

CITY COUNCIL E-MAILS

Received: December 1, 2022 (after 9:00 a.m.) – December 5, 2022 (before 5:00 p.m.)

December 5, 2022 Council Meeting

ADDENDUM

New Content:

Submitted on Sat, 12/03/2022 - 14:19

Full Name

Charlie Armenti

Email

armeca@comcast.net

Subject

NPP - COUNCILOR MOREAU Motion

Address

30 Cornwall St

Message

I have just seen the proposal from Councilor Moreau regarding the extension of the NPP program.

I just don't understand why this is being proposed. In the last workgroup meeting, wasn't it decided and agreed upon to proceed as planned and to end the current NPP pilot program on 12/6 and that the workgroup would take the time and steps to outline a new NPP program/model that would work for all parking programs within the city. ex: define how many units, per street, within the neighborhood's vs parking spaces.

What is the basis for redefining the Islington Creek Neighborhood from Cornwall to Bridge? There is none. Other than an attempt to include as many streets as possible in order to justify a need for another NPP pilot program. Which has already been shown by the Islington Creek pilot, and proven by data, that there really is none.

Since I live on Cornwall St, I am opposed to this motion. Push it back to Langdon or Brewster or Rock St's if need be.

Cornwall St doesn't have a parking problem.

As part of any future NPP program discussions, I would like for everyone to understand that just because someone has purchased/owns a home without a driveway/parking space/garage, this DOES NOT entitle them to any level of a guaranteed parking space in front of their home or on their street. I understand their parking issues, but they knew that when they purchased their properties.

I purchased my home because it does have a garage and I paid a much higher price for my property because of this reason.

I also pay higher property taxes each year because of the overall value of my home and garage.

I don't want or need guaranteed parking on my street, but I would be supportive of a NPP/City Wide program that did not cost me/the taxpayer any additional money each year. I support using the parking App to manage the process, I would register my license plate for free.

Let the non-residents pay for their daily parking and subsequent fines. Residents without smart phones (if there really are any these days) perhaps could get an annual pass (yellow card) from the parking garage. Renters would not qualify since they do not pay property taxes. Let the property owners subsidize a parking pass in the garages for them if need be.

I'm not clear on the overall cost of managing a parking program but how would a NPP be different from the downtown streets that are currently monitored by meters/parking app? Do the parking fees/fines cover the cost of the DPW workers that support the parking areas. If the parking fees/fines of a NPP neighborhood didn't cover the cost of the program, then perhaps that would be another data point that suggests the program is not needed. I would love to see some data on this. And also how many houses/condos/rental units we have per street in a neighborhood vs parking spaces available in that neighborhood. What's a good ratio that would warrant a NPP?

Thank You

Please indicate if you would like your comment to be part of the public record for the upcoming City Council meeting. Yes

Submitted on Sat, 12/03/2022 - 06:47

Full Name

Mary Lou McElwain

Email

ml259@comcast.net

Subject

Holiday parking

Address

259 South Street

Message

Good Morning!

I think the the subject of meterfree parking should have been brought up at November PTS meeting with a report from Ben Fletcher on garage use and on traffic congestion from Eric Eby. We would have had a good discussion. I would have voted against free meters during December mainly because we should be emphasizing garage parking and not on street. parking. Downtown is (almost) extremely congested with traffic on any day, any hour ;Daniel Street and State Street, Market St, and the extension all have backups that block downtown. The days of covering the meters with red plastic bags to indicate free parking are over. travel publications have made our city the hot spot in any season and we locals feel it. Making free meter parking is not going to bring locals to shop downtown. Getting vehicles off the streets will. The increase in vehicular traffic makes pedestrian traffic less safe. A parking goal is to reduce the drivers who go around for blocks looking for an empty spot. This "free" plan exacerbates that.

I would suggest keeping all meters open for payment for this year and then discuss all holiday and December changes.

There should be a large flashing sign at Russell St , as the city has done in the past, indicating Foundry Garage and hourly rate to catch drivers before they head into Market Square.

Please reconsider the meter free parking .

Thank you.

Mary Lou McElwain

Please indicate if you would like your comment to be part of the public record for the upcoming City Council meeting. Yes

Submitted on Fri, 12/02/2022 - 15:25

Full Name

Ken Goldman

Email

kgoldman@comcast.net

Subject

Islington Creek Neighborhood Parking Program (NPP)

Address

271 Islington Street

Message

Dear City Councilors,

At the November 21st City Council Work Session on Neighborhood Parking Management Program, I was gratified to see in Councilors Moreau and Bagley's presentation, this line under Methodology:

"...1. As the city continues to evolve, a sensible fact-based approach to parking management is desirable in our residential neighborhoods..."

The current Islington Creek Neighborhood Parking Program (NPP) has always been based on past history and anecdotes, not facts. The facts, as presented by the City's Parking Department have consistently shown that the NPP was not necessary and was minimally effective.

Therefore, I was slightly taken aback by Councilor Moreau's Sample Motion when I read it in the agenda for The City Council Meeting on December 5th:

B. COUNCILOR MOREAU

1. *Sample Motion - to extend the Neighborhood Pilot Program through June 30, 2023, for the purposes of developing, adopting and implementing ordinance changes to create a neighborhood parking program for downtown adjacent areas.

This effort would specifically include the development of a program for the neighborhood from Cornwall to Bridge Street which is currently in the pilot program."

I see limiting the area contained in the NPP for the next six months as a positive step, thank you. I was taken aback by the inclusion of Cornwall Street in the proposed NPP extension.

I respectfully request that if the NPP is extended to June 30, 2023, that it not include Cornwall Street, but only extend as far as Brewster Street or Langdon Street. Quoting from the Parking Department's presentation at the October 6, 2022 Parking and Traffic Safety Committee meeting:

"...Data indicate that the neighborhood enjoyed less than a 2% reduction in demand that can be directly attributed to the Pilot. This equates to less than 5 additional open spaces neighborhood-wide..."

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

I believe that if you were to consult with the Parking Department, they would tell you that Cornwall Street is also part of the "...less-populated, lower-demand area", and again, I request that, going forward, it not be included in the NPP.

Also, including Cornwall Street has a negative effect on my condo community, Islington Green. Islington Green consists of 14 townhouses, four on Cornwall Street, seven on Islington Street and three on Rockingham Street. We enter our community on Cornwall and exit on Rockingham. The impact of this would be that four of our homes will be in the NPP and ultimately need to pay for passes to park in front of their homes, seven will continue to be on Islington with its strict two-hour limit, necessitating longer-term parking on either Cornwall or Rockingham, and three would not be impacted. It would definitely work better for our community if none of our adjacent streets were included in the NPP.

Other Islington Creek residents have stated repeatedly that the impact of the NPP has been to make the area around their homes "seem like a neighborhood again", and perhaps it does. I see that including Cornwall Street in the NPP, as described in this Sample Motion, will make the area around my home seem more divided and less like a neighborhood.

Thank you,

Ken Goldman

Please indicate if you would like your comment to be part of the public record for the upcoming City Council meeting. Yes
