

# NEWPORT PARKING ADVISORY COMMITTEE

BAYFRONT, NYE BEACH  
& CITY CENTER AREAS

Committee Kick-off Meeting

July 20, 2022

# COMMITTEE MAKE-UP, POWERS & DUTIES

- Make-up
  - Three members each from the Bayfront, Nye Beach, City Center Special Parking Areas
  - Two at-large members
- Powers & Duties Related to Parking
  - Facilitate implementation of parking and related improvements through engagement
  - Provide recommendations related to parking policy and programs
  - Advocate and promote public awareness of parking and related initiatives

# HISTORY OF PARKING MANAGEMENT IN NEWPORT

- Payment in Lieu Era – 1983 to 2009
  - New development and redevelopment allowed to pay a fee in lieu of constructing off-street parking
- Parking District Era – 2009 to 2019
  - Businesses in special parking areas pay fee to support public parking and receive exemption from off-street parking requirements for modest development projects
- Demand Management Era – 2020 – Present
  - Seek to change user behavior to free up public parking in high demand areas through metering and permit programs. Revenue to support public parking and related improvements and enforcement

# PARKING MANAGEMENT STRATEGIES INFORMED BY 2018 PARKING STUDY

## Study Scope:

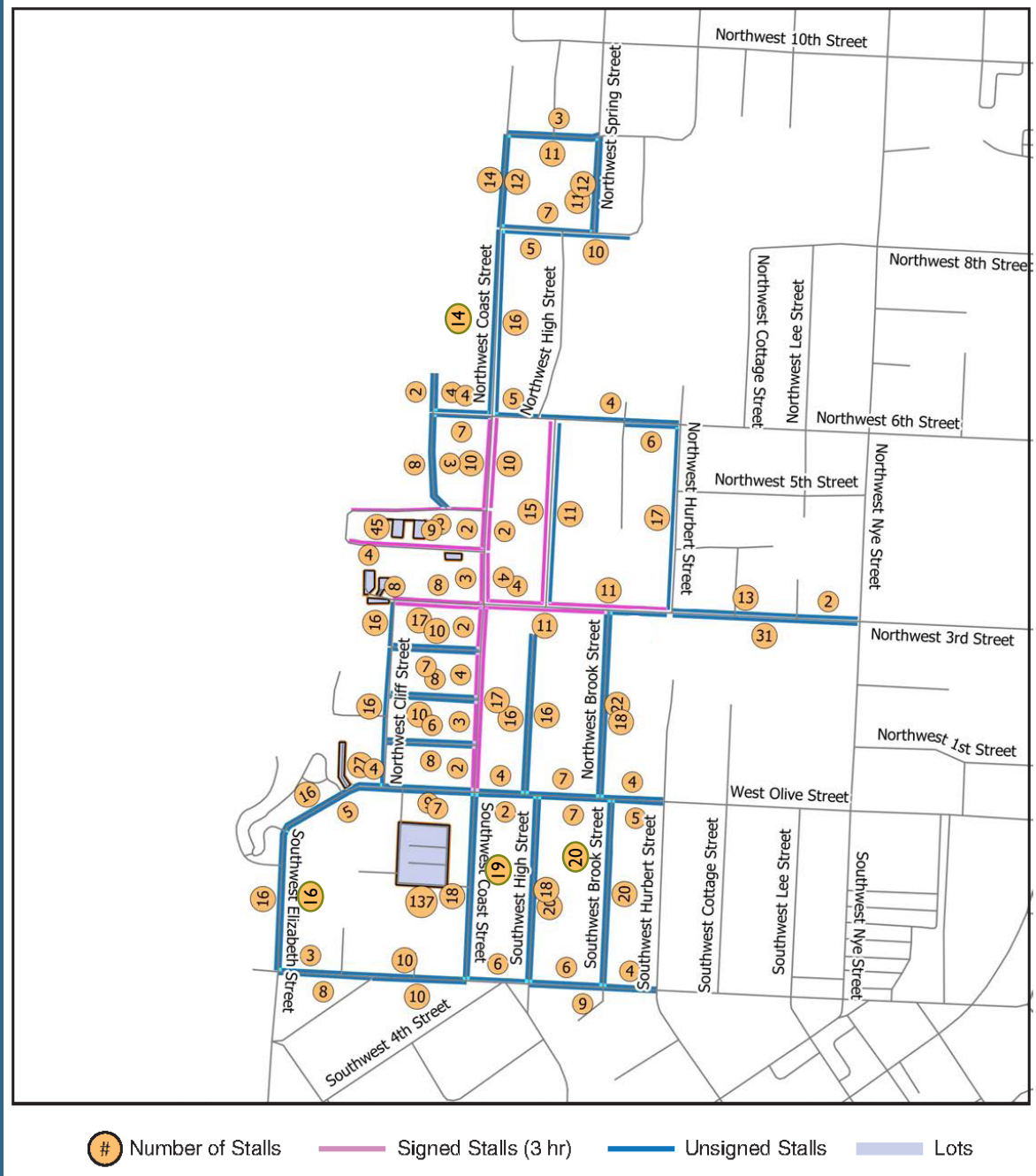
- Assess existing parking conditions in the three business districts
- Conduct public outreach to identify opportunities to improve availability of parking, transit and/or vanpool services as well as constraints “barriers” to effective parking management
- Perform field surveys to establish utilization and turnover rates of parking spaces during peak and off-peak periods
- Identify capital improvements needed to maintain and improve available parking, including possible upgrades to transit service
- Develop financing strategies to fund needed improvements

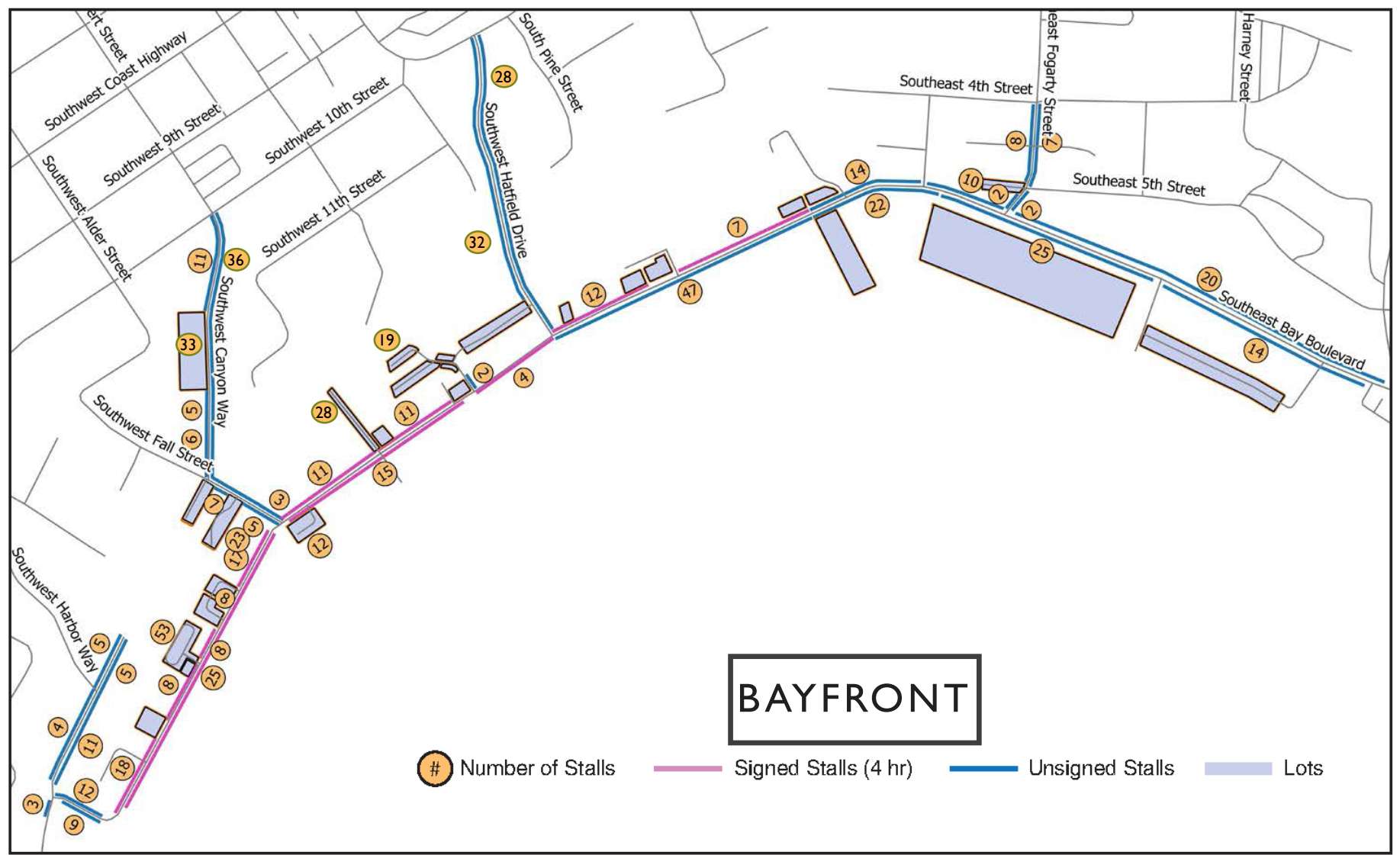
# NYE BEACH

Public Lots:

217 stalls

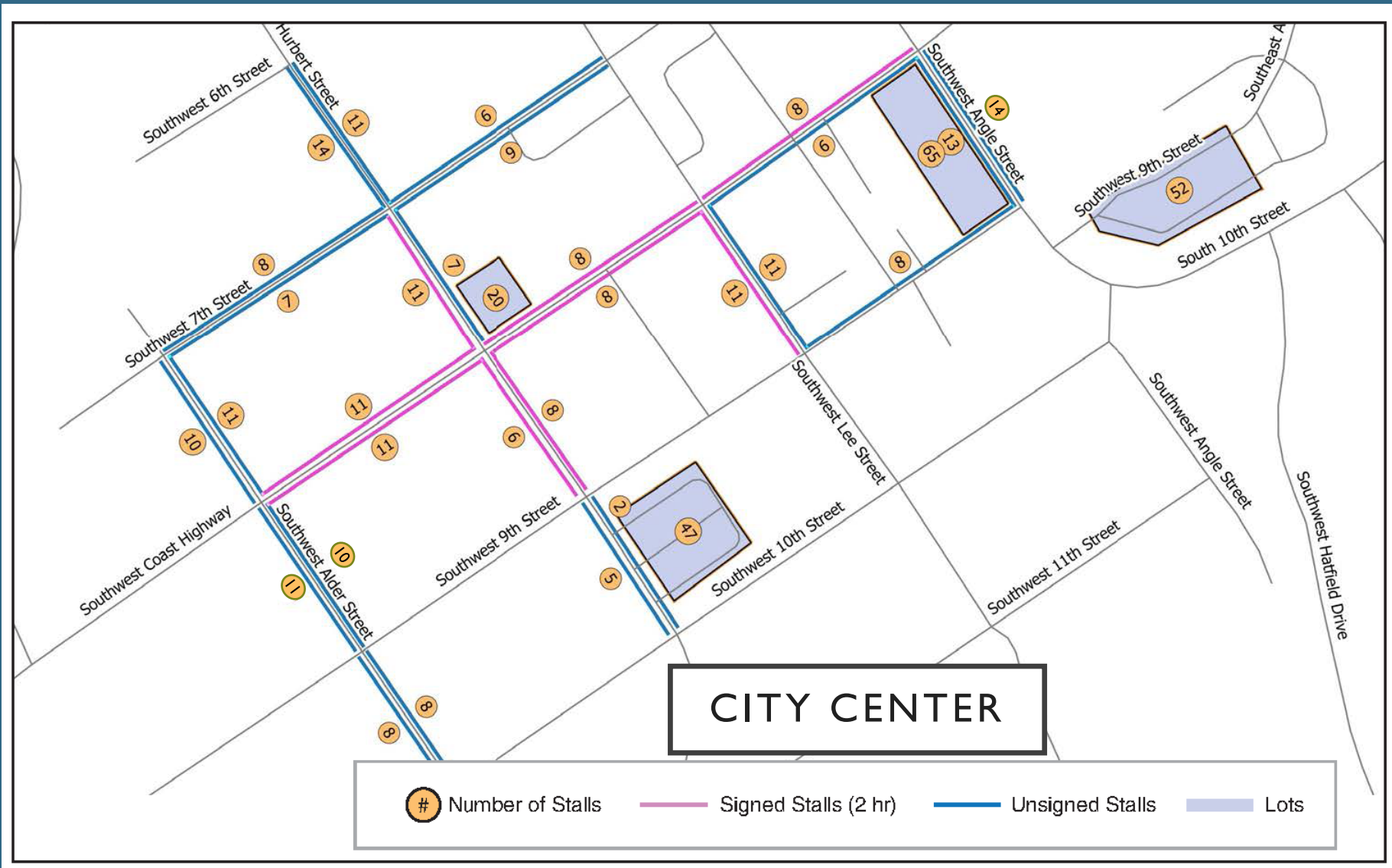
Public On-Street  
Spaces: 794 stalls





Public Lots: 148 Stalls

Public On-Street Spaces: 516 Stalls



Public Lots: 184 stalls

Public On-Street Spaces: 261 stalls

## INITIAL OUTREACH

- Public input was solicited at advertised evening meetings in each of the business districts in the spring of 2016
- Walking tours were conducted with affected stakeholders in each district
- Feedback was received regarding parking constraints, usage patterns, opportunities to improve parking supply, wayfinding, lighting, obstacles to connectivity (between parking and destinations) and transit/vanpool needs
- Information from the outreach meetings informed development of the parking study and the concepts are captured in the report



## FIELD SURVEY METRICS

- Work was performed during peak and off-peak periods on the following days:
  - Thursday, August 25, 2016
  - Saturday, August 26, 2016
  - Saturday, December 10, 2016
- Dates were selected to avoid special events that would skew the analysis
- Personnel walked fixed routes to observe stall use and turnover rates
- Each stall was observed once per hour between 10:00 am and 7:00 pm
- Data was collected and logged into PC tablets

## 85<sup>TH</sup> PERCENTILE

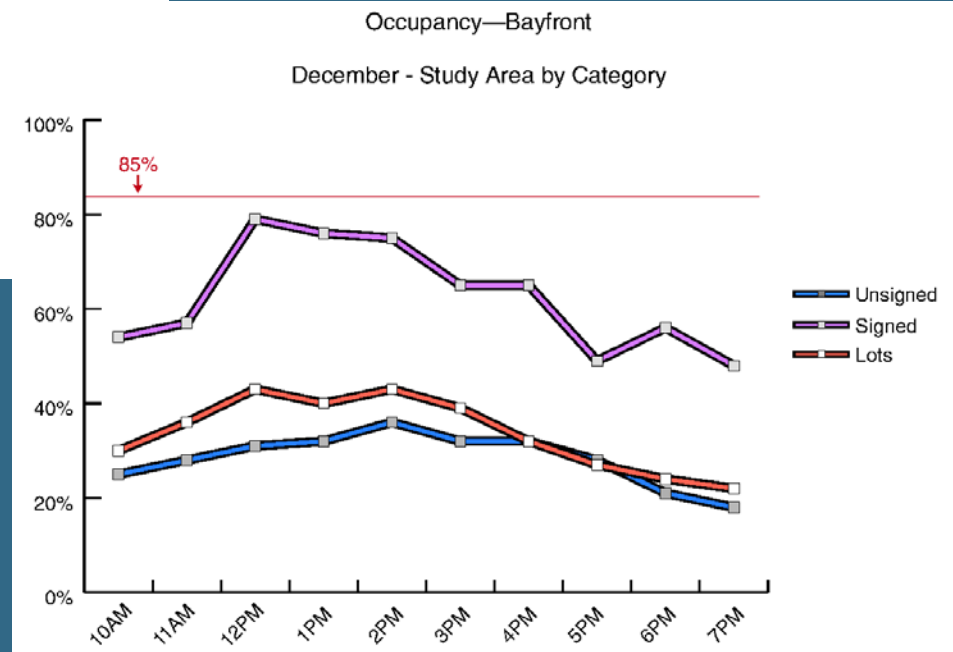
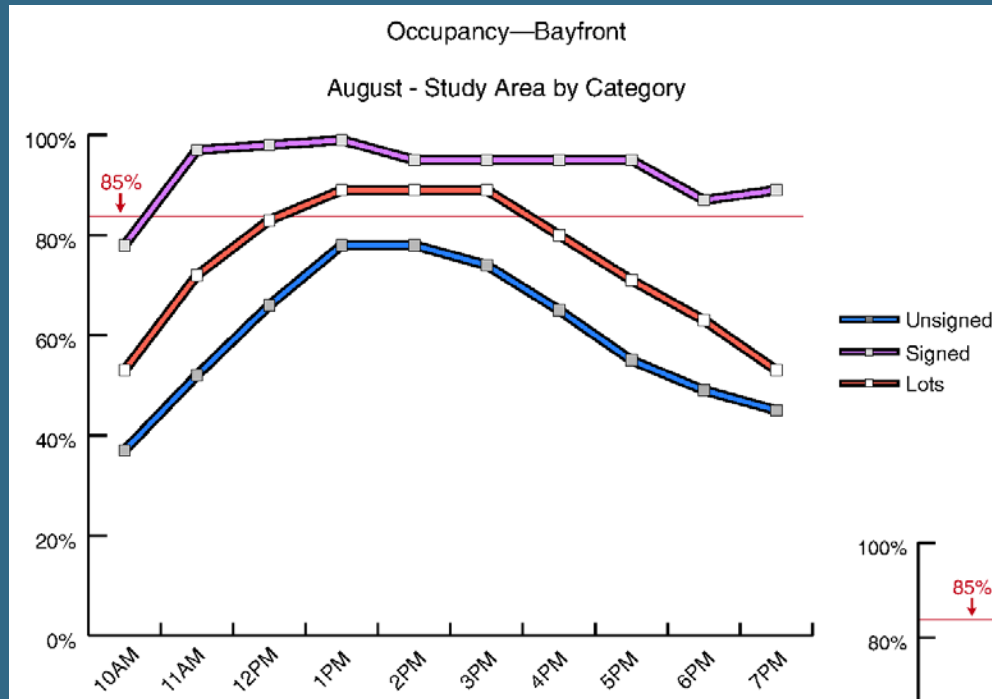
- Parking occupancies at or near 85% percent are considered “functionally full,” which results in:
  - High instances of illegal parking
  - Congestion attributed to vehicles cruising for parking
  - Other undesirable behavior from frustrated drivers
- Parking areas that are functionally full are candidates for “metering” as a tool to improve parking turnover

## FIELD SURVEY PRODUCTS

- Percentage Overall Occupancy (Hourly)
- Percentage Occupancy by Street Block (Peak Hour, Hourly)
- Average Stay Length (Signed, Unsigned, Overall Study Area)
- Percentage Overstays (Signed Stalls)
- Unique Vehicles Served Daily (By Stall and Street Block)

Covers Peak Period (August 2016) & Off-Peak (December 2016)

# BAYFRONT – OCCUPANCY



# BAYFRONT – TURNOVER

## Duration of Stay & Turnover—Bayfront

August

Overall Study Area

Average Stay Length

3.7 Unique Vehicles per Stall



Signed Stalls

Average Stay Length

4.8 Unique Vehicles per Stall

% Overstays



Unsigned Stalls

Average Stay Length

3.3 Unique Vehicles per Stall



Parking Lots

Average Stay Length

3.2 Unique Vehicles per Stall



## Duration of Stay & Turnover—Bayfront

December

Overall Study Area

Average Stay Length

2 Unique Vehicles per Stall



Signed Stalls

Average Stay Length

3.4 Unique Vehicles per Stall

% Overstays



Unsigned Stalls

Average Stay Length

1.3 Unique Vehicles per Stall



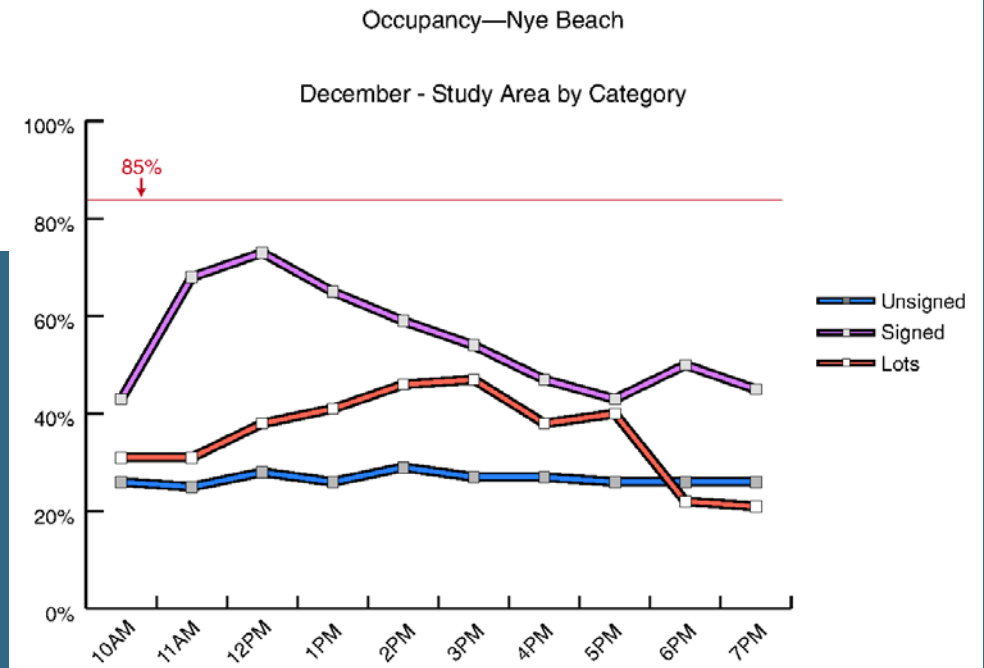
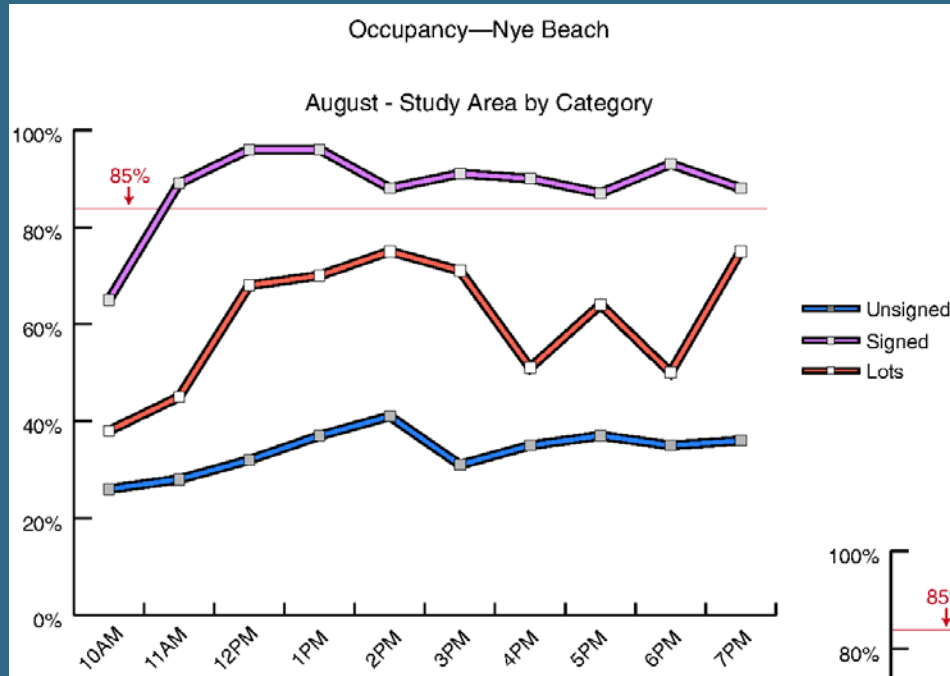
Parking Lots

Average Stay Length

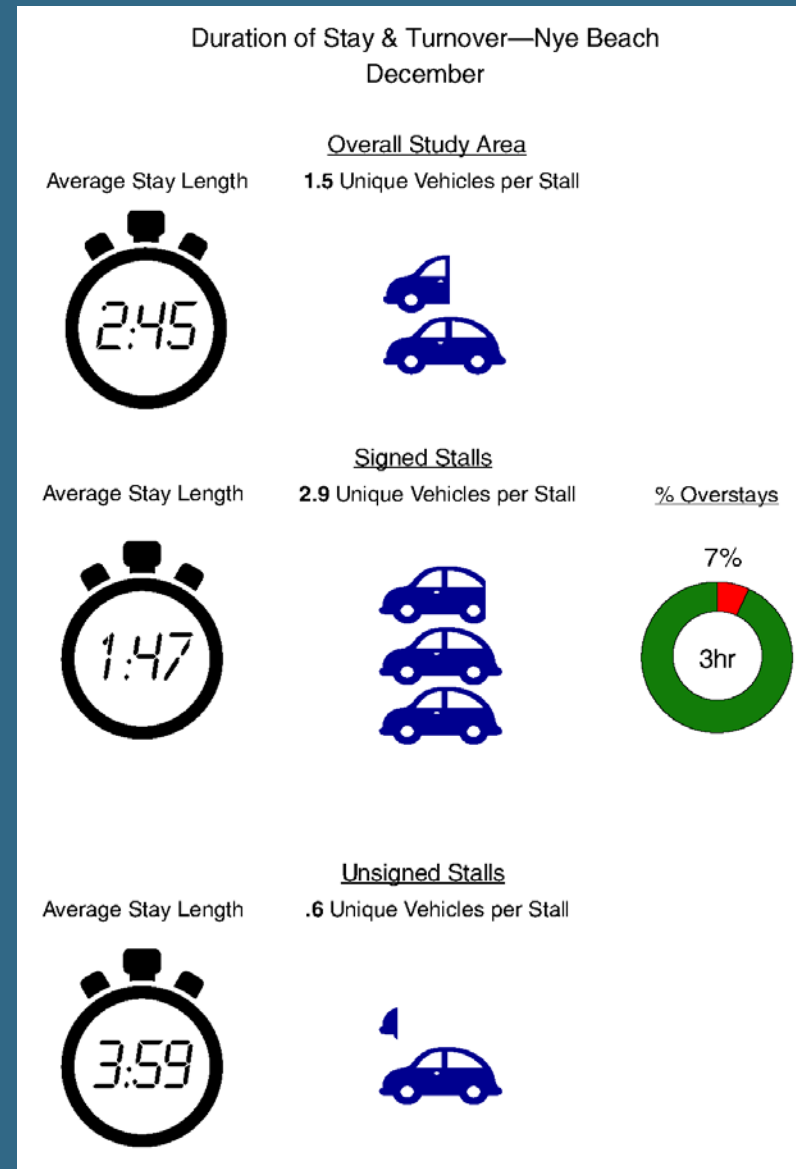
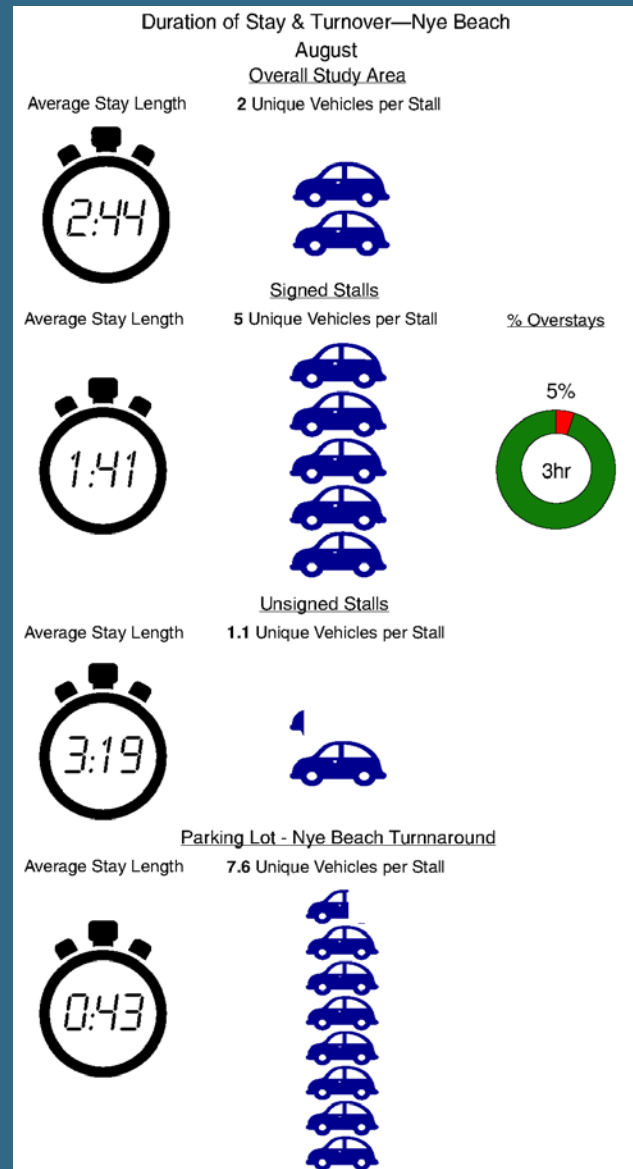
1.9 Unique Vehicles per Stall



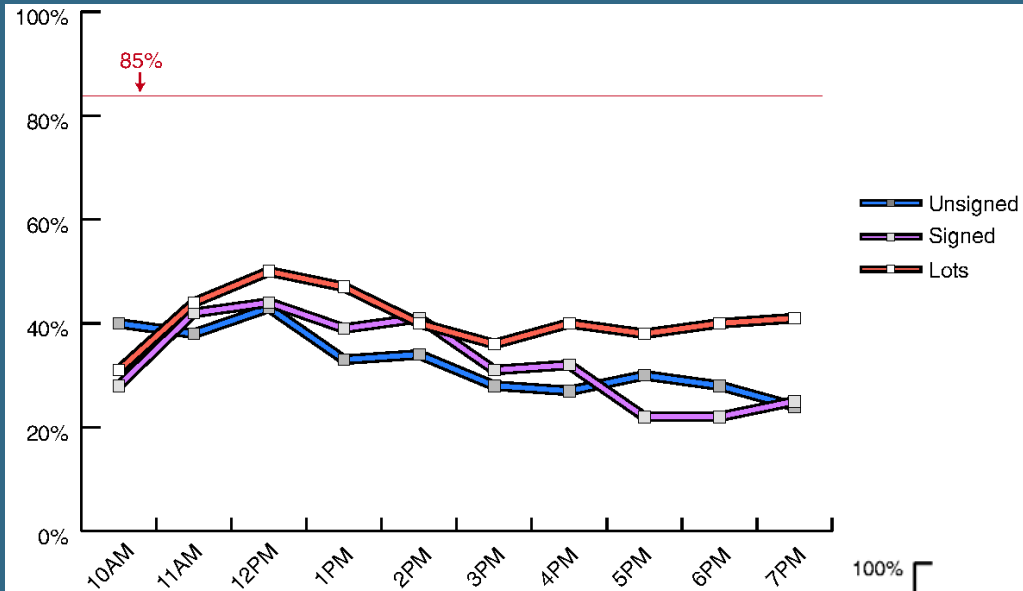
# NYE BEACH - OCCUPANCY



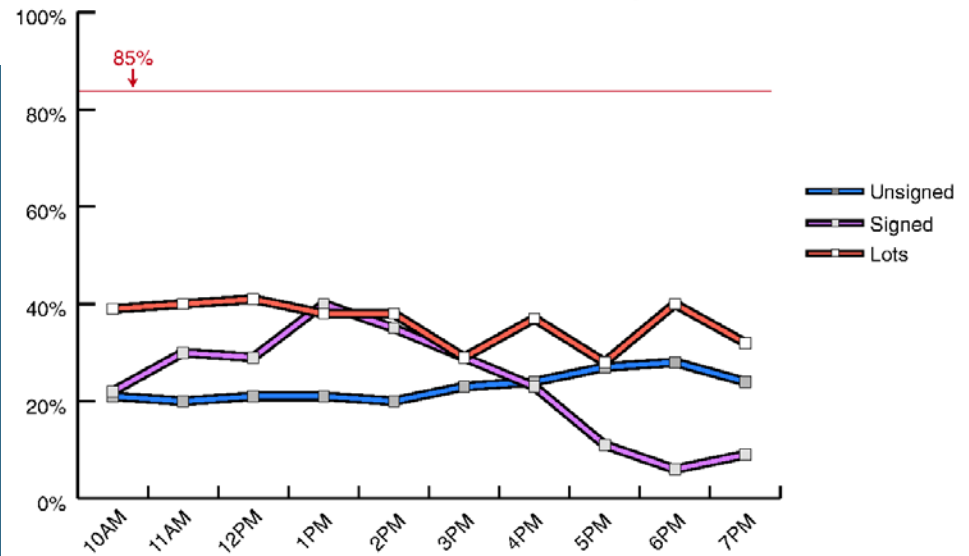
# NYE BEACH - TURNOVER



# CITY CENTER - OCCUPANCY



December - Study Area by Category





# CITY CENTER - TURNOVER

## Duration of Stay & Turnover—City Center

August

Overall Study Area

Average Stay Length

1.7 Unique Vehicles per Stall



Signed Stalls

Average Stay Length

2.2 Unique Vehicles per Stall



% Overstays

13%



Unsigned Stalls

Average Stay Length

1.5 Unique Vehicles per Stall



## Duration of Stay & Turnover—City Center

December

Overall Study Area

Average Stay Length

1 Unique Vehicles per Stall



Signed Stalls

Average Stay Length

1.4 Unique Vehicles per Stall



% Overstays

13%



Unsigned Stalls

Average Stay Length

0.7 Unique Vehicles per Stall



# MAINTENANCE OF PARKING ASSETS



## Annual Maintenance Expenses

Parking District	Lot Resurfacing	Ancillary Parking Repairs	Striping	Permit Program (if implemented)	Metering (if implemented)	Total
Bayfront	\$37,850	\$9,450	\$1,850	\$10,000	\$28,800	\$87,950
City Center	\$36,800	\$9,200	\$1,900	Not recommended	Not recommended	47,900
Nye Beach	\$30,500	\$7,650	\$1,450	\$10,000	\$13,200	\$62,800

# MAINTENANCE SHORTFALL

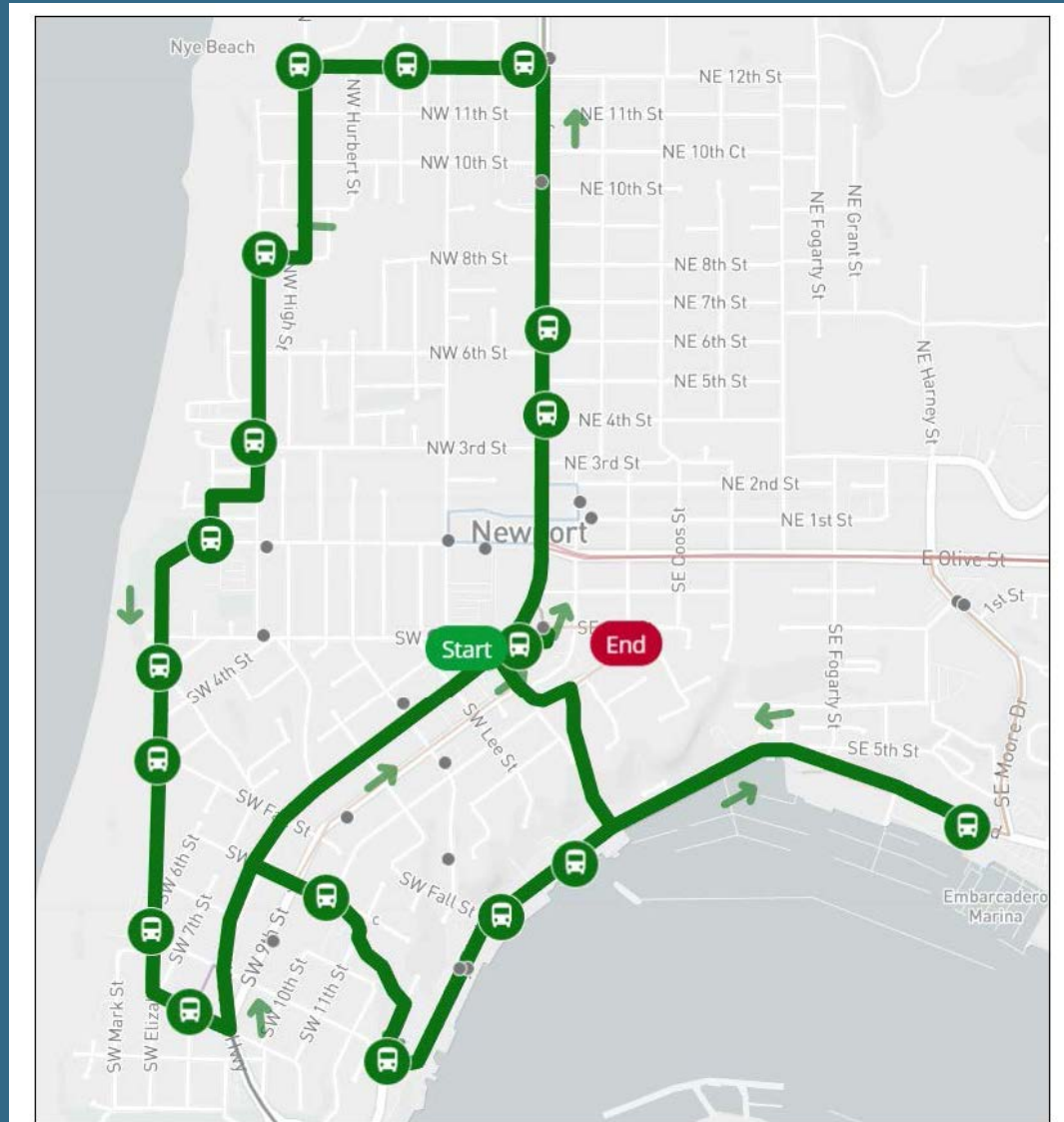
## Annual Need (2018)

Bayfront			Nye Beach	
Maintenance Target	\$58,350		Maintenance Target	\$49,600
Business License	\$13,750		Business License	\$6,450
Surcharge			Surcharge	
Maintenance Shortfall	-\$44,600		Maintenance Shortfall	-\$43,150

# RECOMMENDED TRANSIT OPTION

Enhanced loop to Nye Beach and Bayfront

- Time: 15-min Nye Beach - City Hall  
City Hall - Bayfront
- One new bus needed
- Cost: \$201,000 yr.



