

CITY OF NEWPORT
169 SW COAST HWY
NEWPORT, OREGON 97365

COAST GUARD CITY, USA



phone: 541.574.0629

fax: 541.574.0644

<http://newportoregon.gov>

mombetsu, japan, sister city

City of Newport Parking Study Advisory Committee

Agenda – Meeting #7

January 11, 2018
3:00 pm – 5:00 pm
Newport City Hall
Council Chambers

1. Introductions

- a. Review and amend agenda, as needed
- b. Confirm November 28, 2017 meeting minutes

2. Review Amendments to the Parking Management Plan

- a. Changes requested at the last meeting
- b. Other revisions
- c. Feedback, questions, issues, etc.

3. Parking Permit Program

- a. Locations, cost, administration

4. Roll Out of Recommendations/Outreach (Discussion)

5. Public Comment/Questions

6. Next Meeting?

MINUTES
City of Newport
Parking Study Advisory Committee
Meeting #5
Newport City Hall Council Chambers
Tuesday, November 28, 2017

Committee Members Present: Julie Kay, Jody George, Janet Webster, Cris Torp, Gary Ripka, Jeff Lackey, Linda Neigebeuer, Bill Branigan, Sharon Snow, and Wendy Engler.

Committee Members Absent: Kathy Cleary, Cynda Bruce, Frank Geltner, Laura Anderson, Aaron Bretz, Tom McNamara, and William Bain.

Community Members Present: Dustin Capri, Jon Moody, and Jon Tesar.

City Staff Present: Community Development Director (CDD), Derrick Tokos, Police Chief, Jason Malloy, and Executive Assistant, Sherri Marineau.

Consultants Present: Lancaster Engineering: Brian Davis.

Call to Order. At 3:02 p.m.

1. Introductions. Tokos opened the meeting and introductions were done. Webster shared changes to the October 18, 2017 minutes with Marineau. She clarified a statement from Ripka in the minutes and noted the Canyon Way parking lot should be changed to the Port Dock.

Ripka asked to talk about 13th Street on the agenda. Webster asked for a report on the Planning Commission's work session. Tokos said the PC would be updated as things come together for a recommendation. Webster asked for an update on the outreach. Tokos said outreach would be happening after things were a little more firmed up. Webster thought the notice should go out as soon as possible so the public didn't feel like they were in the dark.

2. Updated Parking Management Plan. Davis gave an overview of the updates since the previous meeting. He discussed the parking meter capitalization and roll out plan; additional information regarding the meter/permit districts; and enforcement. Davis reported that he received feedback from the AC on the Bayfront, Nye Beach, and 13th Street. He said that 1st and 2nd Street in Nye Beach were left as meter only. Webster asked if all of the updates were in Section 4. Davis said that 98 percent of the updates were in that Section.

Davis reported on the expanded details of the permit program; RV parking options; and Port racking. He then covered the current Nye Beach and Bayfront metering plans. He said the green areas would be rolled out first with the yellow areas rolled out on a Tier 2 basis. Tokos reviewed the context of the parking plan with the new AC members that were at the meeting. Webster said she was not comfortable with the new recommendations. Tokos said he would expect further adjustments and it was a recommendation on how to roll out metering if the AC elected to do it. Engler said she was glad there was time for the public to get used to the idea of meters. She said the AC needed to focus on a plan beyond metering and that there needed to be better signage and a sidewalk plan. Engler didn't want it to look like the reason the parking plan was in place so the City could do meters. She noted that the Bayfront signs needed to be cleaned up. A discussion ensued regarding funding lighting and signage plans through metering.

Dustin Capri said that the Harbor Way sidewalks had been funded for two years but they haven't been done. He noted the City needed to address how funding was utilized and what staffing was needed. Tokos said the Bayfront district paid for the Harbor Way project. He said revenue was important because it allowed the City to do some projects, and also encourage changes in behaviors. Capri said that the AC needed to find a way to focus on the benefits of meters to change the public perception. George asked if the sidewalks were being held up because of the hospital remodel. Tokos said it was just a coincidence.

Branigan asked if increased enforcement would promote more turnover. Davis said he didn't think it would. A discussion ensued regarding the current enforcement on the Bayfront and how it had been lacking. Davis noted that he could get figures on the enforcement if the AC wanted it.

Niegebauer asked if the Nye Beach area would just be meters. Davis said it would be both metering and paid parking. Niegebauer felt that everyone needed to pay for parking and was fine with permit parking. She suggested looking at a permit for parking lot for the elderly at the Newport Visual Arts Center.

