NPP PILOT PROGRAM COMMENTS RECEIVED Aug 2021 – March 2022

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 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 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 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

cjcocchiaro@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 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 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 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 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 Feb 8, 5:29 PM
Thanks again for setting up this program!

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 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 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 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 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 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 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 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 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 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 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 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-mail 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 hour 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 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 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 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 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 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 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 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 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 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 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 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 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 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