## RECOMMENDATIONS – WAYFINDING

- Improve branding of city-owned parking lots and facilities and wayfinding between parking areas and destinations
- Add street lighting to create better walking environment and to help active parking in poorly lit areas
- Adjust signage to encourage RV parking in the Hurbert Street lot and along Elizabeth Street
- Identify specific measures that can be taken to enhance visibility and increase the use of the Hurbert Street lot and Performing Arts Center lot

## RECOMMENDATIONS – DEMAND MANAGEMENT

- Pursue metered zones, hybrid paid/permit, and hybrid permit/timed zones for high demand areas along the Bayfront
- Support metering, where implemented, with a parking permit program
- Conduct outreach with the Nye Beach community to address whether or not a non-metering concept, focusing on options that consist of fees, permit parking, or other dedicated funding sources is preferable
- Investigate opportunities to enhance supply of public and private parking through strategic partnerships

## RECOMMENDATIONS – PARKING MAINTENANCE

- Revenues generated from parking meters, permits or other fees should be dedicated to public parking
- Establish program for routine maintenance to extend asset life (resurfacing, striping, reconstruction)
- Consider adjusting funding of City Center parking maintenance once urban renewal improvements are completed
- In areas where metering is not implemented, fees from businesses and users should be adjusted to cover anticipated maintenance costs (unless other revenues are identified)
- Evaluate parking management practices at City Hall Campus to meet anticipated needs

## RECOMMENDATIONS – ALTERNATIVE MODES OF TRANSPORTATION

- Promote alternative modes of transportation to reduce vehicle trips to and from Nye Beach and the Bayfront
- Support efforts to establish a rapid transit loop between the Bayfront, City Center and Nye Beach
- Coordinate with area employers on opportunities to expand carpool or vanpool options
- Continue to expand the bicycle and pedestrian network to improve connectivity and user options



## RECOMMENDATIONS – CODE REVISIONS

- Ensure city codes and policies provide a clear administrative framework for implanting metering, permitting, or other regulatory tasks
- Add code provisions to allow pervious pavement and other comparable alternatives to paved surfaces for areas suitable for temporary parking
- Allow temporary parking on undeveloped properties during extreme demand periods
- Eliminate minimum off-street parking requirements for new development and redevelopment in metered and permit zones (for most uses)

## WHY METERING?

- Study demonstrated that there are not enough parking spaces along the Bayfront and portions of Nye Beach to meet demand
- Result is significant congestion and safety issues
- Metering is effective in influencing demand and will result in higher stall turnover
- Timed parking and enforcement will not address the supply problem (observed overstays 5-7%)
- Wayfinding, lighting and restriping will not add a meaningful number of spaces and new supply will be costly

# BAYFRONT – METER / PERMIT PLAN



City of Newport  
Community Development Department  
169 SW Coast Highway  
Newport, OR 97365  
Phone: 1.541.574.0629  
Fax: 1.541.574.0644

This map is for informational use only and has not been prepared for, nor is it suitable for, legal, engineering, or surveying purposes. It includes data from multiple sources. The City of Newport assumes no responsibility for its compilation or use and users of this information are cautioned to verify all information with the City of Newport Community Development Department.

Figure 7: Bay Front Parking Management Alternative

Image Taken July 2018  
4-inch, 4-band Digital Orthophotos  
Quantum Spatial, Inc. Corvallis, OR



## PERMIT PARKING PROPOSAL

- Would Apply to Areas Designated Paid/Permit or Permit/Timed
- Exempts Users from Timed Parking or Meter Limitations
- Cost: \$100.00
- Renewal Period: Annual
- Administration: City of Newport
- Eligibility Limits: None
- Reduced Fee for Daily Parking Passes for Transient Uses

## METER REVENUES / EXPENSES

### Meter Pricing

Parking District	# Spaces	# Paystations	Paystation Cost	Signage Cost	Total Cost
Bay Front	364	43	\$344,000	\$91,000	\$435,000

### Meter Revenues (Assumes no Business License Surcharge)

Parking District	Meter	Permit (Aggressive)	Permits (Conservative)
Bay Front	\$292,000	\$37,000	\$25,700

# CAPITAL PROJECT NEEDS

Description	Upfront Cost	Annual Cost (2018)
Expanding Striping to Unmarked Areas	\$10,000	\$5,000
Implementation of Bayfront Metering	\$435,000	\$28,800
Permit System Management / Administration	-	\$20,000
Enhanced Transit Loop – Bayfront to Nye Beach		\$200,000+
Enhance City-Wide Wayfinding System	\$25,000 - \$125,000	\$5,000
Improve Lighting at 3 <sup>rd</sup> and 6 <sup>th</sup> Streets	\$235,000	\$45,000
Construct Gangway from Port parking area to east end of Port Dock 5	\$250,000 - \$750,000	\$7,500
Nye Beach Structured Parking	\$2,400,000	\$15,000
Bayfront Structured/On-Pier Parking	\$4,000,000	\$25,000

## STUDY RECOMMENDATIONS - OUTREACH

- April 19, 2018, Bayfront Processors (Sharon, Janet, Linda, staff)
- April 24, 2018, Port of Newport/Commercial Fisherman (Gary, staff)
- June 6, 2018, Nye Beach Businesses (Bill, Linda, staff)
- June 8, 2018, Chamber of Commerce (staff)
- June 14, 2018, Bayfront Businesses (Janet, Cris, staff)
- June 19, 2018, City Center Businesses (Bill, Linda)
- July 26, 2018, Rotary Club (staff)

## ADDITIONAL OBSERVATIONS

- Existing revenue from parking districts is insufficient to even address maintenance needs
- Parking supply is inadequate to meet demand in portions of the Bayfront and Nye Beach and...
  - Wayfinding Enhancements...,
  - Signage Improvements...,
  - Parking Stall Striping Adjustments..., or
  - Added Enforcement will not change the situation
- Development opportunities, particularly on the Bayfront are constrained by the lack of parking and ability to construct parking
- Opportunities to add supply or supplement transit services are expensive and require dedicated revenue sources that do not presently exist
- Metering / permit parking is an opportunity to improve turn over in high demand areas while enhancing revenues for needed parking improvements



# QUESTIONS