

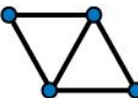
Newport Parking Management Plan

**‘Opportunities & Constraints’ meeting
takeaways and potential capital projects**



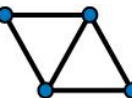
One Slide Takeaways: City Center

- There is adequate supply overall, but some parking (e.g. Hurbert Street lot) is underutilized
 - Need for better signage & wayfinding!
- On-street parking along 101 often leads to loss of car mirrors.
- Farmer's Market & Aquatic Center are big generators of demand that must be considered
 - City is exploring new lot near City Hall to accommodate this



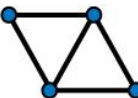
One Slide Takeaways: Nye Beach

- Significant seasonal parking congestion
- Tourist parking often creates headaches for local residents, businesses, & customers
- Some existing parking isn't fully utilized due to lighting/wayfinding concern
- Addition of new supply may be warranted



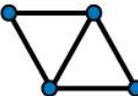
One Slide Takeaways: Bayfront

- Parking congestion is a factor much/most of the year
 - Metering/paid parking is a likely solution
- Area relies heavily on both fishing & tourism to thrive economically; plan must successfully manage both
 - Potential for meter/permit program similar to NW PDX
 - Significant need for both short-, mid-, and long-term parking
- New supply needed, but also investments in ped environment, transit



Maintenance

- Intention is to look at maintenance for both existing and potential resources
 - Develop a regular maintenance schedule that addresses pavement, restriping, etc.
 - Identify a revenue stream for fulfilling maintenance schedule



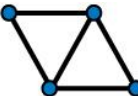
Management Changes



Meters: \$5,000 per meter
(paystations)

Permits: \$5,000–
\$10,000/year to administer

Paid Lots: Nominal upfront cost
to convert; ongoing maintenance
costs



Wayfinding, Lighting, etc.



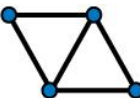
Signs: \$200–\$500 per sign

Wayfinding signs:
\$1,000 each

Streetlights: \$5,000 per streetlight



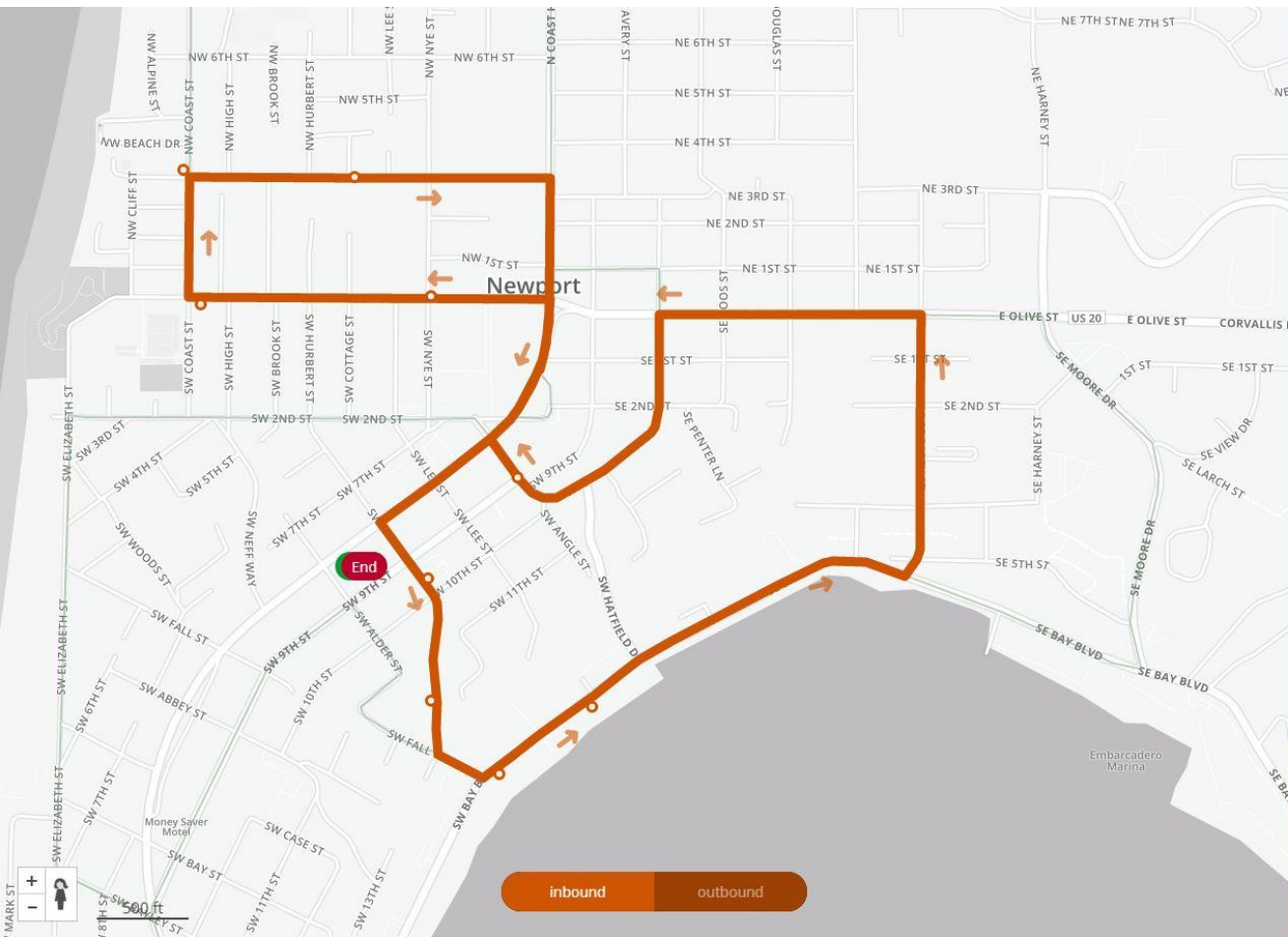
Lighted bollards: \$1,000 each



Transit – Circulator Bus / Vanpool

Vanpool: \$75 per van per hour

Bus: \$100 per bus per hour



Parking "8"								
Weekday								
FROM	TO	EVERY	RUNTIME	LAYOVER	SPEED	BUSES	WIGGLE	
10:00	20:00	15 min	19.1 min	1.9 min	10.0 mph	2 buses	9.0 min	
Saturday								
FROM	TO	EVERY	RUNTIME	LAYOVER	SPEED	BUSES	WIGGLE	
10:00	20:00	15 min	19.1 min	1.9 min	10.0 mph	2 buses	9.0 min	
Sunday								
FROM	TO	EVERY	RUNTIME	LAYOVER	SPEED	BUSES	WIGGLE	
10:00	20:00	15 min	19.1 min	1.9 min	10.0 mph	2 buses	9.0 min	
3.18 miles & 2 buses				20.2 % in poverty		19.2 % minority		
\$730k / yr				9.6 % with no vehicles		1.6 % limited English		
within .25 mi of stops				17.6 % senior (65+)		13.4 % youth (18-)		
1,490 people				19.9 % with disabilities				
3,045 jobs								

New Parking Supply (~\$20,000/space)

- **Nye Beach:** Old laundromat site
 - Opportunity for public-private partnership
 - Potential for additional funding for brownfield development
- **Other Nye Beach possibilities:** 3rd & Hurbert; Olive & Cliff/Coast; near Sam Moore Parkway
 - Keeps parking on fringes of district
- **Bayfront:** On-dock parking
 - Could be structured parking, or surface parking with infrastructure to better store fishing gear



Woonerf / Pedestrianization of Bayfront



Woo•nerf *noun*; a living street

The design and scope of a woonerf ranges widely based on the desired outcomes from each community – the general purpose is to have a **calm, safe, and predictable** space for people to get around, regardless of how they are choosing to do so

Cost of project:
\$1-4 Million

Woonerf / Pedestrianization of Bayfront



Temporary – Demonstration Project

Low risk, low cost

Proof of concept

Public outreach



← SW 3rd Ave Demo Project →



Tools for success:

Cones

Seating

Business Activation

Crosswalks

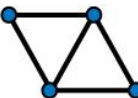
People

Cost of demo:

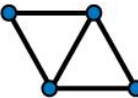
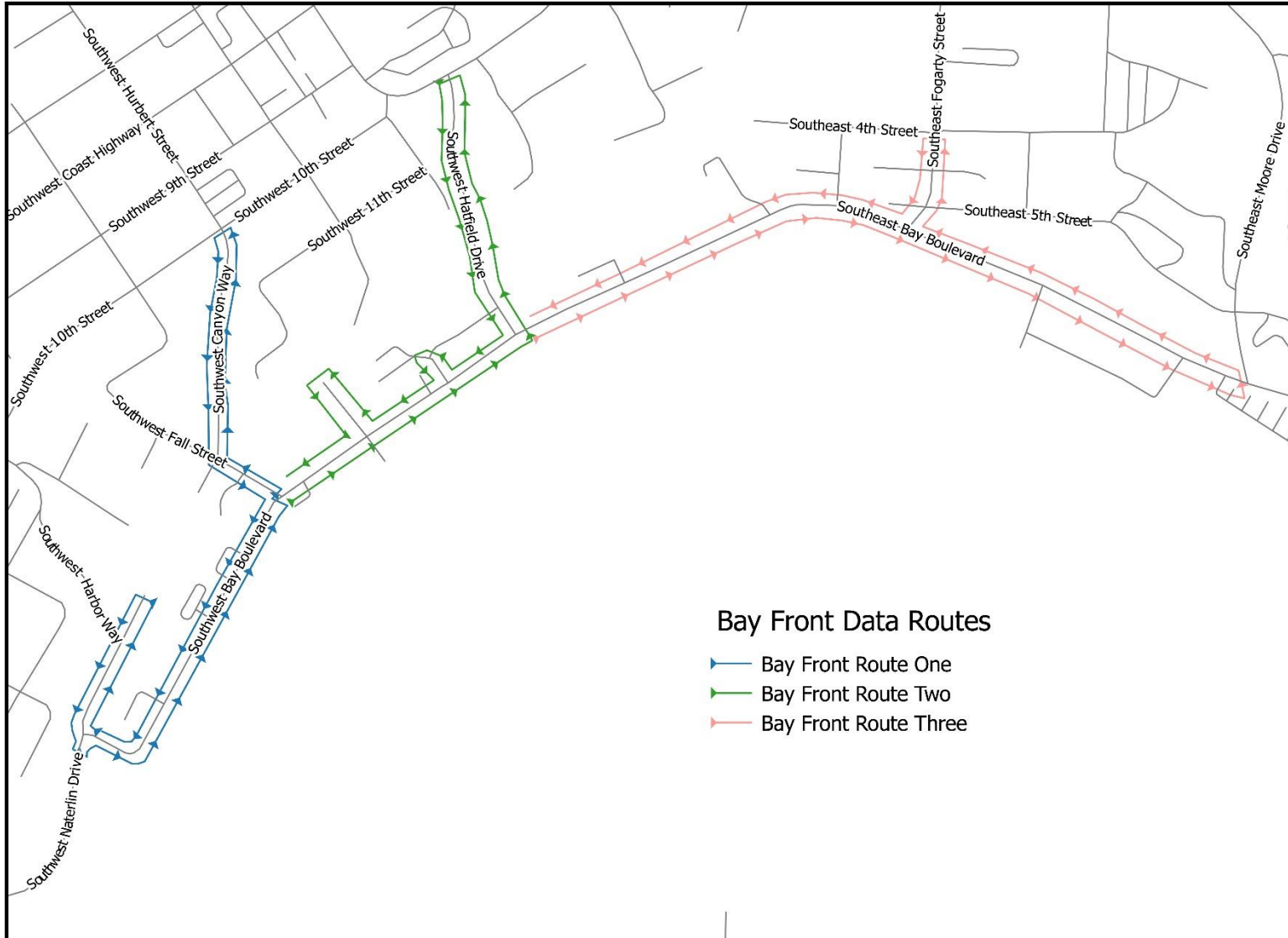
Approx. \$30,000

Data Collection Plan

- **Peak data collection: Saturday August 27**
- **Off-peak data collection: Saturday November 19**
 - Budget for seven “routes:” 3 in Bayfront; 3 in Nye Beach; 1 in City Center
- Weekday ‘spot checks’ during known busy times will complete the picture

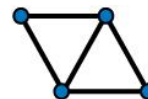


Data Collection Plan



Future Stakeholder Meetings

- **September/October** – Preliminary results of parking analysis; check-in on capital projects
- **December** – Final results of parking analysis; fairly complete picture re: capital projects, overall plan
- **January** – Draft plan will be ready for feedback (1–2 meetings with the goal of reaching broad consensus)
- **Mid-February** – Final plan ready for final round of feedback & adoption



Questions / Discussion