John Moody addressed the AC and asked what the permit cost would be. Tokos said the subject was something that would be discussed by the AC and would need to be worked through.

Davis reported the only change on the Bayfront was from the Coast Guard center to Bay Street; the lot identified as a City lot was changed to a paid only lot; and everything else east of Hatfield Drive would be paid/permit. Webster noted that there was a City lot that was marked private. The AC agreed it should be permit/timed. Webster asked if there was any consideration to make private lots public. Tokos said the last conversation for the Lee Street lots was that they would stay private and have cost sharing for public use of the lower lot. Torp noted that the Apollo lot was another one to consider. He suggested a reduction in business license fees to pay private owners to use their lots. Tokos said if there were changes to regulatory requirements for providing off street spaces, there may be an opportunity for the City and private owners to increase public parking. Capri noted that Merida was open to this. A discussion ensued regarding utilizing private lots for parking.

Ripka asked if the yellow areas of meters on the Bayfront went all the way to the end. Davis said yes, and it was done to control the huge parking demands. Ripka thought it would cause rollover and would gain more parking for the fishermen. Webster suggested doing timed permitting in the area. Snow asked if permit parking was tied into the moorage. Ripka said it wasn't and they would have to buy permits. Tokos reminded the AC that metering would be a phased rollout. Snow asked if Abbey Street would be paid. Yes. Torp asked if the green areas on the maps meant no permits. Yes. Rudy requested permit parking east of the road. A discussion ensued regarding time shift parking for employees and transit options on the Bayfront.

Ripka suggested a permit/paid lot at the Rogue lot. Davis suggested doing a tiered (color coded) permit for different lots and said they would need options for 12 hour employees and charters. Davis suggested using the Rogue lot as parking 12 hours all day. Visitors would pay full price and there would be a discounted employee rate. Tokos suggested tiering with pricing to fair it out. Chief Malloy explained the challenges with enforcement. Tokos said there could be an adjustment to the contract to do enforcement.

The AC agreed that the Abbey lot should be permit/paid, the VAC should be paid/permit, and the Nye Beach turnaround should be paid.

Davis reviewed the upfront and ongoing metering expenses with the AC. He also covered meter revenues. Davis said that the metering would happen between 11am to 7pm. He reviewed the overall picture of the capital projects. Niegebauer asked if the costs were just for the first year. Davis said they would be bonded out over 20 years. Webster thought the maintenance costs should come out of other funds and suggested they come from System Development Charges (SDC). Tokos said that SDC funds could not be used for maintenance and didn't know of any dedicated resources for lot maintenance. Davis said he would rework the annual costs. He said if the City Loop was taken out of Tier 1 projects, the annual cost would go down to \$209,700. George asked if this amount could be for signage, issues and the transit loop. She said there would then be room to figure out where funds would go. Tokos didn't think this was a commitment to the City Loop project and metering fees could also be adjusted. Ripka thought it shouldn't be a part of the annual costs. Davis said he would add another table that broke down only the things that needed to be metered to get a better idea of what the actual revenues would be to use for transit and Wayfinding.

3. Enforcement. Chief Malloy gave an overview of the City's contract with TCB. He said that the collection rate was less than 40 percent. He said the City Council signed off on a new parking bureau to fix this. Malloy explained that the Police Department now had some teeth with the ordinance, and had new software to track tickets. Snow asked if there would be any advertising to the public about parking tickets. Malloy liked the idea. Davis asked how much it would cost to implement. Malloy said it would be the cost of additional staff. Tokos said there would be an adjustment to the TCB contract and they needed to look at what the costs would be. Malloy said he would like two full time

personnel to enforce and one to monitor. Davis asked what the annual the cost would be. Malloy said if it was a City employee with benefits it would cost a lot more because TCB was a private employer. The City paid around \$45,000 per employee per year. Torp said he thought that the TCB contract was paid by fee collections. Malloy said that was the intent, but they were issuing more than they were collecting. The average collections were around 40 percent. Webster asked if the TCB contract was seasonal. Malloy said it was annual and was balanced out over the year with more during peak seasons. Davis asked if there would be any additional revenues needed. Malloy said there were some what ifs to factor in that couldn't be guaranteed and would estimate it around \$10,000 to \$20,000 per year. He said he could only guess at the amount at that time.

Webster asked who would maintain the machines. Tokos said there would be a maintenance contract with the company the meters were acquired from. He said that there would be better answers by June and reminded the AC that things could be adjusted. Malloy said when it was determined this was the direction the AC would like to go, they would look into what the staff time would be.

4. Parking Permit Program. Tokos reviewed the Parking Permit Program at the Bayfront with the AC. Ripka thought the fisherman permits should be tied with the Port parking. Tokos said they were looking at structuring the program at \$60 per year for on-street or private lot parking and have a 72 hour provision. He asked the AC what they thought. Ripka said to look at what the Port was paying currently to determine. Webster said to look at how many boats were moored at Port Dock 5. She thought there might be more parking demand for fleets. Lackey suggested expanding the current arrangement as a permit program. Tokos said the permits would be routed through the Port but noted the fee might go up. Malloy noted that TCB had a contract with the Port. Davis thought fishermen would need a permit for Bay Blvd. Tokos asked if the 72 hour parking limitation should be lifted. Yes. Webster thought that the fishermen who were out longer than 72 hours shouldn't use parking lots. Ripka said this wouldn't apply to Port Dock 3. Webster questioned if there was a City ordinance for parking over 72 hours. Tokos said with the recommendation the City would make adjustments to the ordinance. Webster said that the Shrimp plant workers would have to get permits and felt Moody was concerned about the costs for staff. Ripka thought the fisherman would gain a lot with meters because rollover would help to gain a lot of parking.

Tokos reviewed the parking permit program in Nye Beach. Niegebauer thought anyone parking in a public area should pay for a permit to park. Capri was concerned about permit parking in commercial mixed with residential areas and referenced 13th Street where he lived. He said he thought the data on this street was wrong because all vehicles belonged to the residents. Capri wanted the street to stay a neighborhood street and then if there was a problem, come back to reassess. He asked the AC to consider taking it out. The AC agreed to this and thought that if there was trouble, they could do it by permit only.

5. Next Meeting. Tokos said he would bring an example and give an example of the outreach plan at the next meeting. Niegebauer suggested looking at rental history on vacation rentals for temporary parking permits. Engler asked what other small towns implemented meters. Davis said Hood River. He also said that Cannon Beach was the same as Nye Beach and they shot down time limits. They were considering meters but would probably say no to them.

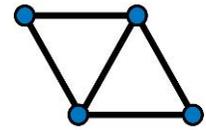
Tokos said the next meeting would happen in mid-January. Engler thought it would be great to do sidewalk plans. Tokos said they were trying to do these as part of the Transportation System Plan. Davis said it was important to show how the Parking Plan was a progressive solution, not a money grab. Branigan asked if the meters could be leased. Davis said it was a good question and there might be some options. Ripka asked if meters had ever been a bust. Davis said yes.

Having no further business, the meeting adjourned at 5:17 p.m.

Respectfully submitted,

Sherri Marineau
Executive Assistant

Newport Parking Plan Updates 1/2018



StreetLab

321 SW 4th Ave., Suite 401
Portland, OR 97204
phone: 503.248.0313
fax: 503.248.9251
web: streetlab.us

To: Newport Parking Plan SAC Members
From: Brian Davis
Date: January 9, 2018
Subject: January 2018 Plan Updates

The current draft of the Newport Parking Management Plan, dated January 8, 2018, includes the following key changes from the prior version, dated November 17, 2017:

- Minor updates were made to text in the Management Recommendations section (beginning on page 62) based on committee feedback, including additional on branding/wayfinding recommendations and other non-metering elements.
- Additional language was added highlighting the non-revenue elements to metering that are beneficial to parking and traffic management.
- Detail added to enforcement following feedback from Chief Malloy (nothing substantial, as the assumption of enforcement generating revenue roughly equal to expenses was largely confirmed)
- At the request of local homeowners, 13th Street was removed from the recommended permit zone for the Bayfront.
- All public lots on the Bayfront were added to the recommended meter/permit zone. Previously, these were recommended for the meter zone. However, it is recommended that these lots be implemented during Phase 1. This is described on pg. 76.
- Other minor updates to the meter zones and meter/permit zones were made. The maps on pages 72-73 were updated accordingly, with additional improvements for clarity.
- Tables on pages 75, 77, 78, and 79 were updated based on the new meter and meter/permit zones.
- A new section was added on pg. 81, including additional detail on the expense and revenue picture resulting from the recommended metering plan.