically told it was my responsibility to track them down to get their passes. There are now 6 of us in a place with only 1 Pass. Putting expiration dates on these passes based on lease dates would have been a smart idea. WE SHOULD BE ABLE TO PARK AT OUR OWN HOME!!!

[lindseyj@triggerhouse.com](mailto:lindseyj@triggerhouse.com) Aug 19, 7:56 PM

I'm a partner at a small Portsmouth business, Trigger House. We are familiar with the Neighborhood Parking Program and were able to attend all but the last meeting. We have received 3 parking passes for our business, however, we would like to talk with the community about additional permits. We have been located at McDonough Street since 2013, renting additional spaced as businesses have vacated and we have grown. We fought our way through Covid and currently employ 32 full-time employees who work between our (2) Portsmouth locations, primary headquarters at 135 McDonough Street where we currently rent 6 different spaces, and a warehouse on Heritage Ave. We are working to limit street parking needs in every way that we can, however, it has become clear that 3 permits is not realistic to support employees who come to the office each day. We would appreciate the opportunity to discuss the matter further. Thank you for your time and consideration. Lindsey Jambard 6035663053

[greglacamera@gmail.com](mailto:greglacamera@gmail.com) Aug 10, 2:52 PM

Hello- I am writing a quick note in opposition of the Pilot Parking Program. In its current iteration, it seems half baked: 1. At 2pm on 8/10 there were 37 open parking spots on McDonough Street between Langdon & Salem. That is only a 0.1 mile stretch. 2. If this program remains, any home with a driveway curb cut should not be allowed a parking permit, just guest passes. By getting a driveway cut, the home owner eliminated a parking spot on the street. Note: I have a driveway. 3. Workers (plumbers, electricians, etc) at various homes, down on McDonough are getting \$50 parking tickets. We need a way to provide passes so they can make a living, especially when the street is empty. 4. I lived on Rock Street for years, never had issues finding a parking spot. 5. This Pilot Program is indirect taxation on the residents, when there wasn't a problem to solve. By paying parking employee to enforce the non problem, we are taxed. In addition, we are taxing violators with \$50 tickets. Thanks.



[schnaarschris@gmail.com](mailto:schnaarschris@gmail.com) Aug 19, 2:53 PM

Nothing about these parking restrictions make sense, least of which is the rule that residents with the neighborhood parking pass sticker have to move their car every 72 hours. My kids are both at home this week and we walk to take care of most our needs, yet I still need to move my car to a new spot. Why? What problem is this solving? Why create extra stress in our lives? Why demand we use our car more even though a) we are generally at home more these days and b) our over-dependence on fossil-fuel burning cars and their contribution to climate change. Please do the right thing and at least amend this rule (or tell your ticket-givers to lay off). Better yet: scrap this entire program.

[jell1394@gmail.com](mailto:jell1394@gmail.com) Aug 7, 6:13 PM

I keep getting warning tickets even with the sticker on my back glass of the car so please consider using plates registered at the addresses located on the streets of Islington creek to make it more convenient for everyone. Also please make sure to inform people about any changes you make to the parking next time, because not one person that lives on my street got any kind of notice before they got tickets this week.

[joehiggins1337@gmail.com](mailto:joehiggins1337@gmail.com) Aug 5, 3:57 PM

I disagree with the neighborhood parking plan for Islington Creek. I do not want it to be approved. Last apartment of 2.5 years on Islington st had 1 off street spot for three people forcing two to park on the st. if someone was out of town for over 72 hours they should not be expected to move their car. Currently I have three vehicles (two are manual transmission) and only one off street spot. If I am out of town it will be hard to find someone who can move these vehicles. over the past 3 years living in the Islington creek area I have never had a problem with street parking. Any issues that came up in the Neighborhood could be addressed on a case by case basis and that only happened one time when out of state plates were parked in the same spot for over a week. I think this program was intended to protect parking for people who live in the area but I think it will only serve as an inconvenience. Also I have a roommate now and we need more than one guest pass. Need One each.

[wsregii@gmail.com](mailto:wsregii@gmail.com) Aug 4, 7:00 PM

First off, if the city had been managed properly and the obscene buildup had been reasonable this program wouldn't be necessary, but I'm sure the wheels were well greased by people standing to profit who would look down on anyone parking on a street. But that's America. Suggestions: -Residents with driveways should only be allowed a guest permit. I



drive all over town and see empty driveways with street parking. Its dangerous on the narrow streets and unnecessary. -Its ridiculous that businesses get permits, again should be guest pass only. In the example of the Safeway Storage building on McDonough they have a lot at the end and can park in the garage two blocks away, they can walk. Wil Regii  
167 McDonough St.

[goodtymes1977@gmail.com](mailto:goodtymes1977@gmail.com) Aug 3, 6:13 PM

I am not happy with the outcome of the new parking program. In our household, we currently have 4 registered vehicles to our address. In addition, my stepson lives part-time with us and part-time with his mother. His car is registered at her house. Three passes and a visitor pass are not enough to cover just the drivers living in our home not to mention we need to have a sticker for our oldest! This has been a concern since the beginning of this program introductions. The building directly next to us has a number of businesses already all over the street making it hard to park which will NOW have passes. Business should not have passes! Just like in downtown they are required to move their cars every two hours. This opens up room for those of us who live here. 135 McDonough has off-street parking they should be using it, not getting passes. (I understand the city can not tell businesses where to park, but the city can state no passes for non-residents.) On most days the employees of 135 are parked on the grass, two and three cars deep on the end of Cabot Street. I live at 159 McDonough and have had to park down by Dover Street, lugging my children and groceries back so business employees and clients could take the spots near my home. The point of the program was to protect parking for the residents. Businesses can move out of the neighborhood if they need more parking, residents own their homes and need to access them. I have requested since the beginning: 1) parking pass be issued for the number of vehicles registered at the address with proof of residency. Should not matter how many cars there are! 2) NO passes for business! They can move their cars every two hours or park in the building parking lot or at the parking garage at the end of the street. 3)As a resident, I should be able to leave my car in its place as long as needed. (If I go on vacation, I can't move my car every 48 hours.) Please take my concerns into consideration and make changes to this program. Thank you, Rachel